75. NARODENINY ING. JURAJA KELEŠIHO
75TH BIRTHDAY OF ING. JURAJ KELEŠ

Keď je muž vo veku 75 rokov plný životnej energie a nezložného odhodlania prežiť svoje seniorské roky bez obmedzenia svojich aktivít, záľůb a rodinných povinností, mnohí by mu aj závideli, ale my, čo ho poznamená bližšiu cenu, to radi doprajeme a ke knihy životnej jubilea v takto dobrej kondícii môžeme mu iba srdcne gratulovať. Radi však pri tejto príležitosti chceme pripomenúť obojné verejnosti aj jeho úspešnú profesionálnu kariéru.


Juraj Keleši dlhodobé spolupracoval so svojou „alma mater“, Slovenskou vysokou školou technickou v Bratislave, pre ktorú záhadí témy pre diplomové práce z konkrénnych staveb a robil k nim aj konzultácie. Nedôkaz predal na rôznych odborných podujatiach a vysvetloval o nových technológiách výstavby diaľnic a tunelov. Viedol tiež mnoho exkurziu na významné stavby Dopravstava. Vďaka tejto jeho činnosti nastúpilo viacero absolventov VŠST do Dopravstava a niektorí z nás dnes na významných postách vo vedení spoločností.


When a man at the age of 75 years is full of vigour and steadfast determination to spend his senior years without restricting his activities, hobbies and family duties, many would even envy him. Anyway, we who know him closer are pleased to wish him to and we can only cordially congratulate him to celebrate this great anniversary in such the good condition. We are also pleased to remind the professional public of his successful professional career.

He was born on the 12th January 1940 in Bratislava. He has remained for the whole life faithful to the profession he chose by entering the Technical school of civil engineering in 1953. After passing the school leaving exam at this school in 1958, he continued from 1959 – 1964 to study in the day-time form at the Slovak Technical University in Bratislava, obtaining a degree in civil engineering and transport-related structures. After the graduation, he entered Doprastav, n. p., Bratislava; he retired in 2005.

In 1967, the preparation of the development of motorways was launched in Slovakia. He fully embarked upon it and introduced into practice such technologies as, for example, large-capacity mixing centres and the placement of structural courses using full-width slipform pavers on the initial section between Bratislava and Malacky, the Prague – Bratislava D2 branch. In 1975, he was transferred to the Technical Development Department of the company, where he solved current problems of the development of motorways and roads. In 1979, he transferred to the Zvolen-based plant of Doprastav, where he worked in the position of the Deputy Technical Director. He solved current problems of the development of the Zvolen Transport Node and the construction of approach roads and railway for the Mochovice Nuclear Power Plant. In 1984 he transferred to the Ministry of Construction, working in the position of the Deputy Director of the Department of Construction Operations. In this position, he was primarily in charge of the Gabčíkovo-Nagymaros system of waterworks and the preparation of the Bratislava high-speed LRT line. In 1988 he returned to Doprastav, where he performed for a short time the function of the assistant to the director of the company and, from 1989, the function of the Deputy-Director for the high-speed Light Rail Transit (LRT), with the temporary use of the Old Bridge for the crossing over the Danube. In 1993 he transferred to the position of the Head of Marketing, where he managed the work on bids for individual contracts and in this way helped to create the production program of Doprastav in new conditions. In 1997, he transferred to the Department of Planning and Construction of Tunnel Structures. The reconstruction of the Telgárt looped tunnel and the excavation for the exploratory gallery for the Višňové motorway tunnel belonged among more interesting construction contracts from this period.

Juraj Keleši long collaborated with the Slovak Technical University (STU) in Bratislava, his “Alma Mater”. He specified topics of diploma theses related to particular construction projects and provided consultation on them. Later he lectured at various professional events and postgraduate studies on new technologies for the construction of motorways and tunnels. In addition, he organised many excursions to significant construction sites of Doprastav. Owing to his activities, a number of the STU students entered Doprastav and some of them have obtained important positions in the company management.

From 1991 he was a member of the Czechoslovak Tunnelling Association. After the division of the common state in 1992, he, together with Vladimír Rakovský, was a founding member of the Slovak Tunnelling Association (STA). In 1993, Juraj Keleši was elected as the first chairman of the STA and, in the same year, the STA was accepted to the international ITA-ATBIS at its General Meeting, Juraj Keleši performed the function of the chairman for
I MLADÍCI JEDNOU PŘÍRUDOU DO LET
K JUBILEU DOC. ING. ALEXANDRA ROZYPALY, CSC. 
EVEN YOUNG MEN WILL ONCE GET OLDER
ON THE OCCASION OF DOC. ING. ALEXANDR ROZPALY, CSC. ANNIVERSARY

There are people who are getting older and there are people who will never get old and will remain young both in terms of their bodies and through their spirit. Among the latter ones, we can rank docent Ing. Alexandr Rozypal, CSC., a prominent civil engineer – geotechnician having a great passion for rock mechanics and the field of tunnel engineering, and a competent manager, who celebrated the seventieth anniversary of birth at the beginning of March.

After four-year studies at a technical school of civil engineering, the water management branch, he continued in the same branch even at the Faculty of Civil Engineering of the Czech Technical University in Prague. He graduated in the tumultuous year 1968. In the autumn of 1968, during his work on the diploma thesis, he travelled from Prague to Ústí nad Labem, where he studied the balance of mineral water and its practical use. We worked jointly on this topic. In doing so, we were passing along the way the tank positions of allied occupation forces of the Warsaw Pact and, at the same time, argued about the time this condition would endure.

After the graduation, the fresh civil engineer Alexandr Rozypal, full of energy, entered the national enterprise of Stavební Geologie (Civil Engineering Geology) and began to penetrate the mysteries of soil mechanics and engineering geology. He decided to solve his problem with living in Prague by changing the employer (Vodní stavby) and a two-year stay at the construction site for an aqueduct in Jižské mountains (Jizergebirge). After gaining a flat, he returned to Prague and Stavební Geologie to remain there until his retirement. The high expertise he gained both by postgraduate studies and by discussions with his father, an outstanding economist of the 1960s and 1970s, predestined him for managerial positions. He was successively in charge of the rock mechanics department, the department of geotechnics and, after the privatization dividing Stavební Geologie to sections, he was elected as the chief executive officer on the newly originated company Stavební Geologie – Geotechnika, a. s. His economic experience and managerial skills contributed to the quick consolidation of the new company and its long-term development. Under his management the company achieved the greatest expansion and many years participated in the implementation of the majority of important public construction projects, ranging from roads, railway tracks up to underground workings. He brought a foreign partner from France to the company, Simecsol, which was founded by Prof. Jean Kerisel, a leading French geotechnician and an expert in the foundations of historic structures. Ten years ago, when he after 15 years decided to leave the office of the top manager of the company, a symbolic meeting with Prof. Kerisel took place in Paris on the occasion of the termination of Simecsol. It was acquired by ARCADIS.