

**NEWS BULLETIN**

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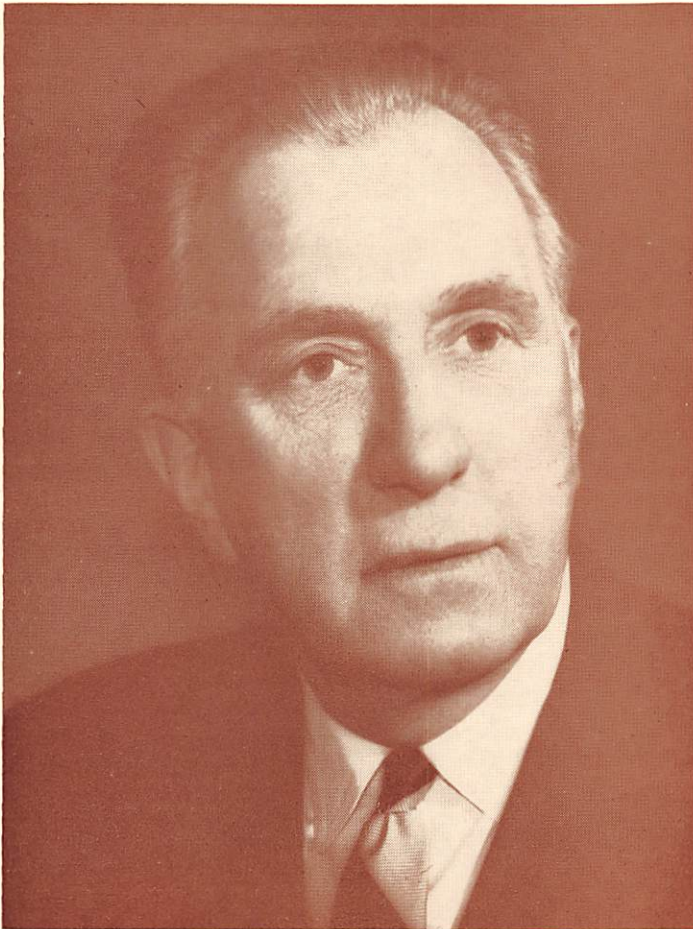
**OF THE MOLES**

ENGAGED IN HEAVY CONSTRUCTION

**THROUGH**

ROOM 50 • FLOOR I-M • THE BILTMORE • NEW YORK, N.Y. 10017

APRIL, 1968



## Howard Gould Moles' President For 1968-69

### *Officers and Trustees Elected*

**H**OWARD R. GOULD, Vice President of Spencer, White & Prentis, Inc., and a resident of Smoke Rise, Butler, New Jersey, has been elected to serve The Moles as their President during the 1968-69 year.

In selecting Mr. Gould the precedent established by The Moles of honoring distinguished members of this prominent concern is carried on. The late, Charles B. Spencer was selected as their President in 1947 and was the recipient of The Moles' Award in 1952. The late, Edmund A. Prentis was the recipient of The Moles' Award in 1942 and Harry T. Immerman recently retired, Chief Engineer was President in 1961 and received The Moles' Award that same year.

The other officers elected are: First Vice President, Frank H. Peavey, Vice President, Morrison-Knudsen Company, Inc., who resides at Noroton, Connecticut; Second Vice President, John J. Murphy, President, Walsh Construction Company who resides at Purchase, New York; Treasurer, Arnold Thurber, Vice President and Chief Engineer, J. Rich Steers, Inc., who resides at Staten Island, New York; Secretary, Reuben Samuels, Vice President and Chief Engineer, Thomas Crimmins Contracting Company who resides at Paramus, New Jersey; and Sergeant-at-Arms, Frank G. Zimmator, formerly with Ingersoll-Rand Company, now retired who resides at New York City.

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## Howard R. Gould

(Continued from Page 1)

Elected as Trustees are Gardner M. Bishop, President of Gardner M. Bishop, Inc., who resides at New Rochelle, N.Y.; Daniel M. Lazar, President, Cayuga Construction Corporation, who resides at New York City; Edward J. Quirin, President and Chairman of the Board of Frederic R. Harris, Inc., who resides at New York City; and Charles A. Richardson, Vice President, Marine Division, Perini Corporation, who resides at Hingham, Massachusetts.

President Gould was born in Brooklyn, New York on March 12, 1911 and received his early education in that city. His college education included one year at New York University, two years at William and Mary College and evening courses at the Pratt Institute of Technology while working as a laborer on construction.

His early engineering experiences included engagements with the Long Island State Park Commission, the Nassau County Department of Public Works the Electric Bond & Share Co., the A. K. Piloff and the Horton Pile Company.

Coincidentally, with his early engineering experiences he became a politician and served six years as a Republic County Committeeman-leader in the "Fighting Fourth" district in the democratic City of Long Beach, Long Island, New York.

In 1940 he entered the employ of Spencer, White & Prentis. He was assigned as Field Engineer to Drydock Associates, a joint venture with Merritt, Chapman & Scott and Foley Brothers for the construction of drydocks 3 and 4, a service building, a lift span bridge, 3,000 ton marine railway and a mile of quay wall in the Philadelphia Navy Yard. It was here that Howard met and worked with many Moles, Bill Denny, Dan Young, Jim Denton, Vic Hertslet, Bob Helen, Joe Watkins and Tom Adair to mention a few.

Later he was Resident Manager in charge of constructing a new ammunition loading pier at Fort Mifflin.

In 1943 he was commissioned a Lieutenant in the U.S. Navy and assigned to the 28th C.B. Battalion as the battalion's construction officer. He saw action in both the European and Pacific Theatres.

At the end of the war he returned to Spencer, White & Prentis and went back to the heavy construction wing of the Company. In 1948 he was named Midwest District Manager and opened branch offices in Detroit and Chicago. These offices proved so successful that

## MOLES ELECT

### 34 NEW MEMBERS

Thirty-four new members were elected at the April 2nd Executive Committee meeting. Listed in alphabetical sequence they are: James C. Armitage, Vice President, Armitage & Co.; Edward L. Causey, Executive Vice President, The Hunkin-Conkey Construction Company; Walter F. Conlin, Jr., partner, Severud-Perrone-Fischer-Sturm-Conlin-Bandel, Consulting Engineers; Artemas H. Crimmins, Jr., Secretary-Treasurer, Thomas Crimmins Contracting Company; Melvin Febesh, Assistant Chief Engineer, Spencer, White & Prentis, Inc.; Edward B. Fitzpatrick, Jr., President of Tartarus Construction Co.; Gerard F. Fox, Partner, Howard Needles,

#### GOULD (Cont'd)

he was made a Vice-President and in 1956 upon the death of the late Charles B. Spencer returned to New York and was made a Director.

Since then Howard's emphasis has moved from heavy work to foundations and underpinning. Spencer, White & Prentis now have six branch offices and since January have completed or are presently working on 52 foundation projects in 30 different cities. Included among these are 3 Center Plaza, Boston — F.B.I. Building, Washington, D.C. — Time-Life, Chicago — Manufacturers Trust, Detroit — 1700 Market St., Philadelphia — Investment Plaza, Cleveland — U.S. Steel, Pittsburgh — Equitable Assurance, Los Angeles — The World Trade Center, New York (a joint venture).

When time permits Howard keeps fit by playing golf in the summer and bowling in the winter. His wife Marion participates in both sports with him. Daughter Christie, at college in Vermont and Chuck, a senior in high school prefer skiing and sailing.

Howard became a Mole in 1952 and has been active in its administration serving as Trustee, Chairman of the Membership Committee, Chairman of the Award Committee, First and Second Vice President and Chairman of several Special Committees.

He is a fellow of American Society of Civil Engineers, a member of National Society of Professional Engineers and the Engineers Club, past Governor and Trustee of the Smoke Rise Club and member of the Lake Mohawk Golf Club. He is a licensed Professional Engineer in New York, New Jersey, Illinois and Michigan.

Tammen & Bergendoff; Franklin N. Groves, Vice President & Treasurer & Director, S. J. Groves & Sons Company; Alvan K. Gustafson, Vice President, Raymond International Inc.; Edward F. Hess, Manager of Contractor Sales, Koppers Company, Inc., Forest Products Division; Robert M. Hiener, Vice President, Walsh Construction Company; Sidney A. Houck, Jr., Vice President, Secretary & Treasurer, MacLean-Grove & Company, Inc.; William R. Hubble, Special Representative to Construction Industry, Explosives Division, Hercules Incorporated; Irving R. Huie, Vice President, Perini Corporation; Arthur Ingram, President of Ingram & Greene, Inc.; Elmer B. Isaak, Director, Madigan-Hyland, Inc.; Robert D. Klemme, Manager of Rail and Track Sales, L. B. Foster Company; Robert C. Koch, Assistant Chief Engineer, J. Rich Steers, Inc.; Charles H. Leavell, President and Chief Executive Officer, C. H. Leavell & Company; John C. Marthens, Director, Raymond International Inc. and President of Offshore Drilling Co.; Frank R. McCabe, Manager Eastern Division, Caterpillar Tractor Co.; Thomas J. Murphy, Assistant District Manager, Walsh Construction Company; Stirton Oman, Jr., Vice President, Oman Construction Co., Inc.; Rudolf H. Peters, Vice President, United Engineers & Constructors, Inc.; Albert F. Reichmann, Senior Vice President, Bates & Rogers Construction Corporation; Walter L. Schlager, Jr., Executive Officer, New York City Transit Authority; George Schoepfer, Deputy Chief Engineer, Triborough Bridge & Tunnel Authority; S. E. Scission, President, Fenix & Scission, Inc.; Sidney R. Snider, Executive Vice President, The Hallen Construction Co., Inc.; Joseph W. Trank, Secretary-Treasurer, Allen N. Spooner & Son, Inc.; Meredith F. Warner, Vice President-Chief Engineer, Western Contracting Corporation; Erbin D. Wattles, President, Dunbar & Sullivan Dredging Co.; Lewis C. Wellman, Assistant Vice President & Construction Manager, Hawaiian Dredging & Construction Company, Limited; Robert D. Wilson, Executive Vice President, Peter Kiewit Sons' Company.

In the July issue of *Holing Through* a brief biography of each of these new members will appear.

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● The ballots for officers and trustees were canvassed by the Election Committee composed of C. W. EDGAR, Chairman, assisted by EDWARD D. SABIN and GERALD D. SARNO and their report certifying to the election of officers and trustees will be presented at the Annual Meeting.



# MEMBERS EMERITUS



Twenty-one members were elected to emeritus status by the Executive Committee during this past year.

EDWARD G. ARMITAGE became a member of The Moles in 1942. Ed celebrated the fiftieth anniversary of Armitage & Company last year, the insurance firm established by William C. Armitage in 1917. Ed has been active in the company since 1934. The firm deals exclusively with construction insurance. Ed has served on various committees during his years as a Mole and most recently served during 1963, 64 and 65 as Treasurer.

RUSSELL C. BALL became a member of The Moles in 1952. Mr. Ball was affiliated with Construction Aggregates Corporation and has engaged in many extensive fill operations performed by this concern.

FRANK W. BARNES a member of The Moles since 1938 was also the Member Award Recipient in 1943. Mr. Barnes' long and extensive experience covered all phases of heavy construction. He was made an Officer of the Order of the Crown of Belgium for his services for the Kingdom of Belgium while engaged in a difficult tunnel project in Antwerp, Belgium.

C. WARREN BLACK became a member of The Moles in 1948. Mr. Black was recognized in 1967 for his outstanding achievement in construction by receiving The Moles' Member Award. As Chairman of the Board of the Arundel Corporation, Baltimore, Maryland, now retired, he completed a half century directing the work of that concern.

CHARLES E. CANTINE, Professional Engineer, became a member of The Moles in 1956. Mr. Cantine has been affiliated with Laurence J. Rice, Inc.

CLAYTON R. CARMEN became a member of The Moles in 1962. Clayt was affiliated with L. B. Foster Company in the capacity of Sales Engineer until his recent retirement because of ill health. During the time Clayt was an active Mole he assisted with the Education Committee activities.

HOWARD A. COLLINS became a member of The Moles in 1948. He served as President of The Moles in 1958. Mr. Collins, a past president of The General Contractors Association was the head of his own company engaged in foundation and other heavy construction work.

WALTER F. CONLIN, SR., Professional Engineer, was Project Manager with Turner Construction Company when he became a member of The Moles in 1951.

JOSEPH M. CUNNINGHAM who became a member of The Moles in 1947 was Vice President of James Stewart Co., and then Columbia Bridge & Dredge. He retired in 1959 and moved to California.

WILLIAM H. FRANTZ has been an active member of The Moles since 1949. He was connected with the heavy construction industry since 1926. In 1942 he formed the Seaboard Construction Company but turned his interests toward furnishing equipment for the industry in 1949 when he formed the Frantz Tractor Company.

JUSTIN E. HYLAND became a member of The Moles in 1953. He was Treasurer of Madigan-Hyland, Inc., until his retirement in August of 1966. Mr. Hyland served The Moles as a Trustee during 1964, 65, and 66.

EDWIN L. JONES, Chairman of the Board of Directors of the J. A. Jones Construction Co., in Charlotte, North Carolina, became a member of The Moles in 1955.

JAMES B. MARTIN is a Charter Member of The Moles. Jim acted as Labor Relations Director for the General Contractors Association for over thirty years and retired January 1st this year to become consultant to the Association. He served on various committees of The Moles and in 1954 served as Sergeant-at-Arms.

FREDERICK A. McLAUGHLIN has been a member of The Moles since 1942. Last November he received his twenty-five year certificate. During his

years as a Mole he was affiliated with Walsh Construction Company.

EDWIN A. PASHA became a member of The Moles in 1954. Until his recent retirement he was Vice President for Merritt Chapman & Scott's Marine Operations.

C. DOUGLAS RIDDLE was affiliated with Walsh Construction Company when he became a member of The Moles in 1954 and continued this association until 1960 when he formed the partnership of Riddle & Taylor, Consulting Engineers with headquarters in Atlanta, Georgia.

WALTER SCOTT, SR., who became a member of The Moles in 1953 received the Beavers' Award for Management in 1955. Mr. Scott was Vice President and Director of Peter Kiewit Sons' Company until his recent retirement.

ARTHUR H. SIBLEY became a member of The Moles in April 1965. At that time he was Manager of Construction Sales for Hercules Powder Company in Wilmington, Delaware. He retires in April this year.

RAY N. SPOONER is a Charter Member and is identified on the original membership rolls of The Moles as member number three having become a member on August 25, 1937. Ray served as President of The Moles in 1940 and was presented with the Member Award for Outstanding Achievement in Construction in 1951. Mr. Spooner is Chairman of the Board of Allen N. Spooner & Son, Inc., engaged principally in marine construction.

GEORGE STILES is a member of The Moles since 1953, was engaged in heavy construction and was at the head of his own concern at the time of his retirement.

H. AUSTIN VAN NAME is a Charter Member of The Moles. At the time of his election he was Vice President for J. C. MacElroy and remained there until 1950 when he formed the Van Name Engineering Co., headquartered in Staten Island.

# STUDENTS' DAY - 1968

The tour of a construction project sponsored annually by The Moles' Education Committee was held on Friday, April 5, 1968. These tours afford undergraduate engineering students an opportunity to observe heavy construction work as it actually is being performed. Favorable weather that Friday added to the success of the affair.

The site of the tour was the Route 78 Interchange adjacent to the Newark Airport which connects the New Jersey Turnpike with Routes 1 and 9, 21 and 22, and new Interstate Route 78.

An idea of the magnitude of this project can be obtained from the photo on the opposite page and from some of the quantities involved in the work: 26 bridges and viaduct structures, 30.7 miles of roads, 8,807 bearing piles for a total of 353,000 lineal foot of piles, 71,500 cubic yards of concrete, 5,704,000 cubic yards of fill, relocation of services and a multitude of other engineering and construction features.

Approximately 250 students were guests of The Moles on the tour. Contingents of students came from nineteen eastern engineering colleges, namely, City College of New York, Columbia, Cooper Union, Cornell, Lafayette, Lehigh, Manhattan, Newark College of Engineering, New York University, Princeton, Rensselaer Polytech, Stevens, Union, University of Connecticut, Fairleigh Dickinson, Polytechnic Institute of Brooklyn, State University of Delhi, State University of Farmingdale, and Rutgers University. Several professors accompanied the students: Professor George Blessis of Cornell, Professor Robert Brungraber of Union College, Professor Howard Crandell of Farmingdale, Professor Robert K. Palmer of Rensselaer, Professor Rowland Richards, Jr., of Princeton University and Professor Paul A. Wirth of Delhi.

About one hundred and twenty students assembled at the Port Authority Bus Terminal in New York at 9:30 a.m. and were conveyed to the site by busses hired by The Moles. The remainder of the students made their way to the site by authorized private means of transportation which were provided by each contingent.

The day prior to the tour the "hard hats" and "students' kits" were transferred from The Moles' office to the

office of the Department of Transportation in Newark by a truck provided through the courtesy of Cayuga Construction Corporation.

The students were greeted as they arrived by an assembly of Mole Members and representatives of the Dept. of Transportation. Each student was provided with a hard hat and student kit and was requested to sign a release as required by the New Jersey State Authority. The students' kits contained letters of Welcome from The Moles and the Dept. of Transportation together with informative data and photos illustrative of the project.

It is appropriate that The Moles should acknowledge the enthusiastic and whole-hearted cooperation afforded by the executives of the New Jersey Department of Transportation which made this tour possible. Starting with the authorization granted by Commissioner David J. Goldberg, continuing through the meetings held with Messrs. Mullooney, Dasch, Nelson, Kirchner, and Cifelli and aided by the effort of the several executives who performed the necessary detail work to provide the maps and other data for the kits, etc. All these things contributed to a most pleasing and informative day for the students.

The co-directors of the tour were Messrs. Kirchner and Cifelli for the Dept. of Transportation and Charles Stillman for The Moles.

On the part of The Moles' Education Committee several months of intensive planning and preparation was involved all of which revolved around the capable direction of The Moles' Executive Secretary, Mrs. Arline F. Gallagher.

One of the unique and most pleasing features of Students' Day is the distribution of the construction men's hard hats to each student; they are greatly sought after and retained as a memento.

The site of the portion of the tour held in the forenoon was the viaduct spanning the Waverly yards of the Penn Central Railroad. The project afforded the students the opportunity to view almost every feature of a heavy construction project. The foundations and piers were in place; the structural steel girders supporting the deck in most instances were in place, beyond this every other aspect of the construction was available to be observed. This in-

cluded the placing of the steel deck forms, welding of stud bolts to steel girders, placing of reinforcing steel, pouring deck by conveyor belt which is fed by ready-mix trucks arriving by means of an earth ramp installed for the purpose of giving access to the deck and the deck finishing operation including mechanical steel troweling.

The contractor for this portion of the work is the Cayuga Construction Corporation of which Mr. Daniel M. Lazar, a Mole Member is President. He and his staff were on hand to assist in explaining the operations.

The students were transported throughout the day by six busses hired by The Moles.

A Luncheon was provided by The Moles for the students and other guests in a private dining room in the nearby Hotel Essex House in Newark, New Jersey. The menu consisted of: Garden Vegetable Soup, Broiled Filet of Sole, Mixed Vegetables, Oven Brown Potatoes, Rolls and Butter, Coffee, Tea, Milk or Coke and Apple Pie.

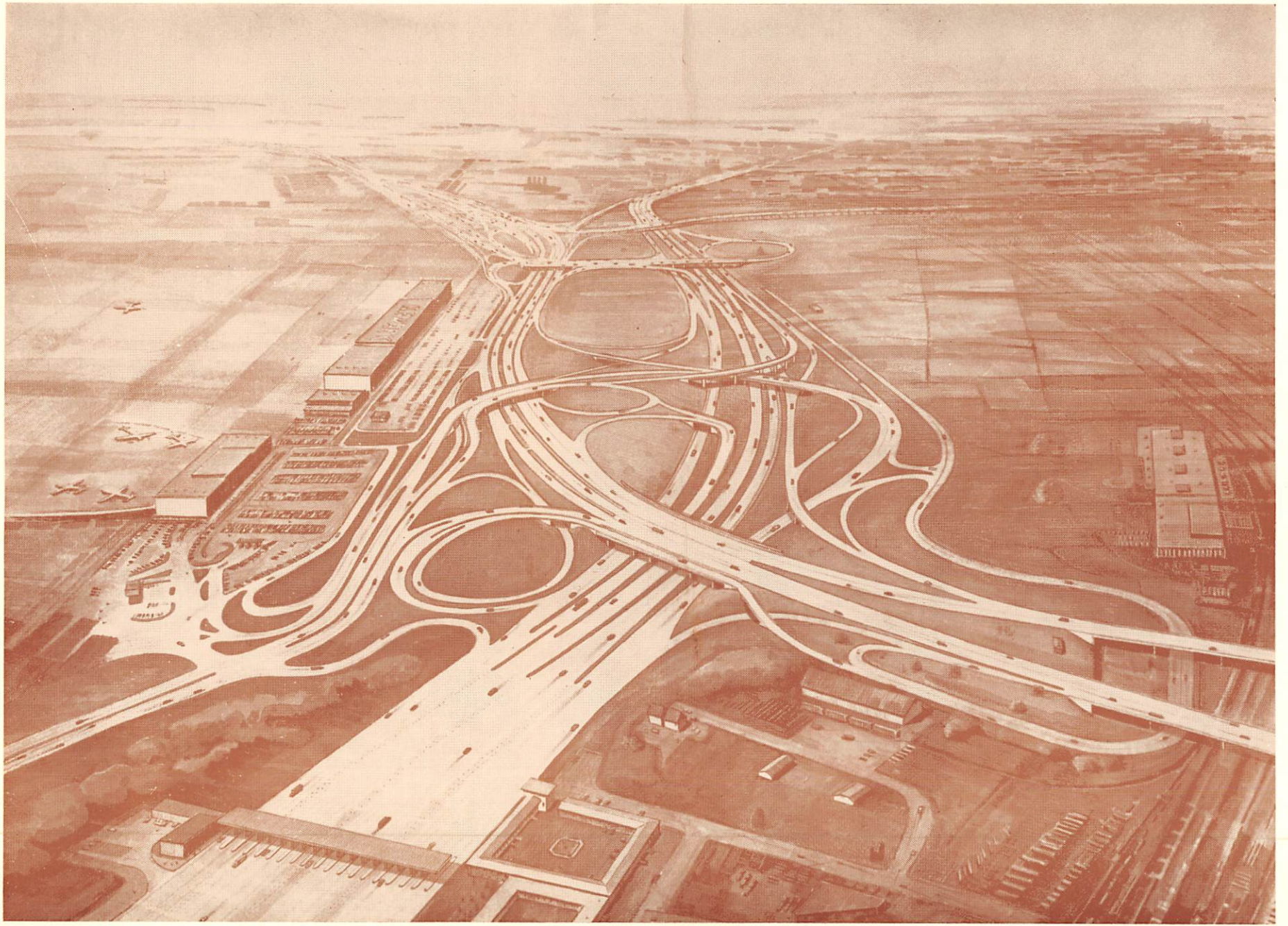
Care was taken that the food was ample and appetizing in keeping with the appetites of young men who had been actively engaged out of doors during the forenoon.

A speakers' table was set up on a dais and seated there were: Howard Gould, 1968 President of The Moles, Gardner M. Bishop, Chairman of The Moles' Education Committee, and New Jersey Department of Transportation Officials, Messrs. Edward F. Mullooney, Regional Engineer of Construction, I. O. Doll, Assistant State Highway Engineer, John Moritz, Supervising Engineer of Design, Olaf H. Jansson, Soil Engineer, Robert J. Nolan, Traffic Engineer, Jack Friendenrich, Chief Bridge Engineer, Ralph Stelljes, who is soon to become Director of Division of Construction, and William T. Kirchner, Supervising Engineer of Construction.

An effort was made to have an experienced construction man seated at the table with each group of students in order to discuss the work and answer the students' questions during the serving of the luncheon.

The program following luncheon took place as follows: Gardner M. Bishop welcomed the students and introduced

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Artist's rendering of the completed Route 78 Complex, adjoining Newark Airport which connects the New Jersey Turnpike, Routes 1 and 9, 21 and 22 and new Interstate Route 78.



## AWARD DINNER

Eleven hundred and fifty Moles and guests gathered on January 24th to pay tribute to the Non-Member and Member recipient of The Moles' 1968 Award for "Outstanding Achievement in Construction."

The spectacle of The Waldorf-Astoria ballroom decorated as always with the predominant red, white and blue color scheme was an apropos setting for these construction men; builders of America. The traditional V-shaped dais with its backdrop of The Moles' Emblem and American Flags held twenty-eight Honor Guests.

After the traditional Roast Beef Dinner and a brief intermission, President Robert Crimmins gavelled for order with his customary aplomb and a few over-enthusiastic Moles were quickly seated.

President Crimmins greeted the audience and introduced the principal speaker of the evening with the following remarks: "Fellow Moles, it gives me great pleasure to stand before so many

of my personal friends, I've known for so many years, and to see you all behaving so well. I want to congratulate you for this. I promised somebody I'd say "Mellow Foles" tonight so I shall. Distinguished guests, it gives me great pleasure to introduce the Honorable John A. Volpe, Governor of the Commonwealth of Massachusetts. Governor Volpe has the unique distinction of having carved out two successful careers, one in construction, the other in politics. As one of our fellow Moles said to me yesterday he was able to do this through his tenacity of purpose and pure courage when faced with overwhelming odds. One of the great lessons our construction industry teaches, is that once you set your sights on a goal and gotten your job, you still have to finish it. Governor Volpe has carried this lesson in the field of public service to the betterment of the Commonwealth and all people. I give you — John A. Volpe, Governor of the Commonwealth of Massachusetts.

Before addressing The Moles, Governor Volpe presented a scroll to President Crimmins with the following remarks.

"With this scroll, I initiate you into the world famous "Order of Paul Revere Patriots." This is a lifetime membership and there are no dues. If you look at the fine print you'll see you acquire "certain inalienable rights," you're allowed to dump tea in the Boston Harbor anytime you want; if you have any cows you want to graze on the Boston Common, it gives you that right too. You can coast down Bunker Hill, weather permitting; and you have the right to exceed the speed limit in Middlesex County, between sunset April 18th and sunrise April 19th — Patriots Day — on horseback only!

At the conclusion of Governor Volpe's address, President Crimmins presented him with a certificate of Honorary Membership.

Chairman of the Award Committee, John J. Murphy, who presided over the ceremonies, introduced Peter Kiewit, recipient of The Moles' 1953 Non-Member Award and thereafter an Honorary Member who made the presentation to Frank Groves.

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## Excerpts From Address By Governor Volpe

To George Brown and Frank Groves, my warmest congratulations, and, indeed those of the people of the Commonwealth of Massachusetts, on your selection as the recipients for the "outstanding achievement awards of 1968." Both of you gentlemen have most certainly contributed to the construction industry and thereby done much to make this nation as great as it is.

I have good reason to feel at home with this fine construction group. Certainly, I must be the only ex-hod carrier in the country who, in one and the same year, was President of a construction company, President of the Associated General Contractors of America, and Governor-elect of Massachusetts. That was in 1960.

It may be that carrying that hod when I was still a growing boy, working after school, is why I never grew much taller. That hod was heavy! But, I've

found that it isn't the size of a man, but the size of his goals and his performance which really matters. Of course, last Friday, when visiting the President at the White House, as they say in L.B.J. country, I might not have minded being a little more rangy.

(They're always "visiting" in Texas — even at the bank they "visit" — making a loan.)

However, once a hod carrier, not always a hod carrier. I graduated quickly from a hod carrier to apprentice plasterer. I'll never forget the day my father shoved me in a closet about twenty-two inches long and fourteen inches wide. I couldn't even turn around — he gave me a hawk and trowel and some plaster and said now make it stick on the ceiling! Boy, after a while I had more dog-gone plaster on my head than I had on the ceiling. But — those were great days — I might say they were days of discipline and if papa said something you did it! Let me tell you — if there is something wrong in the country today — it's nothing that couldn't be cured

by a hell of a lot better discipline from our children than we have today.

I didn't stay an apprentice, I became a plasterer. Then I got to thinking there must be an easier way to make a living — I got to be a pretty good plasterer though — once when my brother and I were doing a fancy stucco job on a suburban home, on one of my summer vacations (we were about the first ones in the area doing this new technique) so many people came by to watch — the owner had to put up a "no trespassing" sign. But — one home owner saw us and we did a stucco job for him on a weekend. He paid us one hundred dollars apiece for part of a Saturday — when our regular pay was seventy-two dollars for the whole week! That got me started thinking about working for myself.

It wasn't too long after that — the Volpe Construction Company was founded, with a capital of five hundred dollars. I borrowed three hundred dollars

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## Award Dinner

(Continued from Page 6)

Mr. Kiewit acquainted the audience with some highlights of Frank Groves' earlier days. He explained that Frank used to carry his socks, toothbrush and anything else he brought to lettings in a little black bag like the ones the doctors carry. Mr. Kiewit said, "When that bag showed up in the lobby of the Placer Hotel in Helena everyone knew they would have their work cut out for them if they expected to get any work at that letting." He mentioned that while there had been many changes since the thirties in the construction business the qualities for success had not changed and Frank had those qualities then and still has them. Among these qualities, Peter Kiewit said was a "competitive spirit coupled with a love of his work — bulldog tenacity with honesty and integrity — patience, desire, and an ability to develop others, along with the willingness to share the rewards with them."

In accepting the Award, Mr. Groves said, "I love construction and if I had it to do over again, I would pick the same work." He emphasized that he was in the construction business basically to "make a reasonable profit" but that there were many other rewarding features such as "the friends we make, and the structures we build — in short, the feeling of accomplishment." Frank, many times compared the construction industry with football and the men in it with football players because of their talents, their drive and their teamwork which made for success in both fields. Frank said he believed 1968 would usher in better times and with the conclusion of the current conflict abroad, construction for water pollution and conservation facilities, mass transportation facilities, safer highways, the rebuilding of cities, all of which are of the urgent stage, would begin immediately.

Jack Murphy introduced Henry C. Boschen who presented the Non-Member Award to George R. Brown.

Mr. Boschen referred to George Brown as one of the "great constructors of our time," a person whose "consuming interest is construction and who built an enviable organization that combines both construction and engineering talents, world-wide in scope." Mr. Boschen pointed out that as a joint venture partner, George brought "wisdom, judgment, and unstinting effort to achieve success for the group."

## Gov. Volpe's Address

(Continued from Page 7)

on an insurance policy and anticipating the age of credit, I borrowed another two hundred dollars to make the five hundred. The depression was just started as the Volpe Construction Company was getting started. So with a boyhood training as a hod carrier and plasterer — the son of an Italian immigrant laborer — starting a construction business in the depression, the 1930's, I think I can safely say, I graduated from the 'school of hard knocks.' As a matter of fact, I'll never forget my first job. I remember the figures as though I had made them out this morning. The job was twelve hundred and eighty-five dollars and I won it by thirteen bucks — that should have been a bad omen but it wasn't. All in all — I hope this establishes my credentials as a Mole.

We just mentioned L.B.J. country a while ago, when you are in New York, you're in Rockefeller country. Of course, as a visiting Republican Governor, the Rockefeller that comes to my mind is my colleague, Nelson — one of the finest Chief Executives our nation has ever known. When power, wealth, industry, energy, and personal force are used in the public interest and for the public good, it is the kind of power that America always appreciates, and that has always carried America forward. This serves to lead us to a point. We speak much these days of 'images.'

What of the 'image' of the construction industry and the general contractor? And what of the 'image' of America itself in this year, 1968 — this turning

(Continued Next Column)

### AWARD DINNER (Cont'd)

Mr. Brown in accepting the Award, said, "I am moved and complimented by your words — deep in a man's heart, he carries pride for his achievements, as well as regrets for his mistakes. But to sit before The Moles and hear this high praise is heart-warming. To be honored by the most ingenious heavy-constructors in the world is a mark of success."

Both Mr. Brown and Mr. Groves in accepting their awards paid tribute to the men in their respective organizations.

The formal ceremonies were concluded with the singing of "Auld Lang Syne." But the reception which followed in the Astor Gallery brought the opportunity to The Moles and their guests of greeting and visiting with all the distinguished guests of the evening.

point year — this year of decision for the American people?

Both are related. Americans face forward into 1968, considering how to build and shape this country — this urban America of two hundred million people, eight hundred billion dollar gross national product, nuclear-powered and racing towards the moon, and beyond—how to build this America, which is also an America in crisis — and carry it toward fulfillment of a great new destiny in keeping with the promise of this amazing twentieth and fast approaching twenty-first century.

Gentlemen — you of The Moles, the construction industry, the general contractor, the builders, the engineers — you are destined to play a vital, a significant, a leading part in building and shaping the America of the future — the America of new opportunity — of opportunity for all — and all kinds of opportunity.

Physically, the construction industry is building the cities, the highways, the bridges and the dams of America at a record rate, of some seventy-seven billion dollars in new contracts last year and expected to top over eighty-three billion dollars in 1968. But the America in which all of us are interested — which holds our dreams and aspirations, not so much for ourselves, but for our children, and our children's children — this America is much more than steel and concrete. It is a thing of the spirit. It is the people who make America. And, it is with the people in mind that we must enter the year 1968 — asking ourselves — what is ahead for Americans?

In speaking to construction men, to contractors, I am always conscious of being with Americans with the qualities of leadership — dynamic men — men who tackle big jobs, with big risks, often under the most difficult pressures — and men, above all, who must make decisions. As builders, as a construction industry, you are by definition on the constructive, the positive, the up-building side of life. This year of 1968, next year, and the year after — these are the qualities that America will require, in as great a supply as obtainable, for carrying forward the fundamental American purposes. Inspiring the expectant, the hopeful millions of Americans in the cities to renewed faith, renewed enthusiasm, and especially, a renewed sense of American unity in a fearful world.

Within the past three months, it was my privilege to address contractors' groups (AGC Chapters) in three differ-



ent southern cities: Dallas, New Orleans and Palm Beach. It was gratifying to note that all had activities to report of a socially elevating and civic character.

These brighten the 'image' of the construction industry, and enrich the lives of the men who take part.

The Moles' own educational program, with its summer work program for student engineers, and its inspection tours inviting "hard hats" into New York — this is a fine type of activity.

On February 1st, the National AGC is holding a safety conference in Washington, at which I shall be speaking. Concern for safety is not only a plus value within the construction industry, but such concern wins respect and recognition from the community at large.

Now, as we enter 1968, in this rich, this mighty land, we also enter a year of America in crisis. I speak not only of the uneasiness caused by the nature of the increasing American commitment in Viet Nam but of the uneasiness caused by conditions at home, within our great cities, the not-so-cool memories of Watts, Detroit, Newark, and others — and what the riots signify. Whatever else may be done in America, one thing is paramount. We must make opportunity for all — the "pursuit of happiness" phrases, words, that have real meaning for every American — black or white, and especially black, if color alone is the denial of the opportunity. — Don't get me wrong — I'm not for handouts or for silver platters. What I'm talking about is the 'ladder of opportunity'. Let us find the way and find it fast, to make it possible for any American to get his foot on that ladder — at least on the lowest rung and let him know that it is up to him, based on effort and ability, to work his way up the ladder on his own two feet, rung by rung. But let us make sure — this is what we should insist upon — that he will not be pushed off the ladder — that his ascent up those rungs — will not be blocked just because he is negro, or Puerto Rican, or anything else. We must bring back to popularity the belief, the faith, the credo, of America for all, and all for America.

To you tonight, as builders, as leaders, from all parts of the nation, as we enter 1968 — a year of dialogue and debate in America — a year of soul-searching and direction-finding, I say — 'Get Involved Men!' Involvement, personal involvement, is the key. To the extent that good men, men of leadership, involve themselves in public affairs, in politics, in government, to that extent will the quality of life in America be

improved — and the outlook for the nation be enhanced.

Gentlemen, this doesn't mean a political contribution to a candidate or a party, I'm talking about personal involvement — some of you will say "Governor, I don't want to get involved in politics it's too dirty" — Gentlemen, politics in your communities or state and or nation will be just as dirty as you want it to be or just as clean as you want it to be depending upon just how much you personally want to become involved. — So, when a Mayor or a Governor or even the President of the United States asks you, as the head of a large or even a small business firm, to do your bit or perhaps to lend one of your — let us not say top management but let us say middle management men to do a little stint of duty with the government at any level— let them have the man because it will not only be a great service to your government but you will find that when the man comes back to your organization he will be a much better man for you — I have seen it happen. So — as we go forward to meet the challenges of '68, re-think our own Americanism and let us re-dedicate ourselves, somehow, to the proposition that we shall pass on to those who come after us — a greater American heritage, a brighter American destiny, than that which earlier Americans passed on to us.

When this twentieth century was new, an American President, who had also served as Governor of New York, spoke words of challenge to his countrymen. President Theodore Roosevelt's words spoken in 1902 still speak to us today. Let me repeat them to you, he said, "No nation as great as ours can expect to escape the penalty of greatness, for greatness, does not come without trouble and labor. There are problems ahead of us at home and problems abroad, because such problems are incident to the working out of a great national career. We do not shrink from them — we know that the future is ours, if we have the manhood to grasp it and we enter the new century rejoicing in the struggle, and resolute so to bear ourselves that the nation's future shall even surpass her glorious past." — So spoke Teddy Roosevelt.

And so, I think I speak the heart, and the will, and the mind of the American people tonight when I say: the nation's future shall even surpass the glorious past.

Thank you my fellow construction men and fellow Americans.

## *Student Engineers for 1968 Vacation Period*

All members who will utilize the services of one or more of these young men are requested to communicate with Mrs. Gallagher at The Moles' office. In so doing, they will perform three valuable services, namely, assist the industry in training future executives, develop new personnel for their own organization and do a good deed in giving a young engineer a boost on his way to a career in heavy construction.

Chairman of the Education Committee, Gardner M. Bishop, in announcing the 1968 Summer Employment Program for undergraduate engineering students wrote to the executives of construction concerns affiliated with The Moles as follows:

*"Once again contractors, affiliated with The Moles, are privileged to participate in the summer employment program of undergraduate engineering students.*

*The many concerns which have successfully employed students, profitably and with satisfaction, during vacation periods for the past several years will again utilize this procedure to their advantage.*

*It is to those concerns which have not heretofore employed these embryo engineers that this appeal is particularly directed.*

*The objective of all The Moles' educational activities, including this summer vacation employment procedure, is to acquaint young engineers with the advantages to be gained from a career in the construction industry.*

*Faced with the ever increasing competition of other industries, which dangle unusually attractive offers for these young men, it is mandatory for the numerous concerns which compose the construction industry to do all that is possible to counteract this competition.*

*The Moles' summer vacation employment program offers a positive and convenient way to assist your concern as well as the industry in this endeavor. Many students engaged in this program during recent years, together with the concerns which employed them, have found it to be to their mutual advantage for the students to continue in construction after graduation.*

*Please state in your reply the name and title of the person in your concern to whom the Executive Secretary of The Moles may refer available student engineers and the number of young men your company desires to interview for employment during the coming vacation period."*



ROBERT FERRIS died on December 22, 1967 at the age of 73.

He was educated in the public schools of Brighton, Massachusetts, his birthplace and attended Dartmouth College.

In 1912 he enlisted in the United States Army and served as company clerk in the Philippines for three years.

Shortly after returning to the states he was elevated to the rank of Captain before going overseas during World War I.

In 1936 he worked for the Standard Oil Co. of New Jersey building docks in Caripito, Venezuela.

Upon his return to New York in 1937, Mr. Ferris formed the Nicholas Pile Co.

A few of the highlights of his career were: piling for a number of exhibit buildings at the 1938-39 World's Fair in Flushing Meadow, foundations for the approaches to the Midtown Tunnel, and construction of the Southeastern and McAvoy Shipyards in Savannah, Ga.

Mr. Ferris became a member of The Moles in 1944.

He leaves his wife, Florence N. Ferris and a sister, Helen G. Ferris of Brighton, Massachusetts.

• New Member CHARLES H. LEAVELL is on the cover of Engineering News-Record's March 28th issue, story on pages 22 and 23.

• ROBERT B. JARVIS serving as Chairman assisted by President ROBERT CRIMMINS and First Vice President HOWARD GOULD composed a Special Committee to revise the By-Laws. After being approved by the Executive Committee their efforts are to be presented to the Membership for approval at the Annual Meeting on May 1st.



EDWARD J. JOHNSON died on March 27, 1968.

Mr. Johnson had been in ill health for several years and had been hospitalized several times during that period. Throughout his life Eddie had been a "rough and ready" person and this period of poor health was very difficult for him to bear.

He was elected a Mole in 1942 although in reality he was an active Mole before that. He attended the first Clambake in 1938 and every Clambake thereafter until ill health prevented it. He volunteered his service and was a most active worker at all Moles' functions, especially the Clambake.

Later he became a member of the Program Committee and was its Chairman during 1960, 61 and 62. During that period he was also a Trustee.

Eddie received his Moles' Twenty-Five Year Certificate at the Members' Dinner in November, 1967.

For many years Eddie was the assistant to Mr. Eugene F. Moran, Jr. in the construction and transportation department of the Moran Towing Company. His duties entailed the transportation of Contractors' materials such as rip-rap and fill and the disposal of contractors' waste material such as excavation and dismantled piling and timber. In recognition of the Thirty-Five years spent in the service of the Moran Towing Company he received a Citation in 1967. Eddie was a member of the Downtown Athletic Club and was an Avid gin rummy enthusiast. He was a member of The Moles' bowling team during the early 1940's and later represented Moran in the Marine Bowling League.

Eddie resided at Massapequa, L.I. (Continued)



WILLIAM F. QUINN died at the age of 58 on January 31, 1968 after a brief illness.

Bill was born in Baltimore, Maryland and was a graduate of Mount St. Joseph High School and the Johns Hopkins University where he studied engineering.

During World War II, Bill served in the United States Army as transportation officer.

He joined the Arundel Corporation after graduation and worked for several years in their Detroit office before being assigned to the New York and New England division where he became general manager of operations until his retirement a year ago. He had been associated with the Arundel Corporation for more than thirty-five years.

Mr. Quinn served for several years on the labor committee representing the Dredging Industry in the New York area. He became a Mole in 1953. Besides The Moles, he was a member of the Society of the Friendly Sons of St. Patrick of New York; the Holy Name Society of St. Rose of Lima Church of Short Hills; the Society of American Military Engineers, and the American Legion.

He is survived by his wife, Mary Laun Quinn; a daughter, Mary L. Quinn, a son, William F. Quinn, Jr., his mother, Mrs. Helen R. Quinn, three sisters, Mrs. James J. Doherty, Miss Mary T. Quinn and Miss Margaret M. Quinn, and three brothers, the Rev. Carroll I. Quinn, M.M., R. Russell Quinn, and Joseph A. Quinn.

JOHNSON (Cont'd)

He is survived by his wife, Louise, two sons who are members of the New York City Police Department, a married daughter and five grandchildren.



JOHN A. CARMODY died at the age of 49 on November 25, 1967.

He received his early education at St. Peter's Preparatory School, Jersey City, New Jersey.

He graduated from Seton Hall University at South Orange, New Jersey in 1939 with the degree of B.S. in Business Administration.

After graduation he elected to make his career in construction and was employed by several construction concerns among them being the Raymond Concrete Pile Company.

During the period from 1943 to 1945 he served in the United States Army Air Force.

After leaving the service he was engaged by S. J. Groves and Sons Company for 19 years and worked out of their Woodbridge, New Jersey office. He served as Area Administrator for office procedures, costs, purchasing, etc., for all eastern company projects. Later he was made Assistant Secretary and Treasurer.

"He was capable, honest, industrious and an excellent administrator," wrote one of his associates, "I would be proud to call him my friend — a man who had the right answer to all company problems."

In 1965 he resigned from the S. J. Groves & Sons Co. to become Assistant Director of Purchases in the State of New Jersey Department of Transportation with offices at Trenton, New Jersey. He held this position at the time of his death caused by Hodgkins Disease.

Jack resided at Spring Lake, New Jersey and is survived by his wife, Marion and eleven children.



GEORGE J. LANDERS died of a heart attack on December 26, 1967 while attending a basketball game in which his son was participating. He was 62.

An Alumnus of Newark College of Engineering, George started his career while still a young man in 1919 as a part-time employee of Standard Bitulithic Company, Newark, N. J., became active in 1924 and was named President in 1947, the youngest man ever to be elected President of this Company.

His first permanent job, that of time-keeper, he handled with such efficient ease while winning friends among management and labor with his affable personality that when the post of treasurer was vacant he was the logical choice for the position. Gaining this position at 23 made him the youngest Standard Bitulithic officer on record. Standard Bitulithic has five plants in its organizational chain, one in Newark, two in New York State and two in Delaware and is a subsidiary of Warren Brothers of Cambridge, Massachusetts, pioneer in the asphalt paving field whose development of a non-skid asphalt made this mix widely accepted as a surfacing medium today. Standard Bitulithic work covers a wide range of paving programs including such jobs as the New Jersey Turnpike, the Air Force Base at Dover, Delaware and the Lincoln Tunnel, all calling for different ranges in surface treatment. Mr. Landers' primary interest was in bituminous concrete — a field in which he was considered an expert.

He was a Past President of New Jersey Bituminous Concrete Association, the Maryland Asphalt Association, the New Jersey Asphalt Pavement Association and the New York State Bitu-

(Continued )



EDWARD EHRBAR died on January 30, 1968 following surgery at the Harkness Pavillion. He was 59.

Mr. Ehrbar assumed the management of Edward Ehrbar, Inc., in 1927 after the death of his father who founded the company in 1903. He served as its President from 1929 until his death.

He served on the War Production Board in 1942 as Chief of the Construction Equipment Section and spent three and a half years overseas as Major and Commanding Officer of the 609th Ordinance Maintenance Battalion assigned to General Patton's Armored Division during the invasion.

Mr. Ehrbar resided at 60 Sutton Place South and Pinesfield, East Quogue, Long Island. His hobby over many years was yachting and he skippered the yacht "Flying High". Most recently, sport fishing out of Montauk was his favorite pastime on the fast "Flying High III" a 34-foot twin-screw Hatteras.

In November 1966, Mr. Ehrbar received his 25-year certificate having been a member of The Moles since 1941. Besides The Moles he was a member of the Seventh Regiment, New York Athletic Club, and the Westhampton Country Club.

Surviving are his wife, Anne, a sister, Mrs. John Glennon, and two brothers Chester and Alexander.

**LANDERS (Cont'd)**

minous Concrete Association.

In 1958 George was elected a member of The Moles and faithfully attended The Moles' functions. He was a member of the Friendly Sons of St. Patrick.

He is survived by his wife, Mary A. Landers, two daughters and three sons.

# MOLES . . . here and there

- PETER KIEWIT was awarded the Golden Beaver Award for Management at the Beavers' thirteenth annual Awards Dinner held on January 18th.
- ENR's Construction's Man of the Year award went to EDGAR F. KAISER on February 15 for his service in the war on slums as Chairman of the President's Committee on Urban Housing.
- The Honorable EUGENE E. HULT has been appointed to head up a task force to help the Board of Education slice through the red tape holding up construction of city schools.
- Everyone is glad to see HARRY IMMERMANN back at his desk again. Harry suffered a stroke in November but all is well again.
- In preparation for the reprinting of the Association Manual, a committee composed of REUBEN SAMUELS, Chairman, assisted by LOUIS W. HALL and ELWOOD P. VROOME, is to review and if necessary recommend revisions to the Codes for the Nominating, Program, Finance, Publicity and Education Committees.
- HOWARD DIXON is back from his trip of Hawaii, Tokyo, Taiwan, Hong Kong and Bangkok. While in Bangkok he visited with DICK, JR., and his family who are all doing fabulously well. He tells us he also bumped into BILL MUESER who was in Bangkok on business. My these Moles do get around!
- It is good to see FRANK LOUGHMAN is recuperating nicely from his recent operation, Frank was out making the rounds the other day and dropped by The Moles' office.
- ALFRED H. KORSEN serving as Chairman, ably assisted by VICTOR B. HERTSLET and REUBEN SAMUELS composed the Special Committee to rewrite the Award Committee Code of Procedure. Their efforts were presented to and approved by the Executive Committee at two successive meetings.
- Through the efforts of Vice Chairman, LOUIS W. HALL, the Education Committee was able to fill a speaking engagement at Manhattan College on December 13th. Mr. Robert M. Hettema, Vice President of Turner Construction Company gave a very successful talk to the students there.
- DAVE FINE met LELAND FRASER on an eighty day cruise of Africa and South America which returned April 1.

- Mole Member DONALD McKINLEY, Vice President of Operations and General Superintendent, Spencer, White & Prentis, Inc., gave a well received talk at Andes, New York, to a group of students from State University at Delhi, Delhi, New York.
- DAN S. BROCK will return on April 25th from a two and one-half month business and vacation trip around the world. Dan visited DICK BARBER and GIST DIXON while in Bangkok.
- In addition to the Education Committee and the Department of Transportation, Mole members, BUD GRAY, JACK LETOURNEAU, RUBE SAMUELS, DAN LAZAR and DOUG BURROW volunteered their services on the occasion of Students' Day and contributed considerable to the success of the day.

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## *America's Builders 1968 Yearbook of Construction*

Honorary Mole Member, BILL YOUNGS, Editor of America's Builders Yearbook of Construction, writes from Los Angeles. "Among the several histories of construction companies in the book are three concerns of which the principal executives are Moles, they are: JAMES M. SLATTERY, Slattery Contracting Co., Inc., STIRTON OMAN, Oman Construction Company, Inc., SHERWOOD E. LILES, JR., Tidewater Construction Corporation.

Stirton Oman is due special attention in the book as he will receive an honorary doctor's degree at America's Builders Recognition Night on May 6th at Pepperdine College.

Stirton will receive the degree in recognition of his company being the sponsor concern in the construction of the Oroville Dam in northern California. Others in the joint venture, including Mole Member, JAMES C. CODELL, will receive scrolls admitting them to the 'Hall of America's Builders.'

JIMMIE LOVELL, an Honorary Mole and founder of America's Builders and the Beavers, will preside at the Recognition Night.

The Yearbook also will contain complete proceedings and photographs of The Moles' annual Award Dinner held during January 1968."

## Students' Day

(Continued from Page 4)

Howard Gould who spoke a few words of greeting to the students and gave The Moles' thanks to the Department of Transportation. Mr. Bishop introduced Mr. Kirchner who in turn introduced each of the Transportation Department Officials who talked to the students about the particular responsibilities of their Department in a project of this nature.

Following these talks, William Kirchner explained how the activities of each of the several departments were meshed together at the project to form a completed whole.

In the room where the luncheon was held a scale model of the combined Route 78 complex and adjoining portions of the Newark Airport was displayed.

During the afternoon the students were shown the removal of unsatisfactory organic material in preparation for the placing of sand fill over areas at the west side of the airport and viewing pile driving and completed viaduct structures on the north side of the airport.

The tour ended at about 4:00 p.m. and a portion of the students were returned to New York by busses, the remainder were returned to the starting point on the site.

The members of The Moles Education Committee include. Gardner M. Bishop, Chairman; Louis W. Hall, Vice Chairman; Seymour M. Berman; Stanley M. Dore; Arthur J. Kenlan; Gerald D. Sarno; and Charles Stillman. The following contractors and other interested persons also assisted and contributed much to the day by serving as guides and sitting with the students at lunch: Tony Araneo, Ron Schiavone, Ed Leon, Joseph Covelto, Jack Dorsey, Al Stonkus, Robert Ackerman, Dale Errico, Desmond Hennessey, Robert Brazier, Herman Krieg, Joseph Tomasello, Stan Dygon, Pat Maiorano, Joseph Sacco, William Echevarria, Fred Graddon, Edward Fillipone, and Myron Hinkley.

The Moles extend their thanks and appreciation to the concerns which respond, each year, to the appeal for the hard hats which bear the insignia of each company used for Students' Day.