

IEW Construction Group Completes 80 Years in Business

Firm Continues To Progress Through Diversification of Markets

The story of the growth and success of IEW Construction Group over the past eighty years is quite impressive. Known in earlier years as Industrial Engineering Works, the company was established in 1925 by Vaughan S. Grundy as a firm involved with the fabrication and erection of architectural metal work. Prior to the founding of his own company, Grundy served with U.S. Steel, J. Osborne Hunt Architects and Karno Smith Company, a leading construction firm in the early 1900's.

Some of the firm's early work has become a part of New Jersey's landmarks. These include the New Jersey War Memorial, State House Annex, State Museum, Rockefeller Institute in Princeton, Trenton Central High School, Lawrenceville School, several Princeton University projects and the heavy guard rails for the Trenton Makes Bridge. Within a few years of its founding, the company completed the structural steel fabrication and erection of the powerhouse and accumulator building for the Thermoid Company and six, 70 foot cargo unloading masts for the Trenton Marine Terminal as well as other structures.

During the early 1930's, IEW also completed a number of other noteworthy projects. These included structural steel and architectural metal work for the Bordentown Reformatory, Nassau Inn and Princeton Playhouse. This work was followed with the construction and installation of materials handling systems such as conveyors, overhead cranes and monorail systems at the newly constructed General Motors Plant in Ewing. Those first 15 years in business primed the company for the challenges that were to follow.

The World War II years provided a number of unique challenges for IEW. One of the largest war time efforts that the company completed was the conversion of the General Motors Plant for the production of the Grumman Avenger airplane that played a major role in the Pacific. In addition to that effort, the firm also converted its plant to military production of crash dollies and low profile trucks for the Navy to move disabled planes on aircraft



IEW personnel complete winter deck pour on the Route 49 Bridge replacement.



Steel erection for the NJ Transit bridge rehab in Plainfield. Final work required intensive historic replication.

carriers. The company also manufactured aircraft engine repair stands and fabricated six large electric furnace castings for shipment to Russia.

With the end of World War II, IEW returned again to the General Motors Plant to restore the facility to peacetime production. The work progressed so well

that the company was asked to complete similar work at General Motors Flint, Michigan Plant and the plants in four other states.

During the 1940's, Vaughan S. Grundy, Jr. took over responsibility for the growth and development of the company. The firm continued to focus on major steel Utility and Transportation Contractor, AUGUST 2005

fabrications and erections throughout New Jersey. Some major projects completed through the 1970's include some challenging fabrications for the Mobil Laboratory in Hopewell Township, at the Oyster Creek Generating Station and power stations in several states and in Taiwan.

The third generation family member, Vaughan S. Grundy, III (known as Chip) has directed the affairs of the firm for approximately the last 15 years and serves as president/CEO. This period has been one of greater diversification for the company. In addition to its special fabrications, the firm has been especially active in constructing heavy/highway projects, bridge construction and maintenance, waterfront protection and marine work. Some unique projects include the pedestrian bridge over the Delaware/Raritan Canal and Route 1, which was a single span truss bridge that included ramped construction and stone piers, and the Castle Point waterfront walkway and fishing pier. IEW has also completed considerable private work for Fortune 500 companies as well.

One of the firm's recent completions include the rehabilitation of the Commodore Barry Bridge, which involved the construction and installation of a series of 10 inch diameter nitronic steel rods, each about 130 feet high with unique couplings, that had to withstand up to 6 million pounds of tension. Another project recently completed was the demolition of the pedestrian bridge over Route 38 serving the Cherry Hill Mall which had been damaged in recent years. What was unique here was that IEW had originally fabricated and erected the structure in 1966. In recent years, the company has gained considerable accolades for its work.

Some of the IEW Construction Group current work includes the replacement of the Route 49 bridge for the NJDOT and three bridges for NJ Transit. For the Transit bridge in Plainfield, the firm had to replicate everything as the structure was historic. Additional projects include the rehabilitation of the Route 1 & 9 Passaic River Lift Bridge which involves mechanical, structural and electrical work, and reconstruction of the historic Railroad Bridge over CSX's Line in Manville for the NJDOT.

IEW's current work also includes structural repairs for 70 separate bridges along the GSP, NJDOT Route 31 and 518 Intersection Improvements, Route 47 bridge reconstruction over Dennis Creek, also for Utility and Transportation Contractor, AUGUST 2005



Completed pedestrian bridge over Route 1 in Trenton.



IEW personnel complete truss launch for Bridge Street project in Manville.

the NJDOT, and structural repairs to 25 bridges along the New Jersey Turnpike.

Several key members of the firm have contributed to the growth and success of the IEW Construction Group in recent years. Harry Coleman is a vice president and chief estimator who has been with the company for 10 years, and Darrell Harms is a vice president responsible for engineering and project management with the company for 3 years. With IEW for the past 20 years is Chuck Worthington who is a vice president and project manager as is Rob Tampellini

who has been on board for 6 years. The firm's controller is John Dempsey who has been with the company for 3 years.

Many of IEW's field personnel have been employed for 20 years or more and have contributed to the firm's successes through its diversification in markets. Chip Grundy has been especially effective in leading his firm to meet the challenges over the past 15 years. We can look to continued success for the IEW Construction Group in the future.