

NEWS BULLETIN
AN ASSOCIATION OF MEN



OF THE MOLES
ENGAGED IN HEAVY CONSTRUCTION

HOLING

THROUGH

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APRIL, 1972

*Adm. Corradi Elected
President of The Moles*



*Annual
Business Meeting
and Dinner*

to be held at

*The New York Hilton
at
Rockefeller Center*



WEDNESDAY, MAY 3, 1972

R. ADM. P. CORRADI, CEC-U. S. N. (Ret.) Chairman of the Board of Raymond International, Inc., has been elected to serve The Moles as President for the 1972/73 year. Admiral Corradi will take Office at The Moles' annual business meeting and dinner to be held on May 3, 1972 at The New York Hilton Hotel. The other Officers elected are: First Vice-President — Reuben Samuels, Vice President and Chief Engineer of Thomas Crimmins Contracting Company; Second Vice-President — Charles A. Richardson, Vice President and Director of Perini Corporation; Treasurer — Salvatore V. DeSimone, Partner, Mueser, Rutledge, Wentworth & Johnston; Secretary — Norman Nadel, President, MacLean-Grove & Company, Inc.; and Sergeant-at-Arms — Clark H. Batchelder, Project Manager, Walsh Construction Company.

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CORRADI ELECTED

(Continued from Page 1)

Trustees elected to serve three year terms are: Albert DiGiacinto, Vice President, Spencer, White & Prentis, Inc.; Gareld (Bud) Gray, Vice President-Area Manager, S. J. Groves & Sons Company; Louis W. Hall, Vice President, Turner Construction Company; and Peter H. Smith, President, Gibbs & Hill, Inc.

Born in Brooklyn, New York in 1910 Admiral Corradi received his civil engineering degree from New York University in 1936. He began his career as a Design Engineer for the Port of New York Authority and later as a Construction Engineer for the New York Triborough Bridge Authority.

In 1940 while a civil engineer with the New York Board of Water Supply he was commissioned a lieutenant (j.g.) in the Civil Engineers Corps Reserve. He was assigned to the Seabees when the war came and served in many Pacific campaigns. His wartime decorations include the Bronze Star Medal with Combat "V". Admiral Corradi's broad experience in construction includes his service as Chief of the Bureau of Yards and Docks (now Naval Facilities Engineering Command) where he was responsible for the Navy's world wide shore facilities and the Civil Engineer Corps administering the Bureau's activities and the Seabee battalions. In 1965, in recognition of his leadership during a period of greatly expanding responsibility in the Civil Engineers Corp and the Bureau of Yards and Docks, Admiral Corradi was awarded the Distinguished Service Medal by the President of the United States.

Upon retirement from the Navy he joined the firm of Gibbs & Hill and was elected its President shortly thereafter.

In 1969 he joined Raymond International as Senior Vice President and was elected a Director. In February 1970 he was elected to the newly-created post of Executive Vice President. When Henry Boschen retired in January this year Admiral Corradi was elected Chairman of the Board to succeed him.

Active in many professional organizations, he is a Past National President of the Society of American Military Engineers and has served The Moles as Trustee, Vice Chairman and Chairman of the Award Committee and First and Second Vice President.

He has an Honorary Doctor of Science Degree from New York University awarded him in 1966.

Immerman Dies



HARRY T. IMMERMEN, president of The Moles in 1961-62 and recipient of The Moles' Member Award for outstanding achievement in construction in 1961, died on January 16, 1972. He was 81.

Most of his professional career was spent with Spencer, White & Prentis, Inc. as Chief Engineer. In this capacity he did work for such outstanding American companies as F. W. Woolworth, U. S. Rubber, American Can, General Motors, Ford Motor, American Telephone & Telegraph, Bethlehem Steel, Colgate Palmolive Peet, Prudential Insurance, Kimberly-Clark and E. I. du Pont de Nemours and many others. He joined Spencer, White & Prentis in 1923 and retired as a Vice President and Director from full time activity in 1964, thereafter serving as a consultant, not only to Spencer, White & Prentis, but also to many other organizations — including the City of New York. He specialized in the field of foundations, underpinning and shoring of buildings in which he had an international reputation as an expert. Many of New York City's most important structures rest on foundations designed by him.

Harry Immerman was born in New York City in April, 1890. He was educated at Townsend Harris Hall High School and in 1913 received his degree as Civil Engineer from the Columbia School of Mines. His early years were spent working with Holbrook, Cabot and Rollins on Dry Dock 4 in the Brooklyn Navy Yard and railroad and subway

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MOLES ELECT

34 NEW MEMBERS

At the Executive Committee Meeting held on April 4, 1972, thirty-four new members were elected to membership.

In alphabetical order they are: Farrant N. Benedict, A. S. Wikstrom, Inc.; Wilson V. Binger, Tippetts-Abbett-McCarthy-Stratton; Michael F. Breen, Jr., Michael F. Breen, Inc.; Francis P. Bystrowski, F. P. Bystrowski & Co.; Eugene F. Casey, New York City Transit Authority; Henry P. Cerutti, Blaw-Knox Co.; Alvin O. Chattin, Colonial Sand & Stone Co., Inc.; John G. Donargo, Spencer, White & Prentis, Inc.; William F. Goodfield, Walsh Construction Co.; John P. Gunn, Walsh Construction Co.; Benjamin H. Hardaway, III, Hardaway Contracting Co.; Wallace L. Hunt, Fruin-Colnon Corp.; Robert S. Kerr; Guy F. Atkinson Co.; Neil W. Krumwiede, Grove Shepherd Wilson & Kruge, Inc.; John J. Lennon, Geo. W. Rogers Construction Corp.; Henry E. Lore, Dravo Corp.; Henry J. Massman, III, Massman Construction Co.; Richard B. Moulton, Guild-Moulton Construction Corp.; Alfred Muscari, Peter Kiewit Sons' Co.; James C. Nelson, Spencer, White & Prentis, Inc.; Stanley J. Norton, Norton, Sacks, Molineaux & Pastore; Edward M. O'Brien, Turner Construction Co.; Robert A. O'Callaghan, Universal Builders Supply Co., Inc.; William E. Perkins, Perkins, Kanak, Foster, Inc.; Frank P. Ragonese, Square Construction Co.; William C. Ray, American Bridge Div. - U.S. Steel Corp.; Bernard Richards, Slattery Associates, Inc.; Herbert C. Savin, Savin Brothers, Inc.; George B. Searle, S. J. Groves & Sons Co.; Peter H. Shannon, Linde-Griffith Construction Co.; Robert M. Sharkey, Horn Construction Co., Inc.; David K. Smith, Raymond International, Inc.; Jack R. Swofford, Atlas Explosives Div., ICI America, Inc.; Alden P. Yates, Bechtel Corp.

• Many Moles will be giving talks in their respective fields including: CHUCK EDGAR, MEL FEBESH, GEORGE FLAY, JR., NORMAN NADEL, GERRY NEUMANN, RUBE SAMUELS and CHARLIE STILLMAN when the Metropolitan Section Foundations and Soil Mechanics Group of the American Society of Civil Engineers sponsor their seminar during April 24th, 25th and May 15th, 16th.



MEMBERS EMERITUS



Nineteen Members have been elected to "Emeritus Status" over this past year. They are: —

PHILIP F. BRUECK — was General Manager of The General Contractors Association until his recent retirement. Prior to that he was Deputy Chief Engineer of the New York City Transit Authority. An active member of The Moles for ten years, Phil served as Trustee and Chairman of Publicity during 1965 through 1967.



EDWARD L. CAUSEY — recently retired from The Hunkin-Conkey Construction Company headquartered in Cleveland, Ohio. He had been Executive Vice President of the firm.



CHARLES S. DAVIS — became a member of The Moles over twenty years ago and was an executive with Utah Construction Company at the time. In 1960 he joined Perini Corporation and was elected a vice president in charge of overseas operations. A professional engineer, Mr. Davis has been doing private consulting work on the West Coast in recent years.



JAMES T. DENTON — is retiring from Geo. W. Rogers Construction Company in May and plans to move to Mississippi. A member of The Moles since 1953, Jim served as Trustee and Chairman of the Membership Committee during 1958 through 1960.



FRED L. DOOLITTLE — has been a member of The Moles since 1947. In 1967 he resigned as President and Chief Executive Officer of the Penn-Dixie Cement Corporation after nearly forty years of service with the firm. Fred served The Moles as Secretary during the period from 1965 through 1967 and Trustee from 1962 through 1964.

JACK E. DOWNEN — became the active sales representative member from Atlas Chemical in 1962. Jack is representing the firm, (now known as ICI America Inc.) for all industries using explosives, as National Field Sales Manager and is stepping down as the active representative for Mr. Jack Swofford who is representing Atlas in the construction field.



JOHN F. FEENEY — a member since 1947 has been affiliated with The Hallen Company until his recent retirement. His construction background prior to that was on tunnel work with Rosoff and Walsh Construction.



S. EVERETT HUNKIN — retired Board Chairman of The Hunkin-Conkey Construction Co., of Cleveland, Ohio has been a member of The Moles since 1956.



FRANK L. KELLY — retired in January of this year as a Vice President of Colonial Sand & Stone Co. Frank has been a member of The Moles since 1944.



JOHN E. KELLY — was President of Kelly Pile & Foundation Corp., pile driving contractors of Brooklyn, N. Y. when he became a Mole in 1943. The company later became Kelly Pile Driving Company and moved to Douglaston.



WALTER E. LARSON — before his recent retirement was affiliated for many years with the Coakley & Booth organization.



GERALD A. O'CONNOR — was engaged in heavy construction throughout the U. S. and overseas since 1929. He recently retired from Raymond International where he had been employed in an executive capacity for many years.

FRED W. RIEGGER — was President of Kennedy-Riegger Drilling Company when he became a Mole. A licensed professional engineer, Mr. Riegger has been doing consulting work on test borings and pile operations since the dissolution of his firm. He received his 25 year certificate in November 1970.



WARREN N. RIKER — as an executive for the Walsh Construction Company had an outstanding career in the field of heavy construction. Ill health caused his recent retirement from Walsh.



GEORGE SCHUSTER — retired from Cayuga Construction Corporation and moved to Florida this past October. Mr. Schuster was Vice President of Cayuga.



KENNETH A. SHEPPARD — is now engaged in consulting work in Anchorage, Alaska. A member of The Moles since 1941 Ken has performed various engineering and construction jobs including industrial buildings, foundation work, viaducts and bridges.



CHARLES STILLMAN — retired recently as President of Linde-Griffith Construction Company prominent Newark, N. J. firm. Charlie has been a Mole member since 1945 and has served for many years as Trustee, Chairman of the Program Committee, Chairman of the Education Committee, and Vice Chairman and Chairman of the Award Committee.



BRIG. GEN BENJAMIN B. TALLEY, C.O.E.-U.S. Army (Ret.) — has been a member of The Moles since 1953 when he was Division Engineer of the North Atlantic Division, Corps of Engineers. In 1956 he joined Raymond Concrete Pile and later was affiliated with Metcalf and Eddy.



JACOB WEGWEISER — has worked with The Foundation Company on foundations, power plants, marine construction, bridges, tunnels, etc. Most recently he has been affiliated with Ford, Bacon & Davis.

AWARD DINNER

The Moles' 32nd Award Dinner was held on January 26th at The New York Hilton Hotel. Nearly thirteen hundred Moles and guests were on hand to honor Ralph M. Parsons and Daniel M. Lazar, Non Member and Member recipients of The Moles' Award for "outstanding achievement in construction".

The principal address of the evening was delivered by the Honorable Spiro T. Agnew, Vice President of the United States, to the delight of the entire audience.

The entire program, commencing with the President of The Moles introduction of The Vice President until the finale when Ralph Parsons received his honorary membership in the organization was received with tremendous enthusiasm.

For the benefit of those who were not able to be present that evening, we are pleased to quote below some excerpts from the proceedings: —

In his introduction of The Vice President, Mr. Korsen quoted from Dr. Joyce Brothers' column.

ALFRED H. KORSEN

"The title of this article — and I quote from the caption — 'Spiro, a sexy Vice Prexy'. I will quote from the article — 'Sex appeal means Spiro T. Agnew'.

"That is what a two day poll of women who listen to Dr. Joyce Brothers on WMCA had decided. Asked to name the man with the most and 9,215 listeners responded by phone and telegram. When the votes were counted, men like Tom Jones and Joe Namath were left far behind, and, lo, the Vice President led all the rest with 15 percent of the tally."

"Said Dr. Brothers — 'If Mr. Agnew ever decided not to run for re-election, he has a whole new career before him, replacing Paul Newman'. Paul Newman was second place and our venerable mayor, who is running for the democratic presidential nomination, polled under 9 percent of the vote and he is supposed to have a glamour appeal with the fair sex in this country."

"I am almost tempted to send the article to our President, Richard Nixon, and if there is any doubt as to who shall be his running mate in November, 1972, if he wants to retain the vote of the fair sex in this country, it's got to be and must be Spiro T. Agnew."

"The article concludes and I quote again — 'to turn around a woman in 1972, a man must be good at what he does rather than have perfect features or a Mr. America build. The qualities most women associated with sex appeal



Honorable Spiro T. Agnew, Vice President of the United States receives honorary membership certificate from Alfred H. Korsen, President of The Moles.

were intelligence, self-confidence and competence'.

Mr. Korsen went on — *"I would say that these qualities not only appeal to the women of the world but to us men as well and particularly to us Moles."*

"In these days of heavy flack from campaign oratory, it is refreshing to listen to a man who speaks candidly, says what is on his mind, and lets the chips fall where they may. — Besides, in what other country can you kibitz with the second man in command and call him a sexy prexy. In some countries I would be well on my way to the salt mines of Siberia already"

"Gentlemen, I say that is why I love my country and I am proud to be an American so without further adieu, it is my honor and high privilege to present to you the Vice President of the United States, the Honorable Spiro Ted Agnew."

VICE PRESIDENT AGNEW

"Well, thank you very much Mr. Korsen, I think! This is a fascinating lecture! — It has three buttons on it — raise, lower, and tilt. I think the last one is for Henry Kissinger."

"You know when I was listening to Mr. Korsen reveal that poll I have to say that that thing has given me not an inconsiderable amount of trouble in some areas. These young reporters of the female specie keep running up to me and saying 'Mr. Vice President, what do you think about being labelled as a sexy

man'. I say, 'well, I will tell you one thing about it, Dr. Joyce Brothers is the most sexy pollster I have seen. She beats Lou Harris and George Gallop all to hell'.

"Now I know all of you are not republicans. I sensed that when I sat down and felt a hot rivet on my seat — but I do feel a special kinship for the construction industry. Many of my friends wear hard hats. — Personally, I think that is a rather silly way to play golf. — You know, Doug Sanders has to be one of the greatest guys but I don't like to play with him any more because he always slows up the game. He keeps stopping at every tee to look at his insurance policy. — Before dinner I invited Al Korsen to play golf with me. I thought his reaction to my invitation was a bit harsh — throwing himself under a jack hammer."

"But it really is a pleasure for me to be here tonight among the Moles. Many of your companies have participated in the construction of the subway systems so this occasion marks somewhat of a departure for me. Who would have dreamed that Spiro Agnew would be breaking bread with the architects of underground organization? Most of Dan Lazar's life has been devoted to the construction and the restoration of the subway. Lazar has spent so much time underground that when he surfaces, the ground hog looks for HIS shadow. Well,

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this morning I took a ride on a subway or as *New Yorker's* call it, the 'tunnel of hate.' I handed the clerk at the toll booth a \$20 bill. He thanked me. He said that very few people today know the exact change. I had to ask the conductor for information. The conductor was easy to spot. He was the only guy on the platform holding a cattle prod. But really the subway is very convenient for New Yorkers who don't like to wait till April 15 to have their pockets picked."

"The name Moles makes a lot of sense. What could be more appropriate for the industry that builds our nation's tunnels and subways. Of course, many of our political figures have also developed associations with various specie of wildlife. — For example, Senator Muskie is a clam. He doesn't say much but he will open up if you get him steamed. — John Lindsey is a chameleon. You put him next to Nelson Rockefeller and he changes parties. Since Mayor Lindsey has decided to run for President, he realizes that he must give up, what to him is the world's second most important job, enemy to Nelson Rockefeller and he has already picked out some of his cabinet. As a matter of fact, one of the men he has picked out for a very important post, Secretary of Defense, is going to have to resign his current job, — night watchman at the Pierre. But you really have to admire to some extent the ones who pulled off that heist. Who would have the nerve to walk around New York City at night with all that money in their pocket? — George Wallace is an Alabama love bird — that is the shy variety. He doesn't mind a little billing and cooing but he draws the line at busing."

"Well, gentlemen, when I was invited to address you, I spent some time leafing through back issues of your news bulletin, 'Holing Through.' I was particularly impressed with the biographies of your members. What struck me was the fact that so many of them worked their way up to positions of wealth and prominence from what used to be described as humble beginnings. Here was a most impressive gallery of self-made men in the finest American tradition."

"I am sorry that one of your members who is a particular friend of mine could not attend tonight, George Langenfelder from Baltimore. I have known George for a long time and George to me is really a dramatic representation of a self-made man. He knew my father before me and I loved him and my father loved him and we still think he is one of the greatest things that ever happened to the City of Baltimore and the State of Maryland."

"There are so many others. I particularly recall excerpts from a 1968 talk to the Moles by John Volpe, then Governor of Massachusetts, now our distinguished Secretary of Transportation. Secretary Volpe spoke about his first job in the construction industry — that of a hod carrier. He then told how he climbed up the job ladder to the position of an apprentice plasterer and how he eventually went into a business for himself with a capital of \$500 borrowed dollars."

"As you know, John Volpe became a very successful businessman, but he might have failed. There was a risk involved in what he did and he knew it. But he was willing to take the risk and the consequences regardless of how it all turned out. This is the time honored way of a free man in a free society — the only kind of society that Americans want to have and the kind of society that President Nixon is working to protect and advance."

"Last week the President delivered his third State of the Union message since taking office. In that message the President called upon Congress to rise above partisan interest and serve the national interest. This is a time, he said, for high statesmanship so that in the years to come, Americans will look back and say that because it withstood the intense pressures of a political year and achieved such great good for the American people and for the future of this nation, this was truly a great congress."

"Millions of Americans hailed the President's address for its own clear statesmanship. Here was a President in an election year rejecting the hot rhetoric of partisanship and calling upon the leaders of the country to recognize their responsibility to the future of the nation and to the conscience of the nation. If we succeed in meeting our responsibilities as leaders, the President told the congress, there will be enough credit for all. If we fail, he said, then more than any of us, America will be the loser. Those were words of conciliation, an appeal for unity — if not in method, at least in purpose."

"Yet let the record show, as indeed it does for Americans to see, that within minutes of that Presidential call for high statesmanship, the propaganda organ-grinders and professional mimeographers of the opposition party were out in full cry. To quote the *Associated Press* report — 'Nixon's hopes of avoiding Democratic criticism lasted about as long as it took Edmund Muskie and Hubert Humphrey to reach the television cameras.'"

"According to the *NEW YORK TIMES*, Senator Muskie and Humphrey literally

— and I quote from that newspaper's report — 'raced to the Senate television gallery' immediately after the President's appeal with the Senator from Minnesota winning the foot race — to quote again from the *TIMES* — 'leaving his Maine rival to cool his heels outside the studio.'

"Now when he began his address to the Congress, President Nixon also delivered to every member of the Senate and the House a comprehensive, written State of the Union message embracing the issues which most vitally effect our national interest — such issues as national defense, crime, the economy, drug abuse, health services for our citizens, technological research and development, revenue sharing, welfare reform, government reorganization, the future of our cities and of rural America, education, minority rights, and consumer and environmental problems."

"This message consisted — gentlemen — of a thirty-six page, 15,000 word report on the domestic scene. In addition, it touched on general aspects of American foreign policy; though the President will provide a definitive message on foreign policy in a separate State of the World report."

"Thus, last Thursday's State of the Union message was an agenda for action to meet the nation's problems. It was a call for specific congressional response on that part of the agenda which has been confined in partisan pigeonholes since the President presented his forward looking State of the Union message last January."

"I would urge every member of this audience, if he hasn't already done so, to read President Nixon's comprehensive State of the Union message of 1972."

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STUDENT ENGINEERS TO VISIT SUBWAY PROJECTS

As *Holing Through* goes to press, The Moles' Education Committee are completing the final plans for the annual Students' Day to be held on Friday, April 14th. It promises to be an exciting day for nearly 300 student engineers who will view first-hand the construction work in progress at the 63rd Street Tunnel and the Central Park 6th and 7th Avenue Subway extension. JOHN T. O'NEILL, Chief Engineer of the Transit Authority and his entire staff are wholeheartedly cooperating in an effort to show the embryo engineer that a career in construction can be as fascinating as it is gratifying. A full report of the day will appear in the July issue.

• • • A Moment of Silence • • •



EDWIN L. JONES, SR., died on October 22, 1971. He was stricken by a heart attack in the Charlotte Airport while waiting to board a plane for Chicago to attend a session of the World Methodist Council. Mr. Jones was Board Chairman of J. A. Jones Construction Co.

Born June 10, 1891 he was the eldest of 15 children of James Addison Jones, founder of the J. A. Jones Construction Co.

Graduating from Trinity College (now Duke University) with honors in 1912 he joined his father's firm and was soon serving as Treasurer of the Company.

The depression years were spent in the Panama Canal Zone where he was in charge of construction of a major air base, winning five other major defense contracts while there. Thus, the company emerged from the depression with a strong capital base, training in off-shore mobilization and a large trained supervisory staff. The company continued to grow throughout the 30's with numerous military, commercial and public contracts in the Southeast and Edwin grew with it. He was found at the center of this activity and it surprised no one that he was placed in charge of the then-largest-to-date construction project known as K-25 and K-27, super-secret facilities built at Oak Ridge, Tennessee, in support of the manufacture of the atomic bomb during World War II.

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SAM J. MATHIS died on October 28, 1971 after a long illness at the Duke Medical Center in Durham, North Carolina. He was 59.

Mr. Mathis began his career as a bridge engineer with the South Carolina State Highway Department after receiving his engineering degree at The Citadel in 1933.

In 1941 he served in the Pacific Theater with the First Sea Bee Battalion. After his discharge in 1946 with the rank of Commander, he joined Standard Oil Company of New Jersey as a construction engineer working for Creole Petroleum. Progressing through various engineering positions including District Supervisor to Chief General Engineer, Mr. Mathis became Assistant Production Manager.

In 1962 he went to Libya as Manager of Engineering and Construction for Esso Standard Libya and returned to New York in 1965 as Engineering Consultant for Libya on the Liquid Natural Gas Project. At the time failing health forced his retirement he served as Consultant on construction for Standard Oil of New Jersey with operations worldwide.

He is survived by his wife, Kathryn; a son, Samuel J., Jr., and a daughter, Cynthia.



JOSEPH J. HAGGERTY, SR., died at his home in Remsenburg, Long Island on November 27, 1971. He was 71.

President of the Sicilian Asphalt Company since 1937 and Chairman of the Board since 1966, Mr. Haggerty retired from that firm about a year before his death.

He was considered an expert on the maze of pipes, water mains, electrical work and miscellaneous telephone and other equipment under the city of New York's streets. Most of the paving work in New York's five boroughs was performed by his firm which took the name of Sicilian when it was founded in 1889 because at that time the best quality asphalt came from Sicily.

The firm name has recently been changed to Interborough Surface Company and is currently headed by his son, Joe, Jr.

Mr. Haggerty, a member of The Moles since 1940, was also active in the General Contractors' Association of New York having served as President during 1955 and 56.

He is survived by his wife, Teresa; a son, Joseph, Jr.; two daughters, Teresa and Mrs. Laura McDonnell; two brothers, and eight grandchildren.

• • • A Moment of Silence • • •



ENOCH R. NEEDLES, died at Morristown Memorial Hospital, Morristown, New Jersey on January 5, 1972. He was 83.

Born on October 28, 1888, in Brookfield, Missouri, he was graduated from the Missouri School of Mines and Metallurgy in 1914. He gained his early engineering experience in the Middle West with emphasis on the design and construction of bridges. In 1928, he became a partner in the firm of Ash, Howard, Needles and Tammen, continuing until 1940 when he participated in the formation of the successor firm, Howard, Needles, Tammen & Bergendoff, the present name under which the firm continues the practice of professional engineering.

During World War II, he served the Corps of Engineers in the Office of Special Assignments. Upon his separation as a full Colonel at the end of the War, he was awarded the Legion of Merit for his services.

Beginning in 1946, Mr. Needles gave particular attention to the financing, design and construction of many of the major bridges and turnpikes that were built immediately after World War II. Among the many notable projects designed by his firm were the twin Delaware Memorial Bridges, the Newark Bay Bridge, and about half the turnpikes in the U.S. including the New Jersey, Maine, Massachusetts, Florida, Kansas and West Virginia Turnpikes.

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HOWARD B. GATES died on January 6, 1972 after a long illness. He was 87.

After graduating from the University of Wisconsin in 1905, Mr. Gates gained early experience in the heavy construction field which included subway, tunnel, sewer, bridge and railroad projects.

In 1934 he joined Tully & DiNapoli and became their Chief Engineer where he supervised major construction projects until his retirement from that firm in 1951.

He remained active for a number of years as a private consultant in Newtown, Connecticut until ill health forced his retirement.

A member of The Moles since 1946 he received his 25 year certificate shortly before he died.

He is survived by his son, Howard B. Gates, Jr., who lives in Cocoa Beach, Florida.



WALTER CACCIA died on November 22, 1971. He was 87.

Born in New York City on September 12, 1884 of German parentage he grew up in this City and attended public schools here, graduating from the school of engineering at Pratt Institute in 1904.

He performed work for several prominent construction companies throughout his long career in the industry and was General Manager of Underpinning and Foundation Company when he became a member of The Moles in 1947.

In 1954 he moved to Rhode Island where he spent the next ten years supervising construction of numerous buildings at the University of Rhode Island. He worked as a consultant for the University in their Marine Laboratory until a fall broke his hip from which he never fully recovered.

He is survived by his wife Virginia.

CARL C. KOHLHEYER died on March 20, 1972 in Los Angeles, California. He was 80.

A graduate of Drexel Institute his early career included work on New York's Seventh Avenue Subway.

In 1924 Mr. Kohlheyer joined Gibbs & Hill, Inc., and was supervising project engineer in their New York office. During the period from 1954 to 1957 he was in charge of thermal and hydroelectric power plant construction for California's Imperial Irrigation District and worked out of the firm's Los Angeles office.

In 1958 when he retired from Gibbs & Hill he returned to California where he resided until his death.

He is survived by his wife, Charlotte and two sons, Richard and Conrad.

AWARD DINNER

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Judge for yourself the President's appraisal of his stewardship and the Nixon administration's agenda for national priorities of 1972 and beyond."

"In any event, however, I would caution against accepting at television face value the judgements of the President's partisan opposition on this subject. For even if we were to concede them, a black belt level of achievement in speed reading, it is doubtful, to say the least, that in their two-man match race from the House chamber to the Senate gallery cameras, either Senator Humphrey or Muskie perused the thirty-six page Presidential program for the nation, or that Senator Jackson, campaigning in Florida, had an opportunity to study the President's comprehensive State of the Union message before his Washington staff released a critical response in his name about the same time Senators Humphrey and Muskie were testing their sprinting abilities across the Capitol Hill green."

"Indeed, the eagerness of the President's opposition to throttle any impulse to put national above narrow considerations was clear to more than one neutral observer. Wrote James Reston — 'There was something mean and unworthy about the cheap gibes of most of the Democratic politicians after the President's address.' That would-be national leaders neglected to read a President's message before attacking it, of course, was a boon to those news media sensationalists who thrive on conflict and controversy to maintain their audience ratings."

The Vice President went on to tell about the progress made toward enacting a revenue sharing program.

"In his 1971 State of the Union message, President Nixon placed revenue sharing high on the list of administrative priorities. For years people had talked about the need for Federal revenue sharing with State and Local governments, but no comprehensive proposal was ever put forth by a national administration. Formidable obstacles seemed to stand in the way of enacting any revenue sharing program that would assist state, city and county governments in meeting a growing fiscal crisis at the grass roots."

"Then President Nixon took this bold initiative. However, because he recognized that revenue sharing goes to the heart of the Administration's New Federalism he was forced to take it to the people and, speaking as a former county executive and governor, I know from first-hand experience that if we are to make the New Federalism a reality, indeed, if state, city and county govern-

ment are to survive in the United States, some form of revenue sharing is absolutely essential. Today, one year after the President's initiative, the obstacles to revenue sharing are being dismantled and the public interest is being placed foremost on this vital issue."

"There are four major reasons for this hopeful development. First, the President took a courageous course and he stayed with it, despite the pessimistic predictions of many that revenue sharing was simply a good idea whose time had not yet arrived."

"Second, the grass roots were heard from. The overwhelmingly favored response given the President's initiative by state and local governments of every political persuasion and by their constituencies made it abundantly clear that this was a totally non-partisan issue."

"Third, responsible leaders on Capitol Hill are now responding to this grass roots message and as a result there is every likelihood that effective revenue sharing legislation will be enacted during this session of Congress."

"Fourth, and finally, the President has indicated his willingness to compromise with the Congress over details of the program."

"Thus, despite the opposition shown by some ambitious spokesmen in the hours immediately following the President's 1972 State of the Union message, we may hope that the spirit of national interest, which has moved us closer to

the New Federalism in the area of revenue sharing, will also generate positive action on other Administrative proposals before the Congress."

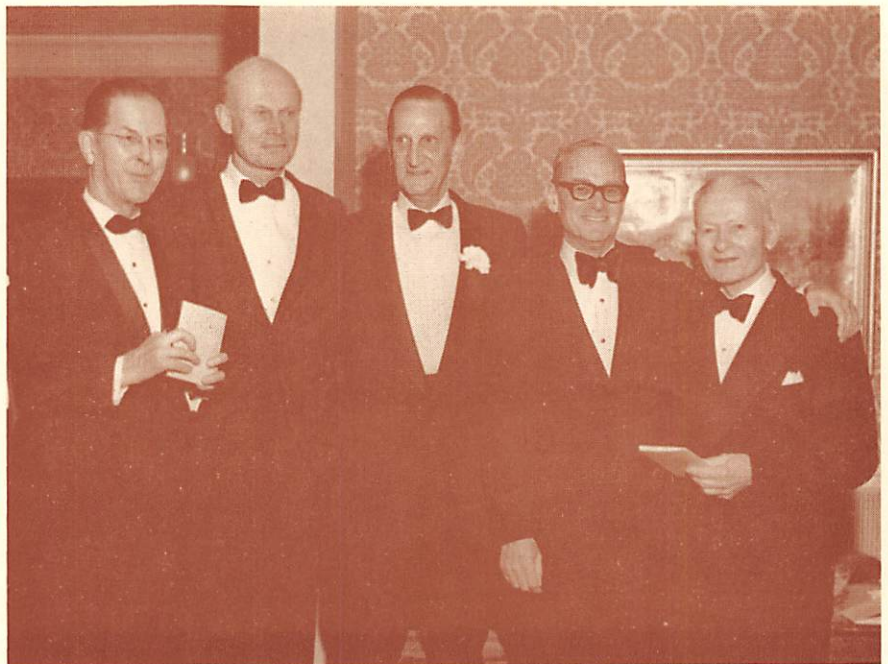
The Vice President continued, supporting the administration's foreign policies and emphasizing the opposition's partisan comments and remarked, *"Let's not forget which party put the men in Vietnam and which party is bringing them out."*

Continuing, Mr. Agnew said *"The maintenance of American strength and American Credibility overseas is not, after all, a matter of republican policy, it is not a matter of democratic policy, it is a matter of national policy. It is, moreover, national policy that under previous administrations has received overwhelming bi-partisan support."*

"In conclusion, I think it appropriate to cite an observation concerning non-partisanship made three decades ago by a political statesman who, much as any other lawmaker of this century, helped build the legislative framework supporting America's role as the leading nation of the Free World. 'Politics,' said former Senator Tom Connally, 'stops at the water's edge.' I would recommend a return to that principle by members of the Democratic party in Congress as a first step toward implementing President Nixon's call for high statesmanship during the critical period ahead."

"And more; for as we approach an

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T.W. Parker, Commissioner, State of New York Dept. of Transportation; Henry C. Boschen, 1966 President and Recipient of 1969 Member Award; Charles A. Richardson, Award Chairman; Daniel M. Lazar, Recipient of 1972 Member Award and Ralph DeSimone, Recipient of 1964 Member Award.



William D. Alexander, Ralph M. Parsons, Daniel M. Lazar and Edward E. White.

end to American military involvement in Vietnam and increasingly turn our attention to the problems confronting us here at home, it is important to remember, as the President has time and time again pointed out, that that which divides us is far less important than that which unites us as a people and a great nation."

"Let politics end at the water's edge. But I don't say this frivolously. This is not a new found conviction for me because as Governor of Maryland, I supported the actions of President Lyndon Johnson as he sought with every resource at his control to do what he thought was best for America. I say today the principles should be just as much in effect as it has been throughout our history. Let politics end at the water's edge. But in addition, as we enter a new year of decision and we may hope and believe an era of peace as well as prosperity, an era of prosperity without war, let us follow our President's lead in working for a united country in which politics stops, both overseas and here at home, where the national interest begins."

"It has been a privilege to address you tonight."

The applause resounding throughout the ballroom at the Hilton for The Vice President and his words of wit, loyalty and patriotism were an indication that

this group surely respected this man and deemed it an honor to have had him with them.

The Vice President was presented with an honorary membership in The Moles by Mr. Korsen and as he took leave flanked by the secret service who had been present all evening, he received another "standing ovation" from The Moles and their guests.

Mr. Korsen turned the meeting over to Charles A. Richardson, Chairman of the Award Committee who introduced Edward E. White to present the Member Award.

EDWARD E. WHITE

"Al Korsen, Charlie Richardson, Fellow Moles, and their guests, it is a rewarding experience to have the opportunity to introduce Dan Lazar and be able to present him with the Moles Member Award for outstanding achievement in construction. Dan has been a fellow Mole, friend, competitor, colleague working on industry and labor problems and business associate. While we have worked for him as sub contractor on some very difficult subway work, this relationship between sub contractor and general contractor can at times be a difficult and revealing relationship. As a result, few people are heroes of their sub contractors but this does not at all

apply to Dan for our fine relationship with him was distinguished by fairness, cooperation, and the fun of working with him. Dan has had a varied construction career, having put in apprenticeship on subways, locks, dams, highways and other work as the biography published in the evening program reveals. Anyone in the construction business can appreciate their importance to a successful engineering and construction career. There can be none better."

"Dan is a free and independent man and it is no accident that at the age of twenty-nine he bravely formed his company during the depression of about thirty-five years ago, a very inauspicious time for moves of this kind. It was not easy at first and to make his way Dan was an early moonlighter, working during the night on construction of 6th Avenue subway and during the day for his new company, which he named after Lake Cayuga at his Alma Mater, Cornell. He characteristically in his honest way informed his employer, Bob Carleton of his situation. Dan carried on his difficult, exhausting role for six months until he was able to get some profitable work and he resigned his job and has been a successful contractor ever since."

"Dan said that this day and night operation was one of the most difficult

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AWARD DINNER

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of his life. It is interesting to know that in early stages of his contracting business, Dan one night stayed up all night to save a watchman's salary in order to see that the concrete he had poured during the day was not walked on by the children in the neighborhood. Since that time, Dan has established himself not only as one of the outstanding subway contractors in New York City but has done a wide variety of work in foundations, subways, airports and highways for many different agencies. The heads of these agencies are among his close friends and admirers. He is one of the most able, versatile contractors in the New York area and the two generation span has created a distinguished record for competence, integrity, and stability in an industry that takes a terrific toll of contractors."

"Not only is Dan an excellent, imaginative engineer-contractor but has conducted himself in such a manner that he has the well-deserved reputation of being a man that brings credit and distinction to our profession. Dan is a humanitarian, has a deep feeling for his employees and their welfare. He has helped many of them when they had problems or were ill and injured. He also has concern for the community where he lives and works and he realizes there is more to this business than making money and has devoted himself to many public spirited enterprises such as his church and other causes."

"Dan, it is a special privilege to present to you on behalf of all Moles everywhere this tribute from the Moles for your excellence and dedication to our community and to the construction industry."

As Mr. White presented the Award to Mr. Lazar, he read the words inscribed, "Daniel M. Lazar, a member of The Moles, in recognition of his courage, perseverance and the high moral purposes exemplified throughout his career in heavy construction".

DANIEL M. LAZAR

"Receiving this award is a singular honor, somewhat unbelievable and certainly unforgettable — a mountain top in my experience. The construction industry over the past thirty years has been brightened by the activities of the Moles. They are accomplished, tough competitors and the finest group of men assembled anywhere, especially warm friends and I salute you."

"I am most grateful to The Moles and I share my award with all my fellow

Cayugans. I cannot fail to mention by name four of them — George Schuster, Sanford Reis, Douglas Burrow, and the late Irving Troemel. These four represent about a hundred and twenty-five man years of cooperative construction effort. George, with frontier fearlessness and drive; Sam, with enlightened skill in all corporate matters; Doug, with wide horizons in both company and industry planning; Irv, in his day a practical and resolute engineer."

"We in this room represent heavy construction. We are responsible for its proper functioning. We all know how complex it is and still it works. We prove it every time we finish a project on time within budget and, more particularly, both on time and within budget."

"Today's contractor lives today's idioms of the younger generation — get involved, stay loose, communicate, stretch your mind. Get involved, — the contractor puts in a full day starting frequently before breakfast to take care of yesterday's end of the day crisis. Then he plunges into details of operations, bidding, personnel, manages to attend a professional business association meeting, and tops it off in the evening by serving on the building committee for the new school in his community."

"Keep loose — the contractor rarely digs in so hard in a particular specialty or locale that he can't be flexible enough to meet the current needs. The highway contractor moves into mass transit. The tunnel builder puts on his sewerage treatment hat. The water contractor wades ashore. The land lover goes to sea. Even though this may mean having to meet new labor requirements, new state laws, new competitive fields, new equipment, a realignment of personnel."

"Communicate — an incident when I was a young field engineer occurred working for the superintendent showed what a lack of communication can do. For days the superintendent and his crew had been working on this ramp into a subway cut. This was a truck ramp to haul away dirt out of the cut. Finally, he worked all night to get this ramp ready and according to his plan, a dozen dump trucks arrived at eight in the morning. The power shovel was in the cut, manned, ready to go. However, it wasn't until eight-twenty that the superintendent came wearily up out of the cut and trucks were no where to be seen. Only the boss was standing there. What had happened was obvious. The economy minded boss had sent the empty trucks home to the barn. The super took one look, bellowed, picked up a two-by-four and the boss took to his heels. Failure to communicate is not tolerated at any level in this industry."

"Stretch your mind — there is no set pattern for building a project. They are all custom built to meet a particular environment. You plan it every step of the way. Your onsite plant setup, your equipment, your attack, your schedule. You plan it, dream it. One of my contractor friends wakes up at three in the morning and that is when he does his best planning and thinking. It is exclusively yours to plan and build and the rest of the world is your sidewalk superintendent."

"As you all may know, one of the Moles most important activities is to encourage students to join the ranks of the construction industry. This is done through talks by the Moles at engineering campuses and culminates in the student day visits at the construction sights, sponsored by the Moles and conducted by the educational committee. Then the committee sends requests to all the Mole members in order to secure employment either summer time or full time for interested students. Most contractors and engineers go out of their way to train an interested beginner in their business in the field or in the office. And I don't know a contractor who doesn't value his personnel as his greatest asset nor do I know a competent construction engineer unable to secure a job in normal times. It is a field a young man can enter, and by applying himself, set his course, speed, and attain his goal and get great satisfaction in his own personal growth, his experiences, his friendships, and, importantly, with good pay. A construction engineer is the nearest thing to the proverbial country doctor called upon to cope then and there whatever the problem. You can go one step further and find that the usual contractor organization is a family affair. Everybody is in it from the beginning to the end. The bid, the planning, the progress charts, the execution, the results — they keep the costs, they know the budget and they try to beat it. Not that we don't have some moments of despair. Everybody knows that the contractor is the man in the middle. This specification says excavate at 42 Street and Fifth Avenue. Don't disturb the traffic. Don't inconvenience pedestrians. Don't damage utilities. Placate adjoining property owners. Answer all violations. Get the job done on time."

"Then there are the bid openings, a phenomena of our industry, a traumatic experience with all the mystery of a sphinx. The low bidder finds the happiness of his award may be enhanced or diminished by what he leaves on the table. However, it is the final reckoning that really matters. I was fortunate not

(Continued )



WES L. HARRELL died suddenly on March 7, 1972. He was 58.

A graduate civil engineer, Mr. Harrell worked in an executive capacity for Brown & Root of Houston, Texas when he became a member of The Moles. He had been with the firm from 1937. In 1963, he was appointed Executive Vice President of J. M. Foster Co., Inc., of Gary, Indiana.

In recent years prior to his death he was in business for himself as engineering construction consultant.

He was a member of the Houston Engineer and Scientific Society, Professional Engineering Society, A. S. C. E. Texas, Valley Lodge No. 175 A F & A M, Burnet, Arabia Temple Shrine, Scottish Rite Bodies, and York Rite Bodies.

Mr. Harrell is survived by his wife, Agnes; mother, Mrs. F. E. Harrell; daughter, Mrs. W. H. O'Brien; son, Frank L.; and three grandsons.

to have been present at a bid opening for our bid of 5½ million dollars with 4 million dollars below the second bidder. The job was awarded and we did it. There is no moral to this."

"Let's just recall Mr. McKorber's words of David Copperfield. 'My other piece of advice, Copperfield,' said Mr. McKorber, 'you know — annual income, twenty pounds; annual expenditure, nineteen pounds — 19-6; result, happiness. Annual income, twenty pounds; annual expenditure, twenty pounds 0 and 6; result misery.'"

"Gentlemen, I wish you all happiness."

CHARLES RICHARDSON, back at the lectern now, introduced William

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HORACE O. BOYER, died on January 20, 1972 after a brief illness. He was 69.

A civil engineering graduate of the University of Pennsylvania, Mr. Boyer began his career with Patrick McGovern, Inc., working on subway and tunnel projects in the New York and Philadelphia area.

At the time of his death he was Vice President and Chief Engineer of The Conduit and Foundation Corporation where he had been employed for twenty-two years.

A member of The Moles since 1960, he was active in many other professional and civic organizations among which included the American Society of Civil Engineers and the Pennsylvania Society of Professional Engineers.

He is survived by his wife, Elizabeth; four sons, John J., Thomas, Robert, and Peter; a sister; and nine grandchildren.

• DAN S. BROCK has written a book which has been published by the American Road Builders' Association. The subject of the book is Cost Accounting and Cost Control for Contractors and is available through the ARBA in Washington.

LESTER C. ROGERS died on February 9, 1972. He was 78.

His construction experience was gained at an early age working summers during 1910 through 1914 for Bates & Rogers Construction Corp., a prominent heavy construction firm headquartered in Illinois.

After receiving his civil engineering degree from the University of Wisconsin in 1915 he returned to that firm to rise through the ranks from Foreman, Engineer, Superintendent, District Manager and Vice President to become its President.

He was active in professional societies serving as President of the Associated General Contractors of America and was a Life Member of the American Society of Civil Engineers. He received a Citation from the University of Wisconsin in 1953 and in 1961 an Honorary LLD from George Williams College in Chicago.

Rau Heads N.Y.C. Post S. A. M. E.

EUGENE G. RAU, Chairman of the Board of J. Rich Steers, Inc., was elected on February 3rd to serve for one year as Civilian President of the Society of American Military Engineers, New York City Post.

Mr. Rau earned his civil engineering degree from the University of Notre Dame and except for three years with the United States Navy Civil Engineering Corps, has spent his entire career with the Steers organization.

A member of The Moles since 1947, he served The Moles from 1952 through 1965 in almost every capacity including the Presidency in 1962.

IMMERMAN (Continued from Page 2)

work, Times Square section; Underpinning and Foundation Company on building foundations; Kew Gardens Corp.; and Kerr Elevator Equipment Corp. of Philadelphia.

In July 1917 he enlisted in the U. S. Army as a Second Lieutenant and rose to rank of Captain. He served in the Coast Artillery and saw action at St. Mihiel, Argonne Forest, Meuse-Aisne offensive, and Verdun. After the war, he served in the Reserve Corps.

As a loyal alumnus of Columbia, he was active in alumni affairs; president of his class; a member of the Board of Governors of the Columbia Engineering Alumni Association, the Alumni Federation, The Engineering Council and the Columbia Club. Harry often lectured to engineering students at Columbia and at leading universities in the East and technical societies throughout the country. He was a life member of the American Society of Civil Engineers and a member of the Society of Military Engineers, the American Railway Engineers Association and the Building Officials Conference of America. He contributed many articles to engineering publications.

Harry Immerman had a warm personality with a wide circle of friends, not only in engineering and construction, but also in private life. His sense of humor was a delight to all that knew him. He served his company and profession with great devotion and loyalty and showed great consideration and patience to young engineers serving their apprenticeship under him.

He is survived by his widow, Claire; two daughters, Mrs. Nancy Friedlander and Mrs. Janice Bullock; a sister, Mrs. Rollie Mossler and two grandchildren.

AWARD DINNER

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Alexander to present the Non-Member Award to Ralph M. Parsons.

WILLIAM D. ALEXANDER

"Thank you, Mr. Chairman. This evening we honor as our Non-Member Awardee a man who started in the suburbs of Long Island, stopped off in Brooklyn to be educated at Pratt Institute, went uptown to Manhattan to study at Columbia University and finally followed Horace Greeley's admonition to 'Go West Young Man'."

"During his earlier years he conducted and directed many engineering enterprises, either alone or with partners and finally developed the technique required for the successful design and construction of complex, technical facilities. In 1944 the present company of Ralph Parsons was founded under his leadership and has grown from an eight man office to one of the largest and most respected engineering construction firms in the world with over 15,000 employees."

"His company is one of the world's leaders in the field of design and construction, of mining facilities, oil refineries, chemical plants, pharmaceutical processing and manufacturing plants, along with water resources development, and environmental and pollution control. There is practically no field of the construction industry in which he has not participated without outstanding success."

"Ralph Parson's contribution to our society far surpasses the impact his company has made in the field of engineering construction. His personal interest in the welfare of humanity has markedly influenced the emerging nations of the free world. Under his guidance century old water and sewerage systems have been upgraded and expanded to meet the current anticipated needs of the people."

"The work of Ralph and the company he heads has made an indelible mark on history. His vision, humanity and courage to try something new on a scale never before attempted have affected the welfare of millions."

"It is my honor to present the Moles Award for outstanding achievement in construction to Ralph M. Parsons in recognition of his leadership and foresight in creating an international construction and engineering organization concerned with the betterment of people and environment."

RALPH PARSONS:

"Bill, I accept this honor with very great sincerity. It will go not only to me but to every member of our organization. I will circulate a transcript of it to our offices in New York, Toronto, Washington, D.C., and several places in Europe. I shall always give reverence to this Award. Thank you very much."

Mr. Alexander presented Mr. Parsons with honorary membership in The Moles.

Mr. Korsen before concluding the ceremonies said, *"Fellow Moles, we are about to conclude our ceremony. Before we close though, I think we owe a vote of thanks to your executive secretary, Mrs. Arline Gallagher. These affairs run so smoothly but I assure you there is a lot of work involved and she makes all the pieces fit into place and everything seem so simple. Up in the balcony with her is Mr. Dan Lazar's wife and his daughter-in-law. Will you give them all a hand?"*

After the singing of Auld Lang Syne The Moles and their guests went out to the West Foyer to the reception where each could congratulate personally the two recipients and visiting and good-fellowship continued until midnight.

• We are glad to know that BILL DAVIS, Member Emeritus and retired from Atlas Powder Company has recovered from his recent operation. We were advised that he and his wife are contemplating moving back east so it just may be we will be seeing him once again at The Moles' meetings.

• ED ARMITAGE is doing nicely after his recent illness and we all look forward to seeing him back in action soon.

• LOUIS R. PERINI received the Golden Beaver Award for "Management" and WILLIAM BLACKIE for "Service-Supply" at the 17th Annual Dinner held in Los Angeles, California on January 20th.

• SIDNEY P. GILBERT is the new President of The City College Fund. Sid is, of course, President of the prominent underground construction firm, Underpinning and Foundation Co., Inc., of Long Island City, N. Y.

• PHILIP S. MILLER and G. R. (BUD) GRAY have been elected Directors of the Associated General Contractors of America. Mr. Miller is President of Mohawk Constructors and Mr. Gray is a Vice President of S. J. Groves & Sons Company.

NEEDLES

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Retiring from active practice in 1963 he remained as a member of the Advisory Board of the firm which he had helped develop into one of the largest in America with over eleven hundred employees and offices located in twenty Cities throughout the nation.

Mr. Needles served his profession in many and varied activities. He was President of the American Institute of Consulting Engineers, American Road Builders' Association, American Society of Civil Engineers and the Engineers Joint Council; and a Member of the Engineers Council for Professional Development, the Society of American Military Engineers, and the National Society of Professional Engineers. He was also a member of Tau Beta Pi, Phi Kappa Phi and a National Honor Member of Chi Epsilon.

He is survived by his wife Ethel, five daughters; Mrs. John W. Wight, Mrs. H. Philip Williams, Mrs. Howard P. McJunkin, Mrs. Chester E. Homer, Jr., Mrs. H. James Toffey, Jr.; one son, Thomas E. Needles; seventeen grandchildren and six great grandchildren.

JONES

(Continued from Page 6)

His successes there and his proven abilities led to his election as President of the Company in 1943 where he continued to expand and diversify into the fields of dams, locks, tunnel construction and highways throughout the United States and overseas.

In 1960 he stepped down as President, handing the reins to his son, Edwin L. Jones, Jr., but served as chairman of the board until his death.

Mr. Jones achieved the unique distinction of a second career in the organization most dear to his heart, his Church. He had held virtually every post open to a layman in the United Methodist Church from the governing body of his local Church to Treasurer of the World Methodist Council. He was honored at the 10th World Methodist Conference meeting in Oslo, Norway in 1961 as one of the outstanding Methodist laymen in the world. In 1951 he was named to the Methodist Hall of Fame in Philanthropy.

He is survived by his wife, Annabel; his son, Edwin, Jr.; his daughter, Mrs. Franklin Brown; four brothers; four sisters; eight grandchildren and three great grandchildren.