



NOVEMBER, 2006

BUDD and BUCKLEY Selected for 2007 Outstanding Achievement Awards



THEODORE "Ted" H. BUDD



ROBERT R. BUCKLEY

THEODORE BUDD, Vice President of Kenny Construction Company, Wheeling, Illinois and ROBERT R. BUCKLEY, Chairman of the Board and President of Buckley & Company, Inc., Philadelphia, Pennsylvania will receive The Moles Outstanding Achievement in Construction Awards at the Annual Award Dinner to be held on Wednesday evening, January 31, 2007 at The New York Hilton Hotel.

THEODORE BUDD was born in Philadelphia, Pennsylvania on June 18, 1946. He was raised with four other brothers and a sister in Pemberton, New Jersey, near the family's cranberry farm, now in its 5th generation of production. He graduated from Marquette University in 1969 with a Civil Engineering degree (the first engineering CO-OP class at Marquette). As part of that program, he was involved in three major compressed air and soft ground and mixed faced tunnels in Milwaukee, being a part time employee of Grange Construction

ROBERT R. BUCKLEY was born in Philadelphia, Pennsylvania on August 23, 1935. His father had founded Buckley & Company in 1928 and Bob started working for the company while attending Drexel University. Upon graduation from Drexel in 1958, with a Bachelor of Science Degree in Civil Engineering, Bob served with the U.S. Army Corps of Engineers. Upon discharge from the service and Reserves, with the rank of Captain, he returned to the company as Vice President. After the sudden death of his father in 1974, Bob assumed the role of President and

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Award Chairman



ROBERT E. ALGER

This year's Award Committee Chairman is ROBERT E. ALGER, President and CEO of the Lane Construction Corporation, Meriden, CT.

Bob grew up in a construction family, his father having worked many years for S.J. Groves Company. He graduated in 1979 from Penn State University with a B.S. in Civil Engineering. He thereupon went to work for The Lane Construction Corporation as a Job Engineer at Cowanesque Dam in Pennsylvania. Subsequently, he moved to Texas to the Lakeview Dam Project and to the District office in Arlington, where he took on the responsibility of bidding for new work.

Then it was back to Pennsylvania as Project Engineer and Superintendent on several large highway projects on which large quantities of excavation were moved and on one project, 350,000 c.y. of concrete pavement was placed.

Bob served as Assistant District Manager of the Pittsburgh office and then as District Manager in the Harrisburg office and in the main office in Meriden, Connecticut. In 1997, he was named a Vice President of Lane; in 1999, Executive Vice President; and in 2001, President and CEO.

Bob was recently honored by his Alma Mater, PSU, with its Outstanding Engineering Alumni Award. He resides with his wife and family in Avon, Connecticut.

THEODORE BUDD

(Continued from Page 1)

Company.

Upon graduation he was employed with the City of Philadelphia Water Department as an engineer on the construction of the Lehigh Avenue Tunnel. Then it was on to military service. Upon discharge, he took a position with Kenny Construction Company, rising to project manager.

In 1973, he joined W. J. Lazynski Company of Milwaukee and worked for them for five years on several tunnel projects in Wisconsin and Illinois. In 1978, he returned to Kenny as a project manager working on tunnels and shafts in Illinois, Indiana, Wisconsin, Texas, and Canada. In 1990, he was appointed project manager on the \$194 Mil. TARP Calumet Tunnel System in Chicago. In 1994, he was promoted to Vice President and Manager of the Tunnel Division. The Calumet Tunnel was followed by two additional TARP projects. The combined three projects had a value of \$475 Mil. and consisted of 111,000 L.F. of mined and concreted tunnels. More recent projects include the \$257 Mil. ECIS Project in Los Angeles and currently the \$130 Mil. Brightwater - East Contract in Seattle, Washington, just getting underway.

In addition to the projects performed or sponsored by Kenny Construction Company, he was Kenny's representative on a number of non sponsored Joint Venture projects, including the Boston Deer Island Outfall Tunnel, the Vermont Hollywood Subway in Los Angeles and several WMATA projects in Washington, D.C.

Ted has always moved his office to where the work is going on, first to Los Angeles and now to Seattle, Washington. He has earned a reputation for motivating people, being a stickler for detail and developing an integrated, mechanized, highly productive construction scheme for all facets of a tunnel project.

He was honored with the 2000 Golden Beaver Award for Supervision and as the Outstanding Individual in Underground Construction by the AUA.

ROBERT R. BUCKLEY

(Continued from Page 1)

Chairman of the Board, a position he continues to hold.

Under his direction, the company has evolved from primarily a foundation contractor to a major highway and heavy contractor. Projects in the Philadelphia area are many and include the Market and Broad Street Subways; sections of I-95 and the Schuylkill Expressway; the Passyunk Avenue Bridge; and the Philadelphia Center City Commuter Connection. Beyond Philadelphia, the company has participated in projects in New York, including the reconstruction of the Lexington Avenue Subway; the Newburgh-Beacon Bridge over the Hudson River and the construction of the Newtown Creek Pollution Control Plant; in New Jersey, the widening of the New Jersey Turnpike; in Florida, on the construction of EPCOT Center in Walt Disney World; in California, on the expansion of the San Francisco International Airport; and in Puerto Rico, for the Sewer Authority. Under Bob's direction, Buckley & Company has worked in joint venture with over 35 partners and has bid work with over 75 different partners. This is an indication of the respect he and his company have within the U.S. construction industry.

Bob has been generous in devoting his time to charitable endeavors. He has served on the Board of Directors of Drexel University and among other honors bestowed by the university, he has been named one of the university's most outstanding graduates and is also listed in the Drexel Athletic Hall of Fame.

He has served as President of the Contractors Association of Eastern Pennsylvania and the Associated Pennsylvania Contractors. He has served as Chairman of the Philadelphia Chapter of the March of Dimes.

Bob and his wife, Marlene, reside in Rosemont, Pennsylvania. They have five children, including Robert, William and Kathryn who are active in the management of the company. Readers may recall, that Marlene authored the poem *Proud To Be A Lady Mole*, which appeared in the April 2006 issue of this publication.

**Donohoe and Kenny
To Present Awards**

JOHN F. DONOHOE, Chairman and CEO of Moretrench American Corporation will present the Member Award to Robert R. Buckley.

PATRICK B. KENNY, of Kenny Construction Company, will present the Non-Member Award to Theodore Budd.

**OTHER EVENTS AT THE
TIME OF THE AWARD
DINNER**

The **Underground Construction Association** will hold its George A. Fox New York Construction Conference on Tuesday, January 30, 2007 at the Graduate Center, City University of New York (34th St. and 5th Avenue). Call 612-825-8933; e-mail, ccm@mcg.net.

The **Construction Institute (CI) of the American Society of Civil Engineers** will hold its conference "Mega Projects of the East Coast" on the morning of the Award Dinner in the New York Hilton Hotel. Call 703-295-6390 or e-mail, ci@asce.org.

Upcoming 2007 Events

**Award Dinner
January 31st**

**Florida Meeting
March 1st to March 4th**

**Annual Business Meeting
May 2nd**

**Clambake
August 7th**

**Members Dinner
November 7th**

MAKE PLANS FOR THE AWARD DINNER NOW

It may seem far away, but the 2007 Award Dinner on January 31st at the New York Hilton Hotel will be upon us quickly. **Act now.**

SEATING LIST - Payment for tickets and names of attendees must be in The Moles office no later than Friday, January 5, 2007 in order to be included in the Seating List. Your cooperation will be appreciated.

HOTEL RESERVATIONS - Call the New York Hilton Hotel at 212-586-7000 to secure the special low rate of **\$245.00 (\$299.00 for the Executive Level)**. Reservations must be made prior to January 3, 2007. Every year, members are calling up looking for reservations after the cut-off date and rooms are just not available.

AFTERNOON RECEPTION - There will be an open reception in the New York Suite (4th Floor) of The New York Hilton Hotel from 2:00 P.M. to 4:00 P.M. on the day of the Award Dinner. A cash bar will be available.

SPOUSES' DINNER AND SHOW - This makes for a great evening for spouses and friends. Dinner will be at the Etrusca Restaurant, conveniently located in the Hilton Hotel. Transportation will be provided to the show. This year's show is the very popular Broadway musical, "DROWSY CHAPERONE". Then, back to the hotel just in time to join the attendees at the conclusion of the Award Dinner.

FLORIDA WINTER MEETING: The Moles will be returning to the La Playa Beach Resort in Naples, Florida for its Annual Winter Meeting from March 1 to March 4, 2007. Many attendees considered last year's meeting to be the best ever. The agenda will include an open Executive Committee meeting and some interesting and informative lectures. There will be ample time for relaxation and members are invited to bring guests. One can come early or stay later or do both. Naples is a wonderful location for golfing, water sports and shopping. Come and enjoy and relax.

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 E-mail carty.moles@verizon.net. Website: www.the.moles.info. Executive Director and Editor of Holing Through: Gerard J. Carty, P.E.

25-YEAR MEMBERS

ROCKNE E. BURNS writes: *When I was elected to The Moles, I was Vice President and Area Manager for S.J. Groves & Sons Co. In 1982 I left Groves and joined Tuscarora Construction Co., which is now a family business owned by myself and my three sons. Tuscarora is primarily involved in highway, bridge and hydro projects in upstate New York. In 1995 we started another construction business in North Carolina, the R.E. Burns & Sons Co. doing similar types of projects. I am no longer involved in the operational management of these businesses. I am planning on attending the November Dinner with my son and fellow Mole Edward", and he did.*

JAMES C. CODELL III served as the third generation leader of Codell Construction Company, Winchester, Kentucky. He then went on to the position of Secretary, Kentucky Transportation Cabinet. Currently, he is Director of Transportation for URS Corporation.

After retiring from the Navy Civil Engineers Corps with the rank of Rear Admiral, **JOHN G. DILLON** became a member of the Moles in 1981, when he was Vice President and Director of Bechtel Civil & Minerals, Inc., part of the Bechtel Group. A graduate of Washington State College with a degree in civil engineering, he now resides in Gig Harbor, Washington.

ROBERT C. FRIBERG writes: *After graduation from the Polytechnic Institute of Brooklyn and military service, I embarked on a career in heavy construction in 1956 with Andrew F. Catapano Co., Inc., leaving after 33 years in 1989 as Senior Vice President and Chief Engineer. I continued to work, representing Frank Catapano on joint venture projects, and with Grow Tunneling Corp. until 1993. I then went into part time consulting practice and expect to continue for a few more years. My wife, Barbara, and I divide*

our time between Singer Island, Florida and Little Silver, New Jersey. Bob was present on November 1st to receive his 25 Year Certificate in person.

KARL E. FRITSCH continues to be very active. In 1996, he took over control of Sheeting Specialties, from his friend and fellow Moles member, Jim Kerr, who passed away shortly thereafter. Jim's wife, Susan, and Karl continue to be co-owners of the company. In 2000, he established his own consulting company, Karl E. Fritsch, P.E. In addition to his business activities, he and his wife, Jane, enjoy Gilbert and Sullivan, traveling, dancing, skiing and their grandchildren. Carl was present on November 1st to receive his 25 Year Certificate in person.

A nice letter from **BERNARD GRAND**. *"I have been associated with Slattery Skanska as Vice President and Chief Engineer since my induction in The Moles. I am semi-retired and continue to be a consultant to this day. I am now involved with the World Trade Center Hub project dealing with constructability issues. The construction industry is a challenging and stimulating enterprise. I have been most fortunate to be associated with Slattery Skanska and The Moles to enjoy all this business offers. Bernie was present on November 1st to receive his 25 Year Certificate in person.*

WILLIAM H. HAZLEHURST spent a long career with C.J. Langanfelder & Son, Inc., a long prominent and very well respected contractor based in Baltimore, Maryland. He served as Vice President in charge of all construction operations. He is a graduate of Johns Hopkins University and continues to live in the Baltimore area.

PATRICK B. KELLEHER writes: *Unfortunately, I will not be able to attend the November 1st dinner but I look forward to receiving it (certificate) by mail. My history is very simple. I*

started in 1958 with Spearin, Preston & Burrows as a field engineer and retired at the end of 1999 as Vice President. Currently, I am living with my wife, Anne, in Orleans, MA, on Cape Cod. We find enjoyment in volunteer work and gardening.

A wonderful letter from **MARTIN N. KELLEY** describing his activities since his retirement from Peter Kiewit Son's in 1991, as Vice President and Chief Engineer. Martin received The Moles Member Award in 1999. His retirement life has centered around philanthropic activities: the Portland Opera Board; the Good Samaritan Hospital Board; and the Oregon Coast Aquarium Board. But most of Martin's time has been devoted to his alma mater, Oregon State University, where he has served on the Engineering Advisory Board and has contributed \$20 Million to the Kelley Engineering Center. Martin was also a generous contributor to The Moles Scholarship Fund. Martin, you set a superb example as to how we all should live out our retirement years. Congratulations!

DANIEL L. REDMOND, JR. is a Civil Engineering graduate of Villanova University and earned a Master of Science Degree in Civil Engineering from the University of Pennsylvania. After an early career with George Brewster & Sons, and his own company, Dan joined Conduit & Foundation Corporation as Vice President. After a lengthy career with Conduit, he joined Hartz Mountain Industries as Vice President of Engineering & Construction. He continues to live in Verona, New Jersey and enjoys indulging in his favorite pastime, golf.

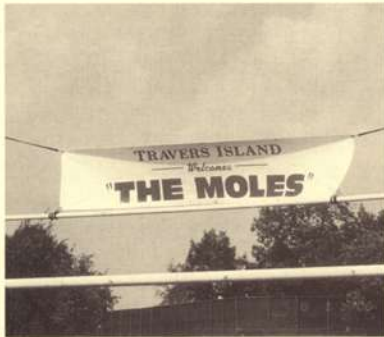
JAMES A. ROSS spent his career with Sprague & Henwood, a company active in drilling and grouting work and in the manufacture of drilling and grouting equipment. He served as President and CEO and is an engineering graduate of Columbia University.

25-YEAR MEMBERS

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When he became a member of the Moles, he was working as a tunnel superintendent for Schiavone on the 63rd Street Subway. In his younger days, **LYLE C. SMITH** dreamt of performing at Carnegie Hall. Little did he know he would eventually get there in his career, but instead of playing his beloved Gibson electric guitar on stage, his instruments would be dynamite and a drill. Working for Schiavone Construction Company, he helped build Zankel Hall underneath Carnegie Hall, a project completed in 2003. During the course of his career, he supervised the construction of many tunnels, shafts and other structures in New York City and New Jersey.

A HOT DAY AT TRAVERS ISLAND FOR THE AUGUST 1ST CLAMBAKE



Leon Levy Dies at Age 84



LEON LEVY

LEON LEVY died on September 19, 2006. After serving in the Pacific campaign with the Signal Corps in World War II, he enrolled in evening courses at Brooklyn Polytech and through diligent efforts completed his studies, earning his Civil Engineering degree in 1949.

His entire career has been in foundation construction. First with I.B. Miller, a pile driving contractor. Then with Ingram & Greene, a foundation contractor and then in 1965, he co-founded Urban Foundation Corp., a foundation contracting firm, for which he served as President for many years.

Under his leadership, Urban has been involved in the engineering and construction of many New York City landmark buildings, including Citicorp's Manhattan headquarters, the renovation of the Statue of Liberty, the World Financial Center at Battery Park, The Ellis Island Restoration, Rockefeller university, the South Street Seaport, New York Hospital, the World Trade Center and a historic move of a landmark building.

In addition to his activities within the construction industry, Leon served as a Past Chairman of the Conference of Presidents of Major Jewish Organizations.

Frank Gregory Dies at Age 71



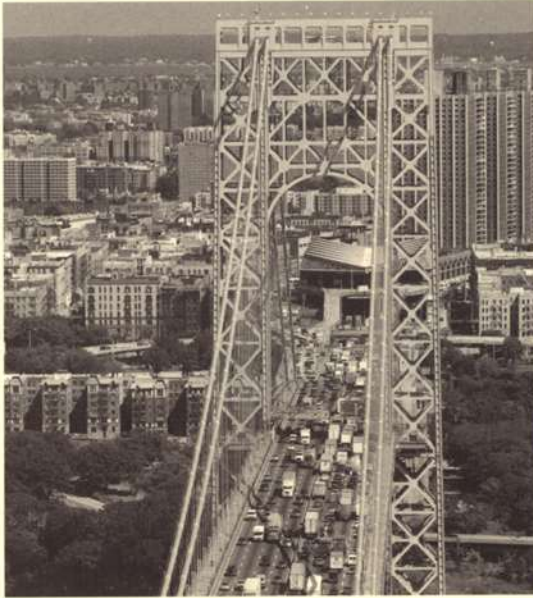
FRANK GREGORY

FRANK GREGORY died on August 15, 2006. When he was nominated for Membership in The Moles in 1979, subsequent President of the Moles and Member Award Recipient, Elmer Richards, wrote:

I have known Frank Gregory during all stages of his activities with Warren George, Inc., from a driller up to his present position as manager. During the past 10 years, I have had contact with Frank on almost a weekly basis for boring work throughout the Northeastern United States. I have found Frank to be quick of mind, innovative, and above all, a man of his word who completes jobs that he undertakes without complaint, even if incorrect judgments on his part resulted in contracts which were not favorable to him. Frank has a thorough understanding of all the techniques necessary to penetrate the variety of subsurface conditions that exist in the northeast. His opinions are respected in the industry because of his reservoir of experience, both as a driller and as a manager.

Frank went on to become owner of Warren George and Acker Drill Company. He continued to have the respect of Moles members for his subsequent 25 year career in the construction industry.

2006 Commemorates the 75th Anniversary of the Opening of the George Washington Bridge



The Majestic George Washington Bridge

When it was opened on October 25, 1931, the George Washington Bridge, at 3,500 feet, was the longest suspension bridge in the world. It quickly lost this distinction with the opening of the Golden Gate Bridge in 1937 with a span of 4,200 feet. Then in 1964, the Verrazano-Narrows Bridge opened with a span of 4,360 feet. Since then, several bridges have been built around the world with spans up to 6,500 feet.

Nevertheless, the George Washington Bridge retains its luster as one of the most beautiful bridges in the world. When originally conceived by its designers, the towers were to be encased in masonry, but in order to complete its construction in the least time, the enclosure of the towers was deferred. The debate continues to this day as to whether the towers are architecturally successful.

The principal designer of the bridge was Othar Ammann, born in Switzerland in 1879, who came to the United States in 1904, where he was to remain the rest of his life except for a brief recall in the Swiss Army. Ammann was appointed Chief Engineer of the Port

of New York Authority in 1924. Shortly after his arrival, NY and NJ passed legislation authorizing the Authority to construct a bridge across the Hudson between 170th Street and 185th Street in Manhattan to a point opposite thereto in Ft. Lee, New Jersey. Among the design team was Daniel Moran, founding partner of Moran Proctor (predecessor firm to Mueser Rutledge). Thus the bridge was born.

Ammann went on to design other New York City crossings, including the Bayonne Bridge (1931), the Triborough Bridge (1936), the Lincoln Tunnel (1937) and the Bronx-Whitestone Bridge (1939). He retired from the Port Authority in 1939 and went on to found the Consulting Engineering firm of Ammann and Whitney and continued to design monumental bridges, including the Throgs Neck Bridge (1961) and the Verrazano Bridge (1964).

The editor fondly remembers meeting Mr. Ammann at the time of the bidding of the towers and anchorages for the Throgs Neck Bridge in his office at Ammann & Whitney in the company of Dan Lazar. The editor was then a young engineer with Johnson Drake & Piper and Dan Lazar was, of course, with Cayuga Construction Company. The companies were in a joint venture (with other companies), which submitted an unsuccessful bid on the project.

Foreseeing that a lower deck, to carry more traffic, would one day be needed, the designers provided for the addition of a stiffening truss which would support it. The second level of the bridge was subsequently added and opened to traffic in April 1962, increasing the bridge's capacity by 75%.

In its first year of operation, 5.5 million vehicles crossed the bridge compared to the current volume of 108 million vehicles, giving it the distinction of being the busiest bridge in the world.

The editor wishes to thank Frank Lombardi and his staff at the Port Authority for their assistance in providing the photograph and other information, particularly the report on the following page listing the principal contracts (the bridge was completed approximately \$1 Mil. under budget and 6 months ahead of schedule). Other material for this article came from the book *BRIDGES* by David Bowden and from the newspaper, *The Record*.

SUPPORT THE SCHOLARSHIP FUND

GEORGE WASHINGTON BRIDGE (CONTINUED)

PRINCIPAL CONSTRUCTION CONTRACTS

New Jersey Foundation (two granite faced piers, containing 35,000 c.y. of concrete and 1,400 c.y. of granite) - Silas Mason, Incorporated, \$1,059,000. Duration: April 1927 to May 1928—14 months.

Excavation for New Jersey Anchorage and Approach (220,000 c.y. of traprock) - Foley Brothers, Incorporated, \$1,150,000. Duration: June 1927 to May 1929 - 24 months.

New York Anchorage and Tower Foundation (9,700 c.y. of concrete in two tower bases and 107,000 c.y. of concrete in first part of anchorage) —Arthur McMullen Company, \$1,088,000. Duration: March 1928 to March 1929 — 13 months.

Towers and Floor Steel (Fabrication & Erection of Structural Steel (40,000 tons for two towers and 17,000 tons for main bridge floor system) - McClintom-Marshall Company, \$10,760,000. Duration: October 1927 to January 1931 — 40 months.

Cables, Suspenders and Anchorage Steel (Four wire cables weighing 30,000 tons; 1,300 tons of 21/2 inch suspenders and 5,000 tons of structural steel) - John A Roebbling's Sons Company, \$12,193,000. Duration: October 1927 to October 1931 — 49 months.

Main Approach Ramp, New York and Vehicular Tunnel in West 178th and 179th Streets, West of Ft. Washington Avenue: \$3,093,000, Cornell Contracting Corporation. Duration: July 1930 to October 1931 — 15 months.

Riverside Drive Connection of New York Approach: \$1,250,000, William P. McGarry Company. Duration: September 1930 to October 1931—14 months.

New Jersey Approach Excavation and Paving: \$888,000, George & Brewster and Son, Incorporated. Duration: June 1930 to January 1931—8 months.

Paving, Railings and Miscellaneous Construction on Main Bridge and New York Anchorage: \$493,000, Corbetta Construction Company. Duration: March 1931 to October 1931—8 months

NEWS OF MEMBERS

DENISE CRUZ SERPICO is the 2006 Chair of the New Jersey Professional Engineers in Construction.

LARRY RAYBURN, Chairman of the Board and past President of Richard Goettle, Inc., is the recipient of the 2007 Deep Foundation Institute's Distinguished Service Award.

The law firm of Postner & Rubin has disbanded and **ROBERT A. RUBIN** has joined the construction practice group of Seyfarth Shaw.

GERARD T. SCHREIBER has joined McCarthy Industrial Company, St. Louis.

KENNETH E. STINSON, Chairman of Peter Kiewit Son's, Inc., has been elected to the Notre Dame Board of Trustees.

RECIPIENTS OF GOLDEN BEAVER AWARDS

The Beavers will be presenting their 2007 Golden Beaver Awards to the following persons at their Award Dinner on January 19, 2007 in the Century Plaza Hotel in Los Angeles.

Management Award—**Robert G. Brosamer, R.L.**
Brosamer, Inc,

Supervision Award—**John F. McDonald**, Traylor Brothers
Engineering Award—**Russell L. Fuhrman**, Parsons
Brinckerhoff Quade & Douglas

Service/Supply Award—**Patsy Fitzpatrick**, Charles River
Company

Special Award—**G.B. "Jerry" Toll, Jr.**

Former U. S. Senator and presidential candidate, **Bob Dole**, to be the Principal Speaker.

Pat O'Donovan, who served the Beavers as Executive Director from 1969 to 1992, died on July 10, 2006.

THE MOLES SCHOLARSHIP FUND

The John Deere Foundation, recognizing the work done by the Scholarship Fund, made an additional contribution of \$25,000.00 to the Fund in September 2006.

The Moles Website—www.themoles.info

NOVEMBER 1, 2006 MEMBERS DINNER

25 YEAR MEMBERS HONORED



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STUDENTS AND FACULTY WELCOMED

Following the practice of many years, recipients of The Moles Student Awards and Moles Scholarships, along with faculty members, were invited to a special reception hosted by The Moles Education Committee and all stayed on for the ensuing Lecture, Reception and Dinner.



Student Award Recipients present at Dinner



Scholarship Recipients present at Dinner



Faculty Members present at Dinner

***THE MOLES MOURNS THE LOSS OF
STEVE GREENFIELD,
FORMER
PRESIDENT
AND 1993 MEMBER AWARD RECIPIENT***



Steve Greenfield died, after a brief illness, on November 17, 2006, at age 84.

He was born in Brooklyn, and after earning his Mechanical Engineering degree from Polytechnic University in 1943, Steve entered military service with the U. S. Navy and received the Purple Heart for wounds received in action.

Upon discharge from the Navy, he joined Parsons Brinckerhoff, where he was to remain for his entire career. Following the firm's founder, William Barclay Parsons (builder of the first New York City subway at the turn of the century), Steve led the firm into transit design, beginning with the work on San Francisco's BART; then on the South Cove Tunnel for the Massachusetts Bay Transportation Authority; tunnel and subway extensions for the New York City Transit Authority; and on to the transit systems in Los Angeles and Dallas. His leadership in underground ventilation and environmental control has been felt all across the nation, from the early days of BART to the current day.

He was made a partner in 1964 and served as Chairman of the Board from 1982 to 1989. During his career with PB,

Steve directed the design of NORAD (North American Aerospace Defense Command) and other hardened defense facilities; oversaw the firm's engineering design of several planned nuclear waste repositories in the U.S.; and oversaw the Strategic Petroleum Reserve in Texas and Louisiana.

Steve became a member of the Moles in 1974 and was an active member from that point on. As a Past President and Award Recipient, he became a permanent member of the Moles Award Committee, which meets three times a year to select the Award Recipients. There was hardly a meeting that he did not attend. He was at the September 2006 meeting, but missed the October meeting with the onset of his illness. Although retired from PB for 13 years, he continued to go into the office at least one day a week and did so right up until the time of death. His sage advice was always welcomed.

In addition to his service to The Moles, Steve was long active in the Society of Military Engineers (SAME). He served as President of the worldwide organization and was one of SAME's seven life members. He served as a Consultant to the School of Engineering at Manhattan College and advisor on transportation problems to the President of Polytechnic University. Steve, you will be greatly missed by all of your friends and colleagues.

May You Rest In Peace