

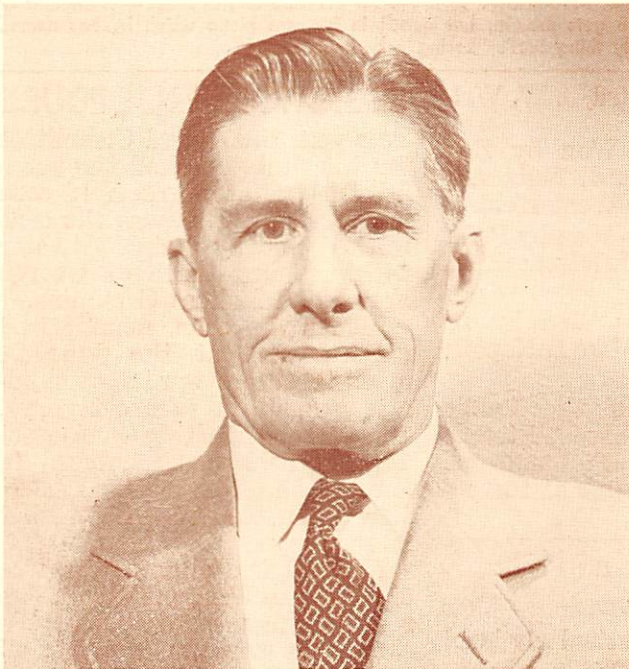
# HOLING THROUGH

NEWS BULLETIN OF **THE MOLES** • 11 W. 42ND STREET, NEW YORK 18, N. Y.

An Organization of Tunnel and Heavy Construction Men

NOVEMBER, 1953

## Our Men of Distinction!



MAXON



STEERS

Glenway W. Maxon and J. Rich Steers are the names which next February 3 will formally join the heavy construction industry's most distinguished honor roll.

They are the 1954 selections for the non-member and member Awards, respectively, that are being announced at the annual Members Dinner tonight (November 4) by William A. Durkin, awards committee chairman.

Let's have a brief look into the backgrounds of these men who are joining 26 distinguished predecessors as they become the fourteenth annual pair to receive the Moles accolade:

### GLENWAY W. MAXON

Our non-member recipient this year has at least one other excellent reason for being congratulated — for this year marks the rounding out of a quarter-century of the company, Maxon Construction Company, which he formed in 1928 in Dayton, Ohio.

He has directed the company's works through all that 25-year period, as its crews and equipment have ranged over the area from the East Coast to Nebraska and from the Great Lakes to the Gulf of Mexico.

Glen Maxon is a big believer in team play and the importance of developing team spirit by

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### J. RICH STEERS

This man is one of the most popular and personable of the Moles, but of course there's a lot more than tall good looks and winning personality behind his selection as 1954 Mole member award winner.

His "service to the American construction industry" is what basically underlies his selection, as indeed is true of all Moles honorees. His unremitting pursuit of the ideal of "good personnel plus good equipment equals good job" has been a strong factor in the success of J. Rich Steers, Inc., of which he has been president since 1936, and his keen and sincere interest in the com-

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## IT HAPPENS EVERY JULY!

About 350 Moles and their friends literally "came up out of the subways" into the fresh air — and was it deliciously fresh! — of Travers Island on the afternoon of July 19 for another of the justly celebrated Moles annual Clambakes.

General Chairman Harry J. Hush was bountifully assisted by the Weather Man, and in even more practical ways by Charles Stillman, chairman in charge of games, and Carman Garrison, aide to Stillman.

The traditional picnic games filled the afternoon with varying degrees of excitement — chiefly during the egg-throwing — and a sumptuous dinner was followed by a gala program of musical and high-jinx entertainment in the Big Tent on the grounds of the New York Athletic Club. The Moles softball team, spectacularly aided and abetted by two vigorous young friends of Ted Avery who pitched and caught (the catcher also hit a home run), walloped the Department of Public Works outfit for the second straight year, 9 to 1.

Men in charge of the various activities, besides those mentioned above, were: Softball game— Ted Avery and Dinty Moore; darts — C. Garrison and H. Wasung; spike driving — Bob Crimmins; horseshoes — Bob Johnston and Paul Wentworth; golf pitching — Jim Tripp; lawn quoits — Ed Good Sr. and Ed Good Jr.; egg tossing — Jerry Neumann; show — John Robbins and George Rogers; beer and bar, also prizes — Harry Immerman, and badges — Jerry Neumann. General Chairman Hush was in charge of the buffet lunch and the dinner.

The five elegant door prizes were won by Frank Moran (camera), Arnold Thurber (two-suit traveling bag), Sam Cooper (one-suit bag), A. G. Sperl (radio-clock) and Tim O'Meara (portable radio).

Following were the prize winners in the athletic contests:

Golf pitching — Won by M. T. Dillon; second, Luther McConnell; third, W. Whitehill.

Egg-tossing — Won by Jim O'Malley and Jim Weiss; second, Bob Farrell and J. Barnes.

Darts — Won by Jack Rowland (136 points); second, John



PERINI'S PARADOX — Moleman Louis R. Perini delightedly punctuates his construction business (out of Framingham, Mass.) with big doings in baseball (ownership of the Braves, once of Boston and now of Milwaukee). Flying — for pleasure and business — is another of his big interests, and he gets around, but good! in his own plane which he has named "Sky Mole." It's the only thing that's "boring" about his busy life.

Dawson (129); third, J. W. Wallenius (122).

Horseshoes — Won by Bob Lockwood; second, Felix Andrews; third, Bob Westerfeld.

Spike driving — Won by P. M. Grennan; second, J. Witte; third, John Anderson.

Lawn quoits — Won by Al Simpson; second, Mike DiNapoil; third, P. E. O'Brien.

All members of the Public Works and Moles baseball teams were presented with handsome lighters as a souvenir of the occasion.

### Johnson's Firm and Kiewit Join Forces

Moles have a particularly keen interest in what may be a very significant joining of forces in the heavy-construction industry — the "substantial investment" made by Peter Kiewit in common stock of the Arthur A. Johnson Corporation.

Not only are "all three" of the Johnsons who will continue to hold controlling interest in the corporation's common stock members of the Society (Arthur A., president, is a past president and won the member Award in 1944), but Kiewit himself was the 1953 non-member Award winner, and of course is now an honorary Mole. His firm is Peter Kiewit Sons' Co., of Omaha, Neb.

Richard A. Johnson, executive vice president; Edward G. Johnson, secretary and treasurer, and Charles B. Molineaux (also a Mole), vice president, will continue in office and no change in management or policy will occur, the announcement said.

### SELECTION PROCEDURE

This year the Award Committee for the first time had the benefit of a definite, prescribed code of procedure. This was the code worked out by Ralph Atwater with the assistance of George Ferris and Holmes Crimmins.

Under the code, nominations were opened at the June 24 meeting (there were six nominations made in each category). At a second meeting on August 11, the field was narrowed to three each. And the final selection was made at the September 22 meeting.

Edward G. Johnson was vice chairman to William Durkin. The rest of the membership of the committee was made up of: all officers, trustees and members of Mole standing committees, and all previous Member Award winners.

### Whites Write

Digging subways and tunnels is no child's play, or even child's work, but Ed and Muriel White are hoping it makes good children's reading.

The husband-wife team has authored a 25,000-word book — their first — called "Famous Subways and Tunnels In the World," aimed at children from 10 to 15. In addition to all those words, and many illustrations by Robin King, the volume contains a special 12-page insert of pictures of many of the celebrated structures described. The book, of course, gives much historical background and the social and economic significance of, and human-interest stories about the famous underpasses.

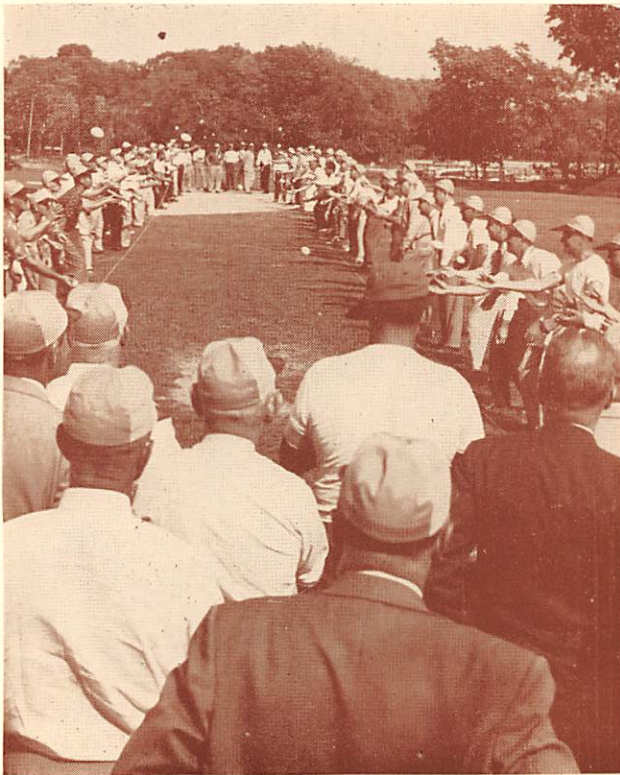
# CAMERA-CATCHES AT CLAMBAKE



DICK DOUGHERTY, president, tries to get a better angle as he reads off prize winners.



APPROPRIATE musical accompaniment to the beer-garden aspects of the NYAC lawn during the afternoon was provided by a staunch and brassy German band.



EARLY STAGE of one of the most hilarious events: the egg-toss-and catch for distance. The team of Jim O'Malley-Jim Weiss won.



REWARDS of being General Chairman are being enjoyed by Harry Hush as he gets a little extra hand-holding with Charlotte Gray.



PLENTY OF BOUNCE to the ounce in these singing gals, appropriately billed as The Nightin' Gals.

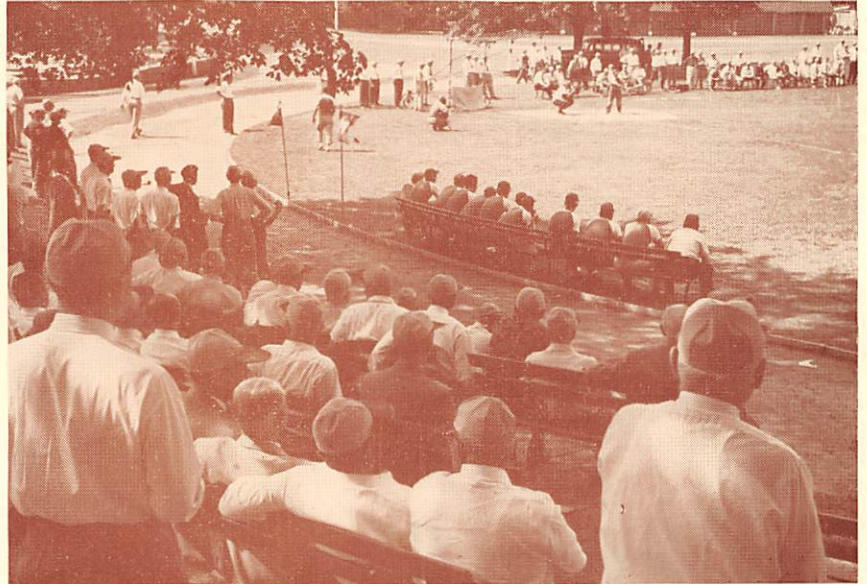


HOWARD GATES (second from right) brought his camera equipment, and a co-operative soul snapped this somber group.

# TRAIPSING AROUND TRAVERS ISLAND



TED AVERY and DINTY MOORE shown as they master-minded our athletes.



HERE'S one of best general scenes we've had of the daylight highspot of the Clambake: the softball game with the Department of Public Works. Our heroes won again, 9-1.



GOLF-PITCHING drew a large number of entries. Here's chairman Jim Tripp (in jacket) running the show.



EAGER THUMB SMASHERS crowd against the plank to sign up with Holmes Crimmins (right) to try their skill at spike driving.



CHOW LINE formed early on the A.C.'s big porch, and hungry Moles did full justice to the magnificent array of victuals. Paul Wentworth (checkered shirt) was one of the earlybirds.



THE BEER really deserved a bigger smile than this customer is giving it. It flowed all day, as usual.

## Lazarus White

The Moles lost one of their most beloved and honored members in the death on July 30 of Lazarus White, 79, one of the founders and for 30 years president of Spencer, White and Prentis. He died at his home in Larchmont after a short illness.

Lazarus White was an authority on the engineering of foundations and underpinnings and had written books and technical articles on the subjects. Shortly after his graduation from Columbia University with a civil engineering degree in 1897 he worked on fortifications at Key West, Fla., during the Spanish-



American war and from 1900 to 1906 on the original IRT subway.

He was associated with two huge New York aqueduct projects many years apart — the Catskill Aqueduct (1906-1914) and the Newburgh-to-Beacon section of the Delaware aqueduct only a few years before his retirement in 1949. He and E. A. Prentis were the inventors of the pre-test system, a method of underpinning that has become universally adopted.

In 1911 Mr. White received the Egleston medal for "distinguished engineering achievement." He was active in the American Society of Civil Engineers, was a trustee of the Society for Ethical Culture and a member of the American Academy of Science and the American Society of Testing Materials. He was also a former president of the Technion Society and a member of Sigma Xi.

Surviving are his wife, Mrs. Marie White; two sons, Edward E. and Robert E. White, and a daughter, Mrs. Hans P. Gossman.

## HONORS FOR EARLY MOLES

Tonight — November 4, 1953 — is Charter Members' Night. The first 100 men elected as Moles were designated as Charter Members. Tonight the Moles membership is privileged to pay special honor to these 36 men who were among the famous "first hundred," and to have many of them as guests of honor.

Alex M. Stagg  
Ray N. Spooner  
Albert V. Sielke  
John C. MacElroy  
John S. Macdonald  
Donald W. Dickson  
W. Linus Martin  
Theodore M. Avery  
Ralph W. Atwater  
J. H. Gill  
Robert E. Parker  
William R. Whitney  
Herbert Giles  
James E. Gibbons  
Alexander Lyle  
Michael J. Morris  
Miles I. Killmer  
Edward J. Mahoney

Alfred N. Warwick  
Frank E. Cudworth  
James B. Martin  
Charles A. Abeles  
Arthur E. Krueger  
Henry S. Witulski  
Bruno P. de Sisti  
Richard M. Johnsen  
William W. Hanly, Jr.  
H. Austin Van Name  
Peter F. Connolly  
Robert S. Mayo  
George F. Bohanan  
Edward J. Ryan  
Arthur J. Sackett  
Benjamin H. Ellis  
Ralph R. Buscell  
John A. Lambert

## We Welcome 25 Newcomers!

Since the last (pre-Clambake) issue of *Holing Through* the Moles have elected 25 men to membership. Seventeen are with concerns in New York City, eight are out-of-towners. Here are the fellows who'll be coming in for an extra round of welcoming friendship at tonight's meeting, first since their election to membership, which took place September 22:

### OUT-OF-TOWNERS

James C. Codell, president of Codell Construction Company, Winchester, Ky.; Frederic L. Copeland, vice president of Bates & Rogers Construction Corporation, San Francisco; Robert J. Dunlap, R. J. Dunlap Company, Edwardsville, Ill.; Frank J. Kane, general superintendent of the E. J. Longyear Company, Minneapolis;

George W. Rayner, president of Rayner Construction, Ltd., of Leaside, Ontario; Walter Scott, vice president of Peter Kiewit Sons' Company, Omaha; Edgar P. Snow, president of C. W. Riva Company, Providence, R. I., and Charles H. Tompkins, president of Charles H. Tompkins Company, Washington, D. C.

### NEW YORK MEN

Weldon S. Booth, president of Cummins, Coakley and Booth, Inc.; William Briegel, project engineer with Foley Brothers, Inc.; G. Lloyd Comfort, contracting manager for Bethlehem Steel Company; H. George Decaneq, engineer of construction for Port of New York Authority; James Denton, chief engineer for George W. Rogers Construction Corporation;

Lee F. Giblin, special engineering work with James King & Son, Inc.; Vincent J. Leary, superintendent, Spencer, White & Prentis, Inc.; Clayton G. O'Connell, superintendent with J. Rich Steers, Inc.; William F. Quinn, local agent for the Arundel Corporation;

Edward J. Quirin, president of Frederic R. Harris, Inc.; Charles A. Richardson, vice president for marine and heavy construction with Merritt-Chapman & Scott Corporation; Robert W. Sawyer, engineer with Stock Construction Corporation; William B. Scheckel, chief construction engineer with Voorhees, Walker, Foley & Smith;

William M. Sheehan, project engineer with Tully & DiNapoli, Inc.; Jamison S. Sides, vice president and eastern division manager for Bechtel Corporation; George O. Stiles, master mechanic with Thomas Crimmins Contracting Company; Burnside R. Value, partner in Seelye Stevenson Value & Knecht.

## Rogers Honored

Lester C. Rogers, a Mole and president of Bates & Rogers Corporation, Chicago, was honored by his alma mater, the University of Wisconsin, at spring convocation with an engineering citation "in recognition of distinguished services."

Rogers has been president since 1937 of his firm, which has handled contracts for widely diversified heavy construction projects all over the North American continent. It has constructed the permanent bridges on more than 1,000 miles of the Alaskan highway, and recently has built air bases in Africa.

## MAXON

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sharing both responsibilities and rewards all up and down the line. The success of his company has been attributed largely to two policies which reflect that belief: (A) a policy of taking every opportunity to advance men, within the company, from bottom ranks to the top; (B) the sharing of earnings with personnel, carried out through (1) a bonus system established as early as 1930 for all men from foremen up, and (2) a profit-sharing trust fund established in 1944 for all employees with three consecutive years or more of employment.

Dams, locks and bridges have figured most prominently in the Maxon company's work, with many projects on the Ohio and Mississippi rivers and their tributaries. However, its activities have by no means been confined to this. It has built industrial plants, highways, railroad structures, defense plants, inland shipyards—and installations for the Atomic Energy Commission. It has designed and built river tow-boats and barges, as well as all types of specialized floating equipment for operations in construction on rivers.

As general contractor the company has completed approximately \$700 million of construction volume, and as of the beginning of this year had obligations involving another \$200 million worth of construction.

Our newest non-member Awardee was born in Jeff Davis county, Texas — that's almost as far west as you can get in the Lone Star state. He studied civil engineering at the University of South Dakota and University of Cincinnati, but "did not acquire" a degree.

In 1905 he entered the employ of the U.S. Army Engineers as a civilian, working on surveys and construction of several navigation locks and dams on the Kentucky river, and carried on in the maintenance of these facilities until 1911. Then he joined the National Contract Company of Evansville, Ind., serving as assistant superintendent, superintendent and managing partner in the years between '11 and '25.

When that company turned to other industrial interests Maxon went to the United Engineers

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## STEERS

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pany's personnel in all ranks has helped instill an unusual loyalty throughout.

Navy shipyards and drydocks have played a large part in the marked expansion of activities the Steers concern has experienced during the last 14 years. And since the end of World War II Rich himself has become a "commuter" to the Mediterranean area, making no less than 10 round trips in connection with the company's work on several very large projects in that part of the world.

These include the rehabilitation of three harbors in Greece, and construction of a high-frequency radio station at Tangier, northwest Africa, and (currently) facilities at a naval base at Port Lyautey in northwest Africa and the Wheelus Air Force Base at Tripoli, Libya.

J. Rich Steers was graduated in 1920 from Princeton University, though his schooling had been interrupted by two years' overseas service in World War I with the American Field Service's Ambulance Corps and U.S. Army Artillery in France.

After spending his first three years out of college with the Bayonne Bolt Corporation — working mostly in machine shop and factory — he went to work for Henry Steers, Inc. (founded in 1900 by his uncle and his father) as an assistant time-keeper. His immediate boss was Dave Bonner.

He worked first on the design and construction of a sand and gravel plant at Northport, L.I. which has remained "in the family" ever since though he and his construction activities have roamed far afield. In fact, he is still president of the sand and gravel corporation and devotes much time, nights and weekends, to that business.

The construction company name was changed to J. Rich Steers (our Rich's father) after the death of the uncle, Henry Steers, in 1929. During the depression years the biggest projects of the company were the Newark improvements for the Pennsylvania railroad, including two sections of the Newark subway, and the bulkhead and fill forming the Bayonne Port Terminal, now the Bayonne Annex

of the U.S. Navy Yard.

Rich became president of the company in 1936 following the death of his father. In the period 1938-40 the company was busy building three large sections of the East River Drive.

Then, with the onset of world emergency conditions the Steers company found itself being called upon for very large and very rush jobs. Before Pearl Harbor the company had completed the rebuilding of Shipways No. 2 in the Navy Yard at Brooklyn — from which the "Missouri" was launched three years later. Then came a joint venture with Walsh Construction Company and others to build Drydocks No. 5 and 6 in Brooklyn; and after the attack on Pearl Harbor two large piers and other structures were added to this contract so that it exceeded \$75,000,000.

Steers' largest defense contract performed singly was a 2¼-mile ammunition loading pier at Leonardo, N. J. — a job that was completed in record time under terrific pressure because of the role it played in support of the invasion of Europe.

As a war-effort "extra" the company joined with Walsh in building more than 1,200 invasion barges.

After the war the company again concentrated upon waterfront work along the Eastern seaboard. Its first foreign construction came in 1947 in the form of a joint venture with Grove, Shepherd, Wilson & Kruge, on a contract with the Corps of Engineers, to rebuild the three main harbors of Greece and the Corinth Canal.

The other, subsequent projects in the Mediterranean area have been mentioned above. All told, during the last six years the company has performed approximately \$250 million worth of construction work.

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## Maxon

and Constructors of Philadelphia and carried on the same kind of work for three years before forming his own company with headquarters in Dayton.

Mr. Maxon is active in Chamber of Commerce work on the local, state and national levels; also active in the Engineers Club in Dayton, and the Associated General Contractors, having been president of the latter in 1950.