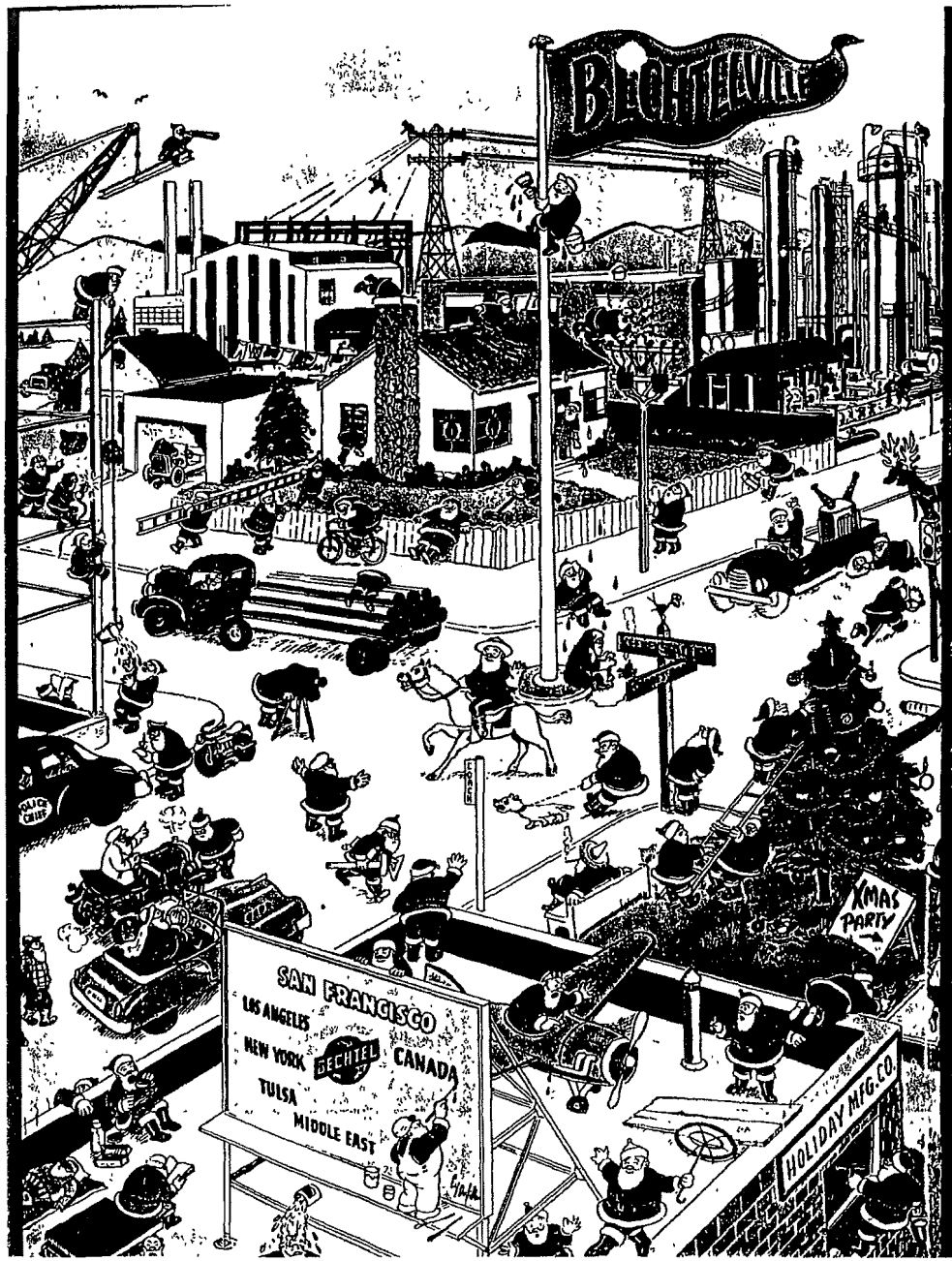
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Bechtel Briefs



A BUILDER & HIS FAMILY

By ROBERT L. INGRAM

John A. McCone

At war's end, John McCone took a major role in the adjustment program, particularly on termination agreements made with the Government on the Calship and Birmingham contracts, and in the eventual sale to private interests of one Joshua Hendy plant. The numerous and complex problems involved in these tasks required a vast amount of paper work, a great deal of patience, and negotiating skill of a high order. The issues at stake were large and important, their satisfactory resolution took time and the direction of a key executive. The Joshua Hendy interest, in particular, called for John McCone's close attention. In addition to these activities, he accepted membership on the Air Policy Commission at President Truman's invitation. Thus his service to the country was continued after the close of hostilities, and his experience made available in the formulation of the future national air policy. During the trying years when the Bechtels might have wished themselves able to be several places at once, John furnished additional leadership of their own caliber. Without him the accomplishment inevitably must have been less.

1945: Resources consolidated

The organizational changes of 1945 were changes of evolution, brought about in consequence of orderly growth. The separate firm of Bechtel-McCone, originally formed to specialize in petroleum refinery engineering and construction, had spread to include allied types of work. Now, readying for the requirements of postwar operation, BMC's resources of brainpower and experience were brought together with those of the older Bechtel entity in a single, brand-new firm. To use an overworked word – the new organization was "streamlined" for greater efficiency and coordinated control, in a form like that of other large American firms—a corporation with divisions engaged on the separate classes of work.

Bechtel Brothers McCone Company

The new corporation was Bechtel Brothers McCone Company, soon familiarly known as "BBMC." Steve Bechtel was on the directorate, along with Kenneth and John McCone, but like them, he retired from the active management of operations. This job went to six Bechtel veterans—Bill Waste, BBMC's President; Vice Presidents Van Rosendahl, Heinie Hindmarsh, Perry Yates and Jerry Doolan, and Secretary-Treasurer George Walling. Steve's business interests had grown through the years. He wanted time and freedom to explore the postwar future for foreign construction. In addition, he was occupied with the wind-up of the war projects, and among his other interests were an equipment company, an Oakland property management operation, and two steamship companies—Pacific Tankers, Inc., and Pacific Far East Line, Inc. Also, he had been elected to the Board of Directors of the United States Line, and participated in several other business enterprises.

Stephen D. Bechtel

Three foreign refineries, transitional from war to peace

Two years before the end of the war, and therefore, before the organizational changes noted above, construction started on the first two of three foreign petroleum refineries, and in March of 1944 the engineering began for a third. They were, respectively, a 100-octane gasoline refinery at Curacao in the Netherlands West Indies built by a N.W.I. corporation owned by Bechtel-McCone interests and Raymond Concrete Pile Company for a subsidiary of Shell; the ninety thousand barrels-per-day 100-octane gasoline plant constructed for The Bahrein Petroleum Company, Ltd., on the island of the same name in the Persian Gulf; and the refinery engineered and built for the Arabian American Oil Co., at Ras Tanura, Saudi Arabia, the two latter projects by Compañia Constructora Bechtel McCone, S. A. All three were put up under the direction of Heinie Hindmarsh. Reference to them has been reserved until this point in the story because, although started during the war, they were forerunners of the present era of Bechtel activities. Especially the two in the Middle East — representing a development of great significance to future preparations for national defense, to the conservation of U. S. oil reserves, and to coming events for the Bechtel organization and its associates.

1945: The job list

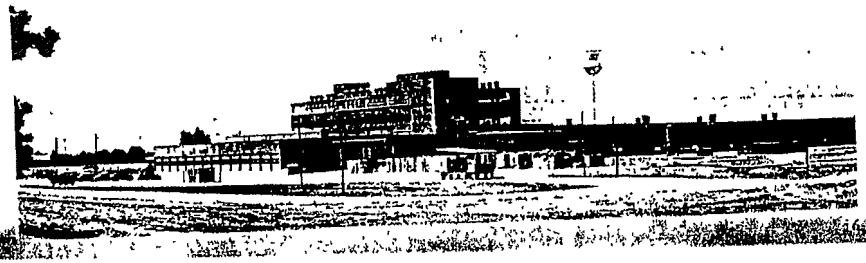
Similarly, almost all of the domestic work that got under way in 1945, before the August surrender, belongs in the postwar inventory. An exception was the Army contract for Jeep remanufacture at San Leandro, California. The truck repairs were made there on ground historically appropriate to this type of work, for this was the property where Bechtel employees built the first motor truck dump body a full generation before. Otherwise, the principal 1945 projects were authorized by private owners in anticipation of production for civilian markets.

Refineries and chemical plants

Three processing plants and a major industrial project led off the year. For Western Electro-Chemical Co., a perchlorate plant was engineered, and built at Henderson, Nevada. This was a return to Hoover Dam country, for Henderson is close by Boulder City. It was called "Railroad Gap" in those days. In February a contract was awarded for Phillips Petroleum's toluene plant at Rogers, Texas, and shortly thereafter, General Petroleum Corp., called in the organization to engineer and build an absorption plant at Riverdale, California. In the field of refinery engineering and construction, the predecessor Bechtel companies had initiated in the two preceding years a maintenance service, similar in function to that provided in railroading for the Western Pacific, and embracing engineering, purchasing and construction. Such continuing contracts were put into effect by Associated Oil Co., at its Avon, California, refinery, and by the Standard Oil Company of California at El Segundo and Richmond.

The previously-mentioned 1945 industrial project was by all odds the largest to date. By "industrial" the Bechtel people mean buildings, equipment and facilities for the manufacture of goods other than the products of petroleum or chemistry. There is good reason for the distinction. The petroleum and chemical processes require specialized training and skills peculiar to themselves, particularly within the engineering branch. Whereas other types of industrial plants, regardless of wide differences in purpose, impose somewhat related problems and consequently may be handled by the same group of engineers and constructors.

Food processing plant, producing ketchup and a variety of other foods carrying an honored brand name. Built, equipped, and in production one year after ground-breaking.



A ton of tomatoes per minute

The big industrial job was the H. J. Heinz Co.'s food processing plant at Tracy, California. Heinz was an "early bird"—with the first major civilian project authorized since the war's outbreak under the Government controls then in effect. Ground was broken March 26, 1945. By October almost five hundred were employed on the contractor's force. Construction involved a large masonry job—the laying of one million bricks. An idea of the size of this Heinz "57" operation was contained in the fact that a ton of tomatoes can be processed every minute of the working day in season, and comparable amounts of other foods. One of the most impressive features was the manufacturer's strict adherence to self-imposed quality standards. All food lines were of stainless steel. The big evaporators, the peelers used for strained foods, the beautiful cookers and kettles combined to make a "dream kitchen" on a gigantic scale. The Bechtel organization not only constructed this building and its supplementary facilities—it also made the precision installation of the equipment, laid more than nineteen miles of in-plant piping, and did a big wiring job. Soon after completion Heinz called the contractor back for an encore, on a substantial enlargement program.

1945: Kettleman Hills to the Bay

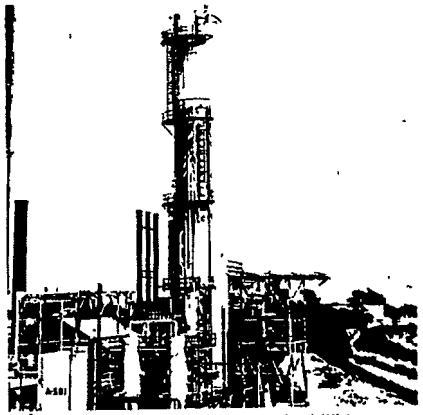
In December the pipe-liners matched the Industrial Division's first postwar project with the first major postwar pipe line to be built in the west. For Standard Oil Company of California they laid the one-hundred-seventy-six-mile Kettleman Hills-Los Medanos twenty-inch line through the San Joaquin Valley, near the route covered ten years before by Bechtel crews under George Colley. This time Mariner ship alumnus Ray Hamilton returned to his earlier love to handle the pipe-line negotiations. Bob Bowman and Bill Hanna ran the job. Bill, who had cut his eye teeth on pipeline work for the Bechtels under George Colley down in Venezuela, now followed George's footsteps up the same old California Valley.

From the time of their first pipe line, the Bechtel organizations have been close to new and improved construction methods, either as the actual developers, or as early users. The Kettleman Hills line now introduced three procedures, in line with the progressive attitude of Standard Oil Company's top engineers, Harry Hall and Marshall Evans. These were semi-automatic pressure welding, the use of electric-weld pipe having extra-high yield points (called "high strength pipe"), and Gamma-ray photographs for spot-checking weld quality. One hundred miles of the line was Somastic-coated. When the Kettleman line was in operation the Stanpac gas line, previously converted to oil, was changed back to gas, a line which had axiomatically a Bechtel construction responsibility.

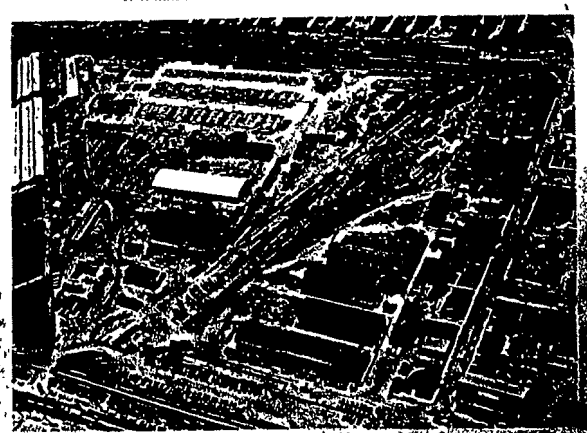
1945: Start of a 10-year cycle for the power utilities

Finally, 1945, was a significant year from another standpoint. It ushered in the great expansion program of the far western utility companies, and the first major power contract in this program for the Bechtel organization. Southern California Edison Co. selected BBM to handle the equipment adjustments made necessary by a change in frequency from fifty to sixty cycles. This job included engineering purchasing and construction. Recycling involved literally thousands of changes throughout the entire electrical system, affecting equipment using electrical power in many kinds of applications. It affected not only the utility company, but a large proportion of its customers. An endless variety of problems arose to tax the engineers and constructors. One of them, as shown by a report from the field crew, illustrated both the nature of the work and its requirements. The report read: "The 1500-horsepower 350-RPM motor which is pictured (in report) drives a sheet rolling mill. The mill was shut down at 12:30 a.m. on June 13th; the motor removed to a rewind shop where both stator and rotor were rewound to the new sixty-cycle design. New bearings were poured and the mill was put into operation at 12:00 midnight, June 22nd. We believe," the report concludes "this should establish some sort of record!"

On February 25, 1946, Tide Water Associated Oil Company executed a turnkey contract with Bechtel Brothers-McCone Company (now Bechtel Corporation) for the complete design and construction of an atmospheric crude oil distillation unit at Associated's Avon, California, refinery.



The W. A. Bechtel Company Jeep Remanufacturing and Reconditioning plant, located in San Leandro, California, 1945, was equipped for work of this nature. It consisted of four main buildings, housing: 1, Assembly shops; 2, Warehouse-Storage; 3, Upholstering and Glazing Departments; 4, Administrative personnel.



EDITOR'S NOTE

BECHTEL BRIEFS *is privileged to present in a series of installments "A Builder and His Family," written and copyrighted by Robert L. Ingram.*

YOUR BLOOD CAN BE A "LIFE SAVER"

The Letterman Army Hospital is calling daily for units of whole blood in order to save the lives of war shattered patients. The average number of times that blood plasma is given in this hospital is twelve times a day, seven days a week. Simple mathematics will give you an idea of how much blood is needed by hospitals all over the United States as well as at the scene of conflict. We must all recognize the tremendous opportunity to contribute life and health to heroic men who have given all they could for you, for their country, for free men everywhere.

Realizing this critical need for blood to save American lives, Bechtel Corporation and Bechtel International Corporation are joining other Bay Area organizations in conducting a blood procurement campaign among their employees and families.

Donors are being solicited by Blood Committee Chairmen in each department. The goal for the first Bechtel donation is 150 pints, which will be flown directly to Korea for use in hospitals and medical aid stations.

Committee chairmen are confident each eligible donor will respond to the military's urgent appeal and that Bechtel will go "over the top" in this, one of its most important projects.

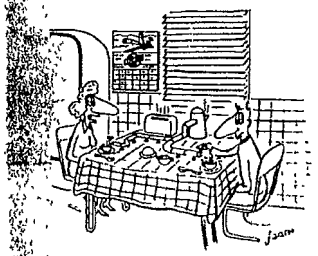
Blood Committee Chairmen are: Ruth Caro, Mills Building; O. W. Chisholm, 62 First Street; June Hopkins, Mills Building; Chadelyn Hulburt, 250 Sansome Street; Anne Kales, Mills Building; Dave Kirby, Mills Building; Kay Mokenes, Mills Building; Marjorie Stallworth, 249 Pine Street; Chris Trowbridge, 155 Sansome Street; and Ray Wood, 111 Battery Street.

Rogers Globe-Trotting Again

After six years of pioneering for Bechtel in Arabia John M. Rogers turned over his responsibilities as executive vice president of International Bechtel, Inc. to George S. Colley, Jr., last spring and took a long-earned vacation.

With his wife Gladys and their two children, Sidney (8) and John (6), he established residence at Walnut Creek, California. Now based at the head office of Bechtel International Corporation, 141 Battery Street, San Francisco, he is assisting BIC VP President Van W. Rosendahl.

Last month John Rogers took off for a six-weeks' inspection tour of the Middle East. With a stop in London, he will visit Beirut, Tripoli and Homs and cover the right-of-way of the new Kirkuk-Banias pipeline being built by Arabian Bechtel Company for Iraq Petroleum Company, Limited. He will also spend a few days at Dhahran, his old headquarters, and call at Bahrein.



Sometimes I wish you had never gone into the pipeline business.

"Canadian Pipeline" Movie

Another in a series of documentary film records of Bechtel-built projects at home and abroad has just been produced by historian Richard Finnie. Entitled "Canadian Pipeline," it is a 30-minute 16mm. picture in color and sound telling the story of the construction of the 450-mile 20-inch pipeline between Edmonton and Regina which went into service early in October. This line is part of a 1200-mile system carrying crude oil to the head of the Great Lakes at Superior, Wisconsin, thence to be moved by tanker to a refinery at Sarnia, Ontario.

The Edmonton-Regina increment was laid for Interprovincial Pipe Line Company by Canadian Bechtel Limited, Toronto, and Fred Mannix & Company Limited, Calgary.

Prints of "Canadian Pipeline" may be borrowed for showing before engineering groups and others interested in pipeline construction and Canadian petroleum development.

In the U. S. A. inquiries may be addressed to Bechtel Corporation at 220 Bush Street or Bechtel International Corporation, 141 Battery Street, San Francisco, and in Canada, Canadian Bechtel Limited, 25 King Street West, Toronto.



PAUL SCHNEIDER

Paul Schneider is a native Californian hailing from San Bernardino. He started his career in a patent office on a part-time basis while attending school.

Upon graduation he continued in patent design and development work until 1936 when he entered the refinery engineering field with C. F. Braun and Company.

In 1941, he joined the Bechtel organization to work on the Union Oil Asphalt Plant at Oleum. He was later transferred to the Standard Oil Company job at El Segundo where he spent the next two years on an over-all design survey of their storage tanks. In order to give Paul a taste of the Northern California climate, he was sent to San Francisco to be in charge of engineering of Standard Oil Company's Alkane Plant. He returned to Southern California to join the Power Division's Vernon Office, working on the estimate for the Long Beach Steam Plant. For the last year he has been with the Industrial Division where he is now drafting supervisor for Clyde Harris' mechanical group on the Lever Brothers project.

Paul and his wife Miriam, were married in 1940. They are now living in their own home in North Hollywood with their two daughters, Melinda and Stephanie. An active interest in propagating Miriam's sixty different varieties of Camellias has curtailed Paul's former interest in the more active sports of golf and badminton.

Bechtel Safety

By Cecil W. Cole, *Safety Supervisor*

PLEASE, MR. FOREMAN

Dear Mr. Foreman:

"Jim won't be at work today. I guess you know this by now. I don't think he will be at work for quite a while. He cut his hand bad on that little electric saw he put in the basement.

"I am writing you because I think you ought to know this. His accident here at home was just like some of the accidents he tells about on other construction jobs.

"Jim never got hurt on a saw at work. He says you are a pretty swell guy and he always works the safe way you tell him. Of course, he didn't always do that, but after that grinder smashed and broke his safety glasses, he says you know your stuff. He said he was lucky that day. He didn't usually wear his safety glasses except when you were around, but that day he saw you coming, and he had them on when the wheel broke—and he's still got two good eyes.

"Now I know there is a gadget on that saw that's supposed to keep you from getting hurt. When he got it new, he had to lift it up to show me the blade. But he was cutting some big, flat pieces of board, and it got in his way, and he took it off. Of course, he admits he wouldn't have taken it off if he had been at work on your job.

"Mr. Foreman, I just can't figure this thing out. What is the difference? Jim has never got hurt at work. You know he had a good safety record because he did what you told him, but just look at how many times we've had to stretch our money and piece out because he got hurt here at home. And there's that other man that worked for you that actually got killed at home a few weeks ago.

"I tell you, Sir, home is a dangerous place. "What do you do that keeps the men from getting hurt? Jim tells me there are speeches and posters and other safety stuff and once his crew won a contest, but how can you make it so good and still the men keep on getting run into on the street and falling down the cellar steps and the like? Why don't the men remember some of these things after they leave the job?

"Jim's injury is going to cost us a lot of money before he is well again. Can't you get some of this safety INTO Jim so he could bring it home, instead of just lending it to him while he is on the job? If you would give me some hints I would try to help.

"PLEASE when Jim gets back, won't you try to show him that all the safety stuff you are doing on the job is good stuff to remember when he is not there?

"I sure wish my home had a safety record like your construction job.

"Yours sincerely

"Mrs. R. M."

HERCULES - WOOD CHEMISTRY LAB COMPLETED

The Hercules Powder Company project in Klamath Falls for the study of the chemistry of western wood is completed.

The plant has been constructed on a site previously occupied by a large saw and planing mill. Many of the existing facilities were adapted and combined with new construction to provide what might be termed an assembly line in reverse. The wood will be unloaded from gondolas into a hog for grinding. Then by a series of conveyors the ground wood will travel to a shredder, then to the process building for extraction of products and finally to fuel storage houses and to the power boilers for use as fuel.

The process building with its equipment, piping and conveyors is, of course, new. Existing fuel storage houses and boiler plant were overhauled and tied in. The upper portion of a battery of dry kilns was removed and the concrete walls comprising the lower portion were utilized as impounding walls for the tank farm. A garage building was converted into a modern laboratory. Rail spurs were relocated and extended, a track scale built and a road built to provide access for trucks to the scale and unloading area.

While construction has been in progress a woods crew has been at work providing a stock pile of raw material for an immediate start on processing when the plant is ready to operate.

The project was started April 1, 1950 by Supt. Tom Moran. Early in July he was transferred to Richmond and replaced by Charlie Drake. Paul Huber is Hercules Project Engineer. The plant will be operated by General Superintendent Geo. E. Bosserdet and Plant Supt. Lyle W. Rothenberger.



Supt. Charlie Drake and his gang bosses talk over the Hercules Powder job at Klamath Falls with George Hull, engineer, and Joe Cooper, office manager.



Front row, L. to R.: W. Fouts, Millwright Foreman; C. Drake, Supt.; B. Blalock, Pipefitr. Gen'l. Foreman; J. Cooper, Off. Mgr.; J. Moore, Labr. Foreman. Back row, L. to R.: S. Campanella, Carpt. Foreman; H. Sherer, Pipefitr. Foreman; V. Patrick, Pipefitr. Foreman; D. Broemmer, Welder Foreman; R. Summonds, Mater'ls.

THIS MONTH'S COVER



Hardly had the plans for Utah Power & Light Company's new Gadsby steam electric station, covering a new 60,000 kilowatt unit, been completed and construction well underway, before needed community expansion called for an increase in plant capacity. Already starting, in the foreground, are the foundations for another 60,000/75,000 KW addition to UPL's Gadsby station—Bechtel engineered and constructed.

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Happy Birthday "Heinie"



At a surprise party for Vice President V. C. Hindmarsh in honor of his 57th birthday, are, left to right: Kay Mokenes, Mary McCarthy, Millie Leant, Heinie, Bea Keenan, Margo Sumerlin, and Ruth Cave. Mr. Hindmarsh is serving