

NEWS BULLETIN

AN ASSOCIATION OF INDIVIDUALS

HOLING



OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

THROUGH

APRIL, 1991

*Robert C. Koch elected
President of the Moles*



*Annual
Business Meeting
and Dinner*

to be held at

*The New York Hilton
New York City*

WEDNESDAY, MAY 1, 1991

INSTALLATION OF OFFICERS

INTRODUCTION OF NEW MEMBERS

ROBERT C. KOCH, Vice President - Engineering, Yonkers Contracting Company, Inc., headquartered in Yonkers, NY, has been elected President of The Moles for the 1991/92 year. He succeeds Charles H. Campbell, Executive Vice President of Peter Kiewit Sons' Inc.; and will receive the gavel, symbol of Office, at the Annual Business Meeting and Dinner to be held at The New York Hilton on Wednesday evening, May 1, 1991.

Other Officers to be installed at that time are: First Vice-President, George B. Searle, President of IA Construction Corp.; Second Vice-President, Elmer A. Richards, Partner, Mueser Rutledge Consulting Engineers; Treasurer, Charles F. Vachris, P.E., Charles F. Vachris Consulting Engineers; Secretary, Joseph J. Diehl, Area Manager, Kiewit Eastern Co., a division of Peter Kiewit Sons' Inc.; and Sergeant-at-Arms, Eugene J. Fullam, Chief Executive Officer, Twin County Steel Service, Inc.

(Continued on Next Page)

Robert C. Koch

(Continued from Page 1)

Trustees elected to serve a three-year-term commencing May 1, 1991 are: Richard J. Halloran, President, Conduit & Foundation Corp.; Roger J. Ludlam, President, S.J. Groves & Sons Co.; Mark A. McGowan, Jr., Chief Engineer, Willets Point Contracting Corp.; and George J. Tamaro, Partner, Mueser Rutledge Consulting Engineers.

Bob served three years (1943-46) in the U.S. Army Signal Corps, Military Intelligence attaining the rank of 2nd Lieutenant.

A forty-two year construction veteran, Bob received a B.A. from Queens College in 1947 and a B.S.C.E. from Polytechnic Institute of Brooklyn in 1955. He began his construction career in March 1949 when he became employed by J. Rich Steers, Inc., as a Field Engineer. He soon became Project Engineer, then project Manager, on to Assistant Chief Engineer. In 1972 he was elevated to Chief Engineer and became Vice President in 1975. A few of the major projects he has had responsible participation in with the Steers organization during the thirty-five year period of his employment with the firm were: Offshore Texas Towers Nos. 3 & 4; Hunt Point Sewage Treatment Plant and various marine, waterfront structures, piers and bridges, including a fifty acre prestressed concrete runway extension over water at LaGuardia Airport; Penn's Landing; Chester-Bridgeport, Donaldville, Throgs Neck and Verrazano-Narrows Bridges; subways in Washington, D.C. and Atlanta, Georgia; highways and interchanges between I-95 and Betsy Ross Bridge in Philadelphia; Red Hook Waste Pollution Control Project; Newburgh Beacon Bridge; Commuter Connection Rail Lines in Philadelphia and South Street Seaport and Pier 17.

In 1985 Bob joined Yonkers Contracting Company, Inc., as Vice President - Engineering and has been involved in all phases of engineering and construction for this firm. He is responsible for coordination of engineering and estimating with field operations, including budgets and costs, alternate designs and value engineering. Several of the recent major projects with which he has been especially involved for Yonkers are: construction of the Navy's New York Strategic Homeporting Berthing Pier (1,410 ft. long and 90 ft. wide) which received the Navy's commendation for a "Pier that has received National Acclaim and is a

● CHARLES E. MERGENTIME has been elected Vice President of the Beavers, we understand that in two years when he becomes President of the organization, he will be the first to be President of both The Moles and Beavers. ROBERT L. POLVI also a Mole member has been elected their Secretary - Treasurer. THOMAS W. HALLIGAN 1989 President of the Beavers received the Beavers 1991 Golden Beaver Award for Management.

● JOHN A. MacDONALD has been appointed Vice President of Northeast Operations for Morrison Knudsen Corporation, Inc. John has more than 20 years experience in engineering, fixed-price construction and construction management of major public works projects in New York and northern New Jersey. He returns to MK from his position as Manager of the Construction Services Division at the Stone & Webster Engineering Corporation NY office. John is also just completing a term as President of the Met Section of the ASCE.

KOCH — (Continued)

tribute to the ingenuity and effectiveness of the American Construction Industry"; as well as the Concrete Industry Board's 1989 Annual Award for "The cooperative effort of the value engineering redesign which resulted in using precast and cast-in-place concrete in a unique pier structure"; and replacement of NYS DOT's Cross Bay Boulevard Bridge over Jamaica Bay, NY (3,000 ft. long and 120 ft. wide) consisting of 54" prestressed concrete cylinder piles supporting precast caps and AASHTO girders with a composite precast and cast-in-place deck.

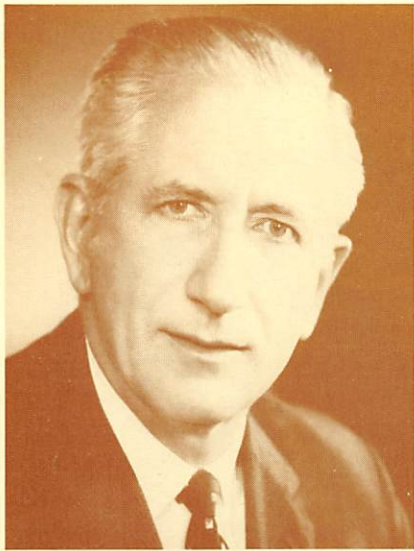
Since becoming a member of The Moles in 1968 Bob has worked continuously for the organization, as a member of the Education and Membership Committees; a three year term as Trustee; three years as Treasurer; and Second and First Vice President. He is also a member of the American Society of Civil Engineers and the Society of American Military Engineers.

Bob and his wife, Doris, reside in Bayside, NY; and have a son, Robert A. Koch, a Field Superintendent for Yonkers Contracting. Bob has been active in community affairs and is a member and past chairman of the Bayside Yacht Club.

31 New Members Elected

At a meeting of the Executive Committee held on April 2, 1991 thirty-one candidates were elected to membership. Their membership becomes effective May 1, 1991. In alphabetical order, they are: DOMINICK AMORUSO (Amoruso Contracting Co.) ARTHUR N. AUBIN (Yonkers Contracting Co. Inc.) CHARLES L. BECKNER (American Bridge Company) ALFRED BELJAN (Belbold Contracting Corporation) PHILIP BONANNO (J.F. White Contracting Co.) LEWIS D. BOWERMAN (Peter Kiewit Sons' Co.) ROBERT J. CARLE (Bethlehem Steel Corporation) ANDREW F. CATAPANO (AFC Enterprises) WILLIAM J. CUSTER, JR. (Kaiser Engineers Inc.) TERRANCE C. FARLEY (Bechtel Construction Co.) RICHARD E. FORRESTEL (Cold Spring Construction Company) THOMAS GROARK (Port Authority of NY & NJ) D. BERT HARING (Mass Electric of NY) MICHAEL R. HUIE (Kiewit Eastern Co.) LEONARD W. KEARNEY (Kiewit Construction) JERRY LASTIHENOS (Hazen & Sawyer) LAURENT J. LAVIGNE (IA Construction Corp.) LAWRENCE H. LEHMAN (Berger, Lehman Associates) JEFFREY M. LEVY (Lehrer McGovern Bovis Inc.) SALVATORE MANCINI (Slattery Associates Inc.) HARRY W. MERZ, JR. (IA Construction Corp.) JAMES E. MONSEES (Parsons Brinckerhoff) EDWIN W. McLAUGHLIN (Tidewater Construction) PETER F. McNULTY (Mass Bay Transportation Authority) VAL S. McWHORTER (Smith, Pachter, McWhorter & D'Ambrosio) ARTHUR RESSA (Underpinning & Foundation Constructors) JOHN F. SEERY (Healy Tibbitts Construction Company) GEORGE D. WALLER, III (W.L. Hailey and Company Inc.) DONALD N. WEISTUCH (Sverdrup Corporation) DEAN A. WIEGAND (Explosives Technologies International) Maj. Gen. CHARLES E. WILLIAMS, USA (Ret.) (New York School Construction Authority).

At this date, there are 800 members including 538 Active and the balance comprised of Emeritus, Life, and Honorary.



GERALD T. McCARTHY died at his home in Summit, NJ on November 21, 1990. He was 81.

Born in Dover, NJ, he graduated Magna Cum Laude from Pennsylvania State University in 1930. Shortly after, he joined the US Army Corps of Engineers working on various flood control, navigation and power projects. During the eight years he was with the Corps he developed many methods and techniques in hydrology and water resources planning that are still used today.

He left the Corps and joined the firm, then known as Parsons, Klapp, Brinckerhoff and Douglas of New York; and spent the next nine years working in Latin America, much of this time as Special Partner of Parson's work in that part of the world.

In 1947 he joined TAMS, then known as the Knappen Engineering Company. His name was added to the Partnership that same year; and through his efforts, the firm became engaged in water resources development activities throughout South America, the Middle East, South Asia, the Pacific and Africa. Among the notable projects to which he lent his expertise are: Peligre Dam in Haiti and the Tarbela Dam in Pakistan. He played a prominent role in the development of a number of river basin studies in Greece; the design of the Demirkipru Dam, Turkey; engineering the Binga hydroelectric project in the Philippines; design of the Shihmen Dam in Taiwan, and design of the Ziz Dam in Morocco for which he received the *Commandeur de l'Ordre d'Alaouite* from the king of Morocco.

He retired from TAMS in December 1974 after 27 years of service. For more than twenty years he served as Chairman



BRADFORD N. CLARK died November 19, 1990 at his home in old Greenwich, CT. He was 83.

Born in Armonk, NY, he graduated from Pratt Institute in 1926 with a BSCE. He was the administrative partner of Eggers & Higgins, architects, a firm which he had been associated with since 1924 when he was appointed Commissioner of Public Works for the City of New York in 1963 by Mayor Robert F. Wagner. The job, at that time, was considered one of the toughest in City Government because it involved walking a delicate line among contractors, architects, union leaders, city planners, bureaucrats and politicians. Brad Clark was also President of the New York Building Congress from 1958 to 1962.

He is survived by his wife, Betty Hudson Clark; three daughters, Eleanor Bell, Phoebe Kline, and Sara Reeves; seven grandchildren and three great-grandchildren.

McCARTHY (Continued)

of the TAMS partnership. Throughout his engineering career, Mr. McCarthy devoted a considerable portion of his time to professional activities. He was a member of the National Academy of Engineers and an honorary member of the American Society of Civil Engineers. He was a past President of the International Commission on Large Dams; and the American Institute of Consulting Engineers. He held memberships in and played a prominent role in many other professional organizations.

Mr. McCarthy is survived by a daughter, Susan M. Relyea; a son, George; and two grandchildren.

CHARLES S. DAVIS died on January 18, 1991 at his home in Atherton, CA. He was 85.

Born in Artesia, New Mexico he received his BSCE from the University of Missouri in 1929. He served in the US Army and was a Colonel and Commander of Operations during construction of the Burma Road in World War II.

After the war, he joined S. J. Groves in Minneapolis; and supervised construction projects in the mid west. A few years later he joined Utah Construction and became Senior Vice President and Manager of Construction responsible for the construction of dams, tunnels, and industrial plants in France, Greece, Brazil, Peru, Australia, Tasmania, Canada, Alaska and Pakistan as well as numerous similar domestic projects.

He joined Perini Corporation as Vice President and Director and spent five years primarily in overseas construction of dams and tunnels in Australia, Brazil and Greece. Later, as an independent consultant, he served various American firms doing heavy overseas construction.

In 1973 at the age of 68, he purchased Piazza Construction in San Jose, CA. During his years as President of Piazza, the firm was active building roads, dams, bridges and the runways of the San Jose Airport. He remained active in the development of the Piazza real estate until a few years prior to his death. As recently as April 1990, he traveled to Phoenix for a reunion of the Burma Road friends.

Col. Davis was a member of many professional organizations including the US Committee on Large Dams, the International Commission on Large Dams, the American Institute of Mining, Metallurgical and Petroleum Engineers, the Beavers, and of course, The Moles.

He is survived by his wife, Dorothy; a son, Joseph and two grandsons.

Thank You For The Hard Hats

The Moles' Education Committee wants to thank all those Mole member affiliated firms who generously donated "hard hats" for the Students' Day field trip this year.

This is a very necessary part of the day.

*Excerpts from Address
given by Philippe Essig
at The Moles'
Award Dinner*

First of all I wish to thank you for the hospitality you have extended to me and to tell you just how touched I have been by your invitation to speak to you this evening.

Why did you invite me? You so rarely invite foreigners. I do not think it was for my English expertise, or for my accent; maybe it was to have the pleasure of meeting one of those unbearable Frenchmen, who, while they are your staunchest allies, are such difficult allies and such nuisances! Or is it for my experience in the construction and operation of tunnels that I have acquired from nearly 20 years' work with the Public Transport Authority in Paris, and my special experience of the construction of the Rapid Transit System in Paris? Doubtless it was in response to a suggestion made by your fellow-countryman, Jack Lemley. Together we have shared the responsibility for the construction of the Channel Tunnel for almost two years now. You surely wanted, through me, to honour the entire team who, under Jack's leadership, is presently working on this project and who has just celebrated a major success in the breakthrough of the service tunnels which took place on 1 December 1990.

Thinking of all the GIs who are presently engaged in the "Desert Storm" operation to liberate a small state, Kuwait, in the name of those basic principles which we all share regarding freedom for all mankind, I should like to tell you that my very first contact with Americans was on 8 November 1942, when the GIs landed in Algeria, thus beginning the major campaign which was to liberate Europe from Nazi domination in less than two and a half years. I was not very old, just 9, but I can still see them, arriving in the garden of our villa as night fell and I remember the cups of coffee we offered them which they gratefully received. Ever since, for me, Americans and coffee always go hand in hand. And, as I see Jack at work every day, I am even more convinced of it. I also remember how I tried to talk to them, they were all from Massachusetts, and you can imagine how difficult it was for this young French boy to pronounce such a name.



John M. Jacobs (left) presents The Moles' 1991 Non-Member Award for "outstanding achievement in construction" to John F. Shea on January 30, 1991.

Well, it was a warm introduction and I have since enjoyed happy relations with Americans throughout my professional career and even in my private life.

My experience of tunnels, prior to the Transmanche Fixed Link, was mainly gained from the construction of the Rapid Transit System in Paris. Overall, 50 kms of tunnel were built between 1965 and 1980 in successive phases beneath the heart of Paris and its immediate surroundings, generally in difficult ground-forming beds of the river Seine — but occasionally also in hard limestone. We began, with the French, as usual, biting off more than they could chew by trying to build a tunnel boring machine 11 metres in diameter in 1960. It was very nice; the only problem was that it never worked, since the rock it was supposed to bore through was too hard for its teeth! The French are efficient, so they then turned to Robbins and, one fine day, our first American machine set off from the Arc de Triomphe through ground which should have been problem-free since it was the limestone hill on which the monument stands. Three days later, the invert of the busiest underground railway line in the Paris network, which was located near the site, broke away and we were forced to stop all traffic

along this line for several weeks. Then some buildings, built in the nineteenth century, began to move. We did not think that they could have been affected by a tunnel more than 30 metres underground. But they were! Doors and windows would no longer shut and the wealthy residents of these areas of Paris were quick to display their displeasure! This was such a difference to the work on the Mexico Subway that I was to lead two years later. Then a building sank some 40 cm into the ground in just one night; yet nobody was the least perturbed. Site masons were simply instructed to build two steps to allow access to the building!

I shall conclude my Parisian memories here. At the time, the difficulties experienced seemed serious; later on one tends to treat them as amusing anecdotes to be told. In fact, each occasion demanded intelligence, ingenuity, and know-how in order to surmount the obstacle encountered. But that is not enough; the best machine, the best construction method is nothing without the men who make use of them. Their experience and, often, their dedication and courage are irreplaceable. Moreover, their efficiency is associated with the team spirit which motivates them: every man works for the good of his team; every team works for

the good of the project. There cannot be a successful tunnel without a tightly-knit team to dig it.

Having said that, the team itself cannot be a sort of vaccine, a guarantee against any contingency: there has hardly ever been a tunnel which, in one way or another, has not held a few surprises for its builders. A tunnel is always a technical adventure. A tunnel is also a human experience which shows the reality of things, the fragility or limits of our knowledge. A tunnel is always a human adventure requiring the workers to devote themselves entirely to the project.

In Comparison with these Parisian experiences, the construction of the Channel Tunnel is quite different. Maybe I should remind you of some of the features of this tremendous European project. The Channel Tunnel Project is a Fixed Link which is being built between France and Great Britain; it comprises two running tunnels and one service tunnel, each 50 kms long, of which 38 are below the sea bed; this makes the Fixed Link the longest marine tunnel in the world. For comparison, take the Seikan tunnel in Japan; although it measures a total of 53 kms, only 23 are below the sea bed.

This Fixed Link will take international trains, particularly TGVs ie, high speed trains between France, Belgium and Great Britain; it will also take shuttles which will be loaded with road vehicles — private cars, buses, trucks — in two terminals, one in France and the other in Great Britain. They are of a similar size to airport terminals. The geological conditions for boring the tunnel within a layer of blue chalk, located some 40 metres below the sea bed, are rather favourable on the British side. However, this layer is fractured on the French side and has, therefore, necessitated the use of water-tight Tunnel Boring Machines which can work in closed mode.

Start-up may have been difficult and time was lost when, on the British side, we encountered porous zones which had not been detected by the earlier surveys and because our machines had not been designed for working in such an environment. But since then, work on site has progressed remarkably well. In November/December 1990 we celebrated the breakthrough of the service tunnels, virtually

on the date specified in the initial contract; unless anything unforeseen occurs, we shall complete the two running tunnels in June/July 1991, ahead of schedule. Records are being beaten one after the other, the best one being 71 metres of progress in one day, achieved by a British TBM, and we hope to do better still.

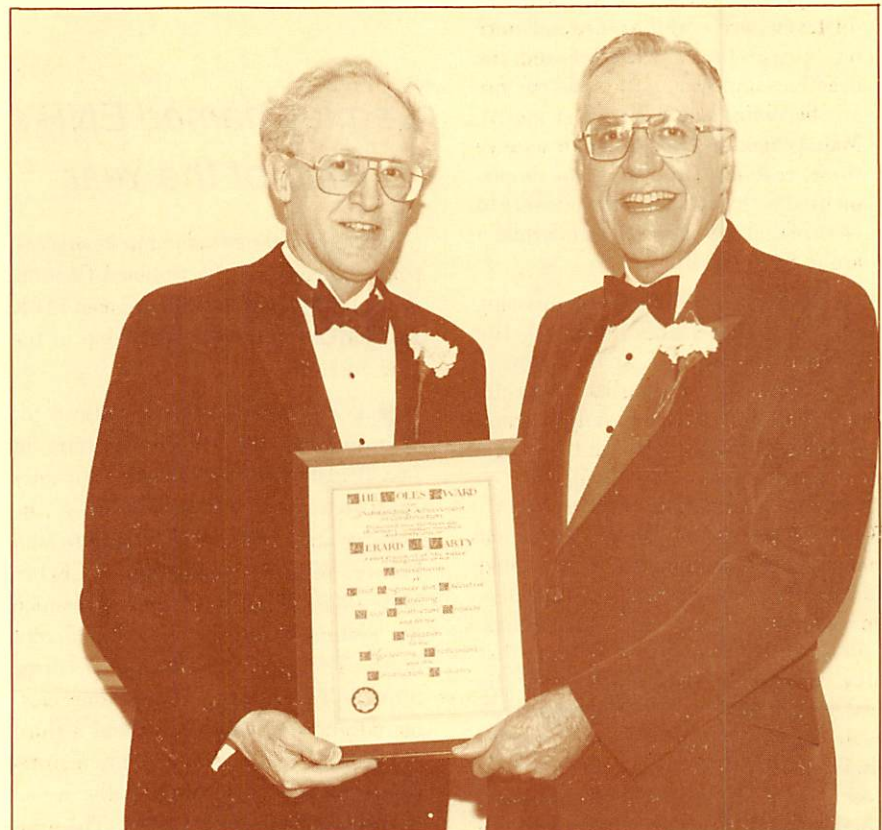
A special feature of this site is the friendly competition which exists between the two French and British teams. Last June, a British TBM crossed the frontier between our two countries in the middle of the Channel; this marked the second invasion of my country by the British this century, the first of course being on D-Day, 6 June 1944; Both invasions were very much welcome! As soon as they crossed the frontier, the British miners thought they could smell wafts of garlic and frogs; this caused some concern amongst the consultants whom we immediately called in to explain this "unexpected phenomenon". The matter is still under investigation! The efficiency of our organization is due

primarily to the men within it; I believe we have the best team that could be created in the world.

The great event of 1990 was, therefore, the historic breakthrough which took place on 1 December, wiping out 8,000 years of history in one fell swoop. Indeed, it was at the end of the Ice Age that sea levels rose, separating Great Britain from Continental Europe, or rather, as our British friends would say, separating Continental Europe from Great Britain. At that time the event passed unnoticed; yet, it profoundly marked the history of Europe and the cultures of our two nations.

On 1 December 1990, by achieving breakthrough of the service tunnel, we made history again. Now, the dream shared by all those who, for over 250 years, wanted this tunnel beneath the Channel, had at last been realized. A tunnel now exists and soon it will be operational; it is a symbol of what tunnellers, the "Moles", are capable of achieving in the world.

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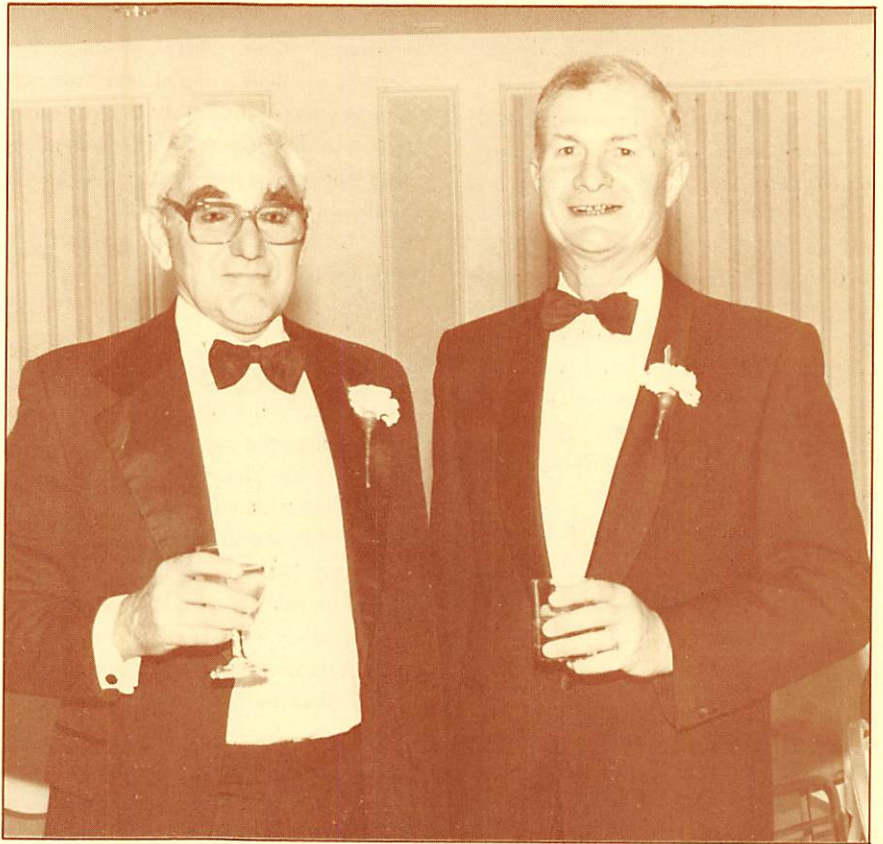
Thomas J. Henderson (left) presents The Moles' 1991 Member Award for "out-standing achievement in construction" to Gerard J. Carty on January 30, 1991.

ESSIG (Continued)

What are the current major trends in tunnel construction? Maybe I could briefly summarize them here by highlighting progress in engineering, technology, project organization and management:

- Engineering, in the widest sense, all aspects of geology, design of structure and materials.
- Technology which is marked by breathtaking progress in mechanisation and automation. Today, tunnel boring machines can work in increasingly difficult ground conditions and with continuously improved efficiency. But this is also true of the more conventional construction techniques and their application.
- Organization, in particular of site logistics. Our experience of the Channel will surely lead to significant progress in the organization of similar sites which will be necessary, in particular, for the large mountain tunnels.
- Finally, management, because a project cannot be a success unless its cost and completion dates are kept well under control. Tunnels are becoming increasingly complex; they require ever greater investments. As in industry, we are working more and more on "just-in-time" processes and the deadlines imposed on the constructors are becoming increasingly stringent. Management methods exist to achieve these results. They must be implemented with determination if we are to be sure that the operations undertaken are to be successful.

So, gradually, the tunneller is passing from the engineering phase to the management stage and, at this point, I wish to return to my earlier thoughts. More important than the engineering, technology, organization and management are the men — the Tunnellers — "Nothing can be done without them". Whatever the quality of the equipment made available to them, these men must constantly demonstrate intelligence, imagination, daring and, sometimes, courage to overcome the difficulties that they encounter. That was true in the past, is still true now and will remain true in the future, because it is man's nature always to be ambitious, to rise up to the ever greater challenges he sets himself. Finally, that is how man will continue to transform the planet, while at the same time, discovering the universe.

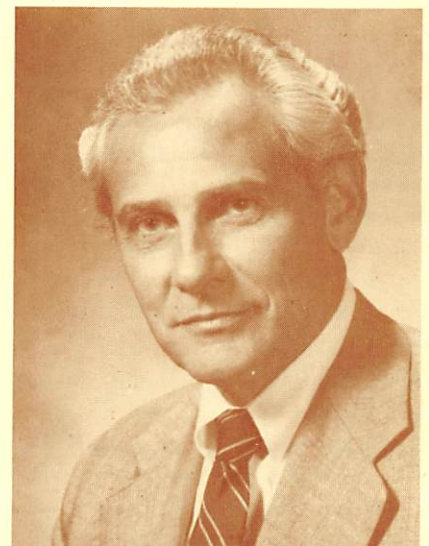


ELMER A. RICHARDS, Chairman, The Moles' Award Committee (left) and PHILIPPE ESSIG, principal speaker at 1991 AWARD DINNER.

Lemley named ENR's Man of the Year

For outstanding leadership in successfully reorganizing the troubled Channel project, ENR's editors have named JACK K. LEMLEY Construction's Man of the Year for 1991.

Jack is Chief Executive Officer for Transmanche-Link, the consortium of five British and five French companies constructing the Channel Tunnel, the underground link between Britain and France. When he was appointed CEO in May 1989, he dramatically overhauled the system of operation to its current level. The project consists of three tunnels, two to carry trains (one eastbound and one westbound) and a third tunnel for maintenance. The maintenance tunnel was historically holed through on December 1, 1990. The project is scheduled for completion in June 1993.



Great Lakes purchases Gates Construction stock

In a move that broadens its offerings in the marine construction arena, Great Lakes Dredge & Dock Co., has purchased the stock of Gates Construction Corp., of Little Ferry, NJ.

The business unit will continue to be known and do business under its original name and existing management, but will function as a division of Great Lakes.

ROBERT S. GATES, a past president of The Moles, founded Gates Construction Corp., with his brother Walter in 1950. Based in its yard in Little Ferry, the organization has laid pipelines across every major body of water in the Northeast. Most recently, the firm was responsible for the construction of the pier facilities at the Earle Naval Weapons Station in northern NJ.

Bob will continue to provide the benefit of his experience and contacts throughout the northeastern maritime community. Mole members ROBERT WILLIAMS, MICHAEL BIANCHINI and JOHN RUPICH will continue in their current positions with the firm; Williams as President and Bianchini and Rupich as Vice Presidents.

Great Lakes Dredge & Dock Co., was founded in 1890 and has just completed a year-long celebration of its centenary. The company has domestic offices in New York; Baltimore; Jacksonville, Tampa; New Orleans; Oakland and Cleveland and is headquartered in Oak Brook, Illinois.

● MARTIN N. KELLEY received the 1991 ROEBLING AWARD from the ASCE Construction Division. Martin, recently retired, President of Kiewit Engineering Company, Omaha, Nebraska, received the Award for *"exemplary pioneering engineering vision and outstanding, can-do, dedicated leadership in the advancement of construction engineering for the benefit of mankind"*.

Have You Moved? Changed Your Affiliation?

Please . . .

Don't get lost in the shuffle.

Notify The Moles' office staff!

EDWARD A. TULLY, JR. died suddenly on April 9, 1991. He was 69.

Ed attended LaSalle Academy from 1936 to 1940; studied engineering at Manhattan College and Finance and Business at C.W. Post College. During World War II he served overseas with the US Marines.

Formerly affiliated with Tully & DiNapoli, Inc., a heavy construction contractor who performed major contracts throughout the metropolitan area and surrounding environs for the City and State of New York, Port Authority of NY & NJ, Triborough Bridge & Tunnel Authority and other agencies, including major portions of the Long Island Expressway, Grand Central Parkway, Van Wyck Expressway, reconstruction of JFK Airport and LaGuardia Airport in the 1950s and 60s, and a major contractor for the 1939 and 1964 World's Fairs. He was one of the founders of Willets Point Contracting Corp., a major contractor in New York City today. He recently retired after over 40 years in heavy construction.

Ed was a Knight of Malta and active in the Catholic Church. He was active in civic and charitable organizations throughout Queens and Nassau Counties in New York including past president and director of LaGuardia Airport Kiwanis, president and board member of the Boys Club of Queens and board member of the Queens Chamber of Commerce.

He is survived by his wife, Josephine; four sons, Edward III, Robert, Richard and Kevin; four brothers, Francis, Gerard, Kenneth, and Paul; two sisters, Marie Flynn and Anne Ryan; and five grand-daughters.

JOHN P. GUNN died of lung cancer on December 30, 1990. He was 62.

Jack was affiliated with several prominent contractors during his professional career including Walsh Construction Company and the Morrison-Knudsen Company. He spent most of his career in the supervision and engineering of major "hard rock" construction projects, including the West Delaware Water Tunnel and in the early 70s he was Chief Engineer for the JV Water Tunnel Contractors construction of City Tunnel #3 for the NYC Board of Water Supply.

Retiring in September 1989, Jack moved to Florida. In October of 1990 he became aware of his health problem and after a short bout with it he succumbed.

Students' Day Scheduled for April 19th

RUDI J. van LEEUWEN, Chairman of The Moles' Education Committee has announced that the annual Students' Day field trip will be held on Friday, April 19th.

The student engineers will view first-hand, construction of Perini Corporation's portion of NJ D.O.T. route 295 in Bordentown, NJ. Work consists of bridge rehabilitation and bridge installations, cofferdam pier construction and steel girders with cast-in-place concrete decks, installation of 54" concrete cylinder piles in connection with a river crossing using innovative equipment, along with dirt moving, paving, electrical and landscaping work. Gates Construction is performing the water work in conjunction with this contract.

Student engineers are to assemble at a Fire House in Bordentown where "hard hats" will be distributed; and a briefing of the work they will see performed will be delivered by key personnel from the contractors.

JOHN CHOW has been assisting the Chairman in coordinating the activities of the day. Other members of the Education Committee are: George Tamaro, Vice Chairman; Lou D'Amico, Gus Fleischer, Dan Hahn, Tony Mazza, Mark McGowan and Ed Plotkin. All members of the Education Committee will supervise the program and serve as guides for the day.

Life Member Dies at 80

As we go to press, we learned of the sudden death on April 11, of Edward G. Armitage. Before his retirement Ed headed up Armitage & Co., Inc., supplying insurance and bonds to the heavy construction industry. A member since 1942, he served on various committees and was Treasurer during 1963 to 1965. Ed is survived by his son, James C. (also a Mole); and four grandchildren.

Annual Fall Members' Dinner — November 8, 1990

