

**NEWS BULLETIN**  
AN ASSOCIATION OF MEN



**OF THE MOLES**  
ENGAGED IN HEAVY CONSTRUCTION

**HOLING**

**THROUGH**

APRIL, 1979

## **G. R. Gray 1979/80 President**

**T**HE MOLES have elected G. R. (BUD) GRAY to serve as President for the 1979/80 year. Bud is Vice President and Area Manager for S. J. Groves and Sons Company. In this capacity he is responsible for the procurement and execution of all projects in the New Jersey area and has direct supervision of projects from bidding to completion. The S. J. Groves and Sons Company is an international prestige heavy construction organization headquartered in Minneapolis, Minnesota.

Bud Gray has been an active and dedicated member of The Moles since his election in 1967 serving as a committee member, Vice Chairman and Chairman of the Program Committee, Trustee, Vice Chairman and Chairman of the Award Committee, Second Vice President, and then First Vice President. He will be installed as President at the Annual Business Meeting and Dinner to be held at The New York Hilton, Wednesday evening, May 2nd.

Other Officers elected are: First Vice President, David B. Perini, Chairman of the Board of Directors, President and Chief Executive Officer - Perini Corporation; Second Vice President, Salvatore V. DeSimone, Partner - Mueser, Rutledge, Johnston & DeSimone; Treasurer, Dudley A. Saunders, Senior Vice President - Slattery Associates; Secretary, Charles E. Mergentime, President - The Mergentime Corp.; Sergeant-at-Arms, Joseph S. Drinane, Consultant. Trustees elected to serve until April 30, 1982 are: Eugene F. Casey, Area Manager, Mason & Hanger-Silas Mason Company, Inc.; Charles E. Defendorf, Chairman of the Board, Seelye Stevenson Value & Knecht; Charles W. Edgar, Assistant Operations Manager (Public Works Group) Walsh Construction Company; Walter M. Enger, Consultant; James A. Lilly, Executive Vice President, Morrison-Knudsen Company, Inc.; and Philip S. Miller, President, Mohawk Constructors, Inc.

Mr. Gray was born in Wadena, Minnesota on September 14, 1915. He received his education from the Dunwoody Industrial Institute in Minneapolis and the University of Minnesota. His construction career began while attending college, working summers for a St. Paul contracting company. He learned office procedures as a time-keeper and payroll clerk. He progressed to office engineer, project engineer, foreman, assistant superintendent and superintendent on state highway and grading projects throughout Minnesota. He was affiliated with two Twin City construction firms before forming his own general contracting company.



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## G. R. GRAY

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During that period his responsibilities included Project Manager, Vice President, and General Manager for East Coast operations. He supervised bidding and assignment of personnel, equipment and supplies for installation of new runways, taxiways and mechanical systems at Kindley Air Force Base in Bermuda and Lajes Field in the Azores.

He was Project Manager on several major highway projects including portions of the New Jersey Turnpike; Turner Turnpike in Stroud, Oklahoma; the Garden State Parkway and the Massachusetts Turnpike.

In 1962 Bud joined S. J. Groves and Sons and served as Project Manager for the \$12 million Lincoln Tunnel Interchange Complex for the New Jersey Turnpike Authority; and a \$6 million repair project on a portion of Interstate 295 in Swedesboro, New Jersey.

A long time active member of the Associated General Contractors of America on both the local and national level, Bud served as President of the New Jersey Chapter during 1973/74.

Bud and his wife, Mavis reside in New Hope, Pennsylvania. They have three children.

## Pattison has New Post

ROBERT K. PATTISON has been named President of Parsons Brinckerhoff CENTEC and Parsons Brinckerhoff CENTEC International. He has assumed overall responsibility for the railroad consulting firms formed by Parsons Brinckerhoff, Quade & Douglas, Inc., and Central Technology, Inc.

Mr. Pattison has spent over thirty years in the railroad industry. A civil engineering graduate of the University of Illinois, he first joined the New York Central's Cleveland office in 1947. After holding engineering and transportation positions throughout the New York Central system, he was made New York regional engineer in 1962 and then General Manager of Penn Central's metropolitan region in 1972 where he served until July of '76. In early fall 1976 he became President & General Manager of the Long Island Railroad, the largest commuter rail system in the country.

## Mole Member Recipient of ENR's Award For 1979

H. EDGAR LORE, retired Vice Chairman of Dravo, was the recipient of ENR's Man of the Year for 1979. Involved in construction labor relations at the national level for more than 25 of his 43 years with Dravo Corp., Ed Lore has been given the credit for pulling together the National Construction Employers Council, 17 major national contractor groups pooled into an organized effort at understanding and cooperation on the management side of construction's labor-management scales.

The Deep Foundations Institute installed G. ROBERT COMPTON, JR., President of MKT. Geotechnical Systems as President for 1979/80 at their annual meeting held recently at the Waldorf-Astoria Hotel in New York City.

• RICHARD J. REDMOND has been elected to the Office of Vice President of MacLean-Grove & Company. The firm has just moved their offices to Greenwich, Conn.

• ALVAN K. GUSTAFSON has been elected Senior Vice President of Raymond Builders a subsidiary of Raymond International Inc. JAMES J. KERR, Senior Vice President of Spencer, White & Prentis also a subsidiary of Raymond International Inc., has been appointed Manager-Business Development and JOHN DONARGO has been appointed Manager Southern-Area.

• SHERWOOD E. LILES, JR. has been elected Chairman of the Board and JOHN R. LILES, President of The Tidewater Construction Corporation.

## NAME Scholarship for O'Neill

The Directors of the New York Building Congress are sponsoring a Col. John T. O'Neill perpetual scholarship to be administered by the Society of American Military Engineers. The scholarship will be awarded annually to a student in an accredited New York City Engineering College. The Honorable Robert Moses serves as Honorary Chairman of the Committee together with Bradford N. Clark as Chairman. George Ziegler and George A. Fox serve as members of the Committee. Contributions to the S.A.M.E. scholarship fund can be mailed to the New York Building Congress, 101 Park Avenue, New York, N.Y. 10017.

## Eleven Create Vacancies

The following members were elected "Member Emeritus" by the Executive Committee this past year, therefore, creating vacancies for new members: Ralph Browning, retired - Lehigh Portland Cement Company; Louis B. Jones - American Dewatering Corp.; H. Edgar Lore, retired Vice Chairman - Dravo Corp.; Howard S. Turner, retired Chairman Turner Construction; John H. Weidman, retired Walsh Construction Co.; Edward J. Sheridan former Deputy Assistant Secretary of Defense; Thomas Trent formerly with Boring Inc.; Henry Gally - Turner Construction; Richard Barber formerly with Raymond International Inc.; Joseph Wiendl, Chairman - Lee Norse; and Joseph B. Diamond former Trustee and Treasurer of The Moles - Hynes, Diamond & Reidy counsellors at law.

## Still Another Honor for Bechtel

STEPHEN D. BECHTEL, JR., Chairman of the Bechtel Group of Companies, San Francisco-based engineering and construction firm and 1977 Moles' Non Member Award Recipient has been named an officer of the National Order of the French Legion of Honor.

This highest distinction bestowed by the French government honored Stephen for his "efforts in promoting and furthering a greater cooperation between the United States and France in the field of scientific and industrial realizations."

## One Member's Comments on Award Dinner

Excerpt from a letter written to the Executive Secretary by 1964 President, HOWARD DIXON commenting on the Award Dinner Program.

*"The Chief Justice put it on the line, especially when he compared court costs and time consumed with arbitration.*

*Milton Hendrickson, Sal DeSimone, Jim Lilly and Dan Brock's presentations were masterful.*

*George Fox made a humble acknowledgement befitting a great engineer and construction man.*

*Horace McCurdy's talk reminded me of my own ancestors who arrived in St. Mary's County, Md., in 1647. He reminds me of George Drake who was of a Seattle family. He sure brought back memories of our work during the war years and after."*





JOHN T. O'NEILL died on November 9, 1978 after a long illness. He was 69.

A licensed professional engineer in New York, Maryland and the District of Columbia, Col. O'Neill received a Bachelor of Science in Civil Engineering in 1931 and a Professional Degree of Civil Engineer in 1935 from the University of Maryland. He was a graduate of the United States Army Command and General Staff College and the Army War College.

At the time of his death he was Executive Officer for Construction and Chief Engineer of the New York City Transit Authority. As Chief Engineer for the Authority he was in charge of the \$1.5 billion subway routes construction program. This included the new rapid transit lines to Queens across East 63rd Street in Manhattan and the recently completed East River Tunnel. He was the top executive of an engineering department of more than a thousand persons with responsibility for both rehabilitation of existing transit facilities and new transit construction work.

Col. O'Neill was appointed Chief Engineer for the Authority on July 10, 1970. For three years prior to that he was Buildings Commissioner in the City's Housing and Development Administration. In that capacity he had the responsibility of assuring that all construction in the City, from apartment houses to office buildings, some 320,000 structures in all, met the City health and safety standards. He was Director of Engineering for the New York World's Fair from 1964 to 1967 and prior to that (1961-1964) he was consulting engi-

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HERBERT C. SAVIN died in a tragic airplane crash on November 28, 1978. He was 52.

Graduating from The Loomis School in Windsor, Connecticut in 1944 he served in the United States Navy until 1946. After graduation in 1948 from Rensselaer Polytechnic Institute with a B.S. degree in Management Engineering he went to work for Savin Construction Company. During the 1950's the company was sold to Merritt, Chapman & Scott and Herb became a Vice-President of Merritt.

In 1957 Herb and his brother Peter formed Savin Brothers Inc. Herb served as President of the firm from its inception until his death. Savin Brothers Inc., was engaged primarily in large interstate highway projects. He was also at the time of his death President of The Balf Company a construction and aggregate producing company; the President and Treasurer of Capitol Pipe Co., a producer of reinforced concrete products; a partner in Savin Enterprises, a real estate and development concern; and partner in AISCO stables (thoroughbred race horses).

He was extremely active in civic and business connected affairs. Among just a few were: Vice President of the Connecticut Road Builders Association; Chairman of Executive Board of the Connecticut Labor Relations Committee; Director of the Hartford Jewish Community Center, the Hartford Stage Company; Boys Clubs of Greater Hartford, and the Hebrew Home for the Aged. He was Life Director of the Hartford Jewish Federation; a member of the

## Moles Elect 32 New Members

At the Executive Committee Meeting held on April 3rd, thirty two new members were elected to membership. In alphabetical order they are: James N. Allan and Lawrence Barnes of Morrison-Knudsen Co., Inc.; Herbert A. Beltz, S. J. Groves & Sons Co.; Morris Blitstein, Slattery Associates, Inc.; Joseph J. Diehl, The Mergentime Corp.; Henry K. Dietrich, Geo W. Rogers Construction Corp.; John Dorer, Ell-Dorer Contracting Co.; John R. Fisher, Raymond International Inc.; Leo J. Fitzpatrick, The Conduit & Foundation Corp.; Neal R. Friets, Peter Kiewit Sons Co.; Richard J. Goettle, III, Richard Goettle, Inc.; Robert J. Hill, Parsons, Brinckerhoff, Quade & Douglas; Thomas A. Holmes, Ingersoll-Rand Company; Leslie A. Hynes, Hynes Diamond & Reidy; Thomas C. Kuebler, New York Chapter, The Associated General Contractors of America; James A. Leonard, Jr., Walsh Construction Co.; John W. Leonard, Morrison-Knudsen Co., Inc.; Norman W. Llewellyn, The Lane Construction Corp.; Morris Loshinsky, New York City Transit Authority; Boise F. Macon, J. A. Jones Construction Co.; Francis E. McGahan, J. Rich Steers, Inc.; Daniel P. McGeehan, Atlantic Cement Company; J. Ronald O'Brien, Cappossella Construction Corp.; Mario A. Posillico, J. D. Posillico, Inc.; George H. Pretat, Spearin, Preston & Burrows, Inc.; George A. Rhoads, Great Lakes Dredge & Dock Company; Richard J. Robbins, The Robbins Co.; Harry Schnabel, Jr.; Schnabel Foundation Company; Norbert E. Tankersley, The Arundel Corporation; Kristian Tønning, Raymond International Builders; Charles F. Vachris, Vacar Construction Corp.; Robert L. Watson, Jr., Dravo Corporation.

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Young Presidents Organization and the World Business Council.

He is survived by his father and mother, Abraham I. and Anna; brother, Peter; a daughter, Blanche Goldenberg; a son, Scott C. and one grandchild.



## AWARD DINNER

A record fourteen hundred Moles and their guests were in attendance at The Moles' Award Dinner held at The New York Hilton this past January 31st.

The conviviality before and after the scheduled Program was only exceeded by the Program itself.

President Milton A. Hendrickson called the meeting to order after the National Anthem.

MILTON A. HENDRICKSON: Gentlemen, may I please have your attention. We are most fortunate tonight to have as our speaker a famous native son of our neighboring state of New Jersey. He was born in the town of Florence in Burlington County in 1909. I disputed that when I took a look at him when I had the opportunity to meet him earlier.

He attended St. Charles College in Catonsville, Maryland, St. Joseph's College in Philadelphia, Pennsylvania and received a Bachelor of Laws Degree through New Jersey Law School, now Rutgers University in 1931.

In 1932 he was admitted to the bar in New Jersey. He served as an assistant, United States Attorney, the district of New Jersey from 1939 through 1945. He was a judge of the Mercer County Court from 1948 to 1952. And he was a judge of the superior court of New Jersey, the law division from 1952 through 57, he was assigned judge of Sussex County in 1952 and 1953. And Union County 1953 through 1957. He went on the Appellate Division in 1957. In late November of 1957, he resigned to resume private practice.

He was elected Governor of the State of New Jersey in January 1962 and served two consecutive terms through 1970 (as permitted by the New Jersey constitution.)

He was appointed Chief Justice of the Supreme Court of the State of New Jersey on December 18 of 1973. His honors are many. They are listed in our program. And at this time I'd like to ask The Chief Justice of the Supreme Court of the State of New Jersey Hon. Richard J. Hughes to step up here.

HON. RICHARD J. HUGHES: Thank you very much. Thank you. I should have warned all these New Jersey people not to stand up. It's not necessary any more since I'm not governor any more.

Mr. toastmaster, President Hendrickson, next president Bud Gray, officers, members, ladies and gentlemen. I notice a lack of ladies here but I suppose that's part of the chauvenism of The Moles and sort of like Lawrenceville, they intend down there to keep it that way.

I noticed how President Hendrickson commanded order and silence the kind that puts you to sleep by that rather boring biography, most of which I deny. But in any case, I thank him for it and I should stop here to present my congratulations in advance to your award winners, Mr. McCurdy and Mr. Fox, but you'll hear so much about them later, that I won't pause for that reason.

It seems to me like more than a coincidence that this annual awards dinner of The Moles should occur only two days before Ground Hog Day. We all work under the grounds, sort of.

To tell you the truth, I feel something like a Ground Hog myself tonight, looking around at these bright New York Hilton sun lights, peering around at these giants of engineering and construction—the people that build the nation's structures and its ships and its highways. And in a sense, it's growth and progress.

I was lured out of my comfortable place in New Jersey by the warm invitation of some law partners with whom I practiced very happily until five years ago or so when I was appointed to be Chief Justice of the New Jersey Supreme Court. And I think I know too that they were motivated by the personal and affectionate respect which they hold towards your next president Bud Gray. I feel that way too.

So I'm very glad to be here and after experiencing the Lincoln Tunnel, I'm glad to be anywhere. About an hour from end to end.

You know, every time I come into New York City in the evening driving, I say, never again. I will never do this again. But the time goes by. You forget. You read the ads about the Big Apple and the shows and going to dinner and the ballgames and so forth. And so again you're tempted and then you hit that Lincoln Tunnel and again you're very frustrated. When I looked at the people tonight, thousands and thousands and thousands of American citizens absolutely free to go where they want and do what they wish and here they are driving into New York City. And going through that torture. It gives me an idea. I think that The Moles ought to marshal their considerable political muscle and start a drive for a new third tunnel—or a second George Washington Bridge. I'll be glad to sign the first petition. I'll get Mr. McCurdy and Mr. Fox to join with me in urging this improvement.

But seriously, I feel that maybe I can make a fast brief point here tonight which is almost as certain as the legendary prediction of the Ground Hog. And that has to do with the relationship be-

tween the courts and the law on the one hand—let's say me, and the nation's business structures and the public need on the other—let's say you.

Both ends of this dilemma are in the condition of siege. Both need new solutions, new thinking, new approaches. To support this proposition, let me call two powerful expert witnesses, both of them stars in the ferment of American law and both of whom separated by an interval of 70 years addressed this American problem.

In 1906, Dean Roscoe Pound of Harvard spoke in St. Paul, Minnesota before the American Bar Association, on the causes of popular dissatisfaction with the administration of justice. In 1976, seventy years after, in commemoration of this speech, also at St. Paul, Judge Simon Rifkin of New York posed this question: Are we asking too much of our courts?

These seventy years in their developments have sharpened the question. And the times in which we live cry urgently for adequate answers. It was a theme of Dean Pound from the landscape which he viewed that such dissatisfaction stemmed in part from a shortfall in judicial service, based strangely enough upon the internal excellence and sophistication of the adversary process of American courts. That process for the resolution of the disputes represents a superior mechanism of the anglo-American judicial tradition, but it's also a system which in the environment of busy and sometimes, loosely-administered courts falls short of public satisfaction.

Judge Rifkin points out that today's dissatisfaction springs not from failure but from conspicuous judicial success. A spectacular performance he says in quotes with standing room only attendance and with cues of litigants all clamoring for attention, getting far too long.

I myself think that this phenomenon is a result of two developments. The first praise-worthy as it is, leading to the second which is an unhappy development in American government. The latter developments certainly human and understandable yet requires change if the republic is to flourish as our ancestors intended it should.

Now the first development is this: The emergence in these seventy years of new and keener perceptions of constitutional rights, whether civil rights, consumer rights, prisoner rights, environmental rights. You call it. The list of rights of supposed constitutional base is endless. Courts are sworn to allegiance to the constitution so they cannot ignore these rights and their enforcement. (that is to say if they are really of



constitutional stature). And all these rights are advanced by an already highly-litigious people. We Americans have always been that way upon their already over-burdened courts.

Judge Rifkin's theme, are we asking too much of our courts projects the second base of the dilemma. The constitution presupposed that all branches of government would be equally responsive to constitutional imperatives. Whether they were basically clear in plain English language or whether they had to be defined as is inevitable in any constitutional democracy by the courts. This I think is the real shortfall. The slippage in executive and legislative response. The inclination to leave it up to the courts. To solve problems thought to have some constitutional significance. Shall the Concord be permitted to land in the United States? Leave it up to the courts. Where should a new highway be built? May a nuclear plant be established in such and such a state? Which is the best home for a foster child placement? How shall institutions and prisons be managed? How shall education be financed? Leave it up to the courts everybody says.

One might list except for limitations of time, innumerable other problems of government consigned by executive and legislative inaction to solution by the courts. And this led to these conclusions by Judge Rifkin. One: Quantitatively the courts are carrying too heavy a burden, beyond the capability of mitigation by merely increasing the numbers of judges.

Two: Qualitatively, the courts are being asked to solve problems for which they are not institutionally equipped or not as well equipped as other available agencies. And so it is as Judge Rifkin suggests, that the American judge has become over these years not by his choice but by the force of circumstance a law-maker, a commentator, a teacher, a mentor, an innovator, to an extent unknown in countries which lack a legal system having roots in the common law such is our system.

Now I don't want to be understood as suggesting any attempt by the other branches of government to withdraw jurisdictional functions which are inherent in the courts. For the administration of justice is confided to the courts by the constitutional voice of the people. And tampering with that constitutional purpose would weaken our system very dangerously.

What I do suggest is that this function of problem-solving be reassessed and be assumed in greater measure by other branches of government. There is occasional grumbling which you've heard

about judicial intrusion. Judge-made law: the judges are making the laws. While new responsibilities are constantly being thrust by the Congress and the legislators upon the courts. But the dividing line is very clear. It is the constitution and the imperative of its defense.

Thus in the landmark case of *Griswold versus Connecticut*, Justice Douglas wrote that the United States Supreme Court does not sit as a superlegislator to determine the wisdom, the need, the propriety of laws that touch economic problems, business affairs, or social conditions. And at the same time, his opinion for the court identified a constitutional right of privacy and family life requiring judicial defense.

By the same token, the New Jersey Supreme Court for all these many years by opinions of my predecessor Chief Justice Joe Weintrob and others has shunned interference with the legislative process, except where its laws clearly impinge upon the constitution. I could give you many examples. Let me just give you one where our courts said the arguments bear on the wisdom of the legislation rather than on its validity. Presumably, all of these things were waived by the legislature when it concluded that the law would further the public interest and should be adopted.

We do not sit here, Justice Douglas, said as the superlegislature. And we accept the legislative judgment as to the wisdom of the statute.

I'll tell you where this circumspection began. Very early in the roots of American judicial history. The great United States Chief Justice John Marshall said in an opinion in 1833: No questions can be brought before a judicial tribunal of greater delicacy than those which involve the constitutionality of a legislative act. If they become indispensably necessary to the case, the court must meet and decide them. But if the case can be determined on other points, a just respect for the legislature requires that the obligation of its laws should not be unnecessarily and wantonly assailed. So that the building of a higher threshold before the courthouse door as Judge Rifkin put it must be carefully managed so as never to exclude the citizen from access to the courts. For they are his courts, created by his constitutional will. And as Chief Justice Burger often argues, existing for his service like hospitals, things like that.

Two principal sources of change I believe are immediately available and can work quite well together. One is yours again, as one is mine. One is the ingenuity of the public sector which can if it wishes do many things. For instance, write into its contracts and busi-

ness relationships a resort to arbitration. With its cost and time-effectiveness, its acknowledged expertise, its objective fairness as an alternative to expensive and long-drawn-out litigation in the courts. And the court system can be innovative in this way too. In New Jersey, by court rule, we now screen through expert panels medical malpractice claims to reduce this ever-increasing burden on the courts and for fair and just protection of the litigants.

If successful, this system will one day expand to deal with other professions and business relationships. We've established by court rules attorney fee arbitration panels to remove some litigation from the courts. We've encouraged disputes settlement - neighborhood dispute settlement programs outside the courts. And these techniques are rapidly growing in public confidence. And in our so-called pre-trial intervention programs, we're separating early and redeemable offenders from a criminal justice system and a program which works so well that tracking it in eight of our counties since 1972 reveals less than a 10 percent failure rate of such types of offenders who have been given this second chance put on the right road in the mainstream, on our side of the street.

In the meanwhile, we are emphasizing very stern judicial response to violent crime for the public peace and security. That's what our ancestors promised us—the domestic tranquility. That's what it's all about. And we're devoting our judicial attention and time to solving that rangerous problem.

I'm not going to detain you tonight with further examples because you have a program before you. But I suggest that in American society whose people can conquer space and walk on the moon, can surely overcome the congestion which is threatening to submerge the courts. Let us think about it. And whether or not the ground hog sees its shadow on Friday, let us hope that American action and American brains, and there are a lot of them connected in this room, can someday soon solve this important American problem.

Thank you very much for having me here tonight.

MILTON HENDRICKSON: Well I hope that you didn't try to get us back on schedule by cutting your speech a little short.

It's customary to make our speakers an honorary member of our association, and it's a great pleasure for me to present you with a plaque which does just that. And I would just like to read what it says: "Greetings. Be it known that the Honorable Richard J. Hughes is a

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## AWARD DINNER

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member of this Association and is fully entitled to all privileges and benefits bestowed thereby."

HON. RICHARD J. HUGHES: Thank you very much.

MILTON HENDRICKSON: I'm sure you'll have the added distinction of being the only member who either was or is a Chief Justice of the Supreme Court.

HON. RICHARD J. HUGHES: Thank you very much.

MILTON HENDRICKSON: The fellow that's done all the work on the preparation going back to the selection of the awardees of course is the chairman of our Award Committee. Mr. Sal DeSimone is our chairman. The rest of the party is his until closing. Sal will you step up and take over.

SALVATORE V. DeSIMONE: It's a real pleasure for me to introduce two prominent Moles who will make the presentations tonight. But before I do that, I want to publicly compliment the Award Committee for the outstanding job they did in selecting the awardees. I think both George Fox and Horace McCurdy are truly deserving the honor which go along with the awards tonight.

Presenting the member award will be James Lilly, Executive Vice President of Morrison-Knudsen Company. Jim has been with this firm for twenty years and presently is responsible for the North American operations. He was manager of the firms' foreign operations and spent some time as the general manager of the RMK-BRJ joint venture in Viet Nam. In World War II, Jim was a Marine Corps pilot and he currently serves on the Moles Finance Committee. I present to you Jim Lilly.

JAMES A. LILLY: Thank you Sal. Tonight my good friend George A. Fox joins the long and distinguished list of recipients of the Moles Award for outstanding achievement in construction. I first became aware of George Fox several years ago when he hired Morrison-Knudsen's underground manager Paul DeMarco and brought him back to New York.

Let me assure you that there is no hard feelings over this. In fact, it was probably all for the best anyway. Paul was originally from New York and there were indications that the clean air of Idaho was giving him respiratory problems. Today, I count George Fox as one of my good friends and partners. He was born in Pittsburgh. He received his first engineering training at Cooper Union where he obtained his Bachelor of Civil Engineering Degree in 1940. Two years later, he earned a Masters of Civil Engi-

neering at Brooklyn Polytechnic Institute. Some years later in 1952, Cooper Union conferred upon him the Professional Degree of Civil Engineer.

George began his professional career as a Junior Naval Architect at the Brooklyn Navy Yard in 1940. Sometime later, he worked as a structural designer of waterfront structures, graving docks and advance base floating drydocks for the consulting engineering firm of Frederic R. Harris. While in their employ, he was in charge of the design of a 150 ton floating derrick barge for handling lock gates in the Sault Ste. Marie Canal.

In 1942, he was commissioned an Ensign of U.S. Navy Civil Engineer Corps. He served with distinction in the Pacific theater and was discharged as a Lieutenant in 1946.

After the war, George Fox joined Grow Construction Company here in the city and the ensuing years were rich in accomplishments. He was involved in many heavy construction projects serving as designer, field engineer, estimator and project manager. These projects included more than 50,000 lineal feet of compressed air sewer tunnels as well as sections of highways, major river crossings and approach sections to the Lincoln Tunnel and the George Washington Bridge.

In 1969, Grow Tunneling Corporation was formed here in New York and George was made Executive Vice President, Chief Engineer. He was involved in the midstream shaft, Brooklyn Battery Tunnel, the third tube Holland Tunnel, the Oakwood Beach and Rich-

mond interceptor of sewer tunnels; the 63rd Street subway in New York; and LaFont Plaza Subway in Washington, D.C.

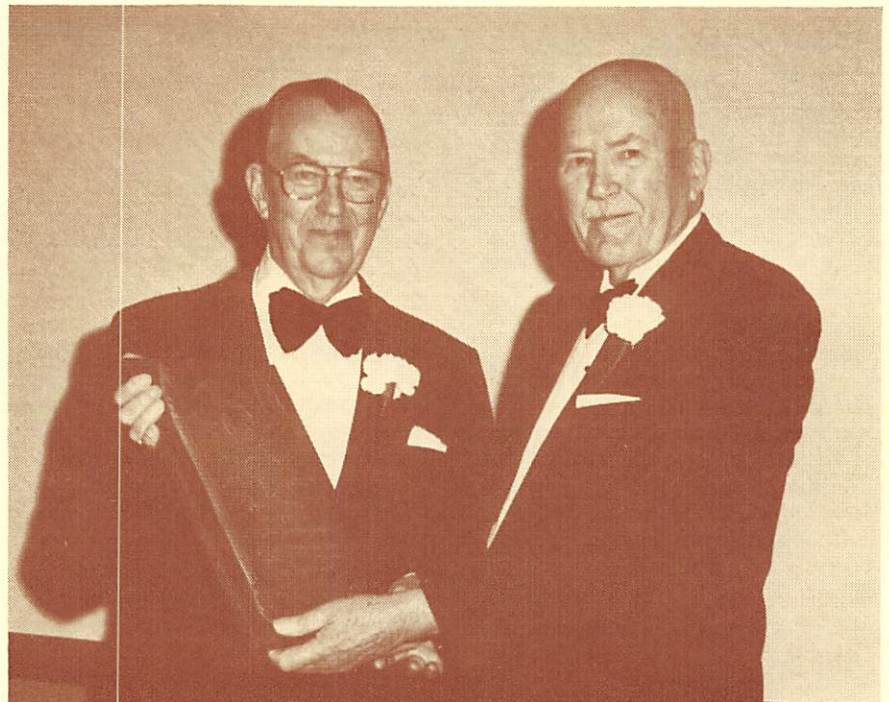
George Fox is many things but he is first and foremost an engineer and constructor. The profession and the work of engineering is important to him. He is proud of the profession and is a great credit to it. How many people in our industry do you know who have the title of President and Chief Engineer? The position to which George rose in Grow Tunneling last January. He wears with pride the pin of Tau Beta Phi as well as having, I am informed, that emblem stenciled on various other items of his apparel.

He has been a Mole since 1959 and during 1967-69 served as a trustee of the organization and has served on the finance and program committees.

He was the first alumnus of Cooper Union ever to become a trustee of that institution. He is First Vice President and lead labor negotiator of the General Contractors Association of New York City. He is a fellow and treasurer of the American Society of Civil Engineers. He is associated with the British Tunneling Society, the Tunnel Union Workers Local 147 Retirement Fund, and the National Academy of Engineering.

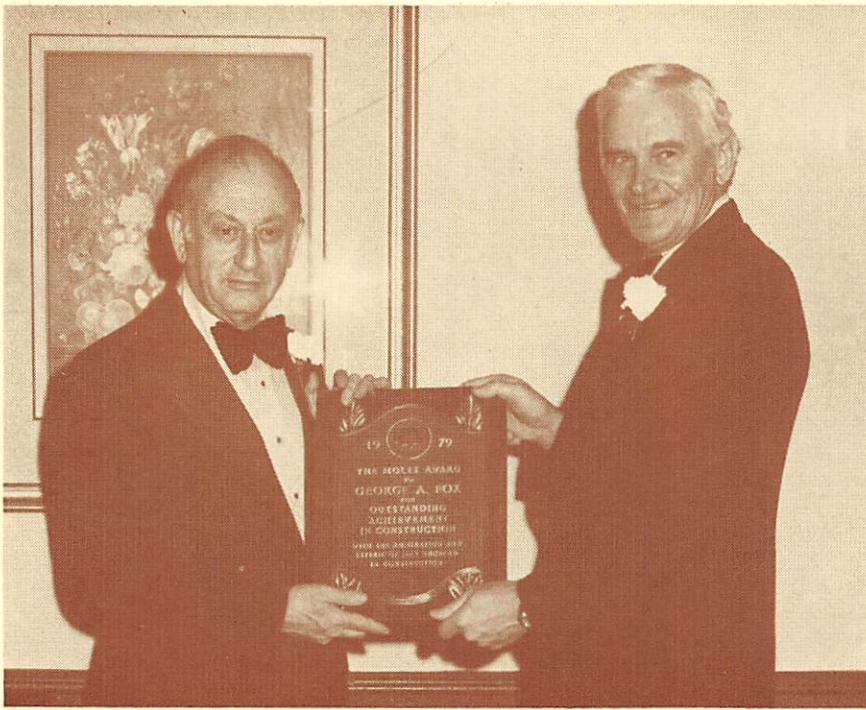
Whoever coined the expression "if you want a job done, give it to a busy man," must have had George Fox in mind.

Aside from engineering his interests range widely. He has a deep personal interest in the problems of his employ-



DAN S. BROCK (left) presents 1979 Award to H. W. McCURDY





**JAMES A. LILLY (right) presents 1979 Award to GEORGE A. FOX**

ees. He is an artist of note finding an outlet for his considerable talent in pencil sketching. He is a board member of the New York Public Broadcasting Station and is extensively involved in the affairs of this community. His uncanny ability at the game of pool is well-known to those who have opposed him at the table. He is in short the true Renaissance man.

How does he do all of this? Well it is said that one of George's greatest strengths is that he is a short sleeper and can catnap anyplace under any circumstances. There is a story of some wide currency about a recent occasion where George fell asleep while seated in a Disco in Puerto Rico. The story of what he did upon awakening will have to wait for another time and place.

It is my distinct privilege and great honor to present to you now the 1979 Moles Member Awardee for Outstanding Achievement in Construction — George A. Fox.

**GEORGE A. FOX:** There's a lot of people out there! Thank you Jimmy. Jim and I are good friends and we've worked together on many many projects. And I deeply appreciate the fact that he was selected tonight to make this presentation.

Tonight's recognition by my peers is the proudest moment of my engineering career. There is no higher honor to which I can aspire and I extend to The Moles and to the engineering community and to our industry my profound appreciation. 1979 marks the 20th year

of my membership in The Moles. The associations I have made during that time, the events we have shared, the honors which The Moles has awarded to the exceptional people of our profession have greatly enriched my work and the pleasure of it.

I accept this award not only as an individual, but also necessarily on behalf of my partners at Grow Tunneling Corporation—Henry Jacoby, Bill Goodman, and Paul DeMarco, whom we did not hijack, and on behalf of all our colleagues at Grow. My work has been their work. My achievements are theirs also. We have travelled a long, productive road together, sharing disappointments as well as successes. These people are in my highest esteem. And I could wish for no finer group of partners, associates and friends.

Slattery Associates, the lead company of our construction group at Alpha Portland Industries has been a fundamental and basic force in Grow's activities. This association, under Bernie Richard's and John Saunders' direction has been most rewarding in every aspect of our work. There are others I must also mention tonight. Not as an obligatory response as the occasion might demand, but out of the deep self-knowledge that they have given me many opportunities; contributed importantly to my work; protected me and supported me countless times. Our co-venturers, both in completed and on-going work and for many unsuccessful bid efforts have been great. Many of you know

them: Andrew Catapano Co., MacLean Grove; Morrison-Knudsen; Peter Kiewit Company; and the T aylor Bros.

My relationship with these companies, their principles, and lead personnel have afforded me many satisfactions and considerable knowledge and experience. These are unblemished associations which I cherish. I must particularly mention Frank Catapano with whom we have worked for 22 years. His father Andrew was an outstanding constructor and contractor and a big influence in my career. To my friends in our government, in the labor movement in New York at the General Contractors Association and the American Society of Civil Engineers I am deeply grateful. You have filled out my professional life. You create a mosaic of events, opportunities, challenges and human relationships which have been and remain priceless to me.

A particular word about Cooper Union. Thanks to Peter Cooper's self-described mechanic of New York, I received an engineering training, free of tuition. He was an extraordinarily generous educational philanthropist whose advice was later sought by Cornell and Vassar and Carnegie. I am honored and delighted that John White, President of Cooper Union is with me this evening. This jewel of an institution can never be repaid by me for its contribution to my life and for putting me here this evening.

And finally I must mention two gentlemen father and son, who more than any other have guided and added to my life. Charles Goodman, 05 Cooper Union, former division engineer of the New York City Board of Water Supply, subway builder extraordinaire and founder of Grow Construction Company showed me engineering skill and total dedication to the highest standards of our profession and our industry. His son, Robert, who was my closest friend was also a brilliant engineer. He was a poet, a lover of art and music and a great humanist. His example, his caring, his sensitivity have been a beacon for me, an inspiration and a great richness in my life. Our profession and our industry contributes mightily to the public good. Perhaps more so than any other industry in the United States. We live in a rapidly-changing time where money problems, complicated priorities, social stresses, community participation, environmental concerns all heavily impact the construction process. I am confident that we will continue to respond affirmatively to these forces. We are creative, courageous and competitive. These qualities will continue to make our industry grow and to make our country a still better place

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## AWARD DINNER

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for all people. I have the greatest pride in participating in that process and to receive your honor tonight. Thank you very much.

**JAMES A. LILLY:** After that, there's not much more to be said except that this is the top-coveted award in the construction industry and the U.S. and world-wide as far as I am concerned. And it is with a great deal of pleasure that I do present this award to George—it could go to no finer person.

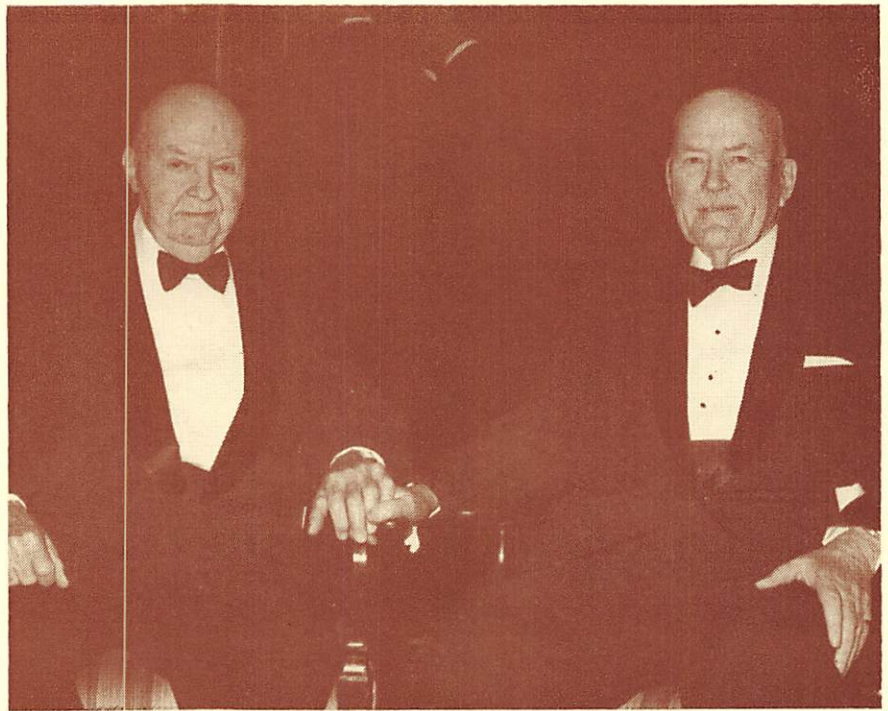
**SALVATORE V. DeSIMONE:** To present the non-member award, we have with us Dan Brock who is currently serving as the Moles Sergeant at Arms. Dan worked for over 20 years with Johnson, Drake and Piper as a Vice President and Assistant Foreign Manager. He worked with Horace McCurdy during that period when their two firms were joint-venturing in Alaska. In 1964, Dan became executive vice president of C. W. Blakeslee & Sons. For the last few years, Dan has been engaged in construction consulting. It is my pleasure to introduce to you Dan Brock.

**DAN S. BROCK:** Thank you Sal. For openers, let me suggest something: at my age, I've given up entirely eating natural foods. I figure I need all the preservatives I can get.

Mr. President, distinguished guests, fellow Moles, friends, it is my special privilege to present to you the recipient of the Moles 1979 non-member Award Horace W. McCurdy, better known as Mac. Mac has made many contributions to the construction industry and to others. When we attempt to measure a man's stature, we should look not only at his accomplishments in his chosen field of endeavor, but also at the whole man; what contributions he has made to his community, his industry and to his special fields of interest.

I thought I knew Mac well as a contractor for my contacts with him and his organization during our joint venture work. It was only recently during my research into his personal life that I learned of his many contributions to others. Often the most brilliant and accomplished are the most modest.

Mac's higher education began at the University of Washington, was interrupted in 1917 by the service in the U.S. Naval Reserve. He served overseas during which time he was commissioned and continued at MIT where he was graduated with a Bachelor of Science Degree in mechanical engineering in 1922. There he was elected to membership Tau Beta Pi Honorary Engineering Fraternity.



Long time friends and MIT classmates, Bill Mueser (1975 Member Recipient) and H. W. McCurdy (1979 Non Member Recipient) take time out to chat at Award Dinner

In 1922, Mac began his association with Puget Sound Bridge and Dredging Company as timekeeper and laborer moving up the ladder through all the various phases of contracting and management to become president in 1931 and chairman of the Board of Directors in 1959 from which he retired in 1963.

He is presently chairman of the Board of Directors of Puget Sound Dredging Company.

Mac's son Jim who has very ably backed up his father all the way in these activities is president of Puget Sound Dredging Company and we're honored that he is here on the dais with us tonight.

I know of no dictionary that offers a clear-cut definition of heavy-construction. So perhaps it might be said tonight that it represents almost everything the individual contractor includes in his sphere of operations as he expands from his early basic construction projects. In Mac's career, this has included the traditional dams, tunnels, missile silos, dredging and bridges to which he added pulp and paper mills and aluminum plant, steel fabrication and erection, railroad car building, design and construction of their own dredges, floating drydocks and shipyards; construction of a variety of ships for the U.S. Navy and others and construction of a full range of military facilities.

Mac's projects have been chiefly in Western North America reaching from Mexico to the Arctic Coast, including

the full length of the Aleutian Islands chain and deep in the Western Pacific Islands. Some few of these projects were built in joint venture with other contractors—a list which includes many of the country's outstanding firms. It was a 20-year joint venture project of Puget Sound Bridge and Dredge Company and Johnson Drake and Piper that I became acquainted with Mac. Over those 20 years, this joint venture operated in Alaska building Naval air stations, radar stations and much more.

For a moment let us think back 30 or 40 years about how remote Alaska was. Not yet our 49th state. About how unknown were the construction techniques dictated by harsh arctic conditions. There was little prior Arctic experience to draw on in Arctic construction. It was a learning process all the way. Careful planning, adaptability, and innovation were the order of the day.

As managing partner, Mac's personal contributions were many. To put this into present day perspective, a measure of this joint venture effort when updated to 1979 construction costs, its value would approach one and one-half billion dollars and it included both kinds of construction and construction problems. This joint venture was only one of hundreds of Puget Sound Bridge and Dredging Company projects under Mac's direction.

I well remember my first visit to Mac's office in Seattle. There I found



a long row of job pictures on one wall—all neatly framed in conservative black frames except the one in the middle of the row in a bright red frame. In answer to my question why the one in red, Mac said it was a job that cost them a lot of money and he didn't want his people to ever forget the lesson they learned from it. Don't bid without your own estimate, even with fine joint venture partners of long-standing.

I suspect this basic philosophy has served Mac well over the years. Too often we find ourselves re-inventing the wheel.

Now let's take a look at the personal side of the man we are honoring tonight. Mac's love of the water perhaps acquired certainly cultivated when he crewed at MIT where he was a three-year crew letterman, and captain of the crew in the senior year no doubt had something to do with his getting involved in shipbuilding as an addition to his construction and dredging business. He was elected to the Rowing Hall of Fame in 1969. Mac's favorite hull grew from the shell he rowed at MIT to his luxurious 96-foot diesel yacht which is well-known around the waters in Seattle and which has been enjoyed by many of his friends. He is past commodore of the Seattle Yacht Club.

Mac is a fine family man. Like many construction wives, Sarah Catherine known as Kate by her many friends has shared his problems, his hardships, his sorrows and his successes. Their youngest son, Navy Lieutenant Thomas died in 1955 as a result of service-incurred disability in the Korean War. The Thomas W. McCurdy Memorial Scholarship Fund at the University of Washington was established in his honor by his parents.

Time permits mentioning but a few of his achievements and the honors he has received. Such as life member emeritus of the Corporation of Massachusetts Institute of Technology, a life member of the American Society of Civil Engineers, Civil Engineer of the year in 1959 named by the Seattle Section of ASCE; an organizer of the Mountain Pacific Chapter of AGC in 1931 and its president in 1932. Named Seattle's first citizen of the year in 1964 by the Seattle Real Estate Board. Chosen Construction Man of the Year in 1969 by the Seattle Chamber of Commerce; 33rd Degree Mason; recipient of the Grand Cross Court of Honor; an active member of the First Presbyterian Church of port towns in Washington; and the author or publisher of several books on wide-ranging subjects principally maritime and geneology. Yes, all these accomplishments and more in his spare time and he's always a gentleman. I almost, for-

got—he has also been a member of the Beavers.

It is because of Mac's outstanding accomplishments in heavy construction that he was selected to receive the Moles Non-Member Award tonight. But in a larger sense that we honor a man who has also distinguished himself in many other activities that have contributed to the welfare of others, the world about us, and we're grateful for it.

Fellow Moles, I'm proud to present our so-well-deserved non-member award to our good friend—H. W. McCurdy.

H. W. McCURDY: Mr. President, distinguished guests, members of the Moles, president of the construction industry, I very much appreciate Dan Brock's very generous introduction. However, I should caution you that he looks upon me through the eyes of friendship and that is not always an accurate appraisal. In our remarkable age, it is just five-hours flight time by modern jet from my birthplace in the very Northwest corner of the United States to this great city of New York. In contrast, in 1853, it took my grandmother and her parents three months over the Oregon Trail to reach the Pacific Northwest. She was but three years of age at the time she made that perilous journey.

In 1857, it took my grandfather over two months to reach the Pacific Northwest by way of the Isthmus of Panama. They had stout hearts. I've always been proud to be descended from such pioneer stock.

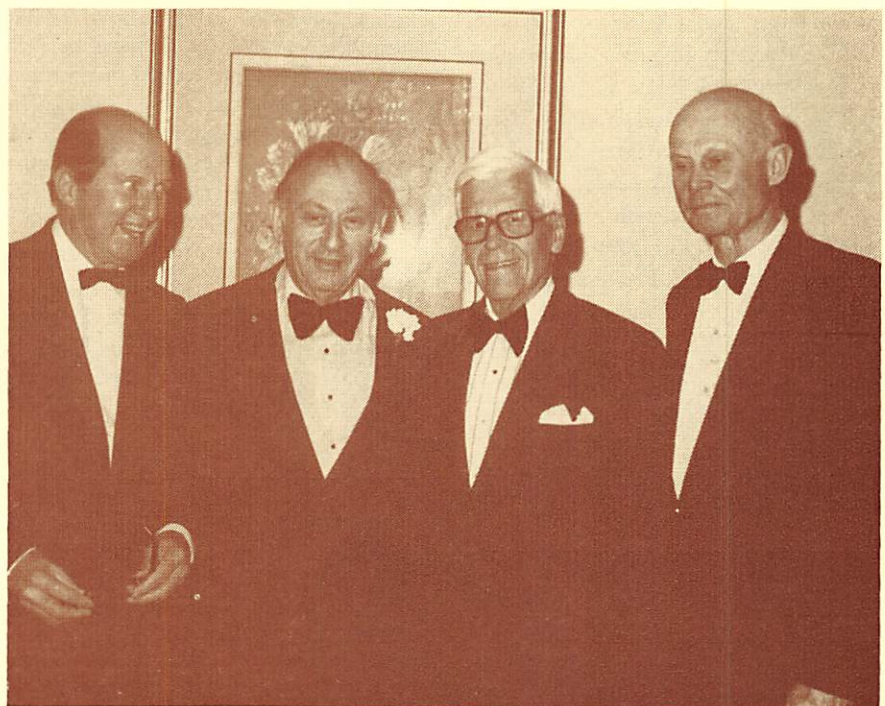
In the 80 years since my birth, I have criss-crossed the United States many times in a variety of transportation modes and elapsed times. Never, however, have I anticipated a trip east with more emotion than my arrival before this podium tonight.

I am indeed very proud and flattered that this great organization of America's builders—The Moles—has honored me with its non-member award. This honor, granted by a jury of my peers is doubly appreciated coming as it has in the sunset years of my life.

I had the privilege of growing up in the greatest industry in the world. And in witnessing its tremendous developments in methods and equipment. There is no other industry where men work harder, accept more challenges, underwrite more risks, and is so fiercely competitive. There must be an easier way of making a living, but none more exciting. There's a saying that the road to success is always under construction.

Sixty-five years ago I started working during highschool vacation as a donkey man aboard a floating piledriver. That basic experience inspired in me a fascination for the construction industry that has never diminished. Except for interruptions for schooling and overseas duty in World War I, I have been continuously involved in this industry, including many types of heavy construction dredging and shipbuilding.

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Sherwood E. Liles, Jr. 1964 Non Member Recipient (left) Peter Kiewit 1953 Non Member Recipient and Henry C. Boschen 1969 Member Recipient (right) congratulate this year's Member Recipient, George A. Fox (center)



## O'NEILL

(Continued from Page 3)

neer to the Triborough Bridge and Tunnel Authority, a role in which he coordinated construction for the world's longest bridge, the Verrazano-Narrows Bridge, and for the arterial highways in the vicinity of the New York World's Fair.

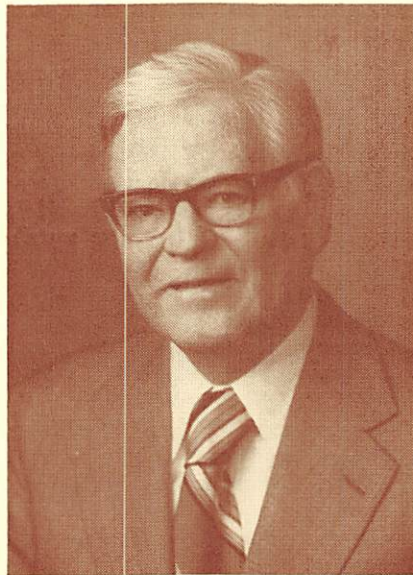
Before his work in civilian public service, Col. O'Neill had a long and distinguished career in the United States Army. During World War II he was a combat engineer commander charged with the removal of underwater and beach obstacles during the Normandy invasion. He received the second highest combat decoration, the Distinguished Service Cross, for heroism in connection with that effort. Other military decorations included the Legion of Merit, the French Croix de Guerre, the Korean Ulchi Distinguished Military Service Medal and a Presidential Unit Citation. He served as New York District Engineer and Supervisor of the New York Harbor for the Corps of Engineers; General Staff Officer on the Department of the Army General Staff in Washington; Engineer of the U.S. Fifth Army in Chicago; and as Commanding Officer of the Seoul Area Command in Korea. He retired from the Army Corps of Engineers as a Colonel in 1961.

For The Moles, John O'Neill served as a Trustee and Chairman of the Finance Committee. He was a life member of the Legion of Valor of the United States and is a Past National Commander. He was Vice President of the New York Building Congress, a member of the American Concrete Institute, The American Public Transit Association, the National Society of Professional Engineers, the Society of American Military Engineers; a Fellow of the American Society of Civil Engineers; and Chairman of the Board of Directors of the Hope for Diabetics Foundation.

He is survived by his son, Richard T. of Rockville, Md.

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J. D. TULLER died on November 18, 1978. He was 93. Mr. Tuller had been a Member Emeritus since 1957. He became a member of The Moles in 1944 when he was President of The Tuller Construction Co., headquartered in Red Bank, N.J.



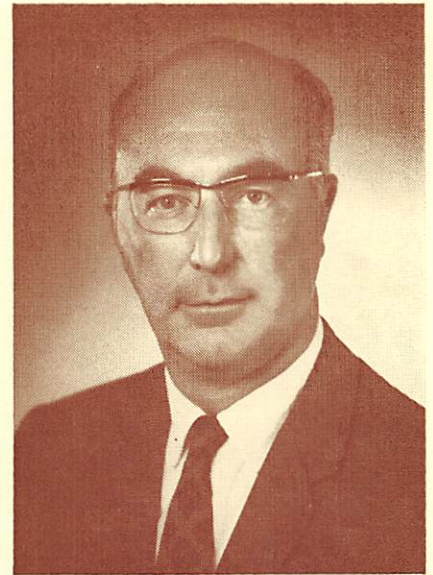
GORDON H. BALL died on October 26, 1978. He was 71.

Gordon's career began as a teenaged mule skinner, driving one of the teams his father's construction company used to move dirt. By his senior year in high school he was already displaying some managerial and leadership talents. While in college and after graduation he worked for his father Nate on construction jobs. In 1936 after the death of his father, Gordon and his two brothers reorganized the company concentrating on airport and highway paving. In 1950 N. M. Ball Sons was dissolved with Gordon forming his own company. In the '60s in joint venture partnerships Gordon H. Ball Inc., performed many heavy civil engineering type jobs. In 1968, The Dillingham Corporation purchased the assets of Gordon H. Ball Inc., and he remained with the company until his retirement in 1972. Mr. Ball received the Golden Beaver Award for Management in 1978.

He is survived by his wife, Dorothy; three sons, Dennis, Nathan, and Stephen; two daughters, Mrs. Jeffrey McCaslin and Mrs. James Syar; and seven grandchildren.

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ALFRED W. JOHNSON has died. Mr. Johnson had been a member of The Moles since 1942. He became a Member Emeritus in 1970 when he retired from active business. During his years as a Mole member Mr. Johnson was President & Treasurer of H. Johnson & Son Inc., a pile contracting firm founded in 1922 by his father. Mr. Johnson was active in and around the Metropolitan area from 1926 to his retirement.



WILLIAM F. BRADT, SR. died after a long illness on December 9, 1978. He was 54.

Bill Bradt received his education at Purdue University; New York Maritime College at Fort Schuyler, N.Y.; and N.Y. State University. He was a Professional Engineer.

During World War II, Bill served as Maritime Officer on cargo ships in the Atlantic & Pacific. After the War he worked as Terminals Engineer with Luckenbach Steamship Company where he supervised the design and construction of their shore facilities.

In 1956 Bill joined the Geo. W. Rogers Construction Corp., a waterfront engineering and construction firm celebrating their 110th anniversary this year. Bill was made General Superintendent in 1958 and a Vice President in 1960. In 1966 he became the firm's Executive Vice President and General Manager serving in that capacity until his death.

Bill became a member of The Moles in 1959 and served on its Membership Committee during the period from 1962 through 1966. He was an active member of: Society of Naval Architects & Marine Engineers, General Contractors Association, New York Yacht Club, Downtown Athletic Club, Whitehall Club, Great South Bay Yacht Racing Association of Long Island and the Babylon Yacht Club. He served as Commodore of the Great South Bay Cruising Club and was a member of the Babylon Lodge F. & AM.

He is survived by his wife, Eileen; a daughter, Nancee Eileen; and a son, William F., Jr.



## AWARD DINNER

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Through the years, I've always been proud to be associated with an industry that has importantly and consistently played a major role in the economic welfare and national defense of America. There are within the ranks of the membership of The Moles men and organizations that have truly changed the face of the earth. Everything in our industry does effect—and benefits our country and its citizens.

Also I've been very proud of being a member of an industry in which before government interferences came into being commitments between joint venturers were usually on a hand-shake basis. Estimating and bidding without written commitments of the partners. And if the bid was successful, in executing written documents. I have never known a partner that ever welshed on his word. Although there have been times when some of us thought that maybe we really had reason to wish to do so.

We enjoyed the privilege of associating with the right kind of people. Some of the outstanding men in organizations in our industry. One of the most fascinating rewards to me personally has been my association with some of the men well-known to most of you. Friendships have been made that have been very dear to me, but my way is becoming increasingly lonesome. Men like John McCloud, George Drake, L. E. Dickson, Will Johnson, Harry Morrison, Alvin El. to name but a few that have crossed that bridge divide but have left their mark.

There's a saying that good jobs make good partners. I believe the reverse—good partners make good jobs and fortunately we have had some of the best.

Those were still times when a man could start with nothing and battle his way to success. Taxes and governmental interference has largely stopped that, although the rugged individualistic philosophy and expertise will be and still is the heart of our business.

I sincerely hope that our tax system will always permit the entrepreneurial philosophy to exist. I graduated in the same class with Bill Mueser — Willy, where are you — right there. You're a member-awardee of 1975. While at Tec, we formed a friendship that has continued throughout the intervening years. I have a strong suspicion that Bill, as we sailors say, greatly helped giving me a fair breeze for this award.

My first professional employment was with the Puget Sound Bridge and Dredging Company whose headquarters are in Seattle. An association that has lasted with it and its successor — the Puget

Sound Dredging Company throughout my entire business life. My first job was on the construction of a large hydraulic fill dam deep in the heart of Texas. My duties turned out to be time-keeper, running the cook house; pushing a bull gang. There certainly was never a dull moment. I shall always remember the boss on that job saying to me: Young fellow, if you're going to follow this business, just remember, if you guess them right 51 percent of the time, you're going to be a success. 49 percent, you're going to be a failure. I certainly found out particularly during the depression of the 30's that it was a hell of a job keeping the one percent on the right side of the 50's.

I came into top-management in June, 1929, just in time to take over before the crash in October. I remember well coming out of the Montgomery Street entrance to the Palace Hotel in San Francisco on a Monday morning, crossing the street to the branch of the bank of America. I was short on funds. Much to my surprise, the bank was closed. And I found out shortly that President Roosevelt had closed all the banks. Fortunately, I had enough money with me to pay my hotel bill and get the ticket back to Seattle. Those of us who survived that depression have, I'm sure, never forgotten it.

I believe it was in 1930 that Harry Morrison called on me at our Seattle office. He told me of his idea of joint venturing and was trying to put together a group of construction outfits to bid on the Boulder Dam. After a long and interesting discussion, I thanked him but said that we had been loners and I didn't think we wanted to get into a deal where we would be jointly and severally liable for the success of the venture. That is when I made my first big mistake. I shant tell you how many more I made in the following 40 years. I've always had the very highest opinion of Harry Morrison as a man and a giant in our industry.

During the following years, our Company or its subsidiaries completed many large heavy construction dredging and shipbuilding contracts. These have been mentioned by Dan Brock in his introductory remarks and I shall not repeat them here. However, I will add that one of our jobs which received much of my personal attention was the completion of the Lake Washington Floating Bridge which is of unique design and at the time was the largest floating man-made body in the world. When I personally saw Alaska, it was the land of the sour-dough, the tin can, the dog and the gas boat. Today it's the land of the businessman, the engineer, the con-

struction worker, and the airplane. Over the years, our company completed practically all of the river and harbor improvements done by private contract in the then territory of Alaska. Actually, in 1898, the company had built three sternwheel steamers to run on the Yukon River, between St. Michaels and Dawson on the Yukon Territory and at the turn of the century, all of the bridges on the White Pass in Yukon River Railroad including the famous Steel Arch on Deadhorse Gulch. It was, therefore, natural that when we heard of The Navy Bureau of Yards and Docks and Docks was interviewing contractors for the proposed construction of a naval base in Alaska, that we put forth our best-qualifications. The original contract would involve three bases, the closest being 880 miles from Seattle. We realized that our company had enjoyed longer experience in working in the then territory of Alaska than any other contracting organization. And we were in a position to be sought after by various groups of joint venturers. The contract was to be a cost-plus incentive basis and no subcontractors were to be used on any of the locations.

The secretary of the Naval Review Board was Commodore Bernie Hunter, then a Junior Officer. I note that my friend Bernie served as your sergeant of arms in 1974. We had daily meetings in July weather on the fifth floor back in the Navy Building—no air-conditioning. Occasionally, the late Admiral Ben Moreell would sit in briefly as an observer. I remember well a time when we were discussing what the contractor planned on doing for recreation for his employees at the various isolated construction sites and our spokesman was saying that he would have movies, churches, bowling alleys, pool tables, etc., etc. I saw Admiral Moreell writing on a slip of paper which he handed to me. It said, what do you propose to do about accommodating the oldest profession in the world? Well that started a fairly lively general discussion. We were fortunate to be awarded the contracts by the Navy in a joint venture with Johnson, Drake and Piper and fortunate too that the oldest profession in the world, although present never did present a problem in completing the work. Where there's a will, there's a way.

Along in the 20's, the port districts were springing up along the coastal harbors in Oregon and Washington. We had plenty of plant and we were doing much of the dredging in the area. It seemed as though operating a dredge had a peculiar appeal to several of the districts. There was the usual talk of

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## AWARD DINNER

(Continued from Page 11)

being able to do more economical dredging with their own plant. The contractor was supposed to be making too much money in doing the work. When it became evident that a small district was actually going to buy a hydraulic dredge somewhere, we decided we'd better sell them one of our less-efficient machines.

We met with the Port Commission and the chairman, one of the local farmers opened the meeting by saying, I'm authorized to pay you X dollars for your dredge. Then without even taking time to learn our reactions, he continued by adding, but if that isn't satisfactory to you, I'm authorized to increase it from X to plus Y dollars. Needless to say, we were not long in accepting the larger offer.

It's good to have a little humor along the rough road of the construction business. And I'm reminded of the little individual contractor who operated in a small town. He put in a bid on some work and naturally attended the letting held as usually in the council chambers. They finally got around to rating his bid and he was greatly surprised that he was the only bidder. He was heard to remark as he left the room, that damn guy can't do it for that.

I would be remiss if I did not pay my greatest respects to my associates who through the years contributed so much to the success of our operations. We received loyalty above and beyond the call of duty. However, most have either retired or have been passed to whose born no traveller returns. I have been blessed with a wonderful wife in a joint ventureship of 56 years. And she too shares in this award with me. We started our married life in a construction job in a ship shack that I designed and built by the light of the Texas moon. It had no running water, no electricity, but an outhouse with a star and crescent on the door.

We also have a fine son whose been associated with me in business since boyhood and is presently president of our Puget Sound Dredging Company and is also managing the personal affairs of our family. Fortunately, each generation seems to get better.

In closing, let me say that 57 years ago I headed west from MIT. Tonight it has been a very great pleasure for me

## STUDENTS' DAY 1979

The Moles Annual Students' Day was held on Friday, April 6th. Over two hundred engineering students from sixteen eastern engineering colleges visited The Newark Bay Pumping Station where secondary treatment facilities are under construction for the Passaic Valley Sewerage Commissioners.

Coordinators for the day were Ed Burke, Gene Casey, Rudi vanLeeuwen and Bob Winters. Other members of the Education Committee who assisted with arrangements and served as tour guides were: Tony Crimmins, Chairman; Bob Brungraber; John Chow; Bob Koch and Ed Plotkin. A special thanks to other Members who assisted, Tony Albicocco; John Donargo; Mel Febesh and Jim Mahon. Key personnel from the Charles Manganaro Organization were at the various stops during the field trip to explain the work going on.

The students were able to see pile driving, excavation, rock anchor installations, heavy concrete construction and marine bulkheading. Mr. Dov Harpaz engineer in charge of the field work for Charles Manganaro & Associates was on hand the entire day to conduct the briefing in the morning and a question and answer period after the tour of the job site.

Photos of the day will appear in the next issue of *Holing Through*.

to be back in the east and the recipient of The Moles Non-Member Award. There must have been friends who remembered me of the old days and graciously proposed my name. From whomever they may be, my sincerest thanks. Thank you.

DAN S. BROCK: Mac, if I may, I'd like to read The Moles Award to Horace W. McCurdy. For outstanding achievement in construction with the admiration and esteem of men engaged in construction.

H. W. McCURDY: Thank you very much Dan. This will have a very special place among my souvenirs in my den. Thank you very much.

DAN S. BROCK: Keep it close to the one in the red frame.

H. W. McCURDY: Yes, I'll keep it next to the one in the red frame.

MILTON A. HENDRICKSON: In spite of our seven-minute late start, we are only three minutes behind schedule. Before we close the meeting with our usual fashion of standing and singing Auld Lang Syne, I'd just like to remind you that our recipients and honored guests will be on a reception line out in the foyer and you'll have an opportunity to greet them, say hello, and whatever.

Now, ladies and gentlemen, I'm sorry I skipped the ladies earlier, if you'll please rise we'll sing Auld Lang Syne and that will conclude the program tonight.

## Letter of Thanks from A Student Engineer

Paul Pogorzelski a student at Fairleigh Dickinson University wrote the following: *"I would like to take time to extend gratitude to you and all the people involved, for sponsoring The Moles Students' Day.*

*This was the first opportunity I have had, to visit a construction project the size of the Newark Bay Pumping Station. By doing so, I have gained a greater understanding of how the construction of a project this size, is carried out.*

*I especially appreciated the way in which our guides were well informed on the design and construction parameters of this particular project. By knowing these parameters, I was assured that when I asked specific questions, the answers I obtained were complete and accurate. It was to these answers, that I applied my engineering experience and educational background in order to understand the factors involved in the construction of this project.*

*I sincerely hope that someday, I will be able to share the knowledge I have gained with others, as you have done with me.*

*Thank you for your time."*