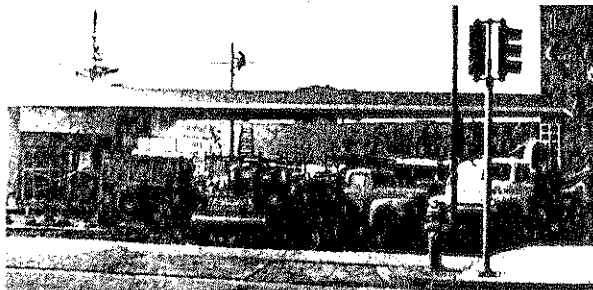
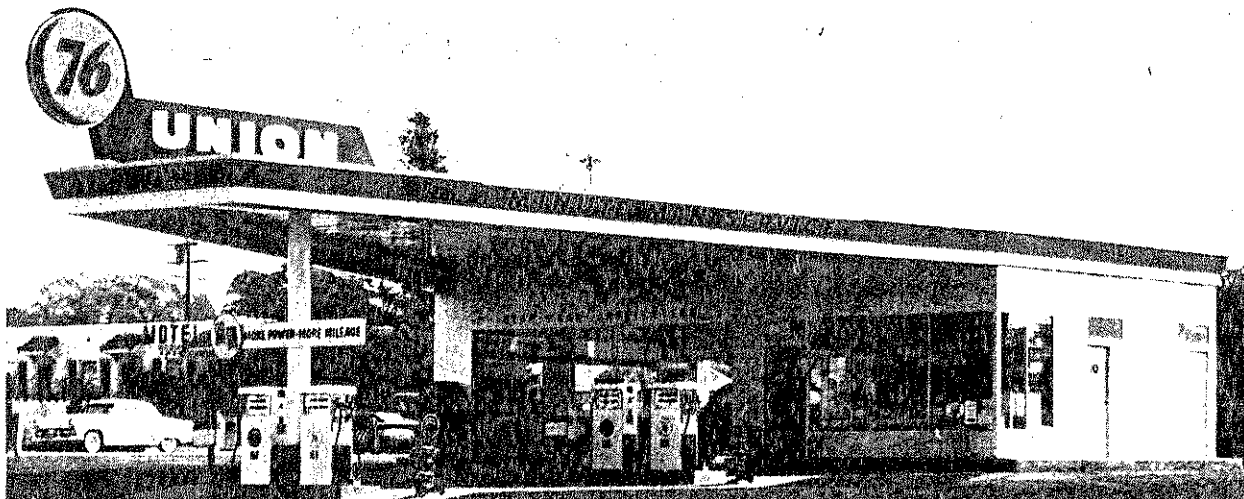


**LEAVING THE POST:** pump islands are installed by second day



**THE HOME STRETCH:** building's set for wiring on seventh day



**OVER THE FINISH LINE:** Union Oil's new Los Angeles station is open for business, nine working days after spadework started

## From the Ground Up—In Nine Days

UNION OIL CO. of California is claiming the world speed record for station construction. Elapsed time: nine days. Place: Los Angeles.

It wasn't a stunt, done by pushing a big crew long hours with no thought of expense. Working days were limited to eight hours, including two Saturdays. Maximum number of men on the site at any one time was 26. And it wasn't done by skimping. The station is a standard Union design, with two bays, two islands and a canopy.

What it took can be summed up in two words: preparation and practice.

Under the head of preparation are these factors:

- Union's Type 140 steel building is rigidly standardized. It is completely shop-fabricated for field erection.
- All cabinet work, work benches, and display cabinets were shipped to the site ready to be put in place.
- The entire sanitary sewer man-

fold and stack was shop-fabricated and set up on the job.

- A strategic plan of action coordinated each move in scheduling contractors, deliveries of equipment and materials, and utility connections.

- Co-operation among the contractors was high.

A little luck with the weather helped, admits Fred S. Fiedler, construction supervisor for Union's southwest territory. Rain, forecast from time to time, never appeared.

Practice in erecting similar stations counted heavily. The contractors had already built one Union station in 14½ days.

The builders on the job were C. J. Paradis, general contractor; Pacific Steel Building Co., steel fabricator; Holman and Powell Paving Co., paving contractor; and Darrell T. Stuart, painting contractor, all of Los Angeles.

When they went into action, the

station site at the corner of Los Feliz Boulevard and Brunswick Ave., in Los Angeles, was a vacant lot. By the end of the ninth working day, a completed station stood ready to serve its first customer the next morning.

The station is a 24 x 41 ft. building set on pier footings with a concrete-slab floor. Attached is Union's special trapezoidal steel canopy, extending out over two pump islands. Two Smithway dispensers on each island are supplied from two 6,000 gal. tanks by Bennett submerged turbine pumps.

Paving includes a concrete mat (52 x 30 ft.) around the pump islands. The remainder of the 115 ft. x 135 ft. lot is paved with asphalt.

The record performance is best gaged by Fiedler's comment: "We consider 30 days excellent construction time on an average project. And an average job with average contractors takes about 45 days."