

# Mid-West Contractor

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Lloyd J. Kissick, Sr.,  
and Lloyd J. Kissick, Jr.

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## THE MEN WHO RUN

# KISSICK and SON CONSTRUCTION

**W**hen Lloyd J. Kissick, Sr. purchased the Imperial Transfer & Storage Co. in 1922, he had every intention of staying in the transfer business in which he had nine years experience. Had it not been that among the assets of the newly acquired business were two truck tanks, he undoubtedly would never have considered anything else.

At that time, it was not uncommon for trucking companies to undertake the spreading of road oil since that was essentially a hauling function. In 1923, Kissick undertook the oiling of several county and township roads with the tank trucks and it proved to be a profitable end of the business. Most haulers worked as sub-contractors but Kissick decided there would be more in

it as a prime. He successfully bid his first contract in 1923. More oiling equipment was added as that part of the business grew faster than did the transfer business.

By 1928, the firm stepped firmly into the road construction picture when it undertook its first gravel roads. These were similar to those now known as farm-to-market roads. The company furnished and applied road oil on the first black-top highways in the state of Nebraska. Over the years, they have built black-top highways in Missouri, Kansas, Oklahoma, Arizona and Nebraska.

Kissick started to work with penetration asphalt in 1930, and undertook his first major construction contract when he widened and resurfaced Blue Ridge



Lloyd, Jr. is president of Kissick Concrete Company and vice-president of Kissick and Son Construction Co.

Below — The Kissick Barber-Greene paver at work.



Above — Lloyd Sr. has served as president of the Missouri A.G.C. and the Kansas City Heavy Constructors. He is shown above addressing the Missouri A.G.C. at their annual banquet in 1950. Gov. Smith is at left.

boulevard from Independence road through Raytown, Missouri. Another important contract was a sixteen mile stretch of U. S. 94-F just west of Tucson, Arizona. Since that time the firm has grown steadily in the field of bituminous paving and is now known as a leader in that field throughout five county area.

The firm is now known as Kissick and Son Construction Company since Lloyd Kissick, Jr. was promoted to an executive position in the firm in 1938. The younger Kissick actually started with the company many years earlier when still in elementary school. At that time we worked as a water boy where he learned construction terminology and gained first hand experiences that were to stand him in good stead in later years. Eventually he became superintendent and later vice-president-secretary in 1938. During this time he continued with his education, graduating from



Laying the base course on a street of a Capehart Housing project at the Richards-Gebaur Air Force Base at Grandview, Missouri. A Cat 12 motor grader is followed by a watering truck and a Ferguson 25-ton roller.

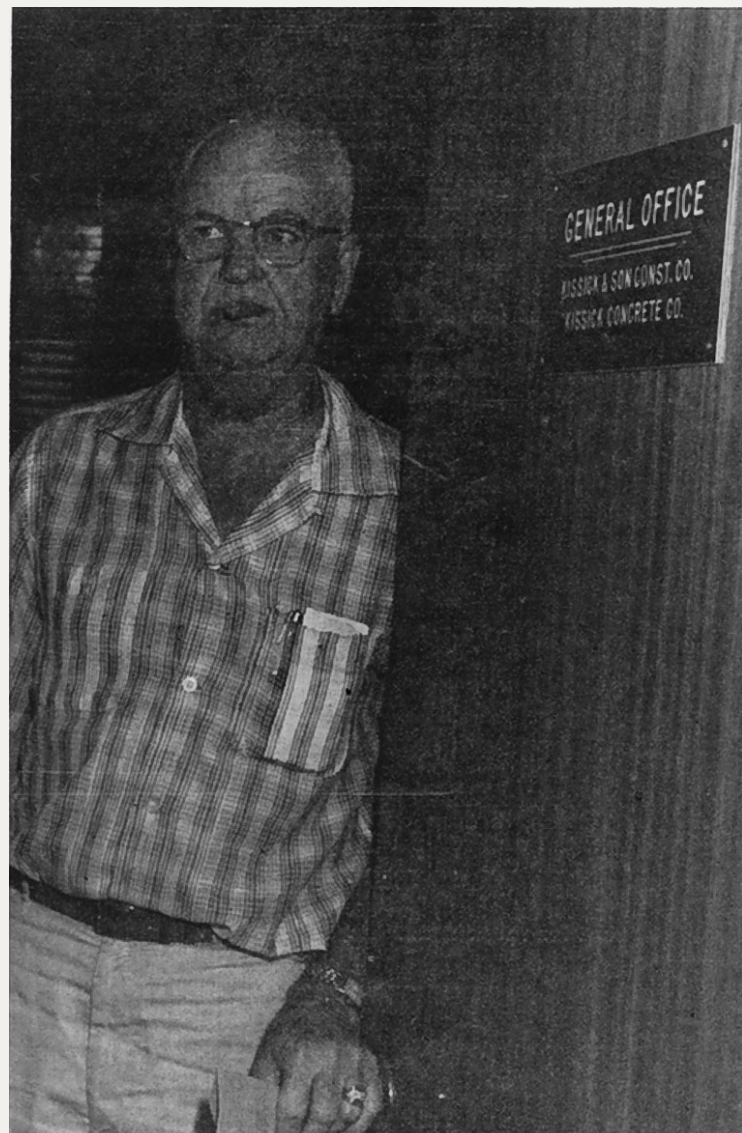
# The Kissicks Have Proved That Success Can Be Gained In The Construction Industry By Concentrating On Quality

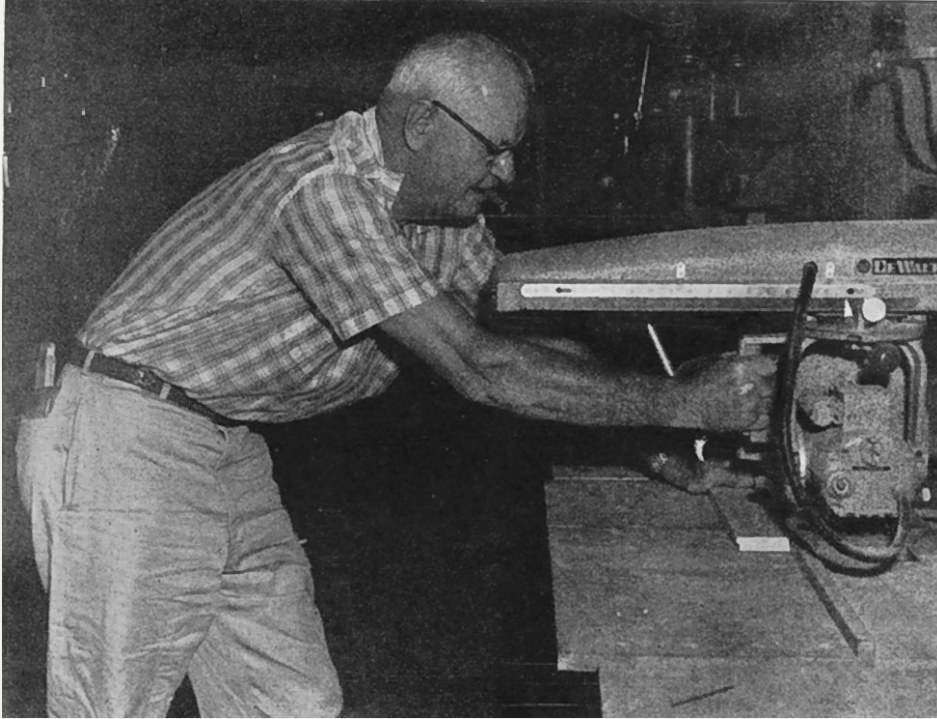
Rockhurst College, with a B. S. Degree in business in 1940.

Lloyd Jr's service with the company has been continuous except for a hitch as a Lieutenant (jg) in the navy in the South Pacific. He served as a communications officer, and later, as a public works officer in the Philippines. Junior is a member of the Commission for International Relations and Trade of Kansas City and in 1957 journeyed with that group to Central America on a good-will tour. He is an active member of St. Peter's Catholic church and a member of the 4th degree Knights of Columbus. As is his father, he is an enthusiastic golfer but is kept away from the course more often than he would like by the press of business. Both Kissicks belong to Blue Hills Country Club. A good family man, Lloyd Jr, and his wife, Mary Catherine have five children ranging in age from sixteen to one. The only son in the family is Lloyd J. III better known as Jimmy. Jimmy a good Catholic is an enthusiastic second baseman for the St. John Methodist 3 and 2 baseball team. Kissick Construction Company has sponsored a team of their own for older boys in the 3 and 2 league for many years. As was his father, Jimmy Kissick is already being indoctrinated into the ins and outs of the construction business. President and founder of Kissick & Son Construction Co., Lloyd J Kissick, Sr, is the block from which Lloyd Jr. is such a similar chip. Their greatest difference is their educational background. The elder Kissick's formal education stopped somewhere during his elementary schooling when he went to work for brother Bob in the Kissick Transfer Company, a firm founded by their father in 1896. He left Kissick Transfer for a brief period to operate his own small inter-city bus company. In this venture he owned three busses and had the first bus route to transverse the inter-city viaduct between the two Kansas Cities. During that time his competition, the street cars, were hit by a strike and for a few short months business boomed. If Kissick had been so



Above — Part of the Kissick truck fleet. The mixers are T. L. Smith's. Below — Lloyd J. Kissick Sr, emerges from the firm's general offices at Hickman Mills, Mo.





A favorite hangout for Senior is the work shop located at the Hickman Mills plant.

disposed, he could have made a veritable killing since passengers would have been compelled to pay triple prices as it was the only transportation available. He passed up this get-rich-quick opportunity, hoping to gain good will of his customers. When the street car strike ended, his un-appreciative passengers quickly forgot their fair treatment and went back to riding street cars. As a consequence, Kissick returned to the transfer business.

Lloyd Kissick, Sr., was the first president of the Heavy Constructors of Kansas City, Mo. in 1950 and served three consecutive terms. He has also served as president of the Associated General Contractors of Missouri in 1950. He is a member of the Rotary Club and the Kansas City Club. Lloyd Sr. is also a family man who spends much of his time attempting to spoil his eleven grand children (six are by his daughter, Mrs.

William Kelleher). He has a well equipped shop at the plant in Hickman Mills, Missouri where he fashions various hand-made gadgets used in the plant's operation. Grandfather Kissick also uses this shop to produce wooden toys for his grandchildren. Among his most recent projects were two miniature bowling alleys. Since 1940, Kissick & Son Construction Company has expanded to a business employing 125 people, with three full-time mechanics to maintain the equipment. In the winter of 1954 Kissick & Son purchased a new Barber-Greene hot-mix plant and finishing machine. In the fall of the same year, the Kissick's purchased the Hardwick Concrete Company and incorporated it as the Kissick Concrete Company, a Missouri corporation. They now have eight large T. L. Smith transit-mixers and trucks. Lloyd Jr. is listed as president of the Kissick Concrete Company and his father vice-presi-



Talking it over on the Grandview project are: John Pigg, superintendent for the prime contractor, J. W. Bateson Company of Dallas, Texas; Bert McConnell, project superintendent for Kissick; and Lloyd Sr., and Jr.

dent. Senior is president and Junior vice-president of the Kissick and Son Construction Company. In fact, the men give equal time to both firms. Both of the Kissicks like to get out to the jobs as often as possible and keep in constant touch with the progress of each project with their two-way radio system. Lloyd Jr. can talk to any of his projects from either his office or his car. There are also radios in all concrete trucks, a concrete sales-man's car and the cars of all superintendents.

The company has six full-time superintendents and three office girls who keep up with the work. Estimator for the firm is Frank O'Brien. Jim Rudicil is plan manager and Jim Armstrong is office manager.

The construction company handles the hot-mix paving and some grading in connection with their work on housing sub-divisions. The company also supplies road oil and hot-mix for other contractors. Kissick Concrete Company does know construction or finishing but is strictly a supplier of transit-mixed concrete.

The Kissicks use a Barber-Greene finisher and a Barber-Greene plant to supply their hot-mix. They have four Huber-Warco rollers and one Bros pneumatic compactor. They are currently renting a Ferguson roller. Their grading crew uses a D 9 Cat dozer, two Allis-Chalmers 160 scrapers, a D 6 Cat with a pulled scraper, a Cat 155 loader and a Cat 12 motor grader. The firm has 80,000 gallons of storage capacity for liquid asphalt.

During the war Kissick and Son handled several defense jobs and were the first road contractors into the Air Field at Knob Noster, Missouri. One of the largest projects in the company history was the cleanup of the great flood of 1951. Kissick had on of the most important assignments in this mammoth task. At one time they had more than 100 pieces of equipment engaged in hauling back to the river the mud and debris that it left during its rampage. Kissick and Son Construction also did its part after the tornado that hit Hickman Mills and vicinity in 1957. Kissick furnished five station wagons for ambulances and hauled gasoline with the company fuel truck for other ambulances and emergency vehicles. During that night the truck poured over 500 gallons of gasoline, a fact that was never mentioned outside of the company. Consequently, they were quite surprised when a gasoline truck pulled up to their storage tank and unloaded 250 gallons as a gift from Standard Oil Company who wanted to share Kissick's cost.

Most of the firm's paving work has been in subdivisions and parking lots although the company continues to bid state road work. Through the years Kissick and Son have been known as a firm that has not compromised quality to get in under what ever happens to be the current price. Even so, they have always had work, mostly from prime contractors or builders who have learned that Kissick's dependability and quality work makes them less expensive in the long run. When they did the parking lot for the Burns and McDonald Engineering Company, the firm took their inspectors out to see the operation and told them that this was the way a good job should look. The Kissicks depend on quality work and the repeat business that it generates.

In this day of small prices and big bidder lists, the successful philosophy of the Kissicks is an encouraging sign for sound businessmen.



Above — Three generations of Kissicks stand in front of the asphalt plant and the firm's 2-story office building.



Left — The ever-present cigar of Lloyd, Sr.



Below — Junior checks on a load of oil with the tank-truck driver.