

# HOLING THROUGH

NEWS BULLETIN OF **THE MOLES** • 11 W. 42ND STREET, NEW YORK 18, N. Y.

An Organization of Tunnel and Heavy Construction Men

APRIL, 1957

## Second Generation -- Coming Up!

The first "second generation" president in Moles history is scheduled to take office at the annual business meeting and dinner on May 1 at the Biltmore Hotel when — assuming the Nominating Committee's recommendations are ratified — Richard A. Johnson takes over the gavel from Tom Walsh Jr.

Dick Johnson is, of course, the son of Arthur A. Johnson, Moles president of 1944-45 and member Award winner of 1944. He became president of the Arthur A. Johnson Corporation in January, 1955, and now becomes the first Son of a Moles President to attain that honor.

The rest of the new-officers slate being offered by Eugene Rau's nominating committee is: Howard A. Collins, who heads the construction company of the same name, as first V-P; Mansell L. MacLean of MacLean-Grove & Co., second V-P; Richard M. Johnsen of the Foundation Co., treasurer; Gilbert M. Serber of Stock Construction Co., repeating as secretary, and John A. Lambert of McKiernan-Terry Corp., sergeant-at-arms.

Proposed as trustees for three-year terms are: Eugene F. Gibbons of Raymond Concrete Pile, Daniel M. Lazar of Cayuga Foundation, John Malcolm of J. Rich Steers, Inc., and Henry T. Perez of Construction Methods publication.

The new president-designate was born in England, but was brought to the U.S.A. while still less than a year old when his father came over in 1902 to build the subway tunnels under the East River. At Flushing High school he was an outstanding athlete in baseball, basketball and track, and later at Lafayette college played freshman football and was manager of the varsity track team. He was graduated in 1924 from Lafayette, and immediately became a foreman on the Central Park West subway. He became vice president of the company in 1933 and continued to manage jobs until 1945 when he became general manager.



DICK JOHNSON

The Biltmore affair on May 1 will get started at 6 p.m. with the traditional Moles "fellowship reception hour," with dinner scheduled for 6:45 and the business meeting at 8. There

(Continued on Page 3)

## New Members

The 1957 crop of new members of The Moles, 13 gentlemen elected to membership by the executive committee on April 9, will be on hand to "dig" their new fellow-Moles, and will be receiving due congratulations at the May 1 meeting. Here they are:

Clark H. Batchelder, project manager with Horn Construction Co.; Herbert M. Crowley, vice president of Raymond Concrete Pile; Henry J. Fitzpatrick, director in the Navy's Bureau of Yards & Docks; Clarence L. Gallimore, chief engineer of Peter Kiewit Sons' Co.;

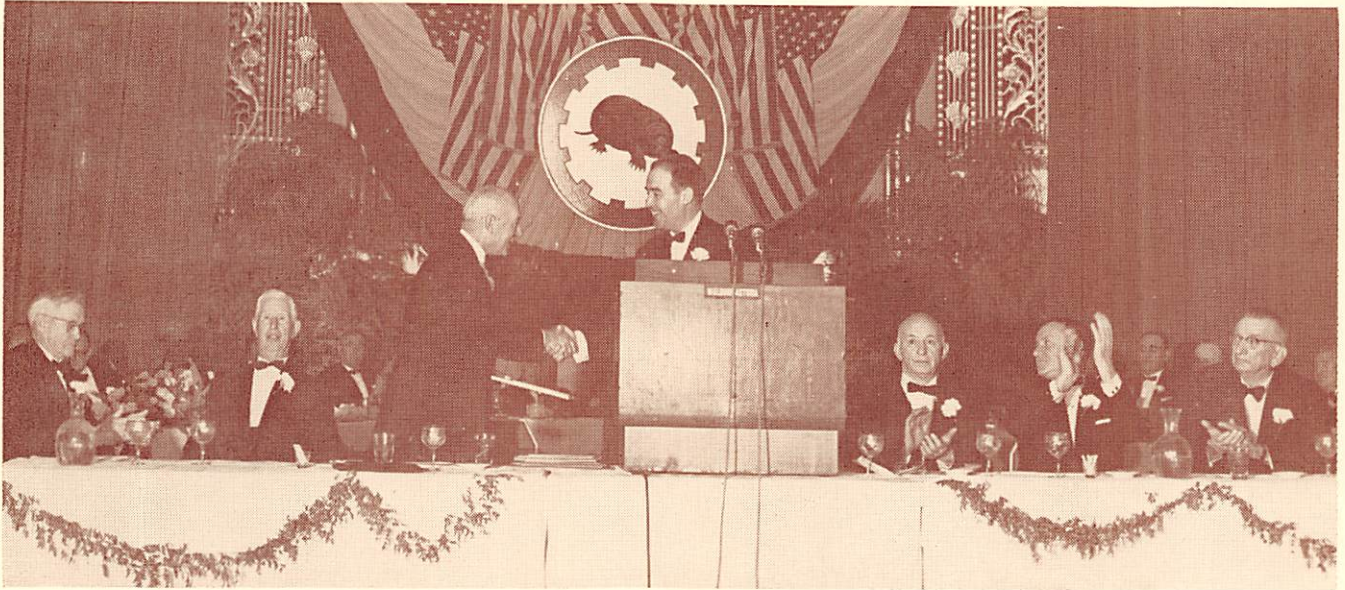
Robert S. Gates, president of Gates Bros.; Gilbert A. Griffin, vice president of Morrison-Knudsen; Joseph M. Kellogg, vice president of Johnson, Drake and Piper; Emmet J. Oak, executive superintendent with S. J. Groves & Sons Co.;

James Pinnell, manager and vice president of domestic construction, Raymond; Joseph F. Watkins, general superintendent of George W. Rogers Construction Co.; John H. Weidman Jr., project engineer with Walsh; David A. Werblin, vice president and chief engineer of Griffin Wellpoint; and Guy J. Coffey of Chicago Pneumatic Tool Co.



ROOMIER is the word for new Moles Office. The girls — Marguerite McLean, Alice Birr and Joan Magliari, left to right — moved in on April 1, but they weren't fooling! The address is Room 54, Floor I-M of the Biltmore Hotel, on the Madison Avenue side. It's about twice as spacious as the former quarters. Moles are invited to drop in any time.

# 'East Meets West' at Awards Dinner



NEW 'FRONT AND CENTER' arrangement for speakers' table at Moles Awards banquet made possible for first time this neatly inclusive photo of the VIP's. Left to right: William A. Durkin, presenter; Guy F. Atkinson, non-member winner; Jesse V. Honeycutt,

principal speaker, shaking hands with President Tom Walsh Jr.; Harry T. Immerman, chairman of the Award Committee; Lou Perini, applauding, and Peter F. Connolly, presenter. Seventeenth annual affair again drew a "capacity house."

For the second successive year "East met West" in presentation of The Moles Awards symbolizing the highest esteem that men in the heavy-construction industry can express for a fellow-worker, when Guy F. Atkinson of South San Francisco, Cal. and Louis R. Perini of Framingham, Mass. were so honored.

Again a capacity throng of about 1100 dined in the Waldorf's grand ballroom (Feb. 6) and applauded these men, the 17th pair of Award recipients. As in 1956, the non-member Award went to the Westerner. (The winners last year were Harvey Slocum of California and Howard King of New York.)

Jess Honeycutt, sales vice president of Bethlehem Steel Co. and a director of Bethlehem Steel Corp., made the principal address, on the topic "Construction Ahead — Don't Slow Down!" He paid tribute to the key roles played by the heavy construction industry in the nation's fast-expanding economy, and said the probable turning to nuclear and solar energy as industrial power sources may bring "a wholly new concept with regard to future location of industry and population."

The non-member Award presentation was made to Atkinson by William A. Durkin, himself an Award winner (1948). Atkinson, 82, is board chairman of the company that bears his name and still very active in the company. In his acceptance speech he drew an appreciative chuckle when

he said he could report, from his 60 years' experience in the business, that "there's always trouble somewhere." But, he said, he wouldn't trade the life he has had in it for "any other life in any other line of business."

The member award to Perini was made by Peter F. Connolly. Lou gave a humorous, homespun sketch of his life and business experiences. He said he was thankful his parents loved children so much, else he might not have arrived on the scene at all, being tenth in a family of 13 children. As for joint venturing, he observed "there's nothing wrong with that, if you have enough confidence and heart to let your joint venturer(s) spend a million dollars of your money without ever being tempted to ask him 'what for?'"

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## FIREMEN'S FRIEND

George Rogers is proud possessor of a special "certificate of merit" from the City of New York Fire Department, for his "unique public service and gracious assistance in providing the services of a diver, launches and equipment" to the Department in connection with investigation of the causes of the disastrous Brooklyn pier explosion and fire on December 3. The citation said his action was "characteristic of his interest in his city and the people over the years." It was the first such certificate awarded a non-fireman.

## APPLAUSE FOR WHEELER

The man chosen by the United Nations to direct the clearing of the Suez Canal, Lieut. Gen. Raymond A. Wheeler, was given a fine write-up in the New York Times in early December last. It referred to him as "always an optimist," in whatever he tackles, and traced his long career, which started 45 years ago in running concrete mixers and locomotives on construction of the Panama Canal. He's been building roads, railroads, canals, harbors and dams in nearly every part of the world ever since, the article pointed out, "and he has had to deal with nearly every kind of people." He makes his home in Washington, D.C.

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## NICE WORK !

Harry Hush sent the Holing Through office a typical Harry Hush contribution: a clipping from a newspaper headed "Tunneler" and showing Nancy Olson as she appears in the Broadway show, "Tunnel of Love." Harry wanted to know if we didn't think Nancy "could qualify for some special kind of Moles award."

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Howard R. Gould has been named a vice president of Spencer, White & Prentis.

## Charlie Gleim

General Charles S. Gleim, a man who had played major roles in the construction of tunnels and airports all around the New York metropolitan area, and had distinguished records in both World War I and II, died March 10 in Wilton, N.H.

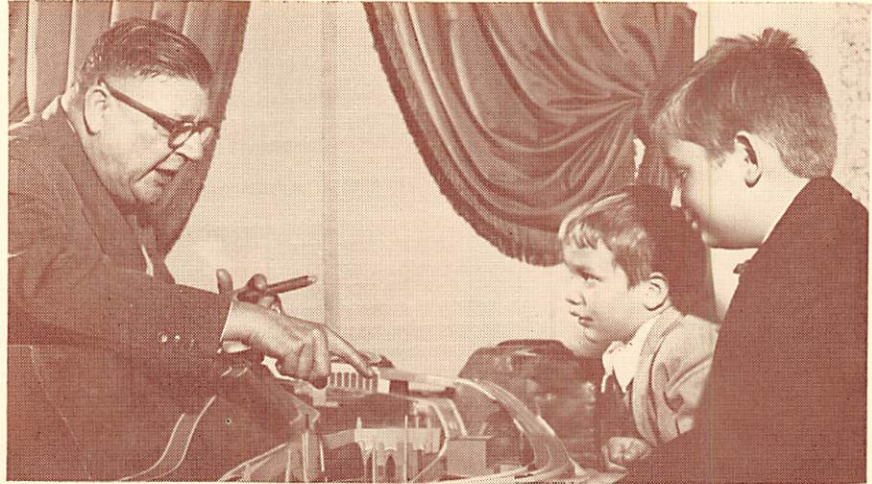
Active in large engineering projects as early as 1905, Gleim became associated in 1919 with Clifford M. Holland and Milton H. Freeman in the construction of the Holland Tunnel. Later he was engineer in charge of construction of the Lincoln Tunnel, the modification of the approaches in New York City of the George Washington Bridge, and construction at New York International Airport, LaGuardia Airport, Newark Airport and Port Newark.

In World War I he went overseas as a captain in the 13th Regiment and returned a major. In 1940, as a colonel in the 245th Coast Artillery of the New York National Guard (successor to the old 13th Regiment), he got back into active military service again. In 1942 he transferred to the Corps of Engineers and saw a great deal of service in the China-India-Burma theater, also at Ledo in India and in Ceylon as chief engineer for British forces there. He was promoted to Brigadier General in 1945.

General Gleim resumed his work with the Port of New York Authority then, and retired in 1949, but since that time had served on the Authority's Engineering Board.

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George F. Flay Jr. has been appointed chief engineer for the Stock Construction Co. He formerly was a chief engineer for the Drilled-In Caisson Corp.



'NOW HERE, Y'SEE —' the late Charlie Gleim seems to be saying, as he explains a tunnel-construction principle to an appreciative young audience. The boys are Clifford Orne Law and Bruce Holland Law, grandsons of Clifford M. Holland, with whom Charlie was associated in the construction of the Holland Tunnel and other works. The picture was made at a memorial dedication at the Astor Hotel honoring Mr. Holland in November, 1953.

### CHECK !

A new membership roster is about to go to the printer.

Any corrections or changes in affiliation or address should be sent in promptly to Mrs. McLean in The Moles' office—Room 54, Floor 1-M, Biltmore Hotel, New York 17, N. Y. Telephone — MU 4-1158.

Lawrence S. Waterbury has opened his own office as a consulting engineer at 26 Broadway, New York. He has been a practicing engineer for nearly 40 years.

## SECOND GENERATION

(Continued from Page 1)

will be pleasant background music during the dinner hour, but no other special entertainment has been planned, so as to leave time for some general discussion of The Moles' program for educational activities, said Charles Stillman, who is chairman of both entertainment and the education committee.

The business session otherwise is expected to be brief, with quick reports of retiring officers and committees, naming of new committee heads, and "any other proper business."

Other members of Eugene Rau's nominating committee were: William F. Quinn, vice-chairman; William H. Bruce Jr., J. J. Collins, Hugh E. Cronin and Ralph L. Johnson.

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## GORDON ELMSLIE

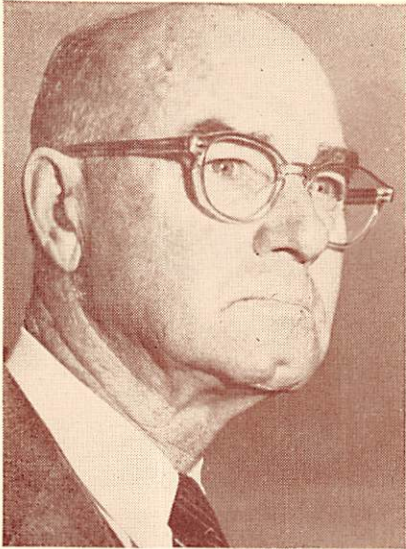
Gordon A. Elmslie, president of Gordon A. Elmslie & Company of Montreal, Canada, died suddenly on March 8 following a stroke the evening before. After World War I, in which he took part, he was associated with the Sarnia Bridge Co. of Sarnia, Ont., and later represented that company in Montreal. During World War II he was president of the Franki Compressed Pile Co. of Canada. He was interested, with his brother, in making aluminum castings, and represented the American Metaloid Co. of Toledo. Surviving are his wife, Lillian, and two brothers.

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Chester W. Cambell of West Brighton, Staten Island, has been named president of the Foundation Co. He joined the firm in 1926 and had served as vice president since 1951.



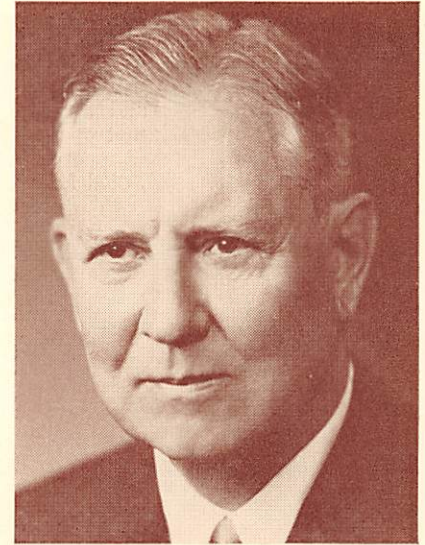
FORD FRICK, baseball commissioner, tried to get Lou Perini to tell him the secret behind Lou's Milwaukee Braves' fantastic million-plus advance season ticket sale, when they chatted at the Award Dinner.



**JOHN HENRY CALVIN POMEROY**, 71, founder and board chairman of the large general contracting firm bearing his name, died of a heart attack at his home in Ross, Cal., near San Francisco, Oct. 26, 1956. Identified with the heavy construction business for 40 years on the West Coast, the Pacific Islands, Alaska and South America, he played important roles in construction of three world-famous bridges, the Golden Gate and Bay bridges in San Francisco, and the Lake Washington pontoon bridge in Seattle.



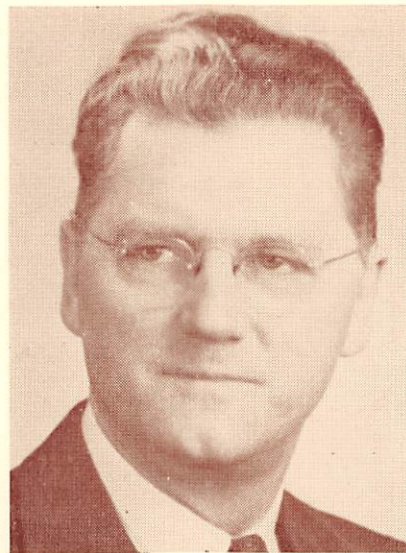
**FRANK S. CARR**, 68, died suddenly on February 4 at his home in East 43rd street, New York. A native of Philadelphia, he began his career with the Carnegie Steel Co. there, and early in World War I became a founder of Pennsylvania Steel Export Co., with offices in Japan, England and Brazil. During World War II he was with the Contractors for Drydocks at Brooklyn Navy Yard, and later chief expeditor for Walsh-Kaiser at Providence, R.I. At the time of his death he was president of Fescar Steel Products, Inc., New York.



**CHARLES HOOK TOMPKINS**, 73, who formed a partnership with his wife as senior vice president and treasurer in 1911 and built a company with many distinctive accomplishments, including the Gettysburg residence of President and Mrs. Eisenhower, died in Washington Dec. 12, 1956. He was active in civic affairs in Washington, holder of many honors conferred by such schools as George Washington and Lehigh Universities. President Eisenhower paid a call upon him during his illness at George Washington U. hospital.



**KENDRICK P. DOANE**, 56, of Port Washington, died on Dec. 6, 1956, at New York Hospital. He was a captain in the Civil Engineer Corps of the Navy, commanded the 73rd Naval Construction Battalion, and received the Legion of Merit and Bronze Star for landings at Pelelieu and Munda, and commendation ribbons from three different admirals. He was president of the Phillips Cooling Tower Co., treasurer of A. J. Fritschy Corporation, and earlier had been associated with Turner Construction Co.



**JOHN W. STANG**, 57, president of the John W. Stang Corp. of Los Angeles, Tacoma, Omaha and New York, and one of the nation's foremost wellpoint authorities, died Dec. 1, 1956, after a heart attack. Mr. Stang entered the construction equipment industry as a young man in Philadelphia, his native city, and was successful pioneering and selling newly developed heavy-duty construction equipment. He established the Stang corporation in 1940, and made it one of the largest companies of its kind in the nation.



**IRVING M. TROEMEL**, 57, vice president and construction manager of the Cayuga Foundation Corp., died March 11 at his home in Ridgewood, N. J. He was graduated from Cooper Union in 1925 and worked for 10 years on the Board of Transportation. One of the founders of the Cayuga firm, he was engineer in charge of its projects for the Connecticut Turnpike, the New Jersey Turnpike and Garden State Parkway, the Pentagon Building road network in Arlington, Va. and the Batista (Havana) Airfield.