

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, 1956

EAST, WEST -- MOLES PICK THE BEST!



ATKINSON



PERINI

For the second year in a row the Moles Awards will bring into the "Winners' Circle" a pair of men who hail from opposite sides of our broad land.

The question of geography, of course, doesn't enter the consideration, but it happens that our Non-Member Award winner, Guy F. Atkinson, has wrought his mighty works mainly in the West, while our Member winner, Louis R. Perini, is a real Down Easter from up Boston way.

Even their initials fit the pattern of both-sides-of-the-country fame — being the same initials as the Atlantic and Pacific oceans — but of course you'd have to switch 'em around a bit.

GUY F. ATKINSON

For more than three-score years this man, now well past his 81st birthday, has been active in major heavy-construction enterprises in the Western half of the United States.

Although he came from Pennsylvania stock — both his father and grandfather having been masonry and exca-

(Continued on Page Three)

LOUIS R. PERINI

Lou Perini is a contractor's son who has carried his father's firm — a moderate-size road-building concern — to greater heights than the father ever dreamed of. Under his direction B. Perini & Sons, Inc. has been prominently involved in a large percentage of the major construction jobs in the East during the last decade or two.

(Continued on Page Four)

MOLES AND PALS HAVE A BIG DAY!

Possibly the largest crowd in Moles Clambake history gathered at the Travers Island layout of the New York Athletic Club on Wednesday, August 15 — and had one of the “largest” good times any clambakers ever had.

New Chairman Charles Stillman managed to exercise the same miraculously effective persuasion on the Weather Man that Harry Hush established as traditional, so the climate was ideal, as usual.

Two sporting innovations made a big hit — one the playing of several games in the official National AAU water polo tournament for the delectation of The Moles, the other the addition of a pile-driving event to the field “participation sports” for the members and their guests.

For the second time in as many clambakes, Fred Zurmuhlen’s Department of Public Works softballers edged the Moles’ own athletes by a single run, this time by 1-0 with the winning tally coming in the tenth inning. (The year before it was 2-1 in ten). Great game, though — and no one has any real deep-seated regrets, not even Manager Ted Avery.

First-prize winners in the various tests of “keen eye and steady nerve” ability were:

Golf pitching — Doc Shahan (collapsible golf cart).

Egg tossing — Francis A. Vitolo (table-top radio).

Dart game — Jerry Pavlik (pen-and-pencil set).

Horseshoes — Joe O’Brien (clock barometer).

Spike driving — John Witte (golden helm clock).

Pile driving — G. Zara (electric food blender).

Ball tossing — Jerry Pavlik (fishing pole).

Alley Cats — George Husing (fishing pole).

Aids to Chief Stillman in running the show were: in charge of games — Paul Wentworth and Jerry Neumann; softball game — Ted Avery and Dinty Moore; darts — Ed Johnson; spike driving — Cy Comfort; horseshoes — Henry Wasung; golf pitching — Jim Tripp; egg tossing — Jerry Neumann; the evening show — George Walker; beer and bar, and prizes — Bill Sheehan; signs — Ed Good, Sr.; badges — Neumann and Garry Garrison.

* * *

Herbert Giles, a Charter member Mole, vacationed in Sweden last summer and took a moment out to send along a greeting card to the Moles office from Stockholm.

BY-LAWS REVISIONS IN BRIEF

Here, in very brief form, are the By-Laws Revisions as drawn up by the Special Committee under Howard Collins’ chairmanship and approved by the Executive Committee, and subject to ratification by the whole membership at the Nov. 7 Members’ Meeting:

A new item under Article I sets forth under the “aims” of the Moles the encouragement — by a program of financial aid and education — of the country’s youth to participate in heavy construction. (To this end the Education Committee is to be made a permanent standing committee). A new Section 2 of Article I clearly defines privileges of members.

An added paragraph in Article II puts a limit of 450 on regular membership and provides a method of gradually reducing the ranks to that number. In this same Article a new section covers reinstatement of members, and another defines the status of Members Emeritus.

A change in Article III would make the annual dues \$35 starting May 1, 1957, and cause half a new member’s admission fee to be put into the Permanent Fund account.

Article IV would be changed to make 50 members the quorum for a meeting, instead of 25.

Article VI would be changed to re-

quire consideration at two consecutive Executive Committee meetings, with requirements as to written notice, etc., of any recommended by-law changes, amendments to the code of procedure of a committee, or rescinding of a prior Executive Committee action. A new section provides for formation and functioning of an Agenda committee.

Section 8 of Article VII, defining duties of the Treasurer, would be enlarged and clarified.

Article VIII additions provide for: making the Education Committee a permanent standing committee and defining the committee’s scope; increasing the effectiveness of committees by designating a vice chairman; assigning responsibilities to the Award Committee; making a “code of procedure” a part of the activities of all committees.

Serving with Howard Collins on the Revisions committee were: Ralph Atwater, Holmes Crimmins, Joseph B. Diamond, Charles B. Molineaux, Gene Moran, Gil Serber and Charles Stillman.

Award Workers

Harry Immerman is chairman of the Award Working committee this year, with Jack J. Walsh as vice chairman. Other members are: Ralph Atwater, Howard Collins, Holmes Crimmins, Richard A. Johnson, Gene Moran, Gil Serber and Tom Walsh Jr.

* * *

Heliport Piling

The George W. Rogers Construction Corp. got a big illustrated write-up in “The Bulletin” (of the General Contractors Association) in connection with its swift completion of two contracts for driving piling and pouring concrete for a “touchdown pad” for the first downtown commercial heliport — on a bulkhead at West 30th street and the Hudson river.

* * *

Ed White of Spencer, White & Prentis and his wife have been on a well-earned holiday in Hawaii.

* * *

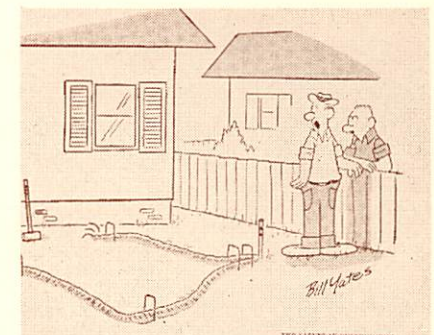
Frank Jordan of Poirier & McLane Corp. has returned from an extended European vacation during which he visited England, Ireland, Germany, Turkey, Greece and, “of course,” Paris.

Speed Merchants?

Alex Stagg sends in a newspaper clipping showing youngsters in Tokyo having a “race” in which MOLES try to pull toy street-cars across a broad table. (Winner’s time was 10 minutes for 9 feet). The stunt was sponsored (why, fer gosh sakes?) by the Tokyo Subway Co. to celebrate an extension of the first local subway line in Tokyo.

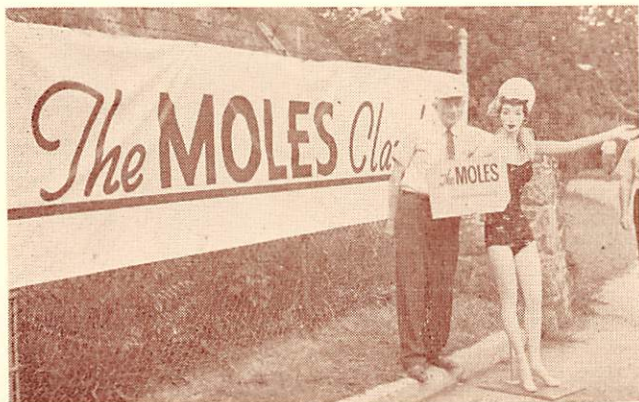
* * *

Joe Meltzer of National Structures Corp. is home from a European trip. It was fine but he’s glad to be back, he says.

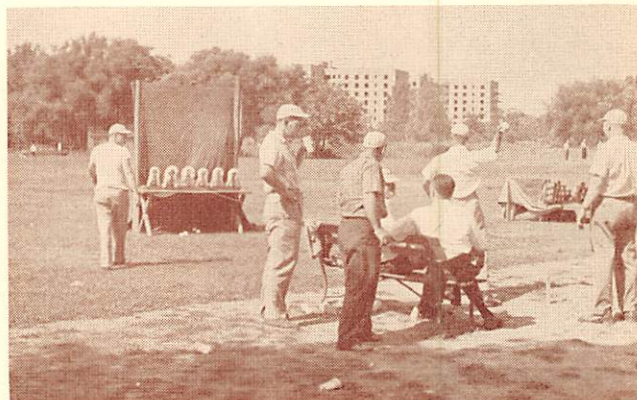


“He’s not just an ordinary mole.”
ONE OF OUR BOYS, MAYBE?

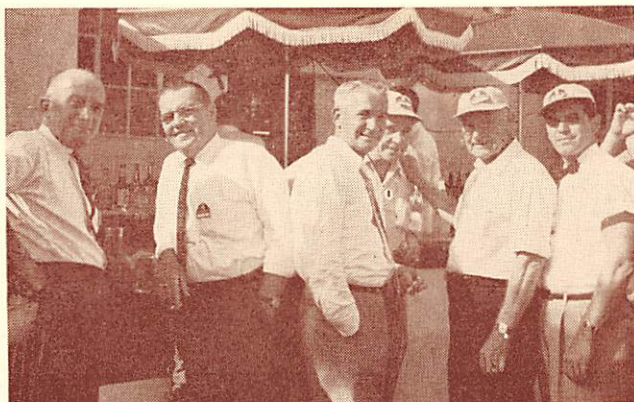
Camera-Catches at the Clambake



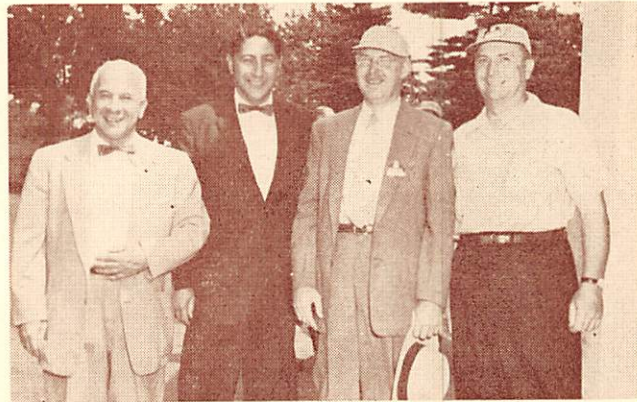
Honorary Life President Ralph Atwater helps "Vivian Mole" direct traffic into Travers Island.



Know any of these athletes? They're pegging away at the puppies in the ball-tossing competition.



Howard Kinne and Leo Forest of Nazareth Cement; Vin Jordan of Poirier & McLain; Dinty Moore of Hercules Cement; Tom Brown of Joy Mfg., Co., and John Karboska of Fescar Steel Products Co.



Sam Winterberg of Felhaber Corp.; Harold Goldberger and Charles Noble of New Jersey Turnpike Authority; Charles Stillman of Lindy-Griffith Construction Co., general chairman of the Clambake.

Guy F. Atkinson

(Continued from Page 1)

vation contractors in that state — he headed west at an early age.

He left high school at 16 and after six months in business college he entered his father's business as time-keeper and bookkeeper, and at 21 he became a full partner in the firm doing building work with headquarters first in Nebraska and later at Colorado Springs, Colo. They completed a number of buildings in Iowa, Utah, Wyoming and Colorado.

In 1902 Guy (then 27) and a brother, Walter, formed a partnership, opened a successful oil field in Oklahoma, built and operated a large hotel in Colorado Springs and engaged in general construction work. Their largest job was a \$1,500,000 contract (large in those days) for the construction of Fort Warren in Wyoming — 1907-09.

In 1910 they moved to Los Angeles, organized the Southwestern Construction Company, and operated as building contractors until 1914 when they entered the highway construction field in California. About the same time they also were engaging in oil development work in Wyoming.

Guy entered the construction field in his own name in 1918, moving his family to Portland, Ore., taking part in a big highway program there and, in 1925 with his nephew, Lynn, building the Pardee Dam.

In 1929 the firm was expanded into the present Guy F. Atkinson Company of San Francisco (of which Guy is now board chairman), with his son George H. Atkinson as partner. Either individually or as joint venturers this firm has performed over 100 major contracts in the United States and overseas.

Among these are: Grand Coulee Dam, Hansen Dam, Mud Mountain Dam, Denison Dam, Harlan Dam, Pine Flat Dam, Ross Powerhouse, McNary Dam and Powerhouse, Treasure Island for San Francisco Fair, Roosevelt Naval Base, Aleutians army bases, highway and railroad construction in Greece, air base on Okinawa, and the Hanford (Wash.) atomic energy plant.

At present the Atkinson company is constructing the \$60-million Dalles Dam, the \$60-million Sakuma Dam in Japan, the \$30-million Ambuklao Dam in the Philippines, and 20 other major projects.

In 1939 Guy Atkinson was national president of Associated General Con-

tractors of America, Inc., and for many years has been active in its heavy construction division. This man who left high school at 16 holds an honorary degree of Doctor of Engineering from Willamette University.

He can regularly be found at the October convention of the ASCE, and is prominent in church and civic circles. He was unable to accept an invitation to an affair in New York a couple of weeks ago because he "had to go to Australia for the Olympic Games."

* * *

Talley Joins Raymond

The appointment of Brig. Gen. B. B. Talley, U.S. Army (retired), as project manager of Raymond Concrete Pile was announced in early September by George F. Ferris, company president. General Talley joined up to direct construction operations in foreign countries, the announcement said. He is a holder of the Distinguished Service Cross, Distinguished Service Medal and other high citations for outstanding performance of duty, including the invasions of Normandy and Okinawa.



CLARENCE McDONOUGH

Clarence McDonough, 66, president and director of The Foundation Company, died September 19 of a heart attack at his home, 80 Park Avenue.

Mr. McDonough became a member of the firm in 1913, a year after his graduation from Massachusetts Institute of Technology, and was made district manager in charge of operations in the Pittsburgh district. He was chief engineer for foreign-countries operations of the company 1926-1930.

During two years of the depression he was director of engineering for the Public Works Administration; he was with the H. K. Ferguson Company of Cleveland from 1940 to 1943. Returning to The Foundation Company as vice president and a director, he became president in 1953.

Surviving are his widow, Mrs. Marie De LaTorre McDonough, and a daughter, Jane Elizabeth.

* * *

More Honors for Moreell

Adm. Ben Moreell, board chairman of the Jones & Laughlin Steel Corp., received a joint award from four engineering organizations at the national convention of the American Society of Civil Engineers in Pittsburgh. It was the "John Fritz Medal," presented by ASCE, American Institute of Mining, Metallurgical and Petroleum Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers.

* * *

Congratulations, Pete!

Peter Connolly and Mrs. Connolly celebrated their 50th wedding anniversary on September 19 last. There was an Award Committee meeting on the 18th, and Jack Walsh and Tom Walsh Jr. flew Pete to Osterville on Cape Cod for the celebration.

LOUIS NADEL

Louis Nadel, 57, one of the more recent joiners of The Moles, died August 27 at his home in the Bronx. He had been ill two months with a lung embolism but had been returned to his home from the hospital, seemingly well again, only a day or so before he died.

Louis, a graduate of Columbia University, was chief design engineer with MacLean-Grove & Co., Inc., and before that company's formation in 1951 had been associated for a number of years with Mansell MacLean. He served as chief design engineer on the recently completed third tube of the Lincoln Tunnel. Surviving are his wife, Bertha, a son, Norman, and a married daughter.

* * *

Louis R. Perini

(Continued from Page 1)

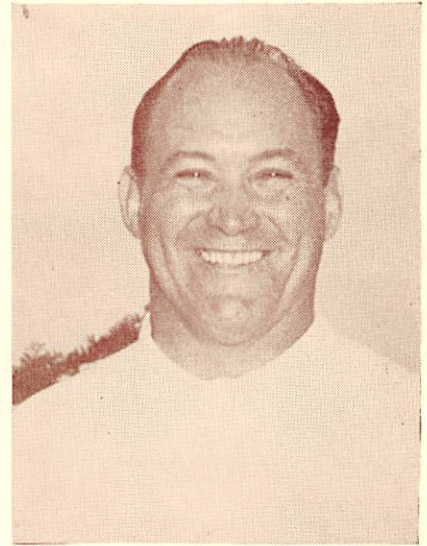
Some of the major jobs our new Member Award winner's company has handled are: the \$10-million Hultman Aqueduct Tunnel, the \$25-million Jim Woodruff Dam, the \$20-million Squirrel Hill vehicular tunnel in Pittsburgh, the \$36-million Barnhart Island power plant, and the \$26-million Grass River Lock on the St. Lawrence river.

Our Lou is president also of B. Perini & Sons Canada Ltd. and Perini Quebec, Inc., and the list of jobs either performed or now under way by the Canadian companies is equally impressive: the \$55-million Sir Adam Beck Niagara Hydraulic tunnels, the \$30-million Bersimis No. 2 tunnels and concrete gravity dam, a \$70-million-plus tunnel-and-underground-powerhouse project for Aluminum Company of America, Ltd., and the \$35-million Uranium Concentrator Project, the largest in Canada, for Consolidated Denison Mines, Ltd.

He also has a pipeline company — Majestic Contractors Ltd. — that is constructing a large part of the Trans-Canada pipeline.

This man, who at 30 became the youngest president of the New England Road Builders Association, also is a firm believer in joint venturing, and the list of projects of that kind in which he has been a strong and helpful factor is long and impressive. Here are a few of them: the \$42-million Chief Joe powerhouse, the \$70-million Morrisville steel plant, the \$42-million Delaware Aqueduct tunnel, and the \$64-million Snowy Mountain hydro-electric project in Australia.

One of Lou's most exciting "joint ventures" took him into the sports world, when he and his two brothers, Joseph and Charles, joined funds with two other Boston contractors to buy the Boston Braves, in 1945. The club has, of course, since been moved to Milwaukee and has created more than



JOHN G. HAGAN

John George Hagan, 53, of Port Washington died suddenly October 4 at his temporary home in Ciudad Trujillo, Dominican Republic.

Mr. Hagan was in the contracting business in New York and other parts of the world for 28 years, and was very active in civic affairs. He had a part in the Triboro Bridge, the West Side Highway and the New York State Thruway, and many South and Central American projects. He won commendation from the Navy and the Engineers Corps for his work in airport and naval base building during World War II.

He was president of several companies, including Elmhurst Contracting Co. and City Tank Corporation. Surviving are his widow, Mary A. Hagan of Sands Point, three sons, his mother, and three brothers and three sisters.

its share of excitement the last couple of seasons. Lou is still president, and his brothers are associated with him, but the other original joint venturers are no longer on the scene.

Among other outside interests, Lou is a director and the moving spirit of the Children's Cancer Research Foundation — known as the "Jimmy Fund" — in Boston, and by personal donation and solicitation he has raised large sums for it. An ardent church member, he makes his presence felt on the executive committee of the Massachusetts Committee of Protestants, Catholics and Jews. St. Anselm's College awarded him an honorary degree of Doctor of Laws in 1953 for his "outstanding humanitarianism and distinguished community service."

Lou has been a Mole since 1948. His nominator for the Award, Peter F. Connolly, described him as "a down-to-earth, on-the-job contractor and a 100 per cent Mole if there ever was one."