

NEWS BULLETIN

AN ASSOCIATION OF MEN

**HOLING**



OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

**THROUGH**

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NOVEMBER, 1957

## THE MOLES' AWARD HONOREES FOR '58



**FRANCIS DONALDSON**

Some 56 years of solid contributions to the art of building piers, tunnels and foundations, and the esteem of his fellow builders have amply qualified Francis Donaldson as The Moles' non-member Award Winner for 1958.

He has been with Mason & Hanger since 1926, the first nine years as chief engineer and as vice president and director since 1936, but he had put in a full quarter-century of distinguished service, on many noteworthy projects, even before that.

To start at the beginning: He was born in Maryland in 1881 and as a young boy he traveled in Europe, including Russia, when his father, a physician, was sent abroad to make a survey for the insurance company that employed him. Francis got his liberal-arts and engineering education at Johns Hopkins and Lehigh.

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**PETER F. CONNOLLY**

The Moles' member Award Winner for 1958 is a charter member of this organization and one who, in the words of his nominator, "has been doing the work of a real Mole for the past 55 years."

Pete's outstanding record in construction, dating from 1902, has been primarily in tunnels and pneumatic caissons, so perhaps the man meant "real mole."

The head man of the Peter F. Connolly Company, whose headquarters are in Osterville on Cape Cod, Mass., got his start only one year later than his fellow Award winner of this year, working — in 1902 — on the East Boston Tunnel for the contractor, Charles R. Gow. He kept busy in and around Boston for several years, working on the famous Harvard Stadium and then the Washington Street subway, then in 1908 he started his own business, and worked on highways in Maryland and New York from 1910 to 1915.

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## Lots of Splashes At the Clambake!

One of the most entertaining programs in the history of Clambakes regaled more'n a thousand Moles and their guests August 14 on Travers Island, with a glittering Aquarama show as the highlight.

Only sad part was that the DPW softballers nosed out our guys again, for the third straight year by a single run! But Program Chairman Bill Sheehan had plenty of diversion going, day and night, to divert the Molemen from any lingering remorse.

Here are the first and second prize winners in the various feats-of-skill competitions:

Alley Cats — J. H. Husing (chiller beverage pitcher); Mark Doreic (Car Pak).

Ball Toss — Charles McCarthy (chiller beverage pitcher); Jack Gelberman (ice crusher).

Egg Tossing — Al Downes Jr. and Fred Driscoll Jr. (binoculars); William Eitel and John Barnes (chromium ice buckets).

Golf Pitching — Weldon Booth (golf cart); Robert Dodds (golf bag).

Horseshoes — Herb Frank (electric shaver); H. Molese (flashlight).

Pile Driving — Ron Baldwin (clock radio); Harry Kramer (electric shaver).

Spike Driving — Armand Prati (drill kit); Stanley Forman (picnic case).

And here are the winners of the door prizes given at the evening show:

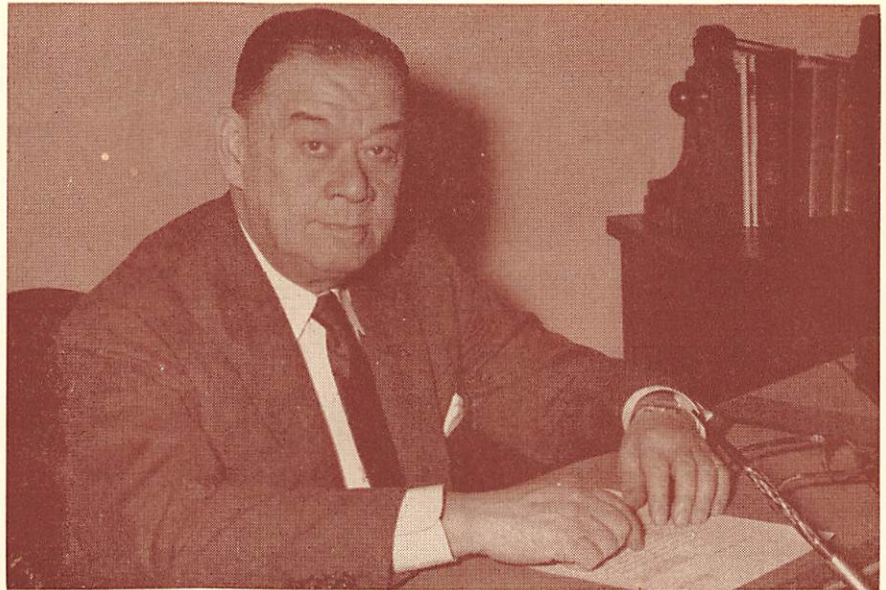
Howard Westphal (tape recorder); E. A. Carbone (camera); Fred J. Driscoll Jr. (portable transistor radio); William H. Correale, J. F. Conlin and Robert C. Johnston (all three, electric shavers); Charles Malis, J. D. Mead, Frank Haggerty and Graziano Zara (all four, "Moles" lighters).

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At the most recent meeting of the Executive Committee the application of J. D. Tuller requesting Member Emeritus status was unanimously approved.

### MEMBERSHIP CEILING

Applications for membership in The Moles are still "closed" for a while. This is in accordance with a decision reached in a recent Executive Committee meeting. There still is a considerable backlog of applications that were already on file when the by-law was adopted limiting the active membership to 450 and stipulating that, until the list is brought down to the 450 level, we can accept new applicants only at the rate of one new member for each two persons who cease to be members.



## IRVING VAN ARNAM HUIE

One of the warmest and most valued friends of The Moles and of dozens of individual Moles, Irving V. A. Huie, died August 30 at his home in Douglaston, L.I., in his 68th year. He had been in ill health since June and had undergone an operation. Major Huie figured in several happy milestones in our organization's history: In 1940, when Robert Moses was selected to be the first non-member recipient of The Moles' Award, it was Irving Huie who informed Mr. Moses and later made the actual presentation. This was the only instance in the history of the Award when a person not a member of The Moles made a presentation. In fact, in all the years from 1940 through the 1957 Dinner, the Major was the only person who was on the dais for every one of those Dinners! He was unanimously voted into Honorary Membership in November, 1954. Back in 1942, when he was Commissioner of Public Works, Huie helped inaugurate the softball game between DPW and Moles that has become the highlight of our annual Clambake.

### Francis Donaldson

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His career as a construction man began in 1901 when Frank Dravo put him to work on the design of a timber shoe for a brick caisson. He was with Dravo for 10 years and supervised many shaft-sinking contracts, being made chief engineer in 1908.

Between 1911 and 1926 he served in several roles: as chief engineer for T.A. Gillespie, as managing engineer of Degnon Contracting, and for the last eight of those years as free-lance contractor and consulting engineer. His hooking up with Mason & Hanger in 1926 was partly in the nature of a "return" since he had been briefly associated with that concern during World War I.

Shortly thereafter came the bidding for the foundation of the New Jersey towers of the George Washington bridge, a job that presented such problems that the contractors were asked to bid on their own schemes. Several bid on pneumatic caissons, but Donaldson designed braced open cofferdams, and drew high praise after the successful completion of the work.

Many other notable jobs have come along in the years since, among them: Fulton Street tunnel, all three tubes of

### SEMINAR DATES

Dates for a three-evening seminar sponsored by The Moles for the purpose of interesting young men in the construction industry are announced by Charles Stillman, chairman of the Education Committee. The sessions will be held in the Engineers' Building on December 6, 1957, and January 10 and February 14, 1958. Earnest efforts by all Moles in rounding up a good attendance for these meetings are invited by the Education Committee and by the Executive Committee of The Moles.

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### MORE KINGLY HONORS

Two new bits of recognition have come to Howard King, our Member Award winner of 1956. He was designated Metropolitan Civil Engineer of the Year by the Metro section of the American Society of Civil Engineers, and was later given a citation from the Engineers Council of the City College of New York Alumni.

the Lincoln Tunnel, diversion tunnels for the Fort Peck dam, the first contract for Grand Coulee dam, the Rays Hill tunnel on the Pennsylvania Turnpike, the Manhattan section of the Brooklyn-Battery tunnel, and others.



# Camera-Catches at the Clambake



Harry Hush, Griffin Equipment Corp., Bill Sheehan, chairman program committee; Louis A. Steele, General Motors Corp.



Sam Winterberg and A. Burros, Fehlhaber Corp.; Fred W. Brama, Brama & Weber Co., Inc.; A. Prati, L & J Concrete Breaking Corp.



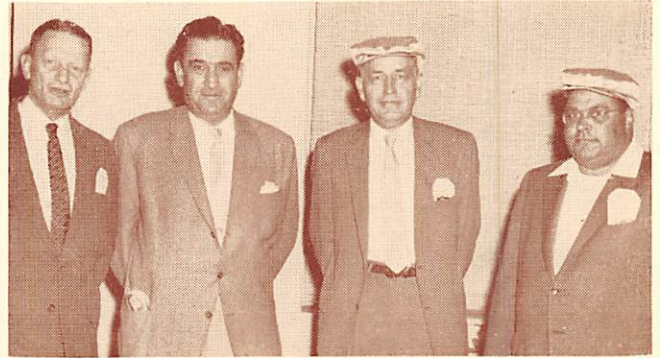
David A. Werblin and Nick Grieco, Griffin Well Point Co.; L. J. Norton, Hendrickson Bros.; James S. McConville, Griffin Equipment Corp.; T. U. Musacchio, American Gas & Electric Co.



Martin Dillon, Boston Woven Hose & Rubber Co.; Jim McKeever, New Jersey highway dept.; E. J. Oaks, Thomas Nicol Co.; E. J. Mahoney, Mahoney-Clarke Inc.



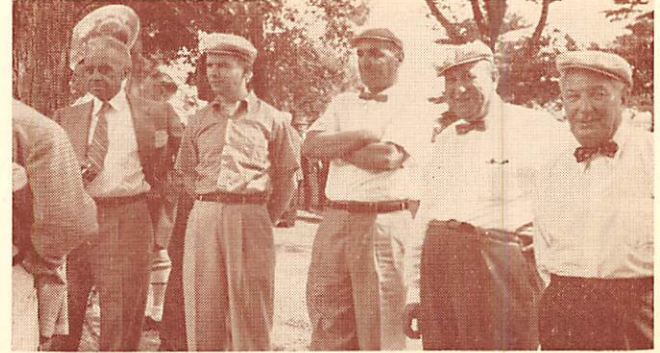
E. J. Mahoney, Mahoney-Clarke Inc.; Edward D. Sabin, The Wait Associates; Fred Zurmuhlen, commissioner of public works, New York; Edward S. Callahan, consultant, New York; Edward Clark, chief engineer, DPW, New York.



George L. Nickerson, district engineer, NYSDPW; Herb Goodkind, consultant engineer, Goodkind & O'Dea.; E. W. Dayton, assistant engineer, NYSDPW; George Poppe, parts manager, Hodge & Hammond Inc.



E. Rossun, Ben Lefkowitz, A. Hornstein, all with N.Y.C. Transit Authority; Henry Goldfinger, Spencer, White & Prentis; Adolph D. Sussman, Al Spagna, R. J. Maldarelli, all with N.Y.C. Transit Authority.



H. McHugh and Barney Clarke, Dragon Cement Co.; Walt Conner, Allied Transit Mix Co.; R. J. Pfizinger, New Jersey state highway dept.; L. Palmatteer, Steers Sand & Gravel Co.





**BURRELL**

Harold P. Burrell, 74, of Noroton, Conn., a civil engineer with the Guild Construction Co. of Providence, R.I., died suddenly on September 1 at his home. Mr. Burrell got his early schooling in Germany and received his degree in engineering from the Polytechnicum at Zurich, Switzerland. He had considerable experience in bridge building and other construction in Canada on several occasions, and in World War I served with the Canadian Army on the Western Front, being discharged with the rank of major. After the war he formed his own company, Phoenix Construction, and later was with MacArthur Concrete Pile and Franki Pile Company, and then with Western Foundation Corp. in Chicago as chief engineer. He is survived by Mrs. Burrell, and two sons and a daughter.

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**HOW IT STARTED**

Browsing through ancient minutes of meetings can stir nostalgic memories in some of our Mole "old timers."

For instance, one such yellowing paper reveals that The Moles got started after a couple of re-union dinners, in April of 1937 at the Masonic Club in Jersey City, of men who'd been with Degnon Contracting Co. and the New York and New Jersey Construction Co.

A "special committee" to form a suitable organization of men "now or formerly" engaged in construction work met on May 13 and May 28, 1937. Its personnel: Albert Sielke, the late Harry A. Leeuw, Elz Hardenburgh and Alex Stagg. This group chose the name "Moles" and Al Sielke prepared the letter of invitation to prospective members.

Alex Stagg was secretary and keeper of the minutes disclosing the above.

It was Leeuw, then superintendent for Allen N. Spooner & Son, who originated and suggested the name Moles. He became the group's first president.



**AYERS**

David J. Ayers, 72, a long-time friend of Arthur Johnson and of R. A. Johnson, of Howard King and Mansell MacLean, died September 1 at Fordham Hospital after a long illness. He was with Ingersoll-Rand Company for 40 years, as a rock drill specialist, and retired from that company in February, 1956.

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**Peter F. Connolly**

(Continued from Page One)

Heading west, he built water works in Cleveland and Akron in the 1916-1924 period, then several important tunnels for the New York City Board of Water Supply, and one of those — "No. 2" — in association with Patrick McGovern, Inc., bore the then-record (early '30s) contract price of \$44 million.

During the last two decades Peter Connolly and his company have been responsible for a steady stream of important jobs, among them: pneumatic tunnel under Wellington Bridge in Boston; pneumatic tunnel under River Rouge in Detroit; foundations and piers, built under compressed air, for the Thomas A. Edison Bridge over the Raritan river in New Jersey; pneumatic tunnel under the Mystic river in Boston; pneumatic caissons for Bruckner Boulevard bridge in the Bronx.

One of the Connolly jobs many Moles have glimpsed first hand in recent years was the pneumatic caissons for the new railroad bridge over the Harlem river. This work included demolition of the old bridge and piers, and the job has been rated as one of the most difficult caissons ever put down in America, with the added problem of maintaining traffic for 650 trains a day.

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Two Molemen recently were promoted to vice presidential stature with Spencer, White & Prentis, Inc.: Albert DiGiacinto and Donald B. McKinley. The latter becomes v-p in charge of field operations.



**ARMSTRONG**

Harry Armstrong, 64, a man described by the World-Telegram as having "helped shape the contours of his native city, New York, with his ideas and his hands," died August 6 after a long illness. As a civil engineer with Spencer, White & Prentis he had supervised the laying of structures throughout the city for 30 years. He had retired four years before his death. Among construction projects he worked on were the Bank of Manhattan at 40 Wall street, sections of the West Side Highway and the Sixth Avenue subway, and the modernization of the Brooklyn and Norfolk (Va.) Navy Yards. He served in World War I with the U.S. Navy as a lieutenant. Surviving are Mrs. Armstrong, two sons, and five grandchildren.

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**L. MORRIS MITCHELL**

A member emeritus of The Moles, L. Morris Mitchell, 65, died Sept. 29 in Phoenix, Ariz. A native of Minneapolis and a graduate of the University of Minnesota in 1915 with a degree in civil engineering, he was perhaps best known in New York for his work with Merritt-Chapman & Scott, with which he served as a vice president. He was buried in the family plot in Minneapolis. He is survived by his wife, Myrtle W. Mitchell.

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**Award Dinner Speaker**

Bertram D. Tallamy, Federal Highway Administrator in the U.S. Department of Commerce's Bureau of Public Roads, will be the principal speaker at the 1958 Moles Award dinner, at the Waldorf Astoria Hotel on Wednesday evening, Jan. 29.

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Ole Singstad received the annual Award for Distinguished Engineering Services from the New York State Society of Professional Engineers. The Moleman is an internationally famous tunnel engineer, and has received five honorary doctorates in engineering.