

NEWS BULLETIN

AN ASSOCIATION OF MEN

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OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

THROUGH

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NOVEMBER, 1969

DOUGLAS and CORBETTA to receive 1970 Outstanding Achievement Awards



WALTER S. DOUGLAS



ROGER H. CORBETTA

THE thirtieth pair of recipients for The Moles' Award for "Outstanding Achievement in Construction" are Non-Member, Walter S. Douglas, senior partner in the prominent New York City consulting engineering firm of Parsons, Brinckerhoff, Quade & Douglas and Member, Roger H. Corbetta, chairman of the board of Corbetta Construction Company, Inc. They will receive their bronze plaques and hand engraved and illuminated citations at the Annual Award Dinner to be held in the Grand Ballroom of The New York Hilton at Rockefeller Plaza on Wednesday evening, January 28, 1970.

WALTER S. DOUGLAS is a gentle-spoken man with a sincere interest in the vast need for public works projects over a very wide spectrum including flood control, water and air pollution, waste control,

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ROGER H. CORBETTA is a gentle, modest, fast-moving mountain of a man whose zest for concrete and zeal for quality are matched only by his insistence that there must always be a better way to do a job.

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Walter S. Douglas

(Continued from Page 1)

irrigation, airfields, ports and harbor facilities as well as mass transportation.

Professionally, Mr. Douglas is considered one of the country's foremost authorities in mass transportation planning. In addition to the original planning of the \$1.3 billion San Francisco Bay Area Rapid Transit System now under construction, he has directed the preparation of plans to meet the travel desires of regional areas such as Baltimore, Atlanta, Chicago, Detroit, southern New Jersey, and Allegheny County (Pittsburgh).

He is currently engaged in the development of a modernization program for the Long Island Railroad in New York, including the planning of a rail connection from Pennsylvania Station to J. F. K. International Airport; preliminary design of the Atlanta Rapid Transit System; and the planning of mass transportation systems for the cities of St. Louis, Missouri and Caracas, Venezuela.

Other major projects for which Mr. Douglas has had responsibility for planning and design are: National Transportation Plans for Colombia and Ecuador, South America; Puerto-Nuevo, Ecuador; Port of Callao, Peru; Port of Toledo, Ohio; Keflavik and Ernest Harmon Air Force Bases in Iceland and Newfoundland, respectively; and North American Air Defense Command (NORAD) underground combat operations center.

Mr. Douglas received a bachelor's degree in civil engineering from Dartmouth College in 1933 and went on to earn his master's degree from Harvard University in 1935.

He began his engineering career in the shop and drafting rooms of the Nashville Bridge Company in Nashville, Tennessee. In 1937 he joined the New York World's Fair 1939 Incorporated as an assistant to the chief of engineering design. During the next two years Mr. Douglas rose from that position to assistant to the chief engineer, who was a partner in the Parsons, Brinckerhoff organization. In 1940, he joined that firm as a staff engineer and — except for a four-year period in which he served with the U.S. Navy Civil Engineers Corps, rising in rank to Lieutenant Commander — he has held positions of growing importance from associate and principal associate, to partner in 1952 and senior partner in 1966.

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Roger H. Corbetta

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He founded the Corbetta Construction Company in 1922 and under his direction the company has pioneered in many phases of construction in both heavy and building; rising to become one of today's most versatile contracting organizations.

Modern concrete and Corbetta grew together. One benefitted from the other. Corbetta brought to construction many innovations, many fruitful ideas.

In 1930 the Corbetta team was the first user of plywood for concrete formwork; in 1938 they pioneered the use of a long boom crane for construction of concrete buildings; in 1943 they were the first to build long span, thin shell, concrete hangars; in 1951 they pioneered in the use of insulation in sandwich wall precast construction; in 1953 they were the first user of Thermit welding for reinforcing steel.

During World War II when Admiral Ben Moreell was directing the war emergency construction program, one of those he called upon to help carry the burdens of this huge task was Roger Corbetta. Corbetta faced an almighty test in the five year task of building Rota seaport on Spain's Atlantic Coast. The Spanish Base and Harbor Facilities consisted of two piers, a 2 mile long breakwater, a wharf, plus dredging the harbor and providing roads, railroad sidings, etc.

A few other projects built under Mr. Corbetta's direction have been: Drydock #3 at Brooklyn Navy Yard for the Bureau of Yards and Docks; foundation for Pier 57 in the Hudson River which was built as three caissons at Haverstraw, New York and floated down the river and sunk in final position; caissons for Tappan Zee Bridge which also were built in the dry at Haverstraw and floated into final position; New York City's prestressed Pier 40; and Anchorages for the Triboro and Whitestone Bridges.

In joint venture with Walsh Construction Company work is currently underway on the \$100 million project for the construction of the Albany South Mall Platform which consists of the main platform, a health center and meeting center.

Also in joint venture with Humphreys & Harding, Corbetta is engaged in the tremendous \$50 million addition and expansion to the Pan American Terminal.

Mr. Corbetta is continually and actively engaged in various programs. He is the developer of the Poughkeepsie

Award Presenters

R. Adm. Peter Corradi, CEC-U. S. N. (Ret.) currently senior vice president of Raymond International Inc., has been selected to present the Non-Member Award to Walter S. Douglas. He has known Walter Douglas since the days when the Parsons, Brinckerhoff organization performed planning and design work for the Bureau of Yards & Docks when Admiral Corradi was the Chief of that Bureau.

Francis A. Vitolo, president of Corbetta Construction Company, Inc., will present the Member Award to Roger H. Corbetta. Frank has worked with Roger and has been very close to him since 1943.

ROGER H. CORBETTA (Continued)

Urban Renewal Plan. This consists of some 475 acres of slum clearance and rehabilitation. He is developing 75 acres of waterfront property along the Hudson River which includes apartments contained in hi-rise buildings. The first of these hi-rise moderate income buildings is nearing completion. It is 18 stories high containing 179 units and will be ready for occupancy during the early part of 1970.

Always conscious and working to improve the "constructor's image", Roger has been devoting much of his time the past few years to advancing the cause of the industry.

He is a founder and past president of the Concrete Industry Board of New York and founder and past president of the American Society of Concrete Constructors. He has traveled around the country; attending meetings, serving on committees, urging reforms and preaching the message of quality control in concrete construction. While president of the American Concrete Institute he instigated and initiated a plan for the accreditation of concrete construction. After a three-year study by a nine-man committee representing the American Concrete Institute, the American Institute of Architects and the American Society of Civil Engineers, the National Board of Accreditation for Concrete Construction was established. Its goal is to attain maximum assurance of quality in concrete structures.

Mr. Corbetta is currently president of the Building Trades Employers' Association.

Roger lives on his Attebroc Farm at Millbrook, New York where he raises Guernsey cattle.



Award Chairman

The activities of the Award Committee this year are under the direction of VICTOR B. HERTSLET, Award Chairman. Vic is a Vice President of The Arundel Corporation which has its headquarters in Baltimore, Maryland.

He graduated from Lehigh University in 1933 with a bachelor of science degree in mechanical engineering.

During the period from 1929 to 1935 he worked for P. Sanford Ross of Jersey City on their dredges. Much of this was during summer vacations.

He joined Merritt-Chapman & Scott Corporation in January of 1936 and worked on various projects until July 1943 when he volunteered for Military Service.

Vic served with the United States Army Engineers in the Pacific.

Since 1946 he has been associated with The Arundel Corporation and has broad experience in the heavy construction industry. He was elected a Vice President in early 1968 and concentrated on business development activities for the Construction Division as well as the Construction Materials Division.

He is currently directing the construction of the Offshore Facilities for the Peach Bottom Atomic Power Plant on the Susquehanna River.

He became a member of The Moles in 1949 and has served on the Publicity Committee and last year was Vice Chairman of the Award Committee.

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Guest Speaker

CAPTAIN WALTER M. SCHIRRA, JR., United States Navy (Ret.) is to be the principal speaker at the thirtieth annual Award Dinner on January 28, 1970.

Captain Schirra was born in Hackensack, New Jersey on March 12, 1923. He graduated from Dwight Morrow High School, Englewood, New Jersey and received a bachelor of science degree from the United States Naval Academy in 1945. He has received an Honorary Doctorate in Astronautical Engineering from Lafayette College and an Honorary Doctorate Degree in Science from the University of Southern California.

His flight training was at the Naval Air Station, Pensacola, Florida as an exchange pilot with the United States Air Force 154th Fighter Bomber Squadron and he flew 90 combat missions in F84E aircraft in Korea.

He assisted in the development of the sidewinder missile at the Naval Ordnance Training Station at China Lake, California and was Project Pilot for the F7U3 Cutlass and Instructor Pilot for the Cutlass and the FJ3 Fury. He flew F3H-2N Demons while assigned as Operations Officer of the 124th Fighter Squadron on board the Carrier Lexington in the Pacific.

After attending the Naval Air Safety Officer School at the University of Southern California he completed Test Pilot training at the Naval Air Test Center, Patuxent River, Maryland. Later

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Honorary Member

President Frank H. Peavey presented Honorary Member FREDERIC A. DAVIDSON, JR., Commissioner of Public Works, City of New York with his certificate at the Members' Dinner held on November 5th.

In presenting the Commissioner with the certificate President Peavey said, "I'm sure we all agree Rick is more than qualified to become a member of The Moles."

Commissioner Davidson joined the New York City Department of Public Works on May 1, 1967.

Before joining the City Administration he had been President and General Manager of the Chesebro-Whitman Company, and Vice-President of the Patent Scaffolding Company, a Division of the Harsco Corporation, for ten years.

Mr. Davidson came into City government with a long and distinguished record as a construction expert, and he has demonstrated during the past year that he has the ability to apply his businessman's skills to the problems of City government.

Commissioner Davidson is a graduate of Dartmouth College and the Thayer School of Engineering, having received the degrees of bachelor of arts in 1940, and civil engineer in 1941.

Serving with the United States Navy from 1941 to 1947 he attained the rank of Lieutenant Commander, and holds nine battle stars for service in the Pacific.

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• • • **A Moment of Silence** • • •



BERNARD F. DIAMOND died on October 12, 1969 at St. Joseph's Hospital in Savannah after a very short illness. He would have been 68 the following day.

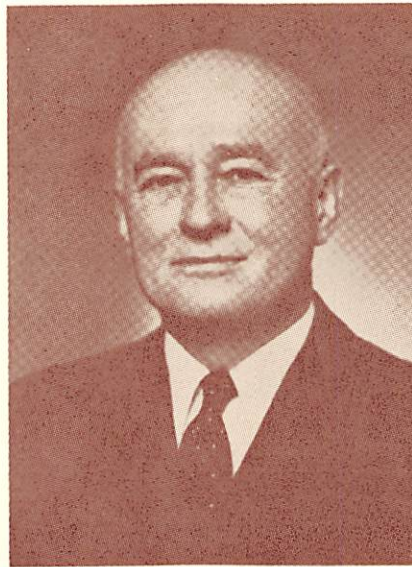
He was president of the B. F. Diamond Construction Co., founded in 1930 and headquartered in Savannah, Georgia. He was also owner of Marine Construction and Engineering Co., Ltd., of Freeport, Grand Bahama Island and owned a 1200 acre cattle farm near Savannah.

Barney Diamond was born in Savannah, Georgia orphaned and raised in the Bethesda Home for Boys, where he received his basic education. In the over forty years that followed his leaving Bethesda it remained the center of his interest and charities despite worldwide success. He was active in the home's alumni association and it was a continuing beneficiary of the Bernard F. Diamond Foundation and of his private gifts.

He left Savannah at the age of fifteen to go to sea and remained in the Merchant Marine until after the first World War. Following the War he worked for several different major construction companies including the American Bridge Co., and the Phoenix Bridge Co., as an iron worker and crane operator. He acquired technical education through correspondence courses.

Mr. Diamond was the epitome of the self-made man, that individual whom

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JESSE V. HONEYCUTT died on October 29, 1969 at the age of 76 at his home in Bethlehem, Pennsylvania.

Mr. Honeycutt was named vice president of sales and a director of Bethlehem Steel Corporation in 1954 and had put in 49 years with the corporation when he retired in 1963.

He was born and educated in North Carolina and went to Bethlehem in 1914. He worked his way up through the ranks, through the various regional sales offices of the corporation to the position he held at retirement.

A member of the American Iron & Steel Institute, he received the Institute's Certificate of Recognition for service with the War Production Board during World War II; for his work with the Office of Price Stabilization in 1952 and 1953 and for service with the Department of Commerce during the early nineteen fifties.

In 1957 he was the principal speaker at The Moles' Award Dinner and thereby became an Honorary Member of the Association.

Mr. Honeycutt was active in the Moravian Church in Bethlehem and a member of the board of trustees of the church and a trustee of Moravian College for men. His other memberships included the Saucon Valley Country Club and the

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CARL LESLIE SWENSON, SR., died on June 17, 1969 at Northern Westchester Hospital in Waccabuc, New York. He was 75.

Son of Oscar W. Swenson, The Moles' Non Member Award recipient in 1946, Carl, Sr., had been an officer, president and chairman of the board of Foley Brothers an international construction and engineering company headquartered in Pleasantville, New York for more than 47 years.

During this time he personally directed some of the largest construction projects in the country. Outstanding examples of this work include Shasta and San Gabriel Dams in California; and the Delaware Aqueduct for the New York City Board of Water Supply, under the Hudson River at Chelsea. For Anaconda, Bethlehem Steel and U. S. Steel, he directed major mining projects and did considerable work for the United States government during World War II.

Mr. Swenson was born in St. Paul, Minnesota and graduated from Dartmouth College in 1915. He served with the United States Army First Division in World War I and received an LLB from the St. Paul College of Law in 1920.

He is survived by his wife, Jean Lind Swenson; a daughter, Mrs. Barbara Von Grothaus; two sons, R. Lind, and Carl L., Jr.; and six grandchildren.

• • • A Moment of Silence • • •



FREDERICK C. SCHLEMMER died on January 17, 1969 at the Chattanooga Hospital in Tennessee. He was 70 years old, and a construction consultant at the time of his death.

Mr. Schlemmer had been engaged in the construction of major domestic and foreign projects for 52 years. He had been in charge of construction of dams, locks, hydro-electric and steam-electric power plants, industrial and oil refinery projects, mainline railroad relocations, electrification, military airfield and other types of engineering and construction works.

During 1946 to 1948 he was consultant to the Atomic Energy Commission at Hanford, Washington and Los Alamos, New Mexico. He was manager of the Hanford Works for the AEC from 48/50. During 1950 and 1955 he was vice president in charge of construction for Burns & Roe and directed construction of electric power plants in Greece and the United States.

For Ebasco Services during the period from 1956 through 1966 he supervised construction of hydro-electric projects in Montana, Oregon, Indiana, Iowa, Wyoming, Peru and the Keystone Electric Generating Station in Pennsylvania.

He directed the construction of the U.S. Air Force Turnkey Air Base at Tuy Hoa South Vietnam, as general construction manager for Walter Kidde during 1966 and 1967.

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FRANK W. FOLEY died October 31, 1969 of a heart attack suffered after a short illness in Nyack Hospital.

Frank was born on March 26, 1910 in Brooklyn, New York. His father, E. W. Foley, Sr., a Brooklyn contractor had to go where the jobs were and his family followed these jobs: canals, bridges, reservoirs, railroads, across the country. As a result Frank's early schooling varied from a one-room country school to the elegant French nuns in a New England City. His days at The Manlius School and friendships formed there were a cherished part of his life. Frank also studied at New York University.

In 1941 he gathered a group of construction men from a completed New York State bridge job on which he was superintendent and went to Bermuda for Arthur A. Johnson, Inc., on the Army Defense Base.

In December 1942 he was one of a staff of fifteen who went to Brazil with Samuel W. Marshall, member of Parsons, Klapp, Brinckerhoff and Douglas consultants on the reconstruction and extension of Vitoria-Minas Railroad to the iron ore mines at Itabira and the construction of an ore port facility at Vitoria.

He was a principal, along with his brother, Edward (also a Mole) and his sister Marion, of Triangle Contractors, Inc., a firm performing pile driving work and railroad and subway trackwork.

In recent years, Frank who had re-



HARRY E. PAGLIARO died on June 25, 1969 after a long illness at the John T. Mather Memorial Hospital in Port Jefferson Station, New York. He was 72.

Mr. Pagliaro was a specialist in the heavy construction industry joining the firm of Spencer, White & Prentis, Inc., when it was first organized in 1919. He was in charge of the installation of foundations for some of the tallest skyscrapers in the city of New York.

During World War II, he supervised the construction of the Norfolk Drydock and the Alabama Drydock and Shipbuilding Co., which made a record in turning out seventy-two tankers.

In 1950, Harry organized his own firm, the Sterling Foundation Co. and entered into an association with Merritt-Chapman & Scott Corp., in the construction of tunnels and bridges along the Eastern Seaboard.

He was recognized as an authority in soft ground construction.

He is survived by his wife, Linda; two sons, Harold and Edward; three grandchildren, Blake, Robert and Suzanna and a great-grandchild, Jesse.

FRANK W. FOLEY (Continued)

tained his valued membership in Local 1456 Dockbuilders, worked on many foundation projects in the Albany area and at the time of his death he was employed by Fehlhaber-Horn.

He is survived by his brother, Edward W. Foley, Jr.; and two sisters, Miss Marion Foley and Mrs. Richard Velte.

A Moment of Silence

ALBERT J. ALLIO died on August 21, 1969 in Waldboro, Maine where he had resided since retirement from Walsh Construction Company. He was 65.

Mr. Allio graduated from Rensselaer Polytechnic Institute in 1927 and continued his studies at the University of Michigan and Brooklyn Polytechnic Institute until 1929.

He was employed by Walsh Construction Company for over twenty-five years during which time he held responsible positions on many of their major projects including: Downsview Dam; East Delaware Tunnel; Air Base Construction in Spain and France and the Lincoln Center for the Performing Arts.

Before his retirement he held the post of Vice President and Chief Engineer of Walsh-Canadian Construction Company, Ltd.

LESTER J. HENSLEY died on August 12, 1969 at Montgomery, New York where he resided since his retirement.

He was born in 1901 and attended the Fordham School of Law. He graduated with a degree in Mechanical Engineering from Stevens Institute.

During the period from 1925 through 1933 he worked as a construction engineer on the Holland Tunnel and various subway work throughout the City of New York. He served with the Army Engineers at Fort Wright on Fisher's Island and during World War II he served overseas in the African and European theaters.

Mr. Hensley was relieved of active duty on October 1, 1946 after attaining the rank of Lieutenant Colonel and went to New London, Connecticut where he became an Engineering Consultant.

He was a member of the Connecticut Society of Civil Engineers.

Jesse V. Honeycutt

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Bethlehem Club of Bethlehem; the Metropolitan Club of New York; The Pine Valley Country Club; the Racquet Club; the Gulf Stream Golf Club and the Everglades Club.

He is survived by two daughters, Mrs. John J. Somerville and Mrs. George A. Barker, Jr.; a brother, Kemp; six grandsons and a great-grandson.

Walter S. Douglas

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Under Mr. Douglas' leadership, Parsons, Brinckerhoff greatly expanded its architectural and planning abilities, added an IBM 1130 scientific computer to its facilities, and accelerated its growth toward a true multi-disciplinary capability. Today, the 700-man, 85 year old organization, which has undertaken projects on all continents except Antarctica, can staff large-scale, complex programs almost entirely with its own personnel.

All this has been in continuance of the long tradition of the firm which was concisely stated in 1919 by Walter J. Douglas, Mr. Douglas' father, a partner in the firm for twenty-five years. In the words of the elder Mr. Douglas, "The



Walter M. Schirra, Jr.

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he was assigned at Patuxent in Suitability Development work on the F4H.

Captain Schirra has accumulated 4,300 hours flying time in jet aircraft.

One of the seven Mercury Astronauts named by NASA in April 1959 he piloted the six orbit Sigma 7 Mercury flight (a flight which lasted 9 hours and 15 minutes) on October 3, 1962. Recovery of the Sigma 7 spacecraft occurred in the Pacific Ocean about 275 miles northeast of Midway Island.

Since then he has served as backup command pilot for the Gemini 3 Mission and on December 15/16 he occupied the Command Pilot seat on the history-making Gemini 6 flight. The highlight of this mission was a successful rendezvous of Gemini 6 with the already orbiting Gemini 7 spacecraft; thus accomplishing the first rendezvous of two manned maneuverable spacecrafts and establishing another space first for the United States. Known as a "text book" pilot, Captain Schirra remained in the spacecraft following his Mercury and Gemini flights and is the first Astronaut to be brought aboard recovery ships twice in this manner.

Captain Schirra has logged a total of 295 hours and 14 minutes in space.

Since his retirement from NASA he has been made president of Regency Investors, Inc., of Denver, Colorado which is a subsidiary of King Resources.

Along with Walter Cronkite he narrated the Apollo 12 Moonshot which took place this month.

market for civil engineering is ever-different. The ability to adjust our thinking to ever-changing needs is important. A firm like ours must change in order to survive. It must be flexible".

The success of Mr. Douglas, as well as his predecessors, in carrying out this credo can be gaged by considering some (not all) of the projects upon which the firm is currently at work. They include airport projects in New York, New Jersey, and New Hampshire; bridges in Oregon, New York, Virginia, and Maryland; a dam in Hawaii; a flood control program in New York and another in New Jersey; well over twenty highway jobs, in California, Massachusetts, Virginia, New Jersey and New York; parking garages in Ohio and New York; port and harbor projects in Ohio, New York, and Virginia; tunnels in Virginia, Hawaii, California, Minnesota, Hong Kong, and Japan; water supply and sewerage programs in New York and Massachusetts; housing development in New York, New Jersey, and Massachusetts; a department store in Brooklyn and one in Connecticut; Defense Department facilities in various parts of the country; a school in Massachusetts; and a motel/office building in New Jersey. Mention should also be made of Parsons, Brinckerhoff's participation in a research program for a tracked air cushion vehicle.

Twenty-nine years of tides have flowed feverishly up and down Narragansett Bay since Parsons, Brinckerhoff, Quade & Douglas, the engineering architectural, and planning firm whose partner Alfred Hedefine nurtured the Newport Bridge from preliminary discussions through final design and construction inspection, to the application of the last bucket of paint in 1969. The formal opening occurred on June 28, 1969.

Walter S. Douglas is registered as a Professional Engineer in a dozen states, and in the National Bureau of Engineering registration. He has received the James Laurie Prize from the American Society of Civil Engineers of which he is a Fellow, for his contributions to the field of transportation with special emphasis on his leadership in establishing criteria for solutions to long-range transportation problems in urban areas. Mr. Douglas is also a Vice President of the American Institute of Consulting Engineers, the National Society of Professional Engineers and the Harvard and Dartmouth Engineering Societies.

Mr. Douglas resides in Plainfield, New Jersey.



25-YEAR MEMBERS



Twenty-seven men were elected to membership in The Moles during the year 1944. Of these; nine have been elected to emeritus status, five are active and nine have passed away and are listed in the Memoriam Column of The Moles' directory. The other four men have either resigned or for one reason or another drifted away.

The fourteen members still on the roster have received Twenty-Five Year Certificates. They are:

ROBERT B. ALSOP — Member Emeritus since 1956 now residing in Syracuse, New York. Mr. Alsop was actively engaged in heavy construction for The Foundation Co.; and others, directing construction of bridge foundations, dams, powerhouses, etc., in many parts of the country from 1926 until his retirement.

ANTHONY M. Del BALSIO is president of Del Balso Construction Corp., general contractors specializing in heavy construction projects.

WILLIAM DENNY received The Moles' 1960 Member Award while he was executive vice president in charge of construction for Merritt-Chapman & Scott. In 1965 he joined Raymond International Inc., as senior vice president & general manager in charge of their heavy construction division. Mr. Denny has retired this year after a long and outstanding career in heavy construction and is moving back to his home-town, Sedalia, Missouri.

RUSS L. ELLINGSEN — Member Emeritus since 1967 had a long record of heavy construction experience in charge of projects both foreign and domestic for Johnson, Drake & Piper, Inc. He was an officer of the parent firm and some of their subsidiary firms which included Offshore Services Inc., where they performed some of the early military work in Vietnam.

MARIO "MIKE" GIARDINO — Member Emeritus since 1966 was the owner

of M. D. Giardino, contractors performing dockbuilding work for the Army Engineers and private owners both here and overseas.

JOHN C. HENNESSY — Member Emeritus since 1959 was actively engaged in the heavy construction industry until ill health overtook him. He worked on subways, foundations, etc., for Fehlhaber Co., and Poirier & McLane Corporation.

FRANK L. KELLY is executive vice president for Colonial Sand & Stone Co., Incorporated. Mr. Kelly has been supplying materials to construction companies for many, many years and has often performed subcontracting work for many outstanding construction firms.

JAMES J. KENNEDY — Member Emeritus since 1966 spent most of his life with Sprague & Henwood, Inc. At the time of his retirement in 1966 he was vice president in charge of their New York office.

DANIEL M. LAZAR is president of Cayuga Construction Corp. Dan is very active in The Moles currently serving as a Trustee and Chairman of the Membership Committee. He is also a vice president of The General Contractors' Association of New York.

JAMES E. MacDONALD, JR. — Member Emeritus since 1962 was associated in an executive capacity with the Goodall Rubber Company supplying rubber products to the construction industry until his retirement in the early nineteen sixties.

CARLTON S. PROCTOR — Member Emeritus since 1966 was president of The Moles in 1949 and the recipient of The Moles' Member Award in 1963. At that time he was partner in the consulting engineering firm known then as Moran, Proctor, Mueser & Rutledge. Mr. Proctor also presented the Non-Member Award to the late Herbert Hoover and Honorary Membership to the late Dwight D. Eisenhower in 1950. While he has been quite ill for the past several years we still hear from him occasionally and the thoughts of all The Moles are always with him.

JOHN A. REILLY — Member Emeritus since 1964 served in an executive capacity for The Arundel Corporation for many years. Mr. Reilly retired in 1963 at the age of 72 after serving over 52 years in construction; 42 of which were with The Arundel Corporation in the New York, New England area.

J. D. TULLER — Member Emeritus since 1957 was president of The Tuller Construction Co., of Red Bank, New Jersey performing heavy construction work such as highways, bridges, etc., for the State of New Jersey and out of town.

S. JAY WINTERBERG is chief engineer for Fehlhaber Corporation headquartered in New Rochelle, New York. They are currently, in joint venture, performing the foundation work for the Albany South Mall.

Award Chairman

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Vic is an active member of various professional societies, including the Engineering Society of Baltimore, Inc. and the Society of Military Engineers. He is a past president of the Lehigh Club of Maryland and is active in civic work in the city of Baltimore, particularly in connection with Y. M. C. A. programs.

Honorary Member

(Continued from Page 3)

A licensed professional engineer, active in the construction field for many years, Commissioner Davidson's professional memberships include the American Society of Civil Engineers and the American Institute of Architects. He is also a member of the New York Building Congress.

Commissioner Davidson resides in New York City and in New Rochelle. He and Mrs. Davidson are the parents of five children: Leslie, Frederic III, Andrew, Patricia, and Kristina.

MOLES . . . here and there

● EMIL H. PRAEGER added still another Award to his collection when he became the New York State Society of Professional Engineers' "Engineer of the Year" for 1969 on June 20th at Massena, New York. A few of the other Awards received by Capt. Praeger over the years have been: 1963 Annual Consulting Engineers Council Award; 1955 Gold Medal in Engineering given by the Architectural League of New York; Civil Engineer of the Year 1952 by the Metropolitan Section of the American Society of Civil Engineers; and in 1966 he was named an Honorary Member of the American Society of Civil Engineers.

● CHARLES STILLMAN on a recent Scandinavian Tour picked up a postcard which had a story about "THE HOLE" which we thought might be of interest to some Moles.

"Some men of Moles once had to dig a well. They found themselves with a lot of soil left over and they didn't know what to do with it. They couldn't just let it lie about, it was in the way, so they dug another hole somewhere else to put it in. This seemed a very good idea until the second hole was nearly finished, when one of the diggers, having given the matter some thought, asked what they were going to do with all the soil they were piling up from the hole they were digging."

This was not an unreasonable point to make, of course, and it looked as though a long talk would be necessary to find a solution in the usual way. But the wisest of the party had the answer pat: 'Oh, that'll do all right. We'll dig the hole so big that it'll hold both.' So they went on digging."

● ROBERT E. WHITE gave an interesting talk on October 30th as a part of a seminar in Soil Mechanics and Foundation Engineering which is being held at Columbia University for graduate students and practicing engineers this semester. The subject of Mr. White's talk was "High Capacity Foundations". MARTIN S. KAPP participated in this same seminar and spoke on "Foundations for the World Trade Center" on November 13th.

● BILL YOUNGS has written a delightful book about JIMMIE LOVELL. Its title "The Man of Action", published by Sweet Publishing Company is a biography of Jimmie but it reads like a novel. Perhaps this is because the author has such inimitable talent. Those friends of James Lacy Lovell in the construction industry will surely want to read this book because even if you thought you knew him you'll find out things you never knew. His childhood, his early years in the United States Navy during World War I, his days with DuPont, and the worthwhile religious work he is doing in his retirement, all shows what makes Jimmie Lovell beloved to all who know him, and will endear him to those young fellows coming up who may not have known him.

● EDGAR F. KAISER was awarded the Hoover Medal by the American Society of Civil Engineers at the Society's meeting October 13th in Chicago. The Hoover Medal was founded in 1929 and was instituted to commemorate the civic and humanitarian achievement of Herbert Hoover, Honorary Member, ASCE. Inscribed on the medal is the legend "Awarded by Engineers to a Fellow Engineer for Distinguished Public Service".

● WALTER L. SCHLAGER, Jr. was appointed president and general manager of the Long Island Rail Road on July 28, 1969. Prior to his appointment Mr. Schlager was Executive Officer, Operations and Maintenance for the New York City Transit Authority. "As a commuter" from Manhasset, L. I., Mr. Schlager admitted "he had his problems". However, as a man who is known to get things done, we can see things are now shaping up for Long Island Railroad commuters.

● FRED L. DOOLITTLE has been appointed a special advisor to Campanella Corporation, Rhode Island based heavy construction and materials supply firm.

● HUGH F. DOHERTY has been elected a director of Perini Corporation. He has been with Perini since 1932 and in 1960 was named a vice president of the firm.

The 1970 Award Dinner

will be held at the
New York Hilton
January 28th.

Bernard F. Diamond

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many believe today to be part of an American mythology but who in this instance was truly real.

He received The Moles' Award for "Outstanding Achievement in Construction" in 1967. Among some of these outstanding achievements were: the rebuilding of the Pennsylvania Railroad Bridges in 1943 over the Potomac River (without interruption of traffic); a total of thirty six Navy jobs during World War II for which he was given the Navy "E" Award; the Rappahannock River Bridge which had a total of sixteen caissons; the Forrestal Pier in Norfolk, Va., the second Elizabeth River Tunnel between Portsmouth and Norfolk, Va., and Pier "P" also in Norfolk.

At the time of his death his construction firm was completing work on a bridge across Shipyard Creek at the very site where he lived on the Bethesda marshes. The roadway, which will open Skidaway to development as an oceanographic center and will add thousands of homesites to the growth of Chatham County and the whole state, is considered one of the major construction projects of the times.

He is survived by his wife, Delores; a son, John; two stepdaughters, Pamela and Cheryl; a brother, Raleigh and three grandchildren.

Frederick C. Schlemmer

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A native of New York City, he was a fellow of the American Society of Civil Engineers, Tennessee Valley Section; member of the Society of American Military Engineers and the Chattanooga Engineers Club.

He is survived by his wife, Elnora; two sons, William and Norman; and six grandchildren.