

NEWS BULLETIN

AN ASSOCIATION OF MEN

HOLING



OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

THROUGH

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

APRIL, 1969

Frank H. Peavey Moles' President For 1969-70

Officers and Trustees Elected



FRANK H. PEAVEY, Vice President of Morrison-Knudsen Company, Inc., has been elected to serve as The Moles' thirty-first President for the 1969/70 year.

Mr. Peavey is the first Moles' President to come from this outstanding international construction and engineering firm and will be installed at the Annual Business Meeting on Wednesday, May 7, 1969.

The other officers elected are: First Vice President, John J. Murphy, President of Walsh Construction Company, who resides at Purchase, New York; Second Vice President, Alfred H. Korsen, Executive Vice President of Slattery Contracting Co., Inc., who resides at Englewood, New Jersey; Treasurer, Louis W.

Hall, Vice President of Turner Construction Company, who resides at Scarsdale, New York; Secretary, Reuben Samuels, Vice President and Chief Engineer for Thomas Crimmins Contracting Company, who resides at Paramus, New Jersey; Sergeant-at-Arms, Edward D. Sabin, President of Sabin Service & Research Corp., who resides at Jamaica, New York.

Elected as Trustees are: Robert W. Cleveland, President of H. O. Penn Machinery Co., who is a resident of New York City; Rear Adm. Peter Corradi CEC USN (Ret.), former Chief of Bureau of Yards and Docks, currently President of Gibbs & Hill, Inc., a resident of New York City; Elwood P. Vroome, Vice President of J. C. MacElroy Co., Inc. who is a resi-

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Frank H. Peavey

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dent of Westfield, New Jersey; Edward E. White, President of Spencer, White & Prentis, Inc., who resides at Larchmont, New York.

Mr. Peavey was born in Twin Falls, Idaho, on March 4, 1913. He attended Twin Falls High School and in 1935 received a Bachelor of Science degree in Civil Engineering from the College of Engineering of the University of Idaho.

Mr. Peavey has been employed by Morrison Knudsen practically all his adult life having joined the firm in 1936 after working less than a year as a Surveyor for the Idaho Power Company and hydro-electric developments on the Snake River in Idaho.

During those early years as an Engineer with M-K he worked on a railroad relocation project in Southern California and also on the enlargement and lining of the Filot Tunnel of the Moffit Railroad Tunnel which was the first diversion of water from the Western slope to the Eastern slope of the Rocky Mountains. As an Engineer he also worked on the Sugar Mill at Nyssa, Oregon; railroad relocation work in Nebraska and Arizona; and dam work in Nebraska, Oregon and Idaho.

From 1942 through 1944 he was Project Engineer to CPNAB in Honolulu on construction of the underground ammunition depot for the United States Navy near Pearl Harbor and the completion of the dredging program at Midway Island. After the war he worked on the reconstruction of the CVRD railroad in Brazil and became Manager of the company's operations in Brazil headquartered in Rio de Janeiro.

In June 1950 Frank moved east and became Chief Engineer of the Central and South American District of Morrison-Knudsen with offices in New York City. At this time his duties included the general supervision of irrigation and tunnel projects in Peru; highway work in Colombia; tunnel and railroad work in Venezuela; and hydro-electric projects in Brazil.

He became Assistant District Manager in 1958 and in 1960 he was elevated to District Manager with responsibilities for the company's operations in the Central and South American District which included work in Paraguay, Peru, Chile, Brazil, Panama and Honduras.

During 1967 he was elected as Vice President of Morrison-Knudsen and has continued in overall charge of the company's Latin American operations.

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MOLES ELECT 32 NEW MEMBERS

At the Executive Committee Meeting held on April 1st, thirty-two new members were elected to membership in The Moles. In alphabetical order they are: Douglas Baker, Vinnell Corporation; Jack Balsamo, Moran Towing Corporation; Joseph C. Cataldo, Ingram & Greene Inc.; Frank Catapano, Andrew Catapano Company Inc.; Kenneth A. Clark; S. A. Healy Company; John A. Downs, Great Lakes Dredge & Dock Co.; John J. Duffy, Walsh Construction Company; Charles R. Graff, Raymond International Inc.; Thomas B. Healy, S. A. Healy Company; Louis G. Hecht, Tri-Delta Construction Corp.; Joseph C. Kellogg, Al Johnson Construction Company; John W. Kinney, Parsons, Brinckerhoff, Quade & Douglas; Edmund M. Kowkaban, Burns & Roe Construction Corp.; John R. Kringel, Lone Star Cement Corp.; George H. Langenfelder, C. J. Langenfelder & Sons Inc.; John E. Laughlin, Raymond International Inc.; Robert P. Marshall, Jr., Turner Construction Company; Gerald T. McCarthy, Tippets-Abbott-McCarthy-Stratton; John A. McFarland, McFarland-Johnson Engineers, Inc.; Maj. Gen. A. M. Minton, USAF (Ret.), Day & Zimmerman Inc.; Innis O'Rourke, Jr., Precast Inc.; William C. Peckham, Peckham Industries; Emil V. Pilz, Jarvis & Pilz; James E. Reilly, Worthington Corporation; Frank P. Robertson, Morrison-Knudsen Company, Inc.; Edward J. Sheridan, Department of Defense; Guy P. Simoni, MacLean-Grove & Company Inc.; Nello L. Teer, Jr., Nello L. Teer Company; John W. Thompson, McDowell-Wellman Engineering Co.; Thomas G. Van Houten, Transocean Gateway Corp.; Richard N. Weeks, Weeks Dredging & Contracting Inc.; Robert G. Williams, Gates Construction Corporation.

PEAVEY (Cont'd)

Frank; his wife, Dorothy; and two teenage daughters, Martha and Nowell, reside at Nash Island, Noroton, Connecticut. They all look forward to summertime so that they can enjoy the various water sports on Long Island Sound.

Soon after Frank became a member of The Moles in 1956 he was invited to serve on the Publicity Committee and was actively participating in Membership Committee work when he was elected a Trustee in 1965. He served as Second Vice President in 1967 and First Vice President in 1968.

Frank is a Fellow in the American Society of Civil Engineers and a Director of the Peruvian-American Association.

● At the 43rd Annual Meeting of the Associated General Contractors of America, New York State Chapter, held at the Waldorf-Astoria, all Past Presidents of that Association were honored. Among the list were Mole Members, BOB BAYARD, HOWARD DIXON, MILT HENDRICKSON and DWIGHT WINKELMAN.

● MARTY KAPP, Soils Engineer for The Port of New York Authority has been awarded the Distinguished Service Medal by the P.A. Board of Commissions for his technological skill, perseverance, outstanding record of exceptional service and vision.

● TONY CRIMMINS received the "Good Scout" Award at the 12th Annual Construction Lunch-O-Ree held on January 29th.

● C. E. McGRAW, Utah Construction & Mining Company, received the Golden Beaver Award for Supervision at the 14th Annual Beavers' Award Dinner held on January 16, 1969.

● The Beavers' Officers for this year are Mole Members JOHN R. KIELY, President and JOHN B. BONNY and HUBERT H. EVERIST, JR., Vice Presidents.

● HOLMES CRIMMINS recently visited RALPH ATWATER at Leisure Village in Lakewood, New Jersey and received a warm welcome. Holmes told us that he found Ralph and his wife Dorothy content and in fine spirits. He added that the attractiveness of the place and the facilities available for the comfort and recreation of those who reside there was unbelievable.

Ralph invites all Moles to stop; say hello; and have lunch, if convenient, whenever they are in the vicinity of Lakewood. He is at Exit 88 of the Garden State Expressway. Telephone (201) 364-7617.

● Mole Members, SIDNEY P. GILBERT, SEYMOUR BERMAN, STANLEY MERJAN, and ARTHUR J. GOLD are celebrating the Sixtieth Anniversary of their firm Underpinning & Foundation Co., Inc., this year.

● ALLEN D. FISCHBACH is Vice Chairman for the Governor's Committee on Scholastic Achievement Dinner. This Committee is dedicated to helping New York's qualified students endowed with the ability but lacking funds to secure a higher education. Also serving on the Committee is RICHARD Q. PRAEGER.

● New Member WILLIAM C. PECKHAM has recently been elected a Vice President of the Associated General Contractors of America, New York Chapter.

● As we go to press with Holog Through we are happy to hear that RAY SPOONER and FRANK GROVES are recuperating nicely from recent surgery.



MEMBERS EMERITUS



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

EDWARD P. ALBRIGHT has been a member since 1945. In addition to being President of the Albright Foundation Corporation for several years he was also affiliated with many other prominent heavy construction firms throughout his long career. Some of them were: Underpinning & Foundation, MacLean Grove & Company and Franki Foundation Company. In 1964 he moved to California and some time later became associated with A. A. Mathews Inc. of Pasadena. Mr. Albright is now retired.

ALBERT J. ALLIO for over 25 years was affiliated with Walsh Construction Company in the capacity of Engineer and Project Manager in the heavy construction and tunnel division. In 1963 he was assigned as Chief Engineer of Walsh Canadian Companies and has recently retired.

CHARLES F. AYERS became a member of The Moles in 1950 at which time he was President of Ayers-Hagan-Booth, Inc., a contracting firm located in Providence, Rhode Island. Prior to this he had been for many years associated with George A. Fuller Company.

CHESTER W. CUNNINGHAM became a member of The Moles in 1951. He had been engaged as a partner on many large construction jobs among which were: Bull Shoals, Grandy, Boca, Garrison and Imperial Dams and the Missouri River Bridge. He was President of Cunningham-Kiewit Company of Omaha before his retirement. Mr. Cunningham was the 29th recipient of the Marston Medal Award given in recognition of outstanding achievement in engineering by Iowa State University.

VICTOR deSAMELSON was associated for many years with the late Howard Collins as their Chief Engineer on foundation projects. He has been a member of The Moles since 1948 and is currently assisting the Walsh-Blount people on a huge alumina project in Jamaica.

DICK P. FULLERTON was an Engineer with the New York Telephone Company. From 1950 until his retirement he was Chief Engineer administering the work connected with the huge amount

of construction contracted by the New York Telephone Company in various parts of the City. Since his retirement Dick has moved to San Francisco, California.

GEORGE E. HAYES has been a member of The Moles since 1948. For many years he was General Manager and then President of Franki Foundation Company. In 1964 Mr. Hayes joined Booth & Associates in the capacity of Vice President and remained with the firm until his retirement the first of this year.

DANIEL W. LENAHAN has been a member of The Moles since 1938. Dan, a licensed professional engineer was affiliated with Liberty Mutual Insurance Company at that time. During the war he served as Major in the 3rd Infantry Division overseas. After his discharge he returned to Liberty Mutual and remained there until his retirement early this year.

CLINTON F. LOYD retired as Vice President of Madigan-Hyland recently. He directed the engineering design and construction of that firm. Since his retirement he has moved to Fort Lauderdale, Florida and is connected currently with a boat building concern there.

JOHN H. MATHIS was President and Chief Executive Officer and later Chairman of Lone Star Cement Corporation until his recent retirement. Mr. Mathis had been with Lone Star since 1946 when he joined the company as Corporate Secretary.

EUGENE F. MORAN, JR., until his recent retirement was Vice President in charge of transportation for Moran Towing Corporation. Due to his present ill health Gene requested emeritus status since he cannot get out to meetings. From 1942 when he became a member until 1964 Gene was active in the Association serving in one capacity or another and most prominently as Secretary during the period from 1958 through 1961.

INNIS O'ROURKE, SR., became a member of The Moles in 1941. He was then associated with Transit-Mix Concrete Corporation. In 1951 he resigned to become active in the Concrete Conduit Corp. and Precast, Inc. Mr. O'Rourke is semi-retired now leaving the active participation in the business to his two sons.

GUS F. RATHERT was a Project Manager for Foley Brothers Inc., of Pleasantville, N. Y. when he retired and moved to California. For 18 years prior to that time he was affiliated with Morrison-Knudsen Company, Inc.

LESTER C. ROGERS retired as Chairman of Bates & Rogers Construction Company of Chicago, Illinois, in 1964 having been associated with that company since 1915. He became a member of The Moles in 1951.

HOWARD A. SCHROEDEL better known to most as "Dutch" was a Vice President and Director of Turner Construction Co. He spent over forty years with the Company. He became a member of The Moles in 1955.

WILLIAM SHELBOURNE retired as Vice President of H. Johnson & Son, Engineers and Pile Contractors of Flushing, New York. A Mole member since 1942 he has been engaged in dockbuilding and pile driving for 50 years 30 of which was spent with H. Johnson & Son.

SAMUEL D. STICKLE became a member of The Moles in 1950. He retired in 1967 as Vice President of Great Lakes Dredge & Dock Co., in charge of Atlantic Division. Mr. Stickle was affiliated with that company since 1930. He now resides in Greencastle, Indiana.

LEONARD VAN HOUTEN has been a member of The Moles since 1945. He served as a Trustee from the period during 1955 through 1957. Affiliated for many years with J. Rich Steers Inc., Mr. Van Houten is now 73 and has two Mole member sons; Leonard E., elected in 1963 and Thomas newly elected this year.

LAWRENCE S. WATERBURY became a member of The Moles in 1948 at which time he was a partner in the firm Parsons, Brinckerhoff, Hall & Macdonald. During 1956 he opened an office of his own and did private consultant work. Mr. Waterbury is now semi-retired and lives in Pleasantville, New York.

DANIEL H. YOUNG became a member of The Moles in 1954. He retired as a Vice President of Foley Brothers, Inc., of Pleasantville, New York in 1962 and lives in Drexel Hill, Pennsylvania.

. . . A Moment of Silence . . .



EUGENE McGOVERN died on November 2, 1968 after a brief illness. He was 60 years old.

Mr. McGovern was President of the United Hoisting Company and Treasurer of The Conduit & Foundation Corporation.

He was born in Philadelphia and attended New York University from 1927 to 1931.

In 1935 he joined the Cauldwell-Wingate Corporation and became a Vice President of that Corporation in 1946, serving in that capacity until 1954.

Mr. McGovern was Chairman of the Board of Trustees of Trinity College in Washington and a member of the Board of Mercy Hospital and the Board of Associates of C. W. Post College. He was also a member of the Board of Ethics of Nassau County.

St. John's University awarded him the St. Vincent de Paul medal in 1967. He was active in Roman Catholic lay activities on Long Island, having been Chairman of the annual drive of Catholic Charities of Nassau and Suffolk in 1963. He was also a trustee of St. Agnes Parish and of the Catholic Charities of the Diocese of Rockville Centre. In 1962 Mr. McGovern was made a Knight of the Holy Sepulchre. He was a Past President of the New York Chapter of the Society of American Military Engineers and received that society's gold medal in 1954.

In 1960 Mr. McGovern was Chairman of the Citizens for Nixon-Lodge in Nassau and Suffolk Counties. He was a close

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ALF HJORT died on October 4, 1968 in Oakland, California after a heart attack. He was 61.

He was born in Flushing, New York and attended Villanova.

Associated with heavy construction all of his life, he followed in the footsteps of his father into the subway tunneling business around New York City where he worked as an Engineer from 1926 to 1933.

From 1934 to 1942 he worked on various construction projects and served the Navy Price Adjustment Board as a construction analyst from 1943 to 1945.

In 1945 he was sent to Portland, Oregon to open a district office for Raymond International Inc. There he covered the Northwest, Western Canada and Alaska specializing in pile foundations and test piles. He was District Manager of this office until 1963 at which time he was moved to Oakland, California office to be Assistant to the Western Regional Manager. He served in this capacity until his death.

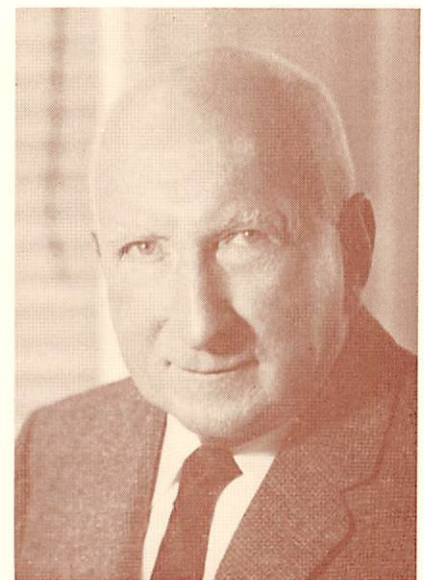
Alf received his 25 Year Certificate from The Moles in November 1967.

He is survived by his widow; a son; a daughter; and three grandchildren.

McGOVERN (Cont'd)

friend of Mr. Nixon and was instrumental in obtaining him as the principal speaker at the 1964 Award Dinner. It is sad that Gene did not live to see Mr. Nixon elected President on November 5th.

He is survived by his widow, Mary; three sons; two daughters; two sisters; a brother and nine grandchildren.



GEORGE BURROWS died in Great Neck, New York after a brief illness on December 31, 1968. He was 85.

Mr. Burrows was a graduate of Cooper Union, class of 1907 and received a degree in civil engineering from Brooklyn Polytechnical Institute.

He was President of Spearin, Preston & Burrows, Inc., a New York heavy construction company.

As a young man he worked as an engineer for the Board of Water Supply of the city of New York which led to employment in the field of sub-aqueous pipeline construction for Merritt-Chapman & Scott Corporation.

In 1937 when he was Executive Vice President of Merritt-Chapman he resigned to form Spearin, Preston & Burrows, Inc.

Although he was a specialist in sub-aqueous pipeline construction and held several patents used in such installations, under his direction this concern has progressed and expanded to perform all types of general construction.

Among some of the most recent work his company has performed was the construction of Pier 62 on the North River for the United States Line; runways at LaGuardia Airport and landfill at the World Trade Center.

He is survived by his widow, Helen A. Burrows and two daughters, Alice Neumann and Bette Gunther.

. . . A Moment of Silence . . .



THOMAS G. ROME died suddenly on January 19, 1969 at Lakeville, Connecticut at the age of 67. He had been well and working until that time.

He attended Pratt Institute and Columbia University and had worked in the heavy construction field since 1921.

A few of the projects he engineered and built were: \$300,000 Solvent Recovery Plant at Fulton, N.Y.; a two story factory and warehouse in Cincinnati, Ohio and a complete industrial Water System with an intake 2,000 feet into Lake Erie. He was consultant and coordinator for the George A. Fuller Company for the final completion of Rochester University, Rochester, N.Y.; and was consultant for Roosevelt Raceway for construction of Ohrbachs and Fortunoffs.

During the period from 1954 to 1961 he was General Superintendent for George A. Fuller Company in charge of the New York Coliseum, Owens-Corning Fiberglas Plant at Barrington, N. J. Roosevelt Raceway at Westbury, New York and the Time Building in New York City.

Mr. Rome had been a member of The Moles since 1950.

He is survived by his wife, Ruth Hopper Rome; a son, Thomas G. Rome; a daughter, Mrs. James Treece; and seven grandchildren.



HENRY GOLDFINGER died suddenly in Miami Beach, Florida on February 2, 1969. He was 74.

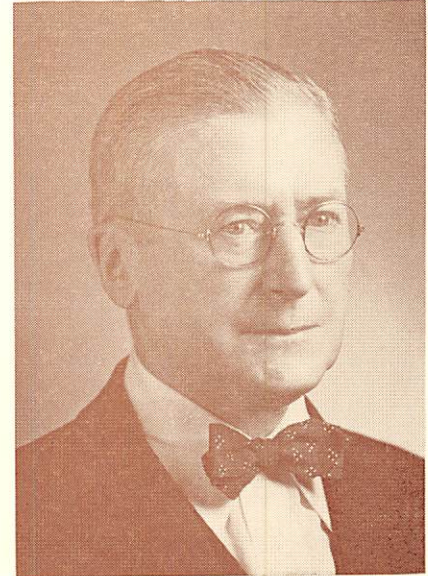
Born in New York City and educated in the Public Schools and DeWitt Clinton High School he entered Columbia University in 1913. He graduated with a degree of Civil Engineer in 1917 and entered the Army soon thereafter.

Upon discharge from the service in 1919, he worked for the Transit Authority and the Borough President of Queens for several years before joining the construction firm of Hart and Early as General Superintendent and Chief Engineer on several subway sections. Upon the dissolution of that firm following the death of Joseph Hart, Henry joined Spencer, White & Prentis, Inc., in 1935 as Chief Engineer on their section of the Sixth Avenue Subway and then as Civil Engineer and estimator on heavy construction, foundations, caissons, cofferdams and underpinning. He was the author of several technical articles.

Following his retirement from Spencer, White & Prentis, Inc., as Assistant Treasurer in 1964, Henry served as a consultant on underpinning for subway construction for proposed new subways in San Francisco and Caracas, Venezuela and subway extensions in Boston and New York.

He was a life member of the American Society of Civil Engineers and a member of the Society of Military Engineers. He received his 25 Year Certificate from The Moles last November.

He is survived by his wife, Charlotte; a daughter and three grandchildren.



THOMAS CRIMMINS died December 18, 1968 at New York Hospital in White Plains after a long illness. He was 88.

As owner of Thomas Crimmins Contracting Company in New York from 1904 until his retirement in 1950 Mr. Crimmins participated in the construction of such notable buildings in the city as part of the Rockefeller Institute, the nave of the Cathedral Church of St. John the Divine, the Waldorf-Astoria Hotel, Lord & Taylor, Graybar Building, the Curb Exchange and City Farmers Trust Building. During this period he was recognized as the dean of New York foundation contractors.

He received The Moles' Member Award for Outstanding Achievement in Construction in 1947.

He was a founder of the Contractors' Protective Association, The General Contractors Association and the Harvard Engineering Society. He constantly labored to establish harmony between employer and employees and pioneered many labor agreements.

In 1916 during World War I he enlisted as a private in the New York National Guard; saw active service with the 102nd Engineers and rose to the rank of Colonel.

He was active in community affairs and founded the Woodway Country Club, the Tokeneke Club and the Noroton Yacht Club.

Upon his retirement in 1950 he turned the business over to his son, Robert and his nephew, A. Holmes Crimmins.

He also leaves a stepson, two daughters, a sister, ten grandchildren and three great grandchildren.



THE
AWAR
THE WALDORF-ASTO
JANUA

AWARD DINNER

Over eleven hundred Moles and guests once again gathered at The Waldorf-Astoria on January 29th to pay tribute to two notable men of construction, the recipients of The Moles' Award for "Outstanding Achievement in Construction", Lowell S. Dillingham and Henry C. Boschen.

The traditional red, white and blue color scheme carried out throughout the ballroom and the V-shaped dais with its backdrop of The Moles' emblem and American Flags where twenty-seven honor guests were seated was as always a breath-taking sight to behold.

The elite of construction were gathered (except for a few who were stranded somewhere between the midwest and New York because of the inclement weather that day) for this 29th Annual Award Dinner. On the dais and interspersed throughout the ballroom was the familiar and striking sight of the military men in their full dress uniforms who as

guests of The Moles gave the occasion all it needed for the theme of the evening, America and its builders.

The delicious roast beef dinner which was a prelude to the interesting program yet to come was topped off by a spectacular ice cream dessert carrying an individual authentic, eatable Moles' emblem served each person.

President Howard Gould announced the National Anthem after a brief intermission and after this was sung he opened the program with a few witticisms before getting down to the business at hand. As he introduced the principal speaker of the evening, Admiral Ace Husband, Commander Naval Facilities Engineering Command, he referred to him as 'the Navy's top "Bee", an able and dedicated American, who is serving his country with great distinction.'

Admiral Husband kept everyone amused with his repertoire for the next 20 minutes in which he paid tribute to the Seebecs and the contractors, sub-contractors and material suppliers all doing such a fantastic job in Vietnam.

(Excerpts from the Admiral's entertaining talk are reprinted on page 7).

After the conclusion of Admiral Husband's talk, President Gould welcomed him as an Honorary Member of The Moles by presenting him with a certificate of membership.

President Gould read messages sent by the Governors of New York and Hawaii as follows:

From the Honorable Nelson A. Rockefeller, Governor of New York:

"I welcome the occasion for sending cordial greetings to all present at The Moles' Annual Award Dinner.

Please convey my compliments to Mr. Lowell S. Dillingham and Mr. Henry C. Boschen upon receiving The Moles' 1969 Award from your distinguished organization. Coming, as it does, from an organization composed of men who have gained distinction in the heavy construction industry, the honor bestowed upon them is one of which they may well be proud

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Excerpts From Address By Adm. Alexander C. Husband

“Mr. Chairman and members of the Committee, we are already in session in Washington, most of us who came down are lucky to get here and we are thankful for the train. I want to thank the Chairman for his kind remarks; anybody who is lucky enough to have my job has three reasons for it. The first is that he is lucky, the second is that he has had some wise friends, good counselors, tolerant people who are willing to either forgive or forget his sins in the past (and a great many of them are here tonight, people like Gene Peltier, Pete Corradi, Louis Combs, Bob Meade, Barney Hunter, and we are missing only ‘big Ben Morrell’ who but for being in the hospital in Pittsburgh would be with us tonight) besides these people on whose shoulders we stand as an organization, we depend, of course, on magnificent support from the people who make up the Navy Civil Engineer Corps. I would like to introduce some of them to you that I know are

here — Admiral Paul Seuffer our former Officer in Charge of Construction in Vietnam. Captain Blake Van Leer our Assistant Commander for Seebees. Captain Mike Marschall who commands the 30th Naval Construction Regiment in the I Corps. Captain Jack Daniels, recently of Siagon now my man in New York. and Captain Don Iselin, Commander of the Atlantic Seebees. All the darn Seebees are now in the Pacific. I don’t want to forget the Lieutenants. We have one lieutenant here tonight, recently Equipment Company Officer. His Seebees were with the Marines at Khe Sanh, Lieutenant Bob Hudspeth.”

“It is clear to me that we are here tonight to do honor to two battling builders; and many nice things will be said about them later. I thought that I could contribute a little about their early history because both of them worked for us on the Pacific Naval Air bases in the early 1940’s. Now Hank ‘Turkey’ Boschén. We early saw his talents because in December of 1941, there was a dearth of shipping into Hawaii and there weren’t going to be any turkeys that

Christmas, but Hank got an airplane and he went out to Midway and he came back with some dressed birds and they were very tough and nobody understood except the natives of Midway because a lot of their ‘Gooney’ birds were missing.

“Then there was Lowell ‘Hi-Goal’ Dillingham. He kept going to some place called French Frigate Shoals. I’ve never been there. He reminds me of a certain Seebee. Every night he would take a couple of boards home and after a while his back yard was full of lumber and his conscience began to bother him. He went to the priest and he said, ‘Father’ and described what he had done. ‘What shall I do?’ he said and the Priest said, ‘son, do you know how to make a novena?’ The Seebee said, ‘No Father, but if you got the plans, I got the lumber.’ — That’s the way it was with Lowell Dillingham. In fact, both of them reminded me of another story. This was about the farmer who had a hundred hens and one rooster and the rooster died. So the farmer put an ad in the

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Award Dinner

(Continued from Page 6)

and one which they have thoroughly merited.

The contribution made by The Moles to the progress and growth of our country is of the highest importance.

My best wishes for a happy evening."

From the Honorable John A. Burns, Governor of Hawaii:

"It is with the greatest of pleasure that I extend my congratulations to Mr. Lowell S. Dillingham and to Mr. Henry C. Boschen on the fine recognition they have received from The Moles through the Award of that illustrious organization for Outstanding Achievement in Construction.

While we in Hawaii have relatively little direct knowledge of the activities of Mr. Boschen, we know his leadership of Raymond International has had the result of advancing the reputation of our Nation for service to other peoples and in other nations.

Mr. Dillingham, on the other hand, has long been recognized as an outstanding builder of our State and as a leader who has successfully and constructively exported the skill and the know-how developed by his company in our State to areas far beyond our shores. Because of the initiative and the energy with which Lowell Dillingham has led his company to confront formidable challenges in all parts of the world, he and his company have been and remain a source of inspiration to our people.

In public service as in private life, Mr. Dillingham has been most generous of his talents and his substance. My own administration has called upon him more than once to serve in the public behalf, and he has always accepted such public responsibility most graciously, though often at great sacrifice to himself. I am therefore, highly pleased that he is a recipient of this Award of distinction from The Moles.

To both these excellent builders, again my congratulations and my warmest Aloha."

President Gould then introduced the Chairman of the Award Committee, Alfred H. Korsen. After a few brief remarks, Mr. Korsen introduced Mr. William Denny as "one of our more famous Moles who himself was the recipient of this Moles' Award back in 1960". "Mr. Denny will make the presentation to the man whom you have selected for the 1960 Member Award".

Mr. Denny talked of greeting Hank instead of introducing him, because he felt Hank Boschen needed no introduction to Moles or construction executives anywhere. He said, "Hank has been traveling the world as a construction man for nearly forty years. He is one of the granddads of the business even though he may not look it.

Bill went on, "On occasions like this we tend to call men veterans of our industry, using this veteran label a little loosely. Maybe it's because in this business a real bad job can make you a veteran or make you ready to retire at any rate. But when I call Hank Boschen a veteran builder and an outstanding achiever, I doubt if I use those terms carelessly. I have some interesting facts to back the claims. As I said, Hank has been in this business forty years. He has been in construction as long as a good many men in this room have been on earth. In fact, Henry Boschen has spent every day of his working life in the construction industry and he has spent every year of his career with Raymond, now he is not what you would call a job hopper".

Mr. Denny recalled much of Mr. Boschen's years with Raymond and presented him with a citation which read "The Moles' Award for Outstanding Achievement in Construction presented this 29th day of January 1969 to Henry C. Boschen, a Member of The Moles, who excels as Construction Manager and Executive. He strives to advance the industry by innovation, experimentation and modern technology. He is a gentleman and an avid yachtsman. Constructor Extraordinary".

Mr. Boschen in accepting the award said, "I am very grateful for this honor as everyone in our business would be. To show my gratitude, I will make my remarks brief. This is not an occasion for great and flaming speeches and I have not come here with one. For me, at least, tonight seems an occasion for reflection on the sort of industry that I am in and the kind of men with whom I have always worked. Reflection is nearly inescapable because as I stand up here. I look out on the leaders of our profession and a great many memories are stirred".

Mr. Boschen went on, "I have been in this business quite a few years now, and I consider it my everlasting good fortune to have spent my career in the company of the great people our industry breeds. Construction men are special people. They are tough, they are straight for-

ward, they follow a rigid course of ethics not always understood by outsiders. I think it would surprise many people outside our business if they knew that two construction companies can be closely cooperating partners on one big job and fierce competitors on another. It takes an extraordinary kind of balance to swing from partner to competitor and back again without prejudice. It takes trust on both sides. Not many businesses these days can claim the rugged honesty and trust it requires. I think the straightforward character of the construction man comes from his training in a school where 'hard knocks' are really 'hard', where the odds often are long, where the impossible has become almost routine. This is a young man's business, but it's no place for children. We in the construction business are sure of one thing, if nothing has gone wrong yet today, don't get overconfident, the day isn't over. The day is just not complete without bad news and big problems. It is the ability to handle disappointment and frustration that tempers us, sorting out the men from the boys".

In closing, Mr. Boschen said, "As we meet here tonight, sweeping social change is underway. Vast technological advance piles upon us. In the last few years, we have had the riot act read to us from our campuses and our street corners. We have also had the Bible read to us from the Moon. While we suffer the agonies of social change, we also benefit from the miracles of scientific progress. As engineers and constructors, we will build the great civil works that future science and society demands wherever they may be and whatever they may require."

Mr. Boschen thanked his associates, "without whom this honor would never have come my way".

Once again, Al Korsen, Chairman of the Award Committee was in front of the rostrum, this time to introduce Edgar F. Kaiser who would present Lowell S. Dillingham with the Non Member Award. Mr. Korsen said, "It is my pleasure to introduce a name which is a by-word in the construction industry. His industrial enterprises richly encircle the globe. He has built an empire in steel, aluminum, cement, chemicals, mining, you name it he's got it. This man was also the recipient of this Award in 1963, Mr. Edgar F. Kaiser".

Mr. Kaiser said, "If I had to choose one word to describe Lowell Dillingham, I'd say, he's kaleidoscopic. In our founder's day, the challenge was 'Young man — Go West'. Lowell Dillingham is a

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Adm. Husband's Address

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paper asking for another rooster. The only applicant was a decrepit little old bantam rooster. But since he was the only applicant, the farmer thought he would give him the job. So he said 'now look you have a hundred hens to service here, take it easy, you don't have to do it all at once, you can do it in increments'. The bantam rooster said, don't worry, I can handle this'. So he went over to the hen house and a couple of hours later he said 'well that's taken care of' and he ran down to the duck pond, serviced the ducks, went over and found a couple of turkeys. Well after that, he started running up the hill and he turned over on his back with his feet up in the air and the buzzards started circling over him. The farmer ran up to the little old bantam rooster and said, 'see that, I told you to take it easy.' The rooster said, 'shh, when you're after buzzards you have to play it their way.' Well that was back in the forties.

"Once again in time of need, this time for the Vietnam War, the Navy called on the construction men for another miracle. Not since the Pyramids has there been a job of comparable difficulty and this time, the time schedule was a lot different. Hank Boschen remembers, he was there. Jack Bonny was there too. When I sat with the partners in the Office of the Assistant Secretary of Defense and our contractors were then doing a very respectable completion, they were completing more than five million dollars of construction in Vietnam every month. The Assistant Secretary asked how long will it take you gentlemen to reach a rate of completion of forty million dollars a month? Jack Bonny said, 'I'll do it in six months if you get us the transportation'. Well we did and they did. Thirteen major jet airfields, five deep draft ports, countless cantonments, depots, roads, utilities, P.O.L. Storage, all the supporting base needed by our troops so that General Westmoreland could pay us (before he left) what I think is the ultimate accolade. He said, 'no military operational mission has failed due to the lack of support facilities.' And while less than 10% of the workers were Americans, more than 90% of the material and equipment that was used was United States manufactured. Most of the material that we bought overseas was cement and we are still trying to explain that."

"All of you have heard of the principles and you will hear more about them later this evening: Raymond, Morrison-Knudsen, Brown & Root, J. A.

Jones, Utah, Martin, Day, Dillingham, Zachry, and Kaiser. I would like to take this opportunity to pay high tribute to the other thirty contractors and sub-contractors, people like your own New York City, Fischbach & Moore; the forty one architect engineer firms that worked on it and the more than 1,100 material dealers and equipment suppliers.

"Seebees haven't lost their sense of humor. The last time I was in Vietnam, I was riding into a Seebee camp with an enlisted driver. We came to a Seebee sentry who stopped us and asked us for the password which we did not have. I told him I was Admiral Ace Husband, after all I was the boss of the Seebees and I had to get in and see the Skipper and would he please let us pass. The sentry said that the Chief had told him nobody was to pass without the password. Well I went through it again and finally I said to the driver, 'drive on'. The Seebee sentry said, 'just a minute, Sir, I want to get this quite clear, do I shoot the driver first or you?'

"I have a final point, as fellow members of a fine fraternity, we have some mutual problems that we ought to be thinking about. I'll give you a little piece of good news that Ed Sheridan said I could tell you tonight. The President's budget just sent up to the hill has almost four hundred million dollars worth of military construction in it for their Navy bases outside South East Asia and any of you can have any piece of it as long as you are the low bidder. Frankly, we hope there are a lot of bids because lately our prices have been getting too high. Remember that old saw about the reporter who asked a builder who was working on a hospital what he was doing. The builder said 'I'm creating a boom for humanity' and the reporter went to the next fellow and asked him what he was making. The fellow replied, 'I'm making \$45 a day (then apologetically added) I'm on strike'. Art Fox of E N-R was telling me the other day about a contract that was signed last year in one of our major cities where by 1972 for a 40 hour straight time week a steam fitter will get \$418 per week. We've got to take action to reduce our cost and we've got to reduce the time it takes to design and build things. Things like hospitals (they are my particular problem). You know it takes us from the time we start the design till we get a usable facility between four and five years and that's too long. The medical profession is progressing so fast that in that length of time there will be parts of that hospital that will be obsolete before we open the

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Students' Day 1969

Two hundred student engineers from 17 eastern engineering colleges were in attendance at the annual Students' Day field trip held on April 11th to view the construction of the World Trade Center Buildings.

They assembled at The Port of New York Authority World Trade Center field offices at 30 Church Street and were served coffee and doughnuts furnished by the Port.

Gardner Bishop, Chairman of The Moles' Education Committee welcomed students and faculty and turned the assembly over to PA personnel for a thorough briefing on the project they were to see that day.

Ray Monti, World Trade Center Manager of Construction bid them welcome on behalf of the PA and described the general project, planning, etc.

Martin Kapp, Soils Engineer spoke in detail about the foundation design and Lester Feld, World Trade Center Planning Division described the steel design.

Hard Hats were presented, through the generosity of the various contractors affiliated with The Moles, as they left the briefing.

The visitors were divided into three groups, each guided to a different location to be repeated until each group had seen each important phase of work in progress. At each location, descriptions of the work were given by qualified PA personnel.

Some of the unusual features of construction viewed were: exposed reinforced concrete basement wall installed by the slurry trench method — basement wall, held back by 300 ton capacity rock anchors — railroad tunnels bisecting the excavated basement supported on drilled in caissons — grillages for foundations for the South Tower — installation of drilled in caissons for new building — cofferdam for pump station on reclaimed land — steel erection for the two tallest buildings in the world featuring unusual cranes — pouring of concrete floors for basement and towers — other interesting construction techniques used for this mammoth project.

The students' kits which were presented contained interesting data concerning the project by: The Moles, The Port of New York Authority, Icanda Limited, Spencer White & Prentis, Inc., and National Prestress Inc.

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AWARD DINNER

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young man who is going both East and West. To those of us in the construction business, he's a hard-driving and stimulating competitor. To those of us in other businesses, observing Dillingham Corporation's diversification under Lowell's leadership, you never know when or where you may find yourself competing with him."

"Outside his business life, he's a dedicated community leader; and a recognized authority in the fields of botany, ornithology, conservation, horticulture and cattle ranching. Overriding all these descriptions, to all of us who know him, Lowell is a man of uncompromising integrity who carries on a family tradition of building with vision, determination and concern for his fellow man. He's someone we're proud to call our friend."

"Coincidentally, about a month ago our own companies held a series of Directors' meetings in Honolulu. I took that opportunity, in the home territory of four generations of Dillinghams, to do some personal research in preparing for this evening."

"Hawaiians are renowned for writing history in polynesian songs and rhymes. Luckily while in Honolulu, I heard someone singing. My Honolulu companions said it was the voice of the great god Maui carried down from atop the crater of Mauna Loa by the gods of the trade winds."

"That great Hawaiian poet — Long-ga-fellow-oh-oh, translated the Polynesian verse into English for me. The words go like this: To the shores of Honolulu — 'Cross the shining Big-Sea-Water — Sailed a young New England seaman — Ben — who wed a preacher's daughter. First, Ben built a hardware business — Next, he stimulated farming — Then he solved a water shortage — When the droughts became alarming, Next, he built Oahu's railway — And he ventured as a dredger. Fingers of the great god Maui — wrote great deeds upon Ben's Ledger. When his own God called him homeward — and his strength began to falter — To the helm arose Ben's manchild — with the given name of Walter. From Hawaii to Australia — Walter organized joint ventures — Building airstrips worth a billion — without forfeitures or censures. Flowing like the great Pacific — Tide and time must run their courses. Like a wave — tradition surges — Sons will build upon the sources. That prophecy has come to pass. The wind gods sing across the land. Ben — then Walter

— and now Lowell — all typify the building man."

"L.S.D. are his initials — he — who's honored by The Moles. Trips he takes aren't psychedelic — He roams the world on business goals. Building — Merging — Offring Tenders — Never ceasing with his drive — He's taught Dillingham arithmetic — to Honolulu's own Big Five."

"Lowell, with apologies to Hiawatha and Gitchegoomi, I can't present you with the skin of the Great White Rabbit. It is, however, my special privilege this evening to convey upon you a much more distinguished honor, The Non-Member Award of The Moles."

"Your well-earned citation reads as follows: The Moles' Award for Outstanding Achievement in Construction presented this 29th day of January 1969 to Lowell S. Dillingham, who by exceptional Leadership, Enterprise and Imagination, Expanded his construction activities beyond the Islands to encompass many countries of the wide world."

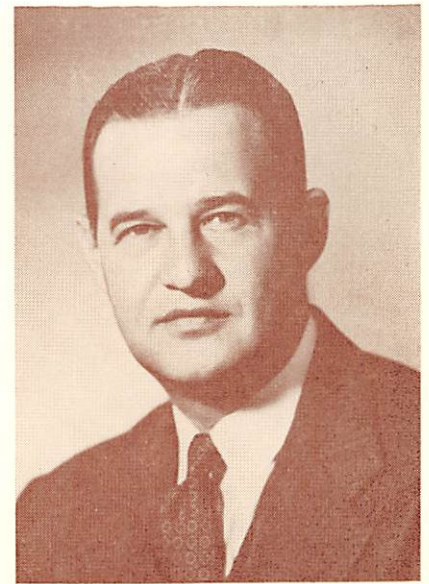
Mr. Dillingham in accepting his Award paid tribute to the key men of the Dillingham Corporation. He asked them (those who were present) to stand "so that everyone could see what a fine group of fellows we have."

Mr. Dillingham then proceeded to tell a very fine anecdote about two Japanese contractors (complete with accent, etc., which loses so much in the writing that we cannot do it justice by quoting it) who agree that when they die they will probably each go one to heaven and one to hell. They further agree to contact each other when it happens. Well both men were killed and as had been guessed one went to heaven and the other to hell. After a day had passed they talked to each other on the telephone and told of their experiences. It was assumed from the discourse that 'heaven — very short handed'.

As the piece de resistance of the evening, Lowell Dillingham presented the principals at the speakers' table with exquisite floral leis which had been flown in from Hawaii.

Mr. Gould reminded everyone after the singing of Auld Lang Syne a reception would follow in the Astor Gallery to give The Moles and their guests the opportunity to greet the distinguished guests of the evening.

It was apparent that another very successful Award Dinner had nearly concluded from the comments heard and the smiles on the faces of those present.



ROBERT B. JARVIS died suddenly of pneumonia on December 21, 1968 at Morristown Memorial Hospital. He was 63.

Mr. Jarvis was the senior partner of Jarvis & Pilz prominent New York attorneys.

He was a leading authority on public contracts and the legal aspects of engineering and heavy construction and represented major contractors in the development of the United States ballistic missile program, the St. Lawrence Seaway and portions of the New York subway system. He represented consortiums in numerous foreign development projects including hydroelectric dams in Greece, Venezuela and Canada.

He frequently contributed articles to engineering and construction journals on the legal responsibilities of contractors and engineers.

He had been associated with Jarvis & Pilz and its two predecessor firms for 36 years and had been a senior partner since 1956.

He graduated from Cornell University with a Bachelor of Civil Engineering degree in 1927 and from Fordham Law School in 1932.

Mr. Jarvis became a member of The Moles in 1963 and was actively engaged on committees contributing much of his knowledge. He served as a Trustee and Chairman of the Finance Committee from 1966 until his death. He was also a member of the New York County Lawyers Association the American and New York State Bar Associations, the Society

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JUSTIN E. HYLAND died on March 6, 1969 in Decatur, Illinois. He was 72.

Jud was born in Penn Yan, New York. After attending local schools, he entered Notre Dame Prep and later received a degree in mechanical engineering from Notre Dame University.

He served as Lieutenant of Infantry with the A. E. F. in France during 1917 and 1918.

He was employed by U.S. Steel Corporation after graduation and joined Madigan-Hyland, prominent New York consulting engineering firm, in 1938 as Treasurer and Business Manager. This concern had been founded by Richard V. Hyland and Michael J. Madigan. The late Richard V. Hyland was President of The Moles in 1951 and Michael J. Madigan was the recipient of The Moles' Non-Member Award in 1942.

Jud became a member of The Moles in 1953. He served as Trustee from 1964 through 1966.

He retired from Madigan-Hyland in 1967 and moved to Decatur, Illinois the home of his daughter. Coincidentally he became a member emeritus at that time.

He is survived by his wife, Esther; a daughter; a sister; a brother and five grandchildren.

JARVIS (Cont'd)

of American Military Engineers, the American Society of Civil Engineers and the American Arbitration Association.

He is survived by his widow, Muriel Whitehead Jarvis and a brother, Wallace Pyle Jarvis.



JOHN B. MATHEWS died suddenly on November 9, 1968. He was 70.

Mr. Mathews went to work in construction upon graduation from high school in 1916. He had a short military service career at St. Thomas College in 1918 and returned to his chosen field in 1919. In 1923 he joined S. J. Groves & Sons Company and worked with C. H. Groves on a project in North Carolina. The following year he worked on Groves' first job in Pennsylvania, a road job at Waynesburg in the southwest part of the state. For the next twenty years he was general superintendent on scores of projects in New Jersey, southern New York State and Pennsylvania. Under his field direction during these years the Groves' company had an outstanding record for performance and Jack was highly respected in the industry.

In 1946 Jack became Area Manager for Groves in New Jersey. He served in this capacity until 1962 when ill health forced his retirement.

He served several terms as President of the New Jersey Chapter of the Associated General Contractors. He became a member of The Moles in 1949 and in 1965 became a Member Emeritus still attending social functions whenever possible.

He is survived by his widow, Mrs. Eleanor G. Mathews; two sons and a daughter.



JOSEPH R. PERINI, SR., died on February 21, 1969 in Palm Beach, Florida, after suffering a heart attack. He was 69.

Born in Clinton, Massachusetts, he lived nearly all his life in Ashland and Framingham. He was six years old when he started in the construction business as a waterboy for his father's company in Clinton.

He and his brothers joined with their father, Bonfiglio and founded B. Perini and Sons. In 1925 Joseph became treasurer of the firm, his brother Louis president and the late Charles vice-president.

At his death he was Vice Chairman of the Board of this diversified construction concern.

He was Treasurer of the Boston Braves baseball team which brother Louis owned until 1964.

In Framingham he served as a member of the Park Commission and a trustee of Framingham Union Hospital. He was also a Director and President of the Framingham Trust Co., and became Chairman Emeritus of the Board of Directors. He was a Chairman of Selectmen in Framingham.

Among some of the company's large projects in the Boston area include the Massachusetts Turnpike Extension, the Callahan Tunnel and the Prudential Center Tower. They are, in joint venture, active on Bullards Bar Dam on California's Yuba River and the Newport Bridge across the Narragansett Bay, Rhode Island.

He received an Honorary Doctorate

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A Moment of Silence

GEORGE T. HAMMOND died on November 9, 1968 after a brief illness.

He received a Civil Engineering Degree from Columbia University in 1925 and was employed as an engineer with prominent Consulting Engineering firms among which were: Madigan-Hyland and Mueser, Rutledge, Wentworth & Johnston.

For Madigan-Hyland he worked on the original construction of the Bronx White-stone Bridge; the Crossbay Bridge; the Belt Parkway and the Gowanus Expressway.

His service with Mueser dates back to 1928 to the foundations at 120 Wall St. Also for Mueser he worked on the foundations for Bell Laboratory Building; Resident Engineer on foundations and superstructure on Indiana Toll Roads; foundations for Chase Manhattan Bank and Central Office Building foundations at Chase Manhattan Plaza. During 1965 and 1966 he was their Resident Engineer on the foundations for the Albany South Mall until ill health forced his retirement.

George became a Mole in 1960 and soon thereafter took an active part in the association whenever the opportunity arose. During the 1962 Students' Day George was a prominent participant and was of great assistance to the Committee.

Surviving are three daughters, a brother and two sisters.

PERINI

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of Laws from St. Anselm's College at Manchester, New Hampshire.

He is survived by his two sons; Joseph R. Jr. and Thomas B., four daughters; Mrs. Elda Marie McNiff, Mrs. Peter Vetri, Mrs. Mary Currie, and Mrs. Gilbert Stevenson; several grandchildren; two brothers; Alfred and Louis; four sisters; Mrs. Joseph Nicoli, Mrs. Edward Cavanaugh, Mrs. Lawrence Piotti and Mrs. Samuel Guarino.

As we go to press we sadly report the death of two members HOWARD W. HOLMES, Charles A. McGuire & Associates and LAMBERT T. O'NEILL, retired from Poirier & McLane Corp. We regret there was not time to prepare suitable tributes to them in time to appear in this issue.

EDUCATION ACTIVITIES

SUMMER EMPLOYMENT

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 utilize this procedure to their advantage.

Gardner M. Bishop, Chairman of the Education Committee urges those who have not heretofore employed these embryo engineers to study their requirements and if you find you will have need for extra help this summer, contact Mrs. Gallagher at The Moles' office.

This is your opportunity to develop new personnel for your organization and to give a young engineer a boost on his way to a career in heavy construction.

Students' Day

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Guides for the day included: Education Committee Members — Gardner Bishop, Seymour Berman, Melvin Febesh, Martin Kapp, Arthur Kenlan and Gerald Sarno, other Mole Members — Louis F. Booth, William J. Carroll, Artemas H. Crimmins, Jr., Harry Druding, Reuben Samuels and Dudley Saunders, personnel from contractors, material suppliers, and PA — A. Aronowitz, Gerald Bergh, Paul Brechbiel, Bill Borland, Dave Brown, H. P. Corti, Frank Durkin, H. Federli, Lester Feld, Leo Halley, Jim Hastie, H. Heuberger, Myron Hinckley, Bill McTigue, Al Scoglund, Larry Ueland, Dutch Werneke and Don York. The Moles extend their thanks to all of these men who worked so hard to make this day a success.

After the tour of the construction project was finished everyone went to the Commuters' Cafe for a late luncheon and a further discussion and question and answer period. Mr. Kapp, Mr. Druding and Mr. Saunders were able to satisfy the hunger for information about this truly great building project with answers to the pertinent questions which were asked of Chairman Bishop after the luncheon.

The Moles express their deep appreciation to Martin Kapp and his associates at the Port of New York Authority who did so much in organizing the day.

The Education Committee arranged for the following talks to be given for "on campus" meetings since our last issue of *Holing Through*.

MEL FEBESH at Manhattan College gave an interesting talk on foundations with particular emphasis on the use of tie-backs.

ALFRED HEDEFINE spoke at Rutgers University. The subject of his talk was the Newport Bridge, designed by Parsons, Brinckerhoff, Quade & Douglas for the Rhode Island Turnpike and Bridge Authority.

GARDNER M. BISHOP accompanied Mr. William Rhode, Chief Construction Engineer for the New Jersey Turnpike Authority who discussed (at the request of Stevens Institute of Technology) the highway work being performed.

The 1970 Award Dinner

will be held at the

New York Hilton

January 28th.

Admiral Husband's Address

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doors. I would like to suggest to you another thing that I think we need. I think we need a better public image. All too often our great successes we read only in the trade press and the shortcomings of a few get headline treatment. We need more people like John Volpe, like Red Blount, like Edgar Kaiser, like our two Honorees here tonight who find time for public service. I am confident the construction industry is going to meet these challenges successfully and I am proud to share this occasion with you here tonight. Thank you."