

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, 1971

Alfred H. Korsen Moles' President 1971/72

Officers and Trustees Elected

ALFRED H. KORSEN, for many years in a high position of leadership with the Slattery Companies, has been elected to serve as President for the 1971/72 year. He will be the thirty-third President of The Moles.

Al, along with the other Officers elected, will be installed at the Annual Business Meeting and Dinner to be held on May 5, 1971 at The Biltmore.

The other Officers are: First Vice President, P. Corradi, Executive Vice President of Raymond International, Inc., a resident of New York City; Second Vice President, Reuben Samuels, Vice President and Chief Engineer of Thomas Crimmins Contracting Co., a resident of Paramus, New Jersey; Treasurer, Louis W. Hall, Vice President of Turner Construc-



tion Company, a resident of Scarsdale, New York; Secretary, Norman Nadel, President of MacLean-Grove & Company Inc., a resident of Scarsdale, New York; and Sergeant-at-Arms, Ralph Siegrist, Tunnel Consultant, Commercial Shearing & Stamping Company, a resident of Beach Haven Gardens, New Jersey.

Trustees elected to serve until April 30, 1974 are: Sidney P. Gilbert, President of Underpinning & Foundation Company, a resident of Malverne, New York; Philip S. Miller, President of Mohawk Constructors, Inc., a resident of West Orange, New Jersey; and Richard A. Tower, Vice President of J. Rich Steers, Inc., a resident of Chatham, New Jersey.

President-elect Korsen was born in New York City

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ALFRED H. KORSEN

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on August 18, 1908. He received a Civil Engineering Degree from Northeastern University in Boston, Massachusetts. Shortly after graduation in 1931 he entered the construction field and in 1933 he joined the Slattery organization as a field engineer. He rose steadily through the ranks as Superintendent, General Superintendent, Chief Engineer, Vice President, Executive Vice President, Board Member and Advisor.

Slattery is one of the leading companies in heavy construction in the New York Metropolitan area and has participated significantly in the construction of the Bruckner Expressway, the Long Island Expressway, the Verrazano Bridge, the Cross Bronx Expressway, Clearview Expressway, Gowanus Expressway and Clove Lakes Expressway.

Al also figured prominently in Slattery's role as a joint venturer for the United Nations Building, the New York Coliseum, the Fairless Steel Works, Philharmonic Hall, the 63rd Street Tunnel and the World Trade Center.

Countless skyscrapers in the New York area rest on foundations to which Al contributed his expertise such as the Seagram Building and the First National City Bank Building. However, more important than all of these projects is the genuine respect and deep admiration that all of his colleagues in The Moles and the Industry feel for Al. He is probably one of the best liked men in the construction field today.

Al became a member of The Moles in 1952 and since 1957 served consecutively as a committee member, then Chairman of the Membership Committee, Trustee, Award Chairman, and Second and First Vice President. He has served on the Executive Committee for the past seven years.

He is a member of the Engineer's Club, American Society of Civil Engineers, National Society of Professional Engineers and is a Professional Engineer in the State of New York.

Al and his wife, Edna, live in Englewood, New Jersey and during the winter months, when Al is free, they enjoy their new home in Delray Beach, Florida.

• MOSES HORNSTEIN was selected 1971 Man of the Year of the Hebrew Academy of Nassau County. He will be honored for his many years of service to the Academy and for his philanthropic accomplishments in the spheres of Nassau County's civic, cultural and religious life.

Kapp Appointed



MARTIN S. KAPP

MARTIN S. KAPP was appointed Chief Engineer of The Port of New York Authority to succeed the late John M. Kyle. Mr. Kapp's appointment was announced by Austin J. Tobin, Executive Director of the bi-state agency on November 16th.

Mr. Kapp has spent his entire professional career in service to the Port.

In 1968 he was awarded the Authority's Distinguished Service Medal for his "vision, technical skill, perseverance and outstanding record of exceptional service in the relatively new field of soils technology". Earlier, in 1955, he received the bi-state agency's Commendation Medal for "the initiative, judgment and courage he displayed" in the rescue of the pilot and passenger in the Port Authority helicopter that had met with an accident on the roof of the Port Authority Building.

In his work with the Port Authority, Mr. Kapp has specialized in soils and foundations on such projects as the third tube of the Lincoln Tunnel; Newark, John F. Kennedy International and LaGuardia Airports and the George Washington Bridge approaches. He also had the responsibility for the soils and foundation work relating to reclaiming and stabilizing the marshland area now known as the Elizabeth-Port Authority Marine Terminal. Prior to that he directed similar work for the runway extensions for LaGuardia Airport and the current redevelopment program at Newark Airport.

Mr. Kapp attended Swarthmore College, Harvard College and Harvard University, where he received his B.S. and

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MOLES ELECT 34 NEW MEMBERS

At the Executive Committee Meeting held on April 6, 1971, thirty-four new members were elected to membership. In alphabetical order they are: E. Roy Anderson, Perini Corporation; Gordon H. Ball, Gordon H. Ball, Inc.; Chauncey E. Burtch, Dravo Corporation; Jean E. Bush, Raymond International Inc.; Santi Campanella, Campanella Corporation; Gerard J. Carty, Walsh Construction Company; Anthony DeBiase, Port of New York Authority; Donald R. Ferguson, Bechtel Corporation; Arthur J. Fox, Jr., Engineering News-Record; Edward D. Grandle, Raymond International Inc.; Joseph J. Haggerty, Jr., Interboro Surface Co., Inc.; S. Lawrence Hornstein, Horn Construction Co., Inc.; John E. Lescroart, Atlantic, Gulf & Pacific Company; Gerald J. Levy, Elgood Hydraulics Corp.; Albert J. Maiorano, Walsh Construction Company; Matthew R. McInerney, The Conduit & Foundation Corp.; Donald E. McMahon, Reliable Drilling Corporation; John D. Muncks, Chas. H. Thompkins Co.; Eugene G. Murphy, Gordon H. Ball, Inc.; Paul Oberleitner, Morrison-Knudsen Co., Inc.; Richard J. Olds, New York Hospital — Cornell Medical Center; Stephen M. Olko, Olko Engineering; Patrick A. O'Neill, Franki Foundation Company; Austin J. Paddock, Blount Brothers Corporation; Albert J. Perini, Perini Corporation; Alexander S. Rogers, American Bridge Division — U.S. Steel Corporation; Frederick L. Sager, MacLean-Grove & Co., Inc.; John D. Saunders, Slattery Associates, Inc.; Peter H. Smith, Gibbs & Hill, Inc.; Robert L. Smith, Warren Brothers Company; Donald Unbekant, Cayuga Construction Corp.; Rudi van Leeuwen, Spencer, White & Prentis, Inc.; Peter J. Winkelman, D. W. Winkelman Co., Inc.; George Zogbi, J. C. MacElroy Co., Inc.

KAPP (Continued)

M.S. degrees specializing in soil mechanics and foundation engineering. He is a member of the International Conference on Soil Mechanics and Foundation Engineering and an associate of the Highway Research Board; a Fellow of the American Society of Civil Engineers; a member of the Society of American Military Engineers and a registered professional engineer.

For The Moles, Mr. Kapp serves as Trustee and Chairman of the Education Committee.



M E M B E R S E M E R I T U S



In order to maintain the vigor and enthusiasm of The Moles it is necessary to continuously interject young members into the activities of the Association.

This has been accomplished, within the limited membership of The Moles by the Member Emeritus Status. This plan has been beneficial to many of the senior members of the organization in that they may seek Emeritus Status and still maintain most all the privileges of membership; be relieved of the payment of annual dues; and create a vacancy for a qualified candidate to be elected to membership.

Among those who were elected to Emeritus Status this past year by the Executive Committee are:

CHARLES B. deLEON — from 1935 until recently affiliated with Edward Ehrbar, Inc., construction equipment distributors. Prior to that he was engaged on subway contracts with Spencer, White & Prentis and Hart & Early Co.

HOWARD G. DIXON, SR. — 1963 President of The Moles. — retired, after a career of over 35 years, as Senior Vice President of Johnson, Drake & Piper in 1965 and has been doing private consulting work since that time. Howard served prominently with many construction and engineering organizations and also served as president of the New York State chapter of AGC for two terms.

JOHN L. DOHERTY — retired a few years ago as Vice President and General Manager of Construction of the Perini Corporation after a construction career of over 40 years.

CONRAD L. FALKIEWICZ — for over twenty-five years affiliated with Allen N. Spooner & Son rising to the post of President of the firm in 1965. Since the liquidation of the firm. Mr. Falkiewicz has been retired.

LELAND B. FRASER — Member of a distinguished engineering family he was President of Fraser Brace & Co., engineers and contractors, when he became a member of The Moles. He is now completely retired to his home in Cutchogue, Long Island.

EDWARD S. GOOD — General Contractor for heavy construction work for many years has recently moved to Florida to become active in the Sunshine State. He has been a member of The Moles since 1947.

JOSEPH J. HAGGERTY, SR. — Formerly President of Sicilian Asphalt Paving, Joe is now retired and spends a great deal of time on his farm on Long Island. In November 1965 he received his 25 Year Certificate from The Moles.

S. A. HEALY — was sole owner and President of the construction company bearing his name when he became a member of The Moles in 1954. He formed the company in 1923 which specialized in the construction of large open-cut sewers and soft-ground tunnels and is today prominent throughout the country in all types of heavy construction.

W. P. HEDLUND — was with Blaw-Knox Company since 1946 until his recent retirement. Mr. Hedlund has been associated with the construction industry for over forty years. He is now living in Winona, Minnesota.

ALFRED W. JOHNSON — was the President of H. Johnson & Son, a firm founded by his father, specializing in dockbuilding, pile driving and related heavy construction. Mr. Johnson received his 25 Year Certificate from The Moles in November 1967.

ARTHUR E. KRUEGER — a charter member of The Moles, received his 25 Year Certificate in November 1963. Mr. Krueger recently retired. Numbered among the firms he was affiliated with performing heavy construction contracts were: The Carleton Co.; Nicholas DiMenna & Sons, Inc.; and Ingram & Greene.

D. G. LeTOURNEAU — recently retired from Samuel Braen Construction Company. Prior to that he was many years affiliated with S. J. Groves & Sons. Jack has served The Moles on committees and as a Trustee and Chairman of the Program Committee. He became a member in 1950.

RICHARD H. LUKENS, SR. — has been with Peter Kiewit Sons' Inc., for over thirty years and for many of these in positions of responsibility. He is at present an Advisory Director of the firm and serves as a Consultant. Dick lives in Largo, Florida.

EUGENE J. LYNCH — owner of Reliable Drilling Co., a firm specializing in foundation subsurface explorations. Mr. Lynch has been in construction over fifty years. A member of long standing he attends all The Moles' functions.

MYLES C. MCGOUGH — was Executive Vice President of Merritt-Chapman & Scott Corp., until his recent retirement. Mr. McGough through his long career directed projects for that firm in virtually every type of industrial, heavy and marine construction. He has been a member of The Moles for twenty-two years.

MASON C. PRICHARD — was Vice President of Oman Construction Company in charge of construction of airfields, highways, piers and other types of heavy construction for the firm and their joint ventures. Mr. Prichard serves currently as a Consultant to the firm and is headquartered in Rockville, Maryland.

STANLEY S. REICH — has been affiliated with Arundel Corporation since 1922. Practically retired now he serves as an engineering consultant when his talents are required.

GUY V. SPERRY — recently retired from Utah Construction & Mining Company. Until his retirement, Mr. Sperry served Utah in positions of responsibility for over twenty-five years. He resides now in Southern California.

RICHARD STEPHENS — retired as Vice President of The Arundel Corporation in 1969 after over thirty-five years participation in the heavy construction industry. He makes his home in Arizona these days.

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EMERITUS MEMBERS

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SPENCER W. THOMPSON — has spent over thirty-five years in heavy construction. He was employed by The Foundation Company for many years and has been engaged in a supervisory position on construction of power plants. Recently he has been out of the country a great deal on work and expects to be in Brazil for the next several years.

GARLAND S. TINSLEY — for many years was employed by Merritt-Chapman & Scott on their various joint venture projects overseas. He has been retired since 1960 and resides in Florida.

GEORGE VOGEL — Mr. Vogel's present position is Assistant General Contracting Manager for American Bridge Division of United States Steel Corporation, headquartered in Pittsburgh, Pa. Since his election to membership he has been transferred to Pittsburgh and thus sometimes finds it difficult to be active in Moles' affairs.

G. G. WERNER, JR. — was engaged in heavy construction for over forty years. He supervised many prominent overseas projects and is well known to many Mole members. Despite his recent ill health Mr. Werner still gets out to most of The Moles' affairs.

DWIGHT W. WINKELMAN — In 1947 when Mr. Winkelman became a member of The Moles he was Owner and Founder of D. W. Winkelman Company and President of D. W. Winkelman Co., Inc., prominent Syracuse firm performing highway and heavy construction contracts. Active in the Associated General Contractors of America he served as their National President and as Chapter President two years prior to that. He has been a member of The Moles for twenty-three years.

• GEORGE A. FOX, Executive Vice President of Grow Tunneling Company was named "Alumnus-of-the-Year" for 1971 by Cooper Union's Alumni Association. George was presented with the citation on February 20th at the Annual Founder's Day Dinner.

• RAY MONTI, construction manager for The Port of New York Authority's World Trade Center was named Construction's Man of the Year for 1971 by Engineering News-Record at a dinner at the Hotel Pierre the evening of February 11th.

EDUCATION ACTIVITIES

Students' Day

As *Holing Through* goes to press the members of The Moles' Education Committee are completing their plans which will enable Student Engineers to get a first-hand look at two very interesting construction projects. These are: the Cross-Bronx-Bruckner Interchange which is being constructed by Slattery Associates, Inc., and Site Preparation for the Construction of Sewage Treatment Plant Additions in Yonkers, New York which is being performed under a contract awarded to J. Rich Steers Inc.

The Bruckner Interchange is a complex system of roads which will connect four major highways when completed. It entails construction of about three miles of three-level highways and ramps in an area of approximately one square mile. The vastness of this project can be properly appreciated by considering that 52-lane-miles of roadway; 20-lane-miles of viaduct; 20 of concrete pavement; and 12 of asphalt pavement must be accommodated within the square mile area.

Slattery Associates were awarded the contract for the construction of the Interchange in November 1969 by the State of New York Department of Transportation. It is the largest highway contract ever let by the State to a single contractor.

Howard, Needles, Tammen & Bergendoff, designers of the Interchange have served as consultants for the Bruckner area projects for 20 years.

At noon the Student Engineers will be taken to The Bruckner Manor, nearby, where The Moles' have arranged for a buffet lunch.

After lunch and a discussion period, they will board the busses and go on to Yonkers, to view an entirely different type of project.

The work under this contract is designed to reclaim and prepare approximately 25 acres of land 400' out into the Hudson River for the construction of Secondary Sewage Treatment additions to the existing plant, located immediately adjacent to and south of the new work.

The contract was awarded to J. Rich Steers, Inc., in November 1970 by the

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Students Tour Consultant's Office

Parsons, Brinckerhoff, Quade & Douglas were hosts to a group of civil engineering students from Stevens Institute of Technology on December 2nd. The students were taken on a tour of PBQ&D offices at 111 John Street, New York and given a first hand look at what a consulting engineering firm does and how it operates. This request came through The Moles' Education Committee from the ASCE Student Chapter at Stevens and PBQ&D courteously obliged.

STUDENTS' DAY (Continued)

County of Westchester Department of Public Works.

Dames & Moore, Consulting Engineers in Applied Earth Sciences and Greeley and Hansen are the engineers on the job.

During the entire day, members of the Education Committee will act as guides for the students.

At the Interchange it is anticipated that Messrs. Frank Kelly, Donald O'Hare, Robert McGlone, Irwin Weinbaum all from Slattery Associates, Inc., and Messrs. Les Bollman and Andrew Semenick representing New York State Dept. of Transportation will be on hand to lecture on the various phases of the work and answer questions. Representatives from Steers; County of Westchester Dept. of Public Works; Dames & Moore and Greeley and Hansen will be on hand at Yonkers to explain the project there.

Chairman of the Education Committee, Martin S. Kapp has assured us that a most instructive and enjoyable day is planned for this The Moles' 10th Students' Day which started in April 1962.

Hard Hats have been received at The Moles' office for distribution to the students that day through the generosity of the many contractors affiliated with The Moles.

The next issue of *Holing Through* will have a detailed report on the happenings of the day complete with photographs.

• • • A Moment of Silence • • •



EUGENE F. MORAN, JR., died on April 5, 1971 at Southside Hospital Bayshore, Long Island after a long illness. He was 68.

Born in Brooklyn, New York, he attended schools in the Brooklyn area; St. Angela's Academy and St. Saviour's School; Brooklyn Prep and Poly Prep. He went on to Lehigh University in Bethlehem, Pennsylvania and graduated from there in 1925 with degrees in Marine Engineering and Naval Architecture.

A grandson of the founder of the Moran Towing and Transportation Company, Michael Moran, Gene began work in the family company after graduation from Lehigh in its Construction & Repair Department. In 1937 he became Vice President of the Moran Towing Corporation managing and operating non-self-propelled equipment (barges, deck scows, lighters and dump scows). He constructed the Moran Towing Corporation's disposal board for dump scows in the East River at 35th Street in 1954 and supervised its operation and management.

Although he retired from the company in 1967 he remained on its Board of Directors until April 14, 1970 when his son, Eugene F. Moran III, was elected in his stead.

Gene Moran became a member of The Moles in 1942 and in 1943 was ap-

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R. ADM. PAUL J. HALLORAN, CEC-U.S.N., (Ret.), died on February 14, 1971 at his home in Yorktown Heights, N. Y. He was 74.

He was born in Norwood, Mass., and graduated (cum laude) from Dartmouth College in 1919 and from its Thayer School of Engineering in 1920.

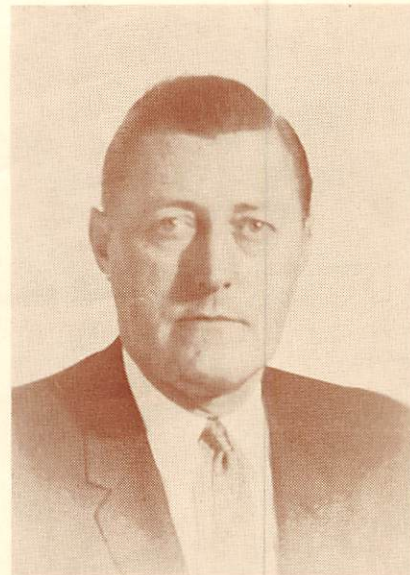
After graduation he entered the Navy as a lieutenant (j.g.). He served in Charleston, S. C., and at the Great Lakes Naval Station. In Haiti on loan to the State Department for projects that today would be considered economic and technical assistance, he was awarded the Medal of Honor and Merit by the Haitian Government for his work there.

In 1937 while he was a lieutenant commander, Admiral Halloran was posted to the naval station at Pago Pago, American Samoa. For his efforts in developing Samoan handicrafts and the construction of a library in Samoan architecture, he was made a Samoan chief with the title Asofausia.

From 1939 to 1941 he supervised construction of the world's largest drydock and the world's largest stationary crane at Portsmouth, Va. In 1942 as public works officer at the Naval Station, Newport, R. I., he was in charge of the war-time construction of naval facilities in the Narragansett Bay area.

In 1943 as a commodore, he assumed command of the Sixth Brigade of Sea-

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ARTHUR M. HENRICKSEN died on April 10, 1971 at the age of 56.

Born in Philadelphia, Pennsylvania, Mr. Henricksen graduated from Cooper Union Institute of Technology with a Civil Engineering Degree in 1935.

Immediately after graduation he went to work for Frederick Snare Corporation. His Father and Grandfather during their time also served this company in supervisory positions. Mr. Henricksen spent most of his career with the firm mostly supervising their overseas operations and in later years he became a Vice President in charge of Construction Operations.

A few of the overseas projects on which he was directly involved were: Piers and Loading Out Facilities for Iron Ore at Huasco, Chile and San Juan Bay; construction of Piers for Shell's Northern Terminal at Puerto Miranda; Bauxite Plant for Reynolds Haitian Mines at Miragoane, Haiti; Detergent Plant and Firestone Tire and Rubber Plant both at Valencia, Venezuela.

During World War II, he served active duty as an ensign with the United States Naval Reserve.

He was a Registered Professional Engineer; a member of American Society of Civil Engineers and a member of National Society of Professional Engineers.

Mr. Henricksen is survived by his wife, Maria; a son, Gary; his mother, Katherine; and two grandchildren.



AWARD DINNER

Over twelve hundred Moles and guests gathered at The New York Hilton on January 27th to honor two men Edward E. White and Lester E. Huntington recipients of the most coveted Award in the construction industry the Moles' Award for "Outstanding Achievement in Construction".

The cocktail hour which preceded the festivities had a convivial air as is always the case when Moles meet. The Ballroom was decorated in the red white and blue color scheme which has become tradition with this function honoring those men who number among America's great builders. On the beautifully decorated dais along with the other honor guests and throughout the ballroom were the men from America's military in their striking full dress regalia.

After the superb roast beef dinner; a brief intermission; and the singing of the National Anthem; President of The Moles, John J. Murphy welcomed each and every one to the 31st Annual Award Dinner.

When President Murphy introduced the guest speaker of the evening, The Honorable Robert L. F. Sikes Member of Congress from Florida, he suggested that anyone serving his 15th term in Congress as Congressman Sikes is knows everything going on in Washington. He further related "Congressman Sikes is a member of the House Committee on Appropriations, and Chairman of the Sub Committee on Military Construction and we will all listen with interest as he tells us where our federal money may be appropriated and used for construction work in the near future."

While Congressman Sikes did not fulfill Mr. Murphy's prophesy to the exact letter he certainly did keep everyone amused; impressed; and at times moved for the next twenty-five minutes.

Excerpts from Congressman Robert L. F. Sikes' address: —

"I'm privileged, gentlemen, to have a part in your Award Dinner. You've had quite a role in history. Now the names of the contractors sometimes have been lost but — you built the Hanging

Gardens of Babylon, the Pyramids of ancient Egypt, the Taj Mahal, the Apian Way of imperial Rome, the Great Wall of China, the Rock of Gibraltar, the Maginot Line (which didn't turn out very well), the Suez Canal, the Panama Canal and various and assorted tunnels. Most of these before income taxes, labor negotiations and the hey day of the United States Supreme Court."

"In your time, you built missile launching sights, (a completely uncharted area in construction) and the Vietnam Military Construction Program (the most fantastic and successful crash program in history). Amazingly enough that tremendous undertaking was done without the benefit of advanced planning, but only because the American construction industry responded to the emergency and gave its best efforts and its best talents to the job. I congratulate all of you who had a hand in it. I recall there was a time when that program was at its height, that some of the headline hunters (we are plagued with them, especially in Washington) started to find fault. The miracle was they couldn't find



very much to fault, even in an effort so big and so widespread. I'm proud that I stood up for the job that was being done by the construction industry."

"Well, times have changed and are changing, but not the importance of construction. 20% of the construction effort in the United States is in federal facilities which Presidents now a days use to help to cool off or heat up the economy. But exploding populations demand more and better housing, increased transportation facilities, and harbor improvements. There are still problems of water shortages, the utilization of atomic energy in industry and a new field that promises to be one of the most important yet in the protection of the ecology. As a member of congress and a private citizen both, I pay tribute to the construction industry of America. I know something about you. I find that you seek first the right to bid competitively for work to be accomplished and then the opportunity to get the work done with a minimum of job changes."

"In my work in Congress, my first concern has been for the defense of

America. I've been closely associated with it and one very important aspect of defense is military construction and that's where I learned most about your role in present day construction efforts. Regretably we never have had enough money to satisfy the legitimate demands for military construction. We have an aging military base establishment, a very considerable part of it still comprised of World War II structures which were designed strictly for temporary use when they were built 25/30 years ago. There have been serious gaps particularly in updating living quarters and this has been reflected in morale problems and it adds to the difficulties encountered in retaining personnel in uniform. Mounting defense costs and pressing needs for new equipment continues to result in defense construction being low man on the totem pole. America can afford better facilities for its uniformed personnel. We should do more, much more and now the economy needs it too."

"The Military construction program ties in in more ways than one to South-east Asia. Unfortunately the success of

the American effort and the reason for our being there have largely been lost on the American people. We were never told by our President that we had a war to win. Instead we were assured that we could have our cake and eat it too. The American people were never aroused to give the patriotic support which is essential for successful conduct of war. Instead, the rabble rousers, the Communists and the Communist lovers had a field day in decrying what America was trying to do, was doing in fact, to keep a very big and important part of the world from going down the drain to Communism. Those people were successful and you and I know that the once great morale of the fighting forces has dropped. Through this influence, and that of some of the doves in government, most people just want to ring down the curtain on the whole affair as soon as we can. But gentlemen, at least let me say to the credit of this President that he has refused to allow America to tuck its tail and run. We are going to stay until we know our friends in that part

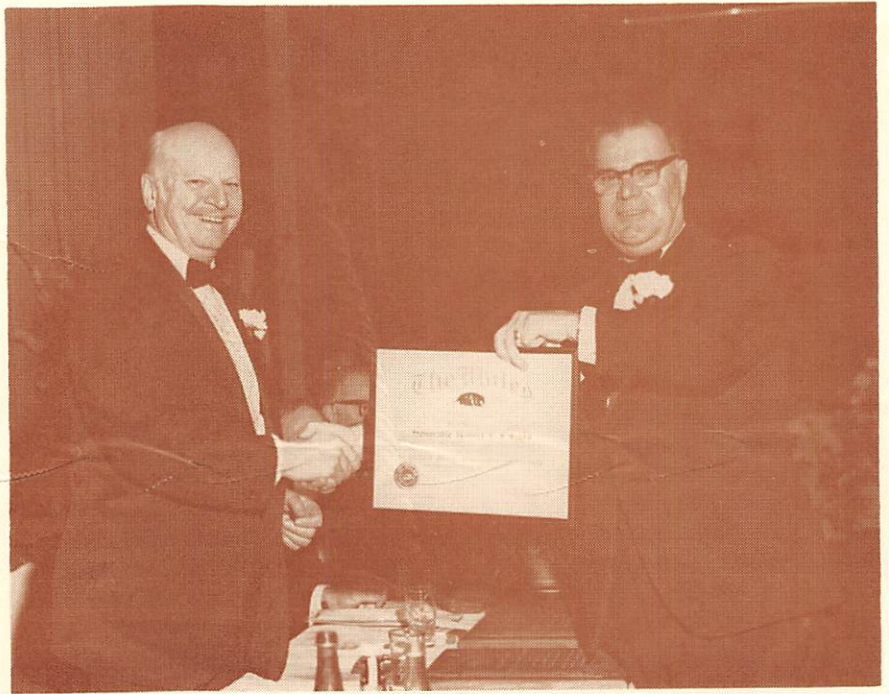
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AWARD DINNER

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of the world can carry on without surrender to the communists and — they are beginning to demonstrate they can do it. But — there never was a time — and listen to this — there never was a time when America's fighting men could not have won that war had they been free to do so. But that is another story. So the war is winding down and America is not prepared either mentally or militarily for involvement in war anywhere else in the world."

"Last year I was seriously concerned about the effect on this entire situation of our defense budget because the Nixon military budget was the lowest, when you consider inflation, increased pay, etc. since before the Korean War and I know — it hurt. The budget picture promises to be a little better this year. But the fact remains that modernization which has a crying need for our services is receiving only scant attention, not nearly enough. Neither the Air Force or the Navy has truly modern interceptors or bombers. The navy has but a handful of modern ships — the Soviets don't have any such problem. They haven't had to fight a war. They were able to test their new equipment at the expense of the North Vietnamese. They're ahead of us in modernization and they know it. It is going to take a long time for us to catch up and we ought to be about it. This is dangerous. It invites aggression in South America, in Africa, in the Middle East, everywhere. The President stated in a recent interview, a million 700,000 people had been let out of uniform or out of defense building employment or out of industrial defense production as a result of defense cutbacks. What he didn't say is that this is an additional million 700,000 unemployed for whom there are few if any jobs. Now — because of mounting unemployment, plans are being readied to make work, for the jobless. Now it will be found that relief work budgets are more costly than defense procurement and the military construction and the industrial stimulus which are needed. These budgets will have far less value to the economy. They won't be as lasting in importance — they won't help solve America's world leadership responsibilities! We're not even making plans to produce military aircraft and equipment that our allies want to buy for cash, repeat, for cash. They're having to turn elsewhere to



President of The Moles, Jack Murphy welcomes Congressman Sikes as an Honorary Member at The Award Dinner.

other countries to buy the equipment which could keep American production lines going and American workmen employed. Instead of modernization and needed construction in defense, in industry, in the ecology, the emphasis for government expenditures in recent years has been more and more on domestic programs, particularly in the broad field of welfare. And this has increased faster than defense spending has gone down. Now I recognize — that demands of the people can't be ignored nor should they be. I think I know the capacity of this country. I think — we can afford essential domestic programs and adequate defense and industrial stimulus. I know there must be government policies aimed at spurring economic expansion. I know that steps must be taken to improve consumer confidence. I know that fighting poverty is good business. Fortunately there seems to be a pickup in business activity. All of these are good. But it is time, gentlemen, to look at the fine print. To see where we really are going, to see if we're doing the essential things in government in the best way. Now there is a proposal for a guaranteed annual income for everybody. And the President wants to tie welfare to employment and this of course would be highly desirable, but the guaranteed annual income plan before Congress suggests, but it doesn't require, employment as a condition for federal help. Now I

may not know very much about people, but I know that many, even most in this great and wonderful country are going to find it pleasing to sit on their front porch and do nothing while their conscientious neighbors labor to produce the taxes for guaranteed annual incomes and I think I know what is going to happen when the conscientious neighbor wakes up to what is going on. You and I know that as the number of welfare recipients increases — the average candidate for Congress will promise in each election to give them a bigger share of the federal tax dollar and the payments might even get high enough to attract some of you."

"We've been told that it is time to share federal funds with states and cities. Well already we're sharing 27 billion dollars in federal funds with the states and cities. Before we share more, maybe we ought to take a look at what we're already sharing. Maybe we better give some thought to giving the taxpayer a break and reducing his taxes."

"We can't share non-existent money — we have to raise taxes or go deeper in debt. And I think the taxpayers are tired of both. I believe the American people would like to hear a realistic, down to earth, attempt — even an attempt — at a solution to the growing problem of strikes, unemployment and inflation. A solution — even a real at-

tempted solution would stimulate economic development — healthy economic development. Now this I want you to hear — in the last election, in a few states, business and industrial leaders joined forces and helped to make some changes in Washington that were needed.”

“You and other industrial and business leaders in the nation can exercise a strong and needed voice in government. Someone is going to be heard when legislation is being formulated in Washington. Take a good look at what is being offered to you. See if you think it is good for the country. Good for America on tomorrow and if you don’t, do something about it. It is going to take a lot more than good intentions, to move this country in the direction which will insure a strong America on tomorrow. It is going to take a lot of hard work, skilled leadership, and dedication — Oh, yes, we’re dedicated to the task of maintaining and improving the quality of life for all Americans. But let’s do it in a way that will insure that we have an America on tomorrow. Let’s look at the far horizons, gentlemen. We’ve been passing through serious and dangerous times and there have been occasions when we were perilously close to having national policy made in the streets — by riots, demonstrations, strikes, — but if this ever should occur, — anarchy will have seized the reins in America and the great traditions which we have known — as a nation will be gone — and we’ll never get them back. Believe me, there isn’t anything else quite like this America of ours anywhere. It is a tolerant country. Perhaps too tolerant. A lot of people are talking who should be listening. And the louder they talk and the more they find fault — the greater the likelihood that they’ll appear on your T. V. screen or in the headlines of your paper and this is unfortunate. It confuses the people. I expect it confuses some of us here tonight. Makes you wonder if you’re right, whether the things you’ve been asked to believe in are right. Things you’ve been asked to fight for — are right. Well — there are nearly 200 years of history back of us. Which attests to the fact that America is right and the critics are wrong. That America will endure when the critics are forgotten. That the loudmouth crowd, most of whom have nothing to offer in the place of what they’re trying to tear down, they’ll be forgotten too. What will

be remembered is that this is the country that has done more for its people and more for the people of the world than any other nation under heaven and done it under a free enterprise system. Oh, yes, we have something here that is worth preserving, but it will take work. It’s worth working for. It’s worth fighting for. Something no other country ever quite achieved or even came close. We have a great land that offers freedom, democracy, an opportunity, for the people who are willing to work for it. Well, we can keep all of this, if we work, but if we don’t America can sleep into oblivion through indifference or complacency or self satisfaction or just plain fat. If we’re going to keep America alive — and strong and sound — it is your job and mine. Let’s not pass the buck! We can do it! In the schools — in the institutions which train young Americans — in every activity throughout the land gentlemen, we must teach the people again — to be proud of the traditions which tell of the greatness of America — to stand up and speak up for America — to be proud of its flag — teach them that it is great to be patriotic — great to let the people know — that we’re proud of our patriotism — and — it’s great to be an American. — Great to say *I believe in America.*”

The applause, Congressman Sikes received, was indicative of how these particular Americans felt listening to him.

President Murphy, back at the lectern again, welcomed the congressman as an Honorary Member of The Moles by presenting him with a framed certificate of membership.

President Murphy then introduced the Chairman of the Award Committee, Admiral Pete Corradi. After a few brief remarks, Admiral Corradi introduced Past President, Howard Gould to present the Member Award to Edward E. White.

HOWARD GOULD: —

“This is indeed a happy occasion for all Moles — and a real privilege for me to introduce a man who has been my friend and close associate for over half of my lifetime — that man to receive The Moles’ Member Award for Outstanding Achievement in Construction — Edward E. White — known to many as ‘Woody’. He is the fourth man from Spencer, White & Prentis to be so honored — the first of the second generation.”

“I am not going to review Mr. White’s

long record of accomplishments in heavy construction — nor discuss his outstanding ability as an Engineer — for this you can read in his biography printed in this evening’s program.”

“Rather, I will talk to you a little about Ed White the man — who from birth was destined to be a leader in our great industry, for he was literally born in Construction — weaned on it — educated in it — nourished on it — and worked through every phase of subsurface construction, up to the Presidency of Spencer, White and Prentis.”

“Edward White was born in the village of Stone Ridge in New York State, where his eminent father, Lazarus White, was Division Engineer on the Catskill Aqueduct for the City of New York. Lazarus White was more than a great Engineer — he was a practical scientist — searching for the truth — with construction jobs his laboratory.”

“So — Ed’s inquisitive nature and great desire to find a ‘better way’ was implanted at an early age. Although born and raised in New York — you can take it from me he’s really from Missouri. His favorite expression is — ‘Just because we have been doing it that way for 50 years — doesn’t mean it’s right!’”

“He loves problems — loves to get out on the job and work out a solution and says, ‘A construction project that has no difficult problems isn’t a challenge — it just makes money.’”

“Ed is an Innovator — in addition to improving and developing many of today’s construction techniques, he was instrumental in introducing the ‘slurry trench wall’ method into the United States. This was used by us — for the first time on a tunnel shaft on the bank of the East River for a Con Edison Project — and is now being installed in Chicago for the tallest building in the world.”

“With his brother, Robert White, pioneered rock tie-backs and then earth tie-backs to provide clear, open cofferdams for foundation work.”

“In addition to being an outstanding Engineer and top notch Constructor, Ed White is an Analytical Estimator — a Sound Businessman and a Great Evaluator of the psychic unknowns and job contingencies — the evaluations of which are so important to a Contractor’s life. He often quotes one of his father’s

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AWARD DINNER

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axioms — 'No contractor ever went broke on a job he didn't get.'"

"Dedicated to his Company and his Profession — he has been very active in the Foundation Division of the American Society of Civil Engineers and is now serving as President of the General Contractors Association of New York where his character and drive have already moved this organization into new quarters, new life and a new and more vital part in construction matters."

"As President of Spencer, White & Prentis, he has lead the Company on a program of continued growth and achievement; and has so organized and constituted the Company through a program of giving responsibility to younger men — with careful and helpful supervision — so that future growth and achievement is guaranteed. Today in our Company there is a third generation man in line for each responsible management position."

"Outside of construction, he's been a dedicated community leader — although a registered Democrat, he served 4 terms as Village Trustee in Republican Larchmont. Ed is an authority and collector of rare books, prints, and paintings — enjoys nature — is a member of the Sierra Club — has shot the Colorado River rapids on a raft and is a sailor and skier."

"Now, Edward E. White, it is my special privilege, to present to you, on behalf of all Moles everywhere — your Master's degree for your dedication to, and excellence in, the craft of your chosen profession."

EDWARD E. WHITE: —

"Thank you Howard, for that generous introduction. Congressman Sikes, Honored guests, fellow Moles, it's a rewarding experience to receive The Moles' Award and I am deeply touched. — I'm amazed at the number of letters I've received from so many of my friends and associates. One of them however put me in my place, he said, Ed, if you'd gone to Yale you would have gotten it ten years earlier."

"This award, must be shared by many people, the first is my father who was a pioneer in soil mechanics and one of the outstanding engineers and contractors of his time. He had a tremendous influence on the lives of my brother Bob

and myself, and everyone around him. Having a famous father was not a handicap but an advantage. We were raised on construction. As early as I can remember we were taken to visit my father's job. I even remember riding on the mules on the construction of the Lexington Avenue subway at Williams Street where my father and Mr. Prentis developed and patented the Pre test pile. I can hear him saying later on, apropos those mules, when we have a cost plus job, even the mules know it. That's a confession I shouldn't make in public. But I think it applies to other people outside of us. Father was a great teacher, with an original mind and a tremendous fund of knowledge about many things. Not only those related to engineering. He was constantly telling us about astronomy, geology, history, and often as not, about the shortcomings of the Republican Party. — We were taught that engineering is a constantly changing field and much that appears in engineering books isn't necessarily so, and one should find out for himself and think for himself. This we have tried to do. I suppose he subtly brainwashed us to be engineers and I don't suppose we ever really considered any other work except the usual fireman or policeman when we were kids. Bob and I however were less successful with our own sons, one's a lawyer, the other at law school, even my daughter wants to be a lawyer. Where have we gone wrong? I also owe a great debt of gratitude to Edmund Prentis. He formulated a study — a careful apprentice program for young engineers — not only for Bob and myself but for my present associates who also contributed to this award and the success of our company. — Donald McKinley, Dan Barrows, Al DiGiacinto, Howard Gould and others. Mr. Prentis wanted us to be what he called triple threat men, to be able to run a job, to design and plan the work and last not the least, estimate jobs, and get a good price for our efforts."

"I'll never forget one sub-zero dark winter day, calling Mr. Prentis who was in Florida. Al DiGiacinto, George Flay and I were working on the locks at Sault Ste. Marie, Michigan, and I was in charge of my first job. We were in bad trouble. I told him about our cofferdams, which had developed a bad leak and was being flooded. We were working feverishly to save the job. He said to me, Ed, I'm in Florida, you're on

the job, you know what to do better than I do, do it. And we did, and that's the kind of man Mr. Prentis was. Charles Spencer, Lazarus White, Edmund Prentis was a hard act to follow, but how well this program works is that Spencer, White and Prentis has made the transition from the first to the second generation successfully and hopefully we are now making the transition to the third generation. This will be up to Jim Kerr, Mel Febesh, Jim Nelson, Ned Prentis and others who've also contributed to this award."

"Meeting a great variety of people in all walks of life is one of the rewards of the construction industry and they have enriched my life. Men like Harry Pagliaro, who went to work when he was 13 years old, with whom I worked on my first job. He had to teach me a new vocabulary for me to do my job. — He showed me you don't have to be a graduate engineer to be an intuitive engineer with tremendous judgement and initiative. And on the other hand there was Dr. Terzaghi, who showed me you could be an engineering professor and still be a first class construction man. However, one has to be an optimist and be fascinated by the construction business to remain in it. It has the advantage of being one of the last remaining industries in the United States where a small company can operate on its own successfully. It is at times very trying and difficult. When I think of some of the hazardous projects we've done in the past, compressed air work, digging deep excavations, underpinning buildings, installing long caissons, working in single wall cofferdams (something I don't recommend), blocking part of a river with a cofferdam and pouring tremie concrete wondering if it will be any good, I'm amazed at the survival ability of contractors and how we come back for more. I think there should be an award just for being in this kind of business for so many years."

"I'm reminded of a story my father told about graduating from the Columbia School of Mines in 1897. The speaker at his graduation said, you engineers are graduating at a time when frontiers have been conquered and railroads have spanned from coast to coast. The great expansion in the United States is over and you have to accommodate your professional careers to this situation. When he went to get a job he was told, we have no work, everything seems to be

done, the railroads are nearly finished, macadam roads and bicycle paths are complete, the Croton water supply is nearly complete with the exception of the Croton Dam, there's a crazy scheme to build a subway in New York City, but this will come to naught. The city is not able to keep up with the rapid growth due to the slackening of immigration and because of the depression."

"I'm certain that although we are faced with difficult times, our industry is so basic and so necessary that we will prosper. Our priorities will have to be reviewed and our industry will continue the great strides it has made in the past. I hope it will take the path of improving the standard of living, quality of life, promoting equal opportunity and protecting our environment, something that is sorely needed to be done in our country."

"In conclusion I would like again to thank my associates at Spencer, White and Prentis, and so many others in and outside of our industry. Consulting engineers, labor, government, foremen, journeymen and others who have not only contributed to my award, but to three previous Moles' awards, Charles Spencer, Edmund Prentis and Harry Immerman. The list is too long to mention by name, many of them are here tonight. I would also like to thank my family, my wife and children, whose tolerance made this award possible. It has been a happy experience and I'd do it over again."

PETE CORRADI: —

"Ed White, congratulations from all of your fellow Moles. — Your award committee in seeking for an appropriate recipient for the Non-Member Award, literally scoured the surface of the earth. However, their diligence was such that in not coming up with an appropriate selection — they went underground. Because it was only underground that you could find Les Huntington. To present to Les the Non-Member Award, I now give you Jack Walsh, Vice Chairman of the Walsh Construction Company, and Past President of The Moles."

JACK WALSH: —

"Mr. President, Mr. Chairman, distinguished guests on the dais, distinguished guests of The Moles, ladies of The Moles' staff and my brother Moles — Lester E. Huntington, recipient of The Moles' 31st Non-Member Award —"


"Throughout the world in the tunnel industry, in the tunnel builder's fraternity, the name of Huntington is more than legendary. — It is synonymous with the word Mole. My first knowledge of the existence of the Non-Member Awardee came from the lips of my uncle

Tom Walsh. — of happy memory, — who was well-known to a great many in this room. He was talking one day about the days of the great tunnel projects of the Metropolitan Water District in Colorado and California in the early 30's. — He was so proud of what he called the Barrymore family of the tunnel industry, and the fact that they were working for him in the pursuance of the tunnel work he was doing. Floyd and Les are the men of whom I'm speaking, although Alli and another generation of Huntingtons are here tonight and I pay honor to all of them as I try to pay honor to Les. After Floyd's death and under the able direction of our Henry Gill, Mr. Hatch, (the inimitable Mr. Hatch), and Dick Schwyn, who is present here tonight, the last of the Barrymores, our Les went on to drive a lot of tunnels, for our company and many others. And he's still at it. The history of Les' career is interestingly covered in the material before you at your table, so like Howard Gould, I'm not going to attempt to repeat it. To personalize this little introduction however, I would like to mention a few figures taken from the Walsh Construction Company records which point up his long experience with us. On 16 major projects of various shapes and dimension, in every type of material, this man actually drove 262 thousand linear feet of tunnel, which is a little under 50 miles. — Les, I have to say to you that's what's in the book. And if you drove any more than that we didn't get paid for it."

"What is in a life? Regardless of profession. Well when you combine the courage of a loyal skillful leader of men who is a philosopher and a sportsman and a dog fancier, and a humorist with friends all over this world, as this man has — he's had a pretty full life. And in closing I wish to congratulate this splendid award committee in their great selection of Les for this award. Congratulations Les."

LES HUNTINGTON: —

"Thank you Jack. I want to thank the present members of The Moles, the award committee, past and present recipients of this award. I thank them very much. You know, a very good friend of mine, Billy Goodfield, tonight said to me, what are you going to say tonight? — and you know that's a pretty good question, I just wonder what I am going to say. — I sort of feel like that mosquito in the nudist colony, with so much to do and not knowing where to begin. — So I'll just begin by reminiscing a little bit. I want to go back to that wonderful organization, the Walsh Construc-

(Continued )

• JOHN BARNES had an operation on April 9th. John says "they took the old hip out and put a new one in" (replaced the bone with a polyethylene socket and joint). He's being discharged from the hospital on April 23rd which is just two weeks from the date of the operation. John is in good spirits and says he feels great "no pain anymore". — Incidentally, this is the same operation CHARLIE RICHARDSON had late October of last year and he sure is evidence of the miracles of surgery. Last time we saw him he looked great.

AWARD DINNER (Continued)

tion Company, as I knew them, I wish that Tommy Walsh, Jack MacDonald, Henry Gill and all of those great men I worked for all my life, who put up with all my BS and kind of drugged me along and kind of kicked me in the hind end when I needed it, I wish they were here."

"But they're not and the world goes on just the same without them, just like it will go on when all of us are gone. That's what it's all about."

"I want to thank the men I knew in the Raymond Concrete Pile, and Morrison-Knudsen, the Guy F. Atkinson Company and I'm with S. J. Groves Company now. I thank all of them very, very much."

"You know, it's only in America where a man that believes in his company, believes in the men that work for him and it's only in this country, this great country of ours where we have the highest standard of living and the greatest amount of prosperity, that this could happen to a third grader. You know — I couldn't make the fourth grade, I tried, though."

"You know, I want to thank my wonderful wife Edie, and my kids for putting up with me when I was out there on graveyards. She didn't really know where in the hell I was half of the time you know."

"It's a great honor to join these great people that have received this before me and before I close now I want to thank those anonymous men that receive no awards, those miners, chuck tenders, mucking machine men, they're the guys that are in your corner if you run a good tunnel job. — And — don't forget gentlemen, — good ground makes good tunnel men. Thank you very much."

President Murphy reminded everyone that a reception would follow the singing of Auld Lang Syne so that The Moles and their guests could have the opportunity to say hello and personally congratulate the two recipients.

HALLORAN

(Continued from Page 5)

bees for the assaults on Saipan and Tinian. His brigade twice was cited with Presidential Unit Citations and he was twice decorated with the Legion of Merit with V for valor. After the war he was public works officer of the Fifth Naval District headquartered in Norfolk, Va.

Admiral Halloran retired from the Navy in 1948 and joined Foley Brothers Construction Company as a Vice President and supervised projects throughout the United States and Latin America. He retired from Foley Brothers in 1958.

He is survived by his wife, Catherine; two sons, Richard and David; and a daughter, Mrs. Bruce Ensley.



Jack Walsh, Les Huntington, Ed White and Howard Gould.

MORAN

(Continued from Page 5)

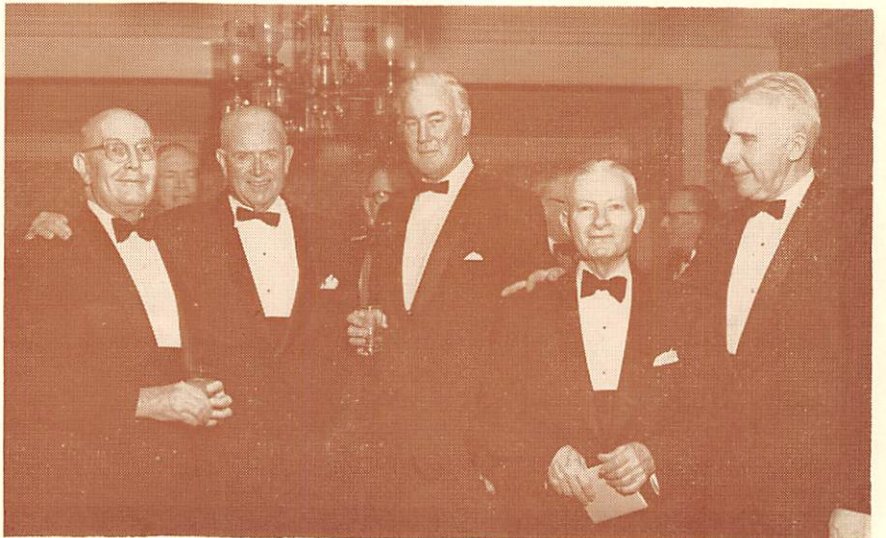
pointed to the Executive Committee. Immediately thereafter he assumed an active roll in the management of The Moles. He gave unsparingly of his time and gave the young Association the experience and knowledge he had acquired through his wide association with other organizations and his acquaintances with top executives. He served on almost every standing Committee and many special Committees in The Moles at one time or another and was Chairman of the Finance Committee; Membership Committee; Award Committee; Trustee and Secretary. In May 1962 Gene was recognized by his fellow Moles with a Citation which formally declared him to be a "member ex-officio for life of the Executive Committee and the Award Committee for the continued good of The Moles". The citation further expressed the "heartfelt appreciation" felt by officers and members for his 20 years of faithful service "in furthering the interest of this Association".

Mr. Moran was a Past President of the Friendly Sons of St. Patrick, a member of the Knights of Malta, the Cardinal's Committee of the Laity, the Society of Naval Architects and Marine Engineers, the Knights of Columbus, and Vice President & Director of the Brooklyn Chamber of Commerce, and a Director of the Harbor Carriers of the Port of New York.

He is survived by his wife, Marie; five children, Eugene F. III, Marie Ann, Michael, Christine and Peter; his brother, Joseph H. Moran III and three sisters, Mrs. Helen M. Warren, Mrs. Eugenia M. Dwyer, Mrs. Claire A. Epp; and seven grandchildren.



Frank Peavey, Al Korsen, Charles Richardson, Hank Boschen, Edgar Kaiser and Lowell Dillingham.



C. Warren Black, Jim Salmon, Holmes Crimmins, Ralph DeSimone and Vic Hertslet.