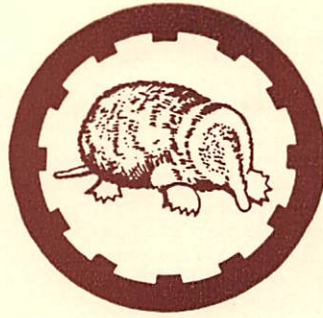


NEWS BULLETIN
AN ASSOCIATION OF MEN



OF THE MOLES
ENGAGED IN HEAVY CONSTRUCTION

HOLING

THROUGH

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NOVEMBER, 1958

ARMSTRONG, BONNY '59 AWARD WINNERS



JAMES F. ARMSTRONG

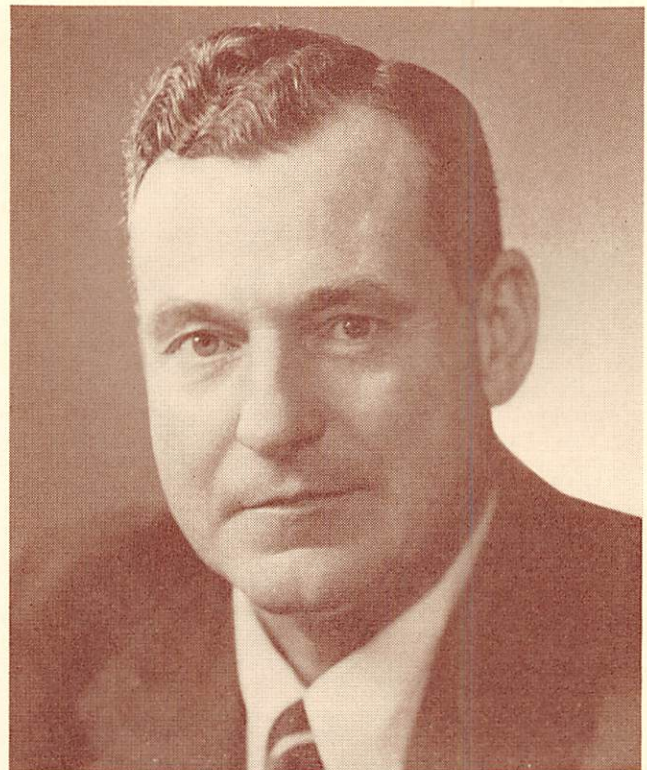
"Once the air is on, Jim never smiles until it is off."

Painstaking, on-the-job devotion to carrying through every project he's been on in more than a half-century of construction has earned that kind of praise from Jim Armstrong's associates, and those qualities plus others have won him the 1959 Member Award of The Moles.

Jim Armstrong got an early start on his career, for his father died when Jim was 10, and the lad went to work carrying chain for a mining engineer and surveyor in the coal fields of Pennsylvania. From there he went to the Pennsylvania Railroad in 1905, where he first went under compressed air.

He decided he was "big enough to work full time" after going through the eighth grade, and so his formal education ended there, but his practical edu-

(Continued on Page Two)



JOHN BRUCE BONNY

The last name of this 1959 Moles Non-Member Award winner is, of course, an adjective — and there is reason to suspect that the word originally was used that way, *preceding* the traditional Scottish family name of Bruce.

At any rate, that is not hard to believe, for today's John Bruce Bonny is a man to whom whole strings of complimentary adjectives are inevitably applied, terms like "far-ranging," "square-shouldered and square-shooting," "fast-moving," and "aggressive."

As vice president and general manager of Morrison-Knudsen Company, Inc., he makes his home in the M-K headquarters city of Boise, Idaho, but his field of operations with this world-wide organization covers most of the inhabited areas of the globe. Since 1952 he has been virtually a commuter to French Morocco as chairman of the operating committee of a group

(Continued on Page Four)

It Was A Real Nice Clambake!

Traditional "Moles weather" prevailed in spite of exceedingly discouraging forecasts, and a thousand or so Moles and their guests enjoyed one of the Great Days of the summer of 1958 at the Clambake on Travers Island on August 13.

The softball game went once more — for the fourth straight year! — to the athletes of the Department of Public Works rounded up by Commissioner Fred Zurmuhlen. They made it even more decisive this time, winning by 5 to 1 after three years of one-run squeakers. The ball players were given sterling silver tie clasps bearing The Moles emblem.

Winners in the various feats-of-skill competition around the premises were awarded merchandise "booklets" this year instead of actual merchandise. Here are the winners:

Alley Cats — Frank Redfern, first prize; Fred Day, second.

Egg Tossing — Winning team: John Barnes and Mr. Eipel; second, Messrs. Norwin and Macaronne.

Golf Pitching — G. Donovan, first; Tony Crimmins, second.

Horseshoes — Henry Vermont, first; W. Cleland, second.

Spike Driving — John Barnes, first (what an athlete! He was on the winning egg-toss team, too); Frank Holwell, second.

And here are the winners of the door prizes, given preceding the evening show in the big tent:

O.L.C. Bradford won first prize, a portable TV set; C. Garing, a guest of Ted Avery, won second prize, a transistor portable radio; Stanley Aronin, a guest of James A. Lee, won third prize, a camera kit.

Prizes four through seven, electric shavers, were won by William H. Mueser, Ralph Niles, Donald Hensley and E. E. Trolio. Niles was a guest of Hensley, and Trolio was a guest of A. H. Pilling.

Prizes eight through eleven, Moles cigarette lighters, went to: J. Edwards, George Murphy, D. F. Jordan, and James G. Tripp.

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Letoile Aids the Cause

Henry A. Letoile, assistant to the president of the Perini Corporation, is doing a very large bit for The Moles' Education program. He is scheduled for illustrated lectures at such colleges as Tufts, Cornell, Brown, M.I.T., Notre Dame and Ohio State, and has volunteered to put a large part of the accent upon heavy construction and to make frequent reference to the work The Moles are doing in encouraging young men to look to heavy construction as a career.

Dec. 5 Is First Education Meet

"Your Career Is In Construction," The Moles' intensified Education Program, will be launched on its second year's series of events on Friday evening, December 5, at 7:30 p.m., at the Engineering Societies building, 29 West 39th street in New York.

The meeting, to which promising young men from 16 colleges and technical schools of the metropolitan area have been invited, will feature a motion picture, talks by two well-qualified Moles, a question-and-answer period, and refreshments.

Charles D. Riddle, vice president of Walsh Construction Company, and Albert Di Giacinto, vice president of Spencer, White & Prentis, will be the speakers, and the Q-and-A session will be presided over by Charles B. Molineaux, vice president and chief engineer of the Arthur A. Johnson Corporation. The Moles' president, Howard A. Collins, will preside, and the Education Committee chairman, Charles Stillman, will be in charge of the meeting.

Young men from the following colleges have been invited: City College of New York, Columbia, The Cooper Union, Fairleigh Dickinson, Lehigh, Manhattan, Newark College of Engineering, Polytechnic Institute of Brooklyn, Pratt Institute, Princeton, Rensselaer Polytechnic Institute, Rutgers, Stevens Institute of Technology, University of Connecticut, Yale University, and New York University.

* * *

ROBERT E. PARKER, who "had been driving tunnels for about 50 years," died last August 24. Little statistical information is available, but R. H. Keays recalled for Holing Through that one of his first big jobs was the Passaic Valley outfall sewer job, requiring a 12-foot tunnel under Newark Bay and the city of Bayonne. This was started in 1913 and finished in 1917. Also, Bob Parker worked on the Shandaken Tunnel job in the Catskill Mountains for the New York City Board of Water Supply. Many years later he was superintendent on one of the big tunnel contracts of the Pennsylvania Turnpike, and still later was engaged in many big railroad tunnel jobs in Virginia, Kentucky and Tennessee. In late years he made his home in Miami, Fla. Surviving is Mrs. Mary Parker.

* * *

Holing Through has received news of the death on Sept. 10 last of S. Arthur Johnson, a Mole who had retired and returned to his home town of Pottsville, Pa. No further information is available, other than the fact that he was a master sergeant in World War I.

WORKERS

Members of the Award Working Committee for this year are: Ralph W. Atwater, Philip Grove, Chester W. Cambell, Howard A. Collins, Harry T. Immerman, Mansell L. MacLean, Eugene F. Moran Jr., and John J. Walsh.

James F. Armstrong

(Continued from Page One)

education has been going on ever since, to the benefit of four or five companies that are rich in Mole members.

From 1905 to 1916 he was with the Pennsy on location and construction of bridges, buildings and tunnels, including pneumatic caissons for the bridge across the Delaware river at Trenton. In 1917 he went with Arthur McMullen Co., where he worked on the tunnel under the Hackensack river, caissons for New York Central bridge over the Hudson at Castleton, N. Y., other big caisson jobs in Newark Bay and the Hackensack river.

From 1929 to 1949 he was with Senior & Palmer, Inc., handling more big pneumatic caisson jobs, including an especially tough one for his earlier employer, the Pennsy, for a bridge over the Passaic river and a tunnel under it. In the 1949-51 period he was with the Peter Connolly and Senior-Palmer outfits in joint ventures on Bruckner Boulevard in the Bronx and the Ward's Island bridge over the East river.

In the years since 1951 he has been kept busy on projects involving Walsh Construction, along with Connolly and Senior-Palmer, such as the pneumatic caissons for the new bridge of the New York Central railroad over the Harlem river, demolition of the old bridge and building of approaches for the new one, and a relieving platform and bulkhead in the Harlem river in the Bronx, on which he is engaged at present for Walsh-Connolly.

His nominator for the Moles Member Award pointed out that "the names of McMullen, Senior, Palmer, Connolly and Walsh carry more weight than any listing of jobs. To have the respect of such men is the highest recommendation any construction man can have, and Jim is a construction man . . . he is 'physically in the works' and known personally by every man who works for him."

Our new Member Award winner is a Life Member of the American Society of Civil Engineers. He and Mrs. Armstrong make their home at 710 Park Avenue. Their son, James F. Jr., is a C.E. graduate of Cornell and is with the U.S. Army in Washington.

Camera-Catches at the Clambake



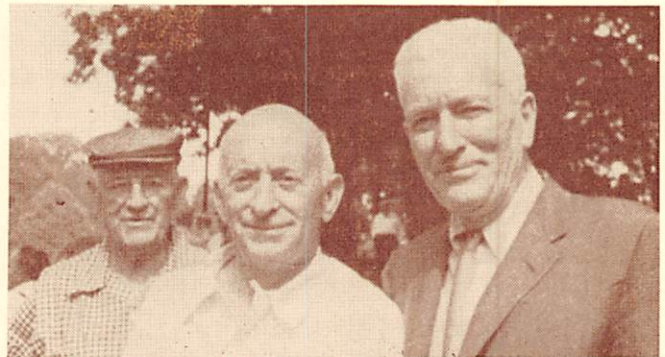
DISHIN' IT OUT, President Howard Collins loads up plates of Program Chairman Bill Sheehan and two of the Herald Tribune "Fresh Airs" who were courier-guests.



THREE PILLARS of Moles: Charles Stillman, education committee chairman; Ralph Atwater, honorary life president, and ex-president Dick Dougherty.



TED AVERY, softball manager, shown with W. F. Simmons of Blaw-Knox, Walter Robertson of Pettibone-Mulliken Corp., and Thomas Stritch of Brooklyn.



FORREST JENKINS of Western Foundation Corp., Harry Immerman of Spencer, White & Prentis, and Joseph C. Weaver, also of SWP.

MOLE MEMORIES

How many of the members can recall when November brought The Moles' Annual Frolic instead of a Dinner for members only?

The first one was held on March 3, 1939 in the Grand Ballroom of The Biltmore. About 400 members and guests were present and the Ballroom had picks and shovels draped around the mezzanine railing. An excellent dinner was accompanied by an outstanding variety show of the type that has been a part of all The Moles' Frolics and Clambakes.

The second was at the Roosevelt Hotel on April 3, 1940. The third was held on April 16, 1941, and in recognition of the fact that many of our members and friends were joining up for World War II, the announcement was in the form of a draft induction notice, and all those present were furnished with overseas caps.

On April 16, 1942, the next Frolic was held in the Roosevelt, with about 700 present, and again in recognition of the times, a substantial contribution from the receipts was made to the U.S.O. The Frolics continued in April, 1943 and April, 1944, despite rationing of food, sugar and meat.

From 1939 until 1944 the Annual Meeting and induction of Officers took

place either at the Award Dinner or at a meeting held the first week of November. At an Executive Committee meeting held June 7, 1944, it was voted that the Annual Meeting should be held the first Wednesday in May, and the Annual Frolic should be held the first week in November. The first Annual Frolic under this new arrangement was held November 7, 1945 in the Grand Ballroom of the Roosevelt Hotel with 700 members and guests present, and the theme was a welcome home to Mole members and guests who had served in the armed forces. Frolics were held November 6, 1946 and November 5, 1947.

Following the 1947 Annual Frolic, after nearly a year's debate among the members of the Executive Committee, it was decided that having the Clambake in August, the Annual Frolic in November, and the Award Dinner in February was having the effect of detracting from the interest and attendance of each of the affairs, and accordingly it was decided that the Annual Frolic should be changed to a dinner for members only, the first of which was held on November 10, 1948. It has been held annually since that time.

MEMBERSHIP CLOSED

A recommendation by the Membership Committee again closing the list for applications, as of Sept. 23 last, was approved by the Executive Committee. Any persons to whom application blanks had been sent earlier than that are being notified that they must be filled out and returned to The Moles office by January 1, 1959 in order to be considered.

The membership stood at 441 as of Sept. 23, exclusive of Founder, Honorary, and Emeritus members.

* * *

John I. McDonald

John I. McDonald, a Mole of many years' standing though not for nearly 20 years active in construction, died recently in Coral Gables, Fla. at age about 75. He was an officer of the William P. McDonald Construction Company in the 1930's, and later was president of the William P. McDonald Citrus Company in Florida. He was born in Tenafly, N.J.

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OUT OF THIS WORLD!

Honorary Mole Dr. T. Keith Glennan, who was principal speaker at the 1953 Award Dinner, has been named by President Eisenhower — and confirmed by the U.S. Senate — as head of the nation's new civilian space agency, the National Aeronautics and Space Administration.

John Bruce Bonny

(Continued from Page One)

building a huge chain of U.S. air bases, now completed.

More recently his "commuting" run has been to Iran, where he is involved in two huge projects: an \$80-million contract between M-K and Oman, as joint venturers, and the Army Engineers, for military installations for the Iranian government at nine different locations; and M-K International's building of Karadj Dam and other work for the government of Iran.

In "that other country," Iraq, also, M-K Limited only last August finished a 100-mile highway job, working right through the revolution in July and still getting acceptance of the work by the government more than a month ahead of time! And Jack Bonny — Bonny Jack would fit as well, you see — had a lot to do, via on-the-scene supervision, with hanging up that ahead-of-schedule record.

Apart from his excursions into the other hemisphere, Jack chalks up a staggering mileage in this side of the world — about 200,000 miles a year by air in the U.S., Canada, Alaska and Mexico, it's estimated. He's a licensed pilot, and often takes over the controls as relief pilot of the company's DC-3 assigned to him.

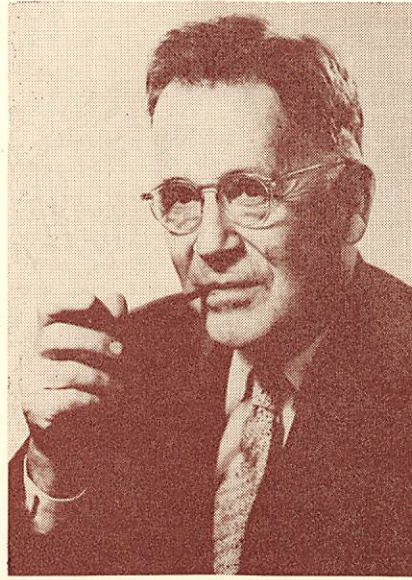
Born on February 8, 1903 in San Francisco, John Bruce will be not quite 56 years of age when he receives the Moles Award next January 28, which makes him one of the youngest men ever to receive this honor.

Jack has vivid personal recollections of the earthquake and fire that demolished his family home in San Francisco when he was 3. His great-grandfather was a pioneer builder of the original Sacramento levee system. Jack was graduated from the University of California in 1925, worked five years with a partnership construction firm, Derbon Construction Company, and joined M-K in 1931.

After a year in Seattle he became M-K's Los Angeles district manager. He became a vice president in 1943, a corporate director in 1944, and in 1947 was made general manager of the company's rapidly expanding operations and moved to Boise. He has sponsored the expansion of M-K's accident-prevention activities and the establishment of company-wide mechanic-training courses.

Today, Bonny keeps his fingers on the operations of 24 subsidiaries in addition to those of the parent corporation; in 1958 more than 200 separate contracts were in progress in the United States and 18 foreign countries!

A firm believer in the joint-venture approach to the handling of large projects, Jack Bonny says he feels this is one of the outstanding trends in the construction industry in recent years. "If the joint-venture technique had not been developed," he says, "there wouldn't be any such thing as the \$100-million jobs such as we can undertake now, on a



HOWARD KING

One of the most beloved and respected members of The Moles, Howard Langdon King, 69, died on Sept. 21 last after a painful illness of several months. At the time of his death he was chairman of the current Award Committee; President Howard Collins has carried on as acting chairman.

Howard King was himself the recipient of the Moles Award for 1956, in recognition of a long and distinguished career as an engineer and constructor. A native New Yorker, he was brought up in a strongly scholastic atmosphere and earned bachelor and master of arts degrees from City College and Columbia University, respectively, but found engineering much more appealing than the teaching profession on which he had started.

He was in the 27th Engineers in World War I, and in 1921 joined the organization of Clifford Holland in the building of the Holland Tunnel. Upon completion of that project he joined the Mason & Hanger Company and was with it the rest of his career, playing important roles in all three tubes of the Lincoln Tunnel, the Brooklyn-Battery Tunnel, and various subway contracts in New York City. During World War II he was project manager on ordnance plants at Pulaski, Va., and Baraboo, Wis.

Joining The Moles in 1939, he was trustee in the years 1943, 44, 45 and 46. He was a member of the American Society of Civil Engineers, and the Engineers Club. Surviving is a daughter, Mrs. Mark Schlefer of Washington, D.C.

competitive, firm-price basis. And the fact that we have never had a serious disagreement with any joint venturer speaks well for the kind of people that are in this business."

That he appreciates his trade as well as the caliber of people in it is seen in this Bonny quote: "The construction business is not only the most important of all businesses, but is one of the world's best hopes for the future."



GEORGE S. COLLEY, JR.

A man who, with his wife, survived three years and eight months of prison-camp existence in World War II and had carved a notable engineering career in faraway lands met death last July 14 during a civil uprising in Baghdad, Iraq.

George Colley, who was senior vice president and director of Bechtel Corporation of San Francisco, New York, Los Angeles and Houston, was first reported "missing," and it was later concluded that he had been killed by a street mob that seized him from a detachment of troops.

Although only 56, Colley had been a central figure in the Bechtel organization for more than a quarter-century. He was in charge of building defense facilities in the Philippines when captured early in 1942. Before that he had supervised pipeline construction in Venezuela, and in the years since World War II had contributed tremendously to the development of the Middle East, where he became executive vice president of International Bechtel, Inc. In 1954 he had a key role in planning the Trans-Canada pipeline.

He had made his headquarters and his home in San Francisco since 1955. Surviving are Mrs. Colley and a son, 10, and a daughter, 8.

* * *

JAMES PATRICK DALY, 63, a sales engineer in the tar and chemicals division of the Koppers Company, died Sept. 11 last at his home in North Bergen, N. J. Mr. Daly, a World War I veteran and native of Jersey City, had lived the last 30 years in North Bergen. He was a member of a number of organizations other than The Moles, including the Elks, Knights of Columbus, and American Legion. Surviving are Mrs. Catherine Daly and a sister, Mrs. Mae McArthur.