



HOLING THROUGH

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An Organization of Tunnel and Heavy Construction Men

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An Ace - - and A King!



SLOCUM



KING

Two men who are just about 180-degree opposites in many ways are the Moles Award winners for 1955.

They even were born on opposite sides of these United States.

There's Manly Harvey Slocum, our non-member honoree, a native of California: short in stature, brisk and hard-bitten in language, a man whose formal, schoolroom education ended with grammar school a builder of great dams.

There's Howard L. King, our member award winner, a native of New York City: tall, generally mild in manner and soft-spoken, holder of master and bachelor degrees from three famous universities a builder of great tunnels.

Still, they have plenty in common: (1) they're builders; (2) they're nearly the same age, upper 60's; (3) they are loved and admired by those who know the kind of men they are and the kind of work they do.

HARVEY SLOCUM

A fellow who almost always is introduced as "the best dam man in the world" will hustle back from half-way around the world to receive the Moles Non-Member Award at the Waldorf next February 2.

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HOWARD L. KING

A man who spent the first five years of his working life teaching school and helping out around the dean's office is being honored with the 1955 Moles Award for his accomplishments in a field about as far removed from

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Harvey Slocum

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Just last week Harvey Slocum celebrated his 68th birthday in India, "on the job," as usual, building the largest dam in the Far East, the Bhakra Dam. This is the most recent in a truly astounding succession of colossal concrete jobs that amply documents that "best dam man" characterization for this man from Alhambra, Cal.

Here are some of those jobs: Lake Hodges (multiple-arch dam); Hetch-Hetchy (gravity dam); Sierra Madre (arch dam); Madden Dam, Grand Coulee Dam, Friant Dam, Davis Dam, Bull Shoals Dam. All told, Harvey Slocum has been responsible for the pouring of between 19 and 20 million cubic yards of concrete!

Of course, he got started early on compiling such a record. He's been doing this sort of thing for 42 years—ever since 1913, when he got his first superintendent's job in construction.

Probably the one thing that does more than any other to mark Slocum as today's outstanding concrete dam builder is his ability as an estimator of the costs of these gigantic emplacements. This adds a special believe-it-or-not twist to the fact that this man never went beyond the eighth grade in formal schooling!

But he's got the explanation: "If I'm pretty good at estimating," he says, "it's probably because I know I'm stupid. Don't know a god-dang thing about mathematics or slipsticks. So I just got me a little book that lists everything I got to have to build a dam. Then I write everything down and add it up the hard way, like a darn fool . . . I wouldn't sell that book for \$50,000."

Manly Harvey Slocum was born at National City, California, on October 23, 1887. When he got out of grammar school in 1901 he started his working career as a messenger boy and newspaper route carrier. In 1907 he started to learn the cabinet-maker's trade, starting as apprentice and progressing to journeyman, but that was too confining, and in 1910 he started traveling the construction road.

He tried his hand as a structural iron worker, piledriver stiff, reinforcing steel man, concrete worker, bridge erector, and on through the various trades to a foremanship and, at 26, his first spot as superintendent.

He has worked on things other than dams, too. Between 1942 and 1945, when work on Davis Dam was suspended because of the war, he spent much of his time in coal stripping and mining, iron ore stripping and mining, and pushing a section of the Alcan Highway. In 1946 he was putting up the Apra Harbor Breakwater on the island of Guam; in 1947 he was consultant for the Panama Canal on the proposed water-level route there.

Harvey Slocum is described as "hard-bitten, hard-working, and hard-

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SEXTET FROM LOUIE'S, at the Clambake: John Riddlemoser of Briggs, Blitman & Posner, engineers, of New Rochelle; Lou Blom of Michael J. Torpey, Inc.; Tim O'Meara of Albany; William F. DeLeon of Neill Supply Co., Inc.; Doc Horan of R. E. Brooks Co., and Michael J. Torpey, himself.

NO CHANGE IN WEATHER WHEN MOLES FROLIC

The yellow caps were new (and beeyootifull!), and the gigantic swimming pool was new — but the weather was that same old wonderful, 99 per cent perfect sunshine that Harry Hush always seems able to wheedle out of the Weather Man on Clambake Day — even when the W. Man is telling everybody else to expect rain. (In fact, he was telling them to expect a Hurricane named Connie, but Connie went elsewhere.)

Thus blessed, more than 1,000 Moles and their guests disported themselves happily at Travers Island on August 17. The usual program of reasonably sedate (except the egg-toss, of course) outdoor sports through the afternoon was topped off by a wonderful aqua-show with professionals, and the evening festivities were crowned by the most generous array of song-and-dance talent that has ever paraded under The Moles' big tent.

In the Big Game (softball) the Department of Public Works team finally crashed through, after three successive annual drubbings, and overcame Ted Avery's aggregation in a well-played 2-to-1 contest that was decided by a home run in the ninth inning. Needless to say, this gave a terrific kick to Fred Zurmuhlen, DPW Commissioner, and he made the appropriately cocky remarks to Ted about the hopelessness of the Moles' chances for regaining the trophy next year.

Here are the winners of the various prizes:

Golf pitching — D. Cowger, first; Larry O'Neil, second; Al Laurie, third; F. I. Ginsberg, booby.

Egg-tossing — Tom Maccarrone and Bill Norwin, first; Paul Delia and

Robert Mitchell, second; W. Eipel, booby. (Somebody'll have to "break up" that team of Maccarrone and Norwin; they placed second last year!)

Dart game — Herb Schulman, first; Joe Newman, second; Don Seavy, third; John Barnes and Howard Collins, boobies.

Horseshoe pitching — J. A. Seberle, first; R. Wustefeld, second; J. Harnich, third; J. Conlin, booby.

Spike driving — E. A. Summerall, first; Don Seavy, second; H. Kramer, third; Hy Drachman, booby.

Door prizes — E. R. Ricker, first; Pat J. Shaughnessy, second; Lou Capone, third; W. H. Franklin, fourth; F. J. Drehwing, fifth.

"Gag" prizes — President Holmes Crimmins, collapsible golf club; Fred Zurmuhlen, portable fire hydrant.

General Chairman Hush had the assistance of a valiant and hard-working array of aids, headed by Garry Garrison as vice-chairman of the program committee. Those in charge of the various activities were: prizes—Charles Stillman; the "Aqua-show" — Bob Johnston; badges and caps (and those caps did make a tremendous hit!) — Jack Walsh; beer and bar — Harry Immerman; stage manager for the evening show — George Walker.

Also, egg-toss tournament manager — Gerry Neumann; golf pitching — Jim Tripp; horseshoes pitching — Ed Johnson; spike driving — Cy (Solid) Comfort; dart game — Gene Gibbons; and of course Ted Avery and Dinty Moore took care of the strategic and tactical aspects of the softball game.

KODAKING AROUND THE CLAMBAKE



MR. DODDS GOES TO TOWN!



BROTHER ACT: HUSH & ZURMUHLEN



GEORGE THORPE, HOLMES CRIMMINS, BOB CRIMMINS, BOB JOHNSTON



W O W !



EGG-TOSSERS OPENING UP



ONE, TWO, THREE IN SPIKE-DRIVE

Howard L. King

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academic matters as you can get — digging tunnels under river bottoms!

"There's something dramatic and challenging about compressed-air subaqueous tunnel work," says Howard King, "probably because every move has to be right the first time, and all the time, 24 hours a day."

Howard has been meeting that challenge — in his quiet and dignified, but quite unshakable way — for nearly 40 years. For the last 25 of those years he has been with Mason & Hanger Company, for which he is now vice president and chief engineer. He has played an important part in many of the best-known underwater and underground routes by which people move into and out of and up and down this Isle of Manhattan.

A native of that island — having been born at Amsterdam Avenue and 74th Street in 1889 — Howard went to his first college by streetcar, straight up the Avenue to City College, at 138th Street. His father had died in 1900 but insurance money helped the widow put Howard and three other children through college.

After graduating as a B.A. he stayed on at CCNY for five years, as sometime teacher and worker in the dean's office. During this time he also earned a master of arts degree from Columbia University, in 1912. But then he decided that kind of indoor life was not for him.

Having been "good at math and drawing," he turned to civil engineering and was accredited to Massachusetts Institute of Technology as a junior, graduating as a bachelor of science in CE in 1915.

At that time Clifford M. Holland was in charge of building some new subway tunnels under the East River, and needed new blood in his organization "since," as Howard relates it, "old-time paving inspectors were hardly suitable personnel for engineering compressed-air shield-driven tunnels." Holland turned to M.I.T. and gathered some young graduates, among them Howard King and the late A.H. ("Little Andy") Anderson.

In King's first tunnel job, from the shaft at Montague Street, Brooklyn, he reported to Miles Killmer, beginning an association that has continued to this day.

World War I interrupted that Montague Street job, and Howard served overseas with the 27th Engineers, a regiment set up as miners and sappers but one whose work mainly was the rebuilding of bridges behind the retreating legions of Kaiser Wilhelm.

After that war he worked in Savannah and Atlanta a few years on industrial plant construction, returning to New York to work for seven years



PERRY

Rear Admiral John Richard Perry, 56, an honorary member of the Moles since addressing the Awards Dinner on Feb. 3, 1954, died suddenly on Sept. 25 at his home in Washington following a heart attack.

Admiral Perry — no kin to those earlier sea-going Perry's, Oliver and Matthew — was organizer of the Seabees in World War II, a tremendous job for which he was awarded the Legion of Merit, and for the last couple of years had held the top engineering job in the Navy, Chief of the Bureau of Yards and Docks.

THEY PICKED 'EM

Eugene F. Moran, Jr. and Harry T. Immerman were chairman and vice chairman, respectively, of the "working committee" of this year's Moles Awards committee. The other members of that task force are: Ralph W. Atwater, honorary life president of The Moles; A. Holmes Crimmins, president; Thomas J. Walsh Jr., Richard A. Johnson, Gilbert M. Serber, David Bonner and Carlton S. Proctor.

on the Holland Tunnel, and then joining Mason & Hanger in 1928.

The following years brought many more subaqueous and rock tunnel experiences: Rutgers Street, the South tube, then the North tube of the Lincoln Tunnel, Boston Traffic tunnel, Ray's Hill tunnel (on the Pennsylvania Turnpike), the Merriman Dam caissons and rock tunnel, the Brooklyn-Battery tunnel, and — currently — the third Lincoln tube.

During World War II the company built smokeless powder and rocket powder plants in Virginia and Wisconsin, and Howard was project manager on the Badger Ordnance Works plant near Baraboo, Wis.

Howard has been a Mole since 1939, and was trustee in the years 1943, '44, '45 and '46. He is a member of the American Society of Civil Engineers and the Engineers Club. His home is in Port Washington, Long Island.

MORE MOLES ON TEXAS TOWERS!

A whole "raft" (appropriately enough) of Moles came up off the floor of the Atlantic ocean to voice their dismay at having been overlooked in the July Holing Through's caption on the planting of the first "Texas Tower" installation near Georges Banks.

The caption duly noted the very important roles played by the De Long Corporation and Raymond Concrete Pile, but failed to mention activities of these other Moles-loaded outfits: Moran, Proctor, Mueser & Rutledge (consultants); Moran Towing Corporation (towed it to sea); James Hughes, Inc. (supplied barges for servicing the tower); Griffin Equipment Corporation (furnished jetting pumps for sinking tower legs).

Macdonald on Basic Relations

One of our boys, Eugene L. Macdonald — a partner in Parsons, Brinckerhoff, Hall & Macdonald since 1938 — was featured on the cover of the September issue of Consulting Engineer. Accompanying his photo was an interview in which he set forth his views on "basic relations" of a company with its clients and its employes. The concluding quotation was: "Profit for the consulting firm comes, then, from the fulfillment of two mutually beneficial contracts — the contract with the employe and the contract with the client; contracts fulfilled by engineering knowledge combined with honor and dignity."

A Get-Well Card

Greetings and sincere hopes that they'll be "feelin' better soon" go out from the Moles to three old standbys who've been ailing — Al Downes, Pete Connolly and Alex Staggs.

Gibbons Appointed

Congratulations are in order for Eugene F. Gibbons. The Moleman from Valley Stream and son of James E. Gibbons has been appointed Chief Engineer for the New York State Public Works Department. He succeeds George L. Nickerson.

HARVEY SLOCUM

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cussing," and there isn't a construction job anywhere big enough to give him a moment's doubt about his ability to get it done. Yet at bottom here is a man of great genuine humility.

"Hell, I don't build a damn thing," he says. "It's the stiff's with the picks and shovels who build 'em, and the big contractors who make 'em possible by putting up millions of dollars of their own money on the say-so of an old beat-up stumble-bum like me. Those dams would be there if the world had never heard of Harvey Slocum."

Maybe. But the fact remains: the world has heard of him.