

NEWS BULLETIN

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OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

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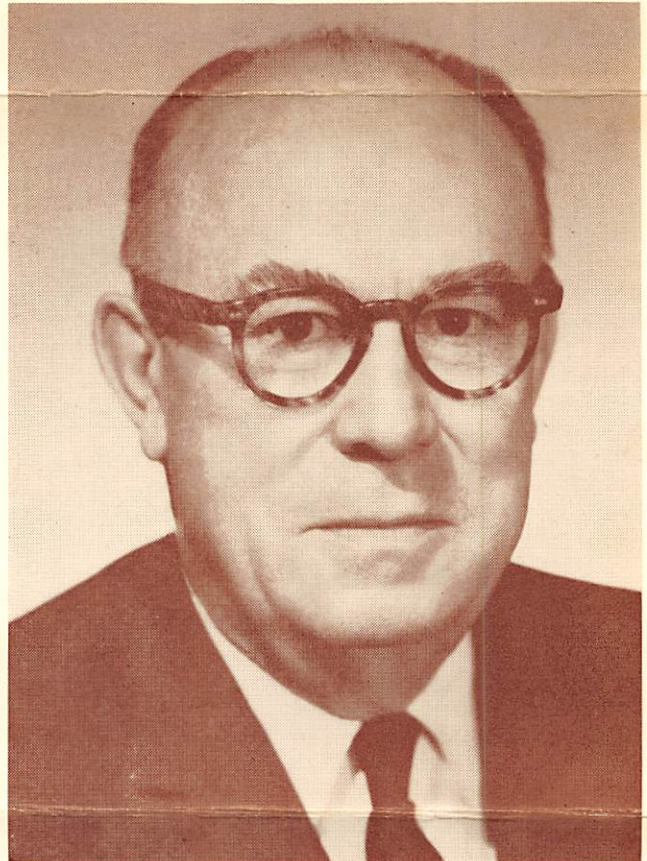
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NOVEMBER 4, 1964

Moles Awards to Slattery and Crandall



JAMES M. SLATTERY



LOU R. CRANDALL

Two distinguished board chairmen of distinguished companies in the New York area — Lou R. Crandall of George A. Fuller Company and James M. Slattery of Slattery Contracting Company, Inc. — have been named as The Moles Awards recipients for 1965. When they receive their honors at the Waldorf Astoria next January 27 they will become the 25th pair to win this accolade, the highest honors the heavy construction industry can bestow. Mr. Crandall is the Non-Member Awardee.

Jim Slattery bought a second-hand steam shovel 46 years ago, and he has never stopped moving or building.

The firm he founded a few years later, in 1925, in Maspeth, Long Island, has grown from a one-man operation to what an authoritative trade magazine has listed as the nation's 24th-largest contractor, with almost \$54 million in prime contracts.

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Equally at home in building a glass-walled Lever House on New York's Park Avenue, a classic Supreme Court Building in Washington, D.C., or a missile base in Montana, Lou Crandall has completed an extraordinary variety of construction projects in the last 47 years.

Lou has spent his entire business career — 47 years — with the George A. Fuller Company. Born in

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HONORED MEMBER



Edgar F. Kaiser

For the first time in the 25-year history of The Moles Awards, a full member of the Association will be the honored principal speaker at the dinner next January 27. Edgar F. Kaiser, non-member awardee in 1963 and, thereupon as per custom an honorary member, has been elected to full membership by the Executive Committee and will be received as such at tonight's dinner meeting — and he will deliver the main address at the next Awards Dinner. He is president and chief executive officer of Kaiser Industries Corporation.

PROUD MOMENT!

The great Verrazano-Narrows Bridge is scheduled for its formal opening later this month — November 21 — and this will be an event holding tremendous interest for all Moles, with special overtones for some because of their or their companies' roles in this world's longest suspended-span bridge.

The tower foundations were the responsibility of the J. Rich Steers organization; the anchorages were constructed by the Arthur A. Johnson Co. and Peter Kiewit Sons Co.; approaches by the Slattery Contracting Co.; steel work by the American Bridge division of U.S. Steel, with the assistance of Moleman Dave Fine. Engineers were the consulting firm of Ammann & Whitney, represented by our members H. George Decancq and George T. Hammond.

Also, of course, a visit to the bridge during the cable-spinning period was a big feature of our 1963 Students' Day.

Mr. and Mrs. Bob Crimmins sailed October 3 on the liner Leonardo da Vinci, for Rome, but came home by air on October 25 so Bob could be sure to make the November 4 dinner.

James M. Slattery

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In his long career Jim Slattery has seen at first hand the very beginnings of dozens of building and construction projects that have combined to give New York City and environs more face-lifting than any other city on the continent.

The population explosion, the growing complexity of business and industry, the revolution in transportation, the urban renewal movement — all these have called for energy, foresight and courage on the part of men charged with shaping new cities. And this self-educated, self-starting man has played a leading role in the great adventure of heavy construction for nearly half a century.

Slattery's men have worked on, among other things in recent years, Lincoln Center for the Performing Arts, the Verrazano-Narrows Bridge now about ready to open, and many of the World's Fair pavilions.

But there's another project which many of his friends feel is even closer to his heart. That's the Queens Boys' Club, in which he plays an active part. For his interest and work in it he was honored, last June, as the club's Man of The Year, with a big dinner at the Waldorf.

Jim Slattery's own boyhood was not easy. He was born in Manhattan 67 years ago, was an orphan by the time he was 15, and lived alone for the next five years. After service with the Navy in World War I he had the idea of becoming a marine engineer. He passed the federal marine engineering examination and received a license for unlimited tonnage, which he still holds but has never used.

At 21 he became a licensed operating engineer on construction projects in the city. Impatient with his progress, he saved until he could purchase a rusting steam shovel and opened his own business in 1925, incorporating it two years later.

In years to come, his men would tackle projects like the \$13-million viaduct on the Bruckner Expressway in the Bronx and a \$10-million elevated section of the Gowanus Parkway in Brooklyn.

Jim Slattery has always devoted much of his rare spare time to civic activities. He is a member of the Archbishop's Lay Committee for Charity of the Brooklyn Diocese, director of the Brooklyn Diocese Catholic Youth Organization, a member of the St. John's University Council, and a lay trustee of Iona College.

He is chairman of the James M. Slat-

HONORARY MEMBER



Bradford N. Clark

Meet The Moles' newest Honorary Member: Bradford N. Clark, who is just nearing the end of his first year as Commissioner of Public Works for the City of New York. The Moles' Executive Committee voted this special honorary membership, and it will be presented at the dinner meeting tonight. Brad, a native of Armonk, N. Y. and a graduate of Pratt Institute, holds a degree in civil engineering from New York University, gained the rank of commander in the U.S. Navy in World War II, and was for 17 years with the firm of Eggers & Higgins, the latter part of that period as administrative vice president.

The Moles are going to be "written up" in extra-fine style in a magazine called "America's Builders," a publication sponsored by George Pepperdine College, of Los Angeles.

A special issue will be devoted to The Moles some time following the 1965 Awards Dinner. Recently William M. Youngs, public information director of the college and assistant to James L. Lovell, editor of the publication, spent a week in New York doing research on The Moles.

This should be a notable historical document, making a long-lived record of the achievements of great men of construction, and should be of great value to the entire construction and engineering fraternity, Mr. Lovell said.

tery Foundation, which supports charitable, educational and benevolent work.

He was awarded an honorary doctor of laws degree by Iona in 1957, and an honorary doctor of engineering degree from Stevens Institute in 1952.

DPW NINE IN 12-3 TRIUMPH

One of the most lop-sided scores in the long history of Moles-DPW softball rivalry was chalked up by the Public Works athletes at the 1964 Clambake when they prevailed by 12 to 3. The Moles had won the first two games of the current series, for The President's Cup, so this series now stands 2 to 1.

Here are the winners of prizes in the well-patronized field contests: In bocci — H. Hunt, J. Jaskot, J. Kerr and Tom Kelly; golf pitching — E. Reed and Abe Marcus; horseshoes — Dan Marcy and John Garaetto; spike driving — M. Dere-lanko and S. C. Grodsky; basket tossing — A. J. Kenlan and H. Johnson.

Door prizes went to Joseph Peraino, James Fisher, Arthur J. Gold, F. Red-fern, A. Vachris and J. Bochicchio.

Program Committee Chairman, D. G. LeTourneau, informed Holing Through that a doorprize has been delivered to each person whose name was drawn from the doorprize barrel even though that person was not in the tent at the time of the drawing.

WELCOME FACULTY!

Faculty men, The Moles bid you a hearty welcome to our November dinner meeting. Faculty representatives from the following 20 eastern engineering colleges are our guests this evening: City College of New York, Columbia, The Cooper Union, Cornell, Lafayette, Lehigh, Manhattan, Newark College of Engineering, New York U., Princeton, Rensselaer Polytechnic Institute, Rutgers, Stevens Institute, Union College, University of Connecticut, Fairleigh Dick-inson, Polytechnic Institute of Brooklyn, State University at Delhi, State Univer-sity at Farmingdale, and Yale University.

Ex-President and Mrs. Howard Dixon returned October 11 from a tour of 11 European countries that lasted 30 days and took them to London, Paris, Rome, Luxembourg and Monaco, among other places. They report they "had a ball" but came home "completely exhausted."

Henry C. Boschen is chairman of the Award Working Committee for the 1965 Awards Dinner, with Howard Gould as vice chairman. Other members of the committee are Eugene McGovern, Charles Stillman, Robert Crimmins, Richard E. Mynatt, President John J. Walsh, David A. Werblin and, ex officio, Ralph W. Atwater.

Lou R. Crandall

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Sylvania, Ohio, he attended the Univer-sity of Michigan and obtained his bach-elor of science degree in civil engineer-ing in 1917. Upon graduation he went to work as an engineer in Fuller's Wash-ington office. Promotions came fast. In 1921 he was made manager of the Miami office. In 1925 he was elected a vice president, and a year later became manager of the Chicago office, the city where the company was founded.

His drive, salesmanship, business acu-men and versatility brought new respon-sibilities, and in 1928 he was elected president. In this capacity he led the organization through the great depres-sion of the Thirties, World War II, and the Korean conflict, and into the era of America's greatest expansion. Under his leadership the company became one of the largest construction firms in the country. In 1956 Lou became chairman and chief executive officer.

Lou always has had a deep respect for heavy construction work and the people in it. World War II gave him the op-portunity to devote a great deal of time to this field. Under his direction the George A. Fuller Company, both alone and in cooperation with others, achieved an amazing record in completing quickly and efficiently, and often in the face of great obstacles, many urgently needed military installations.

Teamed with Merritt-Chapman & Scott, Fuller built the huge Naval Air Station at Quonset Point, R. I. and the Advance Base at Davisville, R. I., and constructed a Naval Air Base at Argentia, New-foundland, a massive installation in Ice-land, and strategic and extensive bases in North Ireland and Scotland.

Many other military projects involv-ing extensive heavy construction work were completed by the Fuller Company itself. Among the construction records established under Lou Crandall's direc-tion was the erection of 852 buildings in 90 days at Camp Dix. Another achievement was the Dodge-Chicago Plant of Chrysler Corporation, the largest factory in the world.

In recent years Lou Crandall and his company have been identified with other heavy construction projects, both mili-tary and civilian. In the military field were the Minute Man Missile Base in Great Falls, Montana; the Titan Missile Base in Wichita, Kansas; the Atlas Missile Base in Cheyenne, Wyoming; and launching facilities at Cape Kennedy.

Lou's ability to work in cooperation with others has never been revealed so dramatically as in the construction of

Give These Lads A Helping Hand

A "gentle reminder" comes from Henry Wasung, chairman of the Educa-tion Committee, that his committee, in cooperation with the faculties of 20 east-ern engineering colleges, is continuing a program to encourage student engineers to make their careers in construction.

He points out that the A.G.C., through its national headquarters and its state chapters, has a similar program.

Contractors are requested to encourage their personnel to receive student engi-neers in a friendly manner and give them all possible assistance in their quest for employment in construction.

Henry emphasizes that "all will bene-fit by the good will that can flow from giving these young men a pointer or two and some encouragement." And, he says, "who knows, we may be helping to start a future Mole Awardee on his way."

Students' Day will again be observed next April as a feature of the Education Committee's program. One of the many happy features of this day will be to con-tinue the tradition of presenting the stu-dents with "hard hats" supplied through the courtesy and generosity of contract-ing firms affiliated with The Moles.

LOU R. CRANDALL

the United Nations Building, as chairman of the participating contractors.

Notable among his many distinguished monumental structures and office build-ings are the United States Supreme Court Building in Washington, D. C., the Seagram Building, Corning Glass Build-ing and Time and Life Building in New York. Still under construction at Lincoln Center is the new Metropolitan Opera House, one of Lou's favorite projects.

The University of Michigan has awarded him an honorary degree of doctor of engineering, and he has re-ceived an honorary doctor of science degree from Duquesne University.

He is a director of the Manufacturers Trust Company, Alco Products, Inc., General Cable Corp., The Home Insur-ance Company, Sperry & Hutchinson Company, and William J. Burns Inter-national Detective Agency.

His societies include Tau Beta Pi, Sig-ma Xi, University Club, Sleepy Hollow Country Club, The Links, and Blind Brook Country Club.

Lou and his wife, Mary Marguerite, live most of the year at their home at Scarborough, N. Y., overlooking the Hudson river, and the rest of the time they spend at their apartment in New York. They have two children.



ROBERT W. SAWYER III, 59, a retired engineer, died July 20, 1964, after a short illness, subsequent to an operation. He lived in Scarsdale, N.Y. Shortly after his graduation from Harvard with an engineering degree in 1928 he joined Malcolm Pirnie, and was with that firm, much of the time as chief engineer, until 1945, when he established his own firm — consulting and designing, specializing in water works — in Baltimore. In 1952 he returned to the New York area for family reasons and joined Stock Construction Corporation as chief engineer. He retired late in 1960, and was elected a Member Emeritus of the Moles in 1962. Surviving are his wife, Doris M. Sawyer, and three sons.



Robert S. Mayo, a Charter Member of The Moles, recently returned to his home in Lancaster, Pa. from a trip to Japan with an extraordinary "memory book" item. It's a page from a Japanese engineering magazine showing not one syllable in the English language, but one of the pictures on the page shows Bob in full oratorical flight as he lectured to a group of engineers there on "methods or driving subway tunnels with a shield."



CONGRATULATIONS are in order this evening for the following four men, who will be receiving their Certificates as Twenty-Five Year Men in The Moles: Charles B. Cushwa Jr., Lester J. Hensley, Thomas W. Smith, and James G. Walker.



Robert E. ("Bob") White, vice president of Spencer, White & Prentis Inc., has been awarded the A. P. Greensfelder Construction Prize (of the ASCE) for his paper, "Pretest Tie-backs and Drilled-in Caissons," which was published in the April 1963 issue of Civil Engineering.



HERBERT CLARK HOOVER, 31st President of the United States, who died October 20, 1964 in his 91st year, had been an honorary member of The Moles since receiving the Moles Award in 1950. The picture above is a reproduction of a photograph that was made just last August, on Mr. Hoover's 90th birthday, and which hangs on a wall at The Moles headquarters, framed along with a note the ex-President sent acknowledging a birthday greeting and flowers our Association had sent him. His note to Jack Walsh said the greeting "from my fellow Moles was indeed a heart-warming remembrance."

* * *

Carlton Proctor presided at the 1950 Dinner, and made the Award presentation to Mr. Hoover. Recalling that occasion the other day, Carl said:

"We of The Moles have lost our most distinguished and revered friend and member. Herbert Hoover's great humanitarianism tended to obscure his world-recognized pre-eminence as an engineer and member of the heavy-construction fraternity.

"A mere listing of his awards and honorary degrees fills a 57-page book, but The Moles Award ranked high among his most cherished possessions. Indeed, he commented to me that he was happy to receive it, because it stood for 'real recognition as an engineer.' He observed that perhaps some of the public misunderstanding of his actions as President had stemmed from his engineering-analytical approach, which made no concession to political compromise, a tactic that was abhorrent to him.

"He made the point to me that engineering training, dealing with exactness, makes for truth and conscience, and that 'it might be good for the world if more



CARMAN W. GARRISON, 48, vice president and chief engineer of Allen N. Spooner & Son, Inc., died July 14, 1964 at his home in Maplewood, N. J. after a long illness. Garry had been with Spooner since 1946. A veteran of World War II, where he served in the Civil Engineering Corps of the Navy, he had continued his active interest in the Naval Reserves, holding the rank of captain. He was a fellow of the ASCE and a member of the Whitehall Club. He had been a member of The Moles since 1951. Surviving are four minor children — three sons and a daughter.



"Engineering Construction In The U.S.A. Today" was the title of a lecture delivered in Stockholm by Hal Hunt, editor of "Civil Engineering," at the invitation of the Swedish Society of Civil Engineers. Hal toured a number of engineering projects in Sweden during his 23-day tour that included stops in England, Scotland and Belgium.

HERBERT C. HOOVER

men had that kind of mental start in life."

"His Award acceptance speech was so masterly that I sincerely wish we could reprint it for distribution to our full membership as a memorial tribute. Here is one excerpt: 'The engineer has the fascination of watching a figment of imagination emerge as a plan on paper; then it moves to realization in stone, metal or energy; then it brings jobs and homes to men. That is the engineer's high privilege among professions.'

"May our prayer be that the genius of Herbert Hoover not be lost to the lasting benefit of humanity, and that we of The Moles may steer our ship of progress by the beacon light of his brilliant example."