

NEWS BULLETIN
AN ASSOCIATION OF MEN



OF THE MOLES
ENGAGED IN HEAVY CONSTRUCTION

HOLING

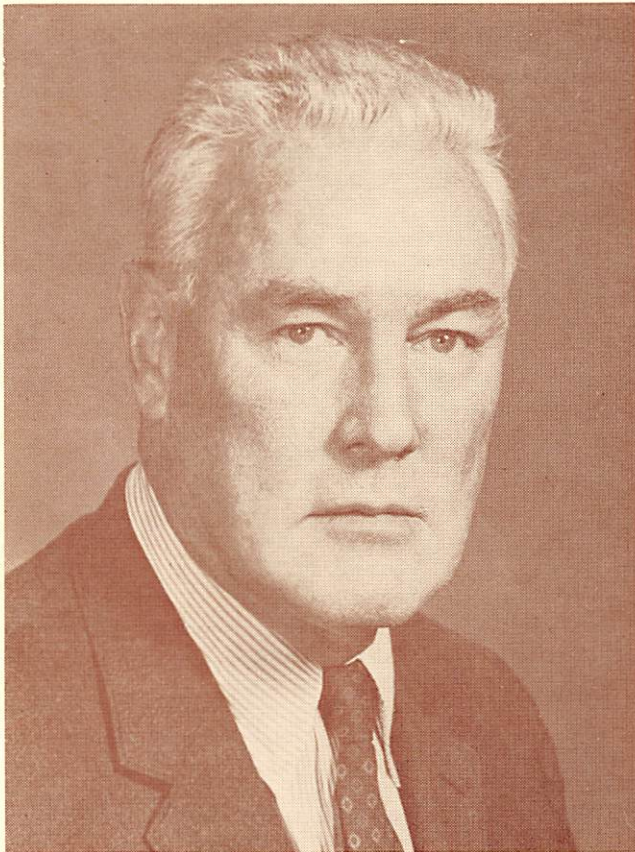
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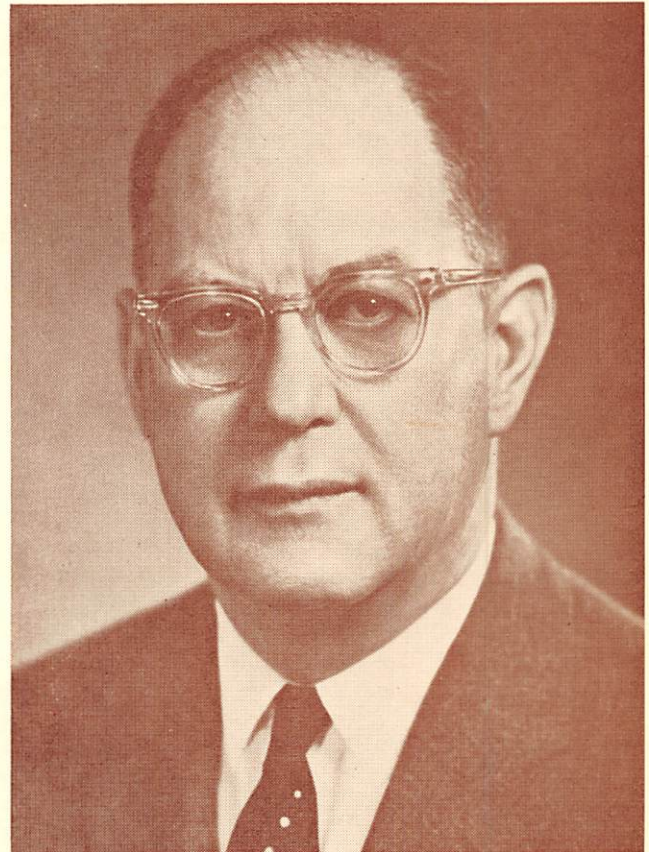
NOVEMBER, 1965

The Moles Awards

Atkinson and Crimmings for '66



A. HOLMES CRIMMINGS



GEORGE H. ATKINSON

FOND ECHOES of the past will ring the hallowed names of Atkinson and Crimmings again within the brocaded recesses of the Grand Ballroom of the Waldorf-Astoria Wednesday night, January 26, 1966 when The Moles present the Non-Member and Member Awards to the 26th pair of recipients for "outstanding achievement in construction." George H. Atkinson will be presented with the Non-Member Award and A. Holmes Crimmings the Member Award. The selection of George and Holmes this year establishes them as the first "second generation" recipients. Guy F. Atkinson, father of George, received the Non-Member Award in 1957. Thomas Crimmings, uncle of Holmes, was honored with the Member Award in 1947.

HANDSOME as a Grecian statue, towering and rugged as a Sequoia tree, the gently-spoken, gently-mannered 1955 President of The Moles injected into
(Continued on Next Page)

GEOURGE H. ATKINSON is president and general manager of the Guy F. Atkinson Co., of San Francisco, California, a construction company which had
(Continued on Next Page)

George H. Atkinson

(Continued from Page 1)

its roots several generations of Atkinsons ago in Pennsylvania.

He was born April 10, 1905 at Colorado Springs, Colorado. He received his education at Stanford University from which he graduated "magna cum laude" in 1926 with an A.B. Degree in Economics and a member of Phi Beta Kappa. He was raised in construction and worked on jobs during high school and college vacation periods.

The present Guy F. Atkinson Co., was organized in 1926 with Guy F. Atkinson, George's father, and George as partners.

Following its formation the Guy F. Atkinson Company expanded its previous line of work by entering into the performance of major heavy construction contracts as joint venturers. On the construction of the low section of the Grand Coulee Dam, Guy F. Atkinson was first vice president of the Mason-Walsh-Atkinson-Kier Co., and George H. Atkinson directed the work as general manager for the joint venture.

As general manager for the Guy F. Atkinson Co., George supervised construction of Denison Dam and Hansen Dam, the world's two largest rolled-type earth-filled dams and also the Mud Mountain Dam, the world's highest earth and rock filled dam.

The company's reputation, a highly respected and internationally famous one, rests largely on its success in the construction of large dams and hydroelectric works. A partial list would include: the Trinity, Pine Flat, Cherry Valley, Coyote, Success, Lexington, Hansen and Oroville-Wyandotte Dams in California; the McNary, Dorena, Pelton and North Fork Dams in Oregon; the Dalles, Ice Harbor and Mud Mountain Dams and difficult Ross Powerhouse in Washington; the Denison Dam in Texas; the Harlan Dam in Nebraska; the important Hartwell Dam in Georgia; and abroad, the Ambuklao Dam in the Philippines and the Miboro and Sakuma Dams in Japan.

In the intervening years through war and peace, George Atkinson successfully steered his company through a multitude of large heavy construction projects throughout the nation and throughout the world, many of them joint ventures.

At present the Guy F. Atkinson Co., is the managing partner with George Atkinson as the managing director of the joint venture which is constructing the Mangla Dam project in Pakistan. This is the world's largest competitively bid contract to date, \$353,000,000. This

Award Presenters

At the Award Dinner on January 26th, the Non-Member Award will be presented to George H. Atkinson by Thomas J. Walsh, Jr., Chairman of the Board of the Walsh Construction Co. George and Tom have been friends and business associates since each entered their respective companies as youths. The Member Award will be presented to A. Holmes Crimmins by Eugene F. Moran, Jr., Vice President of the Moran Towing Corp. Holmes and Gene have been closely associated for many years in The Moles, in business and socially.

prodigious and ambitious project scheduled for completion in 1968, employs 500 Americans and 12,000 Pakistani. George makes frequent trips to the site to direct the work and to London to confer with the Engineers. Coincidentally he continues to direct his company's large volume of local highway, irrigation and tunnel work as well as other foreign heavy construction projects.

During World War II his company was selected by the U. S. Government to perform numerous important projects such as military bases in the Aleutians and in California, work at the Hanford Atomic Plant and the building of many million dollars worth of ships for the Navy and Merchant Marine.

Following the war his company was selected to participate in rehabilitation and reconstruction development of countries which suffered physical and economic damage during World War II. An example of which was the railroad, highway and airport work in Greece as a joint venturer with other Mole contractors.

The projects constructed under his direction are too many to enumerate and their value totals to an astronomical figure.

George was married in July, 1926 to Mildred M. McKillican. He is a great family man with three sons — all in the business — and a daughter, and he and his wife have been blessed with twelve grandchildren.

George is a member of many professional societies and associations and contributes his time and knowledge in the form of papers, addresses and personal services on committees to advance the construction industry. He is a past president of the Northern California Chapter of the A.G.C.; he has served on committees of the National A.G.C., almost continuously since 1944; he is a director and past president of the Beavers, and he received the Golden Beaver Award for Management in 1965.

A. Holmes Crimmins

(Continued from Page 1)

the industry over the past thirty years personal, workable contractual relationships between contractor and owner, designer, engineer and unions.

This refined approach by A. Holmes Crimmins, Chairman of Thomas Crimmins Contracting Co., began at the turn of the 1930s. Holmes, then matriculating at Harvard, discovered that theory, though helpful, is not always applicable to a given situation. His application of statutory philosophies to legal problems in construction did not hold either the fascination nor the satisfaction for him as engineering principles did when applied to construction.

Consequently, in the summer of 1931 Holmes began his career as a timekeeper on his uncle's subway job in Newark, N. J., graduating from Harvard, nevertheless, with an A.B. in 1932. Thereupon, Holmes took turns as purchasing agent, yard superintendent, amongst other field and office chores.

With the advent of World War II A. Holmes Crimmins volunteered for military service. From training at Camp Gordon Johnson, Fla., in 1942, he advanced to staff and faculty at Army Engineers School, Ft. Belvoir. Shipped to the Pacific Theatre, Holmes served in New Guinea and the Philippines with the rank of Captain.

After the war, Holmes returned to Thomas Crimmins Contracting Co., assisting Col. Tom with more of the details as Secretary-Treasurer. He was elected President in 1948 and Chairman of the Board in 1963, a position he now holds.

In the period as executive Holmes initiated a remarkable means of contractual operation — "negotiated basis" — enabling the firm to obtain its share of highly competitive private projects as well as public works. As a result, a formidable list of new credits, reading like a directory of the City of New York, was added to the firm's record and reputation since its founding in 1848.

Besides having a certain advantage in the geology of New York because of its 117 years of experience, the firm is all the more pleased with this knowledgeable engineer. After luncheon with a priest one day, he walked with him about a hundred yards to a foundation site on which Thomas Crimmins Contracting Co. was performing. Directing the priest's attention to the southern periphery of the foundation where the tracks of the New York Central RR

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Award Chairman



The direction of the Award Committee activities, including the selection of the recipients and arrangements for the Dinner, is in the capable hands of the Award Chairman, Howard Gould. He is a vice president of Spencer, White & Prentis, Inc. Howard was born in Brooklyn, N. Y., in 1911, attended New York University, the College of William and Mary in Williamsburg, Va., and Pratt Institute of Technology in Brooklyn, N. Y.

He broke into construction as a laborer and worked at various times on the Long Island State Park Commission, County of Nassau, was engineer in charge of construction of the Roosevelt Raceway and employed on other construction projects in the vicinity of New York. He entered the employ of Spencer, White & Prentis, Inc., in 1940 and represented them on the construction of docks at Philadelphia, Pa., and at Fort Mifflin, Pa.

During World War II he was an Officer in the 28th Construction Battalion both in the European and Pacific Theatres, participating in the invasion of Omaha Beach, Normandy and at Okinawa. Following the war he returned to Spencer, White & Prentis, and in 1948 opened a branch office for them in Detroit. While at Detroit, Howard was made a vice president and upon the death of the late Charles B. Spencer he returned to New York and was made a director of the company. Howard is a licensed professional engineer in the states of N.Y., N.J., Mich., and Ill.

He resides in Smoke Rise, Butler, N. J. and has a son and a daughter.

Guest Speaker



The principal speaker at the 26th Moles Award Dinner will be Arthur W. Radford, Admiral, USN, Ret., who after 45 years in the navy, including distinguished service in three wars, resides with his wife in Washington D.C., keeping in close touch with the security and defense of his country, as well as being connected with a number of corporations.

Born February 27, 1896 in Chicago, he entered the U. S. Naval Academy in 1912. Commissioned an Ensign in 1916, he was assigned to the USS South Carolina of the Atlantic Fleet as an Aide and later Aide and Flag Lieutenant to Commander, Battleship Division One, Pacific Fleet, during World War I.

Early in World War II he served the Navy's Bureaus of Aeronautics and Naval Personnel and Office of Chief of Naval Operations. In the latter half he served as Commander, Carrier Divisions II and 6 in the Pacific Theatre.

After World War II he assisted in planning the post-war Navy. By December, 1945 he was appointed Deputy CNO (Air) with the accompanying rank of Vice Admiral. After a year in command of the Second Fleet, he returned as Vice Chief of Naval Operations. He served as High Commissioner of the Trust Territory of the Pacific Islands prior to and during the Korean conflict when he held the rank of Admiral, Commander-in-chief of the Pacific Fleet. He also was entrusted with the military assistance programs in Southeast Asia. By June, 1953 he was appointed Chairman of the Joint Chiefs of Staff by President Dwight D. Eisenhower. On August 15, 1955 he was re-appointed for a second term. He retired August 1, 1957.

Admiral Radford was awarded the Distinguished Service Medal, two Gold Stars in lieu of the second and third Distinguished Service Medals; Legion of Merit; Gold Star in lieu of the Second Legion of Merit; Presidential Unit Citation; Companion of the Order of the Bath by the Government of Britain; amongst other meritorious awards.

Since his retirement, he has been associated with Bankers Trust Co.; National Bulk Carriers, Inc.; the Continental Oil Co., Molybdenum Corp. of America; Worthington Corp.; United States Freight Co.; Refineria Panama; Witco Chemical Co.; Imodco International; and Freedoms Foundation of Valley Forge, Pa.

A. Holmes Crimmins

(Continued from Page 2)

were exposed, he said that the blueprint indicated a column was to be erected over a void unknown to the designers. In pointing out the error, he suggested relocation of a few other columns which the designers accepted readily and gratefully, as the changes resulted in economics as well as structural support improvements. Recalling the incident, Holmes emphasized that a contractor has a greater responsibility to the owner than many realize.

A further insight to his character was revealed by a brother Mole who related that Holmes, upon viewing the operation of driving a bend to caisson, wrapped himself with a slicker, stepped on a crane load line and requested the operator to lower him into the caisson, specifically to inspect the key the driving head made in the rock. Holmes made the incident more unique by disregarding the resulting damage to the expensive suit and shoes he was wearing.

Some of the more notable achievements for which A. Holmes Crimmins is acclaimed are: the pin-point supporting columns for the new Madison Square Garden now rising over Penn Station, similar footings for the Pan-Am Building over Grand Central Station; foundations for the New York Coliseum, Engineering Center; Juilliard School of Lincoln Center; CBS Building; Shea Stadium; amongst other projects that featured the familiar green sign where he called daily on dozens of jobs to check their progress and to resolve any problems.

Married in 1932, Holmes is a resident of Darien, Conn. He's the father of two sons, who are now working with him, and a daughter. He likes surf-casting and deep-sea fishing.

CONSTRUCTION FILMS

This tabulation of construction films prepared by The Moles' Education Committee serves as a guide to assist college groups in selecting subjects and speakers for "on campus" meetings and to advise Mole members and others who are requested to speak at such meetings of the film material that is available.

• **Narrows Bridge** — Shows construction of the tower pier foundations on the Narrows Bridge. 16 MM — no sound but will supply narrator. Running time 35 minutes. Available through J. Rich Steers, Inc., 17 Battery Place, New York, N. Y. 10004.

• **Building With Prestressed Concrete** — 16 MM color and sound. Running time 20 minutes. Available through ASCE, 345 E. 47th St., N. Y., N. Y.

• **Mariners in Hard Hats** — A 13-mile long massive railroad causeway across Utah's Great Salt Lake. 25 min.

• **Modern River Tamers** — The nation's largest flood control, power and reclamation structures — 23 dams and power houses including Hoover, Bull Shoals, Boysen, Garrison, Hungry Horse, Bonneville, Grand Coulee, etc. 30 min.

• **Treasure of the High Sierras** — 4 multipurpose California Dams, key units in Pacific Gas and Electric Company's King's River System.

• **Pakistan, A Modern Miracle** — The story of a nation born in 1947. 36 minutes.

(The above four and other films — 16 MM sound and color are available through, Morrison-Knudsen Co., Inc., P.O. Box 450, Boise, Idaho.)

• **Concrete** — More than one hundred films concerned with the use of concrete as a construction material. Apply for catalogue to the Portland Cement Association, 250 Park Ave., New York City, N. Y. 10017.

• **Chesapeake Bay Bridge Tunnel** — (2 films).

• **Military Airbases, Naval Port and Oil Pipeline in Spain.**

• **Railroad, Port and Iron Ore Terminal in Liberia.**

• **Deepwater Oil Loading Terminal in the Persian Gulf.**

(The above four subjects and others. 16 MM color and sound. Apply for description folder to Graphics Dept., Raymond International, Inc., 140 Cedar St., New York, N. Y. 10006).

• **Structural Steel** — More than 30 16 MM films in color and sound showing the broad and universal use of steel in all phases of construction. Apply for catalogue to New York Film Distribution Center, United States Steel Corporation, 71 Broadway, N. Y., N. Y. 10006.

• **Construction of Stadium in Chavez Ravine for Los Angeles Baseball Club** — 16 MM in black and white and sound. 25 minutes. Available through Praeger-Kavanagh-Waterbury Consulting Engineers, 200 Park Ave., New York, N. Y. 10017.

• **The General With the Cockeyed Id** — Shows the work of the construction industry and the role of the general contractor. A special production of unusual interest; script by Norman Corwin, narrated by Alexander Scourby and directed by John Sutherland. 16 MM in color and sound. 19 minutes. Available through Sterling Movies, U.S.A., Inc., 43 W. 61st St., New York, N. Y. 10023.

• **Steel & America** — A new movie just completed by Walt Disney for American Iron and Steel Institute takes you on a memorable Technicolor tour of the new look in iron and steel industry. Veteran Actor Donald Duck charges into the role of an old time ironmaster confronted by modern production methods, then assumes other roles with his usual mastery. 30 minutes 16 MM. Apply to American Iron & Steel Institute, 150 E. 42nd St., New York City, N. Y. 10017.

• **Skylines** — The story of structural steel, its production and use. 16 MM color and sound. 29 minutes. Also other films entitled "Fury of the Winds," "Men, Steel & Earthquakes," "The Open Road," and "Steel Spans the Chesapeake." Available through Bethlehem Steel Corporation, Bethlehem, Pa., 18016

• **St. Lawrence Niagara Power Project** — America's biggest hydroelectric project; \$720-million job of leashing 2,190,000 kw power potential of Niagara Falls while enhancing their scenic beauty. 16 MM color. 28-30 minutes. Available through Association Films, Power Authority of the State of New York (John Bransby).

• **Pipeline Documentary** — This film documents the tremendous recent growth of the pipeline industry up, down and across the North American Continent. 18 minutes. Available through Caterpillar Tractor Co., Peoria, Ill. (RD Bailey).

Book Review

High Steel, Hard Rock and Deep Water

The Exciting World of Construction

by Richard W. O'Neill

Published by The Macmillan Co., N. Y. Collier-Macmillan Ltd., London. 280 pp.

Profusely illustrated with dramatic action shots of construction men in all phases of operation feature this exciting story by the author, Richard W. O'Neill, a graduate civil engineer from Yale, who, himself, was a "big bull" and an editor for Engineering News-Record.

He not only narrates how each type of work originated but also enumerates the hazards involved and the safety measures adopted to recreate the exciting world of construction.

From skyscrapers to tunnels, the author takes his reader through the annals of time introducing him to the "firsts," "biggests" and "bests" in construction.

Through the means of over two hundred professional pictures and accompanying text, Richard O'Neill presents a most comprehensive insight to excavating, blasting, pile-driving, caisson drilling, the men of all ages of all races, combining their efforts to create in reality an idea from paper to the finished product, whether it be a missile site or a flood control project, each structure to serve man in his every day life.

One of the book's most unusual features is the glossary of "Words in the World of Construction."

• **Sixth Avenue Subway** — This film was prepared for the National Broadcasting Company's news division for a television program. 16 MM no sound, black and white. 25 minutes. Will arrange for narrator. Available through Gardner-Denver Company, Teterboro, N. J.

• **The Seed and the Sinew** — Shows construction of a steel mill near Eregli, Turkey from drawing board to completion. 16 MM color and sound. 28 minutes. Available through Koppers Co. Inc., 1725 "K" Street, N.W., Washington 6, D. C.

• **Boston Breaks a Bottleneck** — Shows the shield-driven method of construction of the Callahan Tunnel to East Boston, Mass. 16 MM color and sound. 29 minutes. Available through Perini Corporation, 73 Mt. Wayte Ave., Framingham, Mass.

(Mole members who know of appropriate films not listed above are invited to so advise The Moles' office for inclusion in a supplementary list.)

Moles Elected in 1940 Receive 25-Year Certificates

John W. Fawcett, forced to retire because of emphysema, now lives in Naples, Fla., one of the prettiest towns on the gulf area. He alternates his time in the South with Lake Placid or in Europe, usually visiting his three children and seven grandchildren enroute. Nevertheless, John does golf, swim, or fish, enjoying the "inside athletics" with fellow-Moles and friends.

Joseph J. Haggerty, following the death of his father, Harry Haggerty, who founded The Sicilian Asphalt Paving Co., succeeded him as President in 1936, a position in which he still takes an active interest. The firm is now in its 75th year.

Joe is an ardent baseball fan, a director of the New York Giants when they played at the Polo Grounds, continuing as a director of the Giants when they transferred to San Francisco.

Although he maintains an apartment in Manhattan, Joe likes to get out to his "farm" on the east end of Long Island where he breeds Shetland and Hackney ponies.

Maurice Hallen, at the time of his election to membership and for many years thereafter he operated the Hallen Company, Inc., welding contractors of Long Island City, N. Y. In 1955, upon retirement, he resigned as an active member and was elected to member emeritus.

At that time, he resided in Brightwaters, Long Island. Later he moved to Palm Beach, Fla., where he now resides.

Frank Loughman, from the day of his election, has been and still is serving The Moles in one capacity or another. He was voted a trustee in the years 1946, 47, 48, 49 and 50, was Program Committee Chairman from 1946 to 1949 and was elected sergeant-at-arms in 1955.

For many years Frank has been active in the cement industry, having been employed at various times by the Penn-Dixie Cement Corp., the Keystone Portland Cement Co., the Ace Builders Supply Co., and at present is the New York representative of the Whitehall Cement Co.

A resident of Rye, N. Y., Frank is a member of the Westchester Country Club, a life member of the New York Athletic Club where he actively engaged in squash, tennis and other sports for many years.

Frank has 3 daughters and 8 grandchildren. The oldest of the grandsons is a senior at Georgetown University.

Larry O'Neill, after 35 years of service with Poirier & McLane Corp., retired in 1962 as their General Superintendent. He's thankful that he and Mrs. O'Neill regard themselves young enough to enjoy the new vistas of retired life, such as swimming, fishing and traveling together. Larry, nevertheless, must reminisce when he drives over the Triboro Bridge, the West Side Highway, the East River Drive, the Garden State Parkway, the New Jersey Turnpike, amongst other projects, recalling some incidents that occurred when he was working on some section of these jobs. And when a man like Larry is blessed with three children, who are in turn, similarly blessed, he and his wife have the pleasure of seeing their grandchildren grow — and they have 10 of them.

Augustus V. Riegel, today, is a resident of Thornwood, N. Y., where he is an excavating contractor, specializing in placement of utility lines and paving work for office buildings, commercial buildings and apartment houses in Westchester County.

Gus reports that he has no thought of retirement, preferring to take a couple of months during the winter season to spend deep-sea fishing off Miami.

James F. Salmon, 1950 President of The Moles is retired in Florida where he and his wife live in Coral Gables. They had just returned from an extended tour of Europe, visiting Ireland, England, Scotland, Germany, Austria, Spain and Portugal. A few days later a hurricane buffeted them.

In 1952, when The Arundel Corp., set up a new office in Miami, Jim was placed in charge. Prior to that he was the Local Agent and assistant to John A. Reilly, another Mole, who was vice president in charge of operations for Arundel in the New York and New England area. On July 1, 1963 Jim retired.

Nevertheless, he keeps in touch with corporate operations, especially in the southern area. He has traveled into British Columbia, along the west coast, visiting many jobs of The Arundel Corp.

Jim was elected a Mole trustee, serving in 1946, 47, 48, 1951, 52, 53. In 1948 he was elected 2nd Vice President and 1st Vice President in 1949.

Who Said That?

• A feature of pertinent remarks on some phase in the construction industry.

"We must have less of the aloofness that comes between the engineers and the contractors. We have a common problem. Structures are not held up by just concrete and steel; they're held up by concrete, steel and paper — and the paper is money; and the owner's money has a great many problems than can be solved only by team work. I don't think engineers have enough economics. You can't have sympathy for the whole problem if you concentrate just on the design of the structure; not only do you have to design it but your obligation to the owner is to see that it is executed." — Said by A. Holmes Crimmins, Chairman of the Board, Thomas Crimmins Contracting Co., at a seminar on "Contract Award Practices", sponsored by the Metropolitan Section of the American Society of Civil Engineers' Technical Activities Committee, United Engineering Center (4-9-65).

* * *

Bull's Liver — Red sand more commonly found in downtown New York City. It's peculiar characteristic is that the material "liquifies" when sifted although it feels dry to the touch.

HOLING THROUGH

NEWS BULLETIN OF THE MOLES

Published During
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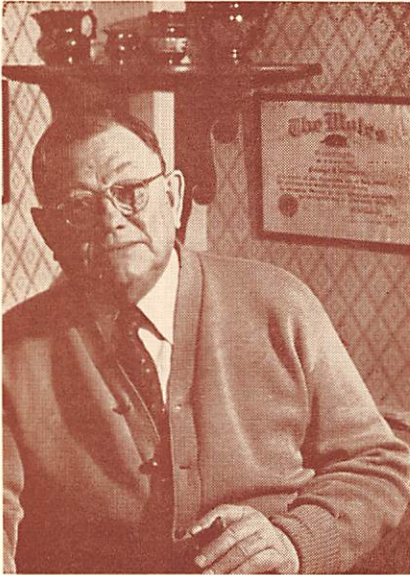
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. . . A Moment of Silence . . .



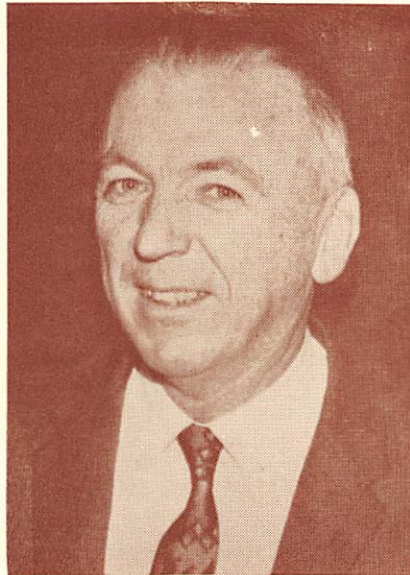
George L. Freeman, who designed many of the 1939-40 New York World's Fair structures, died July 13, 1965 in West Gray, Maine, the town in which he was born September 6, 1880.

He retired in 1950 as vice president and chief engineer of Moran, Proctor, Freeman & Mueser, consulting engineers of New York, for whom he helped to design some of the more famous bridges in the United States, such as the Triborough in New York, the Golden Gate and San Francisco Bay Bridges and the Huey Long Bridge in New Orleans. He joined the firm of Moran and Proctor in August, 1929, becoming a partner of the expanded firm on January 2, 1936.

George Freeman gained his education at Pennel Institute in his home town where he pursued a scientific course; graduating from the University of Maine with a B.S. degree in civil engineering in 1903. His alma mater honored him with a Doctorate of Engineering in 1946.

His first job was with J. W. Jones, consulting engineer, in 1903, serving until 1906 as a field engineer and designer on dams, hydroelectric plants, paper and textile mills. He bounced from Elk Tanning Co. after three years to become the chief draftsman and member of the Moulton Co. of Maine from 1909 to 1918, adding piers, docks and shipyards to his experience. In 1918 and 1919 he served The Foundation Co. while in charge of design of several shipyards in Savannah, New Orleans and Richmond,

(Continued on Page 7)



Joseph J. Harrington was vice president of Thomas Crimmins Contracting Co. at the time of his death August 23, 1965. He was 60 years of age.

A resident of Brooklyn, he became a member of The Moles in May, 1959.

He was a graduate of Manhattan College, earning C.E. and B.S.C.E. degrees.

Prior to his connection with Thomas Crimmins Contracting Co., he was a partner of the Harrington Engineering Corp. His experience included supervision of the bridge and highway construction at Saugerties, N. Y.; project engineer on foundations, bridges and road approaches, including those to Lincoln and Queens Midtown Tunnels; construction manager on industrial buildings and chief estimator.

Surviving are his widow, Eileen P.; his sons, Joseph James, William and Donald; his daughter, Mary; a brother, Dr. Leo A.; and three grandchildren.

Edward J. Hagerty, one of the industry's most masterful mechanics, died July 15, 1965.

He began to ply his particular talent from his days as Chief Engineer, Sr. Gr. Lieut. in the U. S. Navy during World War I to the day he retired in January, 1965 from The Arthur A. Johnson Corp. and Peter Kiewit Son's Company.

Fascinated by the sea, Ed left school to board a ship for the distant lands,

(Continued on Page 7)



Joseph Meltzer, who was President of National Structures Corp. until his retirement as an active contractor a few years ago, was a consulting engineer until his death October 2, 1965. He resided in Great Neck, N. Y. He celebrated his 80th birthday on June 25.

Joe emigrated to the United States when a youngster. Anxious to improve his lot, he enrolled at Cooper Union, graduating in 1910 as a C.E.

Subsequently, as an engineer and president of his firm he was responsible for the construction of schools, subways, bridges, tunnels and housing projects costing millions of dollars. In 1951 he completed the \$10-million Battery Underpass.

Joseph Meltzer, champion of men of good will, rallied the industry to tender a testimonial for Arthur A. Johnson, raising in excess of \$100,000 toward the establishment of an engineering hall in Johnson's name for the new Cooper Union building.

A member of the Peter Cooper Society and Past President of the Cooper Union Alumni Association, Joseph Meltzer was revered as "uncle" because of his fund raising abilities as well as his assistance to the school's engineering students. In 1955 he was named Alumnus of the Year by Cooper Union.

He is survived by his wife, Bertha, two daughters, Nona (Mrs. Irving Ziek) and Elsa; a son, Donald, eight grandchildren and two great-grandchildren.

WORKING ON PLANS FOR SOUTH VIETNAM

George L. Freeman

(Continued from Page 6)

including pneumatic foundations for several bridges. For two years following he worked in Canada for the Riordan Co., Ltd. Returning to the states in 1922, George rejoined The Foundation Co., as chief engineer and vice president, working on foundations for buildings and bridges, as well as marine and industrial installations until 1929.

He was a prolific writer and a very highly respected consultant.

Surviving are three daughters, Mrs. Emily Sanford, Mrs. Alice Muchnic and Mrs. Barbara Miller-Jones, and a son, George L. Jr.

Edward J. Hagerty

(Continued from Page 6)

to ride the high waves. On these many adventures, he liked to "tinker" mechanically. His mastery in mechanics earned him a Stationary Engineers License with Gold Seal and a license as Chief Engineer for Unlimited Marine Tonnage.

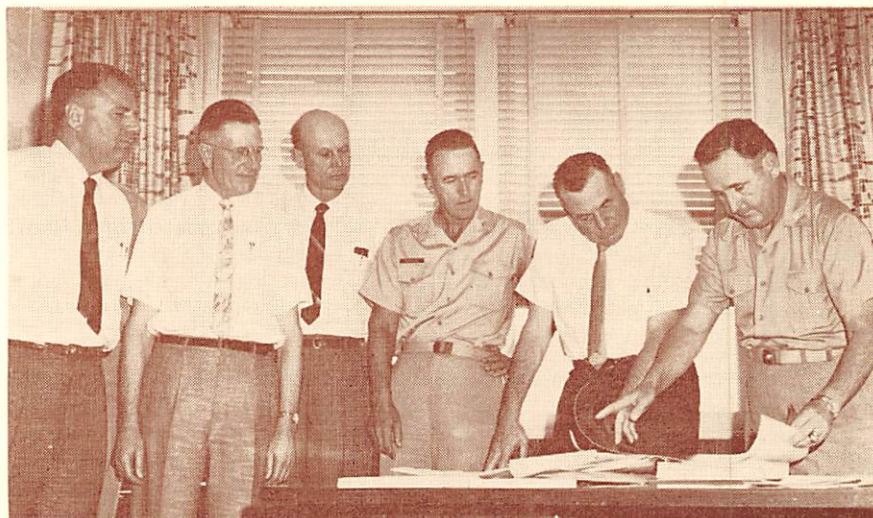
In 1921 he caught on with Merritt-Chapman & Scott Corp. as chief engineer in ship salvage jobs in Portugal, Spain and the Azores. He returned to the states, working for Walsh Construction Co., McGovern Construction Co. on subway and water tunnel jobs; Conners Marine on tug boats; Poirier & McLane Corp. on caissons on the West Side highway; as master mechanic on the George Washington Bridge; on the 14th Street powerhouse; the 179th Street tunnel to the George Washington Bridge; for Spencer, White & Prentis, Inc. on the 6th Avenue subway; for Gull Contracting Co. at Idlewild Airport; for the joint venture of Foundation-Brewster-Miele on the Chase Manhattan Bank foundation; and then with Johnson-Kiewit on their several subway jobs and the anchorages of the Verrazano-Narrows Bridge.

During World War II he served with the rank of Major in charge of marine repairs in Tampa and Mobile shipyards.

Rodman B. Doremus, retired president of R. B. Doremus, Inc., died July 30, 1965 in the Biddeford, Maine, hospital. He was 65. "Bub," as he was familiarly known to his friends, resided in Kennebunkport, Maine.

Before forming his own firm in Greenwich, Conn., has been executive vice president of F. H. McGraw & Co.

Born November 4, 1899, in Newark, N. J., he was a graduate of Norwich University. Being a sailing enthusiast, he was a member of the Indian Harbor



L. M. Greenleaf, M-K vice-president, Lyman D. Wilbur, M-K vice-president who has been named resident partner of the R-M-K construction program, H. C. Boschen, president of Raymond International, Captain W. E. Davidson, deputy director of Pacific Docks, M-K President J. B. Bonny, and Rear Admiral J. R. Davis, director of Pacific Docks, pictured at a meeting at Admiral Davis' office in Honolulu to arrange for increasing the construction program of the joint venture of Morrison-Knudsen and Raymond International for military construction being carried on in South Vietnam under the direction of the Bureau of Yards and Docks, United States Navy.

Yacht Club for whom he served often as its racing committee chairman. He was also a member of the Greenwich Chamber of Commerce.

He is survived by his wife, the former Mary Outwater; a daughter, Mrs. Mary L. Burgess of Greenwich, and three grandchildren. Memorial service was held in Christ Church Chapel. Interment was private.

Robert J. Dunlap, vice president of Spencer White & Prentis, Inc., and district manager for their San Francisco office, died October 8, 1965. It is hoped that a complete obituary will appear in the next issue.

Army Awards Largest Civil Works Contract

The largest civil works contract ever awarded by the Army Corps of Engineers was tendered to the joint venture of Vinnell-Mannix-Fuller-Dillingham of Alhambra, Calif., of \$71,956,573 for construction of the Little Goose Lock and Dam on the lower Snake R. in south-eastern Washington.

The largest military construction contract awarded by the Corps of Engineers was \$121,290,000 to the joint venture of Morrison-Knudsen-Utah-Perini and Leavell for construction of the launcher and launch-control facilities for the 6th Minuteman Wing in the area of Grand Forks, N.D., Air Force Base.

Blake and Sharp Address U. Conn. Student Engineers

● On October 6th, members, N. Blake King of N. B. King & Co., Inc. and Clarence B. Sharp of Whaling City Dredge and Dock Co., both of New London, Conn., addressed the A. S. C. E. Student Chapter at the University of Connecticut. Raymond International's film of the Chesapeake Bay Bridge Tunnel crossing was shown and they explained some of their personal experiences on bridge and sub-structures construction. At the question and answer period which followed, the students showed keen interest in learning about the practical side of construction and expressed their thanks for an instructive evening.

Establish Herbert Hoover National Historic Site

● President Johnson on August 12 paid tribute to the late Herbert Hoover, honored with the Non-Member Award in 1950, by signing a bill establishing the cottage where the 31st President of the United States was born as the Herbert Hoover National Historic Site.

● Did you know that, when Pan-Am Airways celebrated the 35th Anniversary of its first passenger flight to South America, it became known that Bill McMenimen was the lone passenger from Maracaibo to Panama City.



MOLES . . . here and there



• Henry C. Boschen, as President of Raymond International, Inc. has announced that 1960 Mole Member Award recipient Bill Denny has been appointed vice president and general manager of their heavy construction division.

• George Fox was elected President of the 3,000-member Cooper Union Alumni Association.

• When the George M. Drake family agreed in July, 1965 to sell the assets of Johnson, Drake & Piper, Inc., it marked the end of a successful operation since 1912.

• Harry Immerman, 1961 Member Award recipient and Past President, now serves as consultant for Spencer, White and Prentis and retains his desk in their office.

• Mole pater Ed. J. Petrillo saw his son, Carl, married to Miss Kathryn Smith. Ed. Jr. was best man.

• Alfred K. Allen was named vice president of Perini Corp. He will continue to operate out of San Francisco.

• The Moles extend their deepest sympathy to Bill Hughes on the death of his brother, James A.

• The Art Department of Engineering News-Record is to be commended for the color repro of Jack Bonny and Jack Kyle on the front cover of two separate issues.

• John P. Barnes is now associated with Tartarus Construction Corp. as vice president.

• Al Allio, who joined The Moles in May, demonstrated t'other day the kind of member he is. When called by Walsh to check an installation in the new Philharmonic Hall at Lincoln Center, he was able to gain some extra tickets for the fashionable opening night. And who do you think was invited by Al to join his wife and daughter to mix in with the Kennedys, et al? Another Mole, of course, Frank (Zip) Zimmator.

• For his contributions to the development of the waterways resources of the United States, Carl B. Jansen, 1955 Non-Member Award recipient, was cited by the Dept. of the Army with the Army's Certificate of Appreciation for Patriotic Civilian Service.

• New York University's Department of Civil Engineering named Brad Clark, NYC's Public Works Commissioner, as Civil Engineering Alumnus of 1965.

• Through the grapevine we've learned Alex M. Stagg, one of the founders of The Moles, is ill. Members of his lodge paid him a surprise visit, presenting their editor a Masonic Plaque with the following copy: "In grateful appreciation of your untiring efforts and performances above and beyond the call of duty." All of us wish you well, Alex.

• Al Maevis, formerly of The Arthur A. Johnson Corp., sailed on the Christoforo Colombo for an extended vacation in Europe, spending the Winter in the warmer climes, like Spain, and then in the Spring, travel in northern Europe, ending the tour in England early Summer, '66.

• America's Builders, August 1965, Volume VIII No. 6, William M. Youngs, Editor, is a special issue devoted to one of America's pioneer builders, THE MULE. This story, written by another pioneer builder, now 85, Mr. J. L. Allhands, is interesting and instructive.

• It was a delight to see Dick Johnson up from Ft. Lauderdale to attend the Award Committee dinner-meeting on October 5th.

• As was expected Don McKinley presented a most interesting insight on "The Risks of Elements of Deep Caisson Foundation" before a representative crowd at the October 20th seminar of the Metropolitan Section of the Foundations and Soil Mechanics Group, ASCE.

• Lenny Van Houten with his colleague, Bernard H. Schwartz, have formed the consulting engineering firm of Van Houten and Schwartz headquartered in the Graybar Building.

• Pete Corradi, Rear Admiral, Ret., chief of the Bureau of Yards and Docks and chief of Navy Civil Engineers, who has graced the dais of many Moles award dinners, was installed as President of the American Military Engineers. Recently he was awarded the Distinguished Service Medal.

• Howard Dixon and his wife are on their way to an extended holiday, visiting Spain, Majorca and other points of Southern Europe.

• Gen. W. E. "Joe" Potter, USA., Ret., formerly Governor of Panama and recently Vice President of the New York World's Fair Corp., has been appointed to head the new Disney Florida project. He announced that Disney Enterprises has purchased 30,000 acres of Florida real estate near Orlando. Governor Haydon Burns of Florida announced that a new tourist mecca of the proportions of Disneyland in California will be constructed on this site.

• Birthday Greetings —

Carlton Proctor, 72, Sept. 18.

Gen. Raymond Wheeler, 80, July 31.

Louis Pentzien, 74, Oct. 27.

Happy birthday, boys!

Moles News From the West

by Bill Youngs

• Did you know that only 19 Moles "hole-up" in California, and that only two have a Los Angeles address? So, at news-harvest time I spotted the following Moles burrowing around here.

• Richard Wiggins, now in electronics in Los Angeles, has a classic excuse for traveling to Europe each year via the polar route, saying "We keep out of New York traffic this way."

• Guy J. Coffey, who retired last November and moved from Westchester to California, reports he is being a "gentleman farmer", raising flowers around the home he built on coastal Malibu. (Ed. Note: What no golf?)

• Lucius E. Dixon is "working hard" on several projects his company has going in Reno and the Los Angeles area, so says his secretary. He has a summer home in Laguna Beach.

• Everyone who knows Jimmie Lovell, sort of an ex-officio chaplain for construction folk during his 35 years with duPont, is working 12 hours a day at his home in Palos Verdes Estates, putting out a little paper, called "Action," an organ to raise money for missionary work.

• Carl C. Kohlheyer, retired to the Pacific Palisades after 30 years with Gibbs & Hill, is "just resting and trying to keep ahead of the weeds."