

NEWS BULLETIN

AN ASSOCIATION OF MEN



OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

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APRIL, 1966

H. C. Boschen Moles' President For 1966

Officers and Trustees Elected

HENRY C. BOSCHEN, President of Raymond International, Inc., and a resident of Scarsdale, New York has been elected President of The Moles. Mr. Boschen will take office at the Annual Business Meeting and Dinner on Wednesday evening, May 4th at the Biltmore Hotel in New York City.

Other officers who will assume new duties at that same time are: First Vice President — Robert Crimmins of Darien, Conn., President of Thomas Crimmins Contracting Company; Second Vice President — Howard Gould of Smoke Rise, Butler, New Jersey, Vice President and Director of Spencer, White & Prentis, Inc.; Treasurer — Arnold Thurber of Staten Island, New York, Vice President and Chief Engineer of J. Rich Steers, Inc. Re-elected as Secretary was Fred L. Doolittle of Rye, New York, President of



Penn-Dixie Cement Corp. Louis F. Booth of Montclair, New Jersey, Engineer of Construction with The Port of New York Authority was elected to serve as Sergeant-at-Arms. Four men have been elected Trustees each to serve three year terms: A. K. Burnham, Jr. of Arthur A. Johnson Corp., Stanley M. Dore, Chief Engineer of the City of New York Board of Water Supply, Robert B. Jarvis of Jarvis, Pilz & Norton and Donald B. McKinley of Spencer, White & Prentis, Inc.

Mr. Boschen graduated from Cornell University in 1928 with a B.S. in Mechanical Engineering. Rising from the ranks of the Raymond Company, since his graduation, he has served in every branch of that company's domestic and foreign operations. In 1946 he was elected a Director and Vice President of the

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Henry C. Boschen

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Raymond Company and became its President in May 1960.¹⁸

While he was in Venezuela and Columbia he introduced modern construction methods to remote and undeveloped areas as well as urban communities. Where there was a lack of skilled labor, he directed the training of indigenous labor to supply the need for skilled and semi-skilled workmen. Much of Raymond's early philosophy regarding the heavy construction business overseas was developed by Mr. Boschen in the mid 1930's. With the broad working experience gained in South America in 1946, he was charged with the responsibility for all of the company's development operations in Latin America. In 1951 he was placed in charge of worldwide negotiations and foreign heavy construction operations. Under his direction, overseas construction and subsidiary company operations have expanded to encompass projects on six continents in two dozen countries.

Shortly before his election to the post of President in 1960, Mr. Boschen was in charge of the Heavy Construction Division and responsible for all general contracting activities in the United States and overseas.

From 1961 to 1965 Raymond was one of two joint venture partners known as RMK engaged in building military and civilian facilities in South Vietnam. In September of '65 two other major U.S. construction companies were added to the joint venture group because of the accelerated pace of the defense effort ordered by President Lyndon B. Johnson. Mr. Boschen as the management representative of Raymond International, Inc. has become increasingly occupied with the advancement of that construction effort by the joint venture companies. The four partners known as RMK-BRJ (Raymond International Inc.; Morrison-Knudsen Co., Inc.; Brown & Root, Inc.; and J. A. Jones Construction Co., Inc.) operate under a U.S. Navy contract administered by the Bureau of Yards & Docks.

In his annual Christmas letter to the employees and stockholders of Raymond International, Mr. Boschen said, "Our country is now engaged in a vital struggle to preserve the freedom of the Vietnamese people — and stem the encroachment of Communism upon their lands. The Christmas spirit that usually prevails at this time of year will be somewhat dampened by the thought of the sacrifice and hardships being suf-

THE MOLES ELECT 24 NEW MEMBERS

At the April 5th Executive Committee Meeting the following were elected to membership: Stanley M. Aronin — Poirier & McLane Corp.; Robert W. Cleveland — H. O. Penn Machinery Co.; Edwin C. Cubler — Baltimore Contractors Inc.; A. C. Cullion — Great Lakes Dredge & Dock Co.; Leo W. Geismar — Geo. W. Rogers Construction Corp.; M. David Giardino — Equipco, Inc.; James H. Gilbert — C. W. Blakeslee & Sons Inc.; James Glasgow — Glasgow Inc.; Robert Goodman — Grow Construction Co.; W. E. Hickey — Foundation Co., of Canada Ltd.; Vernon Holderman — V. N. Holderman & Sons Inc.; John F. Johnston — MacLean Grove & Co., Inc.; M. E. Lemmerhirt — Great Lakes Dredge & Dock Co.; Robert McDowell — McDowell Wellman Engineering Co.; Edwin T. Morris — Raymond International, Inc.; John T. O'Neill — Triborough Bridge & Tunnel Authority; Andrew C. Paton — Metcalf & Eddy; Joseph Peraino — Merritt-Chapman & Scott Corp.; Richard Q. Praeger — Praeger-Kavanagh-Waterbury; Walter Scott, Jr. — Peter Kiewit Sons' Co.; Gerald D. Sarno — Bethlehem Steel Corp.; Arthur H. Sibley — Hercules Powder Company; Herbert Wasserman — Slattery Contracting Company; Carlin H. Whitesell — Peter Kiewit Sons' Co.

Henry C. Boschen (Cont.)

ferred by young Americans in that part of the world. We in Raymond, are proud to be playing a part in that vital fight for freedom. Traditionally we have always done so — in past emergencies and other wars. Raymond construction men are once again standing shoulder to shoulder with the men of the Armed Forces in this struggle for freedom."

In 1964, Henry C. Boschen, together with Board Chairman, George Ferris, represented Raymond International, when the American Society of Civil Engineers announced the selection of the Chesapeake Bay Bridge-Tunnel as the "Outstanding Civil Engineering Achievement of the Year." The annual ASCE Award is given to the engineering project "which demonstrates the greatest engineering skills and represents the greatest contribution to civil engineering and mankind." Raymond was one of four companies engaged in the construction of the Chesapeake Bay Bridge-Tunnel.

Engineering News-Record, June 16, 1960 paid tribute to Mr. Boschen in an article entitled "The World is his Job Site."

Letter From

Eugene L. MacDonald

Your Publicity Committee Chairman recently inquired for a few lines on present activities of several Mole members with whom we seem to have gotten "out of touch." A member since 1944, namely, Eugene L. MacDonald, consultant to the firm of Parsons, Brinckerhoff, Quade & Douglas, wrote a letter which was enjoyed by us so much we thought everyone should have a chance to read it.

The letter asked for "A few lines on your present activities." I'm afraid present activities have lustre only to the extent that they reflect past activities. Present and past add up to 75 years.

On the morning of receiving your letter of February 15 I had jeepped down the lane of our farm, past the sign that reads "HADA FARM — E. MACDONALD," to travel seven miles to the Princeton station of the Pennsylvania Railroad. Scanning the N. Y. Times and conversation with a couple of members of the Princeton Old Guard (admission requirements: age and indolence) consumed the interval to Penn Station.

Here a chilly wind suggested I use Macy's store as protection as far as Herald Square. This route gave me an opportunity to pause and consult the order of the day from home — to wit, "have sent to Hoboken a place setting of Sterling silver (i.e. a set of tools for eating at a table — increased from two to six in number during my day) in time for the wedding of niece Marion."

The great high ceiling of the main floor in Macy's (possibly 25 feet) reminded me of a day in August 1919 when Percy Straus, President, ordered the total personnel to assemble on this main floor immediately after 6 o'clock. On the balcony that runs along the 34th Street side, looking down some 15 feet on to the main floor, Mr. Straus had assembled and now presented, and called for cheers for some 25 or 30 uniformed individuals who had left Macy's payroll in '17 or '18 — and who were hopefully returning to it. Myself had in May 1917 been signed up at a recruiting desk at 14th St. and 6th Avenue by Cap Hudson (whose name is on our "In Memoriam" list) and went to France with Colonel Wm. B. Parsons, Willard Chevalier of McGraw Hill and John Kiernan and others. I had returned with Captain's Bars and a Big Red One "on my shoulder patch" — healthier and wiser than I left — i.e. I didn't

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MacDonald

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go back to Macy's; but went to work as a resident engineer on a bridge over the Apalachicola at Chattahoochie, Florida.

By the time this reel of the past had ended, I found myself at the desk I am still allowed at 165 Broadway. I went to the club that William B. Parsons and Henry M. Brinckerhoff had belonged to, where a meeting was held in 1960, at which the members all congratulated themselves on having achieved 100 years of club life with a minimum change, and pledged themselves anew neither to permit nor perpetuate any change in the current century.

After lunch I went into battle against the United States Steel Corporation. They had called in some preferred stock I hold and had failed to replace it with new — as promised. At 71 Broadway, I went to the room on the 14th floor where I had turned in the old stock. On this floor, I had enjoyed many an argument with the American Bridge Company engineers, who always maintained they only wanted a few changes in our designs to improve the product. The office had been dismantled; there were no desks or chairs or floor covering; and only two framed pictures on the wall. One of these was the Chesapeake City Bridge over the Chesapeake and Delaware Canal, which I had designed and which had received a beauty award from the AISC.

I asked for this picture, hoping to salvage at least a token for my departed stock certificates.

The search for somebody with enough authority to give away U.S. Steel property took an appreciable time and I was becoming uneasy about missing the 2 o'clock train which ends my working day — when lo! the emissary to higher authority returned with the framed photo of the beautiful bridge all wrapped up and with a pass to delude the man watching the front door.

My small world has encounters with the world at large — but no serious conflict.

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RADM. PAUL J. HALLORAN

The Admiral has furnished a delightful account of his retirement home and activities which will appear in full in the July issue of "Holing Through."

EDUCATION ACTIVITIES

On January 27, 1966, Burr Chase, Chief Civil Engineer of Raymond International represented The Moles at Newark College of Engineering. About 20 student engineers attended the meeting at which Mr. Chase showed the film "NIMBA — Mountain of Iron" depicting the phases of the Lemco Mining Project in Liberia. This speaking engagement originally was scheduled for Charles Stillman to fill but when Mr. Stillman fell ill, Charles Hegyes of Raymond quickly assisted us in making the arrangements for Mr. Chase in order that The Moles would not disappoint the students at NCE. Our thanks to both Mr. Hegyes and Mr. Chase.

Mole member, Jack J. Burke addressed a group of Student Engineers at New York University on December 6, 1965. Mr. Burke's topic was the Sixth Avenue Subway.

Our thanks to Gardner Bishop of Slatery Contracting Co., who was host to separate groups of engineering students from Princeton, Cooper Union, State U. of Farmingdale and Stevens Institute of Technology, on visits to the Sixth Avenue Subway Project.

Charles Stillman spoke before a group of 60 members of the ASCE Student Chapter of Newark College of Engineering on March 17th. Mr. Stillman discussed the mutual problems that face our particular business and/or profession and the promises for the full development of the engineer's potential.

A field trip was arranged for Student Engineers from Brooklyn Polytech to visit the Runway Extension Project at LaGuardia on December 10, 1965. An excerpt from a letter received from one of the students attending: "I was very interested in the work being done because at school we seldom receive an opportunity to see practical work. The application of theory is certainly a fascinating and extremely important aspect of civil engineering. I am interested in a career in construction engineering and your tour certainly added to my interest of the field." The Moles want to thank Eugene Rau and Louis Booth for making this trip possible.

STUDENTS' DAY

Chairman, Henry M. Wasung of the Education Committee, announces that Interstate Highway Route 280 through

the cities of Newark, East Orange, Orange and West Orange, New Jersey will be the site of The Moles' Annual Students' Day tour on April 15th. Some of the unusual features of the tour will be visits to the construction site of an express highway through a congested urban business area with problems involving demolition, excavation, relocation of all manner of services, street overpasses, intricate interchanges, piling high retaining walls and heavy concrete and steel structures. The students will view an exceptionally deep rock cut with the latest pre-splitting methods being used for clean slopes. The longest bored water drainage tunnel in New Jersey is also on the list of engineering feats which the students will be shown that day.

The tour is being made possible by the outstanding cooperation and participation of the New Jersey State Highway Department and eight contractors who will have key personnel to serve as guides on the jobs and take part in the briefing at Mayfair Farms where the students will be served luncheon. A scale model will be on display at Mayfair Farms through the courtesy of the Highway Department.

A. J. Petro, Vice President of Vibrotech Engineering Co., Inc., of Hazelton, Pa., will show and demonstrate a machine which is used to record blasting vibrations in order to protect contractors from suits for damages. Mole member Frank M. Raffo, and J. J. Maloney of the Explosives Dept., of E. I. DuPont De Nemours & Co., have provided literature and will be present to explain the art of controlled blasting and pre-splitting methods to obtain a straight face without overbreak.

Students' Kits are being prepared filled with technical data about the projects to be visited.

Special thanks goes to W. J. "Joe" Green, Vice President of S. J. Groves & Sons Co., the principal contractor on the rock cut job in West Orange who with William T. Kirchner, District Bridge Engineer for the State Highway Department will act as co-directors for the tour.

Thanks also to the many companies having Mole members who have so generously donated "hard hats" for the students to wear during the day and take home with them as a memento of what promises to be the "best" Students' Day ever.



Award Dinner

This description of The Moles 1966 Award Dinner is for the enjoyment of those members who were deprived of the opportunity to attend.

The entire ballroom floor of the Waldorf Astoria Hotel was utilized for the dinner and receptions. The Astor Gallery and Jade Room, on the east side, was used for the before dinner general reception and the West Ballroom accommodated the Honor Guests. Beverages, canapes and hors d'oeuvres were served at the receptions.

The Grand Ballroom presented a colorful and inspiring picture. The stage held the traditional V-shaped dais set against a background of The Moles emblem, flag decorations, floral pieces and ferns. Each table was adorned with red, white and blue candles and this color scheme predominated throughout the Ballroom.

The dinner, which started promptly at 7:00 P.M., was substantial constructionman's fare consisting of Fresh Fruit Cup, Prime Ribs of Beef Au Jus, Potatoes Anna, French Peas, Coffee and Cherries Jubilee.

Following the service of coffee and dessert, and a ten-minute recess, promptly at 8:30, President Mynatt gavelled for order and commenced the presentation

ceremonies by announcing "Our National Anthem."

In his greetings to the Honor Guests, the Members and their guests, President Mynatt spoke of his gratitude for having had the honor to serve as The Moles president; congratulated the audience for honoring the two recipients by turning out in such large numbers and launched the speaking portion of the program to a good start by relating some amusing anecdotes.

Prior to introducing the speaker of the evening, Admiral Arthur W. Radford, Dick acknowledged the assistance Tom and Jack Walsh had rendered in obtaining the consent of "Raddy" to be The Moles' speaker.

In introducing Admiral Radford, Dick presented him as "an outstanding Naval officer, a man who served actively on the firing line in three wars, and, following his retirement, is now engaged in the advancement of national, commercial and patriotic interests."

Admiral Radford's talk was enthusiastically received, he was interrupted numerous times by applause and the audience listened with hushed attention to his last word. His talk is reproduced in full on the opposite page. At its conclusion, President Mynatt presented the Admiral with his honorary membership

certificate and, in greeting him as a fellow Mole, congratulated him on joining the ranks of the other distinguished military men who preceded him as Honorary Members.

Award Chairman, Howard Gould, presided over the presentation ceremonies and reminded the audience that "the names of Atkinson and Crimmins have resounded in this room before" and that "the two gentlemen who will receive the Moles' Award this evening are worthy peers of their predecessors." He referred to Guy Atkinson, George's father who received the 1957 Non-Member Award and to Thomas Crimmins who received the 1943 Member Award.

In introducing Eugene F. Moran, Jr. to make the presentation to A. Holmes Crimmins, he indicated that Holmes and Gene were long time friends. He associated Gene with the tow boat industry by saying "his family name floats around New York."

In making the presentation to Holmes, Gene recalled that Eugene F. Moran, Sr., his father, and Thomas Crimmins, Holmes' uncle had been close friends before them. The following quote is taken from Gene's presentation:

"We all know Holmes to be an excellent and dedicated construction man, but

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A Message to The Moles

Admiral Arthur W. Radford

Mr. Mynatt, gentlemen, I am one of the great admirers of the construction industry and all that it represents and I realize that the navy, particularly, owes you a great debt of gratitude for your help in forming the Seabees. We still have the Seabees with us. They are now doing a great job in Viet Nam. Their motto is still the same — "The difficult we do immediately, the impossible takes a little longer." Last week I heard Admiral Husband tell two little stories about the Seabees. He said that recently someone told him that they didn't think the Seabees in Viet Nam had the same ability to get things done that they did in Okinawa in 1945. He said he had to tell this gentlemen that there are twenty-two hundred Seabees in Viet Nam and there were forty-four thousand on Okinawa, so there would probably be a little difference in their output. Then, he told about a detachment of twelve Seabees serving with an army special forces unit when they were attacked and almost overwhelmed by a large number of Viet Cong. Of the

twelve Seabees two were killed in action, all twelve got the Purple Heart, there were two Silver Star medals awarded, two Bronze Stars, and there were two Navy Crosses recommended to the Secretary of the Navy and they will probably be awarded. A pretty good evidence of the combat ability. In honoring your two guests tonight you are honoring not only the men themselves, but the great industry that they represent. They represent you and all of you represent a great industry which is always in the vanguard of progress and democratic achievement. I have chosen to discuss briefly with you tonight the prospects for peace in 1966. Let me attempt first a definition of the word peace — what is it? Is it no more than the absence of conflict between nations? Such a narrow definition would require me to conclude what is probably false, namely that West Germany is at peace with East Germany, that India is at peace with Pakistan, and in fact that the United States is at peace with Cuba. This is clearly not true and cannot be true. It follows that any fair definition of peace must be that it exists and can exist only between or among those nations who with similar political and economic objectives cooperate with each other in pursuit of roughly the same

national goals. In context, therefore, I am compelled to say that in my opinion the prospect for peace in 1966 are wholly illuiriary and in fact are dim for the foreseeable future. What has brought us to this unhappy, precarious, and insecure state? Why has the world changed so drastically for the worse during the past twenty years? The answer is embraced in two words — international communism. It is international communism which has plunged the world into the chaos that we now see everywhere. For it is in turmoil, poverty, crisis and death that the seeds of discontent and hatred grow best and flower into communist rule. It is international communism that has broadened the definition of war to include every possible aggressive act. It is international communism which has in the near east and far east, in Africa, in Latin America fed the discontent of the underprivileged masses in order to secure political control under the guise of popular revolt. These charges can be readily substantiated by a quick look around the world as it exists in this month of January 1966.

Europe is fairly quiet at the moment, waiting to see what President De Gaulle will do. The NATO Alliance

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Admiral Radford

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is still strong, but has serious problems. Germany in many ways the most powerful NATO partner in Europe wants to be a full-fledged partner. Russia is cleverly stimulating old fears among some of the NATO allies. The United States cannot afford to be complacent about this situation. Our best efforts will be required to bring our allies together again. Africa — the greater part of Africa is in turmoil. International communism as practiced by Russia and China is playing up racial issues and both are jockeying for position. The Rhodesian situation is made to order for them. Problems in Algeria and Nigeria are but samples of what 1966 can bring to Africa. The middle east currently fairly quiet. Nasser is somewhat slowed down by financial difficulties and his differences with Saudi Arabia over Yemeth. The discovery of oil in quantities in Nigeria and the tremendous developments in Libya have had a stabilizing effect in the Arab countries who supply oil to the world. Latin America — another continent in turmoil. Castro continues to export his brand of communism into most of the South American countries. Assisted by Russia and China critical situations could develop in every one of the Central American and Latin American countries with the possible exception of Brazil and Mexico. Many of the problems that we are facing in Central and South America and in the Caribbean stem directly in our failure in the Bay of Pigs operation in 1961. History will undoubtedly record this as one of the most disastrous failures in our history. Finally, we come to the far east including Southeast Asia, India, Pakistan and Indonesia — it, to, is in a ferment, with an uneasy truce between India and Pakistan, an unstable economic and political situation in Indonesia, and our own real war in Viet Nam. China and Russia exchange vituperious statements about each other, but both are backing Hanoi. We are receiving military assistance in South Viet Nam from Australia, New Zealand, and South Korea. We may receive such assistance from the Philippines. The world picture as you can see from this thumb nail sketch is not a pretty one. When to this we must add the encroachment of the Afro-Asian block in the U.N. and that of President De Gaulle not only in the U.N. but in NATO as well, you can see that as the leader of the free world we, the United States, are at present not doing a very good job. In Washington you will hear that the world situation is in disarray —

that's state department language for a hell of a mess.

Let me tell you a story I heard from a native of Southeast Asia not too long ago. This prominent man had an explanation of why so many of his countrymen were communist sympathizers. He said, "It is quite simple. Although they are not certain who will win out in the end, you or the communists, they do know that if the communists win all known anti-communists will be liquidated. If on the other hand you win you will not execute them, you will re-educate them. So, they are communist sympathizers." In much the same fashion some of our allies are reluctant to join us in the fighting in Viet Nam. They are not certain that we are going to win. They know that we could win, but our objectives are not too clear. They cannot be certain what kind of a settlement we will make. They worry about what might happen to them if the communists should win. As I read the papers today I'm inclined to believe that our senior military advisors are being over-ruled on purely military matters. I do not read of agreement by the joint chiefs of staff in future planning nor disagreement either, in fact there's not much known about the military side, which I think is bad. By law the joint chiefs of staff are the principle military advisors to the President, the National Security Council, and the Secretary of Defense. Their advice does not have to be taken, but if there are many important disagreements the President and the Congress should take corrective action. Our fighting men deserve the most competent military leaders that we have. In Viet Nam we seem to be trying to fight an economical small war. Now, this is a difficult thing to do when the enemy has something to say about the size and the cost of the war. We do not even call it a war. We are permitting our enemy to bring in military and other supplies the easiest way — by sea. We could easily prevent this and we should. Escalation of the war in Viet Nam seems to be the bug bear on our side and many seem to think that this is something we alone can decide. Meanwhile the enemy is steadily enlarging his forces and we are so far merely following his action. Since we are engaged in a war and therefore either are or should be committed to a successful conclusion we should act to achieve victory in the shortest possible time. It is rather fashionable in this present upside down world to sneer at General MacArthur saying, and I quote, "There is no substitute for victory." I happen to belong to the old and unfashionable school which en-

dorses the MacArthur philosophy. As one who has spent his active life in the military I would therefore advocate the following. First, that so much of our resources as may be necessary to achieve military victory in the shortest possible time be devoted to winning the war in Viet Nam. If this means, as it may, greatly increased mobilization of men and materials, wartime controls and increased taxes so be it. If we are to win let us get about the business of winning without delay. We have no right to ask a few of our American boys to fight desperately without our full support. Having done our best to get a peaceful settlement let us now wait to hear from the communists. We will hear from them when they hurt enough. Second, as part of the all out war effort I recommend we institute a blockade of all the seaports supplying North Viet Nam. We should deny the enemy all sea communications even if it makes those of our allies who are engaged in this lucrative business unhappy. Third, we should resume our bombing in North Viet Nam, including this time all important industrial and military targets regardless of their location. To those who would urge the opposite on the ground that it might bring China into the war against us, my answer can only be that we are not waging war on China, but on North Viet Nam. If the Chinese decide to fight us that is a matter for them to decide and they will find us much stronger than when they attacked us in 1950. Of course, a nation, particularly our nation, cannot win a war unless it dedicates itself whole-heartedly and unreservedly to the task.

I am not a supporter of the current philosophy that we can continue to enjoy the pleasures of peace and at the same time bear the stern realities of what Winston Churchill so aptly called, "the blood, sweat, toil, and tears of war." This then is the credo to which I subscribe. It is based on what I have learned in three wars. It is based on my pride in my country, in my fellow Americans, and my concern for our American fighting men. It is based on the certainty that when the chips are down we as Americans will do what has to be done. Let us no longer as we have done all too often since World War II permit indecision, uncertainty, fear of possible consequences or the like, deny us a successful conclusion to that which we have dedicated ourselves. Let us go forward in the strong conviction that with God's help we must and shall win. Then, and only then, are we entitled to enjoy the peace which we all so desire. Thank you.



MOLES . . . here and there



● JULES R. BREUCHAUD formerly of Underpinning & Foundation Co. a member since 1943 and a "member emeritus" since 1960 advises that he has moved from New York City and bought a house in Palm Beach, Florida. He expects to spend the rest of his retirement wintering in Florida and spending his summers in Woodbury, Connecticut with an occasional trip abroad.

● We understand BOB BAYARD and his lovely wife Bel spent a few weeks in Honolulu visiting their elder daughter and her family and specifically the new baby grand-daughter. He was recently elected as a Director of the Contractors Division of ARBA.

● The election of MYLES C. Mc GOUGH as a member of the executive committee of Merritt-Chapman & Scott Corp., has been announced recently.

● ANTHONY GULL was elected President of The General Contractors Association of New York, while Mole members MOSES HORNSTEIN, ED WHITE and DAN LAZAR were elected 1st VP, 2nd VP, and Treasurer, respectively.

● M. HARRY WARTUR, Consulting Engineer, is presently free lancing in the construction field on estimating, supervision and trouble shooting. In addition Mr. Wartur is specializing in the analysis and formulating of claims for contractors.

● EDWARD J. QUIRIN'S talk titled "Drydock Construction," was well received Wednesday night, February 16th at the meeting of the Foundation and Soils Mechanics Group of the ASCE Metropolitan Section. Ed discussed the problems encountered in the construction of graving and floating-type drydocks, illustrating his dissertation with slides that depicted typical construction features. Ed, who holds several U.S. Patents, three of which concern drydocks, is the author of a number of articles in technical publications. One of his most recent articles appeared in a three-part series in the 1965 March, April and May issues of Civil Engineering, entitled "The American Consulting Engineer Abroad." Mr. Quirin who is President and Chairman of the Board of Directors of Frederic R. Harris, Inc., was recently elected President for 1966 of the New York City Post, Society of American Military Engineers.

● JAMES B. MARTIN, Director of Labor Relations of The General Contractors Association of New York was awarded the Manhattan College Alumni Society Medal of Honor on February 19th.

● Sergeant-at-Arms, DAVE FINE returned from a Mediterranean cruise on March 21st.

● GEORGE W. ROGERS is now Chairman of the Board of the Company which bears his name.

● ROGER CORBETTA was elected for a second term as Vice President of the Building Trades Employers Association.

● Since 1957 when WALTER CACCIA was elected a "member emeritus" after 50 years in the construction business he has continued to be busy. He has been engaged to represent the town of West-erly, R. I., in the construction of two elementary schools; supervised the building of a high school for the town of Stonington, Conn.; and became affiliated with the building program on the campus of the University of Rhode Island. Walt was active every day until the age of 78 when he fell and broke his hip. He says "this really retired me." Last September 12th he celebrated his 81st birthday.

● STEPHEN D. TEETOR, formerly with Seelye Stevenson Value & Knecht, with four associates has formed a partnership for the practice of consulting engineering. The firm name is Teetor-Dobbins with offices located in West Islip and Rochester, New York.

● HAL W. HUNT, Editor of Civil Engineering has been giving talks here and there. On January 27th he spoke at the University of Florida in Gainesville "What ASCE Can Mean To You." On March 8th he spoke at a meeting of an ASCE Student Chapter in Connecticut — "Getting Your Story in Print."

● Past President, JACK WALSH has been named Chairman of the Contractors' Division of the 1966 fund appeal of New York Catholic Charities. His Vice Chairmen are: 1966 Moles Member Award Recipient, A. HOLMES CRIMMINS and JOSEPH J. HAGGERTY, SR.

● AL FISCHBACH, President of Fischbach & Moore, Inc., reports that his firm has joined other Mole contractors in assisting our military effort in South Vietnam.



Moles News From the West by Bill Youngs

Mole Member, J. B. BONNY, President of Morrison-Knudsen Co., received the Golden Beaver Award for Management at the Eleventh Annual Beavers' Award Dinner on January 20th. Another Mole, DR. ABEL WOLMAN of Johns Hopkins University was the featured speaker of the evening, giving a humorous discourse on "The Beavers' Travels with Gulliver."

With two titles of President it was only natural that Mole, JOHN P. MOSS, would be given the Presidential Suite at the Denver Hilton for the 64th annual conclave of the American Road Builders Association in February.

Moss, President of Moss-Thornton Co., of Leeds, Alabama was assigned the fancy suite as President of the Association. What the hotel people did not know when arrangements were made was the Association was to be successful in its bid to have none other than Mrs. Lyndon B. Johnson on the program.

When this fact was discovered there was some protocol consternation, but the problem was quickly solved when the gracious First Lady of the Land declared that she wasn't about to depose Mr. Moss and his first lady. So Mrs. Johnson stayed down the hall her day in Denver.

JOHN C. MAXWELL, Treasurer of Carter & Schneider Construction Co., of Las Vegas, Nev. had more purpose than one in taking the president of his company D. D. CARTER as his guest to The Moles' Annual Award Dinner this year. The two Westerners took advantage of the occasion to have a reunion with HOLMES CRIMMINS and VIC HERTSLET with whom they served in the 1060th Engineers Port Construction & Repair Group during World War II.

Moles News From Florida:

JIM SALMON missed the Award Dinner this year due to illness but we're happy to report that he is coming along nicely now. Jim was responsible for contacting some of our Florida members in order that we could give their fellow-Moles some idea of their activities these days. Thanks Jim.

FRANK P. FOSTER retired from Merritt-Chapman & Scott Corp., tells us he is in excellent health and enjoying his retirement in Florida. He keeps active playing golf and landscaping his property. He is a Director of the local Library Association at Jensen Beach and expects this will keep him busy in his spare time.

R. E. SAVAGE retired from Northwest Engineering Co., says "come on down" with regard to his retirement in Fort Lauderdale, Florida. He sympathizes with New Yorkers when he reads about the blackouts, subway strikes and other hardships we have. Bob says he enjoys every minute of his retirement and is getting plenty of sunshine, playing golf and fishing for those big ones.

Since his retirement in late 1958 from Lehigh Portland Cement Co., C. GLENN BROWNING writes that he has done nothing except loaf and play golf and looks forward to doing more of same. There is no doubt that Glenn enjoys his residence in Naples, Florida.

RALPH H. MANN writes "My wife and I are thriving in retirement, we love our home in South Daytona, Florida — there are not enough days in the month and they pass all too quickly." Ralph is a member of the South Daytona Planning and Zoning Board and very active in the local political clubs and is a Vestryman in his Church.

DON HUNTLEY retired in 1958 from P. T. Cox Construction Co., after a stay in the hospital because of a heart condition. He took his doctor's advice and moved to Florida but after 9 months of inactivity he was lured into the real estate business. For the past 6 years Don has been associated with Tom Ellis, Incorporated, who are active throughout the State of Florida in the development of shopping centers, warehouse and office building sites. Don also manages to get in a little golf and some fishing and enjoys the Florida climate.

FRANK J. KANE confesses that since his retirement from the E. J. Longyear Co., in Minneapolis he has moved to Florida where he spends most of his time trying to raise his bowling average and lower his golf score.

• N. BLAKE KING was elected Governor of the New England District Kiwanis for one year, taking office January 1, 1966. The New England District is comprised of the six New England States, with twenty-one Divisions and 242 Kiwanis Clubs with over 12,000 members. Mr. King has twenty-one Lieutenant Governors and four district officers assisting him in this large task of community service.

• CLIFFORD S. STRIKE has been named to receive the "Alumni Honor Award for Distinguished Service in Engineering" for 1966 from The University of Illinois College of Engineering. The Illinois engineering award is given annually to alumni who have distinguished themselves "by outstanding leadership in the planning and direction of engineering work, fostering professional development of young engineers, or by contributions to knowledge in the field of engineering." Cliff is to accept the Illinois award in Urbana, Ill., on May 3rd.

• AL MAEVIS and his wife, after wintering in Malaga, Morocco and Madeira, report that they are once again on the road heading toward Paris and then on to London.

• CHARLES STILLMAN one of fourteen engineers from the New Jersey Society of Professional Engineers recently completed a fourteen day meeting throughout Mexico. The main purpose of the meetings was to exchange ideas with the engineers of Mexico and to look into the engineering progress of the country. They met with the President of the University of Mexico and the Director of Hydraulics where mutual problems of water resources, water conservation, water construction and pollution control were discussed.

• It's good to see FRANK ZIMMATOR back in circulation. He returned to New York the latter part of March after having major surgery in Seattle, Washington where he spent some time recuperating then went on to Texas to spend some time with his brother. Welcome back!

• HOWARD R. BURROUGHS recently celebrated his first anniversary as Vice President and Manager for Caribbean Wikstrom, Inc., with headquarters at Santurce, Puerto Rico. He and his lovely wife play golf on weekends at Berwind Country Club. Howard says Puerto Rico continues to be a boom area for construction with Building and Highway Programs increasing each month. Any Mole visiting the vicinity would be welcomed by him as he says he misses his association with his fellow-Moles.

• Honorary Mole and Recipient of The Moles' Non-Member Award in 1958, FRANCIS DONALDSON, Senior Vice President of Mason & Hanger-Silas Mason Co., Inc., says he can no longer claim familiarity with all American air-panes because his travels are greatly lessened these past few years. Francis says he can no longer write, "of moving accidents by flood and field, of hair-breath scapes; of portance in my travels history; wherein of antres vast and deserts idle, rough quarries, rocks and hills whose heads touch heaven."

• JIM MACDONALD, retired from Goodall Rubber Co., in 1959 but keeps himself active helping small business through "SCORE" Counseling Service. SCORE for those who are unfamiliar is the Service Corps of Retired Executives, an affiliate of the Small Business Administration, U.S. Government. These are volunteers who have varied qualifications: Engineers - cost accountants - C.P.A.s and experts from the field of finance, marketing, manufacturing, etc. They pay their own expenses and offer their services free of charge to small companies who cannot afford to pay for professional service. Jim says he gets a lot of pleasure out of helping the "little guy."

• JAMES D. PARSONS has been recently designated Senior Associate in the firm of Mueser, Rutledge, Wentworth & Johnston, consulting engineers.

• AL KORSEN, Executive Vice President of Slattery Contracting Co., Inc., sailed on the Queen Mary February 25th for a Mediterranean Cruise returning March 24th.



14 MEMBERS EMERITUS

H. P. Maxton - Southern Natural Gas Company; John B. Matthews and Joseph F. Vallone both retired from S. J. Groves & Sons Co.; Richard A. Johnson - Past President of The Moles; W. W. Hanly, Jr. - charter member representing Koppers Co. in Pennsylvania; Frank P. Foster - formerly of Merritt-Chapman & Scott Corp.; George Bohanan - charter member; Bruno P. deSisti - charter member formerly Ammann & Whitney; Charles Lose, Jr. - formerly Gull Contracting Co.; James J. Kennedy - formerly Sprague & Henwood, Inc.; Ralph L. Johnson former Pres. of the H. O. Penn Machinery Co.; Albert E. Forster - Board Chairman, Hercules Powder Co.; George Shook - representing Bethlehem Steel in Bethlehem, Pa.; and Mario D. Giardino.

. . . A Moment of Silence . . .

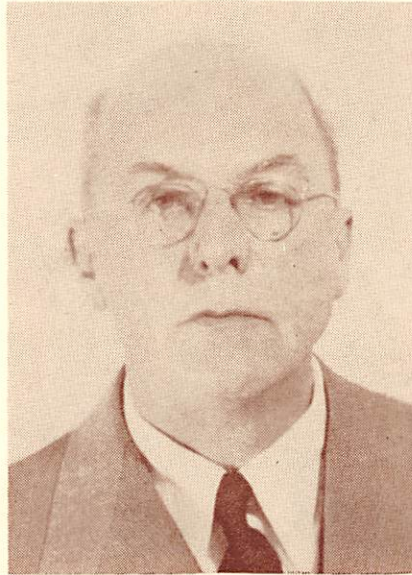


William V. McMenimen recipient of The Moles 1945 Member Award died December 25, 1965, at his home in East Orange, New Jersey, age 84.

With his passing the heavy construction industry lost one of its most outstanding members. From his first assignment as a rodman on the McAdoo Tunnels (Hudson-Manhattan Tubes) through the work performed by his Dock Contractor Co., and through his years directing the activity of Raymond Concrete Pile Co., and Raymond International Inc., through war and peace Bill was first and last a distinguished heavy construction man. He was the recipient of many citations and honors among which were The Moles' Award, the Order of the Star of Africa from Liberia, and citations for his part in the defense installations in the Pacific during World War II. When he retired in 1953, as President of Raymond, he was presented with a bas-relief bronze plaque recording his many construction achievements.

Mr. McMenimen was a life member of the American Society of Civil Engineers; a member of the Consulting Constructors Council of America; an honorary life member of Local 1456, Dockbuilders and Pile Drivers Union; a past President of the General Contractors Association; a member of the Technology Club of Midtown New York; the Lawyers Club of New York and several golf clubs.

He is survived by his widow, Emily Jane, two sons, Francis W. and Robert V. and three grand-children.



Frank Louis Reynolds died September 27, 1965 at his home in St. Petersburg, Fla. He was 78. Born in Jersey City, N. J., on July 3, 1887, Frank spent his early life in Westfall, Mass.

In 1910 as night superintendent for Whitney Steen Co. he was in charge of installing open caisson foundations supporting the Commercial National Bank Building in Charlotte, N.C., where the piers extended 55 feet below basement level.

Later with George A. Fuller Co. he worked on some subway sections on Routes 4 and 5, and as Chief Engineer in charge of contracts and engineering on the New Orleans Army Supply Base.

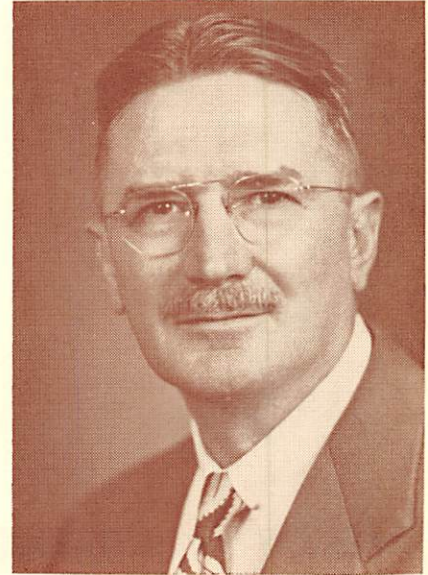
Later he worked for Todd, Robertson & Todd as General Superintendent on foundations for buildings in the Grand Central area of New York City.

In 1938 he became Executive Vice President in the partnership of Irons & Reynolds, Inc., constructing air fields, docks, shipyard utilities, railroads, roads, and heavy foundations in the states and overseas.

After a heart attack early in 1954, Frank retired. In 1955 he moved to St. Petersburg, Fla., with his wife and daughter.

Frank became a member of The Moles in 1949. He was also a member of the Louisiana Engineering Society, the American Society of Civil Engineers, and The Masons.

He is survived by his widow, Helen and a daughter, Frances.



Gerald Gregory Greulich, who was elected member emeritus in 1964, died November 12, 1965, in Fort Lauderdale, Florida. He would have been 70 on July 1, 1966.

Imaginative, adaptable, Gerry had an uncanny inventive talent to apply logic to a given construction situation.

A graduate of Carnegie Institute of Technology in 1917, Gerry left for Military service April 20, 1917, serving through the ranks to 2nd Lieut. in the 24th Engineers, AEF, until his discharge in June, 1919.

In that decade of the 30's he patented the American Type Z sheet-piling with its heavy triangular section backup behind the male interlock.

Gerry also, closely worked with Frank Barnes and Bill Denny, also Mole members, on the construction of the foundations for the Potomac River Bridge near the Dahlgren, Va., gunnery proving grounds.

For his work during World War II he received a Certificate of Appreciation for Patriotic Civilian Service. He was President of the Pittsburgh section of the ASCE in 1948, and National Director of the ASCE from 1945-57; a member of the American Military Engineers; American Society of Civil Engineers Fellow; American Institute of Construction Engineers; National Society of Professional Engineers; Western Pennsylvania Engineers Society; Newcomen Society; and Veterans of Foreign Wars. He held almost 200 domestic and foreign patents, mostly on structural devices.

A Moment of Silence



Richard P. Stokes, a charter member of The Moles and Member Emeritus since 1962, died December 19, 1965 at his home in Fort Lauderdale, Florida.

Dick specialized in contractor sales in and around the Greater New York area for the Goodall Rubber Co. from May 1917 until 1955. He opened a branch office for Goodall in Miami, Fla. in 1955 serving as Manager until his retirement in 1960.

Affluent in his enthusiasm to participate in good fellowship, Dick was an active member, serving on many committees. His smile, his joviality and his sincere interest in the men of the industry endeared him with a host of friends who continued their camaraderie until his death.

He was born November 5, 1886. Surviving are his wife, May; two sons and several grandchildren.



John A. Robbins died on March 27th from pneumonia after a fall which resulted in a broken hip. John served as The Moles "Booking Agent" to provide all entertainment used at The Moles functions since the inception of the association in 1938. The multitude of friends which John made in The Moles will miss his congenial smile and his ever-readiness to help out in any situation.



W. C. G. Church, RADM. U. S. Navy, Ret., who was recently elected a member of The Moles died at the age of 51 on December 15, 1965 in Rockville, Md.

After serving 30 years in the U. S. Navy, he retired as a Rear Admiral and Director of the USN Civil Engineer Corps, Atlantic Division of the Bureau of Yards and Docks. He served as a consultant in the construction field until his death.

Navy blood ran through his veins as he was the son and grandson of rear admirals. He began his career in 1934, as an Ensign with a BS degree. By 1933 he earned a BCE and an MCE in 1939 from Rensselaer Polytechnic Institute.

Affable and congenial, the Admiral was a member of Sigma Xi; Tau Beta Pi; ASCE; SAME and NSPE as well as the Naval Institute.

He made his residence in Bethesda. Surviving are his widow, Anna Frances; two sons, Lt. William C. G., Jr., now on duty with the Marine Corps in South Vietnam, and Charles W. F.; and a brother Capt. Albert Church, U.S.N.



Carl E. Beam a member since 1947, elected emeritus in 1957, and residing in Ocala, Florida for the past ten years, died on February 20, 1966.

Award Dinner

(Continued from Page 4)

his achievements far exceed this simple statement. During his years as President and more recently as Chairman of the Board of Thomas Crimmins Contracting Co., he has remolded the heavy foundation construction industry in New York, and has placed this industry on a sound financial basis. He has given dignity to the industry and has established mutual respect and confidence between the owner, the engineer, and the contractor."

In Holmes response he set forth his philosophy of the duties and responsibilities of a contractor. His talk was so noteworthy and timely it is regrettable that space does not permit its reproduction in full. In conclusion he said, "Gentlemen, about the only thing we have left to work with is ourselves and having elected to be leaders of men we'd better be just that."

In introducing Tom Walsh to make the presentation to George Atkinson, Howard recalled that the friendship between Tom and George began about thirty years ago on the first section of the Grand Coulee Dam, has continued since and today they are partners on the huge Mangla Dam Project.

In both Tom's presentation remarks and in George's response, acknowledgment was made of the influence of Guy Atkinson on George's career. Both turned and addressed their remarks to Guy who was seated on the dais. Tom continued by recalling some incidents in George's career which illustrated the characteristics which has made him one of the world's greatest constructionmen.

In response George acknowledged the award by saying "No one can receive an award like this without being deeply grateful and most humble" George continued by telling about the early experience of the construction company which he and his father founded in the late 1920's and how it has developed into the far reaching worldwide concern it is today. In touching on the problems facing the construction man today, he concluded by saying, "Now there are young fellows here tonight — I've got two sons here — and there are many others. So, in closing I wish to say I'm willing to leave the solution of these future problems, at least some of the important ones, to these young fellows."

After Auld Lang Syne an Honor Guest Reception line formed in the Astor Gallery and the members and their guests passed by to greet and visit with the distinguished guests. This reception lasted until the wee small hours.

In retrospect, all agreed that it was one of The Moles' best Award Dinners.