

NEWS BULLETIN

AN ASSOCIATION OF MEN

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OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

**THROUGH**

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NOVEMBER, 1970

## 1971 Outstanding Achievement Awards to HUNTINGTON and WHITE



LESTER E. HUNTINGTON



EDWARD E. WHITE

**O**N January 27, 1971 at The New York Hilton Hotel, The Moles will accord their highest honor, the Non-Member and Member Awards for "Outstanding Achievement in Construction" to Lester E. Huntington and Edward E. White. They are the thirty-first pair to receive this coveted Award of the construction industry.

**L**ESTER E. HUNTINGTON is presently Vice President in charge of the Tunnel Division of S. J. Groves & Sons Co., of Minneapolis, Minnesota. Early this year he retired as Vice President of the Walsh Construction Company, a position which he had held since 1967.

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**E**DWARD E. WHITE has worked for the firm of Spencer, White & Prentis, Inc., during a construction career which spans nearly forty years. This firm which he now heads as President are specialists in difficult foundation work and have originated many new techniques to construction during the fifty-one years of

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## Lester E. Huntington

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Les Huntington is one of the foremost tunnel builders in the world today. His achievements in this field are unsurpassed.

Les was born in Packwood, Washington in 1908 and began his construction career in his teens, learning the ropes in jobs such as mucker, motor-man and chuck tender.

He began his tunnel work in 1933 with the Walsh Construction Company on the Metropolitan Water District project at Copper Basin and Whipple Mountain near Earp, California.

This job completed he moved on to the Morrison-Knudsen Company's Roza project for the Bureau of Reclamation in Yakima, Washington. Returning to Walsh he worked with the late Jack MacDonald on the Queens Midtown Tunnel in New York and the New York City #2 Tunnel.

He then joined Sam Rosoff in Mexico on a tunnel in Puebla.

After some work for Raymond Concrete Pile Co., in Liberia, he returned to Walsh on the Pacific Gas & Electric Company's tunnel project near Jackson, California.

When the Feather River project started he was superintendent for Walsh on a series of major segments, the first of which was several miles of a 27 ft. bore near Oroville, then the Bear River project and the water-plagued Pitt No. 4 out of Redding.

After this he had charge of the Feather River project's Caribou and Butte Valley tunnels.

During 1950 and 1960 he drove tunnels and shafts for the Atomic Energy Commission at Mercury, Nevada.

For the next two years he supervised the Camino Tunnel for the Sacramento Municipal Utility District near Placerville and in 1963 started the SMUD's White Rock tunnel.

After completion of White Rock he supervised construction of the Flathead tunnel at Trego, Montana for Walsh-Groves for the relocation of the Great Northern Railroad. The Flathead tunnel is the second longest railroad tunnel in the United States.

In 1966 he was presented with the "Golden Beaver" Award for supervision.

At present he is over-seeing the 6½

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## Edward E. White

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their existence. Ed's father, the late Lazarus White, was one of the founders and for thirty years President of the firm.

Born in Stoneridge, New York on June 10, 1909, where his father was Division Engineer on the Catskill Aqueduct, one might know that it was only natural Ed should later study engineering.

In 1932 after graduating (cum laude) from Harvard College with a Bachelor of Science degree in Civil Engineering he spent three years working on the construction of Locks and Dams on the Upper Mississippi River. Later he worked on the Sixth Avenue Subway and the Criminal Court Building.

During World War II Ed was Engineer-in-Charge of Construction of a large dry dock at the Norfolk Navy Yard which pioneered in sub-aqueous construction. He became Assistant to the Manager of the Shipyard where T-2 tankers were built at Mobile, Alabama and Project Manager on alterations to the locks at Sault Ste. Marie, Michigan.

Since World War II Ed has been involved on numerous difficult heavy construction projects including: platform extensions on the New York City Subways; underpinning work in the reconstruction of The White House; foundation for the Chase Manhattan Plaza, New York; and foundation work on the State Capitol in Albany. Spencer, White & Prentis, Inc., are co-venturers on the World Trade Center in New York City; and Ed is directly and personally involved in all phases of the work of the company. The firm is presently engaged in the foundation for the Sears Building in Chicago (which when completed will be the world's tallest); Atlantic Richfield Building in Los Angeles and underpinning work on the Washington, D. C. Metro.

Ed worked on the Vatican Library and was a consultant on the foundation for the Pan American Highway Bridge over the Panama Canal. In 1961 he was a member of a UNESCO Committee to pass on methods for salvaging the Egyptian Temple of Abu Simbel and in 1963 was consultant to the State Department on that same project. In 1967 when the Macuto Sheraton Hotel in Venezuela was damaged by an earthquake, he was called in as consultant for the repairs which were needed.

He is a frequent speaker at Colleges and Engineering Meetings; and has written a number of technical articles including a book for children which he

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## Award Chairman



The Chairman of The Moles' Award Committee for this year is PETER CORRADI (R. ADM. CEC-USN, RET.).

Admiral Corradi holds the post of Executive Vice President of Raymond International Inc. He joined the firm in 1969.

In 1965 when he retired from the Navy he joined Gibbs & Hill an international engineering organization headquartered in New York as Vice President and General Manager. A year later he was elected President of the firm.

Admiral Corradi's distinguished Navy career included his appointment in 1962 as Chief of the Bureau of Yards and Docks (now the Naval Facilities Engineering Command) and Chief of Navy Civil Engineers. During his twenty-five years in the Navy he served in a variety of civil engineering assignments both with the Seabees and with the Civil Engineers Corps. He served four years as Deputy Chief before his appointment to Chief. Early in 1965 he was awarded the Distinguished Service Medal by the President of the United States in recognition of his leadership during a period of greatly expanding responsibility in the Civil Engineers Corps and the Bureau of Yards and Docks.

Born in Brooklyn, New York in 1910, he attended New York University and received a bachelor of science degree in civil engineering in 1936. His engineering career began with the Triborough Bridge Authority and later he worked as a civil engineer with the New York Board of Water Supply. In 1940 he was commissioned a lieutenant (j. g.) in the Civil Engineers Corps Reserve.

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## Award Presenters

John J. Walsh, Vice Chairman of the Board of Walsh Construction Company has been selected to present the non-member Award to Lester E. Huntington. Jack has known Les for many years through their long-standing affiliation with the Walsh Company.

Howard Gould, Vice President and Director of Spencer, White & Prentis, Inc., will present the member Award to Edward E. White. Howard has been a close friend and associate of Ed for many years, having known and worked with him since 1940.

Both Mr. Walsh and Mr. Gould are Past Presidents of The Moles.

### CORRADI (Continued)

During World War II he was assigned to the Seabees and served in Pacific campaigns. His wartime decorations include the Bronze Star Medal with Combat "V". At the end of World War II he was Commanding Officer of the 39th Naval Construction Regiment on Okinawa.

Admiral Corradi was awarded an honorary degree of doctor of science from New York University in 1966. He is a Registered Professional Engineer in several states including New York State.

He was 1965 National President of the Society of American Military Engineers and is active in the affairs of the American Society of Civil Engineers and the National Society of Professional Engineers.

In addition to serving as Award Chairman, Admiral Corradi is Second Vice President of The Moles.

## Construction Conference for Contractors

• GEORGE F. FLAY, JR., Vice President, MacLean-Grove & Company, Inc., is Chairman of a Committee of The General Contractors Association of New York sponsoring a CONSTRUCTION CONTRACTORS' CONFERENCE on Insurance and Bonding, covering Credit, Risk Exposure and Claims. The Conference will take place on Tuesday, November 24, 1970 at the Hotel Commodore in New York City from 2 p.m. to 6 p.m. For information and/or reservations contact The General Contractors Association — telephone: 212-687-3131.

## Another MOLE Becomes T. A.'s Chief Engineer

• JOHN T. O'NEILL was appointed Chief Engineer for the New York City Transit Authority.

Col. O'Neill succeeds Mole Member, ALFRED C. MAEVIS who resigned to become Commissioner of Public Works for the City of New York.

William J. Ronan, Chairman of the Metropolitan Transportation Authority on announcing the appointment, said: "We are very fortunate to have a man like Mr. O'Neill, who is both a skilled engineer and an able administrator, to head up the biggest subway construction program in 40 years."

Prior to this appointment, Col. O'Neill was Commissioner of Buildings in the City's Housing and Development Administration and before that he was director of engineering for the New York World's Fair. From 1961 to 1964 he was consulting engineer to the Triborough Bridge and Tunnel Authority where he coordinated construction for the world's longest bridge, the Verrazano-Narrows Bridge; and for the arterial highways in the vicinity of the New York World's Fair.

He retired from the Army Corps of Engineers with the rank of Colonel in 1961 after an outstanding military career. During World War II he received

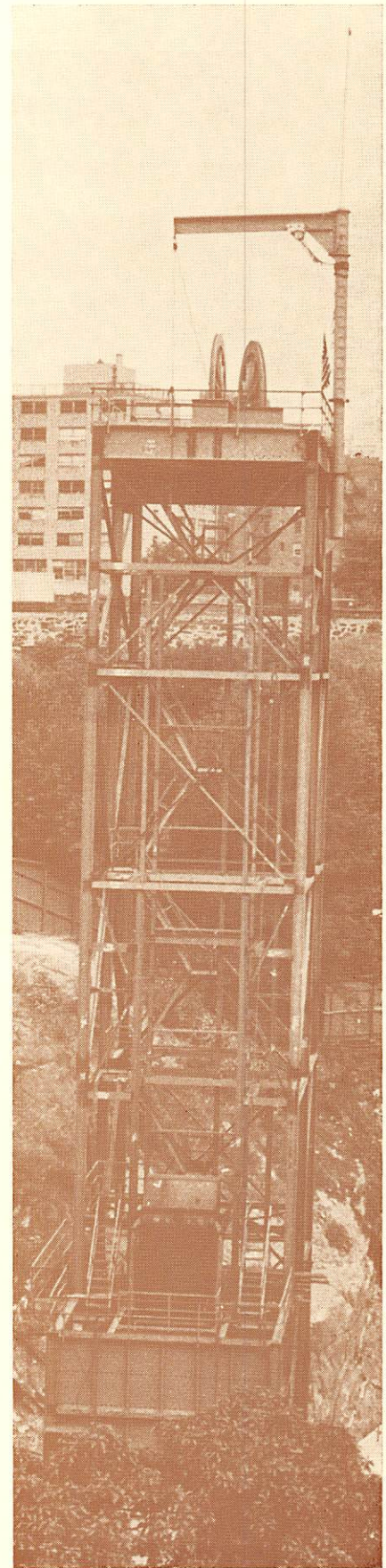
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## City Tunnel #3 Started

• Work at the various sites on City Tunnel No. 3 has been started and we learned that BOB HIENER and JOHN DUFFY hold key positions in the Joint Venture. Bob is General Manager and John is Manager of Construction.

The contract awarded to Water Tunnel Contractors, a joint venture of Walsh Construction Co. (Sponsor) Dravo Corp., S. J. Groves & Sons Co., The Arundel Corp., L. E. Dixon Co., and Ostrander Construction Co., by the Board of Water Supply is the largest non-defense contract ever awarded in the Western Hemisphere.

The tunnel will range from 300 to 700 ft. below the surface and will run from Hillview Reservoir in Yonkers down through the Bronx, under Manhattan's Central Park and will veer eastward under Welfare Island with a termination in Queens. It is expected to take five years for completion.



CITY WATER TUNNEL #3 — Headframe and Installation Shaft 7-B at High Bridge Site.



## 14 RECEIVE TWENTY-FIVE YEAR CERTIFICATES

A. K. BURNHAM, SR. was born in 1891 at Rome, New York and after graduating from Colgate University in 1913 Mr. Burnham worked for the U. S. Army Engineers Albany District and Delaware & Hudson Railroad. In 1924 he became Atlantic Division Engineer for the Great Lakes Dredge & Dock Co. Upon retirement from Great Lakes in 1955 he served for five years as a consultant. During the fall of 1968 he suffered a stroke and has since been confined to the Ingelside Nursing Home in Old Tappan, New Jersey. His son BURNIE, JR., is actively engaged in heavy construction and a MOLE.

C. GEORGE DANDROW graduated from Massachusetts Institute of Technology in 1922 and devoted his entire business career to the construction industry. A former Vice President with the Johns-Manville Sales Corporation he concerned himself with engineered products and construction. In 1964 upon his retirement from Johns-Manville he moved to Chatham, Massachusetts and served for several years as a consultant on industrial marketing. He contributed greatly to the construction industry during his half century career through his work with various associations and is a Life Member and Past President of the New York Building Congress; and a Life Member of the American Society of Civil Engineers. He was Chairman of the first Boy Scout Lunch-O-Ree in 1958/59 and has been a member of the advisory board of that construction Lunch-O-Ree ever since. George now makes his home in Jaffrey Center, New Hampshire.

RALPH E. DeSIMONE has had a long and distinguished career in construction. Ralph was honored in 1964 when he received The Moles' Member Award for "Outstanding Achievement in Construction". After graduating from New York University with a civil engineering degree he started his career with the New York City Board of Water Supply. He was assigned to the pipeline project under the Narrows of New York Harbor bringing Catskill Mountain water to Staten Island from Bay Ridge, Brook-

lyn. Later he served Merritt-Chapman & Scott Corporation in a steady progress of jobs from engineer, superintendent, district manager, vice president, executive vice president and when he retired from MC&S in 1953 he was president of that company. One of Ralph's favorite jobs was on the first Delaware Memorial Bridge, where he not only conceived but carried out what was at the time the world's largest underwater concrete pour, seven solid days of uninterrupted pouring. Since retirement from MC&S he has been engaged in private practice as construction consultant on marine and heavy construction all over the world.

FRED R. FEHLHABER is President of Fehlhaber Corporation. As Chief Executive he has been connected with many important and difficult foundation projects during his long career, some of which were: Edison Memorial Bridge; Walt Whitman Bridge; South Street Viaduct; Bush Terminal — Pier 11; Gowanus Expressway; and Throgs Neck Bridge Anchorage. Currently the firm has approximately one hundred million dollars in joint venture contracts under construction for the Albany South Mall.

WALTER H. GAHAGAN was President of Gahagan Dredging Corporation in 1945 when he became a Mole. The firm performed hydraulic dredging and other heavy construction work in the United States, South America, Caribbean Islands, Australia and Iraq. Among some of the significant projects the company accomplished under Mr. Gahagan's direction were: 40,000,000 cubic yards of dredging fill as prime contractor for the construction of the General Edward Lawrence Logan Airport in Boston in collaboration with Atlantic, Gulf & Pacific Company and the Arundel Corp.; the dredging for the construction and fill for the two Lunar Launching facilities at Cape Kennedy, involving over 13,000,000 cubic yards; development with Atlantic, Gulf & Pacific Company of Sand Transport System of some 20,000,000 cubic yards to Newark Airport and Elizabeth port from borrow area outside the Verazano Bridge. Mr. Gahagan has been a Director of the National River and Har-

bor Congress since 1956; a Director of the National Association of Rivers and Harbors Contractors since 1945; and was that association's President during the period from 1964 through 1967. This past year Mr. Gahagan has spent his time terminating the affairs of his Corporation after the sale of its dredging equipment.

FRANK M. GROVES, Chairman of the Board of S. J. Groves & Sons Co., has been in the construction business since a very early age and he is now 83. During these years, he has become one of the nation's outstanding figures in the industry. He was the Recipient of The Moles' Member Award in 1968. The firm which he founded with his father and brother performs highway, airfield, dam and tunnel construction worldwide, many in joint ventures.

RODERICK M. HAND has been with the B. F. Diamond Construction Company since 1958 during which time he has had important positions connected with their construction of tunnels, docks, and bridges along the eastern seaboard. Prior to this Rod spent two years in Rota Spain on the construction of the U. S. Bases and during the period from 1945 to 1956 he was employed by Merritt Chapman & Scott Corp., on construction of bridges, piers and tunnels in both the United States and South America.

JOHN B. HANLY was connected with the heavy construction industry through his affiliation with Union Lumber and later the Inexco Corporation, Piedmont Tractor Division. In 1957 he moved to the west coast and went into the realty business and became a member emeritus. He is currently residing in San Francisco, California.

CARL C. KOHLHEYER was with Gibbs & Hill, Inc., for 27 years commencing in 1924. His early career after completion of his training at Drexel Institute in 1912 included work on New York's Seventh Avenue Subway construction. For Gibbs and Hill he worked as Supervising Project Engineer in their New York office and had a tour working out of the firm's former Los Angeles office, in charge of thermal and hydroelectric power plant construction for California's Imperial Irrigation District. When he retired in 1958 he returned to his Pacific Palisades, California home where he currently resides.



CHARLES LOSE, JR., was a superintendent with the Caisson & Foundation Corporation in New York City when he became a member of The Moles in 1945. Prior to this he was affiliated with other prominent firms performing foundation or subaqueous work including: P. T. Cox; Spearin, Preston & Burrows; The Foundation Co.; and Underpinning & Foundation Co. He became a Member Emeritus in 1966 some time after his retirement.

FRED W. RIEGGER was President of Kennedy-Riegger Drilling Company, Inc., when he became a Mole. Fred is a licensed professional engineer and since the dissolution of Kennedy-Riegger he has been doing consulting work on test borings and piles. For several years he served as consultant to Boring Inc. and currently is active in Controlled Professional Engineer Inspection of Test Boring Operations. He travels extensively for business and pleasure.

CHARLES STILLMAN has been with Linde-Griffith Construction Company an old established and prominent Newark, N. J. firm for the 25 years he has been a Mole; and has headed this company as its President for many of these years. He is very active in civic and educational affairs and served The Moles as committeeman, Chairman of Program, Education, and Award Committees over the years. He was Trustee of The Moles during 1954 through 1956. Mr. Stillman is an alumnus of Cooper Union. He travels extensively both for business and pleasure and just recently returned from a trip which included, Russia, Yugoslavia, Bulgaria, Finland and Greece.

JAMES G. TRIPP, SR. When Jim became a member in 1945 he already had 35 years of construction experience which included World War I work culminating in building Lake Pleasant and Coolidge Dams in Arizona, and River Des Peres Sewer in St. Louis; some World War II work, consisting of Trinidad Naval Base, concrete oil tankers at Savannah, Georgia, and National City Oil & Electric furnaces plant at South Chicago. By 1945 he formed his own corporation serving as a consultant to various contractors on construction, financing and erection problems. His work covered Dams, Airports, Powerhouses all over the world. Currently and at the age of 83 Mr. Tripp is engaged as a consultant on a Bogota, Columbia,

project but found time and energy to attend his 60th Reunion at Massachusetts Institute of Technology. He resides in Greensboro, North Carolina so that he can be near young JIM (also a Mole) and his family.

LEONARD Van HOUTEN after over fifty years in the construction industry, and since 1933 with J. Rich Steers, Inc., retired in 1965. During that period he held positions starting as Surveyor, Foreman, Superintendent, Engineer, Project Engineer and Resident Director, rising to Vice President. A list of projects Mr. Van Houten identifies with would be too lengthy, however, they include: bulkheads, sea walls, piers, cofferdams, dry docks, causeways, bridges, foundations, air ports and radio installations. During his latter years he developed, designed and built special land and floating construction equipment. His activities were mostly in the New York, New Jersey and New England area, except during the post war era where he worked in Libya, French Morocco, Tangiers and Venezuela. Now with obligations at a minimum, he spends a good portion of his time enjoying the relaxation of the great outdoors in the wooded hills of Sussex County, New Jersey. His two sons are following in his footsteps, LEONARD E. and THOMAS G., both are Mole Members.

## *Moles on the move*

● HOWARD R. BURROUGHS who left Livorno, Italy in July after the completion of the container terminal wharf in the Port of Livorno where he served as Project Manager for Raymond is now in Taiwan.

Howard is Project Manager on Raymond's job at Ta-Lin-Thermal Power Plant near Kaohsiung.

● HOWARD G. DIXON, JR. has been elected by Pan American World Airways as Vice President - Property and Facilities. — Dick will be responsible for design, construction and major maintenance of Pan Am facilities around the world.

● J. JOSEPH CASEY has been appointed Executive Vice President and Director of Dillingham Corporation of Australia Limited, which is a wholly-owned subsidiary of Dillingham Corporation of Honolulu.

## Edward E. White

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co-authored with his wife entitled "Famous Subways and Tunnels of the World" published by Random House. He also wrote a section on Subways for the Encyclopedia Britannica and the Book of Knowledge; a chapter on "Underpinning" for Foundation Engineering published by McGraw Hill. In 1959 he was awarded the American Society of Civil Engineers' Construction Engineering Prize for his paper "Deep Foundations in Soft Chicago Clay".

Ed White is a Licensed Professional Engineer in New York State; a Fellow of American Society of Civil Engineers; a Member of the Harvard Club, Tau Beta Pi, and Sierra Club; and is listed in Who's Who in America. He is currently serving as President of The General Contractors' Association of New York.

Ed and his wife, Muriel, who is an anthropologist, live in Mamaroneck, New York. They have two children, Ed, Jr., a law student at Boston University and Penny, a Freshman at the University of Pennsylvania.

## Lester E. Huntington

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mile water tunnel, being built for the Metropolitan District Commission in Boston.

Les resides in Boston with his wife, Edna. They have a son, Floyd and a daughter Patty, both married; and have been blessed with six grandchildren.

*The 1971  
Award Dinner*

will be held at the

*New York Hilton*

January 27th.



## • • • A Moment of Silence • • •



JOHN M. KYLE succumbed to a heart attack at Midtown Hospital, Manhattan on September 30, 1970. He was 65.

Mr. Kyle was Chief Engineer of The Port of New York Authority since 1947 and succeeded three great engineers in the Authority's highest engineering post, General George Goethals, Othmar Ammann and John C. Evans.

He headed a staff of more than 1,000 professional engineers and skilled technicians who have been responsible for the design and construction of most of the Port Authority's projects. These include the Third Tube of the Lincoln Tunnel, the Terminal City area of John F. Kennedy International Airport, LaGuardia, Newark and Teterboro Airports, Port Newark, Elizabeth, Brooklyn and Hoboken marine terminals, the Port Authority Bus Terminal, the second deck of the George Washington Bridge and the George Washington Bridge Bus Station, and foundations for World Trade Center.

Mr. Kyle joined the Port Authority in 1946 as Assistant to the Chief Engineer.

He served as a Major in the United States Army Corps of Engineers during World War II and participated in the training of Airborne Aviation Engineer Units. He also did survey and field evaluation of major Air Force facilities in Europe, Africa, Asia and the Pacific Islands. He received the Army Commendation Medal for his services.

In 1957 he was awarded the Port Authority's Distinguished Service Medal for his engineering skill, energy and limit-



MARIO D. GIARDINO died on July 27, 1970 after an eight month illness. He was 66.

Mr. Giardino was born in Union City, New Jersey and educated in the New Jersey Public School System and Columbia University.

He worked at shoring and foundations and in 1935 formed his own company.

During 1937/38 he did extensive sub-structural work at the Worlds Fair and during World War II was prominently engaged in marine work for the United States Government.

In the late 1940's Mr. Giardino entered the investment building field which occupied his interest until his death.

He is survived by his widow, Margaret; a son, M. David; a daughter, Stephanie G. Kohart and four grandchildren.

### JOHN M. KYLE (Continued)

less time he gave in directing the design and construction of the Lincoln Tunnel Third Tube and for the burden of responsibility he carried throughout the job. Other honors accorded Mr. Kyle during his long career include the James Laurie Prize of the American Society of Civil Engineers in 1952; recognition, in 1960, as Metropolitan Civil Engineer of the Year by the American Society of Civil Engineers, and as Distinguished Engineer in Public Service by the New York State Society of Professional Engineers. In 1963 the American Public Works Association accorded him Man-of-the-Year.

He is survived by two sons; John III and Charles, and a daughter; Sarah.



CARLTON S. PROCTOR died on August 27, 1970 in Lawrence Hospital in Bronxville, New York, after a long illness. He was 76.

Mr. Proctor retired in 1962 as a partner in the engineering firm of Moran, Proctor, Mueser & Rutledge, now Mueser, Rutledge, Wentworth & Johnston. He became a partner in the predecessor firm in 1920.

Born in Washington, he was graduated as a civil engineer from Princeton in 1915. He served as a captain in the Army Corps of Engineers during World War I in charge of construction of Army base Hospitals. During World War II he commanded the 334th Special Service Engineers Regiment and the Desert District, Persian Gulf Command for which he was awarded the Legion of Merit.

Mr. Proctor received the President's Certificate of Merit for his work as Chairman of the National Engineers Committee of the Engineers Joint Council, which prepared studies for the State, War and Navy Departments on the industrial disarmament of Germany and Japan.

Mr. Proctor was President of The Moles in 1949; in 1951 was elected President of the American Society of Civil Engineers; and President of the American Institute of Consulting Engineers in 1956. In 1963 he was presented with The Moles' Member Award for "Outstanding Achievement in Construction".

He had a distinguished record as consultant on foundation problems and numbered among the many notable proj-



## • • • A Moment of Silence • • •



EDWARD P. ALBRIGHT died on August 1, 1970, at his home in Fresno, California, after a brief illness. He was 70.

Born in Minnesota his family moved to New York City shortly after where he attended elementary and high school.

In 1920 he graduated from Stevens Institute of Technology.

For the main part, his professional career was spent in Manhattan. Over the span of nearly a half century he was connected with the industry and associated with such prominent firms as Underpinning & Foundation Company; MacLean-Grove & Company; and Franki Foundation Company, all of New York City.

In 1964 when he moved to Fresno he did consulting work for A. A. Mathews Company located in Arcadia, California.

At the time of his death he held California licenses as a Contractor-Engineer and a Civil Engineer.

Mr. Albright became a member of The Moles in 1945 and would have received his "25 Year Certificate" this November; and on January 1, 1971 he was to have been awarded a Life Membership in the American Society of Civil Engineers.

He is survived by his wife, Mary.

### CARLTON S. PROCTOR (Continued)

ects were the George Washington and Golden Gate Bridges, the United Nations building, and the Yankee Stadium.

He is survived by his widow, Isabel; a son, Richard; a brother, and sister; and five grandchildren.



HENRY J. MASSMAN, JR., died on July 9, 1970 at Research Medical Center, Kansas City, Missouri. He was 64.

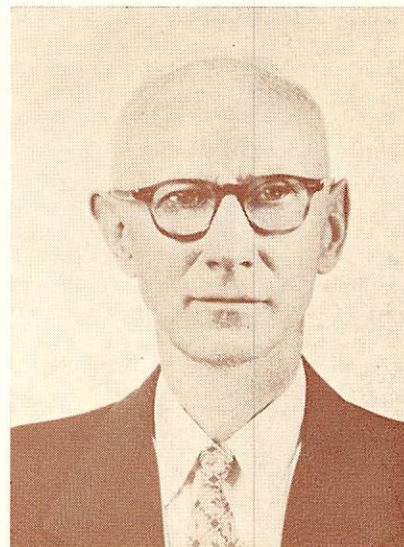
Mr. Massman was President of the Massman Construction Company located in Kansas City and founded by his father who is Chairman of the Board.

He received a bachelor of science degree in civil engineering from the University of Notre Dame in Indiana in 1928 and immediately joined his father.

His first major supervisory project was the million-dollar bridge over the Missouri River at Fort Peck near Glasgow, Montana in 1934. Shortly after that he served on the advisory board on the construction of the spillway for the great Fort Peck Dam, the firm's first joint venture. Later he supervised a multitude of bridge and dam projects along the Missouri and Mississippi Rivers.

He was a Life Member of the American Society of Civil Engineers; a member of Visitation Catholic Church and the Knights of Columbus; and was a 37-year member of the Honorary Directors of Rockhurst College. He served many civic groups including Chamber of Commerce of Greater Kansas City; the Missouri Colleges fund, and the Kansas City area Council of the Boy Scouts of America.

Mr. Massman is survived by his widow, Cecelia; three sons, Henry J., III, John T., and Robert J.; two daughters, Mary C. Schnoebelen, and Peggy Freeman; his father, Henry J. Massman, Sr.; and 19 grandchildren.



JAMES A. ROSS died July 8, 1970 at Community Medical Center, Scranton, Pennsylvania. He was 84.

Mr. Ross started with Sprague & Henwood in 1909 and headed the company from 1923 to 1953. He retained Chairmanship of the Board of that company until 1963, at which time he became a company consultant.

He served as advisor to the war Labor Board and other National Advisory Boards during two periods of National emergency. He also served as President of the Industrial Diamond Association of America, having been one of its founders and directors for many years. He has been active in many capacities in the Diamond Core Drill Manufacturers' Association; American Mining Congress; Pennsylvania Manufacturers' Association; and American Institute of Mining and Metallurgical Engineers.

Mr. Ross was a member of many civic and religious organizations having started the Endowment Fund of Asbury Methodist Church in Scranton as well as founding James A. Ross Foundation as a means of perpetuating his charitable contributions and those of his family. He was a trustee and member of Asbury United Methodist Church and a 32nd degree Mason.

Mr. Ross became a member of The Moles in 1945 and would have received his 25 Year Certificate this November.

He is survived by his wife, Elizabeth; a son, Adrian E.; two grandchildren; two great-grandchildren and two brothers.



## Education Committee Activities

### Summer Vacation Employment

Martin S. Kapp, Chairman of the Education Committee advises that he is more than pleased with the results of this past summer's vacation employment program. Letters received at The Moles' office are very encouraging and indicate that this is mutually beneficial to students and the construction industry. Employing student engineers during the summer vacation period offers an excellent way to create a reserve from which to fill the future needs of the construction industry.

Below are some of the comments received from those who employed civil engineering students:

Stanley M. Aronin, Operations Manager, The Conduit and Foundation Corporation: — *"In reply to your letter of September 8, 1970, we were very happy to have participated in The Moles' Summer Vacation Employment Program. First of all, I interviewed eight of the young men you recommended to us and found it extremely difficult to choose two. They were all of extremely high calibre. Philip Scala was employed on our project at the World Trade Center and we were extremely pleased with his intelligence and aptitude for the work assigned to him. He has indicated that he will return to us after graduation provided he has no military obligation to fulfill. Thomas Jones was employed on our tunnel project at Stony Brook. He is a very bright man who is quick to learn and he has shown a great affinity for the construction industry. He is going to continue in our employ on a part time basis while attending school. Based on our experience this year, we will definitely continue to participate in your program in the future. In fact, if you have contact with any recent college graduate, we would like to interview them for possible employment. We have several openings."*

J. R. Ebert, Recruiting Administrator, Turner Construction Company: — *"Thank you for your letter of September 8, 1970 inquiring about the under-graduate engineering students that we employed this summer in conjunction with The Moles. The two young men that we employed were Steven Giannino and Robert Forgione and both were assigned to job sites as Field Assistants on two*

*of our major construction projects in the Metropolitan area. In an effort to acquire thorough appraisals of their performances, we have contacted the Project Managers at both jobs and asked for their evaluations. Their comments in both instances were identical in that they were both impressed by these young men since they exhibited qualities normally associated with Construction Engineers. They strongly recommend that Messrs. Giannino and Forgione continue to pursue their Civil Engineering degrees at Cooper Union and in light of their performances this year, they would recommend that we rehire them during the summer of 1971."*

John E. Bardes, Operations Manager — New York Office, Tippetts-Abbett-McCarthy-Stratton: — *"Your letter of September 8 inquires about the two students which we employed for the summer who were sponsored by The Moles. It is with great pleasure that I report to you that in each case their performances were outstanding. George Fagan worked under the direct supervision of Mr. Art Luecker, one of our associates and concerned primarily with civil engineering and hydraulics. Brian Dyer worked under the direct supervision of Mr. Seymour Roth, an associate of the firm who is in charge of our structural engineering in relationship to large dam projects. I am informed by Mr. Luecker and Mr. Roth that these young men approached their work most industriously and that in each case they were advised that they would be considered for employment again next summer. You know that our relationship to the construction industry is in the consulting engineering field. In response to your question, we would consider it most desirable that these two students continue in this field. It was our pleasure to participate in this most worthwhile program during the past summer."*

C. W. Edgar, Perini Corporation — New York Office: — *"Mr. Leo Manuelian worked during the summer in the Tunnel and Underground Division office, New York City. His work consisted of taking-off quantities, checking of exten-*

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### First Tube Launched for 63rd Street Tunnel

The first of the four 375 ft. long pre-fabricated steel tubes for the 63rd St. Tunnel was launched recently at Port Deposit, Maryland by Wiley Manufacturing Co. The four barreled tube will be towed to Norfolk where it will be lined with concrete then to be towed to New York City and sunk in a 100 ft. deep trench on the bottom of the East River.

Work on the tunnel, a joint venture of Peter Kiewit Sons' Co., Morrison-Knudsen Co., Inc., and Slattery Associates, was started late last year when the dredging subcontractor Dunbar & Sullivan moved their equipment in.

The job includes 500,000 cubic yards of dredging and 100,000 cubic yards of concrete.

The over 3,000 ft. long tunnel will carry two subway and two railroad tracks on two levels between the boroughs of Queens and Manhattan. It is expected to go into service in 1975 and be used for subway and Long Island Railroad Trains.

The tunnel was designed jointly by the New York City Transit Authority and Associated Consulting Engineers a joint venture of Parsons, Brinckerhoff, Quade & Douglas - Sverdrup & Parcel - Gibbs & Hill. The trench portion and connecting sections were designed by the Associated Consulting Engineers and the remainder was designed by the Transit Authority Engineering Forces.

This is the first stage of the Metropolitan Transportation Authority's program to build 52 miles of new subway routes and improve commuter rail facilities.

The reproduction of a painting showing the tunnel in operation which appears on the opposite page was prepared by the General Electric Company.









## Vacation Employment

(Continued from Page 8)

sions, preparing schedules, etc. He worked fast, accurate and used a great deal of initiative. He did a very good job for the summer. If Leo wants to stay in Construction, he will succeed in this field."

Salvatore V. DeSimone, Partner, Mueser, Rutledge, Wentworth & Johnston: — "Reference is made to your letter dated September 8, 1970, requesting an appraisal of the work of the three students which the firm hired during the summer vacation period. We are pleased to submit the following: Mr. Andrew Schechter had good understanding and was able to quickly grasp new concepts presented to him. He was punctual, personable and well-spoken. We noted a great desire on his part to learn and we believe that the work performed was challenging to him and allowed him to utilize his natural abilities to think out a problem. Mr. Ivan Cooper was also personable and well-spoken with an interest in his work. His drafting abilities require further training. However, during his stay with us considerable improvement in this regard was noted. Mr. James Spencer is an extremely intelligent student with good work habits. We found him interested in his work, able to get along well with others and believe he has good potential for development as an engineer. In summary we are pleased with the general results. We believe all three students definitely should continue in this field and hope that their stay with us has provided them with an incentive to continue their studies."

Responses from students were: — "As your records show, I was employed by Turner Construction Company this past summer. My employment with them was, without exception, very interesting, enjoyable, and educational. Although I do not know what aspect of Civil Engineering I would like to pursue, I do look forward to the opportunity of employment in the construction industry. I would like to take this time to thank The Moles for the opportunity you have given me. I hadn't expected this help in finding summer employment and the experience I received through your efforts, I feel, is priceless. Having generated an interest in The Moles within me, I hope you wouldn't mind sending me, if possible, information concerning the background and purposes of, and membership in, The Moles. Again, thank you very much." — Robert Forgione.

## O'Neill

(Continued from Page 3)

the second highest combat decoration, the Distinguished Service Cross. In addition to this he holds the Legion of Merit, the French Croix de Guerre, the Korean Ulchi Distinguished Military Service Medal and a Presidential Unit Citation.

Mr. O'Neill is a licensed professional engineer in New York, Maryland and the District of Columbia. He earned a Bachelor of Science Degree in Civil Engineering in 1931 and a Professional Degree of Civil Engineer in 1935 from the University of Maryland. He is a graduate of the United States Army Command and General Staff College and the Army War College.

The new T. A. Chief Engineer is a member of the National Society of Professional Engineers, the Society of American Military Engineers; National Commander of the Legion of Valor; and a Fellow of the American Society of Civil Engineers.

He resides at Shore Road in Brooklyn.

"In regards to your letter about my summer employment with Turner Construction Co., my reaction is that this was the most enjoyable and rewarding experience of my life. During the summer I had contact with many people in various fields and I feel that I have learned something from every one of them. This was a working together with people type of learning not a school or text-book type. But after all isn't learning to communicate with other people just as important to an engineer as learning the calculus. As I say I enjoyed working in the construction industry for Turner and I would not hesitate in going back next summer to work for Turner. I would like to take this time to thank you and The Moles for giving me the opportunity to work in the construction industry. Thank you." — Steven Giannino.

"I would like to thank the Moles for the opportunity of working for Tippetts-Abbett-McCarthy-Stratton this past summer. The work was both interesting and worthwhile educationally. At TAMS I was assigned to the Water Resources Department. Through this I have developed an interest in the field of Hydraulic Engineering and plan to pursue this area in the future. Based on this work experience, I feel that I would like to pursue work in the construction industry. I would again like to thank you for this opportunity to work in the construction industry." — George Fagan.

## DPW Victors in Rubber Game

The Department of Public Works won the President's Cup 5 games to 4 at the Clambake on August 10th. The score of this rubber game was 3 to 1.

Except for The Moles' loss, the day and evening was perfect and the usual good weather prevailed.

Random shots taken at Tammy Brook (by photographer Dave Brickel) of Moles and their guests enjoying some of the outdoor field activities appear on back page.

## Gallimore to do Private Consulting

• C. L. GALLIMORE, Vice President, Chief Engineer and member of the Board of Directors of Peter Kiewit Sons Co., has announced his retirement after twenty four years with that Company. He plans to engage in Consulting Work on Heavy Engineering Construction Problems from his home at 1108 S. 84th St., Omaha, Nebraska 68124.

## Kapp Receives Construction Prize

• MARTIN S. KAPP, Engineer of Soils and Foundations for the Port of New York Authority has been given the A. P. Greensfelder Construction Prize for an especially outstanding article in Civil Engineering Magazine. The article entitled "Slurry Trench Construction for Basement Wall of The World Trade Center" was published in the April 1969 issue.

## A Moment of Silence

As we went to press, we learned of the death of Mole member DEWEY THOMPSON. Mr. Thompson died August 15, 1970 after a seven week illness.

He began his career as a "cub" cement salesman and developed many friends over the long years which ensued.

In 1950 he established a Washington office under the name Dewey Thompson & Associates and conducted business from there until 1967 when he became semi-retired to spend part of his time in Florida. He received his 25 year certificate in 1968.



## *World Trade Center Becomes World's Highest Building By 4 Feet —*

On the afternoon of October 19th, the Empire State Building became the second tallest skyscraper in the world when the steel framework of the north tower of the World Trade Center, under construction by the Port of New York Authority, was fitted into place.

Located on the west side of lower Manhattan the Trade Center features twin towers soaring 110 stories, 1,350 feet, above a great open Plaza of almost five acres. Four low-lying buildings, each with a specific function in international trade will surround the Plaza. It is anticipated that the project will be completed in stages between 1971 and 1973.

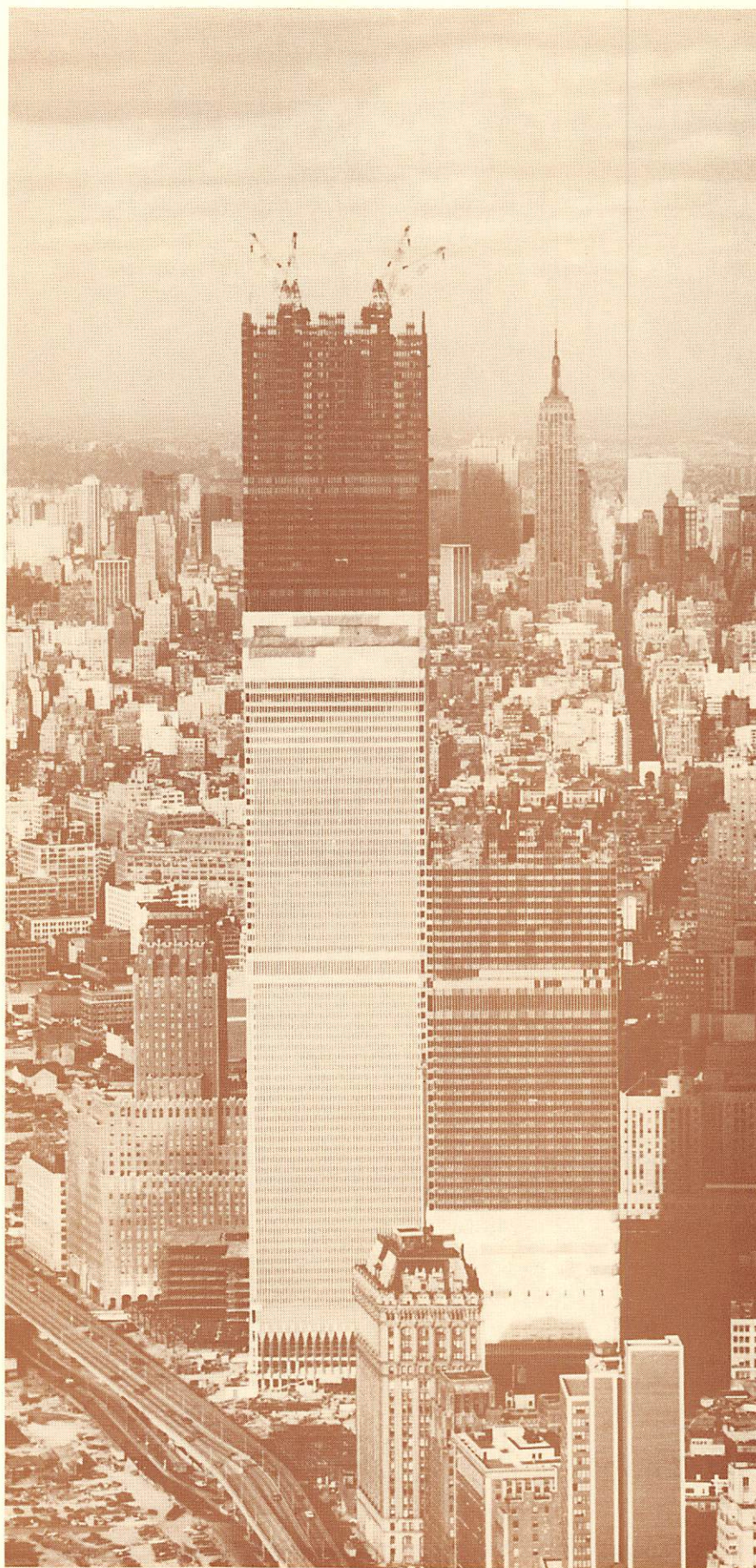
Foundations for the Trade Center feature the slurry trench method (new in the United States for the construction of buildings). This was made necessary by the fact that much of the Trade Center construction site, west of Greenwich Street, was originally filled land. Under the slurry trench method, reinforced concrete walls were placed underground to a depth of 70 ft. around the basement of the Trade Center to keep Hudson River waters from inundating the site during construction.

The Trade Center project also includes a new and spacious lower Manhattan Terminal for the Port Authority Trans-Hudson (PATH) system, the former Hudson and Manhattan Railroad, to replace the existing terminal of that interstate system in the present Hudson Terminal Buildings on Church Street.

It was 40 years ago that the Empire State Building edged past the Chrysler Building to become the world's tallest building.

Photograph opposite through the courtesy of the Port of New York Authority.

A. Belva, Photographer.





# Clambake 1970



Moles and their guests gather round one of the outdoor beer stations.

Putting on the green — another popular field activity at the Clambake.



Bocci popular — so is kibitzing from the sidelines.