

NEWS BULLETIN

AN ASSOCIATION OF MEN



OF THE MOLES

ENGAGED IN HEAVY CONSTRUCTION

HOLING

THROUGH

NOVEMBER, 1978

McCURDY and FOX selected for 1979 MOLES' AWARDS



HORACE W. McCURDY



GEORGE A. FOX

ON Wednesday evening, January 31, 1979, The Moles will accord their highest honor, the Awards for "outstanding achievement in construction" to H. W. McCurdy, Chairman of the Board of Puget Sound Dredging Company, headquartered in Seattle, Washington and George A. Fox, President and Chief Engineer of Grow Tunneling Corporation, headquartered in New York City, Mr. McCurdy and Mr. Fox are the thirty ninth pair to receive these coveted Awards.

HORACE W. McCURDY is a veteran of more than fifty-five years in heavy construction and ship-building. Born in Port Townsend, Washington on July 30, 1899 he holds a B.S. Degree in Mechanical Engineering from Massachusetts Institute of Technology which he received in 1922. After completing his secondary education in Port Townsend, he en-

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GEORGE A. FOX was born in Pittsburgh, Pa., on April 19, 1920. He holds a Bachelor of Civil Engineering degree from The Cooper Union for the Advancement of Science and Art in New York City which he earned in 1940; a Master of Civil Engineering degree from the Polytechnic Institute of Brooklyn (1942); and the professional degree of

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Horace W. McCurdy

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tered the University of Washington only to leave in 1917 to enlist in the United States Naval Reserve serving overseas aboard Naval Troop Transports. While in service he attended the U.S. Naval Steam Engineering School in Hoboken, New Jersey and was commissioned Ensign (EDO). It was after the Armistice in 1918 that he entered M.I.T. He was a three-year crew letterman and was captain of the crew during his senior year at M.I.T. He was also elected to membership in Tau Beta Pi Honorary Engineering Fraternity.

After graduation in 1922 he entered the employ of Puget Sound Bridge and Dredging Company as a timekeeper and laborer and served progressively as Manager of the Dredging Department; Vice-President, General Manager and Director; President, General Manager and Director. He served as Chairman of the Board from 1959 - 1963. The Company's name was changed to Puget Sound Bridge and Dry Dock Company in 1959 and to Lockheed Shipbuilding and Construction Company in 1965. Mr. McCurdy served as a Director of Lockheed Aircraft Company during the period from 1959 to 1970. He is currently serving as Chairman of the Board of Puget Sound Dredging Company in Seattle, Washington.

During his career with the Puget Sound Bridge & Dredging Company, which later became Lockheed Shipbuilding & Construction Company, many large heavy construction projects were completed. The Company constructed the Lake Washington Floating Bridge which at the time of its construction was the largest floating man-made body in the world. They built three large hydraulic dredges in the St. Lawrence River which they also operated; the Atlas and Titan Missile Silos; approximately one hundred steel naval vessels (from escorts to guided missile frigates); commercial ferries; the U.S. Navy's only inshore Fire Support Ship; and they were responsible for repairing and converting two thousand vessels, both Naval and commercial. Sometimes in joint-venture, the Company constructed: the Alaskan sector of the Distant Early Warning Radar System (DEW Line), Navy Air Bases in Alaska and the Aleutian Islands; the Port of Embarkation at Prince Rupert, British Columbia; the city of Kitimat and its reduction plant for the Aluminium Company of Canada; the Granville Street Bridge, Vancouver, B.C.; four Canadian pulp mills; as well as numerous bridges,

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George A. Fox

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Civil Engineer which was conferred on him in 1952 by The Cooper Union. He also is a member of Tau Beta Pi, Honorary Engineering Fraternity.

His professional career began as a Junior Naval Architect at the Brooklyn Navy Yard in 1940. Some time later he worked as a structural designer of waterfront structures, graving docks and advance base floating drydocks for the Consulting Engineering Firm of Frederic R. Harris. While in their employ he was in charge of the design of a 150 ton floating derrick barge for handling lock gates in the Sault Ste. Marie Canal.

Commissioned as an Ensign in the Civil Engineers Corp of the U.S. N.R. in December 1942; he served in the Pacific theater and was discharged as a Lieutenant in 1946.

Immediately following WW II George joined Grow Construction Co., Inc. In 1951 he became Chief Engineer and Vice President of the firm and Executive Vice President in 1957. While at Grow Construction he was involved in a supervisory capacity as designer, field engineer, estimator and project manager of numerous major heavy construction projects, which included 50,000 lineal feet of compressed air sewer tunnels as well as sections of highways; major river crossings; and approach sections to the Lincoln Tunnel and George Washington Bridge.

In 1969 the Grow Tunneling Corp. was formed with George as Executive Vice President and Chief Engineer and in January of '78 he became President. The firm has completed over \$300,000,000 worth of tunnel work of all kinds.

A member of The Moles since 1959 he has served as committee member on several important committees and was Trustee from 1967 through 1969. He serves as First Vice President of the General Contractors Association of New York and is Chairman of the Tunnel Committee. As a member of the GCA Labor Committee, he has been an active participant in Industry-wide labor negotiations.

Award Chairman



The activities of the Award Committee are under the direction of Salvatore DeSimone, partner of the Consulting Engineering firm of Mueser, Rutledge, Johnston & DeSimone. Sal has spent most of his professional career with the firm joining them in 1948 immediately after graduation from the College of the City of New York with a Bachelor of Civil Engineering degree. He attended Columbia University for post-graduate studies in soils mechanics and foundation engineering during the late 40's and early 50's.

During the Second World War, he attained the rank of First Lieutenant in the Infantry and was in combat with the Third Army in Europe. He was awarded the Purple Heart for wounds received in action and a Combat Infantryman's Badge along with other decorations.

Starting as a draftsman, he worked at every level in the firm both in the field and in the office. Early in his career, he spent time as a resident engineer in Pittsburgh on the U.S. Steel Building and the Aluminum Company Building foundations. He was advanced to design engineer upon his return to the office and then to project engineer. In 1960 he became an associate and then was admitted to the partnership in 1966. Among the projects with which he was connected are included the foundations for the Governor Nelson A. Rockefeller Empire State Plaza in Albany, New York; the Prudential Insurance Company Home Office foundations in Newark, New Jersey; the Chemical Engineering Building foundations at MIT in Cambridge,

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Honorary Member

Seabee Founder Dies



ADM. BEN MOREELL, CEC-USN (Ret.) died of cancer on July 30, 1978 in Pittsburgh, Pennsylvania. He was 85.

Admiral Moreell, often referred to as the "Father of the Seabees", served as Chief of the Bureau of Yards and Docks from December 1, 1937, upon appointment by President Roosevelt, to December 1, 1945. He was the organizer of the Navy's Construction Battalions, the famed Seabees of World War II, who constructed front line facilities for America's forces all over the world. The Seabees have played a role in every major military engagement since World War II.

After a second term as Chief of the Bureau of Yards and Docks, he advanced to Chief of the Material Division, Office of the Assistant Secretary of the Navy.

In October 1945 after the Government had seized the Nation's petroleum industry as the result of a nationwide strike, President Truman placed him in charge of the major portion of that industry and in May 1946 following a government seizure of the Nation's strikebound bituminous coal industry, he was designated by the President to be the coal mines administrator.

Before his retirement from active duty, he was appointed a four-star Admiral, the only officer of the Navy's Civil Engineer Corps to be so designated. In 1946 he joined Turner Construction Company as President and in 1947 became Chairman of Jones & Laughlin Steel Corporation.

The Moles recognized Admiral Moreell's achievements in 1943 when he was presented with the Non Member Award. He was selected in 1975 by the Construction Division of the ASCE as one of the ten men who have contributed the most to the advancement of construction methods in the United States during the past fifty years and in 1977 he received the "President's Award" from the American Society of Civil Engineers for "Distinguished service to his Country in times of War and Peace." He was elected to membership in the National Academy of Engineering in 1976.

Admiral Moreell is survived by his wife, Jessie; his daughters, Marion M. Jordan and Patricia Moreell; and three grandchildren.



WILLIAM E. DUNN died at his home in Washington, D.C., on July 3, 1978. He had undergone surgery for cancer in March.

Mr. Dunn was 68.

Until his retirement in 1974 Mr. Dunn was Executive Vice President of The Associated General Contractors of America. He was a native of Dixon, Illinois and graduated from DePaul University in Chicago in 1937 with a law degree. A member of the Illinois Bar, the Federal Bar and the Bar of the U.S. Supreme Court, he practiced and taught law in Chicago and served as regional attorney for the War Labor Board in Chicago before joining AGC in 1947.

With AGC, he served as Assistant Executive Director from 1956 to 1961 and Executive Director from 1961 to March 1972 when he was named Executive Vice President of the Association.

James M. Sprouse, currently serving as Executive Vice President of the Association said: "Mr. Dunn was AGC's leader during a period of unprecedented growth and change. His voluminous knowledge of the construction industry and his ability to productively channel that knowledge toward meeting the challenges facing the industry were of greatest importance during that difficult period."

He is survived by his wife, Margaret; two daughters, Mary Virginia Metz and Suzanne; and three sons, James, William and Roger.



25-YEAR MEMBERS



LELAND B. FRASER was President of Fraser Brace & Co., a prominent heavy construction firm in 1953 when he became a member of The Moles. In 1971 Mr. Fraser became a Member Emeritus sometime after retirement. Residing in Cutchogue, on the north fork of eastern Long Island Mr. Fraser has been most active in civic and local affairs having served as President and on the Board of the Nassau Point Property Owners Association. He served as Treasurer and President and is a member of the Board of the North Fork Country Club and plays golf two or three days a week. In his words "it beats living in a nursing home". He spent portions of the late sixties and early seventies traveling including a 90 day cruise around the World: several shorter cruises and a car trip across the United States and back.

H. GEORGE DECANCO, after thirty one years with the Port Authority retired in late '59 and went with Amman & Whitney to be resident engineer on the Verrazano Narrows Bridge. He was also resident engineer for several years on the bridge at Robert Moses Causeway employed by Hardesty & Hanover. His career included work on all the Hudson River vehicular tunnels including the Holland Tunnel. In 1974 Mr. Decanco retired from active business and moved to Leisure Village in Lakehurst, New Jersey.

WILLIAM M. SHEEHAN was Chief Engineer for Tully & DiNapoli when he became a member of The Moles twenty-five years ago. Bill says "he was proud of his membership then and is still proud twenty-five years later". In his forty some odd years construction career Bill considers the last eight years with Mason & Hanger-Silas Mason Co., as Resident Engineer in charge of the North River Water Pollution Control Project and now in charge of all that firm's contracts in the Metropolitan area as the most challenging. His ambition is to see the North River project completed. Bill once an ardent boating buff says that interest is tapering off a bit for the sport and he will replace it with another challenging hobby (not golf). Bill has served on several committees over the years for The Moles including the Program Committee of which he was Chairman; and the Membership Committee. He was a Trustee during 1958, 59 and 60.

BENJAMIN B. TALLEY, BRIG. GEN. U.S.A. (Ret.) tells us about his 25 years as a Mole: "It has been a busy 25 years since I became a Mole when I was Division Engineer, North Atlantic Division, Corps of Engineers, New York City. This was followed by a similar job in the Mediterranean Division of the Corps in charge of the construction of the air bases in North Africa, where I retired from the Army in 1956. Then came three and one-half joyous years with Raymond International, stationed in New York, travelling through South America, Africa and the Middle East. Perhaps the highlight for me during this time was Raymond's contract for work on Brasilia, the new capital of Brazil. After resigning from Raymond at the end of 1959, together with my wife, Manila, I returned to the farm-ranch in Oklahoma which my father and grandfather had claimed from the prairie in 1887. We operated it for 3½ years, and feeling we had become a couple of nursemaids to a bunch of cows, we sold the cattle, leased the ranch and went on a five month photographic safari in Africa. In a Land Rover we purchased in London, we drove — largely alone — around the Mediterranean Sea with a side trip through Egypt, the Sudan, Ethiopia, Kenya, Tanganyika and Uganda. Then we went down the Nile on a barge to Khartoum, across the Sudan from Atbara to Port Sudan, up the coast of the Red Sea to Suez, then by boat through the Canal to Aquaba and across Jordan, Syria, Turkey, Bulgaria, Yugoslavia and Austria into Germany where we shipped the Land Rover to New York. We rejoined it by air and returned to Oklahoma to write about the trip. This was interrupted by the Good Friday earthquake in Anchorage, and we returned in 1964 to Alaska, where I had been in charge of Army Corps construction during WW II. I worked for Metcalf & Eddy under the Corps of Engineers in the Anchorage office which I established in 1941. This was followed by one and one-half years in Vietnam with Metcalf & Eddy under contract with the US Navy. Then, back to the ranch in Oklahoma and thence to Alaska in 1967. We have called Alaska "home" since 1964. In 1973, we resumed operation of the Oklahoma ranch in preparation for its sale. I drove a tractor more than 400 hours that year.

The sale was successful, but it was followed almost immediately by the death of Manila by cancer. I returned alone to our "Little House" near Anchor Point in Alaska. One and one-half years later I married Virginia Wheeler, the widow of Lt. Gen. Raymond A. Wheeler, former Chief of Engineers and recipient of the Mole Award. General Wheeler died seven weeks following Manila's death. Virginia and I are residents of Alaska where we spend some six months, with winters in Washington. We are very busy both in Alaska and Washington. In Alaska we are working hard on the project for the relocation of the capital of Alaska from Juneau to Willow where a new capital city will be built. In between, we write, fish and enjoy life on the Last Frontier, as well as winter in the South 48. Our freezer is filled with moose, salmon, halibut, trout, crab, shrimp and many varieties of vegetables grown in our own garden, supplemented by goodies from the woods around "Little House". It is a wonderful life, and we are grateful; but we have learned one thing. If there is something you want to do, do it before you retire. You won't have time afterwards".

COL. ALFRED H. DAVIDSON, JR., USA (Ret.) was N.Y. District Engineer, Corps of Engineers, United States Army when he became a member of The Moles. Upon retirement in 1962 he served as Director of the Civil Engineering Department at Miami Dade Community College, Miami, Florida until 1973. Col. Davidson is now a "Gentleman Farmer" residing in Tallassee, Alabama. He has a small herd of Santa Gertrudis cattle, quarter horses, mallard ducks and Grey Toulouse geese. Col. Davidson has been a "Member Emeritus" since 1965.

CLAYTON G. O'CONNELL retired as Project Manager from J. Rich Steers, Inc., in 1975 after forty four years with the firm. During that time he was involved in all types of heavy construction including sewage treatment plants, subway sections, piers, docks, and all phases of marine construction. When he retired he became a "Member Emeritus". Clay spends most of his time these days, traveling; watching baseball, football, bowling and horse racing.

EDWARD J. QUIRIN in a letter written to the Executive Secretary expressed his thoughts so eloquently on



25-YEAR MEMBERS



his 25th anniversary as a Mole we thought other members might enjoy it: "It was indeed a pleasure to receive your letter and to learn I reached the 25th year as a Mole. During those twenty five years I was always proud to be a Mole and served as a Trustee for two years. I have seen The Moles grow in stature and prestige. My thanks go to you and your staff for the efficient way you have handled affairs and my thanks also go to the Officers and Committee Members who have worked so diligently in carrying out their assignments and who have made The Moles what it is today. For the first nineteen years of my membership I was President of Frederic R. Harris, Inc., Consulting Engineers. During that time the Company built up from a single New York office to over thirty offices in the United States, Europe, Asia and South America. It was a very busy and active time of my life until I retired in 1972 having merged the company with Planning Research Company in 1968. Following retirement I served as Vice President, Administration, New York Polytechnic Institute, for three months; lost my first wife; remarried and moved to Connecticut. During my later years in New York, I was President of the Board of Trustees of Knickerbocker Hospital in Harlem and Vice Chairman of the Board of Trustees of Brooklyn Polytechnic Institute both of which positions I retired from upon leaving New York City. Since coming into Old Lyme, Connecticut, I established an individual Consulting Engineering practice where I have been kept busy on a very minimum schedule advising on water front structures. Three years ago I was elected President of the Connecticut River Foundation at Steamboat Dock, Inc., in Essex, Connecticut which was incorporated two years prior. Enough money was raised to buy Steamboat Dock property and to start rehabilitation of the buildings, bulkhead and grounds. The Foundation's objectives are to create a memorial to the Connecticut River's history by establishing a maritime museum, library, meeting place and waterfront park. For most of my life I have been a yachtsman having started with a 23 foot Chris Craft runabout and ending with a 48 foot Grand Banks Trawler. Just a month ago, my wife Peg, and I returned from a 35 day flying trip to Japan, Guam, Hawaiian Islands and the West Coast. We shall be doing more of this kind of travel in the future. I can't help but say that

we were very much impressed with Japan, and the Japanese, with their disciplinary behavior, cleanliness, orderliness and nationalistic attitude. Their railroads are great, giving first class service at moderate rates and their express highways have been well constructed".

WELDON S. (BOB) BOOTH a graduate of Columbia College and School of Engineering together with James P. Cummins and Louis G. Coakley (also Mole members) founded the heavy construction firm of Coakley & Booth, Inc., in 1946. The firm became active in 1947 one year after Mr. Booth's tour of duty ended with the CEC Corp., USNR. Mr. Booth holds numerous patents in the construction field, one of which resulted in the formation of Contact Sheeting, Inc. Mrs. Tod B. Booth has directed the firm from the time their two children (Carol and Christopher) established their own homes. Mr. Booth became a partner of W.S. Booth & Co., Consulting Engineers in the early sixties. The firm specializes in substructure consulting. During the thirty-two years since the founding of Coakley & Booth, Inc., Mr. Booth has been involved in the construction and/or design of more than a thousand projects. Like most men in the construction field, he has forgotten the many more contracts not successfully negotiated. Skiing and golfing with Mrs. Booth, children, four grandchildren and friends are major sporting activities while books, the theatre and fine art are quiet avocations. As former President of the Columbia School of Engineering Alumni Association and Fellow of the American Society of Civil Engineers, Mr. Booth is active on various committees in their behalf.

JAMES T. DENTON retired as Vice President and Director of Engineering in 1972 from Geo. W. Rogers Construction Company and became a "Member Emeritus". Jim had an exciting career of over fifty years in the Industry divided primarily between Geo. W. Rogers Construction Company and Merritt-Chapman & Scott. — He lives in Charlottesville, Virginia with Mary his wife of 53 years.

CHARLES A. RICHARDSON was Vice President of Merritt-Chapman & Scott Corporation when he became a Mole in 1953. In 1956 he resigned from

M.C. & S. Corp. to join Perini Corporation as Vice President and General Manager of their Marine Division in charge of the construction of various large marine and tunnel projects. Among them were Pier 2, Newport, R.I. Naval Base; Callahan Tunnel, Boston, Mass.; Newport Bridge Substructure, Newport-Jamestown, R.I.; and most recently, the Substructure for the North River Pollution Control Project, New York City. In 1976 he retired as Vice President but retains his desk and currently serves as a consultant for Perini Corporation. In 1974 Charlie was presented with The Moles' Member Award for "outstanding achievement in construction" and in May of that year he was elected President of the Association. Charlie says, "these are the proudest accomplishments of his long career". He and his beloved wife, Mabelle, now divide their time between West Palm Beach, Florida and Cohasset, Massachusetts.

JAMES C. CODELL, JR., is President of the prominent Codell Construction Company headquartered in Winchester, Ky., founded by his father. The firm which he heads is noted for highway, bridge, tunnel and railroad work as well as other heavy construction in the Southwest.

WALTER SCOTT retired as Vice President and Director of Peter Kiewit Sons' Co., and was elected a Member Emeritus in The Moles in 1967. During his active career with Kiewit, starting in 1926, he participated in many of the firms notable heavy construction projects. The Beavers recognized his achievements and presented him with their Golden Beaver Award for Management some time ago. For the past several years Mr. Scott has been in a nursing home. His son, Walter, Jr., became a member of The Moles in 1966 and is currently serving PKS as Executive Vice President.

JOHN J. WALSH retired from Walsh Construction Company in 1973. He had occupied the position of Vice Chairman of the Board of that firm since 1965 having joined them in 1934. Jack Walsh served The Moles well in many capacities and was the Association's President in 1964. He became a Member Emeritus in The Moles in 1974 and some time later moved his residence to Palm Desert, California.



LESTER E. HUNTINGTON died on October 8, 1978. He had suffered a stroke a week prior to his death. He was 70.

Mr. Huntington received The Moles' Non Member Award in 1971 and in turn was made an Honorary Member.

He began his career in construction in his early teens and worked as mucker motor-man and chuck tender in the Washington-Oregon area. In the early 30s he was employed by Walsh Construction Company on the Metropolitan Water District project at Copper Basin and Whipple Mountain near Earp, California. He also worked on the Queens Midtown Tunnel in New York and the New York City #2 Tunnel. Among the many other projects he was connected with were: the Feather River project (including the Caribou and Butte Valley tunnels); the water-plagued Pitt No. 4 out of Redding; the Camino Tunnel; White Rock; and the Flathead Tunnel at Trego, Montana.

The citation presented to Lester Huntington by The Moles when he received their Award read: *"A veritable mole who devoted his life to constructing tunnels through soft ground and hard rock, under most difficult conditions. Truly one of the World's foremost tunnel builders."*

Mr. Huntington was also recognized by The Beavers when he received their 1966 Award for "supervision".

He is survived by his wife, Edna; a son, Floyd; a daughter, Patty; and six grandchildren.

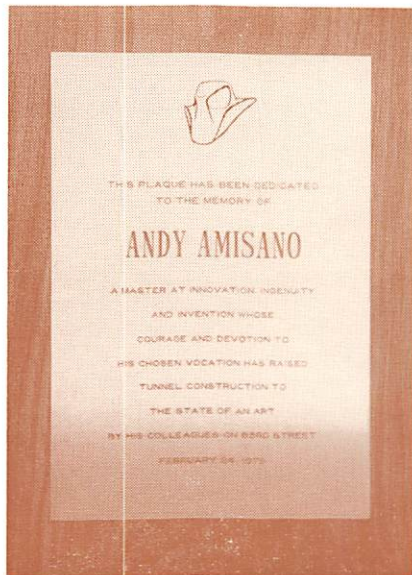


WILLIAMS D. BAILEY succumbed to a heart attack at his home on July 8, 1978. He was 78.

A civil engineering graduate of Cornell University in 1924, Mr. Bailey had a distinguished career in the heavy construction industry. He was a partner in Seelye Stevenson Value & Knecht and responsible for design and supervision of the firm's major highway projects, heavy rock excavations, bridge foundations and other difficult foundation work. He also served with the U.S. Navy Seabees.

Mr. Bailey became a member of The Moles in April 1962 and after retirement from SSV&K was elected a member emeritus in 1972.

He is survived by a son, James; two daughters, Eleanor McDowell and Margaret Mertz; and ten grandchildren.



Award Dinner January 31, 1979

AMISANO REMEMBERED

RUBE SAMUELS recently brought to the attention of the Chairman of the Publicity Committee, BOB LENZ, a rather interesting tribute that was paid to Andy Amisano by a number of his associates on the 63rd Street Subway Tunnel Project. "While Andy was not a member of The Moles" Bob said, "he was known to many of us and will be remembered for his very unique qualities". "He was a regular at most of The Moles' functions and it will probably come as a surprise to many members to realize he was not a member of The Moles".

The "tribute" was described in the Schiavone Construction Company in-house newsletter titled "ANDY AMISANO REMEMBERED" and the excerpted copy which was transmitted to The Moles' office follows: *"How does a group of men who have worked on a project with a living legend remember him after he is gone? The crew of the 63rd Street joint venture subway tunnel was confronted with this problem upon the passing of Andy Amisano, and since January 18 they have dealt with the situation admirably. In a letter to the Rt. Rev. Msgr. John Patrick Carroll-Abbing, president of Boys' Towns of Italy, Inc., Mike Wiles noted along with many other qualities Andy's 'great love for youth and an enduring faith in their redemption'. The letter also contained a collected offering made in Andy's name to the Boys' Towns. Msgr. Carroll-Abbing acknowledged the letter as a 'beautiful tribute' and by reading Mike's lines, as well as between them no doubt, he 'was able to form a picture of a real human being, authentic, positive, who stood out among so many people today without strong convictions or the courage to express them'. The Monsignor also wrote Mrs. Amisano to relate the story of the offering and to extend his condolences. The job was also responsible for the creation of two identical bronze on wood commemorative plaques. One was given to Andy's widow and the other mounted at the truck hoist on East 63rd Street."*

Rain Dampens '78 Clambake But Not Spirits

Possibly the worst rain storm in the history of The Moles' Clambakes occurred this past August 7th when everyone participating in the outdoor activities had to take cover for about an hour but it did not deter the action. As soon as the rain let up, play resumed and everyone enjoyed.

One of the most frequent comments heard all day was "it's good to be back at Travers' Island".

There was an excellent lunch and dinner; plenty of beer and other beverages; music; tennis; swimming; and lots of good fellowship.

The softball game between the contractors and engineers was a real close one with the contractors' team beating the engineers' team out by 1 run. The score was 12 to 11. Special "thanks" goes to STEVE GREENFIELD, RUBE SAMUELS and NICK DiMENNA for putting it all together.

Prizes for horseshoe pitching went to: Ray Heun, Gerry Fox, Richard Weeks and Vincent Fox; spike driving: Tom Back, Henry Cerutti, Tom Meredith and Mr. Wilchek; golf pitch to pin: Newt Minor, Sal Maltest and Henry Cerutti; and Bocci: Dick Walters, Martin Lang, Louis Schneider and Hank Wasung. The Door Prizes were all awarded even if the lucky winners did not hear their ticket numbers announced or were not present at the drawing. The Moles' office staff, as always, followed up on each one and was able to successfully deliver them all.

The two "wheel of fortune" drawings were won by Pat Powers and Bob Johnston. We hope you "guys" are taking lots of great pictures with the beautiful SX 70 cameras you received.

Photos of the day appear on page 8.

HORACE W. McCURDY

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dams, highways, tunnels and dredging through the Pacific Rim.

Mr. McCurdy served as Vice President and Director (1948/65) of the Pacific Dredging Company, Los Angeles, California and Vice President and Director



AWARD CHAIRMAN

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Massachusetts; the John Hancock Tower foundations in Boston, Massachusetts; the Family Court Building foundations in New York, New York; the First National Bank of Shreveport foundations, Shreveport, Louisiana and the foundations for the extension to the U. S. Capitol. In addition to the design of foundations for buildings, he has been the partner-in-charge of a number of designs for marine structures including offshore oil terminals, graving docks, bridge caissons, navigation locks, ocean breakwaters, a convention center on a pile supported platform in the Hudson River and related structures. Among his most interesting assignments have been the analysis of collapses and other special problems involving damages to structures.

Sal is a Fellow of the American Society of Civil Engineers, a Fellow of the American Consulting Engineers Council, a Fellow of the American Concrete Institute and is also a member of the Prestressed Concrete Institute and other professional organizations. He is presently on the Board of Governors of the New York Building Congress and a director of the New York Association of Consulting Engineers. A registered professional engineer in nine states he has contributed numerous articles to technical journals. He has served on varied committees for many professional and trade-related organizations. For The Moles, he has served as Committee Member, Trustee, Chairman of the Finance Committee, and Treasurer.

Sal and his wife, Damaris reside in North Tarrytown; New York and have three daughters, two of whom are married.

(1929/55) of the British Bridge and Dredging Company. He is a Life Trustee of the Eisenhower Medical Center, Palm Desert, California; an Honorary Life Member of the Corporation of Massachusetts Institute of Technology, Cambridge, Massachusetts; Director of Pacific National Bank of Washington, Seattle, Washington; a member of the Senior Council of the Seattle Chamber of Commerce and a Life Member of the American Society of Civil Engineers.

Education Activities

The Education Committee composed of Tony Crimmins, Chairman; Eugene F. Casey, Vice Chairman; Robert Brungraber; Edmund M. Burke; John Chow; Robert C. Koch; Edward S. Plotkin; Rudi van Leeuwen; and Robert J. Winters has been busy since the April Students' Day, reviewing Student Awards, arranging for presentations, and for on campus speakers.

In addition to the seven Student Awards reported in the last issue of *Holing Through* the following have been approved: Gerard A. Romagnoli from Bucknell; Robert Wovk from Lafayette; Steven J. Maggipinto from Stevens; Homayoun Kiamanesh from Hofstra; Dennis Kaniecki from Delhi; John Brackenbury from New Jersey Institute of Technology; and sharing the Award at Manhattan, Peter J. Zipf and Richard C. Valenza. All fifteen Student Recipients have been invited to the November Members' Dinner to become acquainted with the members of The Moles.

Bob Brungraber presented Robert Wovk his award at the Lafayette Awards Dinner on October 24. Gerry Carty presented co-recipients, Zipf and Valenza their Awards at an ASCE Student Chapter Meeting Held at Manhattan on November 1st.

Upon request from Lafayette College, the Education Committee arranged for King Chin from the Port Authority of New York and New Jersey to give a talk and slide presentation on the Authority's \$160 million bus terminal expansion project in New York City, before an ASCE Student Chapter meeting of approximately 60 students.

JAMES D. PARSONS was awarded the Thomas A. Middlebrooks Award from the American Society of Civil Engineers at their annual convention in Chicago on October 18.

He received the award for his paper "New York's Glacial Lake Formation of Varved Silt and Clay," which was published by the Society.

For 35 years Mr. Parsons was associated with the prominent consulting firm of Mueser, Rutledge, Wentworth & Johnston involved in many noteworthy projects. Since 1975 he has been in private practice as a consulting engineer in Asheville, North Carolina. In 1962 he received the ASCE's Rowland and Wellington prizes for a paper on foundation installation.

— Clambake 1978 —

