

NEWS BULLETIN

AN ASSOCIATION OF MEN

HOLING



OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

THROUGH

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NOVEMBER, 1966

Outstanding Achievement Awards to

Diamond and Black for 1967



BERNARD F. DIAMOND



C. WARREN BLACK

NON-MEMBER, Bernard F. Diamond of Savannah, Georgia and Member, C. Warren Black of Baltimore, Maryland, are to be the twenty-seventh pair of Moles' Award recipients in recognition of their "Outstanding Achievement in Construction." They are to receive their bronze plaques and hand engraved and illuminated citations at the annual Award Dinner to be held in the Grand Ballroom of The Waldorf-Astoria on Wednesday evening, January 25, 1967.

BERNARD F. DIAMOND, quiet, and unassuming, is held in high esteem by his associates, competitors and employees alike. He is President of the B. F. Diamond Construction Co., Inc., and the Diamond

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C. WARREN BLACK is rounding out a productive fifty years in engineering and heavy construction work of which nearly forty-eight have been spent with The Arundel Corporation.

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Bernard F. Diamond

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Manufacturing Company, Inc., of Savannah, Georgia, and the owner of Marine Construction and Engineering Company, Ltd., of Freeport, Grand Bahama Island.

Born in Savannah, Georgia on October 14, 1901, he was raised in a Savannah orphanage where he received his early education and later furthered his education by correspondence courses relating to his chosen profession. At the age of fifteen he left Savannah to go to sea where he served through World War I. After the war he was employed by several different major construction companies, including American Bridge Company and Phoenix Bridge Company as an ironworker and crane operator.

In 1930, Barney Diamond organized Diamond Construction Company which operated in the Washington, D. C., and Baltimore, Maryland areas in the field of steel erection. Over the years, the Diamond operations have diversified and now include heavy and marine construction; manufacture of all types of marine equipment such as Whirley Cranes, Tugboats, Barges, Dredges; steel fabrication and general construction and marine service in Freeport, Grand Bahama Island. Diamond is known in the construction field as "the man with all the equipment." One of his greatest assets is his ability to devise the right equipment to fit the job.

Diamond Construction Company has to its credit the rebuilding of the Pennsylvania Railroad Bridge in 1943 over the Potomac River (without interruption of traffic); a total of thirty-six Navy jobs during World War II; the Rappahannock River Bridge in 1956 which had a total of sixteen caissons; the Forrestal Piers in 1958 for the Navy in Norfolk, Va.; the Second Elizabeth River Tunnel between Portsmouth and Norfolk, Va., in 1964; and numerous other bridges, piers and assorted marine construction jobs for the state of Virginia, Maryland, North Carolina, South Carolina, Georgia, Florida and the District of Columbia. Diamond Construction Company was the recipient of the Navy "E" Award for outstanding performance during World War II.

Diamond presently has a full program of work under construction including the Bull River Bridge and Approaches for the Georgia Highway Department; an Outfall Sewer Line for the Hampton Roads Sanitation District, Newport News, Va.; General Merchandise Pier for the Peninsula Ports Authority, Newport News, Va.; Berthing Facilities for the U.S. Navy, Charleston,

Award Presenters

The Non-Member Award will be presented to Bernard F. Diamond by Ralph E. DeSimone, Construction Consultant of New York City. Mr. DeSimone who received the Member Award in 1964 was formerly President of the Merritt-Chapman & Scott Corp., construction company. For many years he has been an admirer, friend and competitor of Mr. Diamond.

The Member Award will be presented to C. Warren Black by S. Everett Hunkin, Chairman of the Board of the Hunkin-Conkey Construction Company of Cleveland, Ohio. During their long construction careers, Mr. Black and Mr. Hunkin have represented their respective concerns as co-venturers on many important construction projects throughout the nation.

DIAMOND (Continued)

S.C.; Degaussing Station for the U.S. Navy, Norfolk, Va.; Gantry Pier for Southern Block and Pipe Co., Norfolk, Va.; a 36" Water Line for the City of Norfolk; Piers for the Cape Fear River Bridge, Wilmington, N. C.; and the Dock Extension at State Pier No. 8 for the South Carolina State Ports Authority, Charleston, S. C. The most recent project undertaken by Diamond is the construction of the Bridge over the Southern Branch of the Elizabeth River. This bridge is the largest ever constructed for the Virginia Highway Dept.

Forty percent of the stock of B. F. Diamond Construction Co., Inc., has been distributed as gifts to his employees.

Diamond Manufacturing builds all of the construction company's marine equipment and has recently completed the second dredge for Diamond Construction Company.

For outside interests, Diamond Manufacturing has built two 24" Hydraulic Dredges for the Government of Brazil; six Gantry Cranes for the Georgia Ports Authority; three 2400 H.P. Tugboats for the Panama Canal Company; two Tugboats for Moran Towing Corporation; and two Tugboats for the Turecamo Coastal & Harbor Towing Corp. The President's "E" Award for Exports was presented to Diamond after delivery of the Brazilian dredges.

Marine Construction and Engineering Company, Ltd., has constructed the harbor and offshore Bunkering Station at Freeport, Grand Bahama and other important projects nearby. This Company

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C. Warren Black

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Warren was born in Baltimore, Maryland on January 14, 1898; graduated from Baltimore Polytechnic Institute in 1914; and furthered his education at Johns Hopkins University earning a B.S. in Civil Engineering in 1917.

When discharged from the Army Engineers in 1919 he went to work for one of the seven companies which was included in the merger that formed The Arundel Corporation. Thus Warren has been with Arundel during its entire corporate existence. He advanced from Assistant Chief Engineer to Chief Engineer in 1929; and in succession to Vice President in charge of Engineering and Construction; Director; Executive Vice President; President in 1955; and served as Chairman of the Board and Chief Executive Officer until his recent retirement. He is currently both a Director and Member of the Board of Directors' Executive Committee and remains active in the management of The Arundel Corporation.

He has successfully guided bidding, planning and construction of dams, tunnels, sewers, water supply and treatment facilities, hydro-electric projects, railroads, dredging, etc.; in fact, every type of work generally classified as heavy construction. He has been Arundel's representative in management on a number of joint venture or similar projects such as Shasta and Chief Joseph Dams, Rocky Reach Hydro-Electric Facility and Tuscarora Pump Storage Power Plant.

During World War II he was a member of the Operating Committee of a joint venture constructing defense facilities for the U.S. Navy in the Caribbean Area and spent long periods in the field to guide these facilities to successful completion.

Giving of himself, working long hours daily for protracted periods, he has inspired his associates by his example. At the same time, he has always had a real concern for their welfare and thus has earned their respect and affection. When President of Arundel, he formalized a number of previously informal benefits, one of which was a retirement plan for salaried employees and liberal benefits for other Arundel employees.

One of his associates of some forty years has said in referring to Warren's accomplishments, "Warren is Mr. Arundel." Warren himself said, when presented with the Beaver's Award for Management in 1962, "I know that such awards are not given to an individual

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Award Chairman

The activities of the Award Committee this year are under the able direction of W. J. "Joe" Green, Vice President of S. J. Groves & Sons Company, Minneapolis, Minnesota. The arduous task of selecting the Award recipients and arrangements for the Award Dinner are in his very capable hands as Award Committee Chairman.

Born in Rockford, Illinois on August 3, 1905, Joe was educated in parochial grade and high schools in Rockford and as a Civil Engineer at the University of Illinois. Though he did not make "All American," Joe was "blocking back" for Red Grange for two years while at Illinois.

After graduation from college he worked for the Corps of Engineers as a civilian during the thirties. In February 1941 he was ordered to active duty as a Lieutenant in the Corps of Engineers and assigned as Operations Officer at St. Louis Ordnance Plant then at Twin Cities Ordnance Plant and later at Eau Claire Ordnance Plant as Area Engineer. In 1943 he was transferred to the Missouri River Division in the Operations Section under then Colonel Lewis A. Pick, Division Engineer, Corps of Engineers. Joe was ordered to the China-Burma India theatre in October 1943 and arrived in Ledo, Assam, India, on Thanksgiving Day that year. At this time he was assigned by General Pick as Road Engineer for construction of the Ledo Road and stayed until the completion of the road. He returned to the States as a full Colonel in September 1945. After serving in the Office of Chief of Engineers at Washington, D. C., he

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Guest Speaker

WILLIAM BLACKIE, Chairman of the Board of Directors of Caterpillar Tractor Co., is to be the principal speaker at the 27th Moles' Award Dinner, January 25, 1967.

Before his election as Chairman in March 1966, Mr. Blackie was President for four years, an Executive Vice President for eight years and a Vice President of the company for ten years. He served as Controller from 1939 to 1944. The Caterpillar plant in Peoria, Illinois is considered "home base" for William Blackie even though the company's activities are international in scope.

Born in Glasgow, Scotland, May 1, 1906, he attended grammar and high school there. He studied accounting, business law, and economics at commercial colleges and the University of Glasgow. After becoming a chartered accountant of Scotland in 1930 he came to the U.S. and became associated with Price Waterhouse & Co., certified public accountants in Chicago and remained with them for nine years until he joined the firm of Caterpillar.

A genius with respect to organization he has organized the company so that the personnel have experience in both foreign and domestic areas. Thus both its people and its products are interchangeable on a worldwide basis.

On May 3, 1963 he received an Award for Outstanding Contributions to the Development of Trade Between the Mississippi Valley and the World at the 18th Mississippi Valley World Trade Conference.

Most interested in world trade conditions, he was one of a group of businessmen who visited Moscow for a series of

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Honorary Member

WILLIAM C. MATTISON, Commissioner of Public Works, City of New York has been elected an Honorary Member of The Moles. Presentation of his certificate of membership was made by President Henry C. Boschen at the Fall Members' Dinner, November 2nd.

Commissioner Mattison was born in Brooklyn, New York; graduated from the New York University School of Law in 1942; and admitted to the New York Bar in April 1943. In 1944 he graduated from the U.S. Navy School of Oriental Languages, University of Colorado where he took an advanced course in spoken and written Japanese. During World War II the Commissioner served as a lieutenant in the United States Navy. Shortly after the atomic bomb was dropped on Nagasaki he spent two months living in the ruins of that city, translating for medical and scientific teams.

A partner in the law firm of Corner, Finn, Froeb & Charles of Brooklyn, New York engaging in general practice he has specialized in problems of engineering and construction.

He is secretary and a former governor of the Downtown Athletic Club and for the past few years has served as Dinner Chairman of the Committee for the Heisman Award which is generally considered to be the nation's outstanding inter-collegiate football award.

"Bill" Mattison succeeded Mole member "Brad" Clark as Commissioner of Public Works and in so doing becomes our current adversary in the annual D.P.W. vs. The Moles Softball Game, a feature of the Clambake.

EDUCATION ACTIVITIES

SUMMER EMPLOYMENT PROGRAM

The procedures and purposes of The Moles' Student Employment during Summer Vacation Program has been described in detail in previous issues of *Holing Through*. Now that summer is past and the young men have returned to their classes there is an opportunity to assess the value and success of what took place this year.

Employment for twenty-two students was arranged with twelve companies. Excerpts from letters received from some of the companies and students makes it clear that the program is tremendously worthwhile and that many more companies should and will participate in future years.

Mr. R. Edward Kuhn, Work Coordinator from the consulting engineering firm of Howard, Needles, Tammen & Bergendoff where Edward Sirota from City College of New York was employed for the summer wrote, "*His immediate supervisors on the work he was given advised me that he did an excellent job and showed a better than average grasp of material presented to him. We also found him to be very intelligent, cooperative and conscientious in the performance of his duties. In our opinion, Mr. Sirota is very well qualified for a career in engineering construction.*"

C. W. Defendorf, Chief Engineer of New York Central System who employed Joseph Strivieri from Columbia University wrote, "*Our field forces were very favorably impressed with Joseph Strivieri. They found Joe to be conscientious, knowledgeable and exacting in performing his duties as rodman, instrument man, timekeeper and part time inspector. He filled in wherever needed and did his best to turn in a good job. Our contractors on the job, Hallen Construction Company and Spearin, Preston and Burrows also were impressed with Joe. It would be to the advantage of the Construction Industry and particularly for the New York Area to encourage this type of young man.*"

Mr. J. C. Ungerer, Project Manager on the Johnson-Kiewit Packer Avenue Marine Terminal was asked about Daniel F. Sullivan from Cooper Union who was employed by The Arthur A. Johnson Corp., for the summer and he wrote, "*Despite the fact that this was Dan's first exposure to the construction business, and consequently he was not*

familiar with our methods, he displayed the ability to learn very quickly, and was a definite asset to our field party. His attendance and punctuality could not be faulted. He took an interest in what he was doing and got along well with his associates. I would rate his overall performance as very good, and I feel there is definitely a place for Dan in the construction industry."

Frederic R. Harris, Inc., Consulting Engineers, hired five students from Manhattan College, John E. Stevens, Jr., William J. McCann, Edward S. Gaffney, Guy LaRosa and John P. Madden. A. C. Morris, Chief Engineer wrote, "*We found these five young men equipped with a fine background in the basic fundamentals of engineering. They were not only eager to learn and produce, but also worked well under the supervision of our experienced engineers. We would be pleased to consider these men for permanent positions after graduation. We wish to express our sincere appreciation to The Moles for their interest and cooperation and to thank them for their contribution to this aspect of the engineering profession.*"

Robert Grimmins, President of Thomas Grimmins Contracting Company, who hired Ronald Weinstein from Cooper Union wrote, "*Ronald Weinstein came to work for us after he finished his spring term. He worked on our Home Insurance Project as assistant to the superintendent. Ronald is a strong and willing worker with a future. He should continue in construction. We will be willing to rehire him next spring, if we have any work.*"

Stanley Merjan, Vice President of Underpinning & Foundation Co., Inc., who hired Alfred Brand a student at Cooper Union for the summer vacation period writes, "*Al Brand was exceptional in the performance of his work as an assistant superintendent at the Nepco Fuel Oil Tanks and other jobs he was assigned. He showed unusually good construction sense, and a fine ability to handle men. In fact we have offered him a permanent position pending his graduation.*" With reference The Moles' program, Mr. Merjan writes, "*We commend you for initiating this program. It will certainly stimulate interest in construction on the part of the students. We look forward to participating in this program again next summer.*"

W. E. Jones, Personnel Manager for Raymond International who employed

Joseph C. Faro, Columbia University and Patrick J. Morrissey, Manhattan College for the summer vacation period, writes, "*It is our opinion that both Messrs. Faro and Morrissey displayed aptitude for construction work during their summer employment with our firm. It is our feeling that both these men would be well qualified to seek careers in the construction industry and we would be very pleased to give consideration to their full-time employment upon their graduation.*"

From the student engineers come words of enthusiasm and thanks such as the following: — Patrick J. Morrissey writes, "*I am indeed grateful for the opportunity offered to me by The Moles. My summer employment with Raymond International was very rewarding. I was employed by the Test Boring Department of Raymond and worked as a field engineer-supervisor taking charge of five boring rigs. The responsibility alone made the job well worthwhile. I have talked with the head of my department at Raymond and I am considering going back after graduation. I find the work very interesting and right in line with the type of job I had in mind.*" Joseph S. Strivieri writes, "*I want to thank The Moles for giving me the opportunity to work in construction this summer. I find the experience I received was invaluable. What I think was most important was working with the construction men themselves, and learning through their years of experience. The job I was on was probably the most interesting one the railroad ever had, and I'm thankful for having the chance to be a part of it. Working in construction this summer was very rewarding and convinced me that it is the field I would like to pursue. Thank you again for your help.*" Joseph C. Faro writes, "*I want very much to express my gratitude to The Moles organization for having arranged summer employment for me. It was a source of vast experience for me.*" Daniel F. Sullivan writes, "*It was a very enjoyable and rewarding experience for me. I am very grateful to have received the opportunity to see engineering first hand and to learn things which aren't taught in the classroom.*" William J. McCann writes, "*Any comments I might have are all good. I hope this program can be continued and enlarged wherever possible. Those of us who were employed this summer are telling other students about the jobs and the companies, thus getting others interested.*"



25-YEAR MEMBERS



During 1941, thirty-seven men were elected to be members of The Moles. Of these, seven are active members, five are members emeritus, seventeen are deceased and the others have drifted away for one reason or another. The twelve active members and members emeritus received their Twenty-Five Year Certificates this year. That you may know them better, they are:

EDWARD EHRBAR is President of Edward Ehrbar, Inc., construction equipment distributors. The firm was founded in 1903 by Ed's father and in 1929 when Ed was just 19 his father's death put the full responsibility of managing the business in his hands.

During World War II as a member of New York's 7th Regiment, he served overseas as Battalion Commander, Armored Division Maintenance Battalion. Prior to active duty he was summoned to Washington by Donald Nelson to serve on the War Production Board as Chief, Construction Machinery Section at One Dollar per year.

Ed is a member of the New York Athletic Club and North Hempstead Country Club and resides in New York City. He has a "year-round" home on Shinnecock Bay in Quogue, Long Island, where he relaxes and does some fishing on his sport fisherman "Flying High III."

LEO F. FORREST has spent about forty-six years of his life in association with contractors. Starting out as a young man he spent about fifteen years in the Surety Bond Business in Albany on public and private work writing performance bonds for contractors. For the next thirty-one years he was in the cement industry selling and advising contractors. He attained the position of New York District Sales Manager for Nazareth Cement Company which he held until his recent retirement. Presently, Mr. Forrest is a Sales Consultant and trying, as he puts it, "to adjust to retired life." Leo and his wife have been blessed with three children; two daughters married, each with six children — and a son, Brother Leo Francis who is principal of Columbus High School in Miami, Florida.

ANDREW GULL, President of Gull Contracting Company, Inc., of Flushing, N. Y., and member of the Board of Directors of Mac Asphalt Construction Corp., has been performing heavy con-

struction work for over 35 years. Among some of the projects successfully constructed have been numerous road jobs for the City and State of New York including a \$15 million highway in Schenectady and the Richmond Parkway; all of the New York Approaches for the third tube of the Lincoln Tunnel, three contracts which constituted the Approaches to the lower level of the George Washington Bridge and numerous other contracts for the Port of New York Authority at Kennedy and LaGuardia Airports. Mickey admits to having very little outside interests aside from his construction work.

DONALD A. HUNTLEY, before retirement from construction was President of the P. T. Cox Construction Co., and actively participated in a number of bridge, elevated highway and other heavy construction contracts in New York, New Jersey and Pennsylvania. During World War II, P. T. Cox, in a joint venture, completed two large torpedo testing facilities at Newport, Rhode Island and Montauk, Long Island, N. Y. Don retired in 1958; took his doctor's advice and moved to Florida. After nine months of inactivity he was lured into the real estate business and for the past six years has been associated with Tom Ellis, Incorporated, active throughout the state of Florida in the development of shopping centers, warehouse and other industrial sites. Don thinks the Florida climate has played an important part in his "lift" back to the active life and he still finds time to do a little fishing and play some golf. He wants to extend his best wishes to all the members of The Moles since he enjoyed his association with them for so many years before his retirement.

J. JOSEPH KELLEHER has spent most of his years as a Mole traveling the United States visiting major construction projects for Hercules Powder Company. Until his retirement in 1961 he represented Hercules, first in their Contractors' Division, then as Assistant Director of Sales and finally as Sales Manager.

He now leads a full life in retirement on Singer Island, located in the Palm Beach area of Florida, including participation in Community affairs, various sports and taking care of his home with its beautiful tropical plantings.

Blessed with his good health he looks forward to spending many more years enjoying his retirement and being a "Mole."

BEN R. MALONEY retired February 1, 1964 after 47 years with E. I. DuPont de Nemours & Company — High Explosives Division. As Manager of Explosives Sales and Service, headquartered in the Empire State Building, he covered quarry operations, the mining industry and heavy construction throughout the North East. Even though retired Ben still keeps very active, acting as elder statesman for Explo Incorporated and The Danbury Explosives Company, Inc., which is operated by his Mole member son, Robert J. Mr. and Mrs. Maloney are long-time residents of Scarsdale, New York and Mrs. Maloney keeps active as her son's Office Manager. You'll see Ben at almost all of The Moles' functions.

EDWARD F. O'NEILL was employed by Geo. M. Brewster & Son, Inc., as Project Manager on the Neversink Dam located near Liberty, N. Y., when he became a member of The Moles twenty-five years ago. Since then he has been in charge of work on a multitude of projects including railroads, highways, bridges, reservoirs, etc. In 1964 he retired from Geo. M. Brewster & Son Inc., after forty-two years with that firm. Ed now acts as Consultant to other Contractors, Attorneys, Insurance and Bonding Companies.

INNIS O'ROURKE associated with Transit-Mix Concrete Corporation until 1950 when he resigned to devote all his time to the Concrete Conduit Corporation and Precast, Inc. While he is still fairly active in these two concerns he admits his sons do most of the work. Mr. O'Rourke resides in Mill Neck, New York.

EDMUND A. PRENTIS was one of the founders and Secretary and Chief Engineer of Spencer, White & Prentis, Inc., the well-known firm of foundation specialists, until his retirement. He was the recipient of The Moles' Member Award in 1942 and served as Chairman of the Award Committee in 1944; a Trustee in 1945 and as a member on various committees. Mr. Prentis at 82 still goes to the office each day, as he puts it, "to see what is going on."

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25-Year Members

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PRENTIS (Cont'd)

Known best for his work in the foundation field, not only as an active foundation and subsurface engineer with the corporation but also as a scientific student of subsurface conditions, he discovered and developed, with his associate, the late Lazarus White, the theory of the bulb of pressure in pile installation, was co-inventor of the Pretest System of underpinning and pile driving and helped to develop the theory of streamlining of cofferdams, originating many of the practices used today in the underpinning and foundation work. Mr. Prentis wrote several books and many articles on underpinning and foundations. Since his retirement, he has become interested in the re-creation of colonial rooms for Historical Societies; Museums and Universities in New York, New Hampshire and Vermont.

ARTHUR F. RIEGEL was employed with the general contracting firm, Circle Construction Corp., when he became a member of The Moles in 1941. In 1959 he became associated with Augustus V. Riegel, Inc., as superintendent on earthwork, rock excavation and bridge construction work. Over the years, he has been very active in work throughout Westchester County. In 1962 Mr. Riegel became a member emeritus.

J. REX ST. CLAIR was made Export Explosives Sales Manager for the Hercules Powder Company the same year he became a Mole. It was his job to establish distributors throughout South America and in the Pacific. Those days of flying in DC-3's over jungle and ocean; being the lone passenger on an ore barge down the Guayas River to Guayaquil; riding mules over the Andes; bumping along on narrow gauge railroads through wild country all added to the interest of his job. However, it wasn't all rough going. Rex admits, refreshing himself at the Royal Hawaiian bar and watching the surf at Waikiki, being the honor guest at a well-toasted dinner in Shanghai and swimming at Rio's Copabana Beach were also part of the job. When Hercules offered optional retirement at sixty Rex and his wife decided to take it and bought 83 acres of wooded land surrounding a 25 acre private lake near DeLand, Florida. Skeptical of the inactivity of retirement he and his wife designed their house, hired a good mechanic to supervise the work and became their own contractor. Rex worked with the men from foundation to roof and did all the painting inside and out

himself. They discovered an alligator family inhabited their private lake; got the game warden's permission to shoot papa, mama and baby alligator and they lived five years in this delightful atmosphere 'til their two married children left for the West and they decided to sell "Wing Shadows" as they called their home and move to Santa Barbara to be near them. When they found that California was not to their taste despite the fact they would have to be far away from their seven grandchildren they came back to Florida and settled in Winter Park where they enjoy their neighbors; listen to the Florida Symphony in Orlando; and tape record Mrs. St. Clair's fine piano playing. Rex also plays golf and shot a 71 on the 38 par Winter Park Golf Course the week he became 72 years old. He says, "the ambition of an aged golfer is to shoot his age."

KENNETH A. SHEPPARD is at present, President and General Manager of Concrete Products of Alaska, Inc, manufacturers of concrete block (farthest north block plant in North America), concrete pipe and pre-cast items of concrete. Ken has a civil engineering degree from Lehigh University and has performed various engineering and construction jobs including industrial buildings, foundation work, viaducts, bridges, etc.

When World War II began Ken was commissioned a Captain in the Corps of Army Engineers and served on projects in the Aleutians in the Arctic and other parts of Alaska. He received the Legion of Merit and was discharged as a Lt. Colonel in 1945. In 1946, as a civilian, he returned to Alaska to work on the first Alaskan post-war defense construction contract performing work throughout much of Alaska. Ken became Chief Engineer and later Alaska Project Manager. He has remained in Alaska primarily in the concrete products business. A registered professional engineer in New York and Alaska he does consulting work too. He is a Director of Anchorage Natural Gas Corporation and Alaska Real Estate Investment Corporation; a member of various civic organizations, the National Concrete Masonry Association, American Society of Civil Engineers (for 44 years), Alaska Society of Professional Engineers, National Society of Professional Engineers, Society of Military Engineers, Petroleum Club of Anchorage, Harbor Club, Seattle; past president of the Greater Anchorage Chamber of Commerce and a past vice president of the Alaska State Chamber of Commerce.

Tune in on "Careers in Heavy Construction" on Radio Station WNYC, on Monday, November 7, at 9:00 P.M.

Early this year when Phil Brueck met Mrs. Sylvia Taylor of the public relations concern bearing her name, at a cocktail party, she asked him if he would assist her in the preparation of a radio broadcast panel discussion program on the subject of "Careers in Heavy Construction." Phil forwarded the request to The Moles and Henry Wasung, who was then Chairman of the Education Committee, had a meeting with Mrs. Taylor and her aid, Mr. Peter McEvoy.

From that beginning has developed a most interesting and instructive hour of questions and answers between Mrs. Taylor, acting as Moderator, and the distinguished panel which includes: — A. Holmes Crimmins, Chairman of the Board of Thomas Crimmins Contracting Co.; Mansell L. MacLean, Manager Underground Construction for Morrison-Knudsen Co., Inc.; Walter Douglas, Partner in the consulting engineering firm of Parsons, Brickerhoff, Quade & Douglas; Dr. Felix Wallace, Director of Civil Engineering at The Cooper Union for the Advancement of Science & Art; Dennison Cottrell, Senior 1967 Civil Engineering Student at Cooper Union who was employed for the summer by The Port of New York Authority.

Mrs. Taylor does an excellent job phrasing her questions so that the panelists tell who The Moles are and show by word picture how challenging and interesting the industry can be. The program is designed to interest Civil Engineering Students in casting their lot with the Heavy Construction Industry. They explain the present demand for Civil Engineers and cite facts and figures to show that this demand will constantly increase.

A group of The Moles listened to a preview of the tape at The Moles' office on September 22nd and they were so impressed that the Education Committee is planning to have additional tapes made for the use of college civil engineering student chapters at their on-campus meetings.

LETTERS FROM MEMBERS

from . . .

Roger H. Corbetta

Dear Phil:

Following are a few paragraphs describing my "present personal activities and extra-curricular work with the American Society of Concrete Constructors," as requested in your letter of August 25.

I am currently involved in the development of an Urban Renewal Program with the City of Poughkeepsie, which involves some 473 acres of slum clearance and rehabilitation.

I am preparing to develop 74 acres of waterfront property along the Hudson River for about a half mile. This project will include approximately 1,200 new apartments to be contained in 3 or 4 hi-rise buildings, as well as a number of Town Houses and Garden Apartments.

In conjunction with this project, I will build a series of medical buildings, a Hilton Hotel, a large marina, and other recreational facilities adjacent to the above-mentioned project, on another half mile of Hudson River waterfront, which I recently purchased at private treaty.

This will probably be a \$35,000,000 personal venture, to be carried on by another Mole, my nephew L. J. Corbetta.

Aside from this, I'm kept busy with the development of a new fledgling organization called, The American Society of Concrete Constructors. This Society's principal aim is to improve the image of the constructor, at least insofar as the performance of concrete work is concerned.

Concrete has grown out of the cellar where it has been used for so many years, to develop footings, foundation walls, cellar floors, sidewalks, etc. Its role as a fireproofing agent to cover structural steel has been augmented to the position it now occupies as a structural medium of construction; some people call it the king of all construction materials.

The Society looks forward to further increasing the image of the constructor through accreditation of all contractors who perform concrete work. A committee of nine men representing the AIA, ASCE and ACI have recently submitted a report to the three institutions, recommending that they jointly sponsor a National Board of Accreditation for Concrete that will issue Certificates of Competency to contractors performing

from . . .

Louis R. Perini

Dear Mr. Brueck:

Thank you for your nice letter inviting a few comments from me on our activities. I regret the delay in answering, but I have been out of the office about 95% of the time during the past month, whereas ordinarily I am away about 75% of the time. Most of my travels have been to the mid and southwest, California and British Columbia.

Our initial progress at the Yuba River Development has been satisfactory. Our diversion tunnel is more than half completed; the plant setup and other preparatory work is going along well, also.

With regards to the special issue of Perini News, I have had hundreds of letters, mostly from fellow contractors around the country who have been subjected to similar circumstances to those highlighted in my article. I had not realized that these difficulties were so widespread in their effects. I only hope that the article itself will help to call attention to and solve some of these problems that are hurting our entire industry so much.

With all best wishes to you and fellow Moles.

CORBETTA (Continued)

concrete work, the certification of ready-mix plants, and the accreditation of testing laboratories for concrete.

On the Board of Directors are two Past Presidents of the AGC, and several current members on the AGC Board of Directors. This organization is nationwide and is composed entirely of contractors. We find that a large number of contracting firms interested in concrete construction are owned or managed by professional men. It is reasonable to assume that in the not too distant future, this industry will be dominated by professional people. In view of this, there is a trend toward establishing the constructor as a professional.

There should be a differentiation toward a contractor (one who contracts to cause something to be done) — and the constructor — who actually constructs with his own forces.

I have been credited with having formed this Society. I am its first and current President.

from . . .

Stirton Oman

Dear Mr. Brueck:

I want to apologize for not having answered your letter of August 29th sooner but it came during my absence from the city.

I have been away from our office quite a bit the last few months. My last overseas trip took me to Afghanistan for the dedication of the Kandahar-Kabul Highway which connects the two largest cities in the country and forms an important link in the Trans-Asian Highway. This was a most interesting project, not only because of the length, approximately 320 miles, but also because it was a complete job, including clearing and grubbing, grading and drainage, producing aggregate, building 47 bridges and asphalt paving. It stretched from the desert up through the mountains to an elevation of approximately 9,000 feet and down to Kabul. This job was built under the name of Afghanistan Highway Constructors, a Joint Venture, sponsored by Oman and composed of Morrison-Knudsen, R. P. Farnsworth, Peter Kiewit, Wright and J. A. Jones, under the supervision of the Corps of Engineers.

While in Afghanistan I visited two other projects which we were successful in securing recently. One is a highway job approximately 80 miles in length from Herat to Islam Qala in Afghanistan on the Iranian Border. The other is for the Afghanistan Institute of Technology and consists generally of eleven buildings and other work incidental thereto. Oman is the sponsor for these two projects.

From Afghanistan I went to Thailand to look at some other work and then into San Francisco. From there I went up to Oroville to visit the two projects in California on which we are the sponsor. The Oroville Dam, the key unit of the California Water Plan, is a project of which we are very proud. Upon completion in late 1967 this structure will be the highest earth fill dam ever built by man, requiring some 80-million cubic yards to reach the height of 770 feet. This figure becomes even more impressive when you realize that all the material must be hauled a distance of over 12 miles from the borrow area to the dam site.

Utilizing not only conventional construction methods, (i.e., scrapers, drag-

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Letters from Members

(Continued from Page 7)

STIRTON OMAN

lines and bottom dump wagons) we employ equipment unique in construction such as a wheel excavator, many miles of conveyor belts, a complete railroad system, and an automatic car dumper; among others, in order to meet the exceedingly tight schedule. We are moving an average of 2,400,000 ton-miles a day which makes the Oro Dam Railroad the busiest in the world.

The exceptionally fast schedule requires that all types of materials be placed the year around. A protective coat of liquid asphalt has been placed on the impervious borrow area to insure favorable working conditions the year around. This is economically justifiable because of the large quantities involved and the depth of cut required to meet the blending specifications.

Besides the millions of fill yards required for the main dam, 283,000 cubic yards of mass concrete was poured in eight months to form the main part of the core. In addition, there are 260,000 cubic yards of concrete in the Spillway project.

All completion schedules have been met or exceeded, including the plugging of one of the diversion tunnels, and we anticipate to finish the project ahead of schedule.

This project is operated under the name of Oro Dam Constructors, a Joint Venture composed of Codell, R. P. Farnsworth, Hardaway, Merritt-Chapman-Scott, McDowell-Wellman, R. B. Potashnick, Wright and Oman.

The Spillway at the Oroville Dam is being built by the Joint Venture, Oro Pacific Constructors (Oman-Codell-Potashnick, Hardaway and Wright) and George Farnsworth Construction Corporation. This job was also progressing well and was on schedule.

On my return to Nashville I had occasion to visit several of our highway projects in Tennessee and other jobs in the Nashville area. At this time most of our highway work is in Virginia and Tennessee.

We are also a member of the Joint Venture, Codell-Oman-Hardaway which is building the Fishtrap Dam in East Kentucky. Codell is sponsoring this project.

We are a member of the Consorcio de la Selva Joint Venture in Peru which is building a highway from Tarapoto to Rio Nieva. Constructora Emkay, S.A., is sponsoring this project. Also the Oman-Farnsworth-Wright Joint Venture has just completed four segments of the Inter-American Highway in Panama.

In addition to highways, bridges and

William Blackie

(Continued from Page 3)

meetings with Soviet governmental officials concerned with matters of trade and appeared before the Foreign Relations Committee of the United States Senate in Washington, D. C., on February 24, 1965.

Mr. Blackie was a member of the Special Committee on U.S. Trade Relations with East European Countries and the Soviet Union — the so-called Miller Committee. The report of this committee constitutes the basis for U.S. policy now becoming more apparent in the actions and proposals of the Administration regarding dealings with the countries of Eastern Europe.

Mr. Blackie is a member of the Public Advisory Committee for Trade Negotiations and the U.S. State Department's Advisory Committee on International Business Problems. He is a trustee of the United States Council of the International Chamber of Commerce, a member of the International Industrial Conference Board, and a member of the Council of the British-American Chamber of Commerce of the Midwest.

He leads a full life which, when time permits, includes a couple of sets of tennis before dinner, and it is said he plays with the same tenacity that he runs "Cat."

Mr. Blackie is a member of the Board of Directors of Adela Investment Company S.A., the First National Bank of Chicago, Illinois Bell Telephone Company, Shell Oil Company, and Toledo, Peoria and Western Railroad Company.

Mr. Blackie's only son, Bruce, is a Presbyterian minister in Plainfield, N. J.

OMAN (Continued)

dams, Oman performs quite a bit of industrial, commercial and railroad work. A few years ago the President of the NC & St. L Railroad, now a part of the L&N system, sent me a letter, along with a copy of a contract, between my Grandfather and the NC & St. L. dated 1879, stating that the Oman Family was the only one who had been doing satisfactory work for the Railroad for over 75 years.

My two sons, Stirton, Jr., and Jack, are the fourth generation in construction and are now carrying quite a bit of the load.

Each year I try to spend a couple of weeks at our summer place in Michigan with some of our people and our customers. This year we had some of our Joint Venture partners and Project Managers up for a few days of fishing and relaxing. I feel it certainly helped them and I know it helped me.

C. Warren Black

(Continued from Page 2)

alone, but also to his associates who have contributed to the success of his organization."

He has served the City of Baltimore with distinction, supporting hospitals, civic and charitable organizations and committees on the rehabilitation of the downtown areas, fund raising, etc. The Johns Hopkins University selected him to receive its "Distinguished Alumnus Award" in 1963, one of six awarded in celebration of its fiftieth anniversary and the only ones awarded in the life of the University.

Warren Black is a great lover of the outdoors. His activities have been limited by business responsibilities but he still manages to "wet a line" when the trout season opens, and bag some ducks and geese during the season.

He is a member of the American Society of Civil Engineers; Society of American Military Engineers; The Johns Hopkins Alumni Association; a founder-member of The Beavers; and a member of numerous other professional and business organizations.

Warren and his wife Alice live in Baltimore. They have a son, Charles Warren, Jr., a daughter, Alice, and eight grandchildren.

Bernard F. Diamond

(Continued from Page 2)

provides tug service for bunkering all ships at Freeport and for all ships leaving and entering Freeport Harbor.

Barney and his wife Delores have a home on the Vernon River in Savannah, Georgia where he is particularly interested in the different varieties of Camellias which have been developed in his gardens. The Diamond Camellias have won numerous trophies and ribbons in flower shows held in the Southeastern States.

He owns and operates a 1200 acre cattle farm in Chatham County, Georgia near Savannah and has a home on the beautiful Grand Bahama Island where Barney spends a good deal of his time.

Barney is a member of the Oglethorpe Club; the Savannah Yacht and Country Club; the Savannah Golf Club; and the Union Society (a financial group that lends support to the orphanage where he was raised). A sailing enthusiast, he is a member of the "Geechee" Syndicate. The "Geechee" won the 1966 Miami to Nassau race.

He has a son, Jack, who is active in his business and two stepdaughters, Pamela and Cheryl.

MOLES' ANNUAL CLAMBAKE



Commissioner Wm. C. Mattison (center) Deputy Comm. M. Wiles (left) and Joseph Siegal, Chief-Division of Contract Service (right) with the 1966 winning Department of Public Works Softball Team.



George J. Smits, District Executive, Hutchinson River Council, Inc., Boy Scouts of America and ten Scouts at Travers Island on August 9, 1966.

The 1050 Moles and their guests at Travers Island on August 9th agreed that though the day did seem a bit overcast at times, as long as the moisture stayed up in the sky it was okay with them; and it was cooler for the games and other activities.

After a delicious luncheon, our President, Henry C. Boschen and the Hon. William C. Mattison, Commissioner of Public Works, City of New York, shook hands on the ball field and their respective softball teams came out to do battle for the President's Cup challenge trophy. The Commissioner took the trophy home with him and the score that will be engraved on it for 1966 will be DPW 12 The Moles 7.

The activities of The Moles and their guests were varied; some spent the time in the refreshing Swimming Pool, others competed for prizes in Bocci, Alley Cats, Golf Pitching, Horseshoes, Spike Driving and Basketball toss. Still others played bridge or rummy, refreshed themselves with beverages and renewed old acquaintances.

One of the satisfying sights of the day were the ten boyscouts from Hutchinson River Council, in their uniforms, who helped out with the games. They replaced the Herald Tribune Fresh Air Fund boys who for many years past have assisted with the games but who were not available this year.

At 6 p.m., a shore dinner was served and at 7:30 the orchestra started to play, directing The Moles and their guests to the "BIG TOP" where more fun was had by all. The prizes for the games, door prize and tent prizes were given out by "Burnie" Burnham and Jack Catoir.

When Chuck Edgar walked off with the solid state transistor portable TV he was the envy of all. The game prizes were awarded to Al Hedefine, Paul Jones, Maj. Gen. G. E. Galloway and Thomas H. Gannon for Bocci, James Breen and Joseph E. Valocik for Horseshoe Pitching, Walter F. Conlin and J. Groenendyke for Spike Driving, Bob Dodds and Ralph Cioffi for Golf Pitching, Dave Fine and Jack Sawinski for Basket Toss and Tony Bastone and John T. Martin for Alley Cats, Tent Prizes were won by: David Kassap, Bernard A. Kaempf, Edward R. Jackson, John W. Taussig, Thomas Nicol, Charlie Kiesel, C. C. Bahr, Herbert J. Simins, Joseph M. Sexton, John A. Moss and Commissioner William C. Mattison.

The big show in the tent followed with lots of girls and comedy. All Moles were saddened by the absence of the late, beloved, John Robbins who had served as booking agent for our shows since the first Clambake in 1938. At 10:30 when it was over The Moles and their guests, sorry to see it end, looked ahead to next year for another splendid Clambake with the determination of winning back the President's Cup.

The Program Committee, to be commended for a job well done, consists of: A. K. "Burnie" Burnham, Chairman, Robert L. Jackson, Vice Chairman, John P. Barnes, William A. Durkin, David H. Griffin, Frank M. Raffo, Carl L. Swenson, Jr., Thomas R. Trent and Elwood P. Vroome. Special thanks go to two past Chairmen, Eddie Johnson and Jack LeTourneau for their valuable assistance.

Award Chairman

(Continued from Page 3)

was separated from the service in March 1946 at his request.

Mr. Green was Project Manager on the construction of the Fruehoff Trailer Plant at Avon Lake, Ohio, and subsequently served in the same capacity on the first stage of the Harlan County Dam, Republican City, Nebraska.

Since early 1948 he has been with the S. J. Groves & Sons Company in the role of Vice President of the Company. He has been their key representative for the contractors on all airbase and other work constructed by the North Atlantic Constructors in Greenland and later by the Greenland Contractors, joint ventures of Peter Kiewit Sons Company, S. J. Groves & Sons Company, Al Johnson Construction and Condon-Cunningham Company. Mr. Green was Project Manager for the construction of Meldahl Locks on the Ohio River for Groves and after serving as their representative with offices at Woodbridge, New Jersey, he is presently located in their Main Office in Minneapolis, Minnesota.

Elected a member of The Moles in 1951 he has been an active member and a diligent worker ever since, most recently devoting unselfishly of his efforts in serving as co-director of the 1966 Students' Day Tour.

Joe and his wife, nee Elizabeth Dunn, now reside in St. Paul, Minnesota. They are blessed with seven children, three of whom are married, and eleven grandchildren.



WORLD TRADE CENTER

(Looking northeast from West and Liberty Streets.)

Contracts are to be awarded in early November for the slurry wall and for the foundations for the one hundred and ten story towers and adjacent buildings. Contracts have been awarded and work is in progress on the demolition of approximately one-half of the buildings presently on the site; also substantial work is in progress on the relocation of all manner of utilities from within the site to new locations around the perimeter. It is anticipated that many Mole members and their companies will be involved in the construction of this tremendous project.

. . . A Moment of Silence . . .



BURNSIDE R. VALUE, a partner of the consulting engineering firm of Seelye, Stevenson, Value and Knecht from 1947 until his retirement in 1962, died on September 1st at Weeks Memorial Hospital in New Hampshire. He was 77.

He was born in Elizabeth, New Jersey was educated at the University of Maryland and spent his childhood years in Texas and Maryland.

He was a veteran of the Mexican Border Campaign against Pancho Villa. Going overseas in World War I early 1917 and serving with the British Forces before the arrival of the American Expeditionary Force, he took command of one of the first line regiments of the Corps of Army Engineers and was supervising engineer of railroad bridge and defense line construction in France. He was one of only eleven Americans to receive the Military Cross, Britain's second highest decoration from King George V and was also the holder of the Purple Heart for valor in the course of his rise from Lieutenant to Lieutenant Colonel.

After the war, prior to his association with SSV&K he worked as consulting engineer in connection with the Cape Cod Canal, various hydro-electric developments and as executive engineer of the Detroit-Canada Vehicular Tunnel. Colonel Value was assistant chief engineer and director of transportation with the 1939-40 N. Y. World's Fair.

Some of the outstanding projects put in his charge were the foundations for

(Continued in Column 3)



GUY S. CONNORS — died June 8, 1966. He was 75.

He was born on October 23, 1890 in Eau Claire, Wisconsin and shortly thereafter his family moved to Boise, Idaho. Mr. Connors attended the University of Idaho where he studied engineering. After working for his father in a lumber and timber logging contracting business for a while he decided to go out on his own and went to work first on a government road contract driving a horse-drawn grader, then excavating drainage ditches, saved his money and started his own excavating contracting business.

In 1923 he put in a bid for his first pipeline project. He missed the job but Miller Williams — Williams Brothers Company, contractor on the project impressed by young Guy Connors offered him a job as a material man. Though promotions were hard earned and slow to come by those days, Guy became a superintendent in two weeks.

For the next seven years he was a spreadman on various Williams Brothers Pipelaying projects in the United States and in 1930 rewarding his hard work and knowledge of the pipeline business they made him vice president and general superintendent of all the Williams Brothers jobs. In 1936 he became a stockholder in the company.

Until his retirement from active participation in jobs in 1950, Guy Connors supervised, in one capacity or another, construction of nearly 40,000 miles of pipelines in three continents and dozens of foreign countries.

(Continued in Next Column)

MORRIS F. HALLETT a member of The Moles since 1952 died on Saturday, July 16th after a short illness. Mr. Hallett a resident of Cambridge, New York was proprietor of the Hallett Piling & Lumber Company.

Born in Waterford and a graduate of Rensselaer Polytechnic Institute, Troy, N. Y., he was a veteran of World War I. Mr. Hallett was 67.

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VALUE (Continued)

the Jefferson Memorial in Washington, the Dew Line and Pine Tree early warning systems and the structural work on the Appollo vertical assembly structural which is now Cape Kennedy. Colonel Value was named as "an engineer of world reknown" by the New York Association of Consulting Engineers in October 1965.

He was a member of the Union League of New York, the Engineers Club of New York, the Architectural League of New York, the Army and Navy Club of Washington, the American Society of Civil Engineers, the American Institute of Consulting Engineers, the Colebrook American Legion Post, and a member and past president of the New York Association of Consulting Engineers.

Colonel Value is survived by his wife, Margaret, a son, a daughter and six grandchildren.

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CONNORS (Continued)

Some of the policies Mr. Connors helped set are still in effect — considering that manpower was a pipeline contractor's greatest asset he helped to establish an on-the-job training program and most of the supervisory personnel of Williams Brothers have come up through the ranks. Other contractors bear the mark of this program and there are many in the business of pipeline construction today who had their training under the supervision of Guy Connors.

In 1950 Guy Connors, Miller and David Williams and Cecil A. Stanfield turned over the reins to the younger group they had trained so extensively and well and Guy Connors spent more of his time at his ranch-house near Adair, Oklahoma where he raised Angus cattle and horses.



MOLES . . . here and there



- As evidence of his remarkable recovery from surgery, GEORGE FERRIS attended the Award Committee Meetings of September 6th and October 4th. His fellow committee members were delighted to see him. Keep well George!
- JIMMIE LOVELL has been deluged with congratulatory letters from his friends following the issue of America's Builders, Vol. 9 - No. 4, July 1966 which was a tribute to him on his 70th birthday (June 30th). BILL YOUNGS performed a beautiful job once again in editing this illustrative volume.
- Profile of HORACE (Hod) EVANS appearing in 8-22-66 issue of Constructioner tells how, from the field of journalism, his first love, he became Executive Director, Flood Control, New York State Dept. of Public Works. While he was an Assistant City Editor of the Binghamton Press in July 1935 torrential rains caused the rivers of northern New York State to overflow causing death to over forty persons and damage of over forty million dollars in the central-southern area of the state. Having studied engineering at the University of Utah, the editorials and news stories Mr. Evans wrote for his paper carried so much weight of authority that he was included in the newly created Commission for Flood Control. What started as a temporary position as Technical Advisor to the Commission in 1936, each year became more complex so he finally gave up journalism and with the passing years moved from Technical Advisor to Executive Director and then to Executive Director, Flood Control in the New York State Dept. of Public Works. In 1959 he was awarded the Army Engineer's outstanding civilian service citation for his extraordinary work in flood control.
- The article entitled "Tie-backs in Soil for Unobstructed Deep Excavation" appearing in the September 1966 issue of Civil Engineering by WELDON S. BOOTH, President of Coakley & Booth, Inc., New York, deserves the attention of all contractors interested in eliminating the maze of soldier beam rakers which heretofore have been required to support the banks for deep excavations.
- BOB DODDS, Personnel and Public Relations Manager for Gibbs & Hill, Inc., has been appointed to the ASCE Board of Direction Committee on Publications. He is also Board contact member of the Information Services Committee, a subsidiary group to the Committee on Publications.
- GEORGE A. FOX, Chief Engineer & Vice President of Grow Construction Co., Inc., has recently been re-elected to serve a second year as Alumni President for Cooper Union.
- BILL DAVIS has been commuting from Arizona to New York since his retirement from Atlas Chemical Industries in 1960 after an association of forty-two years with that firm. He's at most of The Moles' functions since he has an apartment in New Jersey which he uses as temporary headquarters when he is East. His home is at Lake Montezuma near Sedona, Arizona where he and his wife enjoy the dry healthy climate and relax. He does a great deal of traveling even now but the thing he misses most in his retirement, Bill says, is the active association with the many warm friends in the construction industry he has acquired over the years. Bill has a daughter in Ft. Worth, Texas and a son in Westfield, N. J. and eight grandchildren and at 72 he feels pretty satisfied with his life.
- Sorry! In the July issue of *Holing Through* a birthday greeting was conveyed to ARTHUR J. SACKETT at which time we stated Mr. Sackett was formerly affiliated with Mason & Hanger-Silas Mason Co., Inc. We wish to rectify this error by reporting Mr. Sackett is currently Chairman of the Board of Directors and remains very actively affiliated with the firm.
- HOWARD DIXON'S friends will be glad to know that he is back in action again after his recent illness. Howard had a mild heart attack while on a trip in upper New York State in late August and had to stay a while at Auburn Memorial Hospital.
- HOLMES CRIMMINS is back at the office and out checking jobs in the field after his recent illness. Holmes had a slight stroke which disturbed his peripheral vision.
- Congratulations to JOE PERAINO who recently became Chief Engineer of Raymond International, Inc. Joe is working directly under Mole member, BILL DENNY who is Vice President and General Manager of Raymond's Heavy Construction Division.
- Mole member NORMAN NADEL, Executive Vice President, MacLean-Grove & Company, Inc., gave an interesting and informative talk on Tunnel Construction Risks at the Metropolitan Section of the American Society of Civil Engineers, Foundation & Soil Mechanics group, Wednesday evening, October 26.
- All The Moles wish GUS WERNER, JR., a speedy recovery. Recently while Gus was over in Australia in charge of an iron ore development project, he suffered a stroke. He is recuperating at Burke's Foundation located at Mamaroneck Road in White Plains, N. Y., and his wife tells us that the therapy he is receiving there will help him back to health.
- Congratulations and good luck to BILL ABRAHAMSON formerly associated with Morrison-Knudsen Company, Inc. Bill has recently been elected a Vice President of C. H. Leavell & Company of El Paso, Texas. He was also appointed Administrative Assistant to the President for Construction Operations of the firm.
- JAMES P. CUMMINS has moved to ATLANTA, Georgia, taking over the management of the Southern region (comprised of ten states) of the Raymond Concrete Pile Division of Raymond International, Inc. At present this is one of the company's most active regions and according to President Henry C. Boschen, Jim will do a fine job there.
- C. GEORGE DANDROW, former Vice President of Johns-Manville Sales Corporation, was honored at the Building Products Executives Conference 28th annual meeting at Washington, D. C. George was presented with a special medallion and citation — "On the occasion of its 75th anniversary, the F. W. Dodge Company, a division of McGraw-Hill, Inc., honors C. George Dandrow in recognition of his personal contribution to the success of the Conference and for his leadership in the building products industry."