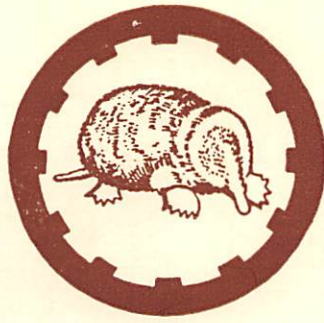


NEWS BULLETIN

AN ASSOCIATION OF MEN



OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

HOLING

THROUGH

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APRIL, 1965

Mynatt Elected Moles' President

Richard E. Mynatt, vice president for administration, of Merritt-Chapman & Scott, is The Moles' president-elect for 1965 and will take over from John J. Walsh at the annual business meeting and dinner on Wednesday evening, May 5, 1965.

While relatively young in years (56), Dick is one of the "most veteran" of Mole members in the amount and scope of his construction experience. During his 27 years with M-C&S he has played an active part in a wide variety of major construction throughout the U.S. and overseas. These range from early-warning radar outpost stations in the Canadian sub-Arctic to a series of dams in the Pacific Northwest and paper mills in New Zealand.

M-C&S projects with which Dick has been associated have run to virtually every type, in all fields of construction: heavy, marine, industrial and commercial. Two of them were successively designated by the American Society of Civil Engineers to receive the society's "outstanding civil engineering achievement" award for 1964 and 1965: Glen Canyon Dam, and the Chesapeake Bay Bridge-Tunnel. In the latter, M-C&S was a joint venturer with three other companies.

Dick Mynatt is a native of Knoxville, Tenn. He entered construction after attending the University of Tennessee and Northwestern University. He and his wife (Alma) live in Amityville, L.I.

Dick is a member of the Society of American Military Engineers, the Beavers, the National Accountants' Society, and the Executive Reserve of the Business and Defense Services Administration.

The other officers taking office at the May dinner meeting for 1965 are: first vice president — Henry C. Boschen, president of Raymond International; second vice president — Robert Crim-



RICHARD E. MYNATT

mins, president of Thomas Crimmins Contracting Co.; treasurer — Edward G. Armitage, president of Armitage & Company; secretary — Fred L. Doolittle, president of Penn Dixie Cement Corp.; and sergeant-at-arms — David S. Fine of American Bridge (retired).

The following four men have been elected to three-year trusteeships:

Philip F. Brueck of the General Contractors Association; William J. Hughes of James Hughes, Inc.; Ralph C. Moffitt of Universal Atlas Cement, and Frank H. Peavey of Morrison-Knudsen Company, Inc.

Howard Gould was chairman of the Nominating Committee, with James T. Denton as vice chairman. Other members were: Louis W. Hall, Harry T. Immerman, John J. Murphy, and Reuben Samuels.

Our brand-new sergeant-at-arms, David S. Fine, recently (April 12) returned from a world cruise on the S.S. Rotterdam.

Moles Welcome 20 New Members

Six presidents and three rear admirals are among the 20 new members voted into active membership at the April 6 meeting of the Executive Committee and scheduled to be greeted by the "older claws" of Moledom at the May 5 annual business meeting and dinner.

The presidents, in alphabetical order, are: Conrad L. Falkiewicz, of Allen N. Spooner & Son, Inc.; Allen D. Fischbach, of Fischbach & Moore, Inc.; Arthur C. Ford, of the NYC Board of Water Supply; Henry Harnischfeger, of the Harnischfeger Corp.; Edwin L. Jones Jr., of J. A. Jones Construction Company, and John H. Mathis, who is chief executive officer as well as president of Lone Star Cement Corp. Mr. Jones is the son of a Mole, Edwin L. Jones.

The rear admirals are: W. C. G. Church, Rear Adm. CEC, USN (Ret.) and engineering consultant; Edward J. Costello, Rear Adm. USNR, of Phoenix Steel Corp., and Martin W. Kehart, a partner in Singstad & Kehart.

The rest of the roster of new members: Albert J. Allio, of Walsh Construction Co.; Martin W. Boll, of Richmond Screw Anchor Co., Inc.; Martin J. Brown of Chicago Pneumatic Tool Co.; Louis J. Corbetta, of Corbetta Construction Co., Inc.;

Also, John C. Curtis, of Joy Manufacturing Co.; Henry Gally, of Turner Construction Co.; Jacob I. Goodstein, attorney; Robert L. Jackson, of the Arundel Corp.;

Also, Andrew J. Marchiano, of Atlantic Cement Co.; Christopher J. Murphy, of Parsons, Brinckerhoff, Quade & Douglas, and Edward A. Tully Jr., of Tully & DiNapoli, Inc.

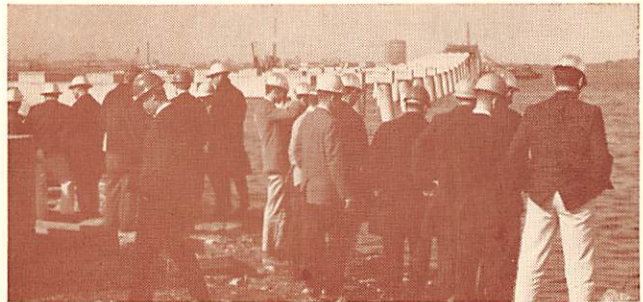
LaGUARDIA PROJECTS

MARK STUDENTS' DAY

Another in the lengthening line of successful "Students' Days" that are a feature of The Moles' educational program was held on April 9 last, with 186 students from more than 20 engineering colleges of the New York and eastern area participating.

Most of the attention was centered on unusual engineering features of projects at LaGuardia Airport — the runway extension projecting into Flushing Bay, the highway bridge from Queens to Riker's Island, and the casting and curing yards where specially designed equipment is used in the creation of long 54-inch-diameter prestressed concrete piles and other prestressed concrete structural members. Each student was given a kit containing abundant technical data about the projects.

The tour was, as is customary, organized by the Education Committee of The Moles, of which Henry Wasung is chairman. Mole members and others who played an active part in squiring the young college men around and helping explain things included Gardner M. Bishop of Slattery Contracting, Louis F. Booth and Fred Winter of the Port of New York Authority, Howard G. Dixon Sr., consultant; Arthur J. Kenlan of Simpson, Brown & Kenlan Contracting Engineers, Reuben Samuels and Kevin Crimmins of Thomas Crimmins Contracting Company, Robert Koch, General Manager of the joint venture of Steers-Spearin-Tully-Gerwick, Samuel Cooper Director, Bureau of Bridges, Ed Backus and Bob Nash of Dept. of Public Works City of New York, M. Fornerod and Howard G. Dixon, Jr., Raymond International, Inc., Thomas Cheeger and Kenneth Diao from Madigan-Hyland, Inc., and Bill White, Walsh Construction Company.



Many companies having Mole members generously donated hard hats and these symbols of the trade were proudly worn — as is apparent in the accompanying photos — by the students, and carried back to become one of the proudest trophies adorning a college-room wall.

The group had lunch at the American Airlines cafeteria at LaGuardia where the students were able to discuss the projects with Mole members and guides.

(The top photo was made at the site of the Riker's Island Bridge project, the lower one at the runway extension project at LaGuardia Airport.)

Moles Address ASCE

No fewer than four Moles were among the speakers at an important seminar on April 6 sponsored by the Technical Activities Committee of the Metropolitan Section, ASCE. The seminar's over-all topic was "An Examination of Contract Award Practices."

The Mole speakers were: Hal Hunt, editor of Civil Engineering magazine; Roger H. Corbetta, board chairman of Corbetta Construction Co.; A. Holmes Crimmins, board chairman of Thomas Crimmins Contracting Co., and Robert P. Bayard, executive vice president (retired) of Johnson, Drake & Piper, Inc.

Since the start of this year H. R. Burroughs has had his headquarters in San Juan, Puerto Rico. He is vice president and manager of Caribbean Wikstrom, Inc.

Joseph Watkins is now with Dillingham Overseas Corp., stationed in Honolulu, Hawaii.

Oh The Moles and their wheels have heard some great spiels,
But the one that knocked 'em dead
Was the tale of a dream that'd make strong men scream —
The one that was told us by Ed.

A modern-day combination Rudyard Kipling/Robert W. Service burst upon The Moles scene at the Awards Dinner as our speaker, Edgar Kaiser, neatly sashayed into his own liltily rhymed recital of *A Mole's Dream*. It made a tremendous hit, and Holing Through is glad to be able to reprint it as an added attraction of this issue, on a detached page suitable for framing or other preservation.

CHANGE YOUR JOB?

If you have changed your job, or your job has changed its address — or even, as may be more likely, its telephone number has been changed — The Moles office would like to hear from you. The office staff is compiling a new directory and would like to have all references completely up to date and accurate. The Moles' office telephone, incidentally, is Area Code 212, TN 7-0044.

FOUR NEW MEMBERS EMERITUS

Col. Alfred Davidson, U.S. Army Headquarters, and Hubert Karcher of Tully & Di Napoli were voted into Member Emeritus status by the Executive Committee on Jan. 5, and at the Committee's April 6 meeting it took the same action with respect to Nicholas B. O'Connell, of Turner Construction Co., and H. O. Sawyer of Lone Star Cement.

Howard G. Dixon Jr., formerly with Johnson, Drake & Piper, is now affiliated with another many-Moled outfit, Raymond International.

A MOLE'S DREAM

*"Of course, we Moles dream great dreams —
and then try to make them come true. But not
always are they great, heroic dreams:*

*Whenever we dream, things are not as they seem,
So this one is false from the start.
But it also is true that for me and for you
Our dreams often start in our heart.*

*'Boys,' I said, and they raised their heads
And I looked them straight in the eye,
'What I just did, was to make a bid
For a job on the River Kwai.*

*'They want a bridge and to tear up a ridge,
And to dig a tunnel thru;
Which requires a version of stream diversion,
And a dam for their power needs, too.*

*'One certain condition is securing permission
From bureaus and boards and electors.
There are sixty-six men with computers and pen,
And twenty-four boards of directors.'*

*There were bonds and finance men and surveying
advance men,
And thirty-nine dinners with steak,
At which I must speak with a voice thin and weak,
And each phrase was a stumbled mistake.*

*Martinis and wine and such paper to sign
That your wrist wears a permanent brace,
And each time that you smiled, somebody got riled,
But you sign on each open X'ed space.*

*Your account staff renders respect to the tenders
And prays for a swift confirmation,
And you suddenly know if the job doesn't go
You'll be a disgrace to the nation.*

*But I'm one lucky kid and we got the bid,
Though the price is a little tight.
I'm sure with luck we'll make a buck
And it all will turn out right.*

*But equipment breaks down, and your pylons all drown
And the guy cable snaps like a thread.
Your very best crane ends up as a pain
In the tenderest part of your head.*

*You suspect you're the sucker, not the puncher or mucker,
Not the monkey that handles the powder.
The people you train won't ever remain
For three months. And they couldn't be prouder*

*That you haven't learned why the piston rings burned,
Or just how the cat tracks got frozen.
With delighted eyes they gaze in surprise
At the fabulous tractors you've chosen.*

*For these are their meat, they can wreck them complete
In something just under a day.
With the exception of you, nearly everyone knew
That it always works out in this way.*

*The contract says here, and it's written out clear,
That the penalty clause will include
20,000 a day for each time that you say
Something angry or spiteful or rude.*

*The dam's to be built out of talc and of silt
And the footings reach down half a mile.
You're permitted to use only boys on your crews
And the bathrooms must be out of tile.*

*Each man that you hire has a right to aspire
To a pension in case there is rain —
With benefits, free, which we all must agree
Must include a small yacht and a plane.*

*The dozens of shots give your best men the trots
And it rains forty days in a row,
And the recent election has changed the direction
Of the government men that we know.*

*Your schedule's behind, and the cook has resigned,
And your last crock of bourbon is dry,
And someone named Pete got picked up in the street
For giving a maiden the eye.*

*And all of the wives have developed the hives
From wearing the soft native silk.
You'd give all that you own just to be back at home
With a juicy cheeseburger with milk.*

*The parts you require have their prices grow higher,
Be it bearings, or shovels, or bit.
And certainly they will get lost on the way,
Be defective, or simply won't fit.*

*The rock you surveyed couldn't stand all that shade
And it turns out to be mud and clay.
And the big gravel pit — and you figured on it —
It simply has vanished away.*

*The really smart sport with the tonnage report
Had a slip-stick with figures reversed,
And at this point the stream has so swelled in your dream
That the engineer's shack is immersed.*

*And your blueprints are gone and you find in the dawn
That it's August instead of July.
For the calendar's changed with the dates rearranged
And the old bank account's running dry.*

*Then there's hundreds of journeys to expensive attorneys,
And partners who can't understand
How you got so behind and you must have been blind,
And you should have been led by the hand.*

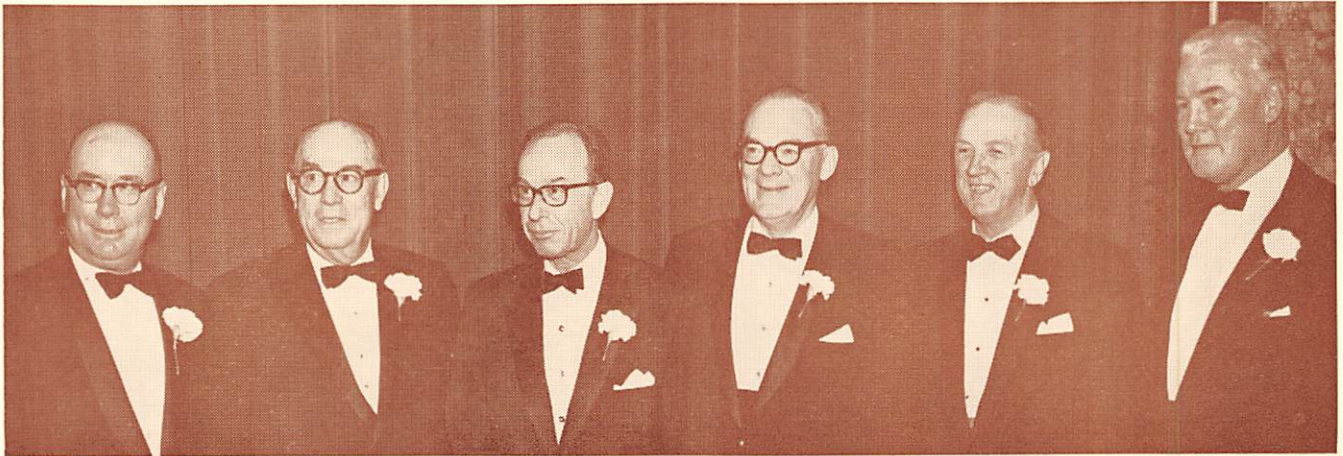
*And how in creation can renegotiation
Bring back just a part of the loss?
You strain and you pant but you know that it can't —
And you wish someone else was the boss.*

*And though it may hurt, you have just lost your shirt
And the deal is completed and over.
And the worst of it is that your friend finished his
Wading deep in the roses and clover.*

*Now this is a dream and you wake with a scream
And a terror that roughens your soul.
But the worst thing for you is: it still might be true —
And, my friends, at that time you're a Mole."*

*— From Edgar F. Kaiser's Address
at the 1965 Moles Award Dinner*

Highlights Of The 25th Moles' Awards Dinner



Recipients, presenters, president and speaker line up just before the march into Waldorf's ballroom that was a-buzz with over a thousand Moles and guests. Left to right are: Eugene McGovern and Awardee Lou Crandall; the silver-tongued Edgar F. Kaiser, President Jack Walsh, Awardee Jim Slattery and his presenter, A. Holmes Crimmins.



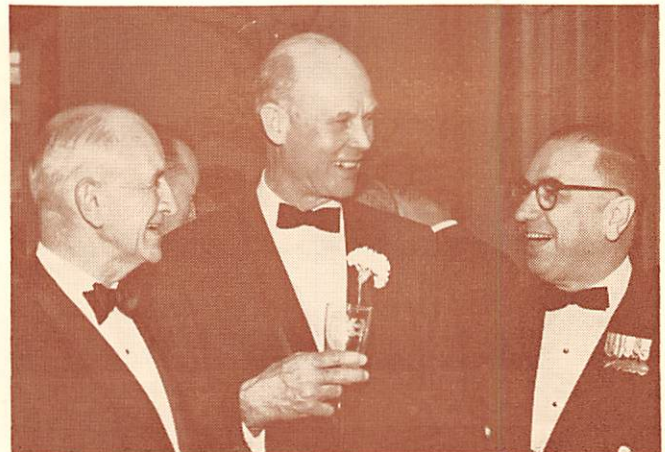
Edgar Kaiser and Stephen B. Bechtel spiritedly discuss some mutual West Coast situation. Bechtel was the 1952 Non-Member recipient, Kaiser, 1963.



Frank W. Barnes (right), Member recipient in 1943, welcomes a long-time friend, the 1965 Non-Member Awardee, Lou Crandall.



Ray N. Spooner (left), Member Awardee in 1951, welcomes this year's Member recipient, Jim Slattery, to the fold.



The Chairman of the 1965 Award Committee, Henry C. Boschen (center), chats with Steve Bechtel and Rear Admiral Peter Corradi.



HERSCHEL H. ALLEN, 74, a nationally recognized engineer and specialist in bridge design, more than 43 years with the J. E. Greiner Company of Baltimore, died Dec. 6, 1964. Holder of C.E. degrees from both Maryland Agricultural College (1910) and University of Maryland (1922), he supervised the design of the Baltimore Harbor Tunnel, a Chesapeake Bay bridge, and major Eastern toll roads. He was an early advocate of the revenue-bond method of financing public construction. He was the inventor of building bridge supports by driving steel piles to bedrock, sometimes 200 feet below water level, a technique first used in the Potomac River Bridge in 1940. He had retired in 1962 as senior partner in the Greiner firm, but had continued as senior consultant. He became a Mole in 1943.



RICHARD MEIDELL JOHNSEN, 69, a Charter Member of The Moles and a retired president and director of The Foundation Company, died Jan. 20, 1965, at Lillestrom, Norway. Shortly after his graduation from the Institute of Technology in Bergen, Norway, in 1914, he was engaged as a civil engineer by the Great Northern Railway. Later he returned to Norway to further his education, and designed several hydro-electric power plants in Norway. He returned to the U.S. in 1921 as a construction engineer for The Foundation Company. He retired from that company as president in 1962, after accomplishing such projects as the foundation for the Chase Manhattan Bank building, Sparrows Point, Md. dry docks for Bethlehem Steel, several bridges for the New Haven railroad, and many power houses throughout the country. He became a Moles Member Emeritus in April, 1963.



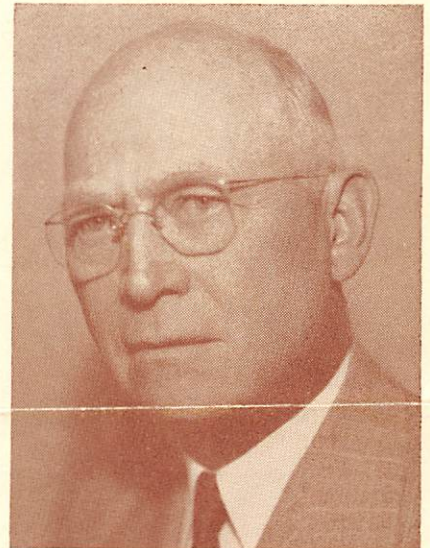
JOHN MALCOLM, 72, superintendent with J. Rich Steers, Inc., and with that organization for 51 years, died Oct. 26, 1964, at Monmouth Medical Center in Long Branch, N.J. His home was in Atlantic Highlands, N.J. He went to work for the Steers company in 1913 as a timekeeper, and rose in the ranks to the position of general superintendent. Surviving are his wife, Estelle, a sister, two daughters, and five grandchildren.



LEE F. GIBLIN, 77, a civil engineer who played a leading part in supplying materials to the Navy's Seabees in World War II, died Dec. 5, 1964 in Lenox Hill Hospital in Manhattan. He was with the George A. Fuller Company

EDWARD J. RYAN, 74, a Charter Member who became a Mole in 1938, died on November 28, 1964. A native of New York City, he was president of the Ryan Crane & Shovel Service, Inc., of Jackson Heights, N.Y. No photograph was obtainable up to the time of this issue of *Holing Through*.

from 1940 to his retirement in 1960. During the war he headed a co-venture which included the Fuller Company and Merritt-Chapman & Scott to supply Navy Construction Battalions. He was a 1911 graduate of Cornell University, served as a Navy ensign in World War I, then joined The Foundation Company, becoming a vice president before leaving there in 1933. Surviving are a daughter, a sister, two brothers, and two grandchildren.



LESTER S. COREY, 84, an honorary member of The Moles since his receipt of the Non-Member Award in 1951, died Oct. 26, 1964. He made his home in San Francisco. A native of Uintah, Utah, he joined the Utah Construction Company in 1901 as timekeeper, and spent his entire business career with that company, becoming president in 1940. He was closely associated with the direction and management of many noteworthy projects, including Hoover Dam, Deadwood Dam in Idaho, Guernsey Dam in Wyoming, Bonneville Dam, Grand Coulee Dam, and the east end foundation of San Francisco Bay Bridge.