A creative force at O&G for 71 years...

Car 1
Raymond A. Oneglia
1922–2009

It seemed like he was everywhere, all the time. Even when he was far away he was present, working the phones to stay connected to the intimate goings-on of the company that was at his very marrow.

He was Car 1. Commander. The Chairman. Senior. Ray Oneglia had no shortage of nicknames bestowed upon him. All of them were deferential, all of them pointed to the indisputable truth that Ray was in charge, tenacious, and driven.

Ray was a visionary, and his vision was always expansive. Someone said he was a “construction Beethoven” who could visualize a symphony when others only heard a tune. It seemed he could release more creative ideas and solutions inside of a week – they just rose up within him – than most of us would have in an entire career.

Once committed to an idea or a cause, there was no waffling. Ray dreamt, and then he executed. It was in large part his expansive vision that has taken O&G to where it is today.

He would say of himself that he had no off switch when it came to work. To someone whose mind is geared towards time off from the job that seems odd; Ray’s gears were cut differently, though, and to him it made perfect sense. There would be no lounging by a pool when he could be up to his axles developing a new quarry or riding herd on a half-dozen projects scattered throughout the company.

Passionate Visionary: Described as an engine behind O&G’s growth, Ray Oneglia never lost his drive for building the company. Alongside his father, Andrew, and brothers Francis and George, he cast an expansive vision for what would become one of New England’s leading construction companies.
across the state. Even when the going was rocky, work never defeated Ray. Work energized him.

And there was no time in the office to speak of, either. You could not find Ray at his desk more than an hour or two a week. He didn’t really need an office. “I carry my office on my shoulders,” he would say. He was always out where the action was.

While most look forward to retirement, that notion wasn’t even a “blip” on Ray’s radar. Less than a week before his passing he was his usual self, steering Car 1 (understood by all as the vehicle, yes, but principally referring to its occupant) into job sites and facilities in a natty houndstooth sport coat, cashmere sweater and designer slacks. He may have been 86 years old by the calendar but his mind refused to come under that yoke – his youthful passion for the company never left him. He was forever “on” and loving what he did.

Ray dedicated a remarkable 71 productive years to O&G Industries. He started alongside his father and company founder Andrew Oneglia, with his brothers Francis and George, learning the ins and outs of hardscrabble construction. He then devoted the rest of his prolific career to developing the company. Under the three brothers’ direction O&G rose to become one of New England’s premier construction enterprises with strategic business interests across the country.

With the knowing grin of a man tipping you off to some special inside information, Ray would tell you about “back then” when men brought their own shovels to work and would wear them to a nub. He’d recount some of the chances – real chances, the kind which put life and limb on the line – that the brothers took transporting equipment, raising structures and just getting the job done in the fledgling company. He could tell you about a bare-knuckle encounter or two he’d had on job sites, about a salty, mustachioed immigrant who stood up to a presidential motorcade, about landing his Cessna 340 with no landing gear and hundreds of other stories. He was especially fond of those days.

Even with the mountain-moving drive that it took to achieve all he did, Ray could be a gentle teacher. “He was able to get his point across with a smile,” says retired Vice President John Leverty, Sr. “I learned about life from Ray.”

It went beyond being a motivational technique. It was the fruit of a genuine caring for other people, especially those who were struggling. Jimmy Zambero remembers that dreadful week when his seven-year-old son, Mark, fought for his life when his tractor rolled on him. Shortly after dawn when Ray pulled into the garage where Jimmy was at work, he grilled the young father. He belonged at the hospital with his son, he told Jimmy. “And he told me about a guy who had run heavy equipment all his life but died on his farm when a tractor rolled on him. I knew what Ray was telling me: This guy with all that experience could still make a bad decision. Don’t let your seven-year old operate a quad.” He got the point across without doing more damage. He was telling Jimmy how important family is. It was vintage Ray. Many today can tell similar stories.

Ray was a benefactor who gave liberally to causes close to his heart. He supported the Cleveland Clinic and the Fallen Heroes Fund, and closer to home he spearheaded the campaign to restore Torrington’s historic Warner Theater. Family, friends and employees will also remember Ray for the hundreds, perhaps thousands, of kindnesses large and small, done in private to help them in their times of loss or need.

And of course Ray was that guy in the room who would toss out an irreverent quip and break the thickest ice. He was known nearly as much for his sense of humor as his work ethic.

Take, for instance, the “shopping trip” this summer when Ray, at age 87, determined the time had come to “lay the groundwork for my future.” He was evaluating the aesthetics of monuments, intent on designing something special rather than leaving matters to chance. Could he put his stone on layaway, he laughed, warning the young monument maker not to “run his business into the ground” now that he had Ray’s deposit. Ray was still in charge.

Ray leaves behind a large and devoted family. He also leaves a company indebted for much of its success to his unfailing work ethic, his boundless vision and his relentless drive. Car 1 will long be remembered and dearly missed.
Situated on Long Island Sound and bordered to the east by the Thames River, Waterford’s history is centered around ships and the sea. And just as ships don’t navigate themselves to distant ports, ambitious projects like the town’s decade-long school redevelopment effort don’t reach their goals without reach their goals without trailblazing。

At the helm of this engineered restructuring of Waterford’s entire educational infrastructure is an educator whose credentials and personal presence can rally friends and foes alike for the public good. Dr. Randall “Randy” Collins has been Waterford’s Superintendent of Schools nearly twenty years. He speaks with the lingering hint of a Maine accent and the confidence of an administrator with a clear vision.

Collins is ably supported by his detail-oriented Assistant Superintendent Craig Powers, a lifelong resident of Waterford who has risen quickly through the academic ranks, and Jay Miner, Waterford’s Director of Buildings and Grounds who, thanks to his years in construction, asks what Collins calls “the right questions” as the school projects develop.

In turn they are supported by the construction management services of O&G, led by Ken Biega, an Assistant Vice President who has been with O&G for 20 years. He has been associated with the Waterford school projects since they began. He maintains a compact, uncluttered office in Waterford’s Town Hall, next door to the Superintendent’s office, to stay in close contact with Collins and his staff.

**It Began with Friendship**

What began in 2002 as a rather regular response to a rather regular RFP for one new school in this town of 19,000 has developed into a true partnership that is now entering its eighth year.

Back in 2003 O&G began construction of the first school project in Waterford, the Early Childhood Learning Center, later auspiciously renamed The Friendship School. Friendship, the cornerstone of the partnership, was completed in August 2005. It is a magnet school serving over 500 preschoolers from Waterford and New London.

Next in line was the Clark Lane Middle School, a $33 Million renovate-as-new project that began in 2004 and that also added some 18,000 SF to the campus. It houses 700 students.

It was followed by Quaker Hill Elementary School, originally built in 1915. Its story is not so straightforward. Renovation halted almost immediately when an interior wall collapsed due to its condition. Gears quickly shifted, plans were redrawn and the original school was reluctantly razed to make way for a safer facility.

The new school maintains the look of the old facade and much of the character of the original beloved neighborhood school. Now, though, it is rich in green features, among the first technologically advanced, eco-friendly schools in the state. At its opening ceremony in the fall of 2008, Collins announced that Quaker Hill had been awarded the first “Going Green” award from the Connecticut Association of Boards of Education for energy conservation, recycling and reduction of the school’s carbon footprint.

Quaker Hill was followed by the town’s two remaining grammar schools, Oswegatchie and Great Neck. Oswegatchie opened its doors this September; Great Neck will be ready for occupancy in the fall of 2010.

“The elementary schools really are state of the art. They set a standard in Connecticut with tech-Continued on Page 4
technology and energy conservation,” observes Biega. “Other towns talk about what we’ve done here.”

In design and engineering today, the final project in the set is the renovation and expansion of Waterford High School in the heart of the town. O&G was awarded the $67 Million contract in mid September, bringing work literally next door to where it began at The Friendship School in 2003. It will open in the summer of 2013.

“When it’s all done,” a pleased Collins observes, “we’ll have six schools designed for the way we teach today. The technology is tops. Security will be state-of-the-art. There will be excellent air quality and geothermal heating and cooling in the academic wing of the new high school and the three elementary schools.”

Bumpy Beginning

In any project spanning nearly a decade, investing over $210 Million, and engaging equal parts of politics and neighborhood traditions there are certain to be “war stories.” Collins, Powers and Biega can share a few.

For instance, when Collins presented the very first proposal, for the high school and middle school renovation projects, it fizzled in the RTM. (“RTM” is shorthand for “representative town meeting,” the form of governance Waterford uses wherein its four districts elect their own representatives to vote on their behalf.) The Clark Lane Middle School made it through RTM; the high school did not. Collins was unphased: “We just put the high school back at the end of the line and focused on the grammar schools.”

The next school up for vote was the K-5 Oswegatchie Elementary School. At RTM it, too, was rejected, but only narrowly. With a deadline to receive state funding looming mere weeks away, Collins scrambled to organize another RTM, this time on the Quaker Hill School renovations. Says Collins, “There was such an outcry over the near miss with Oswegatchie that Quaker Hill pretty much sailed through.”

Collins, Powers and the Board of Education, with a technical assist from Biega and O&G, saw the remaining projects, including the once-denied high school, through to successful RTM votes.

Accuracy, clarity and thorough preparation have been hallmarks as Collins, Powers and Biega paved the way for construction. “We held meetings with all the town boards,” explains Collins. “We took pains to address concerns and give people plenty of opportunity to ask good questions. So when it came time to vote we were pretty certain how it would go. One big thing we learned is that it was good to have done a lot of presentations. There was just a ton of community input.”

Several of the meetings brought the town’s most vexing concerns to light. The asbestos in the buildings, though it was contained, and lead paint were issues. “The biggest concern, though, had to be the indoor air quality,” says Powers. “That was one of the battle cries, along with LEED certification and ‘movement green.’ They built and carried us forward with these projects.”

Biega praises the way Collins and company directed the campaign. “Dr. Collins and the whole team got the word out there every way they could so everyone was informed. He’s been out in front and that has made a huge difference.”

A Time-Tested Team

Though the town used the services of three different architects for its schools, it saw the benefit of remaining with O&G through the entire development; for its part O&G committed key personnel to the duration of the effort.

In 2004 Gus Kotait brought his experience managing successful O&G building projects at the University of Connecticut to the Clark Lane Middle School. He has since managed the Oswegatchie school project and recently moved over to oversee Great Neck Elementary. He will also direct the construction and renovation at the high school when it begins in 2010.

“Dr. Collins is all about these schools,” says Kotait. “He knows exactly what the teachers want, and he got them the best of the best: the technology in the classrooms, the ventilation system, the layout. It’s been rewarding for me personally to see all the achievements for the kids and teachers. They’re very happy,” Kotait says. He adds with a laugh, “Several teachers have stopped Dave in the halls of these new schools to tell him they’d like to live in them.”

“Dave” is Superintendent Dave Lemelin, with 38 years at O&G under his belt. He’s been on three school projects in Waterford, all with Kotait, and has committed to seeing the high school through to its completion in 2013.

The Shift to Green

By the time Waterford turned its focus to updating its elementary schools, Collins had been persistently encouraged by a lone voice on the Board of Education to explore the “green” option.

“There was an older gentleman from the Board of Ed, probably in his eighties,” recalls Collins. “He came to my office many times and when he’d leave I wouldn’t have the foggiest idea what he had been talking about with ‘green technologies’ and ‘geothermal’ and ‘LEED certification.’”

O&G has been a member of USGBC since 2005. Over 50 members of our staff have attended private LEED workshops at our Wall Street headquarters and many are now LEED Accredited Professionals. “Engineering News-Record” ranks O&G Industries among America’s “Top 50 Green Contractors.”

FOR MORE INFORMATION VISIT: WWW.USGBC.ORG

Leed in a Nutsheil

Developed by the non-profit U.S. Green Building Council, LEED – or Leadership in Energy and Environmental Design – gives owners a framework for designing, constructing and operating environmentally responsible buildings.

LEED offers different levels of certification for numerous types of buildings and even for communities. It provides independent verification that a project was designed and built using strategies aimed at improving performance in critical areas: energy savings, water efficiency, CO2 emissions reduction, improved indoor environmental quality, and stewardship of resources.

The LEED for Schools Rating System recognizes the unique nature of the design and construction of K-12 schools. It addresses issues such as classroom acoustics, ample natural lighting, master planning, indoor air quality and environmental site assessment.

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LEED in a Nutsheil”] But Ray kept at it and kept at it. My apprehension was that we’d commit to geothermal and it wouldn’t work, but he pointed out it was being done in the upper midwest and working there. So with O&G’s considerable help we got our facts in order and started revealing the benefits of geothermal to the town.”
Despite these technologies being as new to the town as they had been to Collins, it was the thoroughness of the presentations that helped to convince the residents they could support the vision to build green.

Powers addresses the cost impact of green building. “We calculated that it would cost a little more upfront to build a LEED Silver-Certified facility as opposed to just building the usual building, but it would have a long-term payoff for the town.” Powers and Collins projected a $1 Million annual operational cost savings, combining green savings with the benefits of redistricting the town. Their estimate has proven correct.

The green enhancements made at Quaker Hill are typical of those made throughout Waterford’s new elementary schools. Flooring, for instance, is either recycled fiber carpet (with the added benefit of being impervious to moisture thus protecting air quality should it get wet) or finished concrete for a clean, easily maintained surface. Where wood floors are used they are made from bamboo, an eminently renewable natural resource. High-efficiency, gas-filled windows reduce the transfer of heat and result in energy savings. Smart lights turn off when the room isn’t being used and dim when ambient light is sufficiently bright. Toilets use no water. Bathroom faucets are also sensor-driven, running for a set time and drawing their operating power not from electrical outlets but from sunlight or ceiling lights.

Chief among the environmentally friendly advances the town sought was geothermal heating and cooling, a technique which captures the heat latent deep in the ground. At the Quaker Hill site, for instance, 95 wells dug 450 feet deep each are connected in series. Heat pumps circulate water through the wells and then compress it to separate heat from cold. The system supplies cool air in the summer and heat in the winter.

Geothermal energy was a “brave new world” for the seasoned superintendent. “I had to come up to speed,” he says. “We found that the net energy saved is close to a wash compared to conventional heating and cooling. The big advantage is we cut our carbon footprint way down.” Biega concurs: “There’s no boiler, no fumes exhausted into the air, there’s no delivery truck bringing the fuel, so it’s a great thing for the environment.”

These types of energy-saving features and sustainability strategies, coupled with green construction practices during building, helped earn Quaker Hill a LEED Silver Certification. Subsequent school projects – Oswegatchie and Great Neck grammar schools and the Waterford High School – are evidencing the town’s commitment to green building.

**Vision Teamed with Know-How**

All the exceptional vision, environmental innovation and technology enhancements are ineffective at best without the expertise that enables a building project to unfold with efficiency.

The Waterford projects were conservatively bid by an experienced O&G staff, including estimator Bruce Gelbar. “The fiscal estimates were very accurate. Their credibility gave Dr. Collins a lot more trust in the eyes of the Building Committee and more flexibility to get things done. It was largely because we had the same skilled management team at O&G,” says Powers.

Under the stewardship of Biega, Kotait and Lemelin, four of the six projects are complete. Each has come in costing less than expected, and right on time (with the exception of the joint New London/Waterford Friendship School which encountered a year delay but was entirely funded by the state).

“What Waterford has done is huge compared to what other districts undertake in the same amount of time,” says Biega. The work all parties have been able to accomplish is the result of a vision ably supported by experience, executed as promised, for the benefit of Waterford’s future generations.

**One Town, Six Schools, Ten Years:** O&G has helped Waterford renovate or build all of its schools since 2003. This development program will culminate with the renovation and expansion of Waterford High School, which will be open in 2013. The schools, in order of development: 1 The Friendship School; 2 Clark Lane Middle School; 3 Quaker Hill Elementary School; 4 Oswegatchie Elementary School; 5 Great Neck Elementary School; 6 Waterford High School.
Going Underground at Yale

Envisioning the long-range needs of campus beautification and expansion, and considering future needs for enhanced delivery of utilities, Yale University contracted with O&G Industries. The mission: take down the unsightly utilities lines off of poles and create a larger, expandable transmission corridor underground.

This turns out to be not so simple in the kind of congested urban areas the crews must work, digging around some of the oldest gas and water services in the state, coordinating work at multiple sites and keeping the University and its neighbors aware of the work that will impact them on any given day.

The team also deals with a problem that is part-and-parcel with such utilities work: maps of underground utilities being unreliable. Even though over 250 test pits – exploratory holes carefully dug at strategic locations to determine what exactly lies beneath the pavement – were methodically dug before trenching began, subsequent utilities maintenance has rendered some of the results from those test pits unreliable.

Detailed planning began in January of 2008 and work began this past June. When completed by September of 2010, over 7,000 linear feet of trench will have been dug and more than 65,000 linear feet of conduit installed. Additionally a number of utilities access vaults and associated structures will have been built, including an interconnect between Yale’s own Central Power Plant and the Science Hill campus. Utilities feeds from the street to 13 different Science Hill buildings will have been installed as well.

O&G’s compact Construction Management team consists of Project Manager John D’Aversa, Superintendent Tony Antonino, and Assistant Project Manager Damon Cooke. “Utilities work is dynamic – things change,” says D’Aversa, and the trio has found its primary role to be managing the constantly rippling interplay between utility companies, designers and contractors performing the work. Adjustments to plans and schedules are the norm.

Antonino and Cooke, out on the street most days, are honing their “community relations” skills as well. They are proactive when it comes to notifying private individuals and staff at Yale facilities of upcoming work that will impact them. “People are receptive 99% of the time,” says Antonino. “They’re appreciative when a contractor gives them a ‘heads-up.’ Many contractors just start digging and then react to the people being perturbed when they’re caught off guard, instead of being proactive and letting them know what to expect.” Cooke, too, often goes door-to-door to put a face on the work and keep individuals aware of work schedules that would affect their facilities or businesses.

This utilities relocation project builds upon a half-dozen previous utilities projects for the university.
Biden, Dodd, Himes...and Miller
Pols Pick O&G Jobsite for Speeches

Under a warm fall sky on October 5, a cavalcade of politicians, handlers and security personnel, trailed by assorted members of the press, arrived at Project Superintendent Craig Miller’s job trailer alongside the Merritt Parkway in Fairfield. The gathering would be used to cite the importance of the project to the local economy, and kick off 2010 campaigning in the state for embattled Senator Chris Dodd and first-term U.S. Representative Jim Himes.

The venue was chosen because the project is a recent “shovel-ready” recipient of federal stimulus dollars situated in Fairfield County.

With O&G earth movers positioned outside the job trailer as a backdrop, Miller was given the opportunity to address the crowd and introduce the Vice President. “Over 70 years ago the Merritt Parkway was constructed,” he said. “Federal money was used to back this public works project that put many unemployed to work and created a beautiful thoroughfare connecting Fairfield County to New York, and New York to New England. Today, as we stand here, it seems fitting that in 2009, federal stimulus money is being spent to upgrade the Merritt Parkway, putting construction workers to work once again, and maintaining a beautiful and historic thoroughfare that is a commuting mainstay for so many.”

Biden began his remarks with a characteristic homespun twist: “Folks, the road to recovery must literally be repaved, and that’s what’s starting right here in this lot.” His twenty-minute speech included trademark departures from the teleprompter script, including a friendly dig at Miller for supposedly flaunting jeans with a “34W x32L” label.

Chris Tuomey, Assistant Vice President and Project Manager on the job, was pleased with the way the event came together, and especially with Miller’s performance. “Craig gets all the credit here – he did all the legwork, wrote a great speech and represented the company very well.”

The project began in July, one of 66 projects across the state totaling $1.6B in stimulus money, and is a $66.6M renovation project of nine miles of the Merritt in Trumbull and Fairfield. Work includes milling and repaving, shoulder excavation, extensive landscaping, box culvert reconstruction at Mill River and cleaning and repairing 12 architecturally significant bridges. In October there were about 70 workers on the site with a forecast 140 full-time operating engineers, masons, carpenters, laborers and Teamsters before the project wraps in August 2012. ▲
We all have much to be proud of at O&G. Through the planning and hard work of management and hundreds of conscientious employees, we have done many things to put us in a strong position during these hard economic times.

We have focused on maintaining all of our equipment to the highest levels. Our fleet of trucks is the cleanest and most reliable out there. Our facilities are clean and organized and have the latest equipment and capabilities. We have built diversity into our company through investing strategically, significantly and repeatedly in a variety of business areas, and diversity keeps more people working for more hours every year. We have hired (and retained) the most skilled and dedicated workmen, managers and administrators.

As a company we have done what we can to set the stage for success.

What remains is for all of us to work cooperatively to examine the different ways we go about our business, looking for ways to tighten our daily operations, cut costs and secure work. We are not being critical. To the contrary, we are looking for ways to work together to create a business advantage that will benefit every O&G employee. We must create every advantage we can so we are awarded competitive contracts and so we deliver products to our customers at the lowest possible cost. In this column I want to look at one example of how we can do just that.

**Cutting Our Losses by Driving Smarter**

Think about this statistic: in 2008 the O&G fleet of vehicles logged over 9,000,000 miles. With all these millions of miles our drivers maintain excellent records. This is especially true of the men and women who operate mixers, dump trucks and tractor trailers, some of our biggest over-the-road equipment. They carry heavy loads, transport expensive equipment (worth as much as $500,000) on public roadways, and drive in adverse conditions. They are routinely asked to maneuver their vehicles into very difficult places. As a group they still rack up the safest driving records we have. They are true professionals.

Pickups and cars, though, have a much higher number of preventable collisions and a significantly higher number of incidents where property is damaged. These are losses that go right against our bottom line.

No matter what any one of us does professionally, whether an engineer or a superintendent or a manager, everyone should think of himself as a professional driver when behind the wheel of an O&G vehicle.

When someone hits one of our vehicles despite our best defensive driving there is little we can do. But there is a whole class of preventable accidents that we, as professionals behind the wheel, can take simple steps to avoid in the first place.

Being focused and alert when we drive, driving with a defensive mindset, avoiding unnecessary trips and following cell phone laws will go a long way to preventing accidents.

How does your driving impact the company? Most importantly having accidents puts lives at risk – that’s something we never want to see. Accidents also can result in lost workdays due to injury. They cut into productivity by removing working vehicles from the fleet for days or weeks at a time. They require that time be spent making other arrangements for vehicle use. And accidents require the purchase of replacement parts and the manhours to repair them.

The bottom line is that having accidents ultimately add a cost to every bid we make for new work. In these tough times that extra cost could be the difference between landing work for the company, and walking away empty handed.

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**Safe Drivers Recognized:** Members of management met at South Main Street this fall to express their encouragement and appreciation to all of O&G’s heavy equipment drivers, represented by Teamsters steward Frank Bonacassio. With over 5 million miles logged annually by O&G’s drivers of dumptrucks, mixers and heavy hauling equipment in some of the most adverse conditions imaginable, the rate of preventable accidents by these drivers is admirably low. In front of a “low boy” trailer are (l to r) Vice President Jimmy Zamboro, General Superintendent Leo Nardi, retired President/Chairman of the Board Raymond Oneglia, Sr., Safety Manager Tracy Ladd, driver and union steward Frank Bonacassio and South Main dispatcher Mike Ciarlo. (Inset) Ray Oneglia shares a lighter moment with Ladd and Zamboro.
When they received a call from an architect in New York, O&G’s Masonry Division didn’t realize it could be supplying stone and stone splitting services for restoration work at one of America’s historic architectural gems.

Some time before, at the Cathedral Church of Saint John the Divine in the Morningside Heights neighborhood of Manhattan, it was becoming obvious that sections of different stone structures around the 13-acre complex stood in need of repair.

The church and its agent, working with Polshek Partnership Architects of New York, developed a restoration plan. That’s when Polshek, whom O&G had supplied on a successful stonework project at Sarah Lawrence College in nearby Yonkers, began talks with Bob Rizzo, Jim Gallagher and Tony Duarte of the Masonry Division about just how O&G could service the cathedral renovation.

It was a process that spanned nearly two years. Numerous meetings with the owner’s agent, architects and AvalonBay, the general contractor, followed by tours of O&G production facilities by the masons who were subcontracted to perform the work, built confidence in O&G’s ability to supply this important project. Stone sample boards were prepared for Polshek’s architects and when just the correct stone match for the architect was found, O&G committed to delivering it in the quantities and at the times needed.

In total some 400 tons of ashlar cut stone were brought into Manhattan over the course of seven months in dozens of deliveries, the majority of it for a 250-foot-long wall running down 110th Street between the gothic Synod House and the Diocesan House. Other stone was delivered to the front of the cathedral on Amsterdam Avenue for use on an interior wall measuring some 450 SF. In both cases, delivery was easier said than done.

“You’re working around the cathedral school and all the kids and families, and all the pedestrian traffic on Amsterdam and 110th,” said Jim Gallagher, sales rep for the Masonry Division, “not to mention the events scheduled at the cathedral itself. Delivering took some doing.”

According to sales rep Tony Duarte, prepping for deliveries was a day-long activity in itself. “We made sure we responded to the requests for material in a timely way. We coordinated with the masons, the cathedral and its schedule of activities and offloaded the stone right where it needed to be. We always delivered the goods but it did take extra planning.”

While the wall may look like a simple, beautifully executed facing to passers-by, those involved know the deeper story. When the mason subcontractor, JDF Restoration, started digging in for the rebuild they ran into a major wrinkle. The

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bulky structural elements behind the wall had weakened over time to the point where they needed to be replaced before work on the wall could begin. Removal of old material and rebuilding the base on a busy street with significant auto and pedestrian traffic turned into a major undertaking.

Last spring, when Masonry Division Assistant Vice President Bob Rizzo and Gallagher made an unannounced visit to the site, JDF Restoration's mason foreman saw their O&G vehicle and trotted over. He was ecstatic, says Gallagher. "He was so happy with the service we gave him and wanted us to know it. He was also proud of the work his crew had done on the wall and wanted us to see it. It did come out beautifully. You look at the wall and it looks like the same individual carried the pattern throughout."

Joe Francolino, owner of JDF Restoration and Prime Estates, was particularly pleased with the service and products he received from Duarte, Gallagher and the Masonry Division. “These guys were professional. They ran everything on time and delivered exactly as they said they would. We were very happy with the quality of the stone, too. I’d recommend O&G to anyone, anywhere.”

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THE CATHEDRAL CHURCH OF SAINT JOHN THE DIVINE

- Plans begun in 1828 took life with the setting of the cathedral's cornerstone in 1892 by the Episcopal Diocese of New York.
- The great bronze entry doors were cast by Barbedienne of Paris, who also cast the Statue of Liberty, and are 18 feet high, six feet wide and three tons each. They depict 60 Bible scenes in bas-relief.
- The shallow tiled dome that covers the “great Crossing” in front of the choir and altar was erected as a temporary roof by renowned mason Rafael Guastavino in 1909 and took only 15 weeks to complete. The Statue of Liberty, minus her pedestal, would fit comfortably under the immense arched dome, one of the world’s largest free-standing domes to this day.
- Quarried in Vinalhaven, Maine, the eight massive granite columns that frame the High Altar are 55 feet high, six feet in diameter and 130 tons apiece.
- The Great Organ features 8,035 pipes arranged in 141 ranks. “State Trumpet” pipes that mimic the fanfare of brass horns are mounted on a wall 500 feet from the console and are one of the most powerful organ stops in the world.
- In 1925 Cathedral Trustee Franklin D. Roosevelt launched an effective campaign to revitalize the building fund, mobilizing the sports and entertainment stars of the era in a series of benefits that raised millions of dollars.
- During World War II the Cathedral accepted silver altar vessels from London’s Chapel Royal for safekeeping, giving rise to the urban legend that the Cathedral housed the Crown Jewels.
For almost 23 years DENNIS CAREY worked in the Building Division, rising to foreman doing something he continued to love right up until his retirement at the end of 2008: working with concrete. “I wasn’t at O&G for the money,” he says. “This was a big part of my life. I absolutely loved it.” All kinds of concrete work provided May, Walt and his wife, Jean, have been making tracks ing me working.” Although he retired only this past wife Carol, Dennis plans to “chill out at home,” do dry chuckle, “I couldn’t stand him, I really could not. Givens. “When I first met George,” says Carey with a Superintendent Leo Nardi and Superintendent George appointments. He also has high praises for General Superintendent Leo Nardi and Superintendent George Petti Dadonna. He also has high praises for General Superintendent Leo Nardi and Superintendent George Givens. “When I first met George,” says Carey with a dry chuckle, “I couldn’t stand him, I really could not. But we got to understand each other and he became my mentor. He was the best, in and out of work.” With wife Carol, Dennis plans to “chill out at home,” do some traveling, and indulge his passion for all things New York Jets. Savour the sweet life, Dennis!

“I LOVED my job!” enthused TOM DISTASSIO as he looked back at 30 years behind the wheel of a mixer out of Bridgeport. “When I started, Bob O [Oneglia] said all I had to do was give the company an honest day’s work and I could retire here. He was right.” Distasio took pride in his mixers, always keeping them looking like new, and appreciated how O&G and friend Bill Stanley always stayed on top of every detail. He also remembers the 1970s when there were just three mixer driv- ers in Fairfield County: “Now there’s about 30 just in Bridgeport, and more in Stamford. Bob O told me those arrows in the O&G logo mean moving up and spreading out, and I sure have seen it.” Since he retired at the end of January Tom has repainted the entire interior of his home and is enjoying free time spent with his three grandchildren who live just up the street. With his wife of 41 years, Janet, he’ll be catching up on sightseeing in the coming months: Niagara Falls and Canada this summer, and California and Las Vegas in 2010. Thanks for all the years of dedication to your work, Tom!

WALTER JALOWICZ, a heavy equipment operator with an impeccable safety record running his 325 backhoe, learned the importance of thinking ahead to what might happen and avoiding mishaps on the job. At age 69 Jalowicz felt it was time to retire. “But I wish I could have had another 30 years with O&G. I worked for 30 years at another place and it could not hold a candle to O&G.” He appreciated the organization and how jobs were assigned and that he was allowed to get the job done without excessive oversight. Everyone knew their specific jobs and they did them well, he says. “All the guys were great to work with, all the foremen I worked for, too. Fred Howie, Larry Doyon, John Rouleau are all great foremen. And I thank Leo Nardi for always keep- ing me working.” Although he retired only this past May, Walt and his wife, Jean, have been making trips around the country: they’ve visited Niagara Falls, Chicago and Savannah, Georgia, and have more travel plans on the back burner. He’s also playing with nine grandchildren, all who live fairly close. “You’ve got to wake up and smell the roses. Heh, you’re dead for an awfully long time!” he laughs. Wait, our best to you!

BOB KLUCZINSKY is a happy guy. Even though he’s staying close to home to help care for his aging father, his wife of 35 years, Irene, is still working and out of the house most of the day, and he has a long “honey” do list of projects to tackle, Bob is perfectly content. Instead of planning elaborate getaways or indulging a hobby, he gets satisfaction out of the simple life. Over the winter this former heavy equipment operator remodeled his kitchen, and this summer he’s “remod- eling” the outside of his home, replacing mulch with stone. Little things – like training the local contingent of chipmunks to come running when he opens the door and scurry up his leg to eat peanuts from his hand – bring joy. Having logged over 20 years with O&G, he does miss the people. “The Oneglias are a great bunch, and Leo Nardi is a fantastic guy. They were all real fair, real good. That’s why a lot of guys stay a long time like I did.” But he doesn’t miss the long drive that getting to work sometimes entailed, like when he worked at the Mohegan Sun project and drove 140 miles round trip each day. Bob, here’s to appreciating the good life!

Talking with JOSEPH MARTINS, JR., you step back to a time when food, family and friends were the center of one’s life. Joe is Portuguese and he carries on the tra- ditions his family blessed him with growing up. “When my father died I took over the wine making he used to do. I do that and I make homemade sausage. And the boys [his friends from O&G] all know that every Veteran’s Day we do a large roast and have a picnic and they all come.” Working on a paving crew for 29 years he undertook some of the hottest and most potentially dangerous work in the company. “I’d do anything for O&G. I always enjoyed what I was doing,” he says, adding, “You learn tricks, like you put a wet t-shirt around your head and stay cool.” Joe was known for carrying an oversized cooler with lots of extra food to cover guys who might run short, like the time his crew unexpectedly went straight from one project to the next without a break and he was able to feed the crew at 1 AM. With his wife of 42 years, Anita, Joe plans to return to Germany from whence he “stole” her while in the Army (“Did you know the chaplain who married us warned me her maiden name in German translated to ‘stone breaker’?”). With 11 grandchildren and lots of tradi- tions to pass on, you’ll be a busy guy, Joe. Enjoy!

DUANE SALSBURY may be the retiree with the shortest term at O&G but he ranks right up there in his con- tiguous enthusiasm for the company. “O&G is ‘top shelf.’ The people I worked with were some of the most intelligent, nicest folks I ever met in my life.” A team- ster just shy of earning his retirement card, Duane was hired and worked the final year-and-a-half of a long career before retiring in April. “They took me on no problem. No discrimination there – no age, color, sex, none. A ‘top-shelf’ place.” Duane began driving dump trucks as a teenager, switching to tractor trailers at age 21, and then to heavy hauling and rigging. But those jobs where he “megamoved” loads weighing 300 and 400 tons were too stressful and took him away from home for too long. That’s when he came to O&G and the Kleen Energy project in Middletown, driving an articulated dump truck. Having lost 70 pounds in under a year, Duane is taking charge of his health and smelling the roses: fishing his secret spots, grilling in his new cabana, and spending time with his wife, Barbara, his mom, and the couple’s four boys and fam- ilies. “I have no time to be bored,” he chuckles. Sure sounds that way, Duane!

He left to run his own restaurant for over a decade, but in 1997 STEVE VAII returned to O&G, doing what he loved for another 11 years until retiring in April. Steve was an unofficial guru in inspecting, repairing, main- taining, operating and purchasing cranes. “We wanted Steve to stay,” says Jim Zambrero who oversees all O&G’s rolling equipment. “We love the guy. Everybody wants to work with him – he’s never afraid to share what he knows. And he’s meticulous in everything he does.” The feeling is mutual for this master of the lift- ing machines: “I worked for a lot of great people. Ray, Sr. and Francis Oneglia were never too busy to check in when passing by. It’s been a pleasure working for Dave Zambrero, who works as hard or harder than his men. I think of Dave as a son. If I were younger I could see us being best friends. And Tony Damiano always had enough confidence to set me up with an assignment and then let me run with it. It worked out very well.” And apparently it is still working out well: Vail gets requests to pitch in for a few days here and there when his crane expertise is needed. He and his wife, Sandy, are looking forward to their first full Winter in their Barefoot Bay, FL, home. They are busy spoiling their two grandchildren and planning rail trips, including a Montreal-to-Vancouver jaunt this September. Hate to see you go, Steve, but we’ll stay in touch!

Although a triaxle driver for only one year with O&G, RAYMOND ZABIT appreciated the way business was conducted: the top condition of the equipment, the tight organization that pays attention to detail, and its willingness to hire an older worker. “I’m proof there’s no age discrimination. I needed one more year to significantly boost my pension, so I laid my cards on the table. O&G hired me and I thank them for the opportunity.” Zabit already had quite a varied career: 15 years delivering freight followed by five years as an operating engineer, leading to his opening an environ- mental business that ran for 20 years. “We would do underground tank removal, site remediation and brownfields work, mostly in lower Fairfield County,” While shutting that business down Ray discovered the pension option and applied to O&G. Since retiring, his wife, Gail, has opened an underground utility location business. “I don’t draw a salary. She still gives me $20 a week and tells me not to spend it all in one place,” he laughs. They enjoy their second home on a lake in Massachusetts, and seasonal sports like snowmobiling and boating, though business seems to be what “floats their boat.” Thanks, Ray, enjoy your new ventures!
On the Move

A SAMPLING OF NEW PROJECTS AT O&G

1-95 Moses Wheeler Bridge Foundations
Stratford/Milford, CT

In July of 2009, O&G was awarded the low bid of $52.15 million to install drilled shafts under the existing I-95 Moses Wheeler Bridge and in the Housatonic River for the Connecticut Department of Transportation. Highlights of this two-year project include: the installation of 35, ten-foot-diameter drilled shafts up to 125-feet deep; 1200 feet of temporary trestle with 10,000 feet of 24-inch pipe pile; 5000 feet of drainage pipe; and 650 CY of concrete. O&G’s team includes Project Manager Michael J. Daley, Project Superintendent Larry Doyon, Project Engineers Kevin Voelker and Matt Egensteiner and Document Control Technician Robin Listorti. The design team is STV of Stratford, Connecticut. Inspectors are HNTB/AECOM of Rocky Hill, Connecticut. Construction began September 13, 2009 and is scheduled for completion in September of 2011.

Recent Awards

Clockwise from top left

U.S. Green Building Council
LEED Gold Certification
The Monahan Adaptive Re-use Project
The Hotchkiss School, Lakeville, CT
Project Manager: Rob Martinotti

Connecticut Road Builders Association
On-Time and On-Budget Award
New Haven Harbor Crossing, Contract C2
I-95, New Haven, CT
Project Manager: John Gemetro, Jr.

US Environmental Protection Agency
ENERGY STAR Label
The Merritt Towers, 901 Building
Building and Land Technology, Norwalk, CT
Project Manager: Mike Skapczynski

Connecticut Building Congress
Project Team Awards, First Place, K-12
Sport and Medical Sciences Academy
The Hartford School District, Hartford, CT
Project Manager: Mark Allen