

NEWS BULLETIN

AN ASSOCIATION OF INDIVIDUALS

HOLING



OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

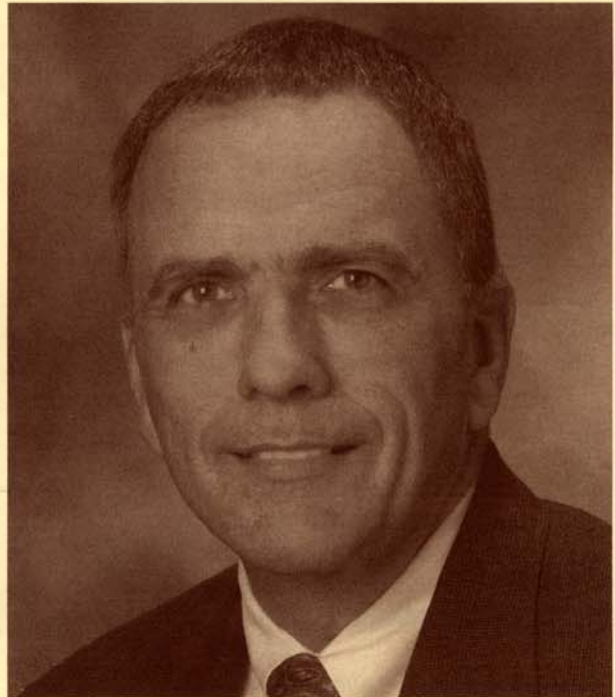
THROUGH

APRIL, 2004

JOHN L. KOLAYA ELECTED PRESIDENT of THE MOLES

JOHN L. KOLAYA, Executive Vice President of Yonkers Contracting Company, Inc., has been elected to serve as President of The Moles for the year 2004/2005. He will receive the gavel from retiring President, Edward Cruz, at the Annual Business Meeting and Dinner to be held on Wednesday, May 5, 2004 at The New York Hilton Hotel.

Other officers elected are: First Vice President, THOMAS J. O'NEILL, Parsons Brinckerhoff; Second Vice President, RICHARD S. WEEKS, Weeks Marine, Inc.; Treasurer, JOSEPH M. MC CANN, Moretrench American Corporation; Secretary, JOHN F. MC NAMARA III, Modern Continental Construction Company, Inc; Sergeant-at-Arms, BRIAN J. FLAHERTY, STV Incorporated.



JOHN L. KOLAYA

Trustees elected for three (3) year terms are: JAMES J. BRADY, B-U Corporation; EVERETT CRUZ, E.E. Cruz & Company, Inc.; and KEVIN J. MC MAHON, Edwards & Kelcey, Inc. Elected for a one (1) year term as trustee is WILLIAM V. MC GUINNESS, III, Yeager Skanska, Inc.

JOHN KOLAYA graduated with a Bachelors Degree in Civil Engineering from Bucknell University in 1970. He went on to earn a Masters degree in Civil Engineering at Rutgers University. John's introduction to The Moles began in 1968 when Bucknell Professor Robert Brungraber (and Moles member) escorted John's civil engineering class on a Moles Student's Day trip to the foundation construction work underway at the World Trade Center. While on the site tour, he met Rube Samuels of Thomas Crimmins Contracting Company, who offered him a job as a summer intern.

After graduation from Bucknell, John subsequently joined Crimmins on a full time basis, where he was in charge of a number of complex rock and foundation projects in New York City. In 1979, John was promoted to General Superintendent where he continued to tackle very complicated and deep foundation work including Trump Tower, 60 Wall Street and Seven World Trade Center.

In 1987, John joined Yonkers Contracting Company as Project Manager for the reconstruction of the Queens Midtown Tunnel Viaduct and Manhattan Bridge. His work on the Queens Viaduct earned him a Medal of Excellence from *Engineering News Record* for his design of a temporary bridge bearing system.

John was promoted to Vice President of Construction at Yonkers in 1996. As Vice President, he supervised numerous heavy

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JOHN L. KOLAYA

(continued from page 1)

construction contracts, including reconstruction work at the Manhattan, Williamsburg, Triboro and Brooklyn Bridges as well as at Penn Station and Grand Central Station. In 1997, John led a teaming effort with the New York State Thruway Authority for the emergency replacement of the mainline bridge over Route 100 in Yonkers, which had been destroyed by fire. John's team worked with Thruway engineers and officials to design and construct a temporary bridge so as to reopen the Thruway in 11 days' time.

In 1999, John was promoted to Executive Vice President. More recently he was directly involved with the Cleanup Contract at the World Trade Center, followed by the Reconstruction of the PATH Stations in Jersey City and Downtown Manhattan.

John is a Licensed Professional Engineer in New Jersey and New York and a Fellow in the American Society of Civil Engineers. In 1999, he was awarded the Engineer/Constructor of the Year Award by the New Jersey Professional Engineers in Construction.

As Chairman of The Moles Education Committee, John established *The Moles Career Connection* which enables civil engineering students and graduates to find intern and permanent positions with Moles member firms. John is a Manhattan College Consultant and has lectured at colleges and before various industry organizations.

John and his wife, Meg, a library director, live in Plainfield, New Jersey. Their daughter, Lauren, is an elementary school teacher and their son, Timothy, works for The Weitz Company, a construction management firm, located in West Palm Beach, Florida.

John is also active in community affairs, serving as Chairman of the Board of Directors at Muhlenberg Regional Medical Center and as Board Secretary of Solaris Health System.

17 New Members Elected

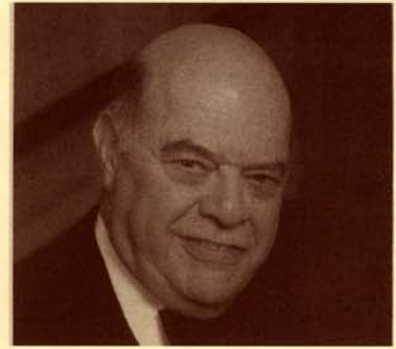
At the Executive Committee meeting on April 6, 2004, seventeen new members (listed below) were elected to membership in The Moles.

Lester M. Bradshaw
Bradshaw Construction Corp.
Henry Cheung
Perini Corporation
Kurt G. Conti
Conti Enterprises
Michael Flaherty
J.A. Jones Construction Co.
J. Bruce Grimaldi
J.F. White Contracting Co.
Frank M. Grynkevicz
Jay Cashman, Inc.
George Harms
George Harms Construction Co.
Kirk D. Junco
The Lane Construction Corp.
Henry J. Massman IV
Massman Construction Company
Thomas J. Maxwell
Slattery Skanska, Inc.
Raymond A. McCabe
HNTB Corp.
Seth Pearlman
DGI Menard, Inc.
Walter D. Rogstad
Frontier Kemper Constructors
Denise Cruz Serpico
E.E. Cruz & Co.
Michael T. Traylor
Traylor Bros., Inc.
Thomas J. Tuozzolo
Moretrench American Corp.
George D. Yoggy
GCS, LLC

New members will be welcomed into The Moles at the May 5th Business Meeting. The July issue of *Holing Through* will contain a brief profile of each new member.

Welcome to the Moles. The best way to benefit from your membership is to be an active member, participating in the various activities; May and November Member Meetings; the Clambake and the Award Dinner.

Two Members Celebrate 40 years



NORMAN NADEL

Having been a dues-paying member of the Moles for 40 years, NORMAN NADEL will become a Life Member of The Moles at the May Business meeting on May 5, 2004.

After graduating from City College in 1949, with his Civil Engineering Degree, Norman embarked on a career in tunnel work with Sam Rosoff, the Joint Venture of Arthur A. Johnson and Mason Hangar and Slattery. In 1959, he joined MacLean Grove & Company, where he remained for 30 years, ultimately becoming owner, along with the late Guy Simoni.

Norm served as President of The Moles in 1982 and was the Recipient of The Moles Member Award in 1985. He has been an active Moles member for 40 years and we expect he will continue to do so for many more years.

Also celebrating 40 years membership in The Moles is ADRIAN ROSS, who will become a Life Member Emeritus. Adrian spent his career with Sprague & Henwood. His father was a Moles member and his son, James, also is a Moles member.

FLORIDA MEETING

Largest turnout ever enjoyed the 2004 Winter Meeting at The La Playa Beach Resort, Naples, Florida.

Mark your calendar now for 2005
March 3rd to 6th.

UPCOMING EVENTS

MAY BUSINESS
MEETING AND
DINNER
MAY 5, 2004
NEW YORK
HILTON HOTEL

CLAMBAKE
AUGUST 3, 2004
TRAVERS
ISLAND

NOVEMBER
MEMBERS
DINNER
NOVEMBER 3,
2004
NEW YORK
HILTON HOTEL

2005 AWARD
DINNER
JANUARY 26,
2005
NEW YORK

AT MOLES HEADQUARTERS



Officers visit Moles Headquarters: (left to right) Al Brand, John McNamara, Steven Perillo, Gerry Carty and John Kolaya



VALERIE JANNICELLI

On December 11, 2003, John Kolaya, Al Brand and John McNamara visited The Moles office located in the Perillo Building in Woodcliff Lake, New Jersey, and were warmly greeted by Steven Perillo and Gerry Carty.

Valerie Jannicelli is the new Moles administrative assistant, succeeding Florence Lonergan, who retired on January 31, 2004. Members will have the opportunity to meet Valerie at the May Dinner and at other Moles functions.

THE MOLES

Holing Through is published by The Moles three times a year: April, July and November. The Moles is an organization of people engaged in heavy construction. Its purpose is to promote better acquaintance among individuals engaged in heavy construction to the end:

- That past and future friendships and a spirit of fraternization among the members be fostered.
- That meetings and other gatherings be held to exchange construction information and promote good fellowship among members.
- That advancement of the Construction art be achieved and outstanding performance be recognized through awards and otherwise.
- That the youth of our country be encouraged to participate in heavy construction by a multi-purpose program of education in cooperation with engineering colleges and other associations.
- That, in the public interest, standards of construction shall be raised both as to engineering and business ethics.

The Moles' office is located at 577 Chestnut Ridge Road, Woodcliff Lake, New Jersey 07677. Telephone: 201-930-1923 Fax: 201-930-8501
Executive Director and Editor of Holing Through: Gerard J. Carty, P.E.

A TRIP TO THE ORIENT - 1936



JAMES E. GIBBONS

JAMES E. GIBBONS was the 33rd person to become a member of The Moles on January 10, 1938. He was a successful contractor, having built a number of sections of the IND subway in Manhattan and Brooklyn, and was also active in the insurance and banking business

His son, Eugene Gibbons, was a Moles member and served many years as Commissioner of Public Works of Nassau County, New York. In 1936, James Gibbons embarked on a three-month trip to the orient. He was 50 years old at the time, and although married, he went on the trip by himself.

He wrote a travel log to his father, embodied in 18 letters. Each letter was typed on 8 1/2 by 11 sheets, single spaced (a total of 36 pages), so one can see that it was quite an extensive narrative. Each letter is opened with *Dear Pop*.

As we know, trouble was brewing in the orient in 1936, so the logs are interesting in that way, but also because they describe travel conditions and the way of life of that time.

In the next several issues of *Holing Through*, excerpts from Mr. Gibbons' letters (copies of which were given to the Moles at the time of writing) will be presented, and we hope you will enjoy the trip.

August 27, 1936 - *In order that I may save the physical wear and tear of trying to give you all the details of my trip to the Orient, after I return. I have decided to write it in installments as I run. It will thereby be as fresh as those Ebbetts Field peanuts with which you are so familiar.*

August 17, 1936 - *Left New York for Chicago on the 5 P.M. from Penn R.R. Station via the Broadway Limited.*
August 18 - *three hour drive Chicago lake front parks - Very creditable job these lake front parks. Many WPA signs - Usual degree of activity (?). Left on "The Mountaineer" 1 P.M. - Service excellent to Minneapolis - Dinner (special) in diner (65 Cents). After Minneapolis via Seo Line and Canadian Pacific R.R. - Crossed Canadian border at Portal, North Dakota - Air conditioning makes trains very comfortable - Arrived Banff 11 A.M. - joined group on platform in hire of private car - drove to Lake Louise - Put up at chateau - Left on 11:30 A.M. train- Arrived Vancouver 8 A.M. August 23 - Empress of Canada sailing 11 A.M. due Victoria 5 P.M.*

August 28, 1936 - *First glimpse of Hawaii was east end of Island of Oahu - Coast Cutter and airplane keep circling*

around ship - Looking for throwing overboard of narcotics - Greeting much different (and nicer) than any port I visited so far - American Express man locates us on ship - Start private tour of Honolulu - Waving palm trees - Luxuriant brightly colored foliage everywhere- Surprised at number of Asiatic faces on street - Appear to be probably 75% - Group known as the "Big Five" control the Islands today - Considerable agitation for and against Statehood - And now Wakiki Beach just before sunset - No, I wasn't disappointed - I was warned about its smallness - Decided to return to ship - Next morning ashore at 6 A.M. - Ship leaves at 10 A.M.

September 5, 1936 - *Aboard Empress of Canada- Aug. 28 to Sept. 5 Bound for Yokohama.*

Settling down for usual ship board routine - Had quite a talk with Member British Parliament - Travelling to new Zealand - Apparently a big merchant - Parliament activities sort of civic duty and hobby (Editors note: Probably a Member of the House of Lords).- Rumor 300 cans narcotic smuggled aboard at Honolulu. One ship's steward not seen since rumor - Movie show always concludes with pictures of King Edward and strains of God Save the King - Americans think its "My Country Tis of Thee" - Everybody stands at attention, of course - Dancing every night on deck - Sports tournaments very popular - Also bridge tournaments - On this ship the feeling you can do as you please grows on you daily - Due Yokohama tomorrow morning - Much talk and some concern about cross-examination by very cross Japanese Immigration officials.

September 5, 1936 - *Yokohama - Up at sunrise at 5 A.M. watching sun rise over mountains on Island of Japan - Quarantine tug pulls alongside at 6:30 A.M. just outside breakwater - Our steamer anchors - Everybody feels and acts as the making landing on enemy soil - Quarantine examination same farce as everywhere else - immigration examinations no trifle however - Everyone ahead of me subjected to long quizzing and considerable aggravation - Asked me only two questions - Must be "the voice with the smile wins again" - American Express man comes aboard - Speaks English about as well as I speak Italian - Guide from Japan Tourist Bureau a little better - Much talk about using camera - Chauffeur says he can get camera passed without declaration and proves it - I give him a yen (30 cents) - He almost kisses me - Start on 20 mile drive to Kamakura - location of Big Bronze Buddha - Men along the roads in all stage of undress - Everybody busy at something - Arrive Kamakura - Very old locality - Former capitol of Japan - Judging from history of ancient Japan the capitol must have been on wheels - Moved around so much - saw the Big Buddha (Diabutsu) at last - Quite a*

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A TRIP TO THE ORIENT (Continued)

casting - 1250 years old - Would be quite a job for any modern plant - Don't recall seeing anything like it elsewhere - Arrived back in Yokohama - City reconstructed since 1923 earthquake - Streets, buildings etc. substantial, modern but with decided Japanese accent - People dressed in mixed styles - Many lavish coiffures of amazing and astounding sizes and designs - Drove to Grand New Hotel for lunch - Very Jap dining room - Special dish for the day - Of all things -IRISH STEW - Imagine coming this far for that - Everybody carries parasol - All sorts of stage vehicles - Hand drawn - Oxen drawn - Horse drawn - some auto trucks - many small trucks behind motorcycles - Innumerable bicycles - System of driving autos seems to be - Aim to hit the pedestrian and just when ready to strike - Change your mind - Hired auto and driver 90 cents per hour - Returned to ship thoroughly worn out but thoroughly satisfied - Ship sails at 7 P.M. for Kobe.

September 6, 1936 - Considerable crowd on dock (as we sailed) - Small group of Japanese girls and boys seeing some Jap friends off - Singing back and forth (in Japanese) "Till We Meet Again" - "Onward Christian Soldiers" etc. etc. - Sounded very strange - Probably some Christian Sect - Overnight sail to Kobe - City built on slope of mountain - Long curving beach similar to Yokohama - Harbor larger - Many industrial plants - many freighters at anchor - Visited large Shinto shrine - Walked through streets - Very hot and very smelly - Small school boys wear little white caps and carry books in knapsacks - All very military looking - returned to ship -

Ship pulled out at last - Steamers flying - Ships band playing "Auld Lang Syne" - Shanghai next stop.

September 8, 1936 - Aboard Empress of Canada - Kobe to Shanghai - Sept. 6 to 8, '36. One ship gliding out of Kobe Harbor - Beautiful sunset over mountains - Photography forbidden in these waters - Coast line of Japan (series of mountainous islands) - Very picturesque - Sea taking on brownish appearance - Because of approaching Yangtze River - Shnanghai about 40 miles more - took on pilot here - Mouth of Yangtze 60 miles wide - Wider mouth than Mississippi or Sophie Tucker - River very busy - Ocean going ships of all nations - Numerous Chinese junks - First glimpse of China - Low flat land all cultivated - Rice fields principally - Practically no trees - Kept down for ages - Chinese proverb says "shade of one tree kills ground enough to feed a family" - Everything fresh and green - Activity on river increases as we approach Whangpoo River on which Shanghai is located - River and harbor regulated by Commission appointed by Chinese Government but actually directed by foreigners mostly British - British and Jap warships here - One side wheeler at dock doing up river service - Built on Clyde in 1873 - Looks like old Rockaway Beach steamers - Immigration examination mere formality - Customs examination in dirty shed - Everybody shouting and pushing - No order or control whatever - Arrive at Cathay Hotel after 7 P.M. - Large modern place - Have army of Chinese boys as attendants - Dined in hotel - Dining room like typical New York Chop Suey joints in appearance - 25 waiters (actual count) - 7 patrons - Meal O.K. - Service wonderful - After dinner fagged out - Retired - Tomorrow will be busy day - Good night.

2004 AWARD DINNER - Luffy & Donohoe Honored



Tom O'Neill (left) with Bob Luffy



Bob Lenz (left) with John Donohoe

The Moles Mourns the Loss of Three Former Presidents and Award Recipients



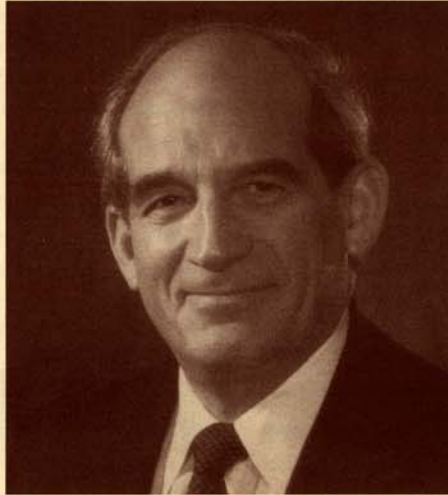
REUBEN SAMUELS

Reuben Samuels died on February 17, 2004 at the age of 78. Rube had served as President of The Moles in 1973 and was honored with The Moles Member Award in 1988.

He graduated from Dartmouth College in 1946 with a Civil Engineering Degree and went on to earn a Masters Degree in Soil Mechanics from Harvard University in 1948. After working for Mueser Rutledge for two years, he went to work for Thomas Crimmins Contacting Company in 1950. In 1951, he took a leave from Crimmins and returned to Harvard, where he worked towards his Doctoral Degree, while serving as a teaching assistant to Doctor Arthur Cassagrande.

Rube returned to Crimmins in 1954 and remained with that company until the early 1990's, when he joined Parsons Brinckerhoff. Rube's professional experience covered all phases of complicated foundation and underground projects.

He served as President of the Harvard Engineering Society, the Dartmouth Engineering Society and was active in many other engineering and professional organizations.



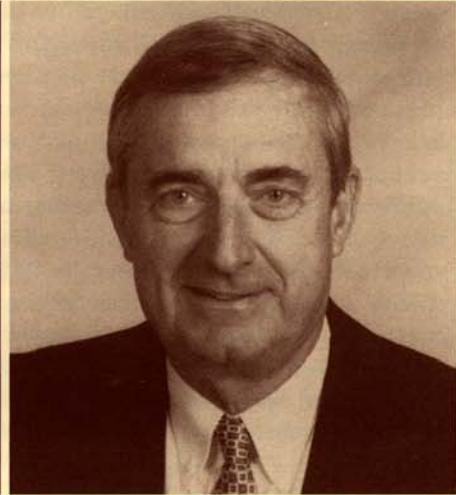
CHARLES E. MERGENTIME

Charles E. Mergentime died suddenly on February 22, 2004 at the age of 72. Charlie was President of The Moles in 1984 and received The Moles Member Award in 1987.

Charlie graduated from Purdue University in 1953 with a Civil Engineering degree and, after service with the U.S. Army Corps of Engineers during the Korean conflict, he joined Raymond Concrete Pile Company, where he headed up the boring and special drilling division.

In 1969, Charlie left Raymond and founded his own company, Mergentime Corporation. Starting initially as a drilled in caisson contractor, he rapidly expanded into tunneling and other heavy construction work. The firm held major contracts on subway systems in Washington, D.C., Boston, Atlanta, Philadelphia and Pittsburgh. The firm gained considerable notoriety for its underpinning work on the nuclear power plant in Midland, Michigan.

Charlie was honored by Purdue University with an Honorary Doctorate Degree in Engineering in 1993. His son, Michael, is a member of the Moles.



SHERWOOD E. LILES III

Sherwood E. Liles III died on March 16, 2004 at the age of 72, after a courageous battle with cancer. He was President of the Moles in 1989 and received The Moles Member Award in 2000.

After service in the Marine Corps, Sherwood earned his Civil Engineering Degree from the University of Virginia in 1957, whereupon he joined Tidewater Construction Company. He spent his first seventeen years working as field engineer, superintendent and project manager on various heavy construction projects in the southeast, including the Chesapeake Bay Bridge and Tunnel Crossing (for which Sherwood's father, Sam Liles, received The Moles Non Member Award in 1964). His last field assignment was as Project Manager on the second Hampton Roads Tunnel, completed in 1974. Subsequently, he was named Vice President of the Heavy Construction Division of Tidewater.

Sherwood left Tidewater in 1987 and founded North Star Construction Corporation, a firm performing bridge and heavy construction projects in Virginia and North Carolina.

A MOMENT OF SILENCE

The Moles only recently learned of the death of JOSEPH PERAINO on June 11, 2003 at the age of 92. Joe started his career with Merritt Chapman & Scott (MCS) in 1939, right out of college, and was with them until they went out of business in 1966, at which time he was Vice President and Chief Engineer. MCS was the premier marine contractor of its time and also did many major dam projects, including Glen Canyon Dam and Priest Rapids Dam. In 1967, he joined Raymond International and was named President of its subsidiary company, Raymond Technical Facilities. Joe was a very active and loyal member of The Moles and was present at functions up to the time of his death.

HENRY SCHNABEL, JR. died in December 2003 at the age of 74. He graduated from RPI with a Civil Engineering Degree in 1950, and about ten years later, founded Schnabel Foundation Company. He was recognized as an outstanding foundation engineer and contractor and was the holder of several patents for sheeting and underpinning.

THOMAS R. TRENT died in Stuart, Florida, on January 10, 2004 at the age of 84. He was a graduate of Stevens Institute of Technology and upon graduation, entered service with the U.S. Navy. He rose to the rank of Lieutenant Commander and earned the Bronze Star for his role in sinking an enemy convoy of four ships and two destroyers within three hours in June 1944. Upon returning to civilian life, he went to work for Slattery, and subsequently founded Boring, Inc., where he designed and registered numerous patents for specialized horizontal boring machines.

PROMOTIONS AND HONORS

Two Moles members will receive high honors from the American Society of Civil Engineers at its annual dinner in Virginia on May 12, 2004. GEORGE J. TAMARO will be honored with the society's Outstanding Projects and Leaders (OPAL) award for design and CHARLES E. MERGENTIME will receive the OPAL award (posthumously) for construction.

After a lengthy career with Granite Construction Company, where he served as Vice President of the Heavy Construction Division, GARY M. HIGDEM joined Ashland Inc. as senior Vice President and as President and Chief Operating Officer, Transportation Construction and as President of Ashland Paving and Construction, Inc., with offices in Atlanta, Georgia.

Slattery Skanska has announced the following promotions:

WILLIAM V. MC GUINNESS III, who most recently has served as Chief Operating Officer of Slattery Skanska Inc. will now be President and Chief Executive Officer of Yeager Skanska Inc. (Riverside, California) and will be a member of the Board of Directors of Skanska USA Civil, Inc.

JOSEPH M. LO CURTO has been promoted from President and Chief Executive Officer of Gottlieb Skanska Inc. to President of Slattery Skanska Inc.

RICHARD CAVALLARO has been promoted from Senior Vice President to Chief Operating Officer of Slattery Skanska Inc.

Education Committee Activities - Scholarships and Awards

STUDENT'S DAY - The Annual Student's Day will take place on Friday, April 23rd at the Newtown Creek Sewage Treatment Plant, Greenpoint, Brooklyn. Approximately 250 students and faculty are expected to attend.

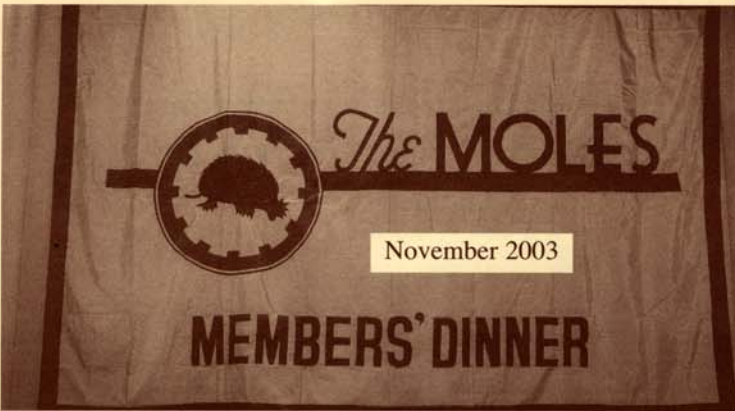
CAREER CONNECTION - This program, of putting together students and Moles companies for internships and permanent employment, continues to be very productive and effective in bringing civil engineering students into the construction industry.

STUDENT AWARDS - Each year a Student Award, constituting a cash prize and certificate, is awarded to a student at each of the twenty colleges and universities

participating in the Moles Education Committee programs. At its April 6th meeting, the Executive Committee voted to increase the cash prize to \$1,000.00 from the previous amount of \$500.00.

SCHOLARSHIPS - The Scholarship Advisory Committee, at its recent meeting, voted to award a total of \$54,500.00 in scholarships to students at 17 of the participating colleges and universities.

SCHOLARSHIP FUND RAISING - Phase II of the fund raising program is now getting underway. The Committee has set a goal of \$2,000,000.00 for this phase of the fund raising effort.



25 Year Members



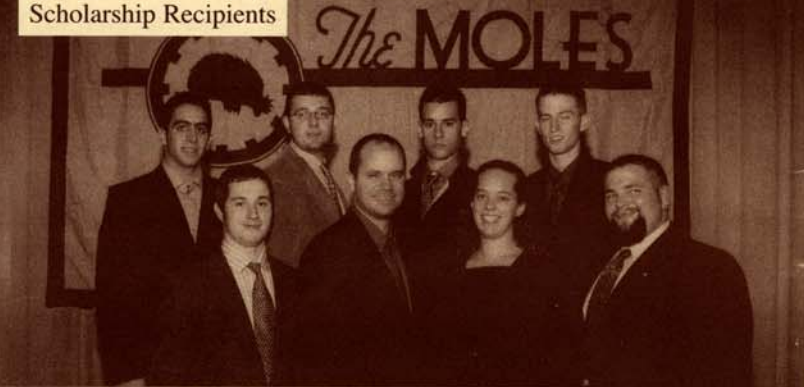
Lecture - New Cooper River Bridge



Faculty



Student Award Recipients



Scholarship Recipients

