NEWS BULLETIN OF THE MOLES
AN ASSOCIATION OF INDIVIDUALS ENGAGED IN HEAVY CONSTRUCTION
HOLING THROUGH
JANUARY, 2021

History of the US Capitol Building

There has never been so much focus on the US Capitol Building, and the political process that it houses, since George Washington laid its cornerstone in 1793. The events of January 6th and the unusual Presidential inauguration of January 20th ignited in me the spark to research and share with our members, all construction professionals, the facts surrounding the nearly 250 years of this iconic structure. Inside this building the Senate and the House of Representatives come together to discuss, debate, deliberate national policy and develop consensus to craft the laws and policies of our republic. I have no intention to summarize that process, I am most happy to leave that to others who are versed in political science.

As our nation grew to 50 states from the original 13 colonies, there was the parallel need to expand the size of the building itself. Currently the building is well over 1.5 million square feet, has over 600 rooms and miles of corridors. The U.S. Capitol Building is among the world's most recognized and symbolically significant buildings in the world. Follow along with me in this article where I attempt to highlight the fascinating construction history of this iconic structure. I will also attempt to insert some of the political challenges that needed to be overcome in order to allow the construction effort to proceed.

The Congress of the United States was established in 1789, immediately following the ratification of our Constitution, which at the time was temporarily located in New York City's Federal Hall. The newly ratified Constitution specified in Article 1, section 8, Clause 17 that Congress create a federal district outside of any state structure to serve as the nation's permanent seat of government. The final choice of the capital city site was left to the new Congress to determine. In accordance with that mandate, the "Residence Act" passed by Congress in 1790 delegated that responsibility to President Washington. In 1791, he selected the area that we now know as the District of Columbia from land ceded by Maryland and Virginia. He also selected three commissioners to survey the site and oversee the design and construction of the capital city including its governmental buildings. The commissioners hired a consultant, a French engineer Pierre Charles L'Enfant, to plan the new city of Washington. L'Enfant is well known for laying out the master plan for the city and he also located the Capitol Building at the elevated east end of the Mall, on the brow of what was then called Jenkins' Hill. The site in L'Enfant's words was, "a pedestal waiting for a monument."

L'Enfant was also contracted to design the U.S. Capitol Building and also supervise its construction. However, he refused to produce any drawings for the building, claiming that he carried the design "in his head". This fact along with his refusal to consider himself subject to the commissioners' authority led to his dismissal in 1792. Ironically nearly 200 years later there is a Plaza and a DC Metro Station named in his honor at 9th and D street SW. *In the mid 1970's that WMATA station construction contract was awarded to Slattery Construction (aka Skanska). The project was their initial venture into the DC area. Under the direction of Moles member* ***Jim Hastie****, it was a wild ride! Moles members now, but only junior engineers at the time,* ***Tom Maxwell, Bill McGuinness, John Saunders*** *and* ***Mike Waters*** *will be most happy to recount the stories of that job to you, just ask them!*

In March of 1792, at the suggestion of Secretary of State Thomas Jefferson, the commissioners announced a competition that would award $500 and a city lot (yes, a

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building lot in DC!) to whomever produced "the most acceptable plan" for the U.S. Capitol Building. Seventeen (17) master plans were subsequently submitted, but all were judged to be unsatisfactory. In October, a letter received by the commissioners from Dr. William Thornton, a Scottish-trained physician living in Tortola, British West Indies, requested he be given the opportunity to present a plan even though the competition had closed. The commissioners granted his request.

Thornton's plan depicted a building composed of three sections. The central section, which was topped by a low dome, was to be flanked on the north and south by two rectangular wings (one for the Senate and one for the House of Representatives). President Washington commended the plan for its "grandeur, simplicity and convenience," and on April 5, 1793, it was accepted by the commissioners and subsequently President Washington gave his formal approval of Dr. Thornton's plan. *Let me take a moment to reiterate: a Scottish-trained physician, who lived on a Caribbean Island and who submitted the building design plan late, effectively became the Architect of The US Capitol Building!*

On September 18, 1793, President Washington laid the cornerstone of the U.S. Capitol in the building's southeast corner. Construction work progressed under the direction of three individuals in succession. The first two, Stephen H. Hallet (an entrant in the earlier competition) followed by George Hadfield, were both eventually dismissed by the Commissioners because of inappropriate design changes that they tried to impose. James Hoban, who was also the architect of the White House, was then tasked with overseeing the first phase of the Capitol Building project through to "partial occupancy". From the beginning, the construction process was a laborious and time-consuming undertaking. The sandstone used for the building had to be ferried on boats from the quarries in Aquia, VA. The construction crew had to be enticed to leave their farm homes to come to the relative "wilderness" of Capitol Hill. Due to inadequate funding by Congress, the construction was forced to focus only on the building's north wing so at least that portion could be ready for government occupancy as scheduled. Even so, some third-floor rooms were still unfinished when the Congress, the Supreme Court, the Library of Congress, and the courts of the District of Columbia occupied the U.S. Capitol Building in late 1800.

In 1803, Congress finally allocated funds to resume construction. To oversee the restarted construction effort, Benjamin Henry Latrobe was appointed architect, the first professional architect and engineer to work in America. Latrobe modified Thornton's plan for the south wing to include space for offices and committee rooms; he also introduced alterations to simplify the construction work. Benjamin Latrobe began work in 1804 by removing a squat, oval temporary building known as "the Oven," which had been erected in 1801 as a meeting place for the House of Representatives. By 1807, construction on the south wing was sufficiently advanced to a point that the House of Representatives was able to occupy their new legislative chamber which was eventually finished in 1811.

While the work on the south wing was progressing, in 1808 Latrobe began the rebuilding of the north wing which was fully occupied less than a decade earlier, but had fallen into disrepair. Rather than simply repair the wing, he redesigned the interior of the building to increase its usefulness and durability. Among his changes was the addition of a chamber for the Supreme Court. Three years later in 1811, he had completed reconstruction of the eastern half of the North Wing, but the funds were increasingly being diverted to preparations for a second war with Great Britain, later to become known as the War of 1812. By 1813, Latrobe had no further work in Washington and he departed, leaving the north and south wings of the U.S. Capitol connected only by a temporary wooden passageway.

The War of 1812 left the Capitol Building, in Latrobe's words, "a most magnificent ruin". On August 24, 1814, British troops set fire to the building, and only a sudden rainstorm prevented its complete destruction. Immediately after the fire, Congress was forced to meet for one session in the Blodget Hotel, located at Seventh and E Streets, N.W. From 1815 to 1819, Congress occupied a building erected for it on First Street, N.E, on part of the site now occupied by the Supreme Court Building. This building later came to be known as the Old Brick Capitol.

Latrobe returned to Washington in 1815 after the war, when he was rehired to restore the U.S. Capitol Building. In addition to making repairs, he took advantage of this opportunity to make further changes in the building's interior design (for example, an enlargement of the Senate Chamber) and the introduction of new materials including marble from a newly discovered source along the upper Potomac River. However, he came under increasing pressure because of construction delays (most of which were beyond his control) and cost overruns. He resigned his post in November 1817. *Sounds familiar; "behind schedule and over budget", will do the best of us in!*

On January 8, 1818, Charles Bulfinch, a prominent Boston architect, was appointed to be Latrobe's successor. Continuing the restoration of the north and south wings, he was able to ready the chambers for the Supreme Court, the House, and the Senate for use by 1819. Bulfinch also redesigned and supervised the construction of the Capitol Building's central section. The copper-covered wooden dome that topped this section was built higher than Bulfinch considered appropriate to the building's size, but it was done at the direction of then President James Monroe and Secretary of State John Quincy Adams. After completing the last part of the building in 1826, Bulfinch spent the next few years focusing on the Capitol Building's decorations and landscaping. In 1829, his work was done and his position was terminated. By this time the Capitol Building was becoming a most impressive structure. At ground level, its length was 351 feet, and its width was 282 feet. According to government records the project cost to date through 1827 was $2,432,851.34. (*You have to love the fact that the then GAO figured its cost down to the last 34 cents!)*

Improvements to the building continued in the years to follow (running water in 1832, gas lighting in the 1840s), but by 1850, its size could no longer accommodate the increasing

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numbers of senators and representatives from numerous new states being admitted to the Union. The Senate therefore voted to hold another competition, offering a prize of $500 (no DC building lot this time) for the best plan to extend the Capitol. Several suitable plans were submitted, some proposing an eastward extension of the building and others proposing the addition of large north and south wings. However, Congress was unable to decide between these two approaches, thus the task of selecting a plan and appointing an architect fell to President Millard Fillmore, a largely forgotten US President who served between 1850 and 1853, during a very turbulent political decade immediately proceeding the Civil War. Notably, he was the last US President to serve who was neither a Republican nor a Democrat. Fillmore's choice for the job was Thomas U. Walter, a Philadelphia architect.

On July 4, 1851, in a ceremony whose principal oration was delivered by Secretary of State Daniel Webster, the President laid the cornerstone for the northeast corner of the House wing. Over the next 14 years, Walter supervised the construction of the extensions, ensuring their compatibility with the architectural style of the existing building. However, because the original Aquia Creek sandstone used earlier was now deteriorating, he chose to use marble for the exterior veneer. For this new veneer, Walter selected marble quarried in Lee, MA and for the columns he used marble from Cockeysville, MD.

Walter faced several significant challenges during the course of construction, among these was the steady imposition by the government expecting additional tasks without additional pay. Aside from his work on the U.S. Capitol extensions and dome, Thomas Walter designed the wings of the Patent Office building and the extensions to the Treasury and Post Office buildings. When the Library of Congress in the Capitol's west central section was gutted by a fire in 1851, Walter was commissioned to restore that also. He again encountered obstacles in his efforts on the Capitol extensions. His original location of the legislative chambers was changed in 1853 at the direction of President Franklin Pierce, which were based on the suggestions of the newly-appointed supervising engineer, Captain Montgomery C. Meigs. Since the War Department had by now assumed control of the project, The Secretary of War, Jefferson Davis, appointed 36 year-old Meigs to run the project. Meigs energetically took the reins of the project, immersing himself in the study of architecture, acoustics, heating, ventilation, and decorating. His primary goal for the project was to provide well-ventilated chambers where the nation's legislators could hear and speak with ease.

[Prints and Photographs Division, Library of Congress]
Union soldiers stand at attention in front of the Capitol, where they drilled, ate and camped at the start of the war. Workers constructed 20 ovens in the Capitol basement to bake bread for the thousands of troops in the city.

Although the dome and the building extension were already designed by architect Thomas U. Walter, the construction, funding and logistical challenges now became Meigs' responsibility. One significant engineering feat he overcame was how to raise the cast iron sections to form the dome. As the new wings were constructed, more than doubling the length of the building, it became apparent that the dome erected by Bulfinch no longer suited the building's proportions. In 1855, Congress voted for its replacement based on Walter's design for a new, fireproof cast-iron dome. The old dome was removed in 1856, and 5,000,000 pounds of new masonry was placed on the existing Rotunda walls. Iron used in the dome construction had an aggregate weight of 8,909,200 pounds and was lifted into place by steam-powered derricks. See the related story of the controversy surrounding the casting of the dome section:

In the fall of 1783 , Lewis Morris, one of the signers of the Declaration of Independence, suggested in a letter to the Continental Congress that his own estate **Morrisania** (in today's area of the South Bronx) would make a fine home for the new Capital of the United States. Obviously, that didn't happen, but the Bronx did play a big role in constructing the Capitol Building and the manufacturing of the cast iron sections that formed the iconic dome of the building.

The dome was constructed in the Bronx on Westchester Avenue, between Brook Avenue and St. Ann's Avenue, in the Mott Haven section by Janes, Fowler, Kirkland & Co. The foundry had only been asked about providing surface covering for the dome, however, seeing the possibility for greater profit, they boldly offered to do the entire thing — for an unbelievable price: see their gracious, winning concise proposal below:

> *"Having thus made an offer in accordance with your letter of the 1st instant, we beg leave to lay before you another proposition. We have examined the plans for the dome, and we find the design of what remains to be done above the work now being put up, is so dependent, the one part on the other, that it forms a whole that cannot well be divided…. [W]e therefore propose to execute all that remains to be done to the dome, including the putting up of the entire work, exclusive only of staging and hoisting, as before expressed, for seven cents per pound (7c)"* Â —

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The project progressed rapidly enough to allow the House of Representatives to meet in its new chamber on December 16, 1857, and the Senate first met in its present chamber on January 4, 1859. Shortly thereafter due to the outbreak of the Civil War in 1861, most construction work was suspended. Military leaders converted large segments of the Capitol Building into a military barracks and hospital for Union soldiers and set up more than 1,000 cots in Statuary Hall. The conditions, however, were horrible and the soldiers were relocated elsewhere by October of that year. According to legend, at least one soldier who died on site still remains. To this day, some staffers and visitors say that they have seen the ghost of a Civil War soldier at night in the main hall, darting among the statues.

Despite the ongoing Civil War, President Lincoln felt that the work on the building should be continued. The cast iron dome and the extensions were completed under the direction of Edward Clark, who had served as Walter's assistant and was appointed Architect of the Capitol in 1865, following Walter's resignation. In 1866, an Italian-born artist, Constantino Brumidi, finished the canopy fresco, a monumental painting entitled, *The Apotheosis of Washington*. The Capitol extensions were completed in 1868.

Between 1884 and 1891, the marble terraces on the north, west and south sides of the Capitol were constructed. As part of the grounds plan devised by landscape architect Frederick Law Olmsted, these terraces not only added over 100 rooms to the Capitol Building, but also provided a broader, more substantial visual base for the building.

On November 6, 1898, a gas explosion and fire in the original north wing dramatically illustrated the need for fireproofing. The roofs over the Statuary Hall wing and the original north wing were reconstructed and fireproofed. Between 1900 and 1958, construction activities performed on the building were limited chiefly to cleaning and refurbishing the interior. David Lynn, the Architect of the Capitol from 1923 until his retirement in 1954, continued these tasks. Between July 1949 and January 1951, the corroded roofs and skylights of both wings and the connecting corridors were replaced with new roofs of concrete and steel, covered with copper. The cast-iron and glass ceilings of the House and Senate chambers were replaced with ceilings of stainless steel and plaster, with a light of carved glass and bronze in the middle of each. Other elements completed included repairing the dome and constructing a small subway train and terminal under the Senate steps.

Following the 1971 appointment of George M. White, FAIA, as Architect of the Capitol, the building was both modernized and restored. Electronic voting equipment was installed in the House chamber in 1973; facilities were added to allow television coverage of the House and Senate debates in 1979 and 1986, respectively *(welcome C Span*!). Improved climate control, electronic surveillance systems, and new computer and communications facilities were installed.

In 1983, work began on the strengthening, renovation, and preservation of the West Front of the U.S. Capitol. Structural problems resulting from defects in the original foundations, deterioration of the sandstone facing material, alterations to the basic building fabric (a fourth-floor addition and channeling of the walls to install interior utilities) and damage from the fires of 1814 and 1851 and the 1898 gas explosion were all addressed.

As the U.S. Capitol Building entered its third century, restoration and modernization work continued under the guidance of Alan M. Hantman, FAIA, appointed Architect of the Capitol in 1997, following George M. White's retirement. Subsequently, Stephen T. Ayers, FAIA, LEED AP, was appointed Architect of the Capitol in 2010. Major projects included conservation of the Rotunda canopy, the frieze and the Statue of Freedom. Permanent television broadcasting facilities were installed in the Senate Chamber. The subway system linking the U.S. Capitol with the Dirksen and Hart Senate Office Buildings was replaced with a new system.

Opened in 2008, the U.S. Capitol Visitor Center is the newest addition to the historic Capitol Building. At nearly 580,000 square feet, the Visitor Center is the largest project in the Capitol's more than two-century history and is approximately three-quarters the size of the Capitol itself. The entire facility is located underground on the east side of the Capitol so as not to detract from the appearance of the Capitol Building. The Capitol Visitor Center contains exhibits, orientation displays, theaters and other facilities to make the visitor's experience in the Capitol Building more informative and meaningful.

In 2011, Congress approved the *Fallen Heroes of 9/11 Act*, recognizing among others, the heroism of the forty brave men and women aboard Flight 93 with the *Congressional Gold Medal*, the nation's highest civilian award. A bronze plaque memorializing their bravery is prominently displayed in the Capitol's East entrance vestibule. Its inscription reads, "In memory of the passengers and crew of United Airlines Flight 93, whose brave sacrifice on September 11, 2001, not only saved countless lives but may have saved the US Capitol from destruction."

~Tom Groark

A few years ago, a small group of Moles were in D.C. for a NAC convention and were treated to a truly unique, personal tour of the Capitol. One of the most memorable moments was climbing up a staircase that is nestled between the interior dome of the rotunda, resplendid with its frieze of American History, and the exterior dome with its many windows, into which many Civil War soldiers had etched their own initials that are still visible even today.

Scheduling 2021 Events Tough to Confirm!

Fully recognizing our members' need to schedule their upcoming activities well in advance, I am trying most diligently to post a reliable schedule for a live **May Members Dinner** and also the gathering for our **August Clambake**. Although both will be 100% outdoor events following all social distancing protocols, there remains the unforeseen complication of State-mandated guidelines restricting the maximum number of individuals allowed to gather for an outdoor event.

Hopefully with the increased rate of distribution of the vaccine, that guideline will be increased to allow an acceptable number of our members to attend. Until this revision to the guideline is made, I must delay providing our members the scheduled dates.

We will aggressively do whatever is needed to schedule these events as soon as possible. Please continue to check our website's Announcements and Calendar of Events page for updates: www.themoles.net

The Moles "Virtual" Student Day Tours are Underway!

Since The Moles have hosted Student Day Tours annually since 1962, we could not let this wonderful tradition end due to the challenges created by the Covid-19 pandemic. In an effort to provide a quality tour virtually, The Moles partnered with the American Society of Civil Engineers, the Underground Construction Association, the Deep Foundation Institute, The Beavers, The BSCES and various public owners to create virtual project tours for college students interested in pursuing careers in construction. The purpose of these partnerships and tours are to provide increased student awareness of the underground industry and give students insight into the practical, real world experiences of the heavy construction industry.

The Moles traditional Student Days are an on-site field day providing engineering students the opportunity to see firsthand the fascinating aspects of a major construction project. We are hoping that our series of project videos will help capture some of these dynamic elements. We are very excited to distribute these videos to The Moles' partnering colleges, and to those of our partnering Associations.

Our first video to be released is the Massachusetts Bay Transportation Authority's Green Line Extension project. Boston-based Moles members, along with the generous support from the MBTA and GLX Team members (Fluor, Middlesex, Herzog, Balfour Beatty, and STV) provided us the opportunity to take part in our first "Virtual Moles Student Day" tour.

Although the Green Line Extension Program has been many years in the making, it is now actively underway. It will surely be a transportation "game changer" for Boston-area commuters. We are hoping that this video will afford many students an opportunity to understand this project and see up close the various aspects of the work in progress. Our goal for all of our videos is the same as it has always been for our in-person tours - to encourage students to consider the possibility of working on heavy construction projects to help build or rebuild America's infrastructure.

Other virtual project tours that are being prepared and will be released soon include the "Little Island" at Pier 55 and the Port Authority of New York and New Jersey's Terminal One Project. The video link to the GLX presentation will be available in the near future on our website..

We hope to see all of you in person soon!!

The GLX project proved to be the perfect multi-faceted project to expose students to the heavy construction industry at the First Boston-area Moles Students Day held in April 2019.

As you may be acutely aware, the pandemic also greatly affected summer internship positions and co-op positions that ordinarily help students obtain entry-level positions after graduation. Please post your company's available positions on our website's **Career Connections**; we will be reminding students at our participating colleges of this valuable resource!

May They Rest in Peace

Gene Fasullo passed away on October 30, 2020. A Moles member since 1988, Gene left an indelible impression on so many during his 89 years. Starting as an entry level engineer for the Port Authority of New York and New Jersey, he later became its Chief Engineer and Director of Engineering, a position held by a continuous series of seven Moles members since 1947. Gene was Chief Engineer during the 1993 bombing of the World Trade Center when he, along with 8 others, was trapped in a smoke-filled WTC North Tower elevator. Afterward, Gene wasted no time, immediately going to assess the structural stability of the building and directing the necessary initial stabilization, recovery and restoration efforts. His family has requested that donations be made in his honor to The Moles Charitable Fund, which has established a scholarship in his name to promote the study of engineering.

At right, Gene was recognized for his 25-year membership at the 2013 November Member's Dinner.

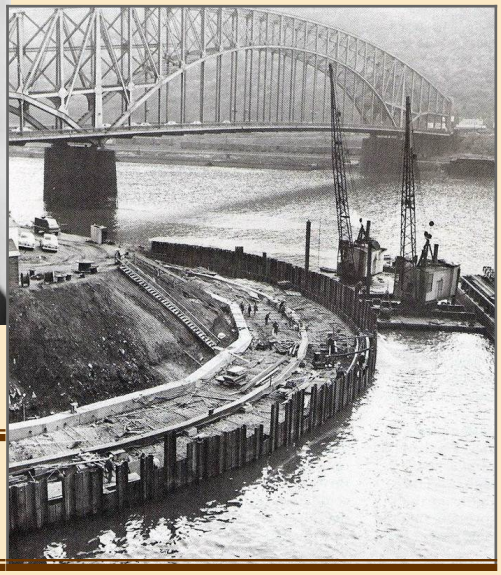
Ronald E. Heuer, our Moles *2014 Non-Member Awardee*, died December 22, 2020, at 80 years young. Ron received his BSCE, MS in Geology and Ph.D in Civil Geotechnical Engineering from the University of Illinois.

Ron was known to many Moles members and others involved in underground construction for his most respected geotechnical expertise relating to tunnel and underground construction. Ron was also honored in 2008 by the Beavers, with the *Golden Beaver Engineering Award* and in 2014 by the UCA of SME with their *Lifetime Achievement Award*. Ron, with his humble demeanor and vast wealth of knowledge, will be greatly missed by many in the tunnel construction industry.

At left, Ron accepted his Non-Member Awardee scroll from presenter George Williamson.

Rodney Johnson passed away on April 15, 2020. After serving in the U.S. Army in the Philippines and the Army of Occupation, rebuilding areas damaged by the atomic bomb in Japan, Rodney joined the Dravo Corporation in 1952 as Chief Project Engineer for the construction of the retaining wall of The Point in Pittsburgh, PA (*see photo at far right)*. Rod was later named General Manager of their Eastern Construction Division. In 1973, he became their Vice President of the International Division. Following nearly 30 years with Dravo Corp, he joined Dunbar and Sullivan Dredging Co., serving as their President until his retirement in 1988. Throughout his life, Rodney enjoyed golf and followed the Pittsburgh Steelers. Rod was honored to witness the "Immaculate Reception Play" at Three Rivers Stadium in 1972, which was recently voted the greatest play in NFL history.

At left, Rodney as he appeared as a new Moles member in 1972.



At right, the retaining wall built at The Point in Pittsburgh, PA.

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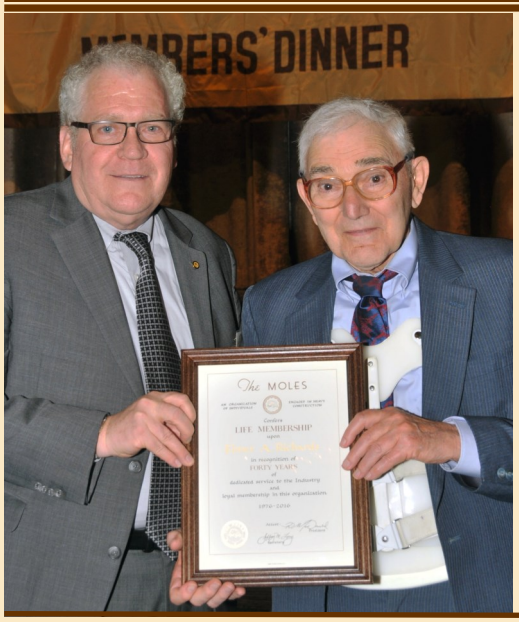
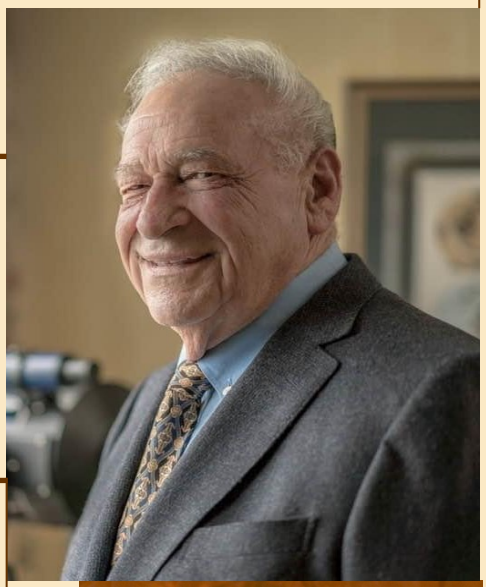


Elmer A. Richards passed away on Saturday October 10, 2020, at the age of 90. Elmer cherished his membership in The Moles since his induction in 1979 and served on many committees, culminating with his term as President in 1993. Elmer received The Moles' highest honor, the *Moles Member Award,* in 1998. Elmer dedicated his entire career at Mueser Rutledge Consulting Engineers, joining the firm as a young engineer in 1952 until his retirement in 1998, as a Senior Partner. An avid outdoorsman, Elmer enjoyed horseback riding into his late 80's. When he arrived at our 2016 Member's Dinner to be honored for his 40-year Moles membership, he was wearing a rather large back brace under his suit jacket (*see photo at left*), when asked, he volunteered that he had recently fallen off his horse! Elmer fit the true definition of "Tough as Nails!"

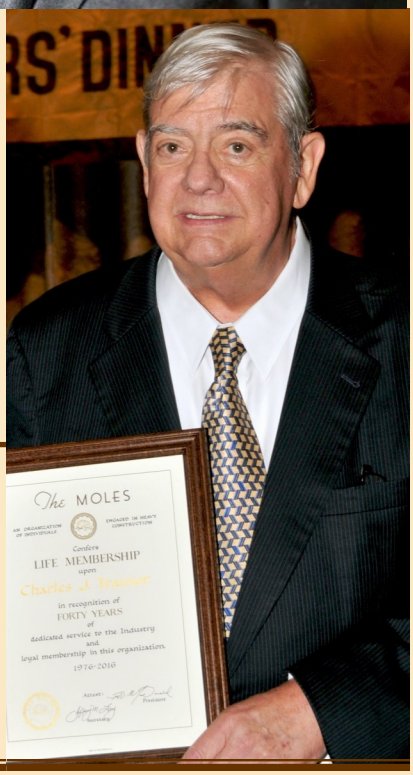
At left, James Marquardt presented Elmer with his Life Membership Certificate at the 2016 May Annual Members' Meeting..



Joseph Scalamandre passed away on July 29, 2020 at the age of 89. A Moles Member since 2002, Joe was well known for his heavy construction company that operated throughout the New York Metropolitan area. Peter Scalamandre and Sons Inc. specialized in highway and airport work, underground utilities and major concrete projects for numerous public agencies. Joe will always be remembered for both his outgoing personality he displayed while managing construction projects and his (in contrast) very reserved, quiet manner when he so generously supported numerous charitable causes throughout Long Island.

At Right, Joe Scalamandre

Lyle Clinton Smith (*At left with Tom Groark)* died at the age of 86 on December 14, 2020. Lyle was a major tunnel expert for Schiavone's construction of Water Tunnel #3, a water supply tunnel forming part of the New York City water supply system by connecting to the upstate water supply. Lyle left his footprint on many NYC underground projects, but one of his most famous remains creating Zankel Concert Hall underneath the famed Carnegie Hall. Lyle retired in 2007 from Schiavone Construction and was a longtime member of the The Moles (39+ years), serving as Sergeant-at-Arms in 2011. In retirement, Lyle lived out his days driving heavy equipment on his 45-acre farm in Frelinghuysen Township, NJ and watched over his Hereford cattle, horses and sheep.



Moles Life Member **Charles Trainor**, age 82, died peacefully in his home in Florida on September 17, 2020. A loving father and grandfather called "Pops" by everyone, Charlie enjoyed his family's frequent visits at his retirement home. His son Patrick is also a Moles member who was inducted in 2019. Following service with the United States Army Corp of Engineers, Charlie started his own company in 1969, Conesco Industries, specializing in supporting tunnel, bridge, and other heavy construction projects. In 2002 the company was purchased by DOKA, an international company based in Austria, and Charlie retired, splitting his time between Blowing Rock, NC and Sanibel, FL. *At right, Charlie with his Life Member Certificate in 2016.*

Member News

Jamey Barbas, a Moles member since 2017, has been named to the ENR *Top 25 Newsmakers* for 2020. Remarkably this is the second time Jamie has been named to such a prestigious list, having been previously named in 2004. She was recognized this year for her efforts on the Canarsie Tunnel Repair (NYC Subway L line); back in 2004, she was recognized for her work on emergency repairs to a suspension bridge in Maine.

Vice Chairman of The Moles Awards Committee, John McNamara has recently been named to the Northeastern University's Civil and Environmental Engineering Advisory Board. Several other Moles members were considered for the position, but they proved not to have a strong enough Boston accent (just kidding)! Congratulations John! John also serves as the Moles Charitable Fund's Champion with the university, a liaison role promoting The Moles and its scholarship program.

Moles Member Ray Henn will present a 3-day DFI sponsored **shotcrete course** beginning on May 3rd. The course will address numerous technical and field aspects of shotcrete used both in underground construction and mining projects. See www.events@dfi.org for further details.

Thank You to the Moles Charitable Fund

The Moles Charitable Fund's ("The Fund") Scholarship Program generously grants annual scholarships (currently $12,500 to each of the twenty participating schools) and a number of other named scholarships including the President's; Arline Gallagher; Arturo Ressi; Mike McHugh; George Yoggy and Gene Fasullo. The Fund's direct impact in assisting students with the rising costs of higher education can best be seen in the students' letters of appreciation. Here are just two of the many The Fund receives.

The Moles believes its mission to encourage today's youth to pursue careers in heavy construction takes on greater poignancy as the nation's infrastructure is in great need of both rehabilitation and new thinking as we journey further into the 21st Century. We thank our members for their continued support of our education programs and scholarship dollars!

June 4, 2020

The MOLES Charitable Fund, Inc.
50 Chestnut Ridge Road
Suite 102
Montvale, NJ 07645

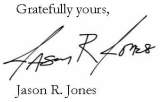
Dear MOLES Scholarship Selection Committee,

Thank you for selecting me as the recipient of The MOLES Scholarship at SUNY Delhi for 2020-2021! The scholarship is more than generous, and I am excited and grateful to have been selected. Your altruistic gift greatly offsets my education debt and helps me start my career on more solid ground.

I have been fortunate enough to attend two MOLES Student days (The East Side Access and Third Rail Expansion). On both occasions I was fascinated by the magnitude of both projects, the processes implemented, and the engineering involved to complete these projects. Furthermore, I was impressed by the women and men of The MOLES organization. By collaborating and selflessly giving their time and resources to students like me, they further cultivated my interest in Civil Engineering. I would have never had the opportunity to experience the inner workings of these projects without The MOLES organization.

I am excited to see where my career leads me, and support of The MOLES boosts that excitement. Thank you for the gifts of your time, experience, and benevolence.

Gratefully yours,



Jason R. Jones

September 29, 2020

Dear Mr. Groark,

My name is Henry Rodriguez and I am the recipient of the Moles Scholarship. I wanted to take the time to personally thank you for your generous gift. I feel very fortunate to have been chosen to receive this scholarship. Your support has greatly relieved the stress I had of paying for school and I can now focus more of my attention on my schoolwork.

Being able to focus more of my attention on my schoolwork is very important to me because I'm a junior majoring in civil engineering. From what I've heard this is the year in which the workload begins to increase, and the concepts become more complex. While the thought of more work and complex concepts may intimidate some, I welcome these upcoming challenges. I'm very eager to begin my career as a structural engineer working on either bridges or large high-rise buildings. This eagerness led to me taking 2-3 courses during my summer breaks with the thought that I would be able to graduate a semester or two sooner. Unfortunately, I won't be able to graduate early because I won't be able to take certain courses due to not having completed the pre-requisites. Rather than let this discourage me, I've reassessed my original plan and decided that I'd try to keep my last semester's course work light so that I may also work at an internship. My hope is that upon graduating from Manhattan College I'll be offered a full-time position and be able to seamlessly transition from intern to full-time employee.

I would like to stress that my entire scholastic career doesn't solely revolve around my own development and growth. I also really enjoy helping my classmates overcome obstacles, whether it be life or school related. Recently, I've decided to be proactive and rather than wait for a fellow classmate to approach me and ask for help, I decided to join a new civil engineering mentoring program. For this program, my partner and I have been tasked with assisting ten civil/environmental engineering freshmen navigate their way through their first year at Manhattan College. I hope to continue being a mentor my final year at Manhattan College to ensure that I'm able to continue giving back to our school's community.

All the best,

Henry Rodriguez

Holing Through is published by The Moles three times a year Please e-mail newsworthy updates to: Executive Director and Editor of *Holing Through*: Thomas J. Groark, P.E. tgroark@themoles.net. The Moles office is located at 50 Chestnut Ridge Rd., Suite 102, Montvale, NJ 07645. Office: (201) 930-1923. **While office is complying with state mandates, Tom is always available on mobile phone: (201) 407-1959.** The Moles website, www.themoles.net, is a valuable resource for staying connected; view current calendar events, additional photos in the photo gallery and members directory, as well as archived copies of *Holing Through*!