

# WARREN BECHTEL DIES IN RUSSIA OF OVERDOSE OF INSULIN TODAY

President of Boulder Dam  
Building Contractors  
61 Years Old

VISITED HERE JUNE 5

In Russia to Consult Fa-  
mous Physician as to  
Health

MOSCOW, Aug. 28. (U.P.)—  
Warren A. Bechtel, 61, of San  
Francisco, President of Six Com-  
panies Incorporated, Boulder  
Dam builders, died suddenly in  
the National Hotel here from  
an overdose of insulin, which he  
had been taking for several years  
on doctor's orders.

Bechtel came here three days  
ago with the intention of seeing Dr.  
Nieper Rostovdam, and was to have  
left tomorrow for that trip.

MRS. BECHTEL, who was in  
Vienna, was notified immediately  
and was expected to arrive in Mos-  
cow as soon as possible.

W. A. Bechtel, second President  
of Six Companies Incorporated,  
last visited the Boulder Dam on  
June 5 to view the pouring of the  
first concrete on the project. He  
seemed in the best of health at that  
time, and was laying plans for his  
extended trip to Europe.

Born on a stock farm in Free-  
port Illinois, September 12, 1872,  
Bechtel practically grew up in the  
contracting business. His family  
moved to Kansas in 1884, in the  
days when they traveled thruout  
the west as birds fly, so to speak,  
for there were few roads then. Af-  
ter graduating from high school, he  
went to work on a farm and went  
broke in the cattle business, his  
first venture.

WHILE THUS engaged he was

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— BUY AT HOME —

# Warren Bechtel

(Continued from page one)

married and his eldest son, W. A. Jr., was born. After his failure in the cattle business, he went to the Indian Territory where he secured a job as laborer in a railroad camp, and began working his way up. From then until 1901 he worked thru-out the middlewest always on construction jobs, principally in Wyoming, Oregon and Nevada, enduring the vicissitudes and hardships, of those early-day construction camps.

During this period he worked all summer for "love and affection" for one railroad conductor on the B. C. R. and N. railroad in Minnesota. He was also foreman for Kilpatrick Bros. and Collins on the reconstruction of the Union Pacific in Wyoming in 1900.

**FOR TEN YEARS**, most of the time, he worked like many of the old timers, 11 hours a day, for which he received 10 hours pay. Bechtel's younger brother, A. V. (Art) Bechtel, joined him in 1898 and has been indentified with him ever since.

Although he had no engineering or technical training, Bechtel was a keen observer and ambitious, and during this none too fruitful experience on grading projects he became proficient in estimating costs. From 1902 to 1903 he was employed in the estimating department of the Southern Pacific (Central Pacific division) under W. E. Marsh and A. J. Barclay and taught many a young engineer to compute quantities for progress estimates.

In 1904 he joined E. B. and A. L. Stone, contractors of Oakland, as superintendent on the grading of the Richmond Belt Line Ry. and the grading of the Santa Fe line from Richmond to Oakland. In 1906 he became a subcontractor under tion of the Western Pacific rail- E. B. and A. L. Stone on construc- road; after which he was a sub- contractor for the Utah Construc- tion Co., on the Natron Cutoff of

the Southern Pacific, in Oregon; Oakdale Irrigation District canal (California); Northwestern Pacific railroad through Eel River canyon, California.

Finally in 1914, Bechtel decided to start out on his own, and has literally shot ahead; W. A. Bechtel Co. being incorporated in May, 1925. During this 16 year period he has chalked up \$30,000,000 of contracts, on many of which he had made a good profit, but on some of which he has taken a licking without a murmur. Among the major contracts may be mentioned the Natron Cutoff in 1926-7 in conjunction with the Utah construction company; precast, unit-built concrete train sheds, and round houses (for which he holds the patents) for the Western Pacific, Southern Pacific, Union Pacific, and Santa Fe railroads; the Bowman rock-fill dam and tunnel for the Nevada Irrigation District, double tracking of the Santa Fe reconstruction of 40 miles of the through New Mexico and Arizona, Sacramento Northern railroad. In conjunction with S. H. Palmer, they constructed in 1930 the natural gas pipe-line from Tracy to Crockett for the Standard Oil Company, and from Milpital to Tres Pinos for the Pacific Gas and Electric company.

In partnership with the Kaiser paving company, as Bechtel and Kaiser, Co., Ltd. they constructed in 1927 and have since operatee the Oroville rock plant for concrete aggregates and railroad ball-

ast. Together with the Utah construction Co. they have the contract for constructing the railroad from Keddie north to Bieber, 112 miles when completed; now about 50 per cent completed. Another contract under construction is the Bonica rock-fill dam in New Mexico for the Southern Pacific Co. The Bechtel company also has several highway contracts, totaling \$300,000.

**BECHTEL IS** survived by his

wife, a daughter Alice, and three sons Warren A. Jr., Steve and Kenneth. All three boys hold positions of responsibility in Six Companies Incorporated in addition to being in charge of W. A. Bechtel Company's operations.

Funeral arrangements have not been annuoned, but it is believed probable that the remains will be shipped back to this country and that burial will take place in San Francisco.

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