

**NEWS BULLETIN**

AN ASSOCIATION OF MEN

**HOLING**



**OF THE MOLES**

ENGAGED IN HEAVY CONSTRUCTION

**THROUGH**

ROOM 50 - FLOOR I-M - THE BILTMORE - NEW YORK, N.Y. 10017

APRIL, 1970

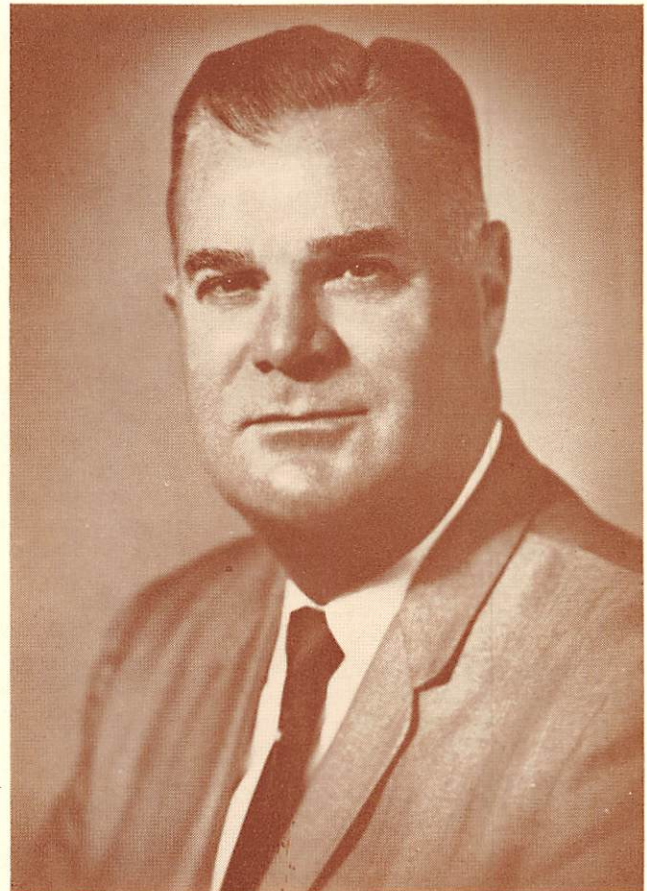
## John J. Murphy Moles' President For 1970-71

### *Officers and Trustees Elected*

**J**OHAN J. MURPHY, President of Walsh Construction Company and a resident of Purchase, New York, has been elected to serve The Moles as President for the 1970/71 year.

Former Mole Presidents including the late Jack MacDonald and the late Tom Walsh, Jr., were members of the Walsh organization and 1964 Moles' President John J. Walsh is Executive Vice President of that firm.

Mr. Murphy will take office at The Moles' annual business meeting and dinner to be held on May 6, 1970 at The Biltmore Hotel at which time he will receive the gavel from retiring President, Frank H. Peavey.



The other officers elected are: First Vice President — Alfred H. Korsen, President of Slattery Contracting Co., Inc., a resident of Englewood, New Jersey; Second Vice President — Rear Admiral Peter Corradi, CEC USN (Ret.) a former Chief of the Bureau of Yards and Docks and currently Executive Vice President of Raymond International Inc., a resident of New York City; Treasurer — Louis W. Hall, Vice President of Turner Construction Company, a resident of Scarsdale, New York; Secretary — Reuben Samuels, Vice President and Chief Engineer of Thomas Crimmins Contracting Company, a resident of Paramus, New Jersey; and Sergeant-at-Arms — Dugald J. Cameron, Chairman of the Board of The Fireproof

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## JOHN J. MURPHY

(Continued from Page 1)

Products Company a resident of Sarasota, Florida.

Elected to serve three year terms as Trustees are: William D. Alexander, Executive Vice President of Seelye Stevenson Value & Knecht who resides at Tarrytown, New York; Allen D. Fischbach, Vice Chairman of the Board of Fischbach & Moore who resides at Purchase, New York; David H. Griffin, President of Griffin Wellpoint Corp., who resides at Bronxville, New York; Milton A. Hendrickson, President of Hendrickson Brothers, Inc., who resides at Lawrence, New York; Martin S. Kapp, Engineer of Soils & Foundations for The Port of New York Authority who resides at East Brunswick, New Jersey; and Warren N. Riker, Vice President of Walsh Construction Company who resides at Tenafly, New Jersey.

Mr. Murphy is a native New Yorker born in March 1908. He received engineering degrees from the University of West Virginia and New York University.

He is a true construction veteran. His career which spans a forty year period has been, except for the very early years, spent with the Walsh Company.

He started out in 1930 as a young engineer in Westchester County working on the State of New York highway system becoming a superintendent of the work.

In the late 1930s he went to work for Walsh and was actively engaged on numerous heavy construction projects which included highways, bridges, dams, tunnels, railroads, drydocks, and sanitary sewers. For the first half of his career he worked under some construction greats including the late Messrs., Jack MacDonald, Tom Walsh, Sr., William Durkin, Sr., and Tom Walsh, Jr.

In 1955 he was made Vice President and General Manager of the Company and in 1965 he was elected President in charge of all their operations a position which he now holds. In addition he is a Director of the Guy F. Atkinson Company of California.

Jack serves as Vice Chairman on the Cardinal's Committee for Catholic Charities. He is a member of the Society of the Friendly Sons of St. Patrick; the Purchase Community Club; Society of American Military Engineers; Knights of Malta; and serves as a Director of the General Contractors Association and Sandhog Local #147.

(Continued )

## MOLES ELECT

### 35 NEW MEMBERS

At the Executive Committee Meeting held on April 7, 1970, thirty-five new members were elected to membership. In alphabetical order they are: C. Mack Albertson, Interpace Corporation; Anthony T. Araneo, Mohawk Constructors, Inc.; George A. Bersin, Gates Construction Corp.; Gordon Bronson, Charles A. Maguire & Associates, Inc.; J. Joseph Casey, Dillingham Corporation; James A. Caywood, DeLeuw, Cather & Company; William L. Colnon, Great Lakes Dredge & Dock Company; Nicholas J. Di Menna, Nicholas Di Menna & Sons, Inc.; Maj. Gen., Charles M. Duke, Corps of Engineers, United States Army; Joseph H. Farley, Hendrickson Bros., Inc.; William C. Finneran, Jr., General Contractors Association of New York; Andre Galerne, International Underwater Cont., Inc.; Ben C. Gerwick, Jr., J. H. Pomeroy & Co., Inc.; John J. Graham, Atlantic Cement Company, Incorporated; Edward A. Hahn, The Arundel Corporation; Robert E. Haines, J. M. Foster Co., Inc.; Henry J. Jacoby, Grow Tunneling Corp.; Urban E. Leimkuhler, The Arundel Corporation; Leon Levy, Urban Foundation Co., Inc.; John R. Liles, Tidewater Construction Corporation; Jack J. McGaraghan, International Engineering, Louis Berger Inc.; William H. McMurren, Morrison-Knudsen Company, Inc.; William R. Nash, Frazier-Davis Construction Co.; Paul G. Nicholson, The Port of New York Authority; Joseph R. Perini, Jr., Perini Corporation; Thomas J. Randol, Jr., Morrison-Knudsen Company, Inc.; John A. Reilly, Jr., Great Lakes Dredge & Dock Co.; Pierre Rethore, Coplay Cement Manufacturing Company; John L. Salmon, J. M. Foster Co. Inc.; John M. Saums, J. Rich Steers, Inc.; Ronald A. Schiavone, Schiavone Construction Co., Inc.; James F. Seger, S. J. Groves & Sons Company; Howard S. Turner, Turner Construction Company; Joseph F. Walker, S. J. Groves & Sons Company; Arthur Weiss, The Mal-Bros Contracting Company.

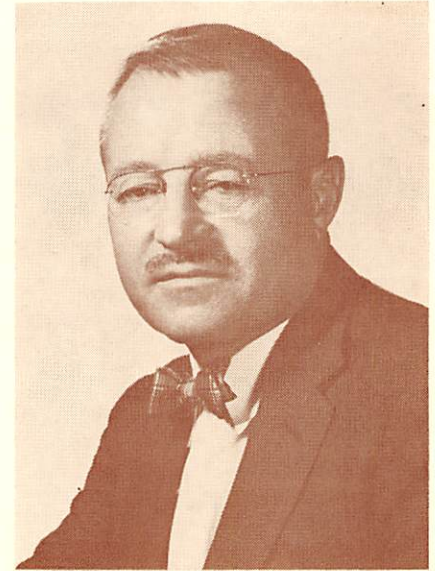
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#### MURPHY (Continued)

He has been a member of The Moles for 27 years and has served on many committees throughout this period. In 1967 he was Chairman of the Award Committee and in 1968 and 1969 served as Second and then First Vice President.

Jack and his wife, Lauretta have one son, Tom, who is also a member of The Moles and is employed by Walsh headquartered in Indiana.

## BOOTH RETIRES



LOUIS F. BOOTH

On January 9th of this year, Louis F. Booth who was Manager of the Construction Division of The Port of New York Authority's Engineering Department retired after fifteen years of outstanding service with the bi-state agency.

Mr. Booth earned a BSCE degree from Purdue University when he graduated in 1923 and later in 1937 he received a CE degree also from Purdue.

He started his early career with The Foundation Company in New York City as a field engineer and from 1927 to 1948 he was employed by George A. Fuller Company as Project Manager on many major construction projects.

Until 1955 he was employed as Vice President and Chief Engineer of Ayers-Hagen-Booth, Inc. located in Providence, Rhode Island, handling work largely in the New England area but including Navy Work in Maryland, Newfoundland, Iceland and Army Engineer work in Labrador and Newfoundland.

The veteran construction engineer went to work for The Port of New York Authority in 1955. Mr. Booth says, "Working with the Port Authority has provided me with the wonderful opportunity to have been meaningfully involved in a variety of important projects in the development of the New York-New Jersey Port Area."

Some of the projects which his division has been responsible for during that period are: the International Arrivals Building at John F. Kennedy International Airport; the third tube of the Lincoln Tunnel; the lower level of the

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# MEMBERS EMERITUS



Sixteen Members have been elected to "Emeritus Status" this past year.

A tribute to LOUIS F. BOOTH appears on page two of this issue.

In addition to Louis the fifteen other members are: —

EDMUND M. BURKE became a member in 1949. Recently retired from Bethlehem Steel Company he was for many years Construction Engineer of their Shipbuilding Division.



AARON BURROS became a member in 1938. Associated for many, many years with Fehlhaber Corp., Mr. Burros has recently retired from day to day activities with the firm.



JOHN E. DAVIDSON became a member in 1951. At that time he was associated with Massman Construction Company. In later years he worked for The Arundel Corporation and then Harrison Construction Company in Tennessee.



WILLIAM DENNY has been a member since 1944. In a career that spans over 50 years in the construction industry Bill recently retired and moved back home to Missouri. He received The Moles' Member Award in 1960.



GILBERT A. GRIFFIN served as Vice President for Morrison-Knudsen Co., Inc., when he became a member of The Moles in 1957. He retired from that firm two years ago.

V.ADM. WILLIAM O. HILTABIDLE, JR. became a member in 1955. After a distinguished career in the United States Navy he was associated with Chas. H. Tompkins Co., and for many years he served DeLeuw Cather International as Executive Vice President.



EDWARD KOHNEN became a member in 1952. At that time he was Chief Engineer for The Arundel Corporation. After his retirement from Arundel in 1962 he worked as a consultant for Fruin-Colnon and most recently on subway work in Washington for DeLeuw Cather.



GEORGE N. MARTIN became a member in 1955. He retired as President of Bates & Rogers Construction Corporation in 1968.



JOHN C. MAXWELL has been a member since 1938. He worked on the U.S. Naval Base at Argentia, Newfoundland for George A. Fuller Company. During World War II he served with the 1060th and was discharged in 1946 whereupon he went to work for the Thomas Crimmins Contracting Company until his re-call to the U.S. Army in 1951. For many years he has been in the contracting business in Nevada.

W. STANLEY (Dinty) MOORE has been a member since 1946. His most recent affiliation until retirement has been with the Copley Cement Mfg. Company. Prior to that he was a Vice President with the Hercules Cement Company.



A. WALTER NELSON became a member in 1943 and was President of C. E. Halback & Company. In 1953 Halback was merged with General Bronze where he served as a Director and Vice President until his recent retirement.



GEORGE M. REAVES became a member in 1952 and was associated with Turner Construction Company for most of his life except for service in the U.S. Army where he attained the rank of Colonel.



HENRY SCHMECKPEPER became a member in 1955. He was Vice President in charge of construction for The Arthur A. Johnson Corp. He has recently retired from Turecamo Contracting Company.



MANDRUP SKEIE became a member in 1951. He has recently retired from United Engineers & Constructors Inc.



ALEXANDER J. WALKER became a member in 1961. He worked for Brookfield Construction Company until his retirement.

## BOOTH

(Continued from Page 2)

George Washington Bridge; enlargement of the Port Authority Bus Terminal; and the George Washington Bridge Bus Station. He has also been involved in the foundations for The World Trade Center, the expansion of LaGuardia and Newark Airports, and the modernization of Port Newark and the Hoboken and Brooklyn-Port Authority Marine terminals. When the agency acquired the former Hudson and Manhattan Railroad in 1962. Mr. Booth's knowledge of tunnel and subway construction was invaluable in helping the Port Authority rehabilitate the 55-year old rail rapid transit line which is now the Port Authority Trans-Hudson (PATH) system.

Jack Kyle, the Port Authority's Chief Engineer said at the retirement party given to Lou by his colleagues, "I have been associated professionally with Lou Booth for thirty-five years working on some of the most difficult foundations in the metropolitan area. In my judgment he is one of the outstanding construction men in the industry. Fortunately also our paths crossed again during the training of combat engineers for World War II when we shared the rigors of Fort Belvoir army indoctrination. When I persuaded him to join in the Port Authority engineering effort, I secured not only an experienced but also a dedicated Professional Engineer for whom the construction fraternity has a deep respect and admiration." Moles who know Lou would be quick to agree with Mr. Kyle's statement.

Mr. Booth is a veteran of World War II, where he attained the rank of Lieutenant Colonel in the Corps of Engineers with the Ninth Army in the European Theater.

Since his election to membership in The Moles in 1946 he has been of valuable assistance to the Education Committee, working with them on many Students' Day trips. He served as Trustee from 1962 through 1964 and 1967 through 1969. He was Sergeant-at-Arms in 1966 and served two years as Chairman of the Membership Committee during 1967 and 1968.

He is a member of the American Society of Civil Engineers; National Society of Professional Engineers; Society of American Military Engineers; the New York Engineers Club; and is a licensed Professional Engineer in New York and a number of other states.

Lou Booth who is energetic but modest

(Continued )

## Students' Day 1970

On Friday, April 10th The Moles were hosts to 250 engineering students and faculty from eighteen eastern engineering colleges at the annual Students' Day field trip.

The tour was organized under the supervision of the Vice Chairman of The Moles' Education Committee, Martin S. Kapp, Engineer of Soils & Foundations for The Port of New York Authority.

Since airports must keep pace with the rapid growth of air transportation and the need to expand existing airports is an urgent requirement, the \$200 million redevelopment project now underway at Newark Airport was a natural site for Students' Day to take place.

Two busloads left promptly at 9:15 a.m. from the Port Authority Bus Terminal in New York City while the other students located at colleges in New Jersey, Connecticut, Pennsylvania and upper New York State drove directly to the Airport.

At 10 a.m. the students gathered at the briefing area for coffee and doughnuts furnished by the Port. Interesting to note there were four female engineering students present. Hard Hats and Students' Kits were distributed by the Committee.

Promptly at 10:30 a.m. Gardner M. Bishop, Chairman of the Education Committee welcomed the students and faculty on behalf of The Moles and then turned the assembly over to Mr. Kapp to introduce the P.A. personnel who would brief them on the project they were about to see.

Lectures using charts and diagrams were presented on the work by: John Veerling, Manager of Construction and Planning; Gene Fasullo, Assistant Chief Structural Engineer; Nai Yang, Civil Engineer; and Martin Kapp.

At 11:15 the visitors, divided into

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### BOOTH (Continued)

has rather unusual plans for retiring. In fact, we believe he will be working just as hard as ever except that he may be able to devote a little more time to his long time hobbies of sailing his Explorer on Narragansett Bay and penning mystery stories. However, he intends to engage in consulting work in the New York-New England area, operating from his home at 33 Pleasant Street, North Kingstown, Rhode Island.

three groups, boarded busses to visit the five different construction sites to be viewed during the day. These included: a paving location demonstrating spreading, compaction and density with various pieces of equipment arranged by the Soils & Foundations Division; a mixing plant for combining sand, lime, cement and fly-ash; the construction of roadway and bridges; a central heating and refrigeration plant; and building construction featuring HP's.

Detailed and informative lectures were given at the above mentioned sites by: Al Skoglund, George Azrak, Don Timmerman, Al Weeks, Gus Matschulat, and Dick Leahy, all knowledgeable P.A. personnel.

A "hearty" box lunch was served including: fruit juice, broiled breast of chicken, shrimp and potato salad on beds of lettuce, assorted relishes, cookies and cokes and coffee. During the luncheon students were invited to ask questions about the project which were readily answered.

Acting as guides for the day from The Moles were, the members of the Education Committee: Gardner Bishop, Mel Febesh, Bob Koch and Stan Merjan. Assisting them were: Tony Albicocco of Slattery Associates Inc., and Larry Stafford of Howard, Needles, Tammen & Bergendoff.

The Moles wish to extend "special thanks" to Paul Brechbiel, Special Services; Don York, Soils; and Fred Winter, Resident Engineer all P.O.N.Y.A.

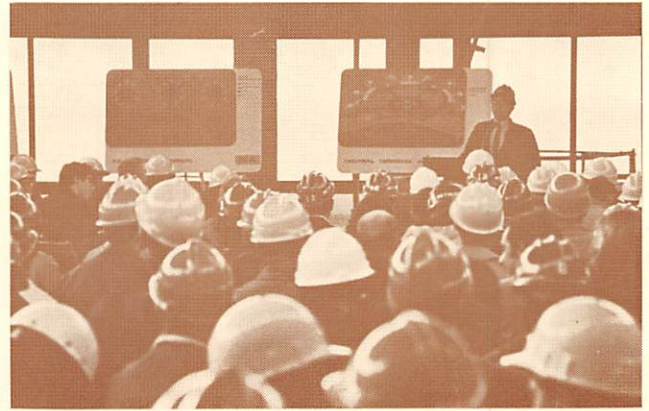
Also "a very special thanks" to those contracting firms affiliated with The Moles who so generously contributed the "Hard Hats" which have become so much a part of The Moles' Students' Day.

The photographs of Students' Day which appear on the opposite page were reproduced through the courtesy of The Port of New York Authority. D. Brewster, Photographer.

# STUDENTS' DAY - 1970



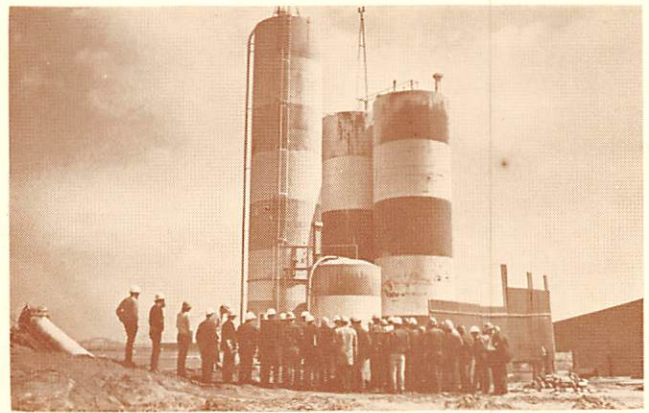
It took 15 million cubic yards of sand to fill and surcharge 300 acres of marshland. . . .



\$200 million and 3 years of construction will produce a modern airport terminal complex. . . .



The steel frame goes up in a hurry but then begins the interior finishing. . . .



We need a lot of storage for lime, cement and fly-ash to produce 600 tons per hour of LCF base course. . . .



Each satellite is 200 feet in diameter and can handle 9 aircraft gate positions.



I would just "love" to become a construction engineer . . . and a Mole. . . .

## • • • A Moment of Silence • • •



FRANK W. BARNES died on February 7, 1970 after a short illness. He would have been 88 in just a few days.

Born in Ayer, Massachusetts he devoted his life to construction being actively engaged in that field from 1901 until his retirement in his late years.

Mr. Barnes was the recipient of The Moles' 1943 Member Award which was given in recognition of his enterprise, courage and resourcefulness notably in the field of foundations, bridges, tunnels, docks and piers and for his contribution to the National Defense.

Laying the groundwork for an eminently successful career starting in 1901 he served successively as a rodman, transitman and chief of party. He became a construction superintendent for the J. G. White Engineering Corporation and for fifteen years he supervised massive hydro-electric developments, street railway systems, industrial buildings and irrigation systems.

In 1922 Mr. Barnes became associated with the firm of Parsons, Klapp, Brinckerhoff and Douglas of New York and soon became vice president of the Parklap Construction Corporation, a subsidiary. Under his direct supervision this firm built the Detroit-Canada tunnel for vehicular traffic involving the trench and tremie method of construction, shieldwork and the box subway type of underground tunnel work.

Probably the most outstanding of the construction jobs supervised and com-

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THOMAS J. WALSH, JR., died of cancer at University Hospital on January 3, 1970. He was 56.

Born in Davenport, Iowa he was the only son of The Moles' 1955 Member Award recipient, Tom, Sr., and the grandson of Patrick T. Walsh, who founded the Walsh Construction Company.

After graduating from Notre Dame in June 1935 he went to work for Walsh at the Grand Coulee Dam project on the Columbia River as a foreman and assistant superintendent.

From 1937 to 1941 he was in New York and active in the construction of the Queens Midtown Tunnel and the Delaware Aqueduct Tunnels and Shafts for the City of New York. He was only 25 years old at the time of his appointment as assistant superintendent of the \$27 million Delaware tunnel project.

In 1941 he was superintendent of construction for the U. S. Army cantonment at Camp Edwards, Mass., and then helped construct an Army base at Trinidad until he joined the U. S. Navy serving as an officer in the Seabees at Dutch Harbor in the Aleutian Islands.

He returned to Walsh and took active management of the company as Vice President becoming President in 1953 at the age of 40. One of Tom's major contributions to the Walsh Company was to lead it through its time of transition from a smaller, highly centralized com-

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OLE SINGSTAD died on December 8, 1969 at Doctors Hospital. He was 87.

Born in Lensvik, Norway, Mr. Singstad came to the United States in 1905 shortly after receiving his degree in civil engineering from Polytechnic Institute of Trondheim. He became an American citizen in 1911.

Starting his eminent career in Norfolk, Va., as a designer of railroad structures, Mr. Singstad came to New York in 1909 to collaborate on the design of the Hudson tubes which gave New Jersey its first underwater link with Manhattan. From 1910 to 1917 he was in charge of design for rapid transit subways and tunnels in New York and Brooklyn, including the twin rapid-transit tube from William and Wall Streets, under the East River and Clark and Fulton Street to connect with subway stations under the St. George Hotel and Borough Hall.

The designer, builder or consultant on dozens of vehicular tunnels including the Holland, Lincoln, Queens Midtown and Brooklyn-Battery tunnels in New York and the underwater tube that connects Oakland and Alameda, California, the Baltimore Harbor Tunnel and most recently, the Outer Harbor Tunnel in Baltimore, he considered his greatest achievement in a career that spanned over 60 years, the design of the Holland Tunnel. The world's oldest underwater automobile highway which was opened in 1927 would not have been possible without

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## • • • A Moment of Silence • • •



FRANCIS DONALDSON died at his home in Bronxville on January 28, 1970. He was 88.

Born in Howard County Maryland, he was the son of a surgeon and the grandson of a physician.

He studied at Halsey's School for Boys in New York City, St. Paul's School in New Hampshire, Johns Hopkins University and graduated Phi Beta Kappa with an ME degree from Lehigh University in 1901.

His first summer job during college years was Apprentice Mechanic in a Locomotive Shop of the B & O Railroad. During his early engineering career, he served as Engineer with the Dravo Company on construction of locks and dams on the Ohio and Mississippi Rivers, mine shafts and railroad tunnel construction. In 1908 he was promoted to Chief Engineer of the Dravo Contracting Company and in this position directed much of the construction for the Catskill aqueduct and New York water supply system.

Between 1911 and 1926 he served in several roles: as chief engineer for T. A. Gillespie, as managing engineer of Degnon Contracting and for the last of those eight years he maintained his own office as a consulting engineer.

In 1926 he became chief engineer for the firm of Mason & Hanger-Silas Mason Co., Inc., and at the time of his death he was a vice president and director of that firm.

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NICHOLAS B. O'CONNELL died on March 13, 1970. He was 75.

A native New Yorker, Mr. O'Connell received his Bachelor of Science Degree from The City College of New York in 1915.

After graduation he spent several years as a teacher of physics and chemistry and also served as an athletic coach.

During 1917 through 1919 he served with the American Expeditionary Forces in the United States Army attaining the rank of Captain.

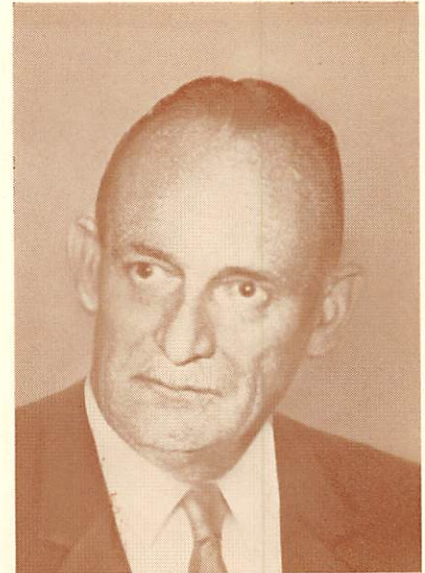
In January 1920, Nick joined Turner Construction Company and served in various field positions working his way through the ranks to General Superintendent then Vice President and later became a Director of the firm.

During World War II he was in charge of construction in the field for Turner at the United States Army Air Depot at Rome, New York and the Higgins Aircraft Plant in New Orleans.

Later as Vice President in charge of operations (New York), Mr. O'Connell was involved in the construction of General Electric Appliance Park at Louisville and the reconstruction of LaGuardia Airport.

Upon his retirement from Turner in 1965 he took up permanent residence at his Cape Cod home in East Orleans, Massachusetts and applied for Emeritus Status in The Moles.

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OLIVER A. RAY succumbed to a heart attack while on a trip to Cape Girardeau, Missouri, on December 15, 1969. He was 55.

Mr. Ray received his B.S.C.E. degree from Washington University in St. Louis, Missouri in 1936 and immediately began his career in heavy construction.

At the time of his death he was Vice President and Director of Fruin-Colnon Contracting Company and in charge of their Central Estimating Division which he installed in 1956. Associated with that firm in virtually every capacity since 1940 starting as an engineer in the field. Prior to his election to official status he worked as project manager directing many of the company's important construction projects.

Mr. Ray, for many years, served as a national director of the Associated General Contractors of America and was one of four directors selected by the Associated General Contractors of Missouri. He also served as a member of the Corps of Engineers Joint Committee.

Beside his membership in The Moles he was an active member of the Engineers Club of St. Louis, the Beavers, the Missouri Athletic Club and the American Society of Civil Engineers.

He is survived by his wife, Joan; three daughters, Mrs. Ann Murphy, Susan and Catherine; and two sons, Michael and Patrick.



## AWARD DINNER

Another milestone in the history of The Moles was marked as over twelve hundred men in every phase of the construction industry gathered at The New York Hilton on January 28, 1970 to pay tribute to Roger H. Corbetta and Walter S. Douglas, the thirtieth pair of men to receive The Moles' Award for "Outstanding Achievement in Construction".

A reception for the Honor Guests was held at 6:30 in the Green Room and the General Reception was held in the Grand Ballroom Suite & West Promenade.

The Grand Ballroom was decorated with the red, white and blue color scheme which predominates at this function to honor the men selected to receive this, the highest Award given in the Construction Industry.

The traditional V-shaped dais with its backdrop of The Moles' Emblem and American Flags held twenty-eight Honor Guests.

After a superb roast beef dinner served by the excellent staff of the New York Hilton there was a brief intermission and the program got under way as President Frank H. Peavey gavelled

for order and announced the National Anthem.

For the pleasure of those members who were not able to be at The Hilton, the entire proceedings of the Program follows: —

**FRANK H. PEAVEY:** — Recipients of The Moles' Awards for 1970, honored guests and fellow moles. It is indeed an honor for me to preside over this ceremony to honor for the thirtieth time two of our peers who have performed so outstandingly in this great industry of ours. It is a real pleasure on behalf of all The Moles to welcome our guests, and particularly, our guest speaker and the recipients of the construction industry's most coveted Award, Mr. Walter Douglas and our own Roger Corbetta.

It is interesting to note how things develop and increase in importance and prestige over a period of years such as The Moles. — I recall a few years ago when I was a high school student, I had to prepare a theme on the reasons that England, a comparatively small nation, had attained a position of power and importance it had at that time. — My research revealed that England was able to do so because she had built and had been able to maintain the most powerful

navy in the world to carry her flag and protect her empire. England was able to do this because her men were willing and able to man those ships on long voyages while the sailors of other nations were unwilling to do so. Now — this was because England was able to provide beef for her sailors in quality and quantity far superior to that available to her rivals, and consequently her sailors were happier and more content while at sea than the sailors of any other navy. England could do this because she fed her cattle on a particular type of clover raised in England that the other countries couldn't raise. The reason England could raise this clover was they had fewer field mice than any other nation. The field mice destroyed the clover that the rival nations fed their cattle on. The reason that England had fewer field mice than other nations was that they had more pussy cats than any other nation. Now the reason that England had more pussy cats than any other nation was that they had more old maids than any other nation. These old maids were lonesome women and they kept pussy cats for companionship. Now why did England have so many old maids? Well — it was because all those men were out serving in that God Damn Navy!





Gentlemen, we are indeed fortunate in having with us this evening as our guest speaker, the President of Regency Investors Incorporated of Denver, Colorado. This is a comparatively young firm but the name of the President rings a bell of familiarity. The first thing that comes to mind — is he a TV star? Well he is. There are, I am sure, very few people in the United States who didn't see at least one sequence of the TV spectacular last December in which he co-starred with Walter Cronkite in the narration of that show. The name of the Show — "Man's return to the moon with the flight of Apollo 12".

There are other reasons why his name is familiar to The Moles. — In a way we might consider him an expert in certain blasting techniques. Can anyone really forget those electrifying moments on October 3, 1962, December 15, 1965 and again on October 11, 1968 when glued to our TV sets we saw him blast off of the Launching Pad at Cape Kennedy? Our hearts and our pride, indeed the pride of our nation rode with him on those days. The flight in October 1968 was of Apollo 7 and lasted for 260 hours plus, bringing his total time in space to over 295 hours. That flight set the stage for the later Apollo flights and for man's

first step on the moon.

A list of the honors, awards, medals and accomplishments of this man would be too long to cite here. I will simply introduce him as a Corporation Executive and President, a retired Naval Officer, a superb Test Pilot, an Engineer, a Scientist, an Astronaut and just one hell of a guy. Gentlemen — our speaker, Capt. Walter M. Schirra, Jr. —

WALTER SCHIRRA, JR.: — Gentlemen, I should make note of the first important thing, I am an Engineer. — And I think I should illustrate that with a thought that I am reminded of when I first arrived in Houston, Texas, where we did our preparation work for the Gemini Program and the Apollo Program that took now four men to the moon and back to the earth. It was there that the Manned Spacecraft Center was created from a fledgling organization at Langley Air Force Base, Virginia. On arrival there a number of Engineers and Scientists occupied this community slightly south of Houston, to be exact. And among this group, of course, were the wives and families of these gentlemen. On one occasion one of these young ladies was in town at one of the better stores — (I guess we could use Neiman-

Marcus as an example) — and was shopping for some material. She was looking for some nightgown material. And she went to this one young lady and said I'd like to have nine yards of this beautiful diaphanous material, if you please. And the young saleslady recognized her and she said — well, aren't you one of the wives of the Engineers with the NASA here in Houston? She said no, no. I'm the wife of one of the Engineers. Well I really don't think you can spend this much money on this material. She said well, I really should correct myself, I do need nine yards of material for my nightgown, because my husband really is a Scientist. He'd rather research than find it.

I'm not sure that the MOLES all fall in that category. The other thing I should make example of, of course, is the fact that I have been around, that I have bored holes — I've bored holes at 18000 miles an hour. On the last flight, oddly enough, people say, well, gee that's a long time to be up there, and I say well yes, we were orbiting the earth for almost 11 days, and we really were. We were boring holes in nothing, which was space. What we were proving, of

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## AWARD DINNER

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course, was that the vehicle that had been designed by man, conceived by man, man accepting the fact that technology could create such a vehicle, was in fact doing the job it was designed to do. And after, to be exact, 10.8 days, we landed — (we prefer the word land rather than impact) — we landed in the Pacific. And then of course were recovered as we all have been. (I'm sorry, correct that. I was landing in the Pacific, on the other two flights we landed in the Atlantic). And of course were recovered by the navy and were returned to Houston for our de-briefing.

Unfortunately these days people look at our goals that we've achieved — the lunar landing and the return, bringing back lunar samples for the now new-named cellinologists — (they prefer that over geologists — this seems to change their stature in life I suppose). Whatever we had set out for a goal that we knew man could achieve. And we did achieve that goal. But it's not fair to say now that we've gone to the moon, why don't we . . . and then you fill in your favorite blank; like conquer pollution, or conquer cancer, or conquer poverty, or feed the world. We can't. We can do almost anything we set out to do, and I think this country probably to use the expression, will try anything — including the impossible. It may take a little bit longer. But we can't just do anything we'd like to do merely because there's something there to do. When we started out attempting to catch up to the Russians, and of course ultimately surpassing them, we had a belief in this country, we had technology, we had engineering, that we could apply this engineering from basic earlier scientific principles. The result of this of course were the flights of Mercury, the flights of Gemini, where we achieved many rendezvous, where we achieved as much as 14 days in orbit, and then we went on parallel in effort creating the apollo program, which of course ultimately proved out that man could go to another place and come back. Too many people leave out that "and come back". Now my answer for why we could go to the moon when asked — well now over ten years ago, is that I know we can. It wasn't that we saw a mountain we could climb and look at the other side. Now I think in answer to how we achieve new modes of transportation or improve those modes of transportation we have on earth, I'm sure that all of you can remember the days when subways were not altogether a normal practice. That the economy was very low. And I'm talking back here in

## WELCOME ABOARD



Frank Peavey presents Honorary Membership to former Astronaut Walter Schirra, Jr.

the state of New York, in the city of New York City when there was a depression on. Subways were drilled, they were brought to a useful mode of transportation that did look impossible, it took a little longer, but it was done. I was quite surprised to find out that no new subways were drilled since the early '30's. (There seems to be a hole in my conversation).

Well what does this mean? It means 40 years ago technology decided to get on the surface. And that's another place to move. Less than 10 years ago we decided to leave the surface of this earth, and move on to another planet. This goal has been met. When I'm asked, well where do we go from here? Man's capability, his pioneering spirit, will take him beyond earth eventually. It took us to the moon and back again. That was a reasonable neighboring goal to get to. But it doesn't mean that we have to give up this good earth. And I think this is where I'd like to leave you with a very good message. You'll find that we all come back as really master philosophers because we truly have been around. We have a worldly outlook, we've seen a lot of the world from the ground as well as from space, we've travelled all over the world on the surface, by air, by water, and I might add by railroad, just to defend myself a little. But with all these travels, we've realized how hard it was to leave earth. And how hard it is to go any place else. I think our children are almost aware of the fact, in their minds at least, that Buck Rogers and Arthur Clark and others are next door neigh-

bors. But the goals that these men have in mind are by no means available to the human race at this point in time. I'd like to use some of your simple slide rule numbers. Recall that Apollo 11 and Apollo 12 transmitted communications to earth from the moon. Recall that the President called the moon and didn't even know the area code. This transmission did take a second and a half. The transmission was travelling at the speed of light. Now if we could travel at the speed of light, assuming no acceleration — your eyeballs would really be in back of you by the time you got to that speed — but if you did go that speed, you could get to the moon in a second and a half instead of the three days it's taken our crews to get there. At that same speed it would take you 8 minutes to get to the sun, four and a third years to get to the nearest star. I think you've seen that with our unmanned vehicles Mars is not a very handy place to set up shop. Venus has a surface pressure that no Mole can live with, it's about 100 atmospheres, which is about 1500 lbs/sq. in. A little bit deeper than I've been for scuba diving, and a little bit more than the 45/lb per square inch that a good tunnel man might recognize.

With this then, it looks like there are no other planets that are hospitable to us as homo sapiens. I'm not leaving the women out, they might like to make that trip. I'd like to take a few along on one of those long ones, anyway. That leaves us, then, with a 4-1/3 year trip to another planet, doesn't it. That's assuming

you can get there. You won't get back, obviously, for another 4-1/3 years, at that speed. So we're destined, at least as I see the propulsion systems that are on the drawing boards that are gleams in the eyes of young Scientists, we're destined to stay on earth. I think all of us should be aware of the fact that this is our good earth. You hear us come back saying, "What a beautiful view, how fantastic, what a delightful experience, how nice it is to get back to the good earth. And how beautiful those parachutes look just before we land." Well these are the man-made views. In fact, so far very little that man has made on the surface of the earth has left it. And a dollar spent making those objects, those that are left on the moon, that have been talked about as litter on the moon, those objects were built and paid for here on earth. So they're just another form of refuse, they're not really representative of dollars on the moon.

My point is, with the efforts that we can apply, to engineering, to technology, to science, we now have to start looking back at earth, and make home base a little bit better for us. Some of the more pessimistic scientists are saying that we'll destroy our environment in 25 to 35 years. I don't believe that. I do believe, and I've learned, that man is very adaptable. Nature may not be, but I'm sure that we can last at least another 100 years. But not at the rate we're consuming our natural resources today. And destroying what we have been given from the beginning. I feel that each one of you in this room can take part in protecting this surface of the good earth.

I for one have joined industry because I feel there is a new challenge there, and that is to protect our environment. Among the other things I've become involved in is another company within the complex in Denver that I'm part of, and it's the Environmental Control Company. The environment consists of everything that you breathe and drink, including that hooch on the table, if there's any left. And I hope we don't have to resort as the Europeans have, to drinking wine in lieu of water when one is thirsty. I have very good reasons for drinking wine with meals, but I don't find it a good substitute for water. I was quite shocked, in fact, to travel to Europe and find that lake Geneva, a beautiful lake that I was brought up to believe was surrounded by green forested mountains with snow-capped peaks, with beautiful frauleins yodelling around and men walking back and forth in leiderhosen, was the crystal dream nation of the world. Lake Geneva has been polluted for 50 years. It is undrinkable. The Rhone river starts from Lake Geneva, and is polluted all the way

to Marseilles. So don't worry about your Hudson river being unique, it's just one more of them. And don't worry about the Ohio river, the Mississippi river, or San Francisco Bay, unless you're willing to give up your life on this earth the hard way. And not give your children a chance to live on it. So my new crusade, as any Engineer's should be, is to protect this good earth, to enjoy it, and to enjoy the conviviality and the friendship and the relationship with fellow man as we are tonight. And I hope that your friendship and conviviality will endure for much more than the 100 years that I might predict. Thank you.

FRANK PEAVEY: Walter, I want to thank you for your very fine speech. It's now my privilege to present to you an Honorary Membership in our organization. We hope that this means as much to you as it does to us to have you a member and have you aboard our organization. We hope that we'll see you here again.

Walter, there is one other thing! We originally understood that your father was going to be here as one of our honored guests tonight, we're very, very sorry that he couldn't make it. We also understood that a childhood friend of yours, by the name of Herbert Hauth, was going to be here, and I believe he is, and we would like to extend to him a special welcome. The only thing about Herby is that when I met him at noon today I found out that he was probably a longer friend of your father than he was of you, because he told me that you used to sleep with his daughter. In a crib, gentlemen, in a crib.

The Moles Award Committee has been chaired this year by Victor B. Hertslet. It is obvious that Vic and his committee have served us well. Vic, it's now your privilege to take over this meeting for the presentation of awards.

VICTOR HERTSLET: Thank you, Frank. Ladies, guests, and fellow Moles. We're here tonight to pay special honor to two great men who have made their mark in the construction industry, and to present our member awardee I would like to ask Frank Vitolo to tell us about Roger Corbetta.

FRANK VITOLO: Mr. President, honored guests, fellow moles, and guests of The Moles. It is an honor and a privilege for me to introduce the recipient of this year's Member Award. Especially since Roger Corbetta has been so close to me through business, social, and family ties for more than 25 years.

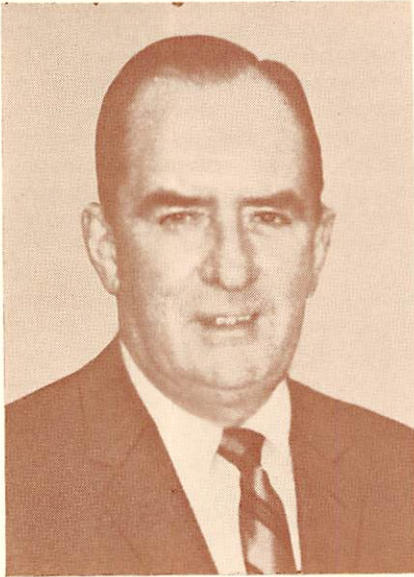
Since Roger founded Corbetta Construction Co. over 47 years ago, he has been identified with many of the major projects that The Moles are also familiar with. In addition to Roger's identifica-

tion with The Moles through his construction activities, he has further identified himself as a true Mole by the zeal with which he has promoted the welfare and the betterment of the industry through his continued efforts in the many construction associations and the many talks he has given before the many groups and associations who are associated so closely with the construction industry. Roger's prime interest has always been concrete and the betterment of concrete, and the betterment of the concrete industry. He was a pioneer in many of the new methods of construction, and in the utilization of materials — new materials in construction, including the use of pre-cast and pre-stressed concrete. Roger founded the Concrete Industry Board in the late 1940's, at a time when the concrete industry was being severely taken to task in New York City for lack of quality control. He became the first president of this organization and this organization did a first-rate job of restoring the faith of the architects, engineers and owners in the integrity of concrete in New York City. In these days when — the only publicity that contractors seem to receive is all bad, Roger stood up and fought for recognition of the contractor as a part of the professional team which brings a structure and a group of structures into being. As contractors we have all gone through the experience of living with a project, struggling for years, worrying through the multitude of problems that confront a contractor today, and when finally the project is completed we find ourselves completely ignored at the dedication ceremonies and any of the good publicity that goes with the completion of a project. However, let anything go wrong with a project, no matter what the cause, and the first name to appear is that of the contractor. Roger Corbetta for the past 5 or 6 years has devoted almost 100% of his time working to improve the status of the contractor, and to gain recognition for the accomplishments of the contracting profession. Roger is presently the President of the Building Trades Employers Association, and as such he has been striving to produce some degree of unity and strength within the contractor group. The construction industry is one of the largest industries in the United States. But it's so fragmented that it's incapable of standing up and exhibiting any strength or unity in times of stress.

Roger has been working to bring together the many contractor associations, each of which seems to have a selfish goal of its own. To get these associations to work together for the good of the

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## • • • A Moment of Silence • • •



JOHN J. DECKER died after a short illness at St. John's Riverside Hospital in Yonkers on November 23, 1969. He was 57.

His entire construction career which spanned a period of 43 years was spent with Poirier & McLane Corporation currently headquartered in Yonkers, New York.

Starting in the field he worked his way through the ranks to become President of this prominent concern a position he held at the time of his death.

Some of the major construction projects under his direction were: structures for the East River Drive, Triborough Bridge, Lincoln Tunnel Approach and West 179th Street Vehicular Tunnel, grade elevations for the Long Island Railroad, the DeKalb Avenue Subway Restoration, Utility Tunnels under the East River and under Newtown Creek in New York, Interceptor Tunnels under the East River, in the east side of Manhattan and in the west side for the North River Systems, foundations for the World Trade Center, Generating Stations at Astoria, New York and Danskammer, New York, Nuclear Power Plants at Indian Point and Oyster Creek, New Jersey.

Mr. Decker was a resident of Yonkers, New York.

He is survived by his widow, Evelyn, two sons and a daughter.



VAL ARNETH died on December 22, 1969 at Staten Island Hospital, Staten Island, N.Y., after a brief illness.

During the period from 1912 to 1943 Mr. Arneth was associated with heavy construction firms performing work on subways, aqueducts, sewers, etc.

In 1943 he went to work for the H. E. Fletcher Co., in West Chelmsford, Massachusetts where he was employed until the time of his retirement in 1966 as Sales Manager & Purchasing Agent.

He is survived by his wife, Margaret; two sons, William and James; and five grandchildren.

FRANK J. KANE died on January 2, 1970 in Clearwater, Florida. He was 74.

Mr. Kane worked on Tunnel Construction from 1925 until his retirement in 1959.

At the time of his retirement he was General Superintendent for the E. J. Longyear Company headquartered in Minneapolis, Minnesota.

In 1959 he became a member emeritus and moved to Florida.

He is survived by his wife, Mrs. Willough B. Kane.



VICTOR de SAMELSON died suddenly on March 22, 1970. He was 70.

Born in Moscow, the eldest son of a Nobleman, he came to this country in 1923.

His early activities were in the excavation and foundation business in New York City. Following this he was in business for himself performing work in Puerto Rico and the Virgin Islands.

During World War II he was Resident Engineer for the United States Government at Oakridge, Tennessee in connection with atomic project construction there.

He returned to New York City and for many years was associated as Chief Engineer with the Foundation and Excavation firm which the late Howard Collins headed.

In recent years he assisted Walsh-Blount on the Alumina project which they are constructing in Jamaica and Ingram & Greene, Inc., on various excavation projects.

In 1969 Mr. de Samelson became a member emeritus, having been a member since 1948.

He is survived by his brother, Paul; and a sister-in-law, Ester.

## Award Dinner

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entire industry. This is his immediate goal. To unify the contractor groups within wider areas, so that we can act as a unit, in trade negotiations, labor relations, relations with the public agencies, obtaining better specifications and bidding standards, and so many other matters that are so vital to this industry.

Roger, I wish you luck in this great effort. And I would like to extend to you my congratulations and on behalf of the Moles present you with the Moles' Member Award for 1970.

**ROGER CORBETTA:** Tonight I am chock full of thanks and gratitude, Mr. Chairman, Mr. Peavey, Mr. Schirra, Mr. Douglas, honored guests, fellow Moles, your friends and mine, We Moles look forward to this annual dinner, when we meet friends, fellow contractors, competitors, old joint venture partners, and maybe new ones. This is indeed a festive occasion which I do not wish to mar or destroy by ignoring the desirability of brevity.

To be honored by you, my peers, rugged individualists all, who routinely embrace all of the challenges in construction and unhesitatingly assume full and complete responsibility for the creation of a tunnel, a dam, a bridge, a highway program, or a waterfront facility or what have you. And we dare to complete them within time and within that God Damn low bid limit.

To be honored by the giants of this, the largest industry in the country, is indeed a treasure I shall cherish throughout my life. With my colleagues in the Corbetta Construction Company I share this honor. I am most grateful for their continued loyalty, judgment, ingenuity, through the past 47 years of continued activity. To my friends who are here tonight, I am most grateful for your presence. To you, my fellow Moles, thank you for this honor.

**VICTOR HERTSLET:** Thank you Roger. I'm sure I speak on behalf of all the Award Committee that we selected one of our greatest in our industry. To present the Moles' Award to the Non-Member this year, I have the pleasure of introducing another Navy man, Admiral and organizer of the SEABEE's (actually I would like to say that I have some friends in the audience who were in the army engineers, and we did have to subcontract some of our marine construction to the seabees.) Pete Corradi who will present the Non-Member award to Walter Douglas.

**PETER CORRADI:** Thank you Victor. Mr. Chairman, ladies, guests of The Moles and fellow Moles, I could spend

## PROUD MOMENT



Walter S. Douglas and Roger H. Corbetta display their Awards.

a lot of time in destroying the impression that our Chairman has created of some sort of a false relationship between Army and Navy construction troops, but I shall limit my comment with respect to the accuracy of his introduction by stating that when the Seabees were formed fortunately or unfortunately I was a Lieutenant JG and didn't have much to say about it. In fact it was only because of Admiral Moreell's persuasiveness that I raised my hand and volunteered to go overseas with the Seabees. But we're here tonight to do honor to a great in our industry. The man whom we honor with the Moles Non-Member Award for 1970 is an Engineer who is internationally renowned for his accomplishments in the field of improved mass transit facilities. The career which began with his graduation from Dartmouth College 37 years ago is still flourishing and is outlined in some considerable detail in the program which each of you has received. I have no intention of reciting these accomplishments for you and spending the rest of the evening, if you will, editorializing on them to greater degree than is brought out in the program's biographical sketch. What the narration of his achievements fails to do, however, is to describe the warm human qualities that have endeared him to his professional associates as well as to all of you representatives of the construction industry here tonight. Walter Douglas' engineering designs are conceived in practicality, and with the contractor's problems in mind. This is no mere academic approach to engineering, and it

stems from having been somewhat exposed at a rather tender age to the practical problems of construction.

Your program notes, for example, I quote, "He began his engineering career in the shop and drafting rooms of the Nashville Bridge Co. in Nashville, Tennessee." What it fails to report is that prior to this time Walter Douglas at one point was employed as a laborer. He was employed on a construction job on the Cape Cod bridge and his very important and responsible duties had to do with the hauling of reinforcing bars. And after several weeks of back-breaking labor, hauling 1 and a quarter to 1½ inch reinforcing bars, this engineer developed his first criterion. He vowed that on any design that he ever would prepare, the largest size re-bar would be a half inch.

Another item in the printed biography that is glossed over rather lightly is his service with the Navy. Walter Douglas was a Seabee officer in the Second World War. He entered active duty as a junior officer, served with the 24th construction batallion for a total of almost four years, during which time he rose in responsibility within the batallion to be its commanding officer. And he learned the hard way what it takes to build roads, airfields, piers, and other military type installations, on the rather meagerly supported islands in the south Pacific, and with display of that great "Can do" spirit which has become synonymous with Construction men throughout the world.

Walter is a devoted father and hus-

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## Award Dinner

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band, and spends a great deal of his time and energies in civic and community work. In talking with people who have spent time with him on many of these projects and with his associates, I find one thread running through all of their comments about his personality and characteristics. Quoted almost literally, it runs something like this "Walter is one of the most forgetful men I have ever met." When he's working on a problem he marshalls such a concentration of thought that he forgets the world around him. And I'm told that his office almost daily receives packages from all over the world where Walter has travelled. One package might contain his hat, another a coat, another a bag full of papers, and in one case they even sent him his shoes, because when he was inspecting a job he changed to boots and then he forgot to change back and just walked home with his boots on. In one instance which several people begged me not to relate, he came about as close to losing his Defense Department security clearance as anyone has ever come and still retained it. He was travelling in connection with a design project for a classified military installation and left his briefcase full of all his notes in someone else's office. But you'll notice if you look Walter over that he's got a pixie-ish impish smile and sort of a disarming manner, and I know exactly what that security officer was up against when he tried to take away from him his security clearance. He was just charmed right out of the idea. This power of complete concentration and applying all of his mental faculties to the problem at hand, as you've gathered has been a source of embarrassment to him. But it has also created some outstanding engineering solutions to some very complex problems.

The list of his successful jobs range from the fairly crude military installations during the war which I've alluded to, to some highly complex command and control centers which he engineered for construction under mountains of rock to the high speed transportation systems in New York and San Francisco to which he has contributed enormously, and as you know he is currently chairman of the board of control of the engineering Consortium which designed and is doing the construction management for the Bay Area Rapid Transit System in California. As he sees his designs coming to fruition in California, he is already applying that tremendous power of concentrated thought to new frontiers which he and his highly talented associates can apply themselves to in the years ahead.

For these reasons, and for the reason that Walter Douglas has been a very close and personal friend of mine for many years, I am especially privileged to be here this evening to present to him the Mole's Non-Member Award.

I'd like to read for all of you the citation which is contained on this plaque. "The Moles award to Walter S. Douglas, for outstanding achievement in construction. With the admiration and esteem of men engaged in construction."

WALTER S. DOUGLAS: Mr. Chairman, Capt. Schirra, honored guests, members of the Moles, and your guests. Thank you, Pete, for those occasionally flattering remarks. I must correct one of them with respect to the San Francisco board of control, at the present time the Chairman is Bud Buehler of the Bechtel Corporation. But I do continue to serve on it.

No event so meaningful for me as this evening could fail to provoke a sense of nostalgia for my father. As so many of you here know, he was an Engineer before me and Senior Partner of our firm. There existed between us a warm and understanding relationship, which I continue to miss and from which for me was always exciting and stimulating. It is from his wisdom that I draw upon for my acceptance of this honor tonight. I remember as a young high school boy going to him troubled because I had been designated to receive the prize which in truth and in fact others in the high school deserved more than I. He listened to me for a while and then said, "accept the prize graciously, it will make up for all the times you'll be kicked in the back of the lap when you don't deserve it either." As my thoughts go back to those early days in my life I cannot fail to recall my first job in construction as an employee of Spencer-White and Prentice. Mr. White was a good friend of my father's, and this employment was at a time during the summer in between my graduation from high school and my entry into Dartmouth college. I remember on the first day being one of six men, each on one end of a timber carrier to move what, to me, seemed an immense timber. All of us put a reasonable amount of strain on the timber carrier, but the timber didn't move. We looked up to wait either for help or for further instructions. The further instructions were not long in coming. The foreman bellowed, "Pick it up and move it!" So that's exactly what we did. Now this was an excellent experience for a young man aspiring to be an engineer, because I have never had any reason since to doubt the contractors mean just what they say.

In those earlier times in my life I recall also working for the PJ Carlan Construction Company during the summer in between my graduation from Dartmouth and my entry into the Harvard graduate school, where Bob White and I became friends. During that summer I was part of the reinforcing steel gang, tying in reinforcing steel for one of the major highway bridges over the Cape Cod Canal. As Pete Corradi mentioned, some of that reinforcing steel was very heavy, and I did write my father my opinion of designers who specified anything so foolish. I remember also working by myself up in one of the bridge towers, tying in steel, when I was hailed from below by a group of 21 of my fellow reinforcing steel workers. They called to me to come down, and I responded, not now, I haven't finished what I'm doing. And they called back, come on down, we're on strike. And again I responded, well I don't know anything about that, I want to finish what I'm doing. And they called back come on down or we'll come up and get you. Now being by this time a half-educated engineer, I was able to make some measurement of the amount of muscle arrayed down there below me and the amount of muscle which I could command, and I soon reached the decision to head on down. And ever since that I have considered myself an expert in labor relations.

Since those early days I have been happy to be a member of the construction industry, and we have much to be proud of. During the decade just past, our universities, our political leaders, our communication media, and our children, have steadily indicted this country for the degradation of its cities, the deterioration of its environment, and the failure of its political and private agencies to cope with the problems. Now I have no quarrel with the indictment, but I do object strenuously to the failure of those who frame it to recognize the immense progress that has been and is being made. When I walk to my office in downtown Manhattan from the port of New York Authority, new buildings and new terminal under construction, there is in view before me either just completed or under construction, at least a billion and a half worth of work. In my view from my office window downtown on the east side, I can see half as much again, either just completed or under construction. We have much more planned. Now this is not limited to office buildings, but to large apartment developments for middle income families, and still within view from my office, large developments for low income families. And these developments which I witness regularly in downtown Manhattan are repeated on prob-

ably much larger scale on the East Side of Manhattan and on the West Side, and substantially every borough of the city. And when I journey to San Francisco which I do frequently, I witness immense projects completed or underway such as Mr. Perini's Golden Gate center, Rockefeller West, which is now under construction, a host of new apartment buildings within the cities, and immense numbers of new homes in the regional suburbs. I witness Atlanta, and the progress of phenomenal growth. And St. Louis, being re-born. Great improvements are marching forth in all of our cities. In addition to these housing and commercial building complexes, are vast improvements in our transportation system, including the much-maligned interstate highways, new rapid transit systems underway in Washington D.C. and San Francisco, and extensions underway or completed in Cleveland, Boston, and Philadelphia, and a tremendous program soon to get started here in the New York Metropolitan area. Underway also are immense projects for water development, such as the Great California Water System, great waste disposal projects, tremendous expansion of our power systems, and development of natural resources for oil and minerals. Throughout the country our industrial plants are being rebuilt, modernized, and expanded. Now I am not wise enough to say whether these undertakings are adequate to meet the needs of the seventh decade of our century, and there is indeed great evidence that they are not. But I do insist that they are on a vast scale and deserve some acknowledgement from those who are so critical. They are being built by the great construction industry which you represent. And I am confident that that industry can move forward on an ever greater scale.

Today, however, we are handicapped by an ever-widening spectrum of public and private agencies and private citizens who must be heard and satisfied before major projects can proceed. Again, one cannot criticize this. In a democracy all are entitled to a hearing. But all of us know many projects which are desperately needed, which are now stalled because community agreements cannot be reached. If I were to prophesy about the rate of progress in the improvement of the physical environment in the decade ahead, I would say that it would be controlled neither by financial nor by construction limitations, but by the rate at which necessary public decisions can be made.

And now on behalf of my partners and associates, without whose skill and devotion to duty I would not be stand-

ing here, and on behalf of myself and with very great pride, I thank you for the honor which you have bestowed upon me this evening.

FRANK PEAVEY: I want to personally again congratulate our two award winners who I'm sure are very worthy of this honor that we have accorded them. I have two announcements to make. First, that voice you've heard off to my left has not been part of the official program. Secondly, immediately after the conclusion of these ceremonies your honored guests will be in the foyer to receive you. I hope you will join them. There are several Moles who were unable to be here, and have written in giving us their reasons. Unfortunately, time does not permit reading all of their names, but there is one regret that deserves a special mention. And that is from our Honorary Life President, one of our founders, and in fact Mr. Mole himself, Ralph Atwater. I talked to Ralph by phone yesterday, and I can assure you he is well aware of all the details of our dinner tonight, and he is with us tonight in spirit. He sends his regards to all of you, and I am sure you all join me in a wish for his well-being and a vote of thanks for his continuing interest in, his help and guidance to, The Moles.

The Moles is a unique association, and it is always a little amazing to realize the support and interest it generates from coast to coast. But it isn't easy. It takes time and hard work. As your President, I can assure you that this is so. I can also assure you that in this instance it has not been the hard work of your president. I can, however, tell you who it is, it is of course that very charming and competent lady, Mrs. Arline Gallagher and her staff. I am sure you all join me in our thanks to her for another very successful evening. Gentlemen, will you please arise and join in the singing of Auld Lang Syne.

And so, after the singing of Auld Lang Syne, the groups moved out to congratulate the recipients and to enjoy a few more hours of conviviality with their friends in the Industry.

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• ARTHUR POOLE, President of The Hallen Construction Co. has been named by the National Conference of Christians and Jews to receive the 1970 Brotherhood Award. The presentation will take place at the Garden City Hotel on May 20th.

## A Moment of Silence

ROY J. GUNTHER died on March 14, 1970 after suffering a heart attack. He was 65.

Mr. Gunther was a Civil Engineering graduate of the University of Missouri at Rolla, Missouri.

His early activities included sewer and tunnel work for the City of St. Louis.

He joined Frazier-Davis Construction thirty-five years ago and retired as Chairman of the Board last month after having served in positions from Field Engineer, Chief Engineer, Project Manager, General Superintendent and Executive Vice President.

He was considered a leading authority on tunnel engineering.

At the time of his death he was a member of the St. Louis County Air Appeals Board and the Sunset Hills Planning and Zoning Commission.

Mr. Gunther was a Past President of the New York State Lions Club a member of the Knights of Columbus and the University Club of St. Louis.

He is survived by his wife, Mary; and two sons, R. James and Don J.

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## O'CONNELL

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Prior to retirement, Mr. O'Connell was very active in the various construction organizations serving as President of the General Building Contractors of New York State, Inc., and the Metropolitan Builders Association. He also served as Vice President of the Building Trades Employers' Association and was a Trustee of the New York City District Council Carpenters Welfare and Pension Funds. He was a member of: the Governing Board of the Associated General Contractors of America; the Building Industry Employers of New York State; the American Arbitration Association; and the Policy and Negotiations Sub-Committee of the Labor Relations Committee of the Associated General Contractors of America.

He is survived by his wife, Janet; one daughter, Mrs. John Hax; two sons, Nicholas B., Jr., and Dr. Richard L.; and several grandchildren.

## BARNES

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pleted by him during his association with Parklap was in Belgium where two parallel tunnels were built under the Scheldt River at Antwerp — one a two-lane tube for vehicular traffic and the other a tunnel for the use of pedestrians. The terrain encountered was soft ground, quicksand and clay, requiring unusual methods of construction, including artificial freezing of the soil surrounding the ventilating shafts. For his services to the Kingdom of Belgium, he was made an Officer of the Order of the Crown of Belgium.

In 1937 Mr. Barnes joined Merritt-Chapman & Scott Corp. as construction manager. Tailor-made cofferdams for bridge piers at Deer Island, Maine and unusual foundation work for the Potomac River Bridge at Washington, D. C. were among the many projects supervised for them.

During his long career in the construction industry, he served in every State of the Union, in every Province in Canada and in a number of foreign countries.

A member of The Moles since 1938, Mr. Barnes was also a member of the Grand Commandery of Knights Templars and the Society of Civil Engineers.

He is survived by a son, Wallace W. Barnes; a daughter, Mrs. Marjorie B. Norris; six grandchildren and six great-grandchildren.

## DONALDSON

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He was the recipient of The Moles' 1958 Non Member Award. Among the notable projects which contributed to make Mr. Donaldson's career an eminent one were: the foundation of the New Jersey towers of the George Washington bridge for which he designed braced open cofferdams and drew high praise after the successful completion of the work; the Fulton Street tunnel; all three tubes of the Lincoln Tunnel; diversion tunnels for the Fort Peck dam; the first contract for Grand Coulee dam; the Rays Hill tunnel on the Pennsylvania Turnpike; the Manhattan section of the Brooklyn-Battery tunnel and others.

Mr. Donaldson was a consulting engineer of international renown on tunnel and shaft construction which included assignments for the Turin and Milan, Italy subway construction, and tunnel construction in Honolulu.

He was the author of two books — one — "Practical Shaft Sinking" and his autobiography, "The Life of an Engineer".

He is survived by two sons, Francis, Jr., and E. Talbot; and a daughter, Dora Ekelund.

## SINGSTAD

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Mr Singstad's ingenious plan for a ventilation system to eliminate exhaust fumes. This ventilation system became the standard for vehicular tunnels the world over.

When the Holland Tunnel was put into operation, the New York Times said in an editorial: "To Ole Singstad, Holland's design engineer, fell the task of finishing an undertaking that will rank with such engineering monuments as the Panama Canal . . . Technical history was written when the ventilation apparatus was designed."

Mr. Singstad who was licensed as a civil, electrical or mechanical engineer in 17 states was awarded the Order of the Crown by the late King Albert of the Belgians for his design of the tunnels under the Scheldt River at Antwerp.

As chief engineer of the New York City Tunnel Authority, a position in which he served from 1935 to 1945, Mr. Singstad was a major consultant in the design of two of the three tubes of the Lincoln Tunnel. His most formidable challenge was the design and construction of the Queens Midtown Tunnel under the treacherous, porous bed of the East River. It was driven through mud, glacial deposit and solid rock at a cost of \$54 million, some \$4 million under the original estimate.

For 20 years Mr. Singstad was a visiting lecturer at Harvard University. He also taught at New York University. He was president of the American Institute of Consulting Engineers from 1941 to 1943 and as a committee of one, wrote what is known in his profession as "the Singstad draft" of the Canon of Ethics for Engineers, still in use. He was an Honorary Member of the American Society of Civil Engineers and Past President and Director of the Metropolitan Section. He received the James Laurie Prize in 1945.

He recently completed a textbook, "Tunnels" to be published by John Wiley & Sons and was the author of dozens of technical papers, among which was the Model Safety Code for Civil Engineering Works for the International Labor Office of the League of Nations. He was regarded as the 'Master of Tunnels' and until last July went to his office daily. He was Founder and Senior Partner of the consulting firm now known as Singstad, Kehart, November and Hurka.

Mr. Singstad is survived by a daughter, Mrs. Henry E. Gardiner; a son, Paul; and two grandchildren.

## WALSH

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pany to its present decentralized, district and division type organization. In the early years of his presidency he negotiated a \$100 million fixed price contract to construct French air bases and a \$375 million cost plus contract to construct air bases in Spain, both of which were Walsh-led joint venture projects. He became Chairman of the Board and Chief Executive Officer in 1963 where he served until his death. He was also Senior Vice President and a Director of Guy F. Atkinson Company attaining these posts when Walsh Construction Company was purchased by Guy F. Atkinson Company in 1965 although the Walsh company continued to operate as a separate unit.

In addition to managing Walsh operations, Tom became an important adviser to the entire corporate organization. In 67/68 he spent a year in South San Francisco main office concentrating his efforts primarily on the integration of the two companies.

Mr. Walsh received numerous awards and honors during his years in business after the war and was very active in civic affairs.

In 1964 he received the Achievement Award presented by The Children's Asthma Research Institute and Hospital, Denver, Colorado at a dinner in New York City.

Tom Walsh's achievements are impressive in their own right. What makes them even more remarkable and demonstrates the tremendous courage of the man is the fact that an operation performed about twenty years ago to correct a spinal disc malfunctioning left him totally crippled and near death. Two years of intensive physical therapy earned for him the mobility that he had. For the last twenty years he used canes and moved about with considerable difficulty.

In 1956 Mr. Walsh was President of The Moles after having served since 1950 as trustee and then 2nd and 1st Vice President.

Mr. Walsh was also a Knight of Malta; a member of the Beavers, the Friendly Sons of St. Patrick and the New York Society of American Military Engineers.

He is survived by his wife, Ann; a daughter, Mrs. Katherine Goizuetta; three sons, Gregory, Kevin and Thomas III; a granddaughter; and four sisters.

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• JOHN A. VOLPE, Secretary of Transportation has been named Construction's Man of the Year (Engineering News-Record 2/12/70)