FILE NAME: .ŜŎKűŜf ó.9/ I ú

DATE: мфпт CŜō

DOC#: .9/ I лмр

DOCUMENT DESCRIPTION: ¢ℕJI·ŘŜ W2dzℕyƖ·f ! ℕJűλŎfŜ π .ŜŎKűŜf .ℕJλŜŦă

Portraits

● Every coach dreams of the perfect backfield man—a player who can run, pass and kick, who can be put into the game whenever he is needed and who never fails to deliver.



R. D. GRAMMATER

In a business way R. D. Grammatter is just such a man. And now he is back in the Bechtel game where he is scheduled for a lot of heavy ball-packing. Rudy carries the title of Controller, and we know of no one better equipped to control than he.

First, Rudy is an attorney, duly admitted to practice in the state of California and before several federal courts.

Second, Rudy is a certified public accountant, trained and experienced in handling figures the way an acrobat handles Indian clubs.

Third, Rudy is an experienced businessman who has for eighteen years been making a science of studying and operating business organizations. This vocation has led him from the warm offices of the California Building and Loan Commissioner in 1930 all the way to frozen forests of Edmonton, Alberta, Canada, where, in 1944, he became Administrative Manager of the stupendous Canol construction project.

As bookkeeper, accountant and finally as auditor in the Commissioner's office Rudy had an intensive seminar on how-to-run and how-not-to-run successful businesses. This was a fine grounding for his next advancement—to Bossana and Hoffman, public accounting firm, as Senior Staff Auditor.

His association with the Bechtel organizations began in 1941 when Rudy joined W. A. Bechtel Co. as Controller. This was his first move into the construction business, and Rudy learned the hard way—establishing and supervising field offices, straightening out the administrative details involved in a fast-moving contracting firm.

The next year when Army Engineers asked the Bechtel Company to undertake the toughest construction job in history, Rudy was ready. As construction men poured into the frozen wilderness of northwestern Canada, he took charge of all fiscal and accounting matters for the operation, with offices in several states, provinces and territories.

In March, 1944, as pipeline and refinery construction began to reach its highest pitch, Rudy took over as Administrative Manager in charge of personnel, travel, contracts, insurance, medical, purchasing, traffic, warehousing, camp, fiscal and field offices.

The daring success of the Canol project will always stand as a tribute to the patriotism and nerve of the men and women who literally did the impossible.

After a brief term with The W. A. Bechtel Company in 1945, Rudy joined on with BBM in its infancy—in September of that year. During four critical months he worked feverishly establishing policies and creating an organization which, by the end of the year, he could turn over to other hands.

Proving his versatility Rudy then took the same job at Industrial Equipment Company. He was responsible for financial, legal and office matters at offices in San Francisco, San Leandro and Los Angeles. At the same time he doubled in brass as administrative head of Industrial Aircraft Company and California Die Casting Corporation.

By now a specialist in setting up new organizations, Rudy became Administrative Manager several months ago of Bechtel Brothers McCone International Corporation. On a worldwide scale he had to lay out a functioning organization.

Now, Rudy brings to the combined operations his unusually broad background as a businessman and administrator.

There is a fourth reason why Rudy is the right man for the job. That is because he is a friendly guy to work with. His towering six feet include a smile that often breaks from ear to ear, and are topped by a massive brow. Each new job, Rudy admits, has added another quarter inch to the height of his forehead.

There may be a little hair lost on this job, too. But you can count on Rudy's finding the best and most satisfactory way of getting things done.

At his home in San Francisco are his wife, Fritzi, and their son, Douglas, 18 months, who will learn in a few years that he was born in Canada and hence has a duel citizenship—U. S. and Canadian.

Off-the-Job Accident and Health Benefits Now Available to Californians

● The California Legislature at its last session enacted a law stipulating that after December 1, 1946, every California employer whose employees are presently subject to the 1% unemployment tax must be covered by non-occupational accident and sickness benefits.

Employers and employees have the option, with certain restrictions, of availing themselves of a state plan to be administered by the State Unemployment Insurance Commission, or of installing an acceptable plan with a private company, or they may adopt an employer self-insured plan. The law provides that any plan with a private company must offer more liberal benefits than those provided under the state plan.

After reviewing a number of proposals, the Management submitted with its recommendation to all its employees the Industrial Indemnity Cal-Western program as its answer to meeting the requirements of the new law and which it feels offers to all employees the benefits of a disability plan which should provide greater benefits than those provided by the state. Necessary field sign-ups were obtained and we are now qualified for operation under the Industrial Indemnity-Cal-Western plan. Field office managers have been provided with all procedures and other information incidental to the functioning of the new "off-job" compensation benefits. This new insurance is not to be confused with workmen's compensation covering employees while they are operating in the course of their daily occupation, as there is no change in the protection that workmen's compensation offers.

How We Stand on Safety

By V. G. Hindmarsh

Vice President, Engineering and Construction

Recently I read a "Safety Valve" in a local paper written by C. R. True, a Safety Engineer. I liked it and pass it on to you with the hope that you'll read it carefully. It's short but covers a lot of territory.

"Accidents to workmen could not occur if management through its own supervision and planning exerted 'correctives,' 'controls' or 'influences' over 'methods,' 'practices,' 'processes' and 'procedures,' so that those responsible for production might regulate operations and keep them under safe control. If labor and management co-operated on this basis injuries resulting from accidents would be practically unknown.

"We should not overlook the fact that the employer of labor always pays for his compensation accident losses through basic insuring rates fixed by law; also that high accident severity in a particular industry invariably penalizes the employer subsequently in his future insurance rates.

"Aside from the purely humanitarian motive to prevent accidents, I am of the opinion that if more employers of labor were better informed about those accident losses which they can not insure against, they would raise heaven and earth to prevent them. Every time an accident occurs, what happens?

1—A spoiled job or schedule, i. e. disruption on the production line.

2—Damage to tools or equipment.

3—Personnel morale upset at scene of accident.

4—Employee's time lost discussing accident and making up accident reports.

"These uninsured or hidden losses sometimes running into hundreds or thousands of dollars, are found to be four times greater on a national basis, than the insurance premium required to defray expenditures for injuries and compensation.

"Unless every workman co-operates and acts as 'his brother's keeper' on the job, all the safety engineers in creation can't prevent accidents."

Over $1250 Subscribed To Chest

● Indicative of the desire of the Los Angeles and San Francisco office employees to participate in the success of the recent Community Chest drives in their areas is the breakdown of the figures covering donations made by the various offices and projects as follows:

San Francisco	$ 580.50
Los Angeles, 3780 Wilshire Blvd.	289.50
Edison Frequency Change Proj.	259.50
Bureau of Mines Project	102.00
El Segundo Office	20.00
—Total	$1,251.50

Editor Moves On

● After a year as pioneer editor of the "Bee-Bee-eM" in which capacity he served in addition to his other duties as office manager of Bechtel Corporation, Fred Drexler has gone around the corner on Sansome Street to join up with Ken Bechtel and Industrial Indemnity, on workmen's compensation, carriers. Fred has been succeeded by George Keeney as office manager. George comes to us well known because of his activities as personnel manager of Marinship Corporation where he handled some 78,000 hires during the course of Marinship's busy wartime shipbuilding activities without a complaint.

BECHTEL BRIEFS

FEBRUARY 1, 1947

BECHTEL BRIEFS

Published in March, 1947, By and For the Employees of Bechtel Corporation, Engineers and Constructors

"OPERATION WRAPPING"



The ingenious pipe handling is shown by the leap frog method of delivering pipe from Consolidated's stock pile to, start job 1161's assembly line on its way.



After cleaning the 30" diameter pipe is immediately primed to provide a suitable base for the wrapping operation to follow.

● Out on Slauson Avenue in Los Angeles a group of Bechtel men are busy doing their part on the "biggest" big inch pipe line that has yet been built.

This huge line, 24" to 30" in diameter, will extend from Texas to Los Angeles, an approximate distance of 1200 miles, to supply natural gas to industry and the homes of Southern California.

BC's contract is with the Southern California Gas Company and Southern Counties Gas Company, who will operate the line from Los Angeles to Blythe on the Colorado River, a distance of 214 miles. Our work, on which we were low bidder, consists of applying a protective paper wrap coating to each joint of this pipe as it comes fabricated from Consolidated Steel Corporation's plant in Maywood.

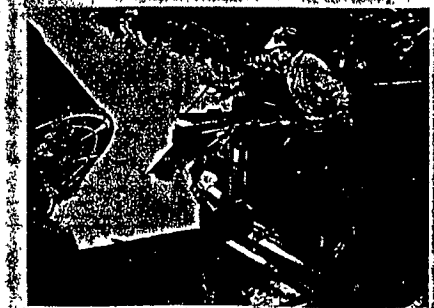
The wrapping plant, designed and constructed by our own forces, is located on a five-acre site just over the fence from Consolidated Steel. As each 60-ft section of pipe is completed it is delivered to our stock yard where it rests on storage ways, sufficient to hold approximately four miles of bare pipe. Before the pipe is wrapped, it goes through a grit blasting machine to thoroughly clean the outside surface, after which a coal tar primer is applied. The primed pipe is then stored under a large roofed area on pipe ways between the priming operation and the wrapping machine.

At the wrapping machine hot coal tar enamel is applied to the rotating pipe which is then covered with a spiral wrapping of asbestos paper.

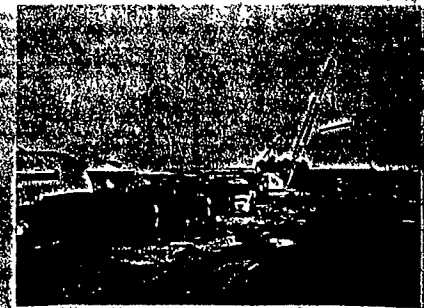
After wrapping, each joint is carefully inspected by a Stearns Holiday leak detector, an electric testing apparatus, and any voids are repaired. The pipe is then loaded on trucks for delivery along the line to H. C. Price Co., contractor on the installation of the pipe.

Pilot operations in the plant began last November. Since then steady improvement has been made in the processing of the work, so that on a single shift operation, production is now up to eight miles a week with a maximum rate of nine miles per week contemplated from here on in to completion of the job sometime in May.

"Operation Wrapping" better known as Job 1161 is being handled directly by the boys in the Somastic Division under M. D. "Mike" Rogers, General Superintendent; W. E. Trimmell is looking after on-job production as superintendent in charge, with H. B. Barrow running the field office.



Protective asbestos paper wrapping is bonded to the rotating pipe with a coating of hot tar.



Wrapped, tested and ready to roll from the [illegible] stock pile, the pipe lengths are loaded on trucks for stringing.