

NEWS BULLETIN

AN ASSOCIATION OF INDIVIDUALS

**HOLING**



OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

**THROUGH**

JULY, 1995

## FIFTY-SEVENTH ANNUAL BUSINESS MEETING



Photo above: Retiring President, THOMAS E. DAILEY, (left) turns over gavel to The Mole's 1995/1996 President, GERARD A. NEUMANN, JR., at the Annual business Meeting & Dinner held at The New York Hilton on May 3, 1995.

Photo below: MILTON A HENDRICKSON (left) receives "Life Membership" from President THOMAS E. DAILEY at Annual Business Meeting.



## CLAMBAKE SET FOR TUESDAY, AUGUST 1st at TRAVERS ISLAND

There will be something of interest for everybody at The Moles' Annual Clambake to be held at Travers Island, the New York Athletic Club's summer facility in Pelham, New York, on Tuesday, August 1, 1995.

In addition to the regular activities - tennis, swimming, softball, volleyball, bocce, spike driving, horseshoes - some new activities are being introduced. President Neumann is making available one of his tugboats for afternoon cruising on Long Island Sound. Some interesting videos pertaining to construction will be shown in the Grill Room. There will be piano music at cocktail time in the upper bar area.

For your comfort at dinner, a new seating arrangement is planned which will provide more room and a better opportunity for conversation and socializing during the traditional surf and turf dinner. Beer will be available all day.

Golf will be available in the morning prior to the Clambake at either Westchester Hills Golf Club or at an alternate course. Accommodations are available at the Stouffer Westchester Hotel Monday and Tuesday evenings. There will be a Monday evening dinner for those staying at the hotel and for anyone else who would like to participate.

See the material in your Clambake mailer for further details.

# FIFTY-SEVENTH ANNUAL BUSINESS MEETING

On May 3, 1995 GERARD. A NEUMANN, JR., officially took over the reins of The Moles from retiring President THOMAS E. DAILEY. The Annual Business Meeting and Dinner was held once again at The New York Hilton Hotel. The traditional format was observed: cocktail hour AND dinner, followed by the business meeting.

The cocktail hour provided an opportunity for members to renew old acquaintances and to make new friends. It was also an opportunity to welcome the twenty six new members present who were received into The Moles that evening. Brief biographies of all new members and group photographs of those present that night can be found on pages 4, 5 and 6.

After an enjoyable dinner, President DAILEY called the meeting to order. After announcing regrets and observing a moment of silence for those members who had died during the past year, he welcomed the new members. MILTON HENDRICKSON was then presented with his 40 year certificate. He was the only one of the eight 40 year members able to be present to receive his certificate in person.

Reports were then given by the various Committee Chairmen. This meeting completed the terms of DAN RAGO as Treasurer and TOM TREACY as Chairman of the Finance Committee.

The Officers and the new Trustees were then introduced. PETER SCHNEIDKRAUT is the new Treasurer and the new Trustees are ART AUBIN, CHARLIE DAVIDSON, JOHN JACOBS, PAT McAWARD, GEORGE TAMARO and DON WEISSTUCH.

After receiving the gavel, President NEUMANN presented retiring President DAILEY with a certificate and pin. TOM DAILEY then said what a great honor it had been for him to serve as President of The Moles and thanked The Moles' staff for the fine work done over the past year, particularly in arranging for such new activities as the Spouses Dinner and Show and the Florida Winter Meeting.

President NEUMANN then introduced the Committee Chairmen and adjourned the meeting. Visiting among members continued after the meeting adjourned.



ART FOX (left) welcoming new member HOWARD MAGER



JEFF LEVY (left) and DON WEISSTUCH (right) welcoming new member MICHAEL ASCHER



Incoming President JERRY NEUMANN concluding meeting.

## AN UPDATE ON THE SCHOLARSHIP PROGRAMS

The Executive Committee considered and approved changes to the By-Laws and Code of Procedure at its June 6, 1995 meeting to provide for the administration of the McAlinden Bequest and to establish a Moles Scholarship Fund. The Executive Committee needs to approve these changes again at its September meeting. They will then be mailed to the active members in advance of the November 1, 1995 Annual Fall Dinner so as to allow the members present at that meeting to consider and vote on the changes at that time.

The McAlinden Bequest provides for scholarships for children and grandchildren of Moles members. As the revisions to the By-Laws and Code of Procedure are now written, the recipients of the scholarships will be determined by a lottery, with the winners being selected at the Annual Business Meeting in May.

The Scholarship Fund, which is completely separate from the McAlinden Bequest, will be funded by tax deductible contributions from Moles members. Recipients will be deserving students studying civil engineering at the various institutions which participate in The Moles' Education Committee programs. More details in the November Hologram.

Annual Members  
Dinner

•  
Wednesday  
November 1, 1995

•  
The New York  
Hilton Hotel

## A MOMENT OF SILENCE

When he joined The Moles in 1949 WILLIAM H. FRANTZ was President of Frantz Tractor Company, located in New York City. The Moles office only recently learned that Mr. Frantz died several years ago. Having been born in 1904 he would have been about 90 years old at the time of his death.

Honorary Member and 1993 Non-Member Award recipient JOHN M. HARBERT III died on March 31, 1995. After completing military service in World War II he received his Civil Engineering Degree from Auburn University in 1946. Shortly thereafter, John Harbert founded his own construction company which he developed into one of the major U. S. construction companies, working on large projects both in this country and overseas.

GERALD J. LEVY died on April 24, 1995 at the age of 66 after a courageous battle with cancer. He was an authority in the fields of tunneling and hydraulic engineering and was a founder of Elgood Mayo, Inc., a firm which designed, manufactured and supplied machinery used on major tunnel projects in this country and abroad. After selling Elgood Mayo, he established the U.S. Division of Buchan Concrete Segements, LTD., a company that was instrumental in introducing modern precast concrete tunnel lining systems to the U.S.

The Moles office only recently learned of the death of KENNETH A. SHEPARD on March 17, 1994. When he joined The Moles in 1941 he lived and worked in Delaware. Shortly thereafter he entered the military service and was stationed in Alaska. He found Alaska to his liking and stayed there for the rest of his life being in construction, the concrete products business and consulting work. He was a 1926 Civil Engineering graduate of Lehigh University.

KRISTIAN TONNING died in Norway, where he was living, on March 3, 1995. He had spent his career with two notable construction companies, neither of which are now in business; Frederick Snare Corporation and Raymond International, Inc., where he was a Vice President. He was a 1950 Civil Engineering graduate of the University of Nevada. He was 71 at the time of his death.

ALAN L. WECHSLER died in March 1995. He earned a Civil Engineering Degree from City College in 1948 and at the time of his admission to The Moles in 1985 he was Vice President and Chief Engineer of Mohawk Constructors, Inc., a firm then active in heavy construction in New Jersey. He was 68 at the time of his death.

We're going to the CLAM BAKE !



Hope to see you there . . .

# NEW MEMBERS



Left to Right: Peter E. Getchell, John M. Testa, Vincent A. Sambrato, Edward J. Schmeltz, Charles J. D'Agostino, George G. Searle, Gerald C. Gerletz, Peter J. Martin, Joel Moskowitz, Hugh P. Caspe, Lois A. Glasgow, Nicholas J. Cavakki, Joseph M. McCann.

**HENRY E. ADAMS** is Area Manager for Grow Construction Corp. (part of Kiewit Constuction Group) responsible for bidding and overseeing construction projects in the northeast. Hank joined Kiewit in 1980 shortly after graduating from Fairleigh Dickinson University with a Degree in Construction Engineering

**MICHAEL C. ASCHER** is President and Chief Executive of the Triborough Bridge and Tunnel Authority. He earned a Bachelor of Engineering Degree from City College in 1966 and a Master of Science Degree from LIU in 1971. Prior to joining the TBTA in 1988 he worked for URS Consultants; was Vice President and Chief Engineer of the New York City Transit Authority; and worked for Burns and Roe and the Long Island Lighting Company.

**EDWARD J. BARR** has spent his career with the Massachusetts Department of Public Works and is currently responsible for construction of the north area of the Boston Central Artery Project. He earned a Civil Engineering

degree from Lowell Technological Institute and is a Licensed Engineer in the State of Massachusetts.

**WALTER C. BELL** is Senior Vice President and Manager of Bechtel Civil Company. He was formerly President of Morrison-Knudsen Engineers, and President of Morrison-Knudsen International. He earned a Bachelors Degree in Civil Engineering from Polytechnic University and a Masters Degree in Civil Engineering from Purdue University.

**ROGER C. BORGGAARD** is Senior Project Manager for Perini Corporation and is currently in charge of the 189 million Deer Island Residuals Facility Project in Boston Harbor. Prior to that he was Project Manager on the 179 million Central Artery North Project. He earned his Engineering degree from Northeastern University in 1967 and has been employed by Perini for 19 years.

**JAY M. CASHMAN** is President and Chief Executive Officer of Jay Cashman, Inc., a major marine and heavy construction contractor located

in East Boston. Jay earned a Bachelor of Science degree from Boston University in 1975 and shortly thereafter founded J.M. Cashman, Inc. From that time, the company has grown from a small marine contractor to a major heavy construction contractor in the Boston Area.

**HUGH P. CASPE** is Vice President and Tunnel Principal for Sverdrup Corporation. He earned Bachelors and Masters Degrees in Civil Engineering from The City College of New York and has spent the major part of his professional career designing and building tunnels and other underground structures. He is a Licensed Engineer in several states and serves as Chief Engineer of Sverdrup's Boston office.

**NICHOLAS J. CAVALLI** earned his Civil Engineering Degree from Manhattan College in 1974 and went to work for ICOS Corporation where he rose to the position of Vice President. In 1990 he joined Wehran Corporation as Vice President where he remained until 1994. He is now Area manager for Hayward Baker, a specialty foundation company engaged in the geotechnical area.

**MARTIN T. CORCORAN** is General Superintendent of Construction for Weeks Marine, Inc. where he has responsibility for estimating, engineering and managing projects. Prior to joining Weeks, he was employed by Raymond International Builders. Martin earned his Civil Engineering Degree from Loyola College and John Hopkins University in 1974.

**CHARLES J. D'AGOSTINO** is Chief Estimator for Frontier-Kemper's New York office.. He holds an Associates Degree in Construction Technology from New York City Community College. Prior to joining Frontier-Kemper, Charlie was employed by Horn Construction Company, Underpinning and Foundation and Spearin, Preston & Burrows.

DAVID E. DICK is the Chief Executive Officer of Dick Corporation and Dick Enterprises Inc. He is the third generation to lead this prominent heavy construction contracting organization, active in Pennsylvania, the Northeast and other parts of the country. David earned a Bachelor of Science Degree from Robert Morris College in 1970.

PETER DUNLOP has been employed as Manager of Construction Services by Stone & Webster Engineering Corp. He is a Civil Engineer with Masters and Doctors Degrees from the University of California at Berkley and is a licensed engineer in ten states. He has been involved in a number of transportation, industrial and environmental projects.

BILL T. DUTRA is Chief Executive Officer and Owner of The Dutra Group, which is active in dredging and marine work both on the west and east coast. His company performed the dredging for the new Boston Harbor Tunnel and was involved in the repair of Oakland Bay Bridge as a result of the earthquake in 1991. He is a 1970 Civil Engineering graduate of the Oregon School of Technology.

GERALD C. GERLETZ is Senior Vice President of STV/Seelye Stevenson Value & Knecht, Inc. where he has been employed for the past 17 years. He also serves as Mid Atlantic Regional Manager of the STV Group. His responsibilities include managing the design and construction of major transportation and heavy construction projects. He earned a Civil Engineering Degree from the University of Connecticut in 1960.

PETER E. GETCHELL is a 1970 Civil Engineering graduate of the University of Notre Dame. He is currently President of PKF-Mark III, Inc., a construction company located in Newton, Pennsylvania and active in heavy and marine construction projects in the Northeast. The firm is in Joint Venture



Left to Right: Donal A. Henderson, John F. McNamara III, Michael M. McHugh, Allan U. Sylvester, Walter C. Bell, Priscilla P. Nelson, Michael C. Ascher, Martin T. Corcoran, Edward J. Barr, Roger C. Borggaard, Bill T. Dutra, Jay M. Cashman, Kenneth C. Lieb.

on several large projects on the Deer Island Treatment Plant on Boston Harbor.

LOIS ANN "LA" GLASGOW is the third generation to be involved in the family owned business, Glasgow Inc., located in Glenside, Pennsylvania. Her father, James Glasgow, was a member of The Moles for 25 years. Lois is Treasurer and a Director of the company, which has been active for many years in highway and heavy work in Pennsylvania and the Northeast.

ROBERT B. HAMBRIGHT is Vice President and Manager of Northeast Operations for J. A. Jones Construction Company. He earned a Mechanical Engineering Degree from Clemson University in 1970 and a Masters Degree in Business Administration from Winthrop College in 1974. He has been with Jones his entire career and operates from a regional office in Bridgewater, New Jersey.

DONAL A. HENDERSON is Vice President of Sales and Estimating for Leonard Kunkin Associates - Steel Fabricators. He holds a Bachelors De-

gree from Providence College. Earlier in his career he worked for Dillingham Corporation on several transit projects. More recently he has been involved in providing fabricated structural steel on a number of major projects, including the Meeker Avenue Viaduct, the Park Avenue Tunnel Renovation and the Manhattan and Williamsburg Bridges.

KENNETH C. LIEB graduated from Rutgers University in 1982 and promptly went to work for Yonkers Contracting Company. He started as a Project Engineer and worked on several jobs in that capacity, then Project Superintendent and is now Project Manager on the Madison Avenue Swing Bridge. He earned a Masters Degree in Civil Engineering from Manhattan College in 1990.

HOWARD M. MAGER is Publisher of the bible of the construction industry, Engineer News Record. As Vice President and Group Publisher of The McGraw-Hill Companies, he is also Publisher of Architectural Record. Howard earned Bachelor and Masters Degrees from Michigan State University.

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## NEW MEMBERS

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(Continued from Page 5)

PETER J. MARTIN is Executive Vice President and General Manager, responsible for all construction operations, for J.F. White Contracting Company, Newton, Massachusetts. He received his Civil Engineering Degree from Worcester Polytechnic Institute in 1962 and a Masters Degree in Business Administration from Boston College in 1968. Prior to joining White in 1978, he was employed by Stone & Webster and J. Derenzo Company.

JOSEPH M. McCANN is a 1970 Civil Engineering graduate of Villanova University. Upon graduation he went to work for Moretrench American Corporation where is now Vice President. Having managed Moretrench's Midwest region for ten years, Joe is now located in the main office in Rockaway, New Jersey where he is responsible for the management of major dewatering contracts across the country.

MICHAEL M. McHUGH is also with Moretrench American Corporation. He earned his Civil Engineering Degree from Manhattan College in 1980 and joined Moretrench shortly thereafter. He is a Vice President of the corporation and is now responsible for bidding and executing Moretrench's geotechnical programs on projects in the Northeast and particularly in New York City.

JOHN F. McNAMARA , III, is Vice President of Modern Continental Construction Company, Inc., and is currently serving as Project Manager on the Bird Island Flats project, of the Boston Central Artery project. This 300 million project is one of the largest sheeting, shoring and excavation projects carried out in the United States. He is a 1981 Civil Engineering graduate of Northeastern University.


JOEL MOSKOWITZ is Senior Associate at Mueser Rutledge Consulting Engineers. He received a Civil Engineering Degree from Rutgers University in 1968 and a Masters Degree in

Civil Engineering from Northwestern University in 1970. Joel joined Mueser Rutledge in 1972 and since that time has been involved in a variety of foundation projects, principally in the Northeast.

PRISCILLA P. NELSON is a Professor of Civil Engineering at The University of Texas at Austin, now on a two year leave at The National Science Foundation. She holds a number of degrees in Geology and Civil Engineering, including a Doctors Degree from Cornell University in Geotechnical Engineering. Priscilla is well versed in tunnelling and tunnel boring machines and is a hands on construction person. She was heavily involved in the Super Collider Project.

VINCENT A. SAMBRATO is Regional Construction Manager for Frontier-Kemper Constructors, Inc. He is a 1975 Civil Engineering graduate of Manhattan College. Prior to joining Frontier-Kemper he worked 16 years for Grow Tunneling Corporation, where he was Vice President and New York Area Manager. He is currently overseeing the sinking of a 600 ft. deep shaft in New York City for the New York City DEP.

EDWARD J. SCHMELTZ is Senior Vice President of Frederic R. Harris, Inc., responsible for their port and harbor work on a worldwide basis. He has been with Harris for over 20 years and is the author of numerous technical papers in his field of expertise. After earning a Degree in Mechanical Engineering from NJIT in 1971, he went on to receive a Masters Degree in Civil Engineering from Texas A&M University in 1971.

GEORGE G. SEARLE is Project Manager for IA Construction Corporation. He is a second generation Mole, his father George B. Searle having served as President of The Moles in 1992. George is a graduate of the University of Miami and is currently managing the redecking of the Walt Whitman Bridge in Philadelphia. 

## FLORIDA WINTER MEETING

The Executive Committee, at its April 4, 1995 meeting, voted to return to the Indian River Plantation in Stuart, Florida for The Moles Second Winter Meeting. The dates will be February 29, 1996 to March 3, 1996. Please mark your calendars now and plan to attend.

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## HOTEL ROOMS AT THE NEW YORK HILTON

In addition to the arrangements The Moles office has with The New York Hilton Hotel for rooms for the Annual Award Dinner in January, we have now made arrangements for rooms to be available for our members for the Annual Business Meeting and Dinner in May; the Annual Fall Dinner in November; and for the Award Committee meetings in June, September and October. Room rate, single or double, is \$180.00. Tower rooms are available for \$215.00. Call the hotel directly for reservations. Call The Moles office if any problem develops.

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## NEW MEMBERS (Continued)

ALLAN U. SYLVESTER is a 1972 Civil Engineering graduate of the City College of New York. He worked for Peter Kiewit for 16 years before joining The George Hyman Constuction Company in 1988. He is Project Executive responsible for overseeing the Company's foundation and heavy construction projects.

JOHN M. TESTA is Vice President and Manager of Kiewit Construction Company's operations in New England and New York City. He earned his Bachelor of Science Degree in Civil Engineering from Union College in 1979 and thereupon went to work for Kiewit in their Philadelphia office. He has had experience both in estimating and field operations on projects all along the east coast leading up to his current responsibilities.

## NEWS OF MEMBERS . . .

Two of our members had a very interesting and unforgettable experience earlier this year. Tom Peyton and Gary Almeraris traveled to a remote part of the world, northeastern India, on special assignment.

Tom and Gary were there to assist the Joint Venture of Continental Construction Ltd. of New Delhi, India and Foundation Company of Canada Ltd., Scarborough, Ontario, Canada on their two contracts, valued at 300 million dollars, to construct a diversion tunnel, a 30 ft. diameter ten mile long headrace tunnel, four underground desilting chambers, a 180 ft. high straight gravity concrete dam and appurtenant works for the 1500 MW Nathpa Jhakri Hydroelectric Project. The work on these contracts were in the early stages; pioneering roads and starting the tunnels and adits. Two other contracts are underway at the site; Impregilo, S.p.A. is constructing the balance of the head race tunnels and a Joint Venture of Hindustani and Hyundai are constructing the underground powerhouse.

The Project is being constructed on the Satluj River in Himachal Pradesh, which the guide books describe as follows; "Flanked by the lofty mountains of Jammu and Kashmir in the west, the Garhwal Himalayas of Uttar Pradesh in the east, and the rugged Tibetan Mountains in the north, Himachal Pradesh, with its own towering peaks and romantic vales, is an enchanting state too often overlooked by Western tourists traveling in India. Every road in this state seems to bend, climb and descend with few breaks of a straight stretch".

Tom Peyton's trip to the project started in Delhi, where he boarded a train for a three hour trip to the city of Chandigarh. He then transferred to a van for a four to five hour trip north and east out of the plains to the capital of Himachal Pradesh, Shimla, 7250 feet above sea level. From there he embarked on an eight hour trip by van to the jobsite.

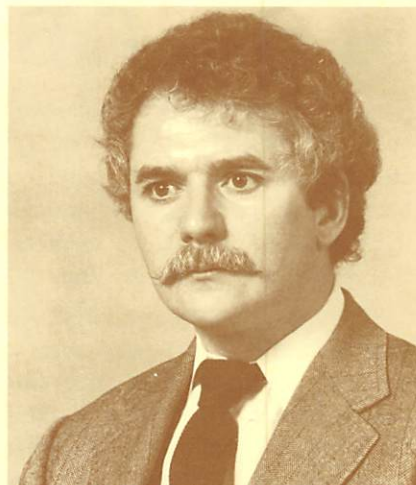
As one would expect, camps have been established at the site to house the 55 expatriates and 2000 native personnel currently working. Work is being performed twelve hours a day, seven days a week. (One has to wonder how long such a pace can be maintained!) The area is plagued by regional violence and turmoil and is patrolled by a large force of the Indian Army. Several times during Tom's stay at the site, he was warned of rebel activity and told to take precautions.

As with such projects, labor is a lesser part of the overall project cost. Materials and equipment constitute the major cost elements. Because of the limited access to the site, construction equipment and materials need to be brought to the site broken down in smaller pieces. There is no bulk cement available requiring all cement to be brought to the site in bags.

The project is being funded by the World Bank and the Indian government. This area of India is rich with potential hydroelectric sites. Many more such projects are expected to be constructed in the future in order to provide much needed power for the area residents and for other parts of India.

Gary Almeraris went to the site first and was there three weeks. Tom Peyton followed and was at the site for two months. Tom, who recently joined Stone & Webster as Construction Manager on the upcoming Boston Metro West Water Tunnel System, writes, "The project itself was a great challenge and was an experience I will not soon forget. The people are poor but friendly and hard working".

Many major hydroelectric projects have been constructed in this country and in other parts of the world but few if any in such an isolated area and under such conditions as exist on the Nathpa Hydroelectric Project. Readers comments are invited.



TOM PEYTON



GARY ALMERARIS (left) in Diversion Tunnel Heading



Access to Nathpa Adit Portal

# MOLES' STUDENT DAY

It was one of the best ever and probably the biggest. Exactly 250 students attended. With faculty advisors, helpers from the Transit Authority and the Contractor, and Moles' members, 290 were present for the briefing.

The day was Friday, April 21st. The project was the new subway construction work, called the 63rd Street Connector, being performed by Laquila Construction, Inc, in Queens Plaza, New York City. The work when completed will tie the 63rd Street Line to the Queens Boulevard Line.

The day started at 8:30 A.M. with coffee and donuts and ended at 2:00 P.M. with a box lunch. Between that time the students received a comprehensive briefing about the project and what they were to see. They were then escorted around the site where they saw a variety of work underway, including slurry wall installation, steel sheet piling installation and utility relocation work. They also had the opportunity to go deep underground via the emergency access hatch to see the previously completed 63rd Street Tunnel and bulkhead.

Several letters of thanks were received from the schools involved, including the following from The U.S. Military Academy: "Thank you to the entire Moles' organization for allowing us to participate in the Students' day last Friday at Queens Plaza, New York. Not only was the trip educational but the briefings and site visits served to excite and inspire us about civil engineering and large construction projects. I am particularly grateful for the people, both guides and site briefers, at each location. Each individual seemed genuinely excited to tell his story and how it fits in the big picture."

The 15 Moles' members present got a great deal of satisfaction in planning and putting on such a successful program. Thanks goes to all the Companies who contributed hard hats and to the representatives of the Transit Authority and Laquila Construction Company whose assistance was invaluable.

