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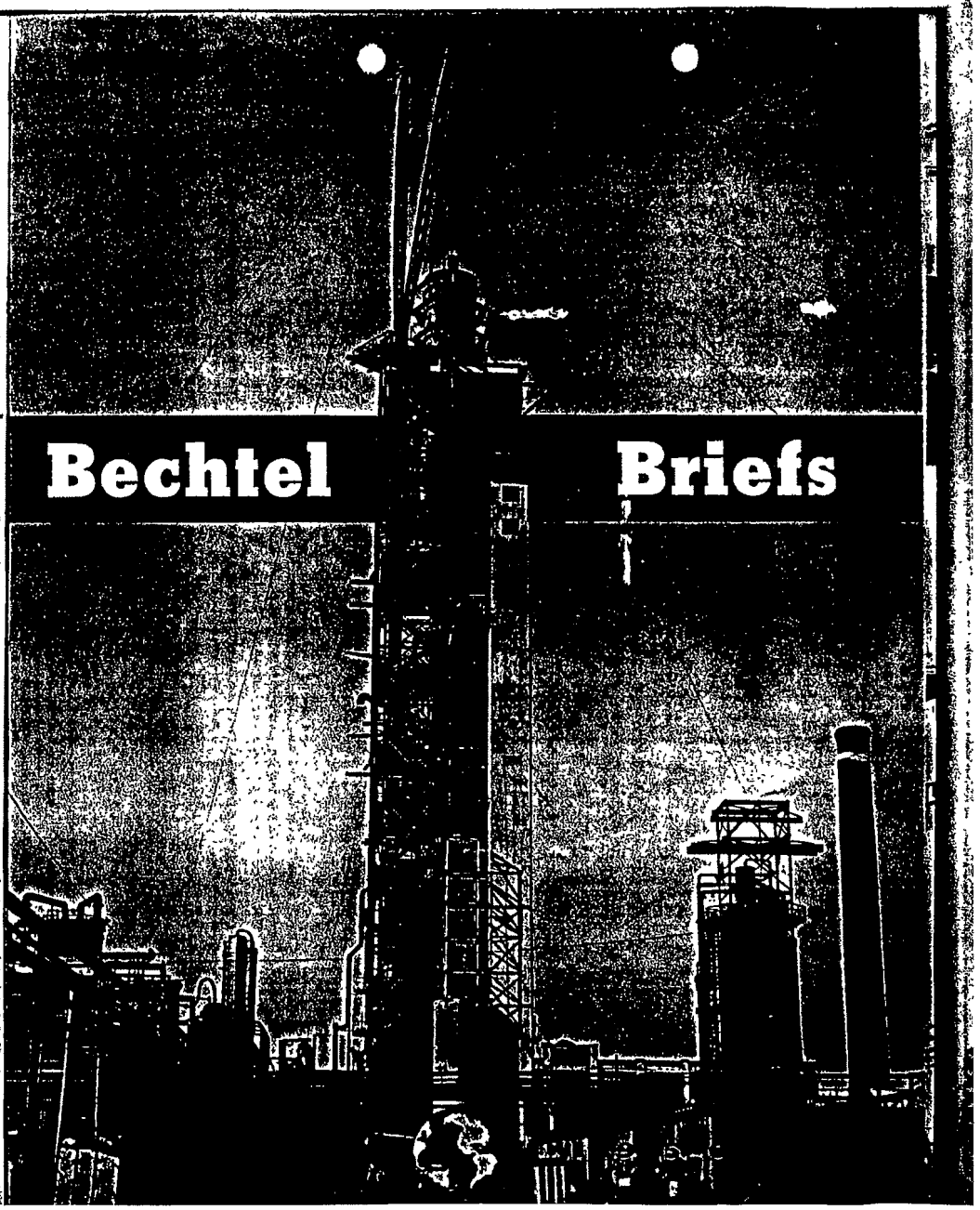
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Bechtel Briefs

A BUILDER & HIS FAMILY

By ROBERT L. INGRAM

The rest of Birmingham's output was made up of work on four other types of planes, C-109s, P-38s, A-26s and M2Xs. In October of 1943 production commenced on the fabrication and assembly of B-24 wings for the Ford Motor Company. More than six hundred sets were manufactured at Birmingham And before the plant closed at war's end, BM went into the automobile business. The final Birmingham contract was for the remanufacture of the Army's quarter-ton trucks, better known as Jeeps. Five thousand six hundred went through and came out like new, plus modern features to suit changed requirements. In addition, one thousand Chevrolet trucks were assembled for the Army, and a large number of pieces of miscellaneous automotive equipment put back in first-class shape. So Birmingham, which began on the ground with the pouring of concrete and took to the sky to implement U. S. air power, came back to earth to revitalize motor vehicles.

May 7, 1945: The Germans gave up September 2: V-J Day

In Reims, France, at 2:41 a.m., May 7, 1945, the Germans signed an agreement of unconditional surrender. Only the mop-up in the Pacific was still ahead although as late as June President Truman called for doubling the western forces. It was not necessary. On August sixth the first atom bomb fell on Hiroshima and the next day bomb Number Two wiped out most of Nagasaki. A week later Radio Tokyo broadcast the Japanese surrender offer and enemy officials surrendered officially in Tokyo Bay on September 2.

The counsellors—Simpson, Bridges, Johnson

Victory was complete. The whistle blew on construction for war, only clean-up and terminal negotiations remained to finish the job. Identified with no single war project but advisory on several, were three members of outside firms who were invited into the highest councils of the Bechtels. Two of them, John L. Simpson and Robert L. Bridges, later became Directors of Bechtel Corporation. The third was Gordon Johnson, like Bob Bridges a partner in Thelen, Marrin, Johnson and Bridges, Attorneys-at-Law, and a valued aide to the Bechtels during the emergency. All three had been associated with the business before the war, but the growth of activities after Pearl Harbor greatly increased their opportunities for service.

John Simpson was well qualified to advise on decisions involving major policies, finance, and foreign operations. He was a transplanted Californian, a native son and U. C. graduate in the class of '13, out of Woodland via Berkeley and San Francisco to New York, his headquarters as Vice President of the J. Henry Schroder Banking Corporation, international financiers. His judgment provided the benefit of an exceptional background in finance and world commerce. Bob Bridges was engaged principally with contracts and tax matters, in which he worked closely with George Walling of the Bechtel organizations. The job of winding up the war contracts was especially heavy. On this, Bob was aided by Mynderse Van Hoesen, the same law firm. Gordon Johnson's contribution was in the field of labor relations, mainly as counsel to, and a teammate of Heinie Hindmarsh. John Simpson, Bob Bridges and Gordon Johnson each brought to management special abilities of a high order which had a direct bearing on the successful war record—another case where the custom of cultivating a reserve of key men paid dividends when the right time came.

The war years: not always smooth Again democracy works

One final accounting remains to complete the record of the war years. The foregoing report has been confined to the larger aspects of the contractors' activities. Since the larger view was overwhelmingly good, the story gives the impression of a series of engineering triumphs amounting virtually to superhuman performance. The first people to reject this inference would be those who did the job, for it is wholly foreign to the competent, down-to-earth thinking that made their accomplishment possible. There were rough spots, discouragements, some mistakes. There were times when employees' tempers gave way to the incessant pressure of emergency schedules. On several occasions the top men arrived at divergent conclusions of policies and procedures, differing as strong personalities will. The important thing was that when a decision was made, all of them accepted it wholeheartedly. Both within the Bechtel organizations and within the group partnerships there was one inviolable rule—put the cards on the table, and thereafter give the winning hands full support.

1945: Conversion to peace

Victory was not final until the Japanese surrender terms on August fourteenth. But the signs were clear to the war contractors much earlier, and by the start of 1945 their plans for conversion were under way. Certainly the change to a peace economy required no other type of business to make greater adjustments. For the Bechtel organizations in particular, the year marked the end of one cycle and the beginning of another. The functions and activities of the two firms were consolidated into one. And three of the four principal executives, Warren Bechtel, Kenneth Bechtel and John McCone, retired from active direction in the engineering and construction business. So too, did Steve Bechtel, for about one year.

Warren A. Bechtel, Jr.

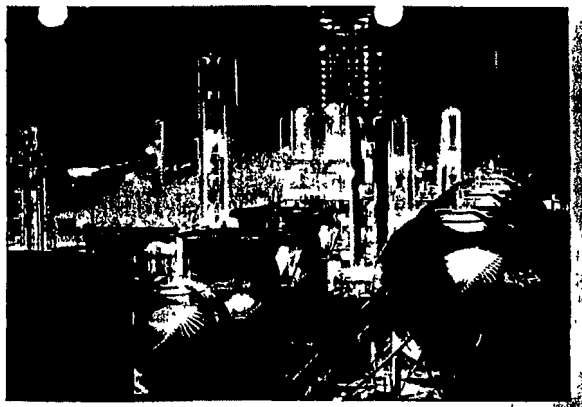
Warren Bechtel, being the eldest of the brothers, had been in harness the longest. He always had been an outdoor man with a liking for construction at first hand, living and working out on the jobs. But growth had shifted top responsibility from project direction in the field to over-all management. So, after thirty action-packed years climaxed by his fine performance on the three big copper mines, Warren decided to take time out. This he did, while still managing to keep tab on the newer developments. And logically, for he had a large part in the Bechtel organizations' upbuilding, and the works constructed under his direction are among the most substantial in the family's inventory.

Kenneth K. Bechtel

Kenneth Bechtel's farewell to construction, like Warren's came after an outstanding record in war service—as the President of Marinship Corporation. In 1945 he moved his operational base over to Industrial Indemnity, full time. The two men now in charge of Bechtel administration and finance, Bill Waste and George Walling, have good reason to appreciate the solid groundwork Ken laid during his years of stewardship. That he could discharge the responsibilities put on him by expanding operations in engineering and construction, and simultaneously shape the insurance firm into the State's largest private carrier of its kind, shows that he received his full share of the family vitality and ability to think straight under pressure. During all this busy period and since, he gave liberally of time and effort to the Boy Scouts of America. He has been elected National Vice President, to membership on the National Executive Board, and Chairman of Region Twelve. These are working jobs, not mere titles. Ken did not leave his first love because it wanted him less, but because flourishing Industrial Indemnity needed him more. And because there his demonstrated skill in administration and finance found a wider field for expression.

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.

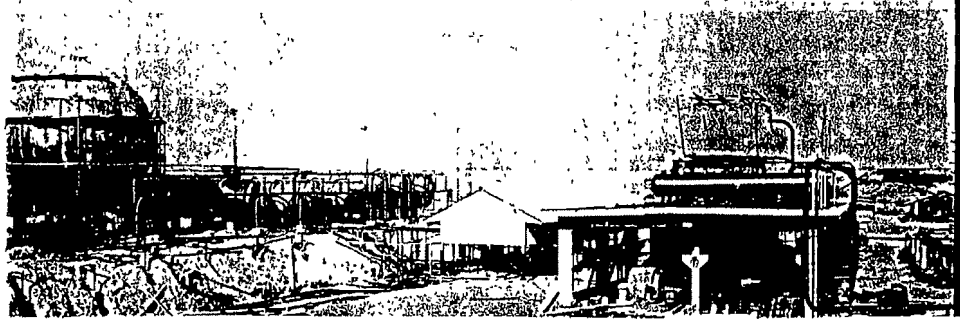


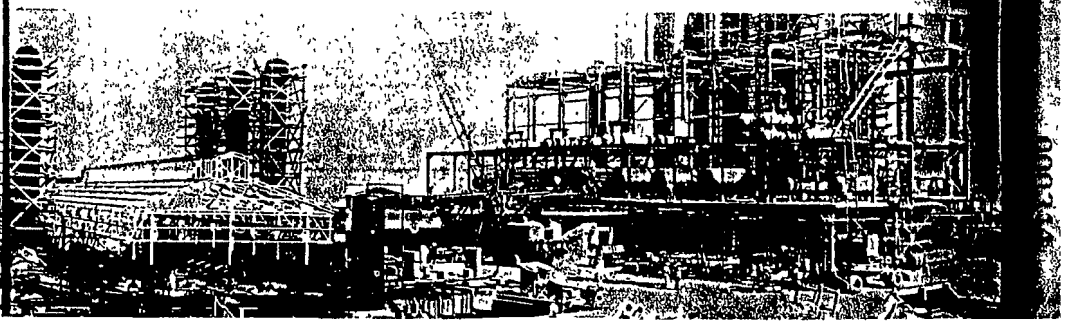
One of the many Bechtel "musts"—a war-essential aviation gasoline refinery at Richmond, California.



Birmingham—12,000 feet below sprawls the wartime Aircraft Modification Center built and operated in Alabama by Bechtel-McCone.

100-octane gasoline refinery at Curacao in the Netherlands West Indies built by N. V. W. I. corporation owned by Bechtel-McCone interests and Raymond Concrete Pile Company for a subsidiary of Shell. Also shown below are Hortonsphere—Tank Farm—Compressor House—Reaction Section—Distillation Area. Some of the Bechtel personnel on the above job were Buck Buchana, Fred Brow[illegible] Monk Rogers and the late Steve Spaw was General Superintendent.





Purchasing Personnel Doubled To Meet War Problems

THE KOREAN WAR and the rapid build-up of national defense activity have made the job of supplying our projects with materials and equipment increasingly difficult

To handle the larger workload the personnel of the Purchasing Department has been doubled since the first of June—from 17 to 34—and its operations have been divided into buying, expediting traffic and inspection.

Reminiscent of World War II procurement activities and in line with present conditions most of the new people are expediters and inspectors Of 13 men recently added, all are experienced in their fields of work, and it is interesting to note that all but three are present or former employees of Bechtel interests

Representatives of the Purchasing Department cover a wide spread of territory in the service of our clients from base cities stretching across the country

All in all, a well trained and experienced crew of men who know how to sometimes do the impossible when the going is tough and men who realize the needs of service to the construction men on the job

At the home office George Rugg is Manager of Purchasing, under Administrative Manager W R Ayers If you should start at the eastern seaboard and work your way across the country to Purchasing Department headquarters in San Francisco, here are some of the men you would meet

Based in New York City and covering the concentrated Boston to Philadelphia industrial section is expediter Bill Midkiff, formerly at the Birmingham Aircraft Modification Center.

At Buffalo, we have Al Thro, veteran of many years on various Bechtel projects. His main responsibility is to buy for the Socony job but he follows all orders placed in his area

At Cleveland is Ken Collins, an inspector who has not worked with us before His territory is Ohio and Western Pennsylvania—heart of the steel empire

Dick Smith, Marinship alumus and former Bechtel pipeliner inspects and expedites for us in Wisconsin Illinois, Indiana and Missouri, traveling from Milwaukee

At Kansas City Torgy Torgeson is occupied largely with the inspection of work performed for the Westvaco plant at Lawrence Luther as inspector or in a welding supervisory capacity, Torgy has been with the Company for ten years

At Leavenworth, Joe Bensinger is the inspector of structural steel fabricated for the Westvaco job He also doubles as an expediter going north into Iowa and south as far as Tulsa Joe has been with the Bechtel interests for a number of years on both domestic and foreign work

John Bogle, who was at Marinship and later with Aramco, is an expediter at Salt Lake for materials required by Harry Benner on the Utah Power and Light project as well as on orders placed in the area for other jobs.

In the San Francisco office, Fran Hilton, formerly a supervisor of hulls at Marinship, has been added to handle central expediting problems wherever they may arise Recently, he has been following orders for stainless steel products on Westvaco jobs and other orders requiring field expediting



S. F. Purchasing Gang. L. to R.: Mickie Lockwood, Connie Porras, Louise Cooper, L. A. Valentine, G. L. Horton, Kay Mokanes, Secretary to George Rugg; R. D. Entenman, Vera Heller, Eva Smith, H. G. Noack, Virginia McCartney. L. C. English, Vera Klimenko, G. B. Rugg, San Francisco Manager of Purchasing; J. L. Raney, F. E. Hilton, T. F. Duke, L. M. Vallejo; N. H. Archer, L. F. Leflane, R. B. Buckles, R. F. Grant, Margery Brown, Joan Ruben, Shirley Nicholson, R. M. Hixson, Sandy Smith, Mary Matulich, Pernilla Hamlet. Absent when picture was taken—Doris Dubac, J. J. Derdenger.

John Derdenger has been moved from the south into San Francisco to spend full time pushing the delivery of equipment to the Antioch steam plant and the Utah Power job He has worked as a buyer and expediter for the past five years and was previously at Calship.

Working here at home base and under the direction of Purchasing Manager George Rugg is Gus Noack, whose duties are to supervise and direct buyers on all projects This group includes Renny Watson, Louis LeHane, Bob Buckles, Bob Grant, Doc English and Bob Entenman heads up buying on power jobs handled by home office purchasing.

Supervision of inspection places operating responsibilities on the shoulders of Joe Sturdia, formerly with Refinery Engineering Division, who coordinates inspection operations across the country Norm Archer, wartime resident plant engineer at Marinship is presently coordinating movement of expediters across the country.

Lou McCarthy, during the war years with the Maritime Commission as Regional Coordinator of Materials for the West Coast, has the responsibility of keeping materials and equipment moving to the Atomic Energy Commission projects

Taking care of on-job needs and working directly with clients and engineers at Oak Ridge, Tennessee, on Atomic Energy work is Dick Phillips, a former BIC-Marinship purchasing department man

Another former Maritime Commission man, Jim Raney, is one of our new expediters, Tony Valentine who has seen both foreign and domestic service is helping with expediting, and Ed Vallejo, formerly at Marinship is a buyer George Horton, former traffic manager at Calship and veteran of one contract period in Arabia, is handling freight transportation problems

San Francisco purchasing is but one part of Bechtel procurement activities Down in Los Angeles, the Industrial Division and Power Division head up under Purchasing Managers Lyle Blowers and Jim Marvin, both ex-Calship alumni However, we will tell you more about these men and their busy assignments in an early issue.

Richard (Rashid Effendi) Finnie, Bechtel historian, with Shaikh Abdul Aziz bin Mu'ammar, Saudi Arab Government official, photographed in Riyadh last summer after an audience with His Highness the Crown Prince. Finnie is again in the Middle East covering construction projects in word and picture.



THIS MONTH'S COVER

CEILING UNLIMITED



When it comes to going up in the air, Supt Fred Brown and his crew at the new Socony Vacuum Oil Company, Inc. TCC job at Buffalo, are high fliers Perched on the outer edge of the nearly 225-foot tower structure, the steel guy derrick mast rests, with its spider web guy lines, supported by the 450-ton structural steel cracking unit structure and it extends upward another 100 feet

Vol. V. No. 12

Published in December, 1950, By and For The Employees of Bechtel Corporation, Engineers and Constructors.

Four Bechtel Spreads on Texas-Illinois Pipeline

E W. (Eddie) Davis who recently wrapped up to 440 miles of the Edmonton-Great Lakes 20-inch oil pipeline in Canada, has just launched Bechtel's 410-mile portion of the new Texas-Illinois 30-inch natural gas line through Arkansas and Missouri

"We are now set up with a central office in Little Rock with many of the old gang from Canada on the job We have E G (Ed) Hayes as administrative manager, E. C (Tiny) Elting as his assistant, and Gordon Curtis as project engineer. Ralph Hamilton is assistant project manager. Other Canadian and Arabian veterans are on the different spreads."

The client, the Texas-Illinois Natural Gas Pipeline Company, has divided the 1300 mile system into numbered zones or schedules as apportioned to several construction groups. Bechtel's schedules are Numbers 7, 8, 9 and 10, comprising 300 miles in Arkansas, entering at Texarkana, Texas, and leaving at Poplar Bluff, Mo, and thence 110 miles through the southeast corner of Missouri, ending at the Mississippi River about 60 miles south of St Louis

In addition to these schedules there are miscellaneous river crossings and two major ones The latter are the White River in Arkansas, at Newport, and the Arkansas River in Arkansas, at Little Rock.

Spread No. 1, handling Schedules 9 and 10, is under A. M. (Al) Bechtler, superintendent, with Ralph Hall, assistant superintendent, Ed Garagan, office manager, George D. Page, job engineer; Phil Benton, cost engineer; E L. Guard, materials man; and Paul Stirling, master mechanic (also on Spread 3).

Spread No. 2, on Schedules 7 and 8, is under V. L. (Vic) Williams, superintendent, with Harry Sager, office manager, D S. Alverson, job engineer; Robert Hull, cost engineer; Virgil Lewis, materials man, and O. E (Ed) Bender, master mechanic

Spread No. 3, on the White River crossing and a portion of Schedule 8, is being run by Gene Richardson, superintendent, with Daniel S. Coelho, office manager; Mike Boyle, job engineer; and Norman Dalzell, materials man.

Spread No. 4, on the Arkansas River crossing, is headed by George Wahlgren as superintendent. The dredged part of the crossing has been sublet to the Missouri Dock and Dredge Company.

George Gibson Goes to P.A.D.

Once again a call to duty dictates a move for George Gibson who was recalled to Washington when the Petroleum Administration for Defense asked for the services of the Manager of our Tulsa, Oklahoma, office.



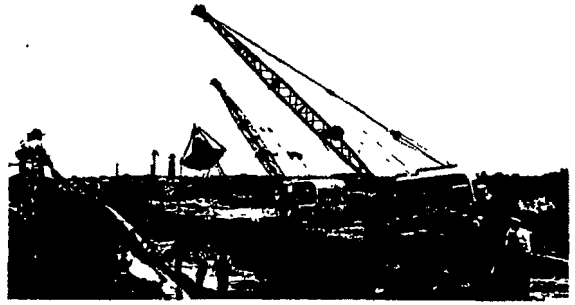
GEORGE GIBSON

George will have the responsibility initially of issuing Certificates of Accelerated Amortization under authority of the National Security Resources Board, to encourage industry to erect plants needed for national defense If, as may be anticipated, strict limits are placed on profits by an excess profits tax, no manufacturer can afford to build a defense plant unless allowed to write off its cost quickly, which these Certificates will permit.

For the time being, he also is serving as Materials Director in maintaining close touch with the National Production Authority and other Government agencies currently drawing up materials and construction control regulations. It is this part of the job that called for his quick presence in the national capital to give adequate representation to petroleum and gas construction requirements during this period when controls are being planned

In his new post George will be meeting familiar problems He came to the Bechtel organization after serving throughout World War II with the Petroleum Administration for War In that agency he started as a Materials Specialist for the Refining Division, later became Assistant, and finally the Director of Construction for P A W

His two positions with Bechtel have been highly responsible ones As New York Representative, starting in January of 1948, he worked closely with an associate from P A. W. days, Bechtel Corporation's Vice-President C Stribling Snodgrass, who had headed the Government's foreign petroleum program during World War II.



Child Welfare at Its Highest "Red" Peak

The many friends of Dana Johnston, ex-Marinship and IBI and more recently with Pomeroy Corporation in Korea, and Jerry Townsend, who followed the same route, will be interested in the following paragraph from one of their letters from Pusan This one is dated Nov 1st

"One of our men just returned from Seoul. He says the Reds, as they fled from the city, hired hundreds of children for a few Won each to set fire to the interiors of many of the buildings. Now they're completely gutted—merely masonry skeletons. It's a shame, because Seoul was an impressive city and quite beautiful."

According to Eddie Davis on the Texas-Illinois pipeline, and we can quote, "If we got swamps down there that have to be crossed like rivers. The pipe floats right out of the ditch unless it's weighed down." Davis says it's a tough job, but we like them that way.



DANA JOHNSTON



JERRY TOWNSEND

BECHTEL Safety

By CECIL W. COLE, *Safety Supervisor*

"SAFETY CONSCIOUS"

What does it mean to you?

Does it mean that a person has to be frightened at every shadow, his every movement or action? Does it mean that one has to keep constantly repeating to himself some of the large and small facts, suggestions or tips about working safely? Does it mean one has to go through life mumbling to himself, "I must be safe"?

- NO -

Well, how about these for a few ideas to think about or discuss

1. Being safety-conscious means knowing as much as you can learn about how to do any job you tackle the safe way. It doesn't mean you've got to be a super-know-it-all You wouldn't be very popular with the other guys if you told them how to do their jobs.
2. "Safety-conscious" means also passing along any particular ideas you might have for making your job safer Your employers will appreciate that for they want your work to be as safe as possible for you and as efficient as possible for them. And they know from experience that sound, practical ideas come from men on the job
3. "Safety-conscious" means reporting promptly any hazards you may spot anywhere on the job That's plain fair play with the people you work for and the ones you work with

Anytime you get weary of safety talk, just think a little bit about what "safety-conscious" actually means

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