



*Dec.*  
*1935*



Night view of Union Oil Company station at Wilshire and Virgil, Los Angeles



# UNION OIL BULLETIN



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BULLETIN No. 6

## Safety and the Motorist

SIXTEEN THOUSAND persons meet their death annually in industrial accidents in the United States. That statement in itself indicates a mighty sad state of affairs, but when it is remembered that twenty years ago the death rate in the industries was almost twice as high, it really becomes a record of humanitarian effort and genuine achievement.

By all the laws of progression the death rate should have risen. But it didn't. And why? Simply because industry took serious cognizance of its hazards and adopted logical steps to eliminate them, as far as lay in its power. Workers were taught first aid, and the fundamentals of safety; competent engineers critically examined equipment, operations, and processes, and removed hazards wherever they might be found. Such accidents as did occur were investigated thoroughly to determine causes, and to develop measures against recurrence. In fact industry had, and has in operation a definite, logical, and practical program of accident prevention, the effectiveness of which is well illustrated in the figures we have quoted.

Now, let us take a look at the traffic sta-

tistics; nine years ago the twelve months' toll of automobile fatalities in this country was 20,000; last year it had risen to 36,000, almost twice as many. Could this increase have taken place under an organized program such as that engineered by the industrialists? We seriously doubt it. In fact, two eastern cities have already adopted the industrial system, and are at the present time in close competition for the honor of having the lowest automobile death rate for towns of their rated population.

Basically, traffic accidents are exactly the same as industrial accidents. There may be some difference in the appearance of a man who has been killed in a ghastly automobile smash-up, and one who has been gassed in an improperly aerated oil tank, but the underlying causes of the two deaths may be essentially the same—either ignorance of existing hazards, or deliberate disregard of known hazards. Having determined which, the industrial procedure is simple. The first case obviously calls for education; the last equally obviously demands discipline. Any oil man, for instance, who deliberately endangers his

own life, and consequently the lives of his fellow workers, by the use of a defective tool, or perpetrates any other infraction of the established safety laws, is now not only subject to discipline in conformity with the degree of his offense, but is, in addition, subjected to a form of ostracism and indictment by his associates that hurts much more deeply.

The program of education and regulation by which industrial safety engineers have eventually brought true safety consciousness to the minds of the workers, can be equally effectively used to develop a similar state of mind in the motorist. Then, and only then, will we be able to take our wives and families, or our sweethearts for the Sunday afternoon ride, without fear of ending the trip in a hearse.



Left to Right: W. S. Fitzpatrick, Judge Ben Ames, W. W. Orcutt, F. F. Hill and Roy B. Jones, at the A.P.I. Convention

## Institute Meeting Well Attended

THE American Petroleum Institute held its sixteenth annual meeting in Los Angeles as per schedule, and it proved a highly entertaining and instructive affair. About 3500 delegates were in attendance from all parts of the country, and hotel accommodation was taxed to the limit. Many easterners took advantage of the occasion to learn the latest developments in production, transportation, refining and marketing practices, and coincidentally to test the much vaunted California climate, which fortunately was on its good behavior for the duration of the convention.

The local oil men who are not ordinarily able to attend the meetings were afforded a fine opportunity to see right at home just how the affairs of the Institute are conducted, and to hear the leading men of the industry discuss its more important problems. If the attendance of Union Oil Company employees is any criterion, the local men took full advantage of the opportunity.

No effort was spared to make the visitors thoroughly comfortable, and to make their short stay as enjoyable as possible, and there is no question that the California Committees acquitted themselves nobly in this respect.





R. E. Haylett, A. C. Stewart, M. W. McAfee, P. Subkow, L. G. Metcalf and E. W. Hutton sample the birthday cake.

## Happy Birthday!

IT IS CENTURIES since old Triton, the leader of the sea gods, rose from the salty deeps to still the troubled waters, but it is only a single year since Triton, the leader of the lubricants, first set forth from the Oleum refinery to calm the troubled motors. In that short time the word "Triton," as referred to motor oil, has become so commonplace that it is difficult to believe its use in this sense started only a year ago. It is a fact nevertheless. Triton had its first birthday in November.

In twelve months the propane solvent refined oil has achieved national importance. Its quality and the process of its manufacture have excited the interest of technicians in every part of the country; reproductions of portions of the refining plant have appeared in newspapers, magazines, and periodicals of infinite variety; the plant itself has been inspected by the nation's leading scientists; and, in fact, the whole project has been

hailed as a distinct advance in the technique of lubricating oil manufacture.

Since its introduction, Triton has provided the means whereby our engineers and others have developed valuable information regarding the essential requirements and behavior of motor oils. The source of carbon depositions, and their effects on knocking tendencies of the motor, have been definitely determined, and the equilibrium theory of carbon accumulation has been soundly established. It has been proved beyond doubt that Triton, because of its high paraffinicity is outstandingly resistant to motor operating temperatures and pressures, and hence has the minimum tendency to decomposition and carbon formation. Perhaps most important of all, it has been proved that Triton has the effect of reducing prior carbon deposits to a point only slightly in excess of its own unusually low deposition.



Some interesting episodes in the life of Triton. Left: E. W. Hutton presents Governor Merriam with the first quart. Below: An ingenious demonstration of acceptance, built by J. Gallagher, Jr., of Stockton, Calif.

Below: Triton proves its low carbon-forming tendency. Lower right: The endless line from canning machine to consumer



The development of the propane solvent process, and the actual manufacture of Triton, immediately and completely dispelled the long prevalent idea that paraffin-base crudes were peculiar to the east, and gave western motorists their first opportunity to use a 100% pure paraffin-base lubricating oil made from their own local production. Motorists have evidently appreciated the opportunity, for the record shows that over half a million of them have filled their crankcases during the past year, and hundreds of letters are now on file in the company cabinets expressing the genuine satisfaction of the writers with its performance.

Over eleven thousand dealers have found it advisable to stock up with Triton, and the

multitude of cabins, horses, and other oddities that have been built up with empty cans are sufficient proof that the new oil doesn't stay on the shelves. We doubt if the introduction of any lubricating oil manufactured on the Pacific Coast ever caused so much excitement as the debut of the propane solvent refined product, and we also doubt whether any other new oil ever received the wholesale acceptance and approval that Triton has enjoyed in its first year of existence. All of which we consider just and sufficient cause for at least a mild celebration, and so, with much gusto, we rise to propose a toast to the yearling, "Well done, Triton, and happy birthday!"





Top: Scientists visit the propane solvent refining plant at Oleum. In Circle: Tests establish anti-knock properties of Triton. Below: Two of the many satisfied customers.



## A. C. Rubel Honored

A RECENT report issued by Dean Philip S. Biegler of the University of Southern California announces the election of A. C. Rubel as chairman of the executive committee of the advisory council of the College of Engineering, succeeding Franklin S. Wade, president of the Southern Counties Gas Company.

The term of office for the chairman is two years, and the function of the group is to promote the attainment of a high order of engineering training in the institution, and to aid in the placement of graduating students.

R. E. Haylett, director of manufacturing, is also a member of this committee.

O. J. Maguire



E. B. Connell



J. S. Clifton

J. S. Swanson



J. U. Witt

## Sales Department Organization

THE FOLLOWING changes in the sales department organization became effective December 1, 1935, in accordance with a bulletin issued by V. H. Kelly, director of sales:

O. J. Maguire, formerly district sales manager at Oakland, becomes northern division operating manager with headquarters at Seattle, and J. U. Witt is transferred from

the southern division to Seattle as northern division accountant.

J. S. Clifton moves into the central division as division accountant, and J. S. Swanson, formerly central division accountant, assumes the southern division post vacated by Witt.

E. B. Connell, supervisor of lubricating oil sales in the southern division is transferred to Honolulu as assistant district manager.

## Cover Design

THIS MONTH again it was not difficult to decide the theme of the cover designs. The first anniversary of Triton presented a subject that offered the artist a fine opportunity, and the front sheet symbolizes this very important event in Union Oil Company history. The significance of the birthday cake with its single candle, boldly outlined

against the dim background of the propane-solvent plant, is quite obvious, and the Christmas bow adds the slight touch of seasonal atmosphere that was necessary to complete the design. The back cover depicts Triton rising from the waves in an allegorical illustration of the birth of the propane-solvent product, just one year ago.



Photo of a high-energy cosmic ray penetrating a half-inch lead plate. The second particle emerging is evidence of a collision inside the plate.

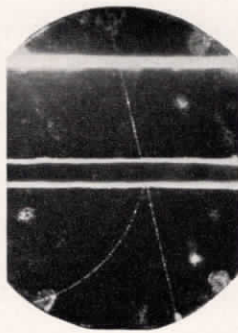
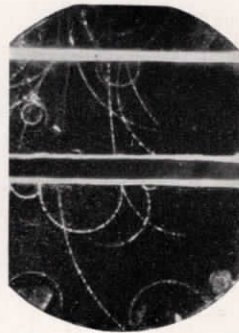


Photo of a number of cosmic ray particles resulting from a direct hit of a nucleus in the area above the apparatus.



## Shooting Cosmic Rays

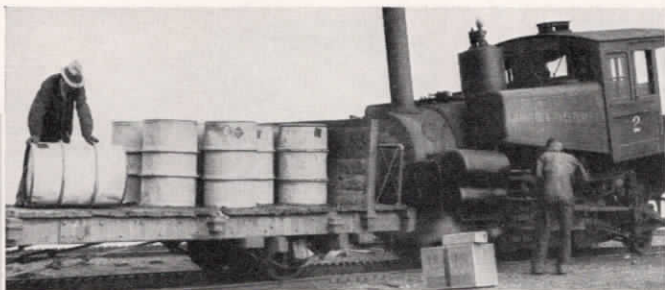
ON A HOT day last summer, two perspiring and begrimed individuals squatted on the Caltech campus beside a big automobile truck and trailer, and, oblivious of the heat or the passers-by, busily wielded a blow torch to connect a tangle of electric wires to an indescribable assembly of queer-looking gadgets and contraptions. These two men were Dr. Carl Anderson and Dr. Seth Neddermeyer, physicist proteges of Dr. Millikan, and they were just about to set forth on an expedition of decidedly unusual character.

The big truck with the trailer attached, weighing over ten tons, contained the complex equipment through which they hoped to learn more of the mysterious and elusive cosmic ray, and its effect on the disintegration of atoms. Previous experiments had indicated that at sea-level the manifestations of cosmic ray effects were less frequent and less violent than at high altitudes, and the caravan was, therefore, headed for the summit of Pike's Peak, where it was expected the cosmic ray would be found capering around with more energy and more abandon.

It was no trifling task for two men, who normally deal with the smallest subdivisions of matter, electrons and protons, to assume charge of the ponderous mass represented by a large truck and trailer, but by virtue of their own elasticity, and the aid of "76"

and Triton, they succeeded in safely depositing their precious cargo on the topmost level of the mountain. Transfer from the salubrious climate of Pasadena to the rarefied atmosphere at the summit of Pike's Peak is a change against which the human anatomy violently rebels, and, as might be expected, the early thrill of the experience was somewhat dampened by the discomfort that usually follows such a quick ascent to high altitudes. As a matter of fact, the young scientists never did become quite accustomed to the below-freezing temperatures, and the respiration difficulties that are presented at an elevation of 14,109 feet. They carried on, however, and the ultimate success of their efforts was sufficient to more than compensate for all the inconveniences.

Perhaps, before we get too deeply into the subject, we should explain that atoms are no longer regarded as "changeless and eternal foundation stones of the Universe." The old concept that the atom was the smallest possible subdivision of matter has been dissipated completely in the last twenty years, and it has now been established that this infinitely small particle is a little composite world in itself in which still smaller negatively charged particles, known as electrons, circulate around a positively charged nucleus at incredible rates of speed, and in all man-



Left: The cog railway locomotive arrives at the peak with a load of 76 and Triton.

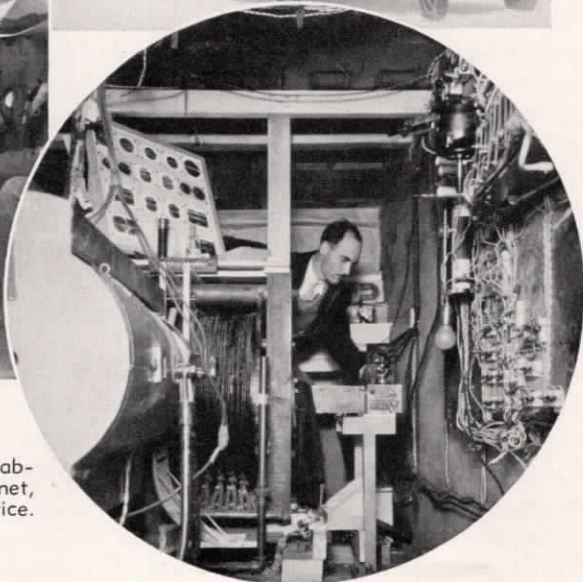


Above: Drs. Anderson and Neddermeyer standing by the automobile motor that operated the electric generator.

Right: Dr. Neddermeyer all set for the home trip.



Above: Close-up of the motor and switchboard.



Right: The interior of the portable laboratory, showing the large electro magnet, and the automatic photographing device.



ner of orbits. About 90 elementary substances are known, and each differs from the others in the number of electrons and protons that are present in the atom. The simplest element in the group is the gas, hydrogen, whose atom consists of one electron (negative charge) and one proton (nucleus of one positive charge).

Physicists have succeeded, by various means, in knocking individual electrons out of their orbits, and separating them entirely from the parent atoms, and it has been found that such electrons are precisely alike regardless of the atom in which they occur. This leads to the conclusion, now generally accepted, that the elements are, as ancient philosophers believed, transmutable; in other words, since all substances are built up from the same two bases—protons and electrons—it is possible to change any one to any other.

Now, while considerable progress has been made in the general study of the atom, and in the particular study of the electron, the nucleus, or kernel of the structure, has offered stout resistance to investigators. The nucleus always carries the same number of positive charges as there are negatively charged electrons in the atom, so that when any number of positive charges are displaced, a corresponding number of electrons are set free. Thus the phenomenon of radio-activity is simply a spontaneous disruption of the nuclei of certain heavy metals, which is accompanied by the emission of radiations, or streams, of negatively and positively charged particles, while the metal slowly and automatically changes to a substance with fewer electrons in the atom.

The entire universe may be pictured as a gigantic arena in which myriads of infinitesimally tiny particles dash madly hither and thither, their courses halted or deflected by innumerable collisions, which disrupt molecules, atoms, and nuclei, causing constant disintegration and reformation. It was for the study of these natural phenomena, and of the eccentricities of the cosmic ray in particular, that Dr. Anderson and Dr. Neddermeyer took themselves and their paraphernalia to the top of Pike's Peak.

The cosmic ray, so far as we can understand it, is a radiation from some source, not yet determined, of tremendously short wave length, and hence of prodigious energy. Its actual constitution is still somewhat doubtful, but many of its actions and effects are

well known. We have already spoken briefly of collisions that are continually going on in the microcosmic world, and in which molecules and atoms are constantly being broken up into their constituent parts. In this process of disintegration the cosmic ray is a prime performer. By virtue of its infinite minuteness, its high speed, and extraordinary energy, it occasionally darts right into the hearts of atoms, and splits them asunder.

When liberated, the hydrogen nucleus which consists of only one positive charge, is known as a proton, and it has been demonstrated that when more complex nuclei are disintegrated they also yield protons. The problem might be just about solved if protons were the sole product of disintegration, but to further confuse the issue, additional products known as positrons and neutrons are set free. Neutrons have no electric charge, either negative or positive, and the problem of the physicist now seems to be to resolve these neutrons into their component parts. So far as our weak intellect is able to grasp the situation, there is a possibility that they may eventually be broken up into more positrons and electrons, and that these latter may ultimately prove to be the long-sought "building blocks of creation." However, that is merely a conjecture to which the physicists themselves refuse to subscribe.

The equipment taken along by the scientists was in effect an enlargement of the mechanism by which positrons were first discovered, with the addition of an ingenious arrangement that actually makes them take their own photographs. The apparatus consisted essentially of an electric generator, a giant electro-magnet, a Wilson cloud chamber, and an arc-light camera.

When the cosmic rays, with their great penetrating power, dart through a device known as a geiger counter, a small pulse of electric current is generated, which by amplification operates the arc-light camera. Simultaneously the air in the Wilson cloud chamber, through which the rays take their flight, is expanded by the dropping of a piston. This rapid expansion cools the vapor, which immediately condenses in tiny droplets in the trail of the speeding cosmic particle, and shows up in the photograph to actually depict its path. Since the higher the energy of the particle, the straighter its path, the computation of its speed or voltage may be contrived by accurate measurement

of the degree of curvature. Coincidentally, the electro-magnet causes negatively charged particles to incline in one direction, and positively charged particles in the other, so that the polarity of the charge is indicated by the inclination of the path to the right or left.

Dr. Anderson and Dr. Neddermeyer in this manner secured over 10,000 photographs, and have uncovered some remarkable facts regarding cosmic rays and their effects. All of these photographs have not yet been developed, but they have already fully justified the belief that cosmic rays are more energetic, and their manifestations more plentiful and more powerful at high altitudes than in the denser atmosphere at low levels. The lower atmosphere appears to act

as a screen that prevents all but the strongest rays from reaching the earth. Excellent pictures have been obtained of the rays, and their disintegrating effects on such atoms as dare to interfere with their flight, and Dr. Anderson and Dr. Neddermeyer are quite confident that when the full results of their investigation are available, they will be in a position to contribute valuable fundamental data to the established knowledge of cosmic rays and atomic structure. There is no doubt that these young men have carried the science of physics one step nearer to an ultimate definition of the elementary "building blocks of creation," and it is certain that the success of their efforts will inspire many new researches of a similar type.

## Latest Union Service Station



THE ABOVE service station, located at the corner of Adams and Hoover in Los Angeles, is a very good illustration of the effort that is now expended to make such units pleasing and attractive, so that they do not in any way detract from the scenic beauty of the surroundings. This is one of the latest stations completed by Union Oil Company, and exhibits two rather unusual features. First, the four palm trees that emphasize the typical California style of architecture and landscaping, are believed to be the oldest in Los Angeles. They were moved into their present location from another site, and decidedly add to the beauty of their present setting. The second novel feature at this station involves one of the many uses of the "electric eye," or photo-electric relay. By this device the operator is saved unnecessarily high water bills, and the customer is saved the extreme exertion of turning on the water tap at the wash basin. In approaching the basin he intercepts the photo-electric ray, which interference automatically starts the water running, and, conversely, when he withdraws the flow immediately stops.





A pair of distinguished visitors: J. P. Rockfellow and Geo. Gosline.

## Operating Department Barbecue and Picnic

ON SATURDAY, October 26, Union Oil Company employees, their families, and friends, to the number of about 5,200, congregated at Orange County Park, and participated in one of the best arranged and most enjoyable picnics that has ever been organized for their entertainment. The program was carried out under the auspices of the field, pipe line, and gas departments, with W. W. Hay in supreme command, and A. C. Rubel as master of ceremonies. From the first motion to the last note of the final waltz, every item on the schedule clicked off with clock-like precision, and the huge crowd was handled admirably. Chris Rector, in charge of the commissary, purveyed a meal that was every bit as good as the proverbial repast that mother used to make, and as an indication of the fine organization that prevailed in this department, we might men-

tion that Henry Grinnell, Chef Pete Connors, and a corps of volunteer cooks and waiters served almost 3,000 people in the first thirty minutes of operation.

The theme of the gathering was whiskers, and we doubt if in the entire history of facial landscaping there has ever been gathered in one spot such a complete and diversified assortment of fungus. To render the shrubbery more attractive, the owners in most cases donned appropriate costumes, and the whole scene was not only highly amusing but was also decidedly picturesque. The spacious grounds of the park formed a fine setting for the arboreal display, and the interminable parade of bishops, forty-niners, cowboys, hillbillies, and other characters formed an interesting and diverting spectacle. There was even an Italian organ grinder complete with monkey in the line-up, and some splen-

*(Continued on Page 14)*



Left: R. D. Matthews, executive vice-president, addresses the gathering, over the picnic network. Arky Vaughn, voted the most valuable baseball player in the National League last year, is seen in the lower right corner.



Above: The Kangaroo court in session.



Left: Chef Pete Connors sharpening up for another attack on the barbecued meat.



Right: F. R. Vermillion displays an artistic piece of facial landscaping.



Left: Haile Selassie as portrayed by V. L. Betts.



In Circle: Lunch time.

Below: The kiddies' corner.





Below: Jack Maddux and his prize-winning tug-of-war team from Dominguez. Right: A. C. Rubel, master of ceremonies, in action.

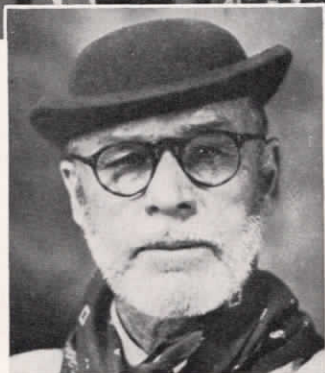


Right: The winners of the whisker contest—Ray Sachs, the most ingenious, (note the word "Union" on his chin); C. E. Ferriel, the shaggiest; and Jim Crow, whose Lincoln-esque adornment was adjudged the neatest.



Left: The style parade.

Below: A tense moment in the tug-of-war final.



Above: Dad Armstrong, the oldest old-timer of them all.



(Concluded from Page 11)

did characterizations of such notables as Abraham Lincoln, and Haile Selassie, and the lady judges who selected the prize-winners had quite a problem on their hands. Incidentally, the ladies themselves entered whole-heartedly into the spirit of the occasion, and while they couldn't grow whiskers, they did in many cases dress up in all sorts of unusual garb, to add fun and color to the general picture.

Nothing was overlooked that might in any way contribute to the success of the affair. There was a dance floor with a fine orchestra open all day to the exponents of terpsichore, and an excellent program of entertainment, topped by a Kangaroo Court. This latter functioned under the capable stage direction of Hubert Ferry, and in a rigorous administration of a new type of law, the court tried various bewhiskered individuals for weird misdemeanors, and sentenced them to tortures never surpassed in the wildest days of the Spanish Inquisition. Individual acts were furnished at intervals by talented employees, among them Charles Lightfoot, a fine baritone from the Ventura district, Warren Griffith, the Los Angeles pipe line department's prize monologue artist, and the famous Santa Fe Springs' team of cross talking comedians, "Scotty & Cluster."

Games and contests of every description formed a big part of the day's activities, and undoubtedly the major event in this department was the tug-of-war tournament. With L. G. Metcalf as judge, and R. O. Gibbs as starter, four teams staged some of the most strenuous pulls that have ever been waged at a Union Oil Company picnic. Even the spectators were exhausted when it was all over. In the final heartbreaking struggle, Jack Maddux and his Dominguez drillers were awarded a close decision over Pete Erwin and his stalwarts from Santa Fe Springs. William Groundwater presented the members of the winning team with individual cash prizes, and the team captain with a silver cup emblematic of the company championship.

While all this was going on, in another section of the grounds the children were just as enthusiastically striving to settle a multitude of junior championships in such endeavors as feather races, balloon races, egg and spoon races, and just plain races, and incidentally, of course, were striving to win one

of the many fine prizes that were offered for outstanding performance. This department was entrusted to the care of Clarence Peck and his assistants, and in spite of the numbers and eagerness of the contestants, the project was completed without so much as a disappointment.

For the further amusement of the children there were provided free of cost such attractive diversions as boating on a real lake, riding on real horses, pedaling on real bicycles, and, in fact, everything was done that could be done to assure the youngsters of a grand time. All the juvenile activities, also, were conducted under the watchful eyes of competent playground supervisors, so that no accident might be permitted to throw a jarring note into the harmony of the day. Doctor C. Glenn Curtis of Brea kindly provided a fully equipped emergency hospital on the grounds as an additional precautionary measure, and personally stood by in case his efficient service might be needed.

Among the large delegation from head office was R. D. Matthews, who, along with Mrs. Matthews, evidently fully enjoyed the pageant. In the afternoon, Mr. Matthews was formally introduced over the microphone and gave a short talk to the employees, in which he stressed the beneficial effects of such gatherings. In the course of his remarks he drew attention to the fact that this was the 45th anniversary year of Union Oil Company, and jocularly pointed out that the length of the whiskers in evidence, might indicate the company to be very much older. His speech was very much enjoyed and his presence much appreciated.

The entire day's program was in fact a tremendous success, and W. W. Hay and his committees are to be congratulated on the manner in which they conducted and correlated the ramified activities essential to the entertainment and enjoyment of such a huge gathering.



The modern refinery makes use of every part of crude oil, including the odor! The odor is used to detect leaks in gas lines.

Oil lamps for street lighting were used as early as 500 B. C.





Top: A distracting episode in the adventures of the Unionville social club.

Center Left: The improvised service station that served patrons of the show.

Center Right: Helen Gamet threatens the naughty child—Dorothy Healy.

Bottom: Marian Aldrich, Kay Loughbom, Billie Rieth, Mary Fitzpatrick and Albena Carter.



## Girls' Club Charity Show Big Success

EVERY SEAT in the Glendale Masonic auditorium was sold out on Friday evening, November 1, when about one thousand Union Oil Company employees and guests assembled to witness the premiere of "The Unionville Social Club," a three-act play produced by the Union Oil Girls' Club. Under the direction of Ann Pomeroy, an

excellent cast portrayed the efforts of a small town ladies' circle to raise money for the poor, starving natives of Madagascar, and the incidental struggles of various and sundry members of the circle to stifle their own ambitions and work for the common good. In the last act the ladies staged a highly unusual version of the ancient melodrama,

"Uncle Tom's Cabin," which ended in disaster when the back drop fell down and enveloped Topsy, Eva, Marks, Simon Legree, Uncle Tom, and all the cast excepting the two bloodhounds. The delineation of the various characters in the play was excellently done, and well illustrated the effort and enthusiasm that must have gone into rehearsals. It was thoroughly enjoyed by the large audience, and will no doubt be followed by further histrionic demonstrations.

Following the play, A. C. Rubel, acting in his usual capable manner as master of ceremonies, took charge of the program, and conducted an amateur vaudeville contest that unearthed some rare talent from the ranks of the employees. Singers, dancers, and instrumentalists stepped out into the glare of the footlights and performed with all the assurance of professionals, and the judges, A. C. Galbraith, J. H. Dasteel, M. G. Kerr, J. B. Williams, and L. G. Metcalf had a busy night trying to decide the winners. When it was all over, however, the following were named to receive the special awards:

1st Prize—Ann Pomeroy and Dorothy Sawyers. Impersonation, Duncan Sisters in "Topsy & Eva."

2nd Prize—Marjorie Ryberg and David Sutter. Duet, "I'll See You Again."

3rd Prize—Leonard Napier. Tap Dance, "Lucky Star."

4th Prize—Ruth Goss. Solo, "Habanera," from Carmen.

5th Prize—Albena Carter. Accordion solo, "Twelfth Street Rag."

6th Prize—Menzo Draper. Solo, "I Wanta Meander With Miranda."

Special mention should be made of the added numbers, which were widely diversified and exceedingly entertaining. Scotty Mattraw and his stooges opened the bill for this group with an ingenious rendition of "It's the Animal in Me," and was followed by a classic instrumental trio, "Waltz Intermezzo," performed very artistically by the beautiful and capable young Glaze Trio, Rita, Gertrude, and Ruth, accompanied by Julius Kranz at the piano. Spence Karst played several piano numbers in which diversion he is a past master, and quickly established himself as a hot favorite with the audience. The Swartz Twins next stepped the measures of an intricate "Spanish Dance" to the strains of an appropriate melody played by Mrs. Gertha Swartz, and having

been loudly acclaimed for their efforts made way for that old vaudeville team, Sam Picone and Dick Secrist, in a "Zeke and Zeb" number that was so natural you could smell the new-mown hay. The Mischievous Misses, Ann Pomeroy, Rose Duncan, and Kathryn Williams, warbled an old-fashioned melody that was so catchy it had the audience tapping their feet, and just aching to be invited to join. In the last number, "Tavern in the Town," Ann Pomeroy took compassion on them and did invite them to join in the chorus, which they did right lustily.

During the program, A. C. Rubel added considerably to the zest of the occasion by reading telegrams received from all sorts of unexpected quarters on all sorts of embarrassing subjects. Several stooges also managed to crash the vaudeville contest with forbidden numbers, and one daring individual was shot down in cold blood for introducing such a hackneyed old affair as "The Shooting of Dan McGrew." Another pair was forcibly removed before the audience could suffer any ill effects. Ralph Atherton was also listed as a gate crasher, but his swell performance on the saxophone saved him from the fate of the others.

Following the entertainment program the guests then amused themselves, and right heartily, too, by tripping the light fantastic to the seductive music of Scotty Mattraw's orchestra.

The whole affair was a big success from every angle. The troupers thoroughly enjoyed it, so did the audience, and Mildred Radanovich, Club President, reports that the enjoyment is not yet ended. The show netted a nice sum for the Girls' Club treasury, which will bring a lot more joy to needy families of the community when it is applied to the purpose for which it was raised.



The average cost of gasoline is less than two cents per pound.

"Filling station men have improved the manners and courtesy of the American public more than all the colleges in the country."—Dr. Robert A. Millikan, of California Institute of Technology.





Above: W. A. Saunders.

Right: R. E. Nettleton.



Above: W. Cooper

Left: S. E. Onorato.

Top Center: Earl Cooper.



## Technical Service Group

WITH THE rapid development of the high compression internal combustion engine, and the universal adoption of the automobile as a means of transportation, it is only natural that there should coincidentally arise a growing need for technical advice and aid in the various operating problems that from time to time beset the motorist. This is particularly true in the case of large fleet owners, who, of course, are in these competitive days compelled to maintain and operate their equipment with the highest possible degree of efficiency and economy. Union Oil Company has fully recognized this need, and about three years ago instituted a force of gasoline sales engineers, well schooled in the requirements and mechanics of internal combustion engines, whose efforts are completely devoted to this type of advisory service, and are available throughout the entire domestic sales area.

This activity is coordinated by Earl Cooper, well known former race driver, whose perennial contests with Barney Oldfield still constitute the most thrilling chapters in race track history. He was, until Lou Meyer recently duplicated his feat, the only racing driver who ever won the coveted American Automobile Association championship three times, and is credited with many developments in racing car design. He abandoned the

track in 1928 to join forces with the Auburn Cord Corporation as experimental engineer, and played a large part in the development of the famous front wheel drive. In January, 1932, he came to Union Oil Company in the capacity of test engineer, and was authorized to form and supervise the gasoline sales engineering group early in the next year.

Richard E. Nettleton, who covers the southern division, is a graduate mechanical engineer from Minnesota University, and prior to his assumption of duty as gasoline sales engineer was employed in the dynamometer laboratory at Wilmington, where he was given every opportunity to become thoroughly familiar with the behavior of internal combustion motors of all types, and under all conditions.

W. A. Saunders first joined the Union Oil Company roster in April, 1932, when he was employed as lubricating oil sales engineer, in which occupation he also was provided with ample opportunity to learn and know the eccentricities of the automobile engine in all its humors. He is an active member of the Society of Automotive Engineers, and has made a thorough study of diesel engines. He was appointed gasoline sales engineer in the northern division in 1933, at the time of the inauguration of this department.

Walter Cooper entered the employ of the company in December, 1919, and has graduated to his present position through long specialization in various phases of sales activity. He was for a time Ethyl representative, later became industrial sales engineer, and was finally elected to the post of gasoline sales engineer in the northern division in 1933.

The fifth member of this specialized group is S. E. Onorato, who was employed from 1916 to 1920 as mechanic and shop foreman for the Willys Overland Company of San Francisco. Following this experience he be-

came general service manager with the Campe Motor Co., Chevrolet dealers in San Francisco, and left there to take a position in a similar capacity with the Maxwell Chrysler Corporation of the same city. In this position he remained until he was appointed gasoline sales engineer for the Union Oil Company, central division. He has done some very interesting work on vapor lock, and is credited to a large extent with the introduction of the hydraulic brake on the Pacific Coast, so that his experience eminently fits him for the position.



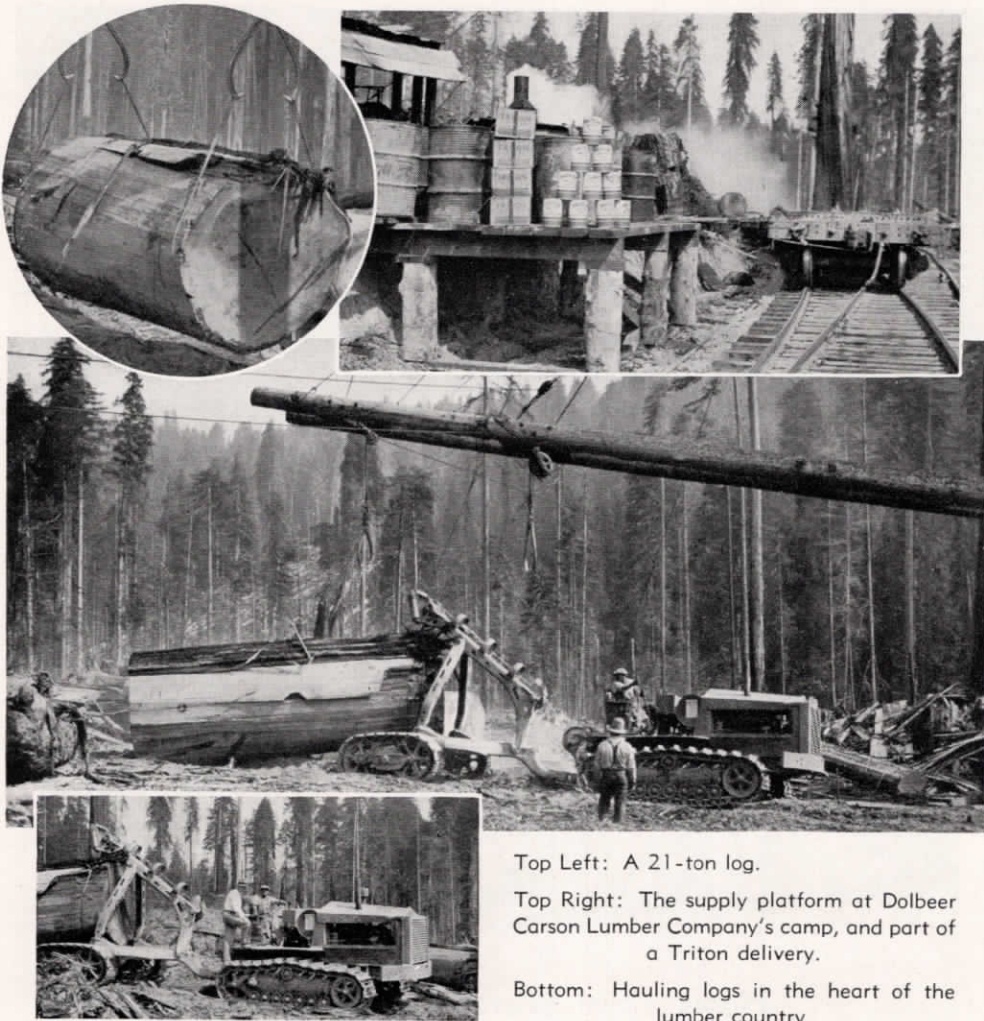
## Union Glass Cleaner Adds Final Touch

NOTHING makes a store quite so attractive as clean unsullied glass, and shiny mirrors, and nothing is more effective in keeping them in this condition than Union Glass Cleaner. Above is shown the interior of Desmond's Seventh Street Store, one of the finest of its type in Los Angeles, located in the Union Oil Building. Our cameraman succeeded in catching a boy in the act of applying the Cleaner, thus divulging the

secret of the polish that adds to the appeal of this distinctly modern establishment.







Top Left: A 21-ton log.

Top Right: The supply platform at Dolbeer Carson Lumber Company's camp, and part of a Triton delivery.

Bottom: Hauling logs in the heart of the lumber country.

## Logs and Lubrication

SCENES at the Dolbeer Carson Lumber Company's camp on Elk River, California. This firm employs a large fleet of tractors in their logging operations, and has also a number of very large steam donkey engines and three locomotives, that are lubricated with Union Oil Company products. Mr. Boyce, the Dolbeer Company's lubrication engineer has conducted extensive tests on various pieces of equipment, and has found that Triton gives outstanding service. The extremely hard usage to which the equipment is subjected, according to Mr. Boyce, demands the use of the most stable oil, and his experiments and tests have proved to his entire satisfaction that Triton meets the needs of the situation nicely.



## News from Dutch East Indies

EVEN IN far-off Java they are singing the praises of Union Oil Company products. Some months ago the "Java-Bode" carried a glowing account of a road race over the tortuous trail from Bandoeng to Lembang, in which an Austin 7, lubricated with Motorite, not only came in first, but broke all existing records in doing so. Commenting on the event, the newspaper says in part: "Upon arrival at Lembang, a photograph was made of the daring driver and showing a Motorite shield on the car used, which lubricating oil of the Union Oil Company of California, according to the driver, has contributed to his success, as it has proved to him that with Motorite the speed of the car can be increased by 10%."

News also is received regarding an auto-

mobile parade in Sourabaya, in which the Union Oil Company Agents, Wilding & Company, commanded considerable attention with their entry—a float representing a large Motorite can, tastefully decorated with a floral scheme in red, white, and blue, the colors of the Dutch national flag.

The best blooming insurance we know is Union Garden Spray.

Heat produced in burning a gallon of gasoline is sufficient to raise the temperature of 75 gallons of water from the freezing to the boiling point.

Union Metal-tone—a brilliant idea.



A. Roy Heise, Supervisor of Operations,  
Refineries Dept.



N. F. Myers, Manager Oleum Refinery.

Below: R. G. Bray, Superintendent  
of Distillation, L. A. Refinery.



K. E. Kingman, Assistant Supervisor of  
Operations and Treating, L. A. Refinery.

## Manufacturing Department Changes

ON DECEMBER 1, Norval F. Myers assumed the post of manager at Oleum Refinery, and A. Roy Heise, former manager, moved to Los Angeles as supervisor of operations, refineries department. These changes were announced in a recent bulletin issued by L. G.

Metcalf, manager of refineries, and mark the continuation of a program that was initiated in the beginning of November of this year, at which time Norval Myers, then superintendent of distillation at Los Angeles Refinery, was transferred to Oleum as assistant

manager, R. G. Bray was advanced to Myer's place, and K. E. Kingman replaced Bray.

A. Roy Heise is still comparatively young in years, but is old in the service of Union Oil Company. He came to the organization in August 1909, and has been successively, superintendent of the old Port San Luis plant, the Avila refinery, the Los Angeles refinery, and manager of the Oleum refinery. His headquarters will now be in the office of the manufacturing department at Los Angeles.

Norval Myers took his bachelor's degree at Beloit College in 1923, and master's degree in Chemical Engineering at Princeton University in 1925. In October of the same year he entered the employ of Union Oil Company in the research department, and quickly established himself as a capable and resourceful research chemist. He later was appointed supervisor of the control and analytical laboratories, then supervisor in the development department, and was transferred to the Los Angeles refinery in July, 1932, as superintendent of distillation, which post he held until November of this year, when he was moved to Oleum as assistant manager.

R. G. Bray graduated in engineering at M. I. T. in 1929, and came to the Union Oil Company in the same year as technical assistant in the Los Angeles refinery. He later spent about two years at Oleum in a similar capacity, then returned to Los Angeles to become assistant in the development department, some time after which he was again assigned to duty at Los Angeles refinery as assistant to N. F. Myers. For the past year he has been assistant to the supervisor of operations and treating, and on November 1 was elevated to his present post—superintendent of distillation at Los Angeles refinery.

K. E. Kingman, who succeeds Bray as assistant to the supervisor of operations and treating, is a graduate in chemical engineering from California Institute of Technology. He was employed by Union Oil Company in 1929, and worked for three years in the research laboratory, later being transferred to the development department, where he assisted in the design and operation of the de-waxing and solvent treating units for the propane solvent plant.



## Refinery Girls Sponsor Dance

UNDER THE leadership of their president, Irma Spurbeck, the Girls' Social Club of the Los Angeles Refinery staged their annual Thanksgiving Dance, on November 9, at the



Irma Spurbeck

Long Beach Recreation Park clubhouse. Approximately two hundred and fifty employees and friends attended the affair, and to

the strains of Jack Malseed's orchestra danced and romped in evident enjoyment, until the caretaker was obliged to turn out the lights.

Two Thanksgiving turkeys, awarded as door prizes, were won by Roy Richardson and Clarence Click, both employed in the Cross Plant, which merely goes to show the cracking good luck that follows these boys.

All sorts of novelty dances were introduced by the girls during the evening in order to break down the last vestige of strangeness or embarrassment, and the procedure was thoroughly effective, as everybody entered into the spirit of the occasion and really had a swell time.

Messages of condolence have been sent out to the refinery lad who got the wrong pants back from the cleaner, and to the young couple who couldn't find anybody to look after the baby.



Right: Ralph Nevens presents the trophies to the winners.

Left to Right: Ray Gale, J. E. Koogle, Stella Fitchett, Al Fierman, and Ralph Nevens. Fierman won the men's singles, and with Gale won the doubles. Stella Fitchett carried off the ladies' singles title, and Koogle captured the consolation.



Above: Finalists in all events.

Left Corner: Lee Spencer, men's singles finalist, congratulates Al Fierman, the winner.

Center: Stella Fitchett, ladies' singles champion for three successive years.

## Tennis Champions Decided

ON SATURDAY, November 23, the annual Union Oil Company tennis tournament was brought to a triumphant conclusion. Starting off with the largest entry in many years the affair developed some excellent play, and brought to the surface a number of new and really outstanding racket wielders, who will no doubt be prominent in future events of this kind. Leading the field was Al Fierman,

of the Los Angeles refinery, who won the men's singles championship, with the finest display of all-around tennis one could wish to see. He defeated Lee Spencer in the finals, and although Lee himself played a swell game, it wasn't quite good enough. Fierman then paired up with Ray Gale, also of the Los Angeles refinery, to take the doubles title away from Bill McPherson and Lloyd Morgan, in

another scintillating battle. All four players performed nobly and gave the spectators some real thrills. Stella Fitchett again carried the women's singles title back to Santa Fe Springs, so that she has now been the lady champ for three years in a row. Stella played her usual consistent steady game to overcome the stout resistance of Lovilla Williams in the final round. In the men's consolation singles, J. E. "Barney" Koogle brought home the trophy to the Geological department, after a tough tussle with Jim Knox of Santa Fe Springs. The trophies were presented to the respective winners by Ralph Nevens, former holder of the singles title, and finalist on five different occasions. Ralph was defeated this year by George Purington, a top-notch performer, who only fell to Al Fierman, after a fiercely-contested 9-7, 7-5 affray.

## Fire Fighting in the Nineteenth Century

FROM an old volume dated 1857, we cull the following interesting article on fire fighting:

On the first discovery of a fire, it is of the utmost consequence to shut, and keep shut, all doors, windows, or other openings. If the fire appears at all serious, and there are fire engines at a reasonable distance, it is best to await their arrival, as many buildings have been lost from opening the doors, and attempting to extinguish fires with inadequate means. If no engines are within reach it is well to keep a hand pump. If that is not to be had, the next best thing is to collect as many buckets outside the room on fire as can be obtained, keeping the door shut; then creep into the room on the hands and knees (if the heat and smoke are considerable), and throw the water as nearly in the direction of the fire as possible, keeping the door shut while more water is being collected. The police of London understand shutting up fires so well that they have in many instances kept fires two or three miles distant from the engine stations shut up till the firemen arrived in time to extinguish them.

The leading batters of both leagues take time out to Bif flies.

## A. O. Pegg Goes to Washington



A. O. Pegg.

A. O. PEGG, superintending engineer of Union Oil Company's marine department, is at present in Washington, D. C., representing the Pacific American Tankship Association on a national committee to formulate regulations governing the transportation of inflammable materials.

The committee was formed at the request of J. B. Weaver, formerly active in the development of the N. R. A. shipping code, and now director of the Bureau of Navigation and Steamboat Inspection Service for the Department of Commerce.

A bill authorizing the drafting of such regulations was passed at the last Congress, and Mr. Weaver called on the shipping men of the oil industry to aid his department in preparing regulations covering the operation of existing tankers and barges, and the construction of new vessels of these types.

The function of the committee is to outline, in a single volume, rules governing all phases of tanker operation. The substance of the volume will be segregated into special sections dealing with life-saving equipment, fire fighting and prevention, construction and maintenance of vessels, crew regulations, loading, discharging, etc., and the assignment is expected to keep the committee occupied for about six weeks.

The group is representative of petroleum shipping interests in all parts of the country, and Mr. Pegg was chosen as western delegate by the Pacific American Tankship Association, during a recent meeting at the American Petroleum Institute Convention in Los Angeles. He will remain in Washington until the task has been completed.



## Christmas Comes Early

SANTA CLAUS made a surprise visit to Los Angeles in the early part of December, and bestowed on two Union Oil Company employees rather outstanding Christmas presents. Helen Curran of the Personnel Department went to a movie show in Santa Monica one night recently and had the good luck to win a nice shiny, new Ford car, while about the same time A. G. Dickson, of the Comptroller's office, received word to the effect that he had just been awarded a hundred dollar prize in a Proctor and Gamble slogan contest.

## Safety Awards

UNION OIL COMPANY was honored at the recent congress of the American Petroleum Institute at Los Angeles by the presentation of three awards in recognition of outstanding accomplishment in accident prevention for the year 1934. These awards were earned by the splendid records achieved by the Refining, Pipeline, and Retail Marketing Departments of the company.

At the annual congress of the National Safety Council, also held this fall, four certificates of merit for accident prevention records were won by Union Oil Company in the following departments: Retail Marketing, Wholesale Marketing, Drilling, and Manufacturing. The Safety Council awards cover the period from January 1 to June 30, 1935.

Especially gratifying to the company is the award of the American Petroleum Institute to the company's drilling organization under Superintendent Frank C. Boyd. Recognized as one of the most hazardous occupations in the industry, drilling has, under Mr. Boyd's careful supervision and as the result of his personal interest in accident prevention, been reduced to a remarkably low figure.

## Gentleman Dick

DURING a recent inspection of the San Jose distributing station, the supervisor picked up a small square piece of wood bearing the mystic words, "Number 10—Dick." Just what the significance of this inscription was remained a matter of considerable speculation until an employee with an intimate knowledge of San Jose's early history was located.

It must have taken quite a lot of horses to keep Union Oil customers supplied, because "Number 10" was the number of a stall, and Dick was the gentleman horse that occupied it when his day's work was done.

## Red Line Petroleum Jelly



ANOTHER New item just added to the Union Oil Company specialty list is Red Line Petroleum Jelly, a low-melting petrolatum of soft consistency, which complies strictly with the requirements of the U. S. Pharmacopoeia as to purity. This compound has a wide diversity of applications in various industries, and should prove to be in popular demand when its high quality and general excellence become known. It may be effectively used by druggists for the compounding of ointments, salves, and other specifics that require bases of this character. By itself it is an ideal dressing for burns, cuts, wounds and sunburn, and it is perfectly adapted for the preparation of pomades and hair dressings. Bakers will find it exactly suited for the lubrication of certain equipment and machinery, and it is an excellent substitute for slab oil. Candy manufacturers will make good use of the new product to prevent their mixes from sticking to the work tables, for the preparation of the oiled papers necessary in their manipulations, and also for the lubrication of machines and equipment. It will find a wide application in dairies, and has a multitude of miscellaneous uses, such as the rust proofing of metallic articles, including ball bearings, razor blades, cutlery, etc.

Red Line Petroleum Jelly is being packed in one-pound and five-pound cans, and is already available in the various sales divisions.

## Yarns of Yesterday

IN 1894, the Santa Fe Railroad sent a locomotive to the machine shops of the Santa Paula Hardware Company, to be changed from a coal to an oil burner. This experiment was instigated by Union Oil Company, and constitutes the first attempt ever made on the Pacific Coast to substitute oil for coal as a locomotive fuel. The experiment was entirely successful, and not only created an almost immediate demand for fuel oil for this specific purpose, but in addition pointed the possibility of its adoption for firing marine boilers, both of which uses still consume the major portion of the world's fuel oil production.



In view of the comparatively recent discovery that crude oils, regardless of their source, contain the same constituents, and are therefore all to some extent paraffinic in character, it is interesting to note the ridicule with which such a contention was received in the early days of the industry. We read, for instance, in the Los Angeles Times of July 6, 1895, as follows: "The statement which originated in some obscure weekly paper, reproduced in some others, that a flow of petroleum oil of paraffine base, testing 38 gravity, had been discovered in one of the wells of the Los Angeles district, caused for a moment a ripple of excitement among those to whom the fact would have had direct importance. The ripple, however, rapidly died out for the very good reason that the statement was absolutely devoid of the truth. \* \* \* G. W. Smith, manager of the Union Oil Company in this city, when approached by a *Times* reporter on this subject smiled all over. It was just fun to look at him, and watch the ripples of fun playing over his intelligent face while the question was being propounded. 'I have,' he said, 'a

standing offer of \$500 for the first quart of paraffine oil discovered in this district, or \$5,000 for the first barrel of it.' Mr. Smith then proceeded to point out the absolute absurdity of starting such a rumor as this. \* \* \* Anyone who started and published false reports like the one in question was an enemy to the oil interests."



At this time the manufacture of illuminating oil from California petroleum was even considered a remote possibility. Most of the producers seemed to be resigned to the belief that the local crude lacked the elements essential to the manufacture of kerosene, and was only fit to use for fuel oil. They were not all of this opinion, however, as we might judge from the remarks of William Maybury in a letter to the Los Angeles Times, dated August 19, 1895. He says in part, "Now the question has often arisen in my mind, why cannot we extract an illuminating oil from this Los Angeles oil? After several experiments I have made, I have come to the conclusion that this can be done, and it is only a question of time when it will be accomplished."



This, of course, was all before the automobile had changed the trend of the oil industry. As a matter of fact, in the year 1895 there were only four motor cars in the United States, and in England the speed limit for such vehicles on the highway was held rigidly to four miles an hour. It was also expressly ordered by law that a man should walk in front of each car, waving a red flag.




  
*Service Emblem Awards*

## Twenty-Five Years



H. B. KUENY  
Mfg., Oleum Refy.



N. JENSEN  
Mfg., Avila Refy.



H. P. KINGHORN  
Mfg., L. A. Refy.



S. S. KRAMER  
Mfg., L. A. Refy.



C. E. REID  
Field, So. Div.

LEADING THE list of employees who became eligible for service emblem awards during the months of October and November, is S. S. Kramer, of the Los Angeles Refinery, who completed his first twenty-five years on October 1. Sam really began his employ with the Company in 1908, but resigned in 1909. He found, however, that he couldn't stay away from his old love, so he returned in 1910 and has been a loyal Union Oiler ever since. A great devotee of classical music, he has gathered together one of the finest collections of phonograph records extant, and whenever the radio programs fail to measure up to his

highly-critical standard, he simply shuts off the waves, and abandons himself to the enjoyment of Gounod's "Serenade," or Beethoven's "Minuet" as rendered by the old victrola.

Second on the list is H. P. Kinghorn, also of Los Angeles Refinery, who became entitled to wear his twenty-five-year pin on October 14. Henry is at present director of the Los Angeles Refinery Welfare Board, and has for many years been active in safety and first-aid work. His activities in this connection have not been confined to Union Oil Company, and as president of the Los Angeles chapter of

## Twenty Years



A. G. HARTMAN  
Sales, Cent. Div.



C. W. LIEB  
Safety Board, L. A.



B. F. McELHANEY  
Field, So. Div.



W. H. MARTIN  
Sales, L. A.



T. F. G. BOYD  
Gas, So. Div.



S. DOTY  
Mfg., Head Office



F. A. KOORS  
Traffic, L. A.



G. E. LITHGOW  
Gas, So. Div.



W. OLSEN  
Mfg., Oleum Refy.



M. D. RAINES  
Mfg., L. A. Refy.



J. E. ROBERTS  
Sales, So. Div.



W. M. SHELTON  
Sales, No. Div.



the American Red Cross Instructors' Corps, he is widely known and highly respected.

The third member of the twenty-five-year group is Nels Jensen, of Avila Refinery, who not long ago was recognized in the gymnastic world as one of the most proficient tumblers in the game. His talent in this direction also aided greatly in his outstanding performance as a wrestler. He is still vitally interested in athletic sports, and is a profound, though at the present time slightly worried, democrat.

Number four on our twenty-five-year list is C. E. Reid, who was first employed on the Torrey Lease up in the Santa Paula district, and is now located at Dominguez. Outside of working hours, Charlie frequently emulates the famous exploit of Mohammed, and goes to the mountain, where life for him becomes a glad song as soon as he has a nice speckled trout on the end of his line.

Last of the group to enter the twenty-five-year bracket is Harry B. Kueny, of the Oleum Refinery, who is well known to head office employees through long association, and to Bulletin readers generally, through his recent achievement of the golfers' greatest ambition—a hole in one. Outwardly Harry appears to be somewhat worried over the fact that his boy is already able to give him a real battle on the golf course, and threatens to leave him behind pretty soon, but inwardly we suspect he is as proud as a peacock about it.

In addition to the five twenty-five-year men already named, twelve employees received twenty-year awards, and the total list, including ten and fifteen-year employees, for the two months contained seventy names.

The remainder of the list follows:

#### **Twenty Years—October**

Hartman, A. G., Sales, Cent. Division.  
 Lieb, C. W., Safety Board, Head Office.  
 McElhaney, B. F., Field, So. Division.  
 Martin, W. H., Sales, Head Office.

#### **Fifteen Years—October**

Atwood, C. G., Sales, Cent. Division.  
 Fiske, M. L., Sales, Head Office.  
 Green, W. H., Transp., So. Div., L. A. P. L.  
 Henderlong, R. W., Sales, Cent. Division.  
 Ivy, J. C., Mfg., L. A. Refinery.  
 Philbrick, F., Transp., P. P. L.  
 Sewright, G. E., Field, So. Division.

#### **Ten Years—October**

Black, H. A., Mfg., Oleum Refinery.  
 Braykovich, M., Mfg., Oleum Refinery.  
 Colvin, F. H., Mfg., L. A. Refinery.

Furtado, J. S., Jr., Mfg., Oleum Refinery.  
 Hagenlocker, L. R., Mfg., Oleum Refinery.  
 Hallander, S. E., Mfg., Oleum Refinery.  
 Leslie, W. J., Mfg., Oleum Refinery.  
 Lippiatt, L. J., Transp., So. Div., L. A. P. L.  
 McQuiston, T., Sales, No. Division.  
 Martindale, W. M., Sales, Vancouver.  
 Millard, H. C., Sales, So. Division.  
 Morrison, L. E., Transp., P. P. L.  
 Myers, N. F., Mfg., L. A. Refinery.  
 Nisson, B. B., Mfg., Oleum Refinery.  
 Rettig, A. R., Sales, Cent. Division.  
 Ruda, A. E., Mfg., Avila Refinery.  
 Scott, J., Field, So. Division.  
 Shafer, E. V., Sales, No. Division.

#### **Twenty Years—November**

Boyd, T. F. G., Gas, So. Division.  
 Doty, S., Mfg., Head Office.  
 Koors, F. A., Traffic, Head Office.  
 Lithgow, G. E., Gas, So. Division.  
 Olsen, W., Mfg., Oleum Refinery.  
 Raines, M. D., Mfg., L. A. Refinery.  
 Roberts, J. E., Sales, So. Division.  
 Shelton, W. M., Sales, No. Division.

#### **Fifteen Years—November**

Ainey, W. J., Sales, Cent. Division.  
 Baughman, H. E., Purch., Head Office.  
 Brawley, R. F., Transp., L. A. P. L.  
 Curran, H., Personnel, Head Office.  
 Ellis, L. R., Field, So. Division.  
 Gonzales, D., Mfg., L. A. Refinery.  
 Haswell, W. J., Traffic, Head Office.  
 Hiatt, C. R., Transp., P. P. L.  
 Loos, O., Mfg., Head Office.  
 Loose, A., Sales, Cent. Division.  
 McMaster, C. E., Field, So. Division.  
 MacLean, G. H., Mfg., L. A. Refinery.  
 Meals, G. A., Field, So. Division.  
 Miller, T. G., Field, So. Division.  
 Murray, T., Transp., L. A. P. L.  
 Pineau, C., Tel., Head Office.  
 Sullivan, F., Sales, No. Division.  
 Warne, R. L., Mfg., L. A. Refinery.  
 Wheeler, S. A., Field, So. Division.

#### **Ten Years—November**

Bain, A. M., Sales, Vancouver.  
 Chatham, B., Account. Div., Head Office.  
 Fudge, V. O., Sales, No. Division.  
 Hobbs, W., Mfg., Oleum Refinery.  
 Jones, I. K., Sales, Cent. Division.  
 McLaren, L. E., Sales, Head Office.  
 Murphy, M., Mfg., Oleum Refinery.  
 Pipkin, T., Transp., P. P. L.  
 Stanchfield, J. F., Sales, No. Division.





# REFINED AND CRUDE

By Richard Sneddon

There has been more progress in industry during the past five years than there was in the preceding twenty, a classic example of which is the recent discovery of a process that enables the manufacturers to put more pins in new shirts.

Also, the blame for the invention of spinach has now been placed squarely at the door of a Scotchman named Sandy.

And we are indeed proud to announce that Junior is showing a marked degree of originality in his school work these days. The answers to his arithmetical problems have been especially original.

Mom, however, had to take him to task a few days ago regarding his careless diction. "There are two words you must never use," she said, "one is 'swell', and the other is 'lousy'." "Okay," replied the precocious one, "now tell me the two words."

According to the statisticians a million dollars worth of gum is chewed weekly in the United States. The under side of the seats in our local movie show would indicate that this estimate is away low.

Personally we think these statisticians get foolish every once in awhile. How, for instance, can the average American family have 2 $\frac{7}{8}$  children?

On a balmy Sunday evening not long ago two slightly deaf but perfectly dear old ladies were chatting on the front porch of a home that was situated near a church. The choir was singing beautifully, and the crickets in the grass were competing strenuously. Said one old lady, "Isn't that singing just grand?" Replied the other old lady, evidently thinking of the crickets, "Yes, and I understand they do it with their hind legs."

Asked to what he thought his longevity was due, a benevolent centenarian expressed the opinion that it was simply because he was born before many of the dangerous germs were discovered.

And we have always thought some punishment should be meted out to the irritating individual who sells woolen underwear.

"Let us sit down and have a little tete a tete," said the lady of the house. "No, sir," protested the visitor, "I simply couldn't eat a bite."

With which we diverge briefly to explain that a battle is a fight in which a lot of whites kill a few Indians, and a massacre is a fight in which a lot of Indians kill a few whites.

And now that the Christmas season is with us again, we might be pardoned for mentioning that we are extremely fond of suits with stripes in them, ties with dots in them, and letters with checks in them.

*Incidentally, this is the time of the year that we always wish we had enough money to be scared by the "share the wealth" movement.*

An Italian tenor became so enthusiastic over his role in Lucia, that in the final scene he really stabbed himself. The Philadelphia Evening Tribune laments, "Dog-on-it, why are our crooners so lacking in enthusiasm?"

Then there was the lady singer whose neighbors all chipped in to send her to Europe.

*A local rancher is advertising, "Walnuts for sale! Hurry. The early bird gets the worm."*

And we are informed on good authority that the bird who invented a loud speaker which can be heard a mile away is still in the hospital.

It is also reported that the Italians are using chemicals to burn the bare feet of the Ethiopians. If this is true it would serve them right if the Africans turned right around and tied knots in their spaghetti.

*In this connection an Ethiopian communication says, "We fired continuously at the enemy until they took to their heels, but they just couldn't catch up with our boys."*

Costa Rica has developed a new coinage in which the colon has approximately the value of a dollar. Some wise cracker suggests that the semi-colon be valued at fifty cents, and the comma about two bits.

And when the backward school boy was kept in because he didn't know where the Azores were, his daddy chuckled, "Ha, ha! Maybe that will teach you to remember where you leave things."

All of which reminds us of the English cabby who told the funny story to his passenger. Only the horse tumbled.

*In conclusion, again accept our sincerest good wishes for a Merry Christmas and a Happy New Year.*

And don't forget to be thrifty, so that the Government can tax you.

**TRITON**

Reg. U. S. Pat. Off.

**MOTOR**

**SAE**