

NEWS BULLETIN

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OF THE MOLES

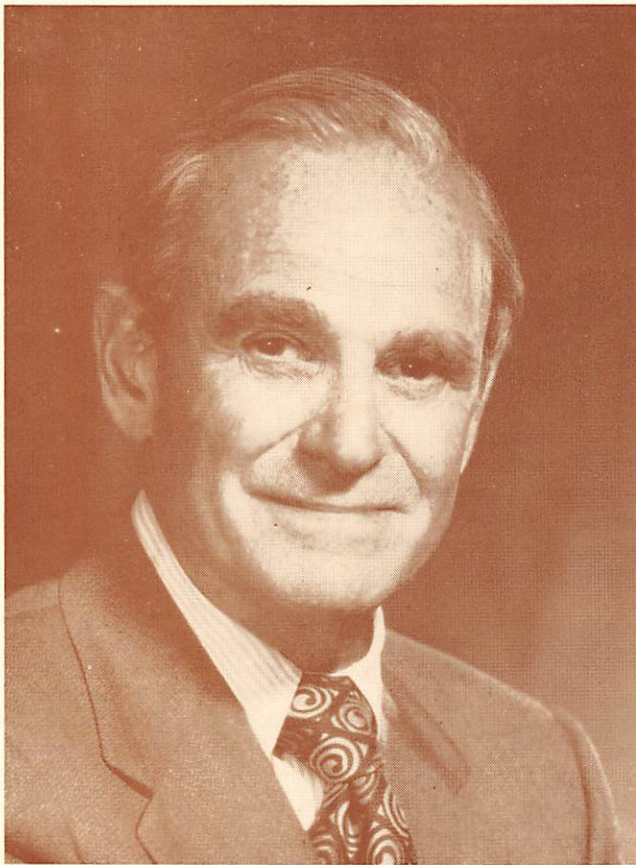
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NOVEMBER, 1971

PARSONS and LAZAR to receive 1972 Outstanding Achievement Awards



DANIEL M. LAZAR



RALPH M. PARSONS

THE thirty-second pair of recipients of The Moles' Awards for "Outstanding Achievement in Construction" are Ralph M. Parsons, Chief Executive Officer and Chairman of the Board of The Ralph M. Parsons Company, headquartered in California and Daniel M. Lazar, President of Cayuga Construction Corporation, New York City.

They will each receive a bronze plaque and hand engraved and illuminated citation at the Annual Award Dinner to be held in the Grand Ballroom of The New York Hilton Hotel on Wednesday evening, January 26, 1972.

DAN LAZAR founded Cayuga Construction Corporation at the age of 29 with no estimating experience and with many misgivings. Under his leadership, through hard work, long hours, a good understanding

RALPH M. PARSONS, veteran engineer, is the dominant and guiding force for the many major projects the company is involved in and has been responsible, through his company, for upgrading the

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Ralph M. Parsons

(Continued from Page 1)

welfare of millions in otherwise underdeveloped countries.

He was born in Springs, Long Island, New York in 1896 and began his career at the age of 13 when with an older brother he owned and operated a machine shop in nearby Amagansett. During that period he also attended High School and in 1914 entered the Engineering School of Pratt Institute.

After graduation he instructed for a brief period and then joined the Navy. While attending Columbia University Navy Aviation Officers Material School he became an Aeronautical Engineer and later as a civilian constructed test facilities at the Naval Aircraft factory in Philadelphia.

During 1925 he went to work for the Leaman Process Company as Chief Engineer and while working on a cracking process for high-octane gasoline he decided to enter the field of Petroleum Engineering.

Ralph Parsons conducted various engineering enterprises the next few years, either alone or with partners, developing the techniques required for the successful design and construction of complex technical facilities.

During World War II Parsons' Company set an enviable record in designing and constructing oil refineries, chemical plants, shipyards and aircraft plants.

In 1944 the present company was founded by Mr. Parsons and under his leadership has grown from an 8-man office to one of the largest and most respected engineering and construction firms in the world with over fifteen thousand employees. The company presently operates design and construction offices in New York, Washington, Houston, Honolulu, Calgary, Toronto, London, Frankfurt and Sydney. They are one of the leaders in the field of design and/or design and construction of mining facilities, oil refineries, chemical plants, pharmaceutical processing and manufacturing plants along with water resource development and environmental and pollution control. A few examples are:

1. A one hundred thousand-barrel-per-day grass roots refinery being constructed on Cherry Point near Bellingham, Washington which will be the most modern in the country. Its design includes the most

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Daniel M. Lazar

(Continued from Page 1)

of engineering values tempered with high ethical standards, Dan's company enjoys an outstanding record of construction performance in difficult foundation work, subways, bridges and highways throughout the eastern part of the United States.

Dan is a native New Yorker, born August 12, 1907. He graduated with a Civil Engineering Degree from Cornell University in 1929.

Immediately after graduation he started as a field engineer for Corson Construction Corporation on the construction of the Independent Subway Line in Manhattan and Brooklyn. When that job was completed he worked for the Triest Company and the Carleton Company on more subway work. As the depression closed in on the construction industry, Dan was thankful for the training he had gotten. He took a job with Joe Meltzer on Lock #21 Quincy, Illinois in 1934; then returned to Carleton Company for the 24th to 33rd Street portion of the Sixth Avenue Subway where he worked until he founded Cayuga in 1937.

During the first two years, jobs were small to medium in size, Cayuga replaced four bridges along the Harlem Division of the New York Central Railroad and built foundations for thirteen buildings at the New York World's Fair. By 1940 things picked up and they built grade crossings at Egg Harbor, N. J. and Scott Circle, Washington, D. C.; and several bridges which were part of the arterial highway at the Pentagon Building.

During 1942 Cayuga sought and was awarded a major contract to build an anti-submarine base in Cuba which included airstrips and housing for a complement of 3,000 officers and troops. Within weeks after the contract was signed Dan, with an overnight bag, flew to Cuba for a 3-day conference. He didn't return until 8 months later when all crisis were over and work was completed. The rest of the war years, Cayuga worked in Caven Point Terminal, the ammunition loading depot located in Bayonne; built foundations for the world's largest postal concentration center in Long Island City; and a variety of jobs for the New York District of the Corps of Army Engineers. In all these cases, time was of the essence and Dan and his men saw that the work was completed in time.

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Award Chairman



CHARLES A. RICHARDSON

The activities of the Award Committee this year are under the direction of Charles A. Richardson, Award Chairman.

Charlie is Vice President and Director of Perini Corporation headquartered in Massachusetts. He also serves as General Manager of the firm's Marine Division.

Born in East Douglas, Massachusetts on September 6, 1907 he attended Brown University and received a degree in Electrical Engineering from Massachusetts Institute of Technology in 1929.

His career in marine and heavy construction started in 1935 when as a field engineer with Merritt-Chapman & Scott Corp., he worked on the underpinning for Commonwealth Pier No. 5 in Boston. Later he was to install "tailor-made" cofferdams to fit a ledge in 78 feet of water at Deer Island, Maine. During World War II he was Chief Engineer on the design and construction of By-Pass Facilities to ship ore from Upper Michigan in the event the Sault St. Marie Locks were bombed. Charlie was Project Manager for Lay-up Facilities for the United States Navy at Green Cove Springs, Florida; and the installation of a trench-type tunnel under ship's channel at Pasadena, Texas. As their New England Manager he constructed the deep water piers for the Mystic River Bridge and when he became Vice President in charge of marine and heavy construction projects he supervised and guided the construction of the Straits of

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Award Presenters

Chairman Charlie Richardson advised that Edward E. White, President of Spencer, White & Prentiss, Inc., will present the Member Award to Daniel M. Lazar and William D. Alexander, Partner with the firm of Seelye Stevenson Value & Knecht will present the Non Member Award to Ralph M. Parsons on Wednesday evening, January 26, 1972.

RICHARDSON (Continued)

Mackinas Bridge; Tappan Zee Bridge; Hampton Roads Tunnel; Baltimore Harbor Tunnel; Pipeline under harbor in Bombay, India; Caissons for the Philadelphia-Camden Bridge; Folsom Dam, California; and High Gorge Dam in Washington.

He joined Perini Corporation as Vice President in 1956 and was elected a Director of the firm in 1962, and has supervised all the marine work performed by that company worldwide.

Some of the major work performed by Perini during that period under his supervision has been: Callahan Tunnel under Boston Harbor; Pier 2 at Newport for U.S. Navy; Newport Bridge Substructure across Narragansett Bay.

Charlie is a member of the American Arbitration Association; the National Panel of Arbitrators; and of the Labor Negotiating Committee of Foundation & Marine Contractors Association of New England.

A member of The Moles since 1953, Charlie has served with distinction as a Committee Member; Trustee; and Vice Chairman of Award Committee.

He and his wife, Mabelle reside in Cohasset, Massachusetts.

• RUBE SAMUELS recently reported meeting FRANK CUDWORTH, one of The Moles' Charter Members, at a 3 day reunion at Dartmouth celebrating the 100th Anniversary of the Thayer School of Engineering. Frank received his B.S. Degree from Dartmouth in 1901 and earned his Degree in C.E. from Thayer in 1902. Some of the older Moles may remember Frank as an engineer on Queens Midtown Tunnel and later at the Brooklyn Navy Yard where construction was performed on dry docks, piers, railroads and facilities for the United States Navy. Now 93, Frank spends his time in either Florida or Connecticut according to the seasons.

DANIEL M. LAZAR

(Continued from Page 2)

After the war Cayuga, under Dan's direction, constructed bridges in Lancaster and Uniontown, Pennsylvania; the Shaverton Bridge across the Pepacton Reservoir in the Catskill Mountains; and highway contracts for the N. J. Turnpike Authority, New Jersey Highway Dept., New York State Thruway, Connecticut Thruway; and the New York State Dept. of Public Works.

In 1950 the company returned to Dan's "first love" subway construction. They built the Pitkin Avenue Subway in Brooklyn, the Chrystie and Delancey Street Subway in Manhattan, reconstructed the Brooklyn Bridge Station in Manhattan, reconstructed the Seventh Avenue Stations of the I.R.T. from 34th Street to Rector Street, and reconstructed the Brighton Beach Line at its easterly end. In joint venture (Cayuga-Drake) constructed the tunnel section of the Sixth Avenue Subway from 19th St. to 31st St.; and (Cayuga-Crimmins) constructed platform extensions and modifications at Pearl and Court Streets in Brooklyn.

The company's more recent contracts include foundations for Macy's, New York University, Port of New York Authority, New York City Housing Authority, Newark Housing Authority and the Hall of Science at Flushing Meadow.

Dan Lazar has served the construction industry in other valuable ways. He is presently serving as First Vice President of the General Contractors Association of New York, having served as Treasurer, Chairman of the Specifications Committee and a member of the Executive Board. While Chairman of the Specifications Committee, a number of needed changes in New York City specifications were brought about. He is a panel member of the American Arbitration Association; and has recently been a speaker at an American Society of Civil Engineers symposium on Foundation Specifications as part of their Continuing Education Program. Dan is a former Vice President of the Cornell Society of Engineers; and a member of the American Society of Civil Engineers. As a Board Member of High Ridge House, a non-profit sanatorium located in Riverdale, New York, he headed up the Building Program which has just been completed.

For The Moles, Dan served as Trustee in 1957 through 1959 and again in 1968 through 1970; and was Chairman of the Membership Committee during 1969 and 1970.

RALPH M. PARSONS

(Continued from Page 2)

efficient and sophisticated pollution-prevention systems installed in any refinery.

2. The management of design, engineering, development and construction for the Honolulu International Airport which is in the midst of a fifteen-year expansion and modernization program. It was the first airport in the world to have especially designed facilities to accommodate the jumbo 747.

3. The Anaconda Company's Twin Buttes Copper mine and concentrator south of Tucson, Arizona. The Parsons' organization is engineer-constructor for the thirty thousand ton-per-day concentrator built at pitside.

Over the years, other honors have come to Ralph Parsons including: Honorary Doctor of Engineering, Harvey Mudd College 1971 (the first ever to be conferred on an individual); and Pratt Institute 1957. He received the Golden Beavers Award for Engineering in 1963 and M.I.T. dedicated The Ralph M. Parsons Laboratory for Water Resources and Hydrodynamics in 1970.

Ralph Parsons is a member of the American Institute Mining, Metallurgical and Petroleum Engineers; the Beavers and the National Council of Foreign Policy Association. He has served as a Trustee at Harvey Mudd College since 1968 and at Pratt Institute since 1963. He is an Associate at Woods Hole Oceanographic Institute and a member of the M.I.T. Visiting Committee Civil Engineering.

• Congratulations are in order for HENRY B. McDONALD. We have just been advised he has been elected to the office of Vice President and General Manager of Wright Contracting Company.

• It's good to have CLINT LOYD back east and attending Moles' meetings again. In 1968 Clint moved to Florida and was out of circulation for a while. However, now that he has taken up residence in Old Saybrook, Connecticut we expect to see him more often.

• MARTY KAPP was the featured speaker on October 28th at the monthly luncheon meeting of the Concrete Industry Board.



25-YEAR MEMBERS



Thirteen Moles will receive their 25 Year Certificates at the November 3rd Dinner. Elected to membership in 1946 their names appear below with a brief description of their life as a MOLE.

LOUIS F. BOOTH — retired in 1970 from The Port of New York Authority as Manager of their Construction Division. His earlier career was marked with note on major construction projects for The Foundation Company, and George A. Fuller Company of New York and Ayers-Hagan-Booth located in Providence, Rhode Island.

While he is busy part of the time now sailing his Explorer on Narragansett Bay, gardening, traveling, and all the other things retired folks are supposed to do he has also included some construction consulting in his itinerary.

His recent construction consulting work has included: arbitration work, land development, and a variety of duties as United States Consultant for the Taisei Construction Company, a Tokyo based Engineering and Construction firm. Louie is rather uniquely able to have the fun of retirement along with the pleasant association with his construction and engineering friends.

C. GLENN BROWNING — spent more years than he can recall in the cement business. For many years Glenn was in a managerial position with Lehigh Portland Cement Company and assisted contractors with their needs in this direction. Retired since 1958 and a member emeritus since 1961 he resides in Naples, Florida where he plays golf a great deal of the time and enjoys his retirement.

JOSEPH B. DIAMOND — an attorney at law and licensed professional engineer, earned the grade of Lieutenant Commander, United States Navy during World War II serving with the Seabees. He was Deputy Commissioner of Public Works, City of New York until his resignation to resume the practice of law.

Joe is a member of the law firm Hynes & Diamond, New York City specializing in construction law. He served The Moles as Trustee and Chairman of the Finance Committee and during the period from 1960 through 1962 he was Treasurer.

HOWARD G. DIXON, SR. — retired from Johnson, Drake & Piper, Inc., in 1963 as Senior Vice President after thirty-five years with the firm. During that time, Dick was primarily involved with their heavy construction work in the Eastern United States.

He served The Moles as Trustee, 1st and 2nd Vice President and was President in 1963.

Since his retirement he has, on many occasions, acted as consultant to contractors, engineers and owners assisting in solving their construction problems mostly on construction methods, cost estimates, arbitration, etc.

However busy Dick has been in his retirement he has still found time to make two trips to Europe, three to the Hawaiian Islands and one around the world. He enjoys golf, fishing and photography but his main interest even now is keeping up in construction activities.

HOWARD B. GATES — has had, in his day, extensive experience as a MOLE. As a young engineer dating back to 1905 he was employed on the Penn RR East River Tunnels. Thereafter he had a part in the construction of major tunnel, subway, sewer, bridge and railroad projects. When he became a member of The Moles in 1946 he was Vice President and Chief Engineer for Tully & DiNapoli. Upon retiring from that firm in 1951 he remained active as a private consultant for many years. In 1964 he became a "Member Emeritus".

Now 87 Howard (and his camera) have been missed at The Moles' functions for the past several years due to ill health and many visits to Connecticut Hospitals.

FRANCIS J. JORDAN — is Chairman of the Board of Poirier & McLane Corporation. He attended Brown University and later graduated from Ohio University. Shortly after graduation he became associated with the McLane Mining interests which later merged with the Poirier Construction Company.

Frank has been in the construction business for forty-five years and during that time he has had a hand in the construction of many projects including major highways, bridges, tunnels, pneumatic caissons and nuclear power plants.

His main interests other than construction are fishing, hunting and spectator sports.

RALPH L. JOHNSON — recalls with pride the day he was advised of his membership. Sometime before that he had taken over the H.O. Penn Machinery Company with the late, Stuart A. Wade.

For twenty-two years he was President and major owner of that heavy equipment company and in constant touch with the heavy construction industry and its members. He served The Moles as Trustee during the years from 1963 through 1965.

In 1965 Ralph sold his interest in the company; retired from its Presidency; and in 1966 became a "Member Emeritus". Since his retirement he spends at least half of every year travelling with his wife and finds every day filled with pleasing activity. Business, social or charitable endeavors bring him into New York from his home in Ridgewood, New Jersey a few times each week when he is not travelling elsewhere.

In attendance at all The Moles' functions, the enjoyment he gets from the contact with his old friends is obvious.

RALPH H. MANN — retired in 1962 as Senior District Engineer of The American Wood Preservers Institute. During his busy years as a Mole he performed in the field of pressure preserved timber materials for construction. His primary interests were timber foundation piles and timber waterfront structures especially tide-water structures.

Residing in Daytona Beach, Florida since his retirement Ralph keeps active in civic affairs and politics and does a little fishing and gardening when he's not boasting about his three grandchildren. Ralph indicates all his Mole recollections are not only pleasant but memorable.

CHARLES B. MOLINEAUX — currently engaged as Associate Consultant with Tippetts-Abbett-McCarthy-Stratton Engineers and Architects. In construction since 1925 Charlie has played a prominent role in many major heavy construction projects.

He is a member and active participant of numerous technical and engineering societies. He served The Moles on several committees; was Chairman of the Education Committee during 1959

☆ 25-YEAR MEMBERS ☆

and 60; and Trustee during the period from 1959 through 1961.

Charlie said recently about his career in construction, "It would be impossible to think of anything that would be more challenging, stimulating, wearing, and all around enjoyable. I have loved every day of it."

W. S. (Dinty) MOORE — has been actively interested in the promotion and sale of cement for over thirty-five years. In this capacity he has had personal contact with those engaged in the heavy construction industry and enjoyed every bit of it. He is currently consultant to Sales and Management of Saylor's Portland Cement Company and finds time to take periodic trips to the South and Caribbean Islands. Dinty is a sports enthusiast but football and baseball take precedent.

WILLIAM H. MUESER — Senior Partner in the firm of Mueser, Rutledge, Wentworth & Johnston, Consulting Engineers joined the firm in 1923 (known at that time as Moran, Maurice and Proctor).

In service of this firm for forty-eight years he has had the opportunity to take an active part in major heavy construction projects in the United States and abroad. His professional career has been spent in connection with difficult foundation problems, both in the execution and design. The firm which he now heads specializes in site investigations, design and supervision for foundations, bridges, buildings, waterfront structures, graving dock and earth dams. Presently Bill is engaged in Soil Investigation and construction problems for the Washington Metropolitan Area Transit Authority's Metro System in Washington, D.C. and neighboring areas in Maryland and Virginia; foundations for the James Madison Memorial Library and the National Gallery of Art, also in Washington, D.C.; Affiliated Hospital in Boston, Mass.; Port Authority Building in Baltimore, Md.; and the First National Bank in Shreveport, La.

Bill is a member of numerous professional societies and is a life member of the American Society of Civil Engineers. He received the latter's "Engineer of The Year Award" in 1958.

GERARD A. NEUMANN — President of Spearin, Preston & Burrows, Inc., contractors for waterfront, submarine and heavy construction foundations.

A graduate of Union College with a Civil Engineering Degree he has been in construction for thirty-five years. Thirty-three of those years were spent with the firm he now heads.

Gerry served for many years on committees for The Moles and presently is a Trustee of Union College.

ARTHUR E. POOLE — is President of Hallen Construction Company and its subsidiary companies (Poole Construction Co., Inc. and Charter Services Inc.) located in Island Park, N. Y.

He has been in construction for 35 years. During the period from 1941 to 1946 he served with the Civil Engineering Corps, U. S. N. R.

Mr. Poole is a member of the Society of American Military Engineers and the American Welding Society; and a fellow in the American Society of Civil Engineers. In 1970 he received the Brotherhood Award from the National Conference of Christians and Jews.

• HENRY C. BOSCHEN, Chairman of the Board of Raymond International Inc., recently announced that the company's corporate headquarters will be moved to Houston, Texas by July 1, 1972. The company will occupy the two top floors of a six-story building now under construction. About November 15th they expect to have a temporary information office established. The primary reason for the move according to Mr. Boschen is to effectively reduce the escalating costs of operating corporate headquarters and Houston was selected as the best strategic site to administer the company's domestic and international activities. Added factors to the particular relocation were: the existence of skilled manpower in that area; the attractive cost of living; and availability of excellent housing, educational and transportation facilities.

Raymond will continue to maintain a large organization in the New York area responsible for continuing their engineering and construction work in the East.

A.S.C.E. Bestows Honorary Membership On Three Moles

Highest Professional Recognition of the Society goes to:

George R. Brown, Carl B. Jansen and Gerald T. McCarthy.

The American Society of Civil Engineers conferred Honorary Membership on three members of The Moles at its annual meeting in St. Louis in October.

George R. Brown, Chairman of the Board of Brown & Root and Texas Eastern Transmission Corp., Houston, Texas — recipient of the 1968 Moles' Non-Member Award — was honored for his "world-wide accomplishments in the field of engineering construction and for his charitable work that has helped finance achievements in the field of engineering, education, medicine, art, law-enforcement and conservation".

Carl B. Jansen, Honorary Chairman of the Board of Dravo Corporation, Pittsburgh, Pa. — recipient of the 1955 Moles' Non-Member Award — was cited by A.S.C.E. for "his service to the public and the civil engineering profession and for his outstanding leadership of a world-renowned engineering construction firm". Mr. Jansen rose through the ranks of Dravo to become President in 1946 and Chairman of the Board in 1959. He retired from Dravo in 1966 and achieved leadership in Pittsburgh civic activities.

Gerald T. McCarthy, Senior Partner of Tippetts - Abbott - McCarthy - Stratton, New York City — was honored for "his extensive work as an engineering consultant — both at home and abroad — on water resources, transportation and industrial projects". T.A.M.S. has a staff of eight hundred engineers in New York, seven offices in the U.S. and seventeen in foreign countries. Under Mr. McCarthy's direction, the firm covers the full range of civil, mechanical and electrical engineering, soils and foundations, architecture, planning and engineering economics.

Honorary Membership in the American Society of Civil Engineers is awarded only to those who "have attained acknowledged eminence in some branch of engineering or in the arts and sciences, thereto, including the fields of engineering education and construction". The Moles are gratified to have achievement in engineered-construction recognized as worthy of the highest honors of this leading professional society — and extend congratulations to George Brown, Carl Jansen and Gerald McCarthy.

• • • A Moment of Silence • • •



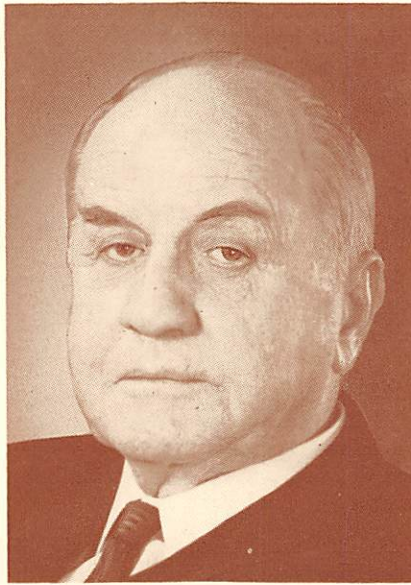
HARRY W. MORRISON died on July 19, 1971 at Boise Hospital in Boise, Idaho. He was 86.

Born in Illinois on February 23, 1885 he started work in 1902 for Bates & Rogers Construction Company in Chicago. In 1906 he joined the U.S. Bureau of Reclamation and two years later was serving as a supervisor on a diversion dam project near Boise where he met Morris Knudsen. Several years later they (Morrison and Knudsen) established what was to become one of the largest construction firms in the world with a few teams of horses and \$600.

Under Mr. Morrison's direction M-K became noted for some of the great projects of all time in more than 50 countries including Hoover Dam and major portions of Grand Coulee Dam; the St. Lawrence Seaway; railroads up the Andes in Peru and through the jungles of Brazil; Karadj Dam in Iran; canals and dams in Afghanistan; pipelines in Pakistan; and military bases throughout Alaska and the Pacific during World War II.

Though Mr. Morrison's formal education ended after two years of high school and a business school correspondence course, honors came to him by the score. He received honorary degrees from the University of Idaho, the College of Idaho and the University of Portland. An Award for "economic statesmanship" was granted him by Seattle University and he was chosen as Idaho's "Businessman of the Year"

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FRANK M. GROVES died on August 10, 1971. He was 84.

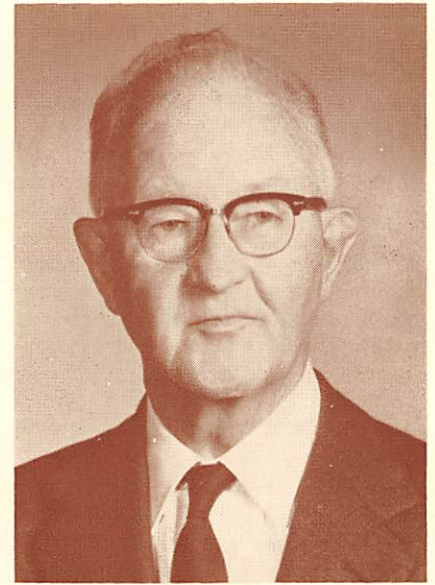
Born on January 22, 1887 in Butler, Missouri, Frank Groves' formal education consisted of Grade School, some High School and private tutoring.

At the age of 14 he went to work and when he was 19 he entered into a partnership with his father and two brothers to perform excavation contracts in Minneapolis. The firm was incorporated in 1918 under the name of S. J. Groves & Sons Company and Frank M. Groves became President of the new company. He held this position until 1969 when he became Chairman of the Board and his son Franklin became President.

Under Mr. Groves capable leadership the firm attained a highly respected position in the construction industry specializing in highway, dam, airfield, railroad and tunnel construction. The Company successfully completed countless multi-million dollars of construction projects both nationally and internationally. Over the years Groves joint ventured in the construction of the Carley V. Porter Tunnel in California, the Libby Tunnel in Montana, the Dvorshak Dam in Idaho, the Mangla Dam in Pakistan, and City Tunnel #3 in New York which is currently under construction.

Mr. Groves was the recipient of The Moles' Member Award for "Outstanding Achievement in Construction" in 1968. At that time he stressed his belief in the

(Continued on Page 7)



GEORGE M. DRAKE died at his home on August 28, 1971. He was 86.

Born at Madelia, Minnesota on August 3, 1885 he worked for his father in the freighting business, hauling merchandise across the plains of South Dakota in his early teens. His ambition to become an engineer was realized when in 1911 he graduated from the School of Mines at the University of Minnesota.

As a partner with Algot F. Johnson, Mr. Drake founded a construction company in 1916 which performed small contracts in the name of Johnson and Drake. In 1920 when Louie Piper bought into the firm they established Johnson, Drake & Piper, Inc.

Mr. Drake became the principal in the firm in 1929 and Johnson, Drake & Piper grew to be one of the largest contractors in the world under his leadership.

JDP played a major role in the construction of military facilities for the United States at home and abroad during World War II and alone or in joint ventures the company worked in nearly every continent on the globe constructing highways, buildings, piers, airfields and facilities, railroads, bridge foundations, dams and tunnels. They had branch offices and subsidiary companies worldwide. The company was awarded the Navy and the Army "E" for Excellence and received high commendations for their work in Vietnam during the period from 1957 to 1961.

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• • • A Moment of Silence • • •



JAMES G. TRIPP, SR. died on July 26, 1971, at the Cone Hospital, Greensboro, N. C., after a brief illness. He was 82.

Born in Chicago, Ill., he spent the greater part of his early years in the West after taking Civil Engineering at Massachusetts Institute of Technology, Class of 1910. Jim started in the construction supply business in Southern California the summer of 1910; and formed his own engineering design service to help sell his products.

From 1917 to 1930, he devoted his entire time to heavy construction as a contractor for himself and as General Superintendent for some of the great names in early dam building: Bent Bros. Contractors on the Palmdale and Creek Dams, California; Carl Pleasant on the Lake Pleasant Dam, Arizona; Atkinson, Kier Bros., and Spicer on Coolidge Dam, Arizona; Atkinson Construction Co., on Pardee Dam, California; then a section of the River Des Peres Sewer in St. Louis.

In 1931, Jim joined Merritt, Chapman & Scott and M C Whitney, first as Construction Manager then as Vice President handling many construction bids such as Hoover Dam and Panama Canal work; and operations such as the Mississippi River Lock and Dam Projects No. 5 and 15; and dredging and bridge foundations in New York and Connecticut.

In 1937, Mr. Tripp reopened his own consulting practice for contractors and

DRAKE (Continued)

Until his death, Mr. Drake had gone to his office nearly every day and although he had withdrawn from active management of the company in 1963 he held the title of Honorary Board Chairman.

George M. Drake was honored by the University of Minnesota for "Exceptional Achievement"; and by Pepperdine College with their "Recognition Award". In 1960 he received The Moles' Non Member Award for "Outstanding Achievement in Construction."

He is survived by his wife, Kathryn; two sons, George R. and John B.; six granddaughters; one grandson and one great granddaughter.

TRIPP (Continued)

developed bids for clients for many dam projects such as Lackawak Dam and Board of Water Supply tunnels in New York, and for Shasta Dam in California. World War II took him back into field work, which he always liked best, as Operating Manager for the Maritime Commission for building concrete tankers at Savannah, Georgia, and National City, California, then as Operating Manager for James Stewart and Associates in construction of the U. S. Naval Base at Trinidad, BWI, and electric furnace construction for Republic Steel in Chicago.

After the war, Jim again went into business for himself as a consultant which continued until his retirement in 1970. During this period, his clients numbered among the great contractors of the world, for whom he bid for work or provided on-site services in practically all countries except Russia, Red China, and Australia, for such projects as Folsom Dam, Hungry Horse Dam, Mount Morris Dam, Helena Dam, Bersimus Dam, Cougar Dam, Niagra River power complex, Priest Rapids Dam, Flaming Gorge Dam, Glen Canyon Dam, Yanhee Dam in Thailand, Rihand Dam in India, Water Supply for Karachi, Sariyar Dam in Turkey, Jacuara Dam in Brazil, and many others. He also provided claim and expert witness services in many cases both foreign and domestic.

Jim was very proud to be a Mole, having received his 25 Year Certificate last year. He was a Life Fellow of the American Society of Civil Engineers, a member of The Engineers Club, New York, and was a Mason. He is survived by his son, Jim Jr., and four grandchildren.

WILLIAM A. CLARK died at his home in Elmsford New York on September 3, 1971, after a long illness. He was 82.

He was affiliated with George H. Flinn Corporation contractors for sub-way and tunnel construction for forty years. When the firm liquidated in 1951 he worked for Gull Contracting Co., Inc., until he retired in 1957.

He was elected to membership in The Moles in 1948 and obtained Emeritus Status in 1963.

Mr. Clark is survived by his wife Minnie and three sisters.

MAURICE HALLEN succumbed to a heart attack in a hospital in Florida on June 22, 1971. He had been seriously ill for two months. Mr. Hallen was 74.

President of Hallen Welding Service Inc., located in Long Island City until his retirement in 1950, Mr. Hallen had been a member of The Moles since 1940. He was elected a "Member Emeritus" in 1956 and sometime thereafter he moved to Florida.

His wife Elsie survives him.

FREDERICK A. McLAUGHLIN died on September 30, 1971.

Mr. McLaughlin was employed by Walsh Construction Company before his retirement. He had been in construction for over fifty years. He became a Member Emeritus in 1968.

Among some of the projects which he was in responsible charge were: Drydock construction, Brooklyn Navy Yard; Shipbuilding, Providence, Rhode Island; United Nations Building; New York Coliseum; General Electric Plant in Syracuse; Atomic Energy Commission Building Schenectady; Fairless Steel Plant, Pennsylvania and Paper Mill Construction at Corinth and Ticonderoga.

He is survived by his wife, Marjorie.

(The Moles' staff regrets there were no photographs of Messrs. Clark, Hallen and McLaughlin available for this issue.)

GROVES (Continued)

construction industry as a stable part of the nation's economy.

He is survived by his wife, Hazel; a son, Franklin; a daughter, Frances Anderson; three sisters, Minnie, Effie and Vivian; and four grandchildren.

Summer Employment

• MARTIN S. KAPP, Chairman of the Education Committee reports that the number of student engineers placed in employment for the summer vacation period of 1971 was less than previous years (10). However, the evaluations given by the employers on these ten were all excellent. One employer reports that he interviewed at least a dozen student engineers referred by The Moles for the three positions he was offering and every one of those interviewed were of excellent calibre.

MORRISON

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by the Idaho State University chapter of national business fraternity.

Other honors included a U.S. Navy Civilian Service Award; Honorary Life Membership in the Idaho Society of Engineers; the Golden Beaver Award for Management; and election as Honorary Lifetime President of the Idaho Branch of The Associated General Contractors of America.

Mr. Morrison was the recipient of The Moles' Non Member Award for "Outstanding Achievement in Construction" in 1947.

Times Magazine featured him as the subject of a cover story on the entire U.S. construction industry and Fortune Magazine called him "the greatest heavy construction stiff in history".

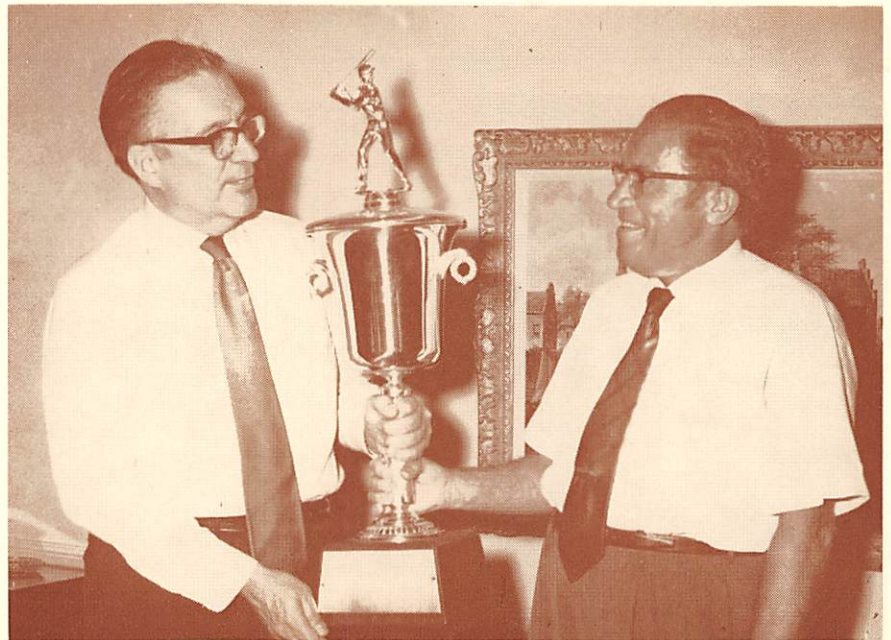
His philanthropic activities, by his own wish, were unheralded in many instances but thousands of Boise residents today enjoy the recreation facilities offered by Ann Morrison Park, a 155 acre haven developed from former swampland at a cost in excess of \$1,200,000 by The Harry W. Morrison Family Foundation and donated to the City of Boise in memory of his first wife.

In 1960 when his health began to decline Mr. Morrison withdrew from active management of M-K but until his death he held the honorary title of Founder-Chairman of the Company.

In recent years Mr. Morrison and his second wife, Velma, were known in horseracing circles as breeders and owners of racing stock with their principal interest centered at their ranch, Gem State Stables in California.

Surviving are: his wife, Velma V.; a sister, Edna Allen; four cousins, Frank, Raymond and John Morrison and Claude Waldron; a step-daughter, Judith Wilkerson and a step-son Ron Shannon.

— 1971 CLAMBAKE —



President of The Moles, Al Korsen (right) presents new Trophy to Commissioner of Public Works, New York City, Al Maevis. Trophy was engraved: DPW-Moles Challenge Trophy. 1971 - DPW 9, Moles 5. This was the first in the new series for permanent possession of this Trophy.



Despite a 45 minute power failure in Rockland County shortly before dinner was to be served at Tammy Brook Country Club for The Moles' 1971 Clambake, the entire day was a success from start to finish.

It was a beautiful warm sunny day and eleven hundred fifty Moles and guests were out in full force to enjoy a day of outdoor games, golf, swimming and plain old "good fellowship". With good food and drinks served during the day and evening and a delightful variety show performed on stage, the first to the last to leave had favorable comments for the Committee responsible for it all.