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HOLING



OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

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NOVEMBER, 1972

PECK and MURPHY selected for 1973 Outstanding Achievement Awards



RALPH B. PECK



JOHN J. MURPHY

THE Moles' Awards for "Outstanding Achievement in Construction" for 1973 will go to Ralph B. Peck, Professor of Foundation Engineering, University of Illinois and John J. Murphy, Vice Chairman of the Board, Walsh Construction Company and Director, Guy F. Atkinson Company.

A bronze plaque and hand engraved and illuminated citation will be presented to each at the Annual Award Dinner to be held in the Grand Ballroom of The New York Hilton Hotel on Wednesday, January 31, 1973. Dr. Peck and Mr. Murphy are the thirty-third pair of Moles' recipients.

RALPH PECK has been a consultant on foundations and stability conditions for buildings, ore docks and other heavily loaded structures; on tunnels and open cuts for the Bay Area Rapid Transit System in San Francisco and the Washington Metropolitan Area

JOHN J. MURPHY, a veteran of over forty years in construction has spent more than thirty of those years with the Walsh Construction Company

Born in Westchester County, New York, in 1908 he received engineering degrees from the University

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Ralph B. Peck

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Rapid Transit Authority in Washington, D. C. He has been called for studies on problem dam foundations including Rocky Reach (Wenatchee, Washington), Peace River Project and Mica Creek (British Columbia), Kremasta Dam (Greece) and the Churchill Falls Project (Labrador).

He is currently engaged in a study of geotechnical problems on the trans-Alaska pipeline and the James Bay Hydro-Electric project.

Internationally known as an engineering educator and a specialist in the field of soil mechanics and foundation engineering, Professor Peck is a recognized expert in the design and construction of soft ground tunnels.

His main interests being the observation of the behavior of earth and rock during construction and under stress he is primarily concerned with the organization and presentation of new knowledge in this field in a form useful to the practicing engineer. He was co-author of two books, one with the late, Karl Terzaghi (recipient of The Moles' 1962 Non Member Award) "Soil Mechanics in Engineering Practice" and one with Walter E. Hanson and Thomas H. Thornburn, "Foundation Engineering"; and has written over one hundred technical publications dealing with foundations, earth pressures, tunnels, slopes, earth dams, etc.

Born in Winnipeg, Canada in 1912, Ralph Peck grew up in Denver where his father was engineer of Structures for the Denver and Rio Grande Western Railroad. He received the degrees of Civil Engineer and Doctor of Civil Engineering at Rensselaer Polytechnic Institute in 1934 and 1937 with every intention of becoming a structural engineer. After eight months as a structural detailer with the American Bridge Company, he attended the Soil Mechanics classes of Professor Arthur Casagrande at Harvard until January 1939. At this time Dr. Karl Terzaghi became a consultant to the City of Chicago for the design and construction of the Initial System of Chicago Subways and Ralph Peck became his representative on the job. He was in charge of soil testing and field observations throughout the period of construction, until the work was closed down during World War II. He then became Chief Engineer of Testing on the construction of an ordinance plant in Marion, Ohio. In December 1942, he

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John J. Murphy

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of West Virginia and New York University.

Starting out in 1930 as a young engineer he worked on the State of New York Highway System to become a superintendent of the work in Westchester County. In the mid-thirties, Jack was employed by Patrick J. McGovern and worked on the Queens Midtown Tunnel. While there he met and worked with the late, Jack MacDonald and in 1939 was hired by Walsh Construction Company as a superintendent of Construction.

Among the major projects to come under his supervision through the years to follow were: U.S. Naval Dry Docks, Brooklyn Navy Yard, U.S. Naval Munition Depot, Earle, New Jersey, Bridge and Railroad construction in Kentucky, Downsview Dam, City of New York, U.S. Steel Fairless Works, Morrisville, Pennsylvania, New York State Thruway, Harriman-Newburgh Section, Bethlehem Steel Company Plant Extension at Sparrows Point, Maryland, and the Long Sault Dam part of the St. Lawrence Seaway Project.

Jack rose steadily from superintendent to general superintendent and project manager. In 1955 he was made Vice President and General Manager of Walsh; and was elected President in charge of all their operations in 1965.

About this time, the Walsh Company was purchased by the Guy F. Atkinson Company of San Francisco and while the Walsh Company continued to operate as a separate unit, Jack was made a Director of Guy F. Atkinson Company.

As President and General Manager of Walsh Construction Company during that period he had the overall responsibility for all types of heavy construction work undertaken by the company in this country and abroad, including dams, tunnels, shafts, industrial plants, power plants and other utility construction, highways and buildings. A few of these major projects, some of which were joint ventured, were: Bethlehem Steel Burns Harbor Plant, the largest and most modern integrated steel plant in the nation; atomic energy power plants in New York and Illinois; major paper plants in New York and Maine; the first large commercial liquid natural gas storage facility in New York; Julliard School of Music at Lincoln Center; the Platform building of the Albany South Mall and the Mangla Dam in Pakistan.

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Award Chairman



FRANCIS A. VITOLO

The Moles' Award Committee this year is ably chaired by FRANCIS A. VITOLO, President of Corbetta Construction Co., and Chairman of the Board of Corbetta Construction Co., of Illinois.

Frank graduated from New York University in 1938 where he earned a Bachelor of Civil Engineering degree. Shortly thereafter he joined Corbetta Construction Co., Inc., and worked on the Queens Midtown Tunnel Approach. Later he worked as field engineer on Army and Navy Ammunition depots which were being built by Corbetta in the midwest.

Early in 1943, he joined the United States Navy as an Officer in the Civil Engineer Corps returning to Corbetta after his discharge in 1946. He served as Chief Estimator and was elected to Vice President in 1952 and President of the firm in 1962.

Frank is identified with some of Corbetta's major projects including Van Wyck Expressway, Long Island Expressway Viaduct, Fall River Bridge, Argonne National Laboratory, New York City Terminal Market, Fordham University Building at Lincoln Center, Columbia University School of International Affairs, New Pan American Terminal Building at Kennedy, and the Pan American Maintenance Complex at Kennedy.

Residents of Crestwood, New York, Frank and his wife Marion have five children and two grandchildren.

A member of The Moles since 1962, he has served subsequently on the Membership Committee, then as a Trustee and Chairman of the Publicity Committee, Vice Chairman and Chairman of the Award Committee. In addition he has been a member of the Executive Committee for 5 years.

Award Presenters

A. HOLMES CRIMMINS, Chairman of the Board of Thomas Crimmins Contracting Co. has been selected by the Award Working Committee to present the Member Award to John J. Murphy at the 33rd annual Award Dinner to be held on January 31st at The New York Hilton. HENRY LEMIEUX will present the Non Member Award to Dr. Ralph Peck on this occasion. Mr. LeMieux is also Vice Chairman of the Award Committee this year.

PECK (Continued)

joined the Civil Engineering Department of the University of Illinois and subsequently became Professor of Foundation Engineering.

Dr. Peck is the recipient of the American Society of Civil Engineers: Norman Medal 1944; Wellington Prize 1965; Karl Terzaghi Award 1969; National Society of Professional Engineers, 1972. He is a member of the National Academy of Engineering, Sigma Xi, Tau Beta Pi, Phi Kappa Phi, and Chi Epsilon. He is listed in Who's Who in America, Who's Who in Engineering, and American Men of Science.

MURPHY (Continued)

In July 1972, he assumed the post of Vice Chairman of the Board of Walsh Construction Company and serves as executive consultant to the current President. He continues in executive level participation of general company affairs.

He is a member of the Executive Committee and the Tunnel Committee of The General Contractors Association of New York and is involved in all labor negotiations.

Jack Murphy has served The Moles in many capacities for the 29 years he has been a member. He was The Moles' President during the period of May 1970 through April 1971, prior to that time he served as Chairman of the Award Committee; Second and then First Vice President. Currently he serves as a Trustee on The Moles' Executive Committee.

He is a member of the Cardinal's Committee for Catholic Charities; the Society of the Friendly Sons of St. Patrick; the Purchase Community Club; Society of American Military Engineers; and Knights of Malta.

A Moment of Silence



ALFRED H. KORSEN, most recent Past President of The Moles died suddenly on September 22, 1972 in Delray Beach, Florida. He was 64.

Mr. Korsen was a veteran in construction and held responsible positions with Slattery of Maspeth, New York for many years until his untimely death.

A native New Yorker, he graduated from Northeastern University in Boston, Massachusetts with a Civil Engineering Degree.

After graduation deciding on a career in construction he joined the Slattery organization as a field engineer and rose steadily through the ranks as Superintendent, General Superintendent, Chief Engineer, Vice President, Executive Vice President, Board Member and Advisor.

Slattery, one of the leading heavy construction companies in the New York Metropolitan area participated significantly in the construction of the Bruckner Expressway, the Long Island Expressway, the Verrazano Bridge, the Cross Bronx Expressway, Clearview Expressway, Gowanus Expressway and Clove Lakes Expressway. Mr. Korsen also figured prominently in Slattery's role as a joint venturer for the United Nations Building, the New York Coliseum, the Fairless Steel Works, Philharmonic Hall, the 63rd Street Tunnel and the World Trade Center.

A faithful member of The Moles for twenty years, Al Korsen served consecu-

GEORGE M. REAVES died on August 11, 1972. He was 74.

Mr. Reaves was a retired Colonel in the Army Corps of Engineers and former Vice President and Director of Turner Construction Company.

Born in Louisiana he was a graduate of West Point and Columbia University.

During World War II, he supervised the construction of an oil pipeline from the Persian Gulf to Russia and of the Remagen Bridge over the Rhine River in Germany. He was awarded the Bronze Star and Legion of Merit.

As an executive in the Turner organization he was in charge of their Boston office from 1954 to 1964 when he retired.

He supervised construction of The Globe Building, the New England Telephone Co., the Sheraton Boston Hotel and the MIT Earth Sciences building as well as additions to New England Life and Liberty Mutual, The Gillette Co., and the IBM Building.

During the 1930's he was Project Manager of the \$16 million Philadelphia Quartermaster Depot, completed just before he entered the Army.

Mr. Reaves was elected a member emeritus in The Moles during 1969 after being an active member for 17 years. He was also a member of the Society of American Military Engineers, the New England Historic Genealogical Society, the Bostonian Society and the Jamestown Society and served on the Board of Governors of the Union Club of Boston and as a member of the Corporation of the Boston Museum of Science.

He is survived by his widow, Alice; a daughter, Mrs. G. Russell Whitfield; and a son, William S.

KORSEN (Continued)

tively from 1957 until his death as a Committee Member, Chairman of the Membership Committee, Trustee, Award Chairman, Second and First Vice President, taking Office as the Association's President in May 1971. He served eight consecutive years on the Executive Board, rarely missing a meeting and assisting whenever the occasion arose. His colleagues in The Moles and the Industry admired and respected him and he will be sorely missed by those who knew and worked with him.

He is survived by two brothers, Herman and Harold.

• • • A Moment of Silence • • •



MARTIN S. KAPP died suddenly on September 11, 1972. He was 48.

Mr. Kapp was appointed Chief Engineer of the Port of New York Authority less than two years ago. His appointment had climaxed a quarter of a century of distinguished service with the Port.

Joining the Port Authority in 1947 he applied his knowledge over the years on: the third tube of the Lincoln Tunnel, airport construction at Newark, John F. Kennedy and LaGuardia and the George Washington Bridge approaches.

In 1955 he received the bi-state agency's Commendation Medal for "*the initiative, judgement and courage he displayed*" in the rescue of the pilot and passenger in the Port Authority helicopter that had met with an accident on the roof of the Port Authority Building.

In 1963 he was awarded the Authority's Distinguished Service Medal for his "*vision, technical skill, perseverance and outstanding record of exceptional service in the relatively new field of soils technology.*"

His specialization in soils and foundations had earned him the highest recognition from his colleagues in the engineering profession. As a result of his extensive studies of international developments, the slurry trench method of foundation construction was used for The World Trade Center with substantial savings in construction time and cost.

FRANK M. LOUGHMAN died on October 12, 1972.

His early years were spent with the Penn-Dixie Cement Corporation; and he remained active in the Cement Industry until his retirement.

A former resident of Rye, New York, he was a member of the Westchester Country Club, and a life member of the New York Athletic Club. An avid sports enthusiast he captained the Squash and Tennis Teams at the N. Y. A. C. for over fifteen years.

A devoted Mole member since 1940, he served as a committee member for many years and was elected a Trustee for the period from 1946 to 1950. He was Chairman of the Program Committee from 1946 through 1949. In 1955 he again served on the Executive Board when he was elected Sergeant-at-Arms.

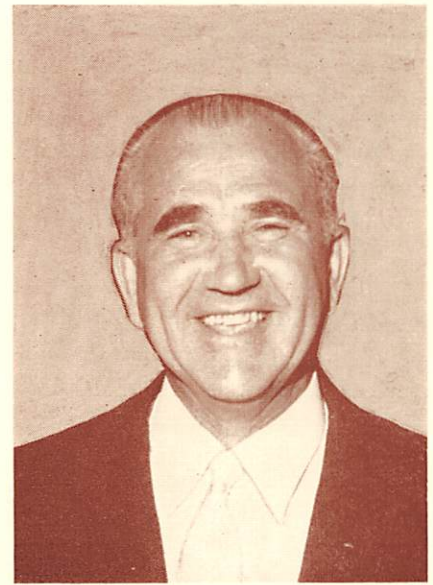
He is survived by his widow, Agnes; three daughters, Mrs. Philip G. Creese, Mrs. William Pierson and Mrs. David O'Shea; eight grandchildren and two great grandchildren.

KAPP (Continued)

In 1970 he won the A. P. Greensfelder Construction Prize of the American Society of Civil Engineers for his paper entitled "Slurry-Trench Construction for Basement Wall of World Trade Center" an annual award for the best original scientific or educational article on construction, printed in the Society's Journal. Most recently Mr. Kapp had been responsible for the soils and foundation work relating to reclaiming and stabilizing the marshland area now known as the Elizabeth-Port Authority Marine Terminal.

Mr. Kapp was a Trustee and Chairman of The Moles' Education Committee for the past three years. He was a member of the International Conference on Soil Mechanics and Foundation Engineering; and a fellow of the American Society of Civil Engineers. The author of many technical articles he also lectured all over the United States at various Universities.

He is survived by his widow, Barbara; a daughter, Deborah; a son, Howard J.; his mother, Mrs. Esther Kapp and a sister, Mrs. Helen Grayson.



FRED L. DOOLITTLE died on September 7. He was 62.

Mr. Doolittle was President and Chief Executive Officer of the Penn-Dixie Cement Corporation before his retirement in 1967.

Born in Mansfield, Massachusetts he was a graduate of Burdett Business School in Boston, Massachusetts. Immediately after graduation in 1929 he joined the Penn-Dixie Cement Corporation advancing from a clerk's position in their Boston office to become President and Chief Executive Officer in 1961.

In 1966 he received a Citation of Merit from Burdett Business School as a distinguished graduate and at that time delivered the commencement speech.

Upon retirement from Penn-Dixie in 1967 he spent time as a consultant and in 1969 was appointed special advisor to Campanella Corporation a heavy construction firm based in Rhode Island.

Mr. Doolittle had been a director of the Portland Cement Association, New York Building Congress, Society of Military Engineers; and was a member of the Grand Central advisory board of the Chemical Bank, the New York Athletic Club and Wingfoot Golf Club.

For The Moles, he served as Trustee from 1962 through 1964 and Secretary from 1965 through 1967. An active member of The Moles since 1947 he was elected a member emeritus in 1971.

He is survived by his widow, Thelma; a daughter Bonnie Schry; a son, Thomas Fred; and five grandchildren.

• • • A Moment of Silence • • •



INNIS O'ROURKE, SR. died suddenly on September 15, 1972. He was 81.

Immediately after graduating from Yale, Sheffield Scientific School in 1911 he was employed by the O'Rourke Engineering & Construction Company. This firm was responsible for the construction of a number of subway tunnels under the East River from Manhattan to Brooklyn as well as other subway construction and compressed air foundation work, including the foundation of 120 Broadway.

During World War I he joined the Navy and served on two destroyers in Europe during that period and attained the rank of Lieutenant j.g.

In 1949, in partnership with William J. McCormack he formed the Transit Mix Concrete Corporation. In 1933 he founded the Concrete Conduit Corporation and shortly thereafter he formed Precast, Inc., two companies which were instrumental in introducing the use of precast concrete manholes and conduit for underground electrical transmission and distribution to the New York utilities.

Mr. O'Rourke was especially interested in sailing and Yachting Magazine cited him as one of the ten best sailors in this country in 1934.

He is survived by his widow, Blanche; two sons, Innis, Jr., (also a Mole) and Travers; and four grandchildren.



EDWARD B. KOHNEN died on July 3, 1972. He was 79.

Until his retirement in 1961, Mr. Kohnen had been Chief Engineer of The Arundel Corporation of Baltimore, Maryland.

Born in Irving, New York, Mr. Kohnen left school at the age of 14 to help support his family. He resolved early in life to obtain an engineering education which he accomplished by obtaining Reading Lists from Cornell University while gaining practical knowledge "on the job."

His early construction experience included work with the U.S. Army Engineers on river projects; jobs in Cleveland and New York with the George A. Fuller Company; and employment on construction of the Wanaque Dam in New Jersey.

In 1932 he became Project Engineer for The Arundel Corporation on two large sewer contracts in Louisville, Kentucky. This was followed by lock and dam construction on the Savannah River in Georgia.

During 1937 he went to the main office of Arundel in Baltimore, where he was later appointed Chief Engineer of the Corporation. During the following years Arundel was engaged in numerous important heavy construction contracts throughout the United States which as Chief Engineer Mr. Kohnen played an important role.

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A. WALTER NELSON died on September 4, 1972. He was 75.

Before his retirement in 1968 Mr. Nelson was Vice President and Director of General Bronze Corporation.

Born in the Bronx, New York, during 1897 of Swedish heritage he was part of an era that reflected hard work, thrift, fairness, and excellence. This was to be his way of life. After completing two years of High School in 1913 he took a job with C. E. Halback & Company in Greenpoint, Brooklyn, a firm manufacturing non-ferrous and ferrous materials supplying the construction industry. Continued hard work and long hours brought advancement with Halback and Walter's education was advanced through night school. In 1916 when Mr. Halback died Walter became President of the firm at the age of 19.

As the firm grew their plant was moved to Garden City, Long Island and their reputation of quality led to several national landmarks. Among note are the gates of the Arlington National Cemetery, the giant bronze statues and reliefs for the Mormon Monument in Salt Lake City, the observation-deck railing on the Empire State Building plus most of the non-ferrous work on its structure. Perhaps most impressive of all are the doors of St. Patrick's Cathedral in New York, the only solid bronze doors in the world.

During the early 1950's C. E. Halback merged with General Bronze. Walter re-

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25 - Y E A R M E M B E R S



A. HOLMES CRIMMINS, Chairman of the Board of Thomas Crimmins Contracting Co., is well known to all Moles having served in nearly every capacity since becoming a member in 1947. Holmes was President of the Association in 1955 and received the coveted member Award in 1966, cited for "excelling in the direction and performance of foundation construction, respected by and ever considerate of his fellow man". He began his construction career in 1931 after graduating from Harvard. During World War II, he served in the Pacific and attained the rank of Captain. Still active in company affairs, Holmes principal interest is to get out where the work is going on.

JOSEPH M. CUNNINGHAM entered the construction field shortly after graduation from Manhattan College in 1941. He was an executive with the James Stewart Co., General Contractors headquartered in New York City when he became a member of The Moles; and for years worked in British Columbia for British Columbia Bridge & Dredge Co. After he retired in the early 1960's he moved to California and was elected to emeritus status in 1968.

FRED J. DRISCOLL, SR. was President of George F. Driscoll Company, an old established general contracting firm performing heavy construction; and specializing in buildings, pile foundations, sewage treatment plants, etc., when he became a member of The Moles. Joining Driscoll in 1919 after graduation, he became President of the firm in 1941. Fred is now Chairman and his son, Fred Jr., is President of the firm.

JOHN F. FEENEY has been with Hallen Construction Company all his 25 years as a Mole. Prior to that time he was employed by Rosoff and Walsh Construction on Tunnel work. Recently retiring from Hallen as a Vice President, Mr. Feeney spends his winters in Florida now.

EDWARD S. GOOD, SR. has been in the General Contracting business all his years as a Mole; and has performed work for private owners and public agencies of some prominence. In 1970 Mr. Good retired, moved to Florida and was voted a member emeritus by the Executive Committee.

GEORGE F. FLAY, JR. is a civil engineering graduate of Polytechnic Institute of Brooklyn. He has spent his entire career in heavy construction. During his years as a Mole he has served in an executive capacity such prominent firms as Spencer White and Prentis, The Foundation Company, Stock Construction, all specializing in difficult foundation and subaqueous work. For the past ten years, Mr. Flay has been a Vice President at Grove Shepherd Wilson & Kruge in charge of engineering. He has written several technical papers and is active in engineering societies serving on special committees and delivering lectures. At the present time, he is Vice President of the Metropolitan Section of the American Society of Civil Engineers. He is a Fellow in the A.S.C.E.; a member of the New York State Society of Professional Engineers and Chi Epsilon. Mr. Flay served The Moles as a Trustee during the period from 1961 through 1963 and has been active on special committees throughout the years.

EUGENE F. GIBBONS graduated from Manhattan College in 1936 and immediately started as a field engineer with The Carleton Company on the construction of the Sixth Avenue Subway. Gene went on to a very impressive career as an executive and engineer in the construction industry. During his years as a Mole he has supervised most all types of difficult heavy construction work performed overseas and here in the U.S.; and has served as Chief Engineer, New York State Public Works and Commissioner of Nassau County Public Works. At the present time he is busy in private practice as Eugene F. Gibbons, Consulting Engineer, headquartered in Garden City, N.Y.

HOWARD P. MAXTON was an executive with Raymond Concrete Pile Co., in 1947 when he became a member. He subsequently served in an executive capacity with the DeLong Corporation; The Offshore Co.; and the Southern Natural Gas Company. After retirement, Mr. Maxton was elected a member emeritus in 1965. For The Moles, Mr. Maxton served as Chairman of the Finance Committee and Treasurer during the period from 1949 through 1952.

FREDERIC E. LYFORD was President of Merritt-Chapman & Scott Corporation in 1947 when he became a member of The Moles. In this capacity he was responsible for all that firm's subaqueous, foundation, marine and other heavy construction work. After leaving MC&S in 1949 he spent some time in private consulting work and during the mid 1950's Fred was appointed the Executive Director of the Committee on Engineering Laws. In 1971 he retired from business completely and his main interests now are civic affairs and travelling. He currently serves as Chairman of the Elmer A. Sperry Board of Award; and Transportation Chairman for the Scarsdale Chapter of the Red Cross.

WARING MIKELL received his degree in Civil Engineering in 1925 from the School of Mines and Metallurgy University of Missouri. Mr. Mikell was Resident Engineer on rebuilding the Statue of Liberty in 1938; and since then has spent a good part of his active life as engineer for the State and National Parks throughout the U. S. including the Everglades National Park, Virgin Islands National Park, Taconic State Park Commission and in 1962 was headquartered in Richmond, Virginia in charge of work for the Southeast Region of National Park Service. He retired in 1968.

VLADIMIR N. NICHOLS started out as Structural Engineer with Madigan-Hyland shortly after obtaining his civil engineering degree. When he became a member of The Moles in 1947 he was Vice President and General Manager for Geo. W. Rogers Construction Co. Mr. Nichols subsequently supervised marine construction for Stock Construction and Spearin, Preston & Burrows. In 1964 he joined the New York City Department of Highways and later was appointed Assistant Administrator for Public Transportation Services. Since his retirement this past May, Mr. Nichols has been enjoying a life of leisure and travel and all the pleasant things he had to forego in the past because he was too busy. In June 1972 the Executive Committee elected him a member emeritus.



25-YEAR MEMBERS



JAMES T. NORTON has served the past 25 years as Advertising Manager of Civil Engineering Magazine which is published by the American Society of Civil Engineers. Jim is planning to retire some time in the near future and move to the new home he has just completed in Central Bridge, New York (near Howe Caverns). He regrets that his association with The Moles is nearing an end as he nears retirement. — (Editor's Note: Don't despair, Old Moles never die, they just become members' emeritus and still come out to the meetings when they can.)

CLANCY O'DELL started his early career as a mucker and has worked on just about every tunnel that's been driven around the country. A true Mole in every sense he went from mucker to walker to shaft superintendent, general superintendent, project manager and consultant; and the last quarter of a century has been spent on construction bidding and consulting. Over the years he has served such prominent contractors as Perini, Walsh, Peter Kiewit and Vinnell. The past five years he has been a consultant to the S.A. Healy Company and spends considerable time traveling. Mr. O'Dell says, "there isn't a bit of truth to the claim that a MOLE has weak eyes" as he still spends a bit of his time "girl-watching". He has been recognized by Hall of America's Builders, Pepperdine College and was recipient of two Joseph A. Holmes Safety Awards for projects totaling 2,000,000 and 3,312,529 man-hours without fatality or permanent disability.

HENRY T. PEREZ is Editor of Construction Methods & Equipment, a McGraw-Hill publication. He has been with the magazine since 1946. A graduate of Cooper Union School of Engineering he was employed by Spencer, White & Prentiss and Merritt-Chapman & Scott Corp., before he became a Mole. Mr. Perez is a Fellow in the A.S.C.E. and a member of the S.A.M.E. During his editorial career he has traveled to construction sites throughout Europe, Japan, and every state in the Union except Hawaii.

EUGENE G. RAU received his civil engineering degree from the University of Notre Dame in 1933 and immediately was employed as an engineer in the field by J. Rich Steers Inc. Except for three years service with the Civil Engineering Corps, United States Navy he has spent his entire construction career with this firm. During those nearly forty years he rose to Superintendent, Chief Engineer, Vice President, Executive Vice President, President and presently serves as Chairman. Over the years he has been responsible for a broadly diversified range of major heavy construction projects completed by Steers (some as major joint ventures) performed overseas and in the United States. Gene's record of experience and leadership both in construction and the many organizations he has served is one to be proud of. Well known to most Mole members, he served The Moles during the period from 1952 through 1964 in just about every "office" becoming the Association's President in 1962. Currently he heads the New York City Post of the Society of American Military Engineers as the Civilian President.

GEORGE SCHUSTER can look back with satisfaction on his record of accomplishment in the Industry. Starting out with Joe Meltzer in 1929 and joining Dan Lazar when he founded Cayuga Construction in 1937 he has had a hand in much of the work performed in the eastern region. Mr. Schuster retired last year from active participation in the work of Cayuga Construction Corporation and moved to Sarasota, Florida. He had been a Vice President since its founding. In his words, "he is still working on adjustment to a new way of life in new surroundings — he can't follow a golf ball or a tennis play — watching a bridge go up is more interesting." However he does some gardening and hopes to acquire a sailboat in the near future and do some sailing. By next year, George will have adjusted and find there really is satisfaction in retirement.

JOHN W. TORPEY was Vice President of M. J. Torpey, Inc., when he became a Mole in 1947. This firm was a prominent excavation contractor for all types of construction including subway work. Shortly after his retirement in 1967, he was elected a member emeritus in The Moles.

JAMES M. SLATTERY was President and then Chairman of the Board of the Slattery Contracting Co., which he founded in 1925. He retired in 1967. During that time, the Slattery name became outstanding in the Industry and identified with many prominent roadways and buildings throughout the Metropolitan area. Recipient of The Moles' Member Award in 1965 he was cited "respected by clients and competitors alike, beloved by his dedicated staff, supporting unsparingly civic activities and charities, an outstanding contractor and humanitarian". Today, Jim is Chairman of the James M. Slattery Foundation, Inc., founded to do charitable, educational and benevolent work. He is also a member of the Board of Trustees of Iona College, the University Council of St. John's University, Knight of Malta, Board of Directors of the Boys' Club of Queens and serves on the Archbishops Lay Committee for Charity in the Brooklyn Diocese. He holds an Honorary Degree of Doctor of Laws from Iona College and a Doctor of Engineering from Stevens Institute of Technology.

FRANCIS THOMAS started as a supervising engineer for Olmsted Brothers in 1932 in charge of the field engineering and inspection for the design and construction of Ft. Tryon Park in New York City. Later with S. J. Groves & Sons Co., he was Project Manager on the construction of the Antigua Air Base in Antigua, B.W.I.; Newark Airport; first water supply for the City of Caracas, Venezuela, involving three dams and pertinent facilities and the aqueduct to the City. He became Executive Vice President for the company and in that capacity was indirectly associated with Groves' many other construction activities. In 1949 Mr. Thomas joined U.S. Steel for the purpose of organizing the Orinoco Mining Company, a major iron producer and exporter located in Venezuela. As Chief Executive Officer he organized the company, supervising the design and construction of the facilities and managed the operations until 1965. Accepting an assignment with American Metals Climax to put together the Mt. Newman Iron Ore Project in Western Australia he became the first President of the Amax Iron Ore Co. In this area he has been directly associated with the development

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25 YEAR MEMBERS

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of the two largest iron mines in the world (Orinoco and Mt. Newman). In 1967 he joined National Bulk Carriers where his principal activity is putting together new business ventures involving mining, coal, iron ore, bauxite, kaolin, and many other phases associated with the business. From the foregoing, it is needless to say Mr. Thomas travels extensively and enjoys every bit of it.

DWIGHT W. WINKELMAN has been active in building all types of highways, airports and related heavy construction work throughout the area east of the Mississippi for more than 25 years. He was President and now serves as Chairman of the Board of D. W. Winkelman Co. Inc. and affiliated companies; all connected with the construction industry including a lightweight plant, a pre-cast plant, a rigging company, a black-top plant and an equipment division. Active in many societies he is a Past President of the National Associated General Contractors of America and also the New York State Chapter. He is a Fellow of the American Society of Civil Engineers and was elected an Honorary Member this year. Mr. Winkelman holds an Honorary Doctor of Science Degree from Morningside College and an Honorary Doctor of Business Administration Degree from Syracuse University. His youngest son, Peter J., is President of D. W. Winkelman Co. Inc. and became a member of The Moles last year.

KOHNEN (Continued)

After his retirement from Arundel he worked as a consultant for Fruin-Colnon Corporation in St. Louis and later for DeLew, Cather & Company an engineering firm in Washington, D. C.

He was a member of the American Society of Civil Engineers and was elected a member emeritus of The Moles in 1969 having been a member since 1952.

Mr. Kohnen is survived by his widow, A. Dona; a step-daughter, Billie Snead; and two sisters, Mrs. Ida J. Nelson and Miss Dorothy Kohnen.

NELSON (Continued)

tired from active business in 1968 when General Bronze merged with Allied Products but remained consultant for Allied Products until his death.

In 1969 Walter was elected a member emeritus in The Moles after having been an active member for 26 years.

Mr. Nelson is survived by his widow, Alva; two daughters, Marion Ruth and Virginia Boesel; and two sisters, Helen Burton and Mildred Mardon.

New Chief Engineer



RINO M. MONTI, has been named Chief Engineer of The Port Authority of New York and New Jersey to succeed the late Martin S. Kapp. In this capacity, Mr. Monti will be responsible for the supervision of about 1,000 professional engineers and skilled technicians in the agency's Engineering Dept.

"Ray" Monti, 42, a member of The Moles for the past ten years, has been a Port Authority engineer for the past twenty years. He began as a trainee and rose steadily through the engineering ranks, handling assignments of increasing responsibility. In announcing Mr. Monti's promotion, Mr. Matthias E. Lukens, Acting Executive Director of the bi-state agency, noted that *"throughout his career, he has demonstrated the characteristics of able leadership and self-assurance coupled with superior intellectual and interpersonal abilities that will earn for him the same respect as his distinguished predecessors in the Office of Chief Engineer."*

In 1964, while the architectural concept of The World Trade Center was being refined, and the start of field work was still two years away, Ray became Construction Manager of the vast project. His first major task was to organize the team that would have responsibility for coordinating and supervising the activities of 200 prime contractors and 500 subcontractors and suppliers working on the site. His remarkable success in managing a construction project of such magnitude earned for him, in 1971, Engineering News-Record's "Construction Man of the Year" Award. He was cited as *"the person who has made the most significant contribution to the construction industry during the previous year."*

A native of New York City, he re-

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NOISE CONTROL SESSION

The Noise Control Code will be discussed at a dinner meeting at the United Engineering Center, 347 E. 47 St., N.Y.C. on Wednesday, November 29 at 6 P.M. The Committee of the Construction Group of the American Society of Civil Engineers, sponsors of the meeting, is headed by HARRY WARTUR. Others on the committee are AL MAEVIS, Commissioner of N.Y.C. Dept. of Public Works and HAL W. HUNT.

Mole members to speak that evening will be BOB CRIMMINS and JOHN T. O'NEILL. Other speakers are: Fred Hart, Commissioner of N.Y.C. Dept. of Air Resources, a civil engineer and principal promoter of the Noise Control Code and legislation to alleviate air pollution in the area and Morton J. Getman of Consolidated Edison prominent in the field of public relations and law.

Col. O'Neill is Chief Engineer of the N.Y.C. Transit Authority. He has been Commissioner of Buildings, Director of Engineering at the New York World's Fair and consultant to the Triborough Bridge and Tunnel Authority. Col. O'Neill earned the Distinguished Service Cross on the beaches of Normandy during a distinguished military career which included four years as District Engineer in New York. He will have the details on the Transit Authority's attempt to alleviate noise from its construction operations.

Bob Crimmins, President of Thomas Crimmins Contracting Company, a Past President of The Moles and a Past Governor of the New York Building Congress is active in arbitration in ASCE and in Harvard and Columbia alumni engineering groups. He will discuss what contractors can do to keep noise problems to a minimum.

Any persons interested in economical and quiet construction are cordially invited to attend. A postcard or letter to John Manchak, Ehasco Services, 2 Recor St., N.Y. 10006 will reserve your dinner.

MONTI (Continued)

ceived the degree of Bachelor of Civil Engineering from Manhattan College in 1952. In 1971 he was awarded the Manhattan College Alumni Award for engineering achievement. A Fellow of the American Society of Civil Engineers, he is a recipient of the Society's Robert Ridgeway Award for excellence in engineering.