

# West Gets Heavy Industry—at Hendy

BY ROBERT C. ELLIOTT

The San Francisco Bay Area has broken into the field of heavy industry—an elusive dream of the West for generations.

The Joshua Hendy Iron Works at Sunnyvale is a spectacular entry into big-time industry. It has made industrial history in the building of gargantuan ship engines 2½ stories high. Today Hendy Works probably has more heavy equipment, incidentally some of the finest factory machinery in the world, than all the 11 Western states had before the war.

But will the Pacific Coast fail to make the most of its advent into heavy industry and, after the war, slump back to colonial dependency upon the industrial empires of the East and Midwest?

See the stupendous job done at Sunnyvale and ask "The Iron Men of Hendy."

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CHAS. E. MOORE

Hendy's bets for the post-war already are being pushed in several directions. You'll want to watch these developments:

Hendy and the highly regarded Northrop Aircraft Co. have incorporated a joint engineering research project. They'll pool engineering brains and the know-how in both aviation and heavy industry. Their immediate quest is to develop gas turbine engines, the field from which revolutionary things are expected during the next five years or so.

Diesel engines are now being made by Hendy for the first time and are a major bid for peacetime customers. The plant is going on an assembly line production of the big 500 to 675 horsepower diesels. Next, Hendy is scheduled to invade the field of smaller diesels in which a lot more engines are sold, namely making 125, 190 and 250 horsepower engines. This is a highly competitive field.

Ship engines for the Pacific merchant marine will be a heavy source of business for Hendy. Felix Kahn, vice president and treasurer, figures at least 1000 ships should operate from Western ports and that servicing them alone ought to supply jobs to keep Hendy running.

The Sunnyvale industry has interesting new developments when the time comes to switch back to making heavy mining equipment, dredges, turbines for factories, power

plants and ships, and pumps for deep oil drilling. \* \* \*

Charles E. Moore is the tall, hard-driving, daring, resourceful and likeable president of Joshua Hendy. The Bay Area looks to him to see whether he will accomplish as amazing things in the tough post-war transition of Hendy as he did in building the oldtime iron works up from 60 employes to a peak of 7600. (Jobs are down to 4600 now.)

The Hendy organization, in turn, is asking whether Western industry has the enterprise to keep its vast industrial gains. Hendy can't operate unless it gets sufficient heavy equipment and engine orders from the growing markets of the West and Orient. The future depends on orders.

"Hendy definitely has a future," says the smart man of finance and construction, Felix Kahn. "If any plant on the West Coast, besides aircraft, deserves a future, that plant deserves it. It's outstanding for delivery of war goods, quality of product, the winning of every war award and the skill of personnel. Hendy will succeed if Northern California wants it to, and if the West is determined to continue its industrialization, rather than revert to being a national park and playground."

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Breath-taking is the word for what you see at Hendy Iron Works.

You walk through four machine shops, each longer than two city blocks, filled with gigantic machinery; you go through foundries and small shops doing highly technical work. You hear how Hendy has turned out some 750 Liberty ship engines; how this Western concern overnight stepped into the manufacture of one-third of the 2500-horsepower, 137-ton Liberty engines, on an assembly method. At one time nearly two of these gigantic engines a day were being rolled out.

You see marine turbine gears as big around as your living room, gears 12 feet 4 inches in diameter being turned out. You see the turbine engines being produced for fast cargo-passenger ships. You see a 20-million-dollar layout of gigantic machines, many the like of which the West never had before.

Hendy owns the famous Pomona Pump Co., a firm with a solid past and much promise, and Crocker-Wheeler Manufacturing Co., with a plant at Ampere, N. J., which means that Western enterprise has gone East to produce motors and generators. Hendy operates five plants and has set up seven branch offices throughout the country.

Shortly it must reach out aggressively to develop post-war markets, in order to create jobs for heavy industry in the West.