

NEWS BULLETIN

AN ASSOCIATION OF MEN

HOLING



OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

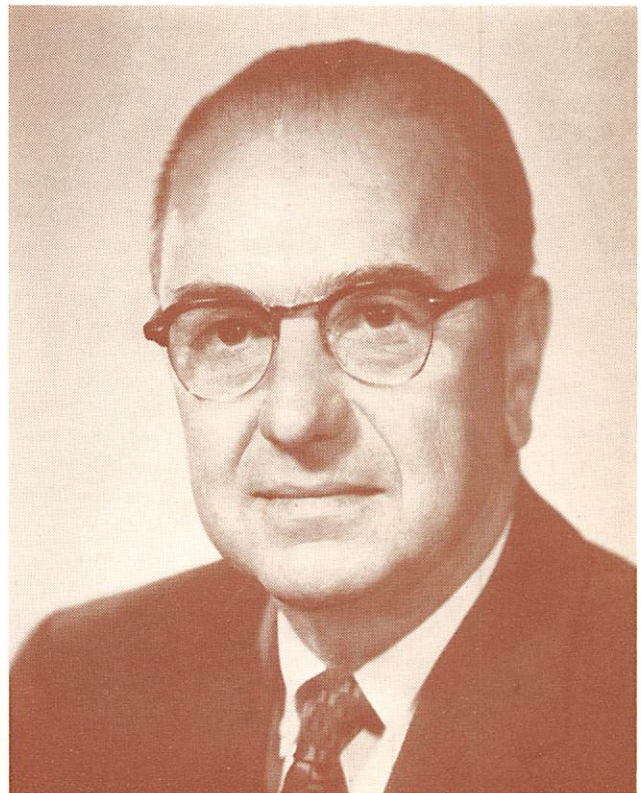
THROUGH

NOVEMBER, 1975

CASAGRANDE and CORRADI to receive 1976 MOLES' AWARDS



ARTHUR CASAGRANDE



PETER CORRADI

ON Wednesday evening, January 28, 1976, Arthur Casagrande and Peter Corradi will receive the traditional bronze plaques and hand engraved and illuminated citations which have become synonymous with The Moles' Awards. They are the thirty-sixth pair to receive these Awards, instituted in 1941. Arthur Casagrande is one of the foremost worldwide engineering consultants and a former Gordon McKay Professor of Soil Mechanics and Foundation Engineering, Harvard University. Peter Corradi is Chairman of the Board of Raymond International Inc. The Awards will be presented at a Dinner to be held at The New York Hilton.

PROFESSOR CASAGRANDE was born August 28, 1902 in Haidenschaft, Austria; and spent his first year in school in Linz, in upper Austria. The family then moved to Trieste where he continued his schooling at the German Grammar School and Realschule. At the early age of seventeen he entered the Technical

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R. ADM. PETER CORRADI, CEC-USN (ret.) sixty-five year old Board Chairman of Raymond International Inc., has carved three major careers serving the construction industry each of which would have been enough for most men.

Born in Brooklyn in 1910, he earned his Civil Engi-

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Arthur Casagrande

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University in Vienna to study civil engineering. While at the University he became an auxiliary assistant to Professor Schaffernak in the hydraulics laboratory, one of the first in the world.

His strong desire to work on major civil engineering projects and the need for money to support his family after his father died forced him to come to the United States in 1926. He found work as a draftsman for Carnegie Steel near Newark, New Jersey. Later that year he met Karl Terzaghi who offered him the opportunity to work as his assistant on consulting work in Washington, D.C. During that period through 1932, he continued to work with Terzaghi on the rolls of the Bureau of Public Roads at MIT on soil classification, shear testing and frost action in soils; and assisted in establishing a soils lab in Vienna.

In 1932 he was offered a one-half-time lectureship at Harvard and during his first year there taught a course in soil mechanics. In 1933 he introduced Harvard's course in laboratory testing and in the same year he received his Doctor of Engineering degree from the Technical University of Vienna on the basis of the contributions that he had published during the years following his arrival in the United States. He was promoted to Assistant Professor; revised the course in foundation engineering considerably; and introduced his course on seepage through soil.

The Corps of Engineers asked his advice as consultant, particularly with respect to seepage problems on the Franklin Falls Dam in New Hampshire and his reputation became worldwide when he suggested and organized the First International Conference on Soil Mechanics and Foundation Engineering. The failure of the Fort Peck Dam led the Corps of Engineers to engage Professor Casagrande's services again and during World War II at their request he trained four hundred army officers on soil mechanics. In the meantime, he had become Associate Professor at Harvard and in 1946 became Gordon McKay Professor of Soil Mechanics and Foundation Engineering there. The same year he commenced research on the resistance of soils to dynamic stresses as part of the Corps of Engineers' studies of Sea Level Canals for the Panama Canal Corp. The next years were busy ones for Professor Casagrande. During the next two and

Peter Corradi

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neering Degree from New York University in 1936. Rising through the engineering ranks of three prominent City and State Agencies including the Port of New York Authority, the Board of Water Supply and the Triborough Bridge Authority, he joined the United States Navy Reserve during 1940. He was commissioned a reserve lieutenant (j.g.) in the Civil Engineers Corps. During World War II he was assigned to the Seabees and served with considerable distinction in the pacific campaigns, attaining regimental command rank during the Okinawa campaign. Transferred to the regular naval service in 1946 he served with the Bureau of Yards & Docks which is responsible for the Navy's worldwide shore facilities and the Civil Engineer Corps (now Facilities and Engineering Command). He served the Bureau in various positions including Deputy Chief and then Chief. While Chief he was charged with reorganization of the Command's function and structure, developed a new order of maintenance and cost saving and finally with the construction, supply and servicing of the Southeast Asian Commitments. Shortly before his retirement in 1965, in recognition of his leadership during a period of greatly expanding responsibility in the Civil Engineers Corps and the Bureau of Yards and Docks, Admiral Corradi was awarded the Distinguished Service Medal by the President of the United States.

In 1966, New York University awarded him the Honorary Degree of Doctor of Science. That same year he joined Gibbs & Hill, an international engineering organization and subsidiary

CASAGRANDE — Continued

one-half decades he continued his teaching schedules and was called upon to carry out many difficult consulting assignments throughout the World. His work involved theoretical and experimental investigations in soils mechanics, hydromechanics of seepage and groundwater movement, frost action on soil, stability of dams, and other problems in foundation engineering on many of the World's major construction projects.

Perhaps the most significant impact he has had on the industry, however, has been through his teaching at Harvard. He has been an inspiration to many.

• BILL YOUNGS, elected an Honorary Member in June 1965 after the excellent job he did on "A History of The Moles" published by Pepperdine University Press, has turned his hobby of wood carving into a full time business.

Bill, who for many years edited America's Builders for Pepperdine, is now proprietor of Carvers Castle, a unique gallery of one-of-a-kind objects in wood, in Cambria, California, a colorful coastal village near the famed Hearst Castle. In addition to his own wildlife carving, Bill and his wife handle the works of some 30 other wood carvers and sculptors. He also continues to write special projects for the University and has recently completed a book on the life of the founder, the late George Pepperdine.

• JOHN E. LESCROART has been appointed Director of the Office of Deepwater Ports. He will report directly to the Secretary of Transportation. The Office of Deepwater Ports was established under the Deepwater Ports Act of 1974 and is charged with coordination of U.S. Department of Transportation activities and those of other agencies, including the U.S. Coast Guard, in carrying out the provisions of the law. A major feature of the act authorizes the Secretary of Transportation to issue licenses for the location, regulation, construction and operation of off-shore mooring stations built to accommodate super oil tankers.

CORRADI — Continued

of Dravo Corporation, as Vice President and General Manager. Within a short time he became President of the firm.

In 1969 he joined Raymond International Inc., a worldwide construction organization, as Senior Vice President was elected a Director and advanced to Executive Vice President. In 1972 he was elected Board Chairman the post he now holds.

Active in many professional organizations as well, he is a Past National President of the Society of American Military Engineers and has served The Moles as Trustee, Vice Chairman and Chairman of the Award Committee, Second and First Vice President and was its President in 1972.

His dynamic personality; his way of getting people to work together; his ability as an administrator and organizer would have been valuable in any industry he chose. Construction people are glad he chose to study civil engineering and make his contributions to that industry.

Guest Speaker



JAMES D. McClARY, Chairman of the Board of Morrison-Knudsen Company, Inc., will be the guest speaker at The Moles' thirty-sixth annual Award Dinner to be held on January 28, 1976 at The New York Hilton.

Mr. McClary well known veteran of more than forty-three years in the construction industry, has gained a reputation as one of the industry's more articulate spokesmen through the many pull-no-punch addresses he has delivered across the country.

He began his career with "M-K", as this internationally prominent company is familiarly known, in the summer of 1932, in Oregon. The next summer he worked as a timekeeper on an Idaho highway job. Succeeding school vacations were spent as warehousman and truck driver on a road project in Yellowstone Park, then clerk and timekeeper on M-K canal projects in Nebraska. In 1938 he graduated at the age of 20 from Stanford University with a Bachelor of Arts degree in civil engineering, then advanced rapidly through a series of M-K field projects as an engineer, foreman, superintendent and project manager of dam contracts and as an executive of M-K subsidiary companies in Mexico.

In 1951 he returned to Boise, Idaho — his home and the headquarters of M-K. Soon he advanced to Assistant General Manager then Director, Vice President, Executive Vice President, to Chairman, the position he now holds.

Mr. McClary served in 1972-73 as National President of The Associated

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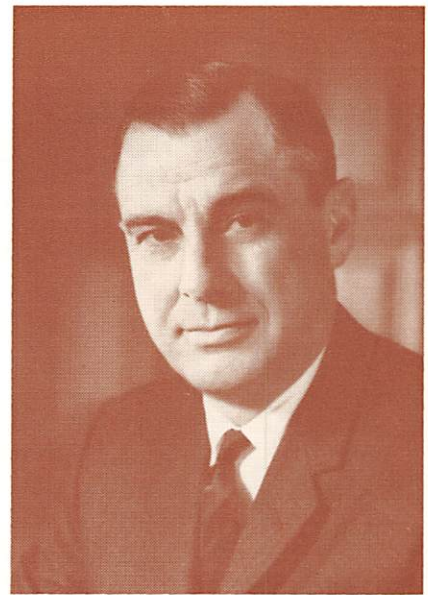
Award Presenters

The Award Working Committee has selected S. PETER VOLPE a long time friend of Dr. Casagrande to make the presentation to him. R.ADM. EUGENE J. PELTIER (Ret.) will make the presentation to Admiral Corradi. Corradi and Peltier are also long time associates dating back to their Navy careers. Corradi was Deputy Chief under Peltier when he was Chief of BUDOCKS. Mr. Volpe is President of the Volpe Construction Company headquartered in Malden, Mass., and Admiral Peltier is President of Sverdrup & Parcel and Associates headquartered in St. Louis, Mo. Mr. Volpe is Vice President of the Associated General Contractors of America and Admiral Peltier is a Past President of the American Road Builders Association both prominent national organizations in the industry.

• BOB BRUNGRABER has been named a 1975-76 Congressional Science Fellow by the American Association for the Advancement of Science. He will work in Washington, D.C., for one year with the Office of Technology Assessment of the United States Congress. Dr. Brungraber, at the time he was selected for the AAAS Congressional Science Fellowship, was Professor and Chairman of Civil Engineering at Bucknell University. He was elected to membership in The Moles in April this year.

• ARTHUR J. FOX, JR., has recently been appointed by New York City's Mayor Abraham D. Beame, to serve a four-year term on the City's Environmental Control Board. Mr. Fox has written in the area of water resources, pollution control and environmental engineering for most of his years on Engineering News-Record, which last year was cited by the National Association of Recycling Industries for its article "Will Solid Waste Bury Us?". The article appeared in the April 1974 Centennial Issue of the magazine. Mr. Fox has been Editor of this magazine for 11 of his 27 years on the magazine's editorial staff.

Award Chairman



MILTON A. HENDRICKSON, President of Hendrickson Bros., Inc., is Chairman of The Moles' Award Committee this year. He has served over the years for The Moles on Special and Nominating Committees; as Trustee; Member-at-Large of the Award Committee and last year was its Vice Chairman. Mr. Hendrickson has been a member of The Moles since 1955.

Born in 1915, Milton went to work for his father and two uncles during summers when he was old enough to carry a pail and use a shovel. After graduating from Central High in Valley Stream in 1933 he was employed full time first as rodman then various positions including equipment operator, master mechanic, job superintendent, etc., culminating in 1953 with his election to the Presidency of the firm.

During the period from September 1942 through September 1945, he served in the United States Air Force and rose to the rank of Captain, flying 30 combat missions.

The firm, incorporated by Milton's father, Arthur and two uncles, Frank and Freeman in 1922, taking over the original business which his grandfather had begun, has grown and is now listed among the first fifty of the largest contracting firms in the U.S.A. Milton, through his leadership has contributed to the growth of Hendrickson Bros., from a local grading and drainage contractor to the present sophisticated complex of super-highway construction, asphalt plants, docks and other structures. The 28 months, \$12 million contract com-

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• • • A Moment of Silence • • •



PHILIP GROVE died on August 16, 1975 at the Upstate Medical Center in Syracuse, New York, as a result of injuries sustained in an automobile accident which occurred on July 27th en route to the Syracuse Airport from his summer home in Skaneateles, New York. He was 70.

Mr. Grove was Chairman of the Grove Group, comprising a number of affiliated companies, each specializing in a particular sector of the construction market both domestically and abroad. The more well-known of these several firms are Grove Shepherd Wilson & Kruge, Inc., Grove International Corporation and MacLean-Grove & Company, Incorporated.

Born on October 4, 1904 in Atlantic City, New Jersey, he was graduated from Rensselaer Polytechnic Institute as a Civil Engineer in 1925. He joined Turner Construction Company from which he resigned in 1929 to form the firm of O'Driscoll & Grove, Inc., which subsequently became the nucleus of the present Grove Group.

In the field of military construction, Grove Shepherd Wilson & Kruge, in joint venture with others, was responsible for the construction of air bases, rehabilita-

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JOHN B. BONNY died on July 30, 1975, at a Boise, Idaho hospital after a brief illness. He was 72.

Mr. Bonny was associated with Morrison-Knudsen in executive capacities for nearly forty years including service as President from June 1960 to January 1969, and as Chairman of the Board from January 1968 until his retirement in July 1969.

Born February 8, 1903 at San Francisco, he was a grandson of one of the pioneer builders of the original Sacramento River levee system. He graduated from the University of California in 1925 with a degree in business administration and entered business the following year with Derbon Construction Company, a partnership firm that operated principally in the Northwest. In 1930 he joined Morrison-Knudsen at Seattle, and was promoted to District Manager in charge of the company's Los Angeles district of operations. In 1943 he was elected Vice President and in 1944 named a Director of the Company.

He was transferred to Boise headquarters in 1947 when he was advanced to General Manager of M-K's total world-wide operations. During his many years with M-K he traveled extensively

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GEORGE W. ROGERS died on September 13, 1975 at New York Hospital. He was 79.

Mr. Rogers was Chairman of the Board of the Geo. W. Rogers Construction Corporation, specialists in marine construction in and around the Port of New York for over one hundred years.

A nephew of the Founder, George Rogers joined the firm in 1919 as a timekeeper after serving in the United States Navy in World War I. Over the years, he gained experience in both construction and business. In 1928 he became a Vice President of the firm and served as its President from 1938 to 1966. As President he was involved in many important projects. During World War II Geo. W. Rogers Construction Corporation performed work for several government agencies. One of the more spectacular accomplishments, though far from the largest of the marine facilities built by Rogers during World War II, was Pier 10 at Bethlehem Steel Co.'s shipbuilding yard. The contract was to build the pier in 90 days, however, as a contribution of management and men to the all out defense effort, Rogers completed it — ready for full use — in only 43 calendar days.

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25 - YEAR MEMBERS



In 1950, 26 men were elected to membership in The Moles; of those twenty-six — nine have died and two were dropped for delinquent dues. Fifteen will receive "Twenty-five Year Certificates" at the annual Fall Members' Dinner on November 5th. Names of those appear below with a brief description of their life as a "MOLE".

CHARLES F. AYERS was President of Ayers-Hagan-Booth, Inc., headquartered in Rhode Island in 1950 when he became a Mole member. His vast experience from 1938 has been supervising most all phases of construction and included buildings, cofferdams, wharves, airfields, pipe lines, bridges, road and dredging work. Mr. Ayers became a member emeritus in 1969.

ROBERT CRIMMINS, great-grandson of the founder of Thomas Crimmins Contracting Company and its President since 1963 is a graduate of Harvard University and has a Civil Engineering degree from Columbia University School of Engineering. Except for the period during 1940 to 1945 when he served his country in the United States Army, rising to the rank of Captain, he has held responsible positions, from Engineer, Project Manager, Secretary, Vice President to President for this prominent New York based foundation and heavy construction firm. He is well known to all members of The Moles since he was their President during 1967 and for three years was Secretary of the association. He served on standing and "special committees" over the years and as Trustee, Second and First Vice President. He resides in Darien, Conn.; and is an avid sailing enthusiast.

ARNOLD THURBER has been with J. Rich Steers, Inc., since 1937 starting as field engineer and rising through the ranks to Executive Vice President a position which he now holds with that firm. For The Moles, Mr. Thurber has served over the years as committee member, Trustee, Chairman of the Finance Committee and Treasurer. He resides in Staten Island and also has a home in Jamestown, New York.

RICHARD J. HILL, JR., joined S. A. Healy Company as a Vice President in 1942, a position he held until his retirement in April 1973. Some of the major Healy work he was involved most with included the Ravan Rock Project ("Pentagon in the Hills"), the Merri-man and Neversink Dams, a tunnel under Boston Harbor, the Bowery Bay Tunnel and a portion of the Washington, D. C. Subway. Since his retirement, he resides in Rancho Santa Fe, California. Dick and his wife have celebrated their 51st anniversary. He plays a little bridge, a little "atrocious" golf but admits to "spending a lot of time writing irate letters to politicians intent on winning elections regardless of the cost to the public".

ROBERT B. JEWELL a graduate of Lehigh University with a B.S. in Civil Engineering has been affiliated with Mason & Hanger-Silas Mason Co., Inc., since 1939. At the time he became a member of The Moles he was Project Manager on construction of the Ft. Randall Dam Outlet Works Tunnel in South Dakota for the firm. Since that time he has been associated with many difficult and unusual heavy construction projects. Mr. Jewell remains active with Mason & Hanger and has been headquartered in Lexington, Kentucky since 1959. He is a registered Professional Engineer in the states of New York and Kentucky; a Fellow, American Society of Civil Engineers; a member, American Concrete Institute, American Institute Aeros and Astronautics, the National Society of Professional Engineers and the American Ordnance Association.

JAMES D. PARSONS was Senior Associate with the consulting engineering firm of Mueser, Rutledge, Wentworth & Johnston, which specializes in foundations and subsurface engineering, until his recent retirement. He joined the firm in 1940 and became an Associate Partner in 1949. In 1966 he was designated Senior Associate. Since his retirement he has been doing independent consulting for MRW&J and others. Mr. Parsons currently makes his home in Asheville, North Carolina.

DONALD B. MCKINLEY had been with Spencer, White & Prentiss for 15 years when he became a member of The Moles. In 1950 he was General Superintendent of that firm and in 1957 was appointed a Vice President in charge of Field Operations. He retired in 1975 and while he still does some consultant work he spends some of his time improving his golf scores. Don flew his own plane for years but he tells us he has recently given up after two emergency landings. For The Moles, Don served as Trustee during the period from May 1, 1966 through April 30, 1969.

PAUL M. WENTWORTH, Partner, Mueser, Rutledge, Wentworth & Johnston since 1951, joined the firm in 1941. His work has involved him with many of that firm's interesting projects dealing primarily with the design of heavy foundations, waterfront structures and special problems. A few of note include: The United Nations Buildings, Ore Loading Port in Brazil, Vehicle Assembly Building at Cape Kennedy and Tioga Marine Terminal at Philadelphia. Over the years his work has resulted in having to live at various times in Chile, Venezuela and Puerto Rico. He is a Registered Professional Engineer in eight states and a Fellow of the American Society of Civil Engineers and American Consulting Engineers Council.

JOHN P. BARNES began his career back in 1938 as an engineer on subway construction. During the period from 1943 to 1946 he was with the U.S. Navy Seabees supervising airport construction. He also worked as construction engineer and superintendent for Senior & Palmer on bridge foundations, underpinning and excavations. When he became a Mole in 1950 he had been two years with Tully & DiNapoli working directly under the late, Howard B. Gates who was Chief Engineer of that firm. John served several years for The Moles on the Program Committee; and whatever game he was supervising at the "Clambake" immediately became a popular event because of his amiable personality. At the present time, he is employed by the Hallen Construction Company. John is an avid golfer and enjoys summers out in the Hampton area on Long Island.

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25 YEAR MEMBERS

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ROBERT C. JOHNSTON is a Partner with Mueser, Rutledge, Wentworth & Johnston. He joined the firm in 1935 and was designated Partner in 1951. During the period between 1944 through 1946 he served with the U.S. Navy Civil Engineering Corps as Officer-in-charge of a construction unit in France and Germany and Design Superintendent, Public Works Office for the 3rd Naval District. As Partner, MRW&J, he has been in charge of such projects as foundations for the Alcoa Building in Pittsburgh, Chase Manhattan in New York, Thirty-Ninth Street Marine Terminal in Brooklyn and the Battery Park City land and bulkhead construction. He is a registered Professional Engineer; a Fellow of the American Society of Civil Engineers and the American Consulting Engineers Council and a member of the Princeton Engineering Society.

HAROLD H. KRAMER graduated with a Civil Engineering degree in 1935 from New York University School of Engineering and studied soil mechanics and structures at Columbia University. He has been affiliated with Thomas Crimmins Contracting Company continuously since that time except for a 2½ year gap during and following World War II. A few of the major foundation projects which were under Mr. Kramer's direct supervision either as Project Manager or as General Superintendent have been: New York Coliseum, Western Electric Building, Pan Am Building, Bankers Trust at 280 Park and 605 Third Ave., CBS Building, Penn Station, Madison Square Garden Redevelopment, #1 Penn Plaza and others too numerous to list. At the present time he is supervising the Jamaica Water Control Project for that firm. Mr. Kramer has a P.E. license in the states of New York, New Jersey and Connecticut.

KIRBY SMITH was a Vice President and Director of Raymond Concrete Pile Company in 1950. He had been associated with the firm since 1926 except for three years during World War II when he returned to the Navy as Director of Construction for the Bureau of Yards & Docks. Admiral Smith was elected a member emeritus in 1957 some time after moving to Atlanta, Georgia and his retirement from Raymond.

STANLEY S. REICH was affiliated with the Arundel Corporation when he became a Mole and had been since 1922. He was well known throughout the New York and New England area supervising major work for that firm. He retired from Arundel in 1967, however, he has remained active as an Engineering Consultant. For the past seven years he has been Consultant to a Developer who has developed business, tourist, and residential property on the Gulf of Mexico at Boca Grande, Florida. He keeps himself fit playing golf, swimming and gardening along with a weekly trip to New York City and a monthly trip to Florida. Having given up his Brooklyn residence, he now resides permanently on beautiful Shelter Island located between the North and South Fork on Long Island. Mr. Reich has been a Member Emeritus since 1970.

RICHARD A. TOWER worked summers for J. Rich Steers and joined the firm on a permanent basis in 1934 after graduating from college. He has risen through the ranks to Vice President and Director the position he holds today. Dick was building a section of the first Bay Crossing at Annapolis, Md., when he joined The Moles in 1950. Since then he has been involved with many complex and interesting projects for the firm, among which include: Texas Tower 3; Bridges at Captree, Long Island, Kearny, New Jersey, Throggs Neck and Verrazano, Delaware Memorial 2nd span, Chester-Bridgeport and others; Power Plant construction for Public Service Electric & Gas, Con Edison, Long Island Lighting Company, Pennsylvania Power & Light Company, and Jersey Central Power & Light; Sewerage Disposal Projects; sections of the Metro Subway in Washington, D.C. and projects for the Port Authority of New York & New Jersey and the City of New York. We understand Dick is planning to retire at the end of the year and live at Sea Pines Plantation, Hilton Head Island, South Carolina. While he will remain as a consultant for J. Rich Steers, Inc., golf, fishing and visiting with his six children and eleven grandchildren who live in Seattle, Los Angeles, Dallas, Vermont and New York will keep him and his wife Gladys pretty busy.

SAMUEL D. STICKLES retired in 1967 as Vice President of Great Lakes Dredge & Dock Co., where he was in charge of the firm's Atlantic Division. He had been affiliated with that company since 1930. He moved to Greencastle, Indiana in 1967 when he retired and in 1969 was elected a Member Emeritus.

DONALD A. HUNTLEY died on July 22, 1975 at Jacksonville Beach, Florida. He was 78.

Mr. Huntley was President of the P.T. Cox Construction Co., for many years before his retirement in 1958. The firm during that time was actively engaged in the heavy construction industry constructing bridges, elevated highways and other heavy construction projects in the eastern area.

After retirement he moved to Florida; became a Member Emeritus and was engaged in the real estate business as a consultant to a developer for shopping centers and industrial sites.

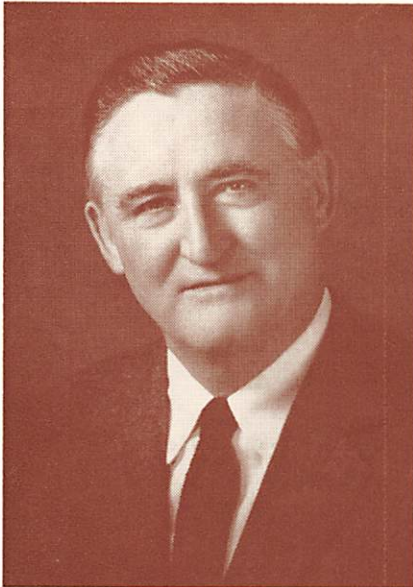
A member for almost thirty-five years, Mr. Huntley served as Trustee and Chairman of the Award Committee for The Moles during the period from 1941 through 1945.

AWARD CHAIRMAN

(Continued from Page 3)

pleted this past January on the Long Island Expressway is an example of their "know-how". One of the most difficult phases was maintaining and protecting traffic for the most heavily traveled road in New York State while construction crews maintained their schedules.

Mr. Hendrickson has worked unstintingly for the betterment of other contractors and engineers through the AGC and the GCA. He is a Past President and Member of the Executive Committee of the New York State Chapter, Associated General Contractors of America and a Member of the Executive Committee of the General Contractors Association of New York; a Past President of the New York City Post, Society of American Military Engineers; and President, Nassau-Suffolk Contractors' Association. Along with other civic duties, he serves as Director of the American Cancer Society and Mercy Hospital.



JOHN L. DOHERTY died of a heart attack on August 4, 1975 while boating off Cape Cod. He was 75.

Mr. Doherty graduated from Tufts University in 1921 and joined Perini Corporation shortly thereafter. He became General Manager and later Vice President and was one of the first Directors of that firm.

Some of the larger projects which came under his direction were the 12-mile Boston Extension of the Massachusetts Turnpike, major sections of the Maine Turnpike, and Tuscarora Mountain Tunnel of the Pennsylvania Turnpike, as well as numerous dams, airport runways, and other tunnels.

The late Lou Perini, referring to Jack, wrote in one of the company's publications "there is no finer or more capable construction man in this country." Mr. Doherty retired from Perini in 1965 but remained as an Honorary Director and a consultant to the time of his death.

Elected to membership in The Moles in 1955, he became a "Member Emeritus" in 1971.

Mr. Doherty is survived by his wife, Celia; a son John F.; a daughter Mary Jane and nine grandchildren.

GUEST SPEAKER

(Continued from Page 3)

General Contractors of America and has given freely of his expertise to many other state and national organizations. In the process, he has become recognized as an expert in such fields as labor, legislation, productivity, finance, environmental controls, and the shortages that confront the construction industry.

STUDENT AWARDS

In addition to those recipients published in the July issue of *Holing Through*, three more student engineers have received the 1975 Awards. They are: Albert Fazio from Manhattan College, Gerard Gates from Bucknell University and James Pudleiner from Lafayette College. A total of thirteen Awards have been given this year and invitations to all recipients have been issued to attend the November 5th Annual Fall Members' Dinner in order that they can become acquainted with The Moles' membership and learn more of the construction industry.

CLAMBAKE '75

Featured on the back page of this issue is photographer, Marty Ostergaard's montage of the Clambake. Those members who were not able to attend the festivities at Colonie Hill will see they missed a fun-filled day of activities.

GROVE (Continued from Page 4)

tion of ports, etc., throughout the world. In the field of tunneling, MacLean-Grove & Company, has been involved in major works world wide. They are currently engaged in the completion of three separate segments of the 63rd Street-Queens subway addition.

In the field of building construction, Grove Shepherd Wilson & Kruge has been identified with a number of notable structures erected across the United States as well as the Metropolitan New York area. Presently the company is in the process of completing the State Library and Museum Building which is intended to be the crowning architectural feature of the Albany Mall (now formally known as the Empire State Plaza); and Grove International Corporation is carrying on work of some magnitude in Botswana, Saudi Arabia and the Sultanate of Oman.

Mr. Grove was active in the affairs of R.P.I. following his graduation, serving as a Trustee for many years and being awarded the Albert Fox Demers medal in 1950 in recognition of his interest and participation in the Institute's activities. At the time of his death he held the position of Honorary Trustee.

He is survived by his wife, Birgit; a son, Winthrop; three daughters, Barbara Simoni, Jane Pritchard, Elizabeth Schweizer, and twelve grandchildren.

BONNY (Continued from Page 4)

and was well known by government officials, diplomats, and business leaders in scores of nations.

Mr. Bonny received The Moles' Award in 1959 cited as a "Constructor Extraordinary". He also received The Beavers' Award and was named to the Construction Hall of Fame in Milwaukee in 1966.

He was editor of a major technical reference book entitled, "Handbook of Construction Management and Organization" published in early 1973.

Mr. Bonny is survived by his wife, Marion; a stepson, Robert Elkins Bonny; two daughters, Mrs. Jean B. McCauley and Mrs. Ann Thompson; two stepdaughters, Mrs. Marianne Hudson and Mrs. Janet Wells; and seven grandchildren.

ROGERS (Continued from Page 4)

Rogers built the East River Heliport the North River Heliport, the Chelsea Piers, the Gravesend Bay Marine Transfer Station; brought in the landfill for the Battery Park City project and refurbished the piers at the South Street Seaport. Other projects included pile driving at Fire Island Inlet, the Captree Causeway Bridge the Cross Bay Bridge, and the Circle Line Piers.

For The Moles, Mr. Rogers served on several committees and was a Trustee from 1962 through 1964. He was a former President and a Director of the Whitehall Club a Director of the Maritime Exchange and a Founding Trustee of the South Street Seaport Museum.

He is survived by his widow, Alberta; two daughters, Mary Stumpf and Nancy Von Elm; six grandchildren and one great-grandchild.

