

★ UNION OIL BULLETIN ★



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# UNION OIL BULLETIN

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## SAFETY IN THE UNION OIL COMPANY



*By R. E. HAYLETT, Director of Manufacturing  
Chairman of Safety Board*

**A** GLANCE about a typical Union Oil office may disclose a beautifully illustrated calendar which is annually furnished to the company by the National Safety Council. On each page of this calendar is prominently displayed the caption

### UNION OIL COMPANY

A Safe Company to Work For

Is this legend a hope or a fact, an idealism or a reality? A study of the record of the company's organized efforts to reduce the number of injuries suffered by its employees indicates

clearly that the legend approaches a fact and further that its reality did not occur "by accident."

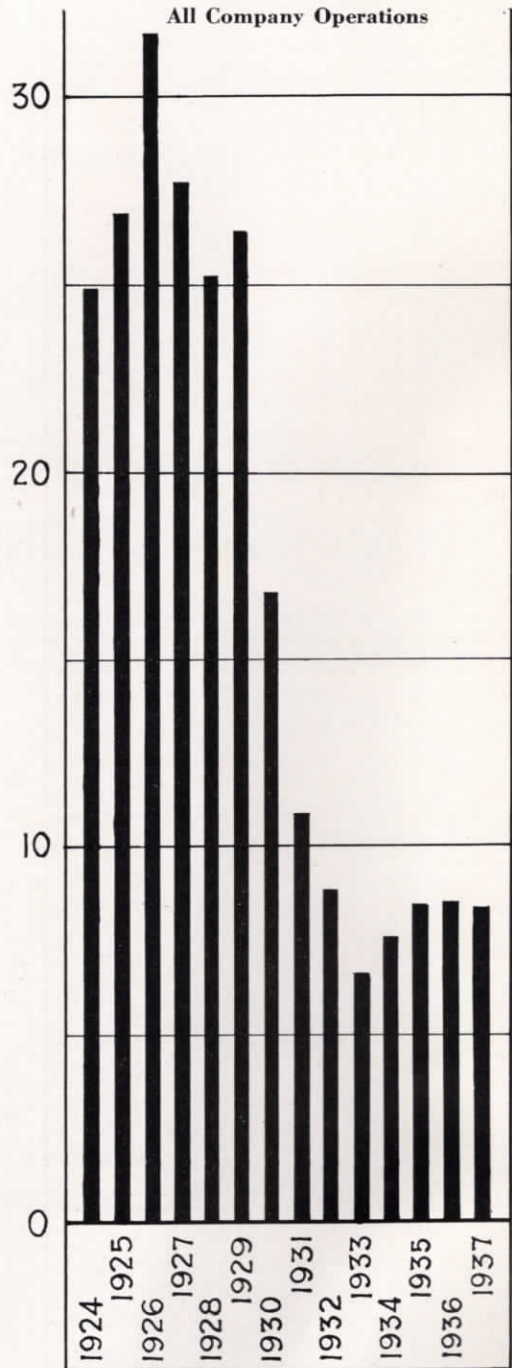
Ten years ago, in 1927, there were 610 lost time injuries among our employees, whereas last year, in 1937, there were but 142, a reduction of over 75%. Our organized efforts to bring about safe operations commenced in 1924, in which year 11 of our employees died as a result of industrial accidents. The number of injuries, as well as their severity, has been greatly reduced since that time.

The accompanying chart shows graphically the record of our accident experience. We compare the safety of different companies and different periods of time on the basis of the "frequency" of personal injuries. The frequency is a ratio representing the number of lost time injuries per million hours of work. It will be seen from the chart that the frequency during the years 1925 and 1926 was on the up trend, although it is doubtful whether this was actually a fact. What happened, we believe, was simply that the commencement of careful attention to safety matters brought about the reporting of all accidents, whereas in previous years many minor ones remained unreported. In 1929 there was an actual slight increase, largely due to the extreme activity in the development of the deep sands in the Santa Fe Springs field. We learned much about accidents in that year. From then on, positive results were obtained from the efforts put forth until the low point was reached in the year of 1933. During the next three years there was a slight increase in frequency due to the fact that many new employees were hired in the development of the share-the-work program and in the general recovery from the depths of the depression. These new employees were not as skilled as the old, and our efforts in educating them in the safe way were not completely successful. In 1937, however, the frequency dropped slightly, and it is hoped that in each year hereafter there will be a further reduction.

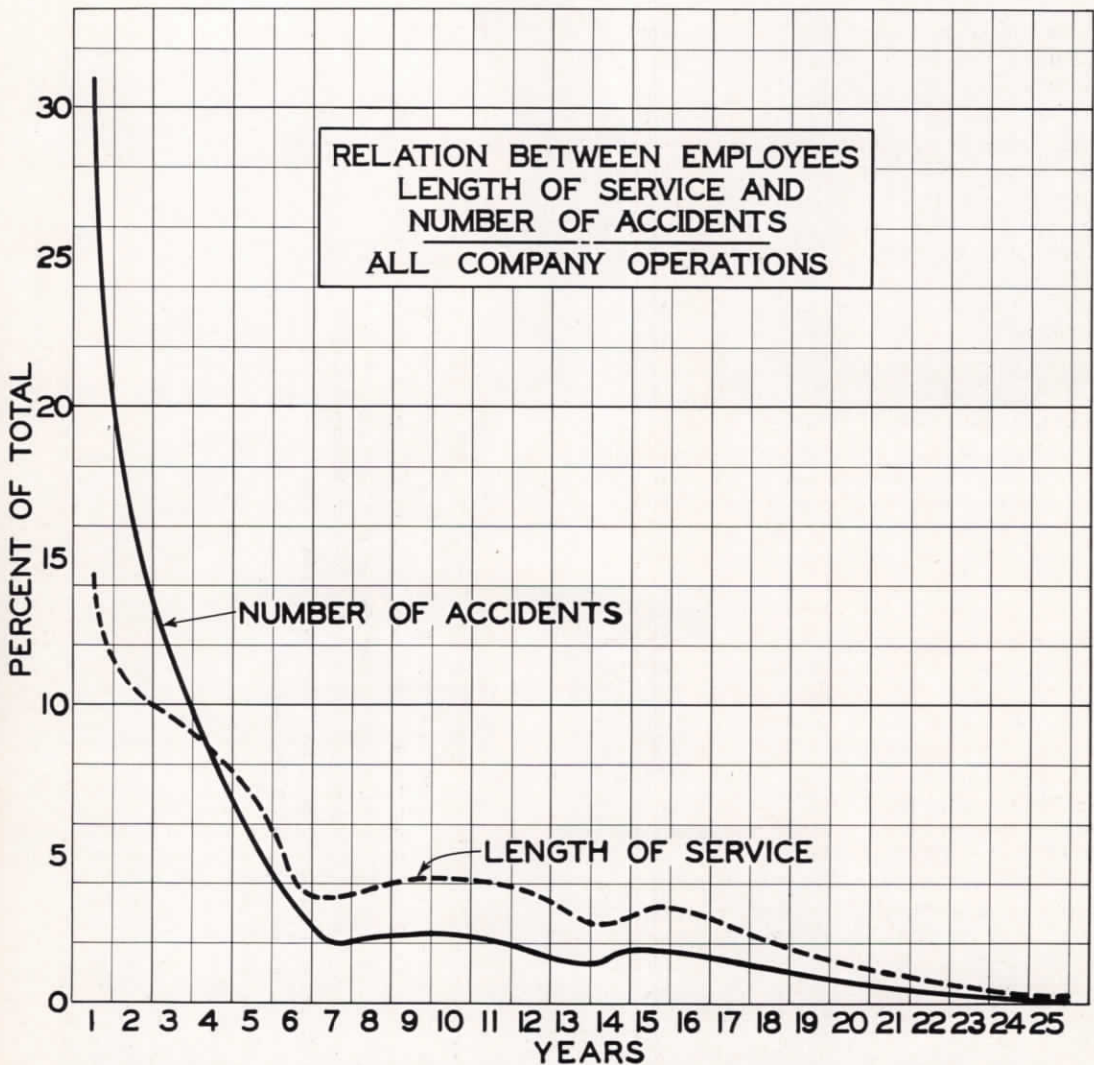
Our ideal of safe operations can be reached if we recognize and follow three general principles. Adherence to these principles will, we believe, bring success to safety endeavors in any industry and in any company. The three principles are:

1. The management from the highest executive down must be determined to have safe operations.
2. The safe way of performing every job

## Frequency of Personal Injuries



Accident experience is measured by "frequency" of injuries which means the number of lost time injuries per million hours of work. Note the difference between the last seven years and the seven preceding.



The importance of helping the new employee to acquire quickly the skill and safety consciousness which normally come with years of service is strikingly shown by this graph of our experience. Note that employees of one year's service or less, constituting 14.4% of the total, have nevertheless 31% of all accidents.

must be ascertained and those performing it instructed accordingly.

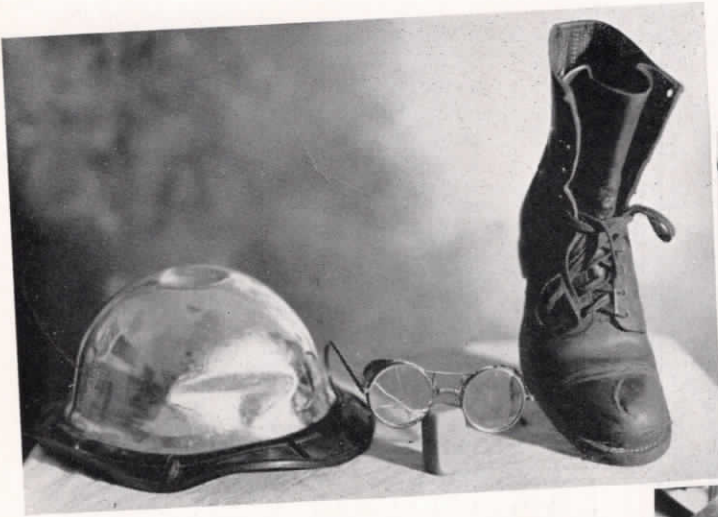
3. The safe way having been found, there must be an insistence through all operating channels that this safe way be followed.

The management of Union Oil Company is determined to have safe operations. The first and all-important reason for this determination is its belief in the futility of the needless pain, suffering, and cost to the individual and his family, which follows in the train of accidents. Of secondary importance is the fact that the petroleum industry produces raw materials and refines them into products, all of which are

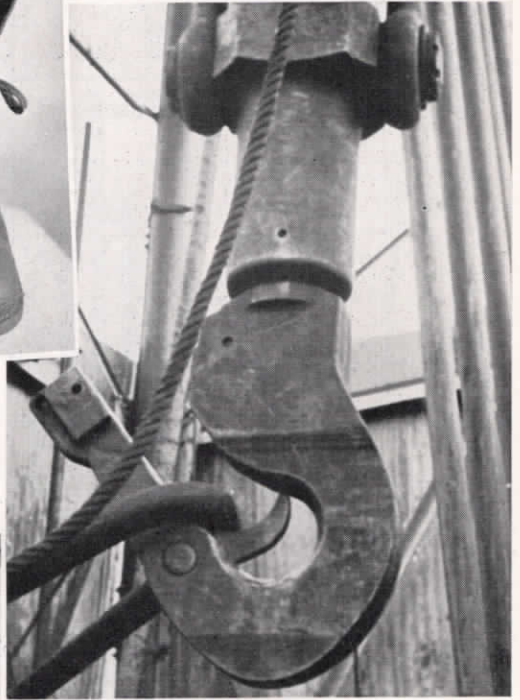
flammable and may create serious hazards unless properly handled. It is our duty to demonstrate to our customers and to the public generally that with intelligent care these products can be handled and used safely. There is also a close relationship between safe operations and efficient operations and therefore any movement which promotes safety does at the same time increase efficiency and reduce waste.

Analysis of our accident records shows that our new employees are far more susceptible to accidental injury than those who have become thoroughly acquainted with the work after years of experience. It is therefore incumbent upon us in studying hazardous operations to

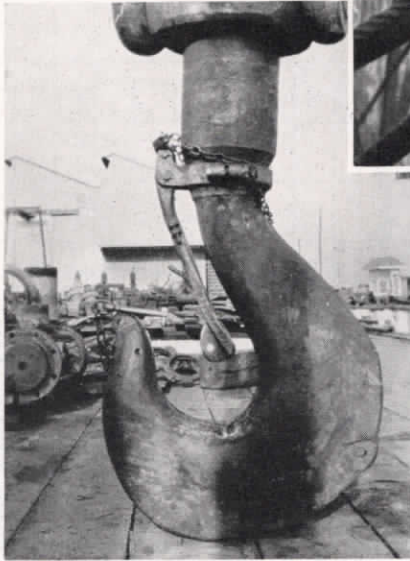
## SAFETY EQUIPMENT



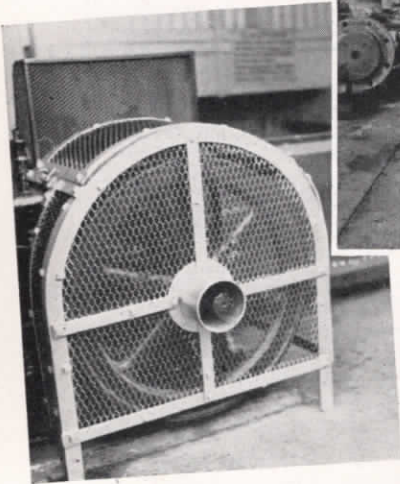
Above: Scientifically designed protective appliances do their part in preventing injuries. No harm came to the workers who followed regulations and wore this safety hat, these goggles, and this toe-protecting safety shoe.



Below: The use of proper guards about moving parts of machinery is a routine procedure.



Left: Union Oil Company pioneered in designing a safety latch on the giant drill hoists and the safety idea was later adopted by oil equipment manufacturers as shown above.



Right: Safety harness used in sales and refinery departments when men are required to enter tanks through vertical openings.



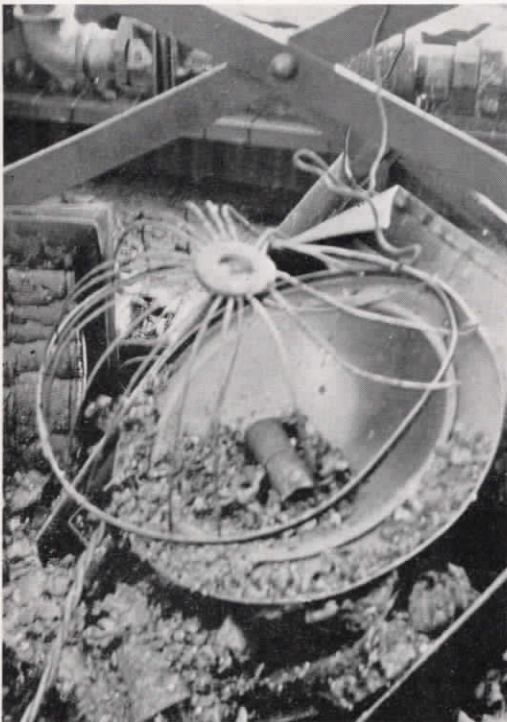
Above: This photo shows how the safety harness is worn by a person about to enter tanks through vertical openings.



utilize the skill of these experienced workers in ascertaining the safe way of carrying out each job so that the newcomer may be instructed accordingly. Through the cooperation of trained safety observers and skillful, efficient operators, studies of hundreds of hazardous jobs have been made. These studies illustrating the right way and the wrong way of performing the job have then been made available to the operating forces involved. In some departments these studies have been incorporated in printed and illustrated manuals which have been distributed to all employees. In other departments, the material has been made available to foremen for discussion with their own groups.

It may be mentioned at this point that by far the best method of bringing about a full understanding of safe methods has been through the medium of these small safety meetings which each foreman holds with his men. Furthermore, many of the best suggestions we have had, have come from these intimate, small group discussions.

An extremely beneficial activity has been



The aftermath of a fire bears mute evidence of disregard of the safety regulation: "No radiant electric heater may be used in any location where vapors may be present."

the discussion concerning the causes, prevention, and control of fire, which has been brought before various groups of our employees by our fire protection engineer. His demonstrations and explanations have tended to remove the mystery surrounding the control of fires and have brought increased confidence in fire prevention measures.

The third general principle is one of responsibility and discipline. The responsibility for safe operations is placed squarely upon the operating forces through the superintendents and foremen. This responsibility may not be dodged and must be shared as much by those supervising the job as by those performing the work. The cause of each accident must be determined so that proper steps may be taken to prevent its recurrence. Safety has become an intimate part of operations, and the safety records of individuals are studied and weighed when promotions or other changes are under consideration.

The safety program of Union Oil Company is centered in its safety board composed of the operating directors and heads of the various operating departments. The safety board establishes policies and enacts safety regulations which will be uniform in all departments. It acts as a clearing house for safety information, whereby the experience of each department may be made available for the aid of the others. It guides and correlates the fire protection activities of the company and provides cooperation with other companies and with state, county, and municipal authorities.

The safety board maintains a small head office staff consisting of a safety engineer who is secretary to the board, a chief safety supervisor, a fire protection engineer, and a chief boiler inspector. These staff employees are technical experts along their respective lines and serve in an advisory capacity to the safety board and to the various operating departments. They collect, analyze, and distribute safety statistics; aid in the study of hazardous jobs and the determination of safe methods of operation; give assistance in the preparation of material for educational programs and safety meetings; and interpret state and municipal regulations. They have no authority to issue orders and have no responsibility for operations.

The production, gas, and pipe line departments working together in the field have organized two small safety committees, one in the northern division and one in the southern.

**A PAGE FROM A SALES DEPARTMENT  
SAFETY MANUAL ISSUED IN 1930**



The right way to—



This group of pictures shows the wrong way to—



—unload a barrel of oil from a truck.



—unload barrels of oil. Note in bottom picture how drum has gotten away from driver and he is stumbling over rung.





These committees are composed of local operating superintendents, and they function for their respective areas in much the same way as does the safety board for the company as a whole.

We have set a high standard of safety as our objective for the future. Through the cooperation of all operating forces we shall reach our goal.



Fire drill at Stewart pump station, Los Angeles pipe line, showing erection of a portable foam tower.

## FIELD SAFETY COMMITTEES

**O**RGANIZED recently to increase efficiency in administration of accident prevention in the Field, Gas and Pipe Line Departments of the Union Oil Company were two Superintendents' Safety Committees. It is the primary purpose of these committees to coordinate the safety efforts of all units of the three departments, to afford each superintendent as much assistance as possible from the safety supervisor, and lastly to provide an adequate statistical background for the guidance of both committees and superintendents in the direction of future safety work.

The first Superintendents' Safety Committee to be organized was in the Southern Division. This Committee became an effective body on December 1, 1937, and is comprised of the following men:

- F. C. Boyd, General Superintendent of Drilling.
- C. W. Froome, General Superintendent of Mechanical Equipment.
- S. H. Grinnell, Superintendent of Service and Maintenance.
- H. C. Dalton, Superintendent of Construction.
- H. A. Brett, Superintendent of Production, Southern Division.
- J. C. Rector, Superintendent of Gas Operations.

J. H. Robinson, Superintendent of Southern Division Pipe Line.

Ex-Officio Members serving on the Committee are:

- V. E. Farmer, Safety Supervisor, Southern Division Secretary.
- H. A. Delaney, Assistant Safety Supervisor, Southern Division.
- Ray Judy, Personnel Supervisor, Southern Division.
- G. F. Prussing, Secretary of Safety Board.

This Committee, through its chairman, is responsible to the managers of the three departments and is charged with the safety record for these departments in the Southern Division.

A similar committee has also been organized in the Northern Division. This Northern Division Committee includes Messrs. Boyd, Dalton, Froome, Grinnell, and Rector, and, in addition:

- Ted Miles, Committee Chairman.
- R. V. Rosborough, Superintendent of Pipe Lines, Northern Division.
- W. H. Watkins, Superintendent of Production, Coast Division.
- L. C. Butler, Safety Supervisor, Northern Division, Secretary.

**SAFETY**



Geo. F. Prussing  
Safety Engineer

**STAFF**



J. T. Howell



V. H. Taylor



M. K. Powers



J. T. King



J. Hal Rogers



C. W. Lieb



A. P. Williams



H. J. Lutz



V. E. Farmer



T. Knowles



H. A. Delaney



Ed. Gluyas



L. K. Butler



## EXECUTIVE COMMITTEE\* AND OFFICIALS

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*R. D. MATTHEWS.....	Executive Vice-President
*W. W. ORCUTT.....	Vice-President
*W. L. STEWART, JR.....	Vice-President
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V. H. KELLY.....	Director of Sales
Wm. GROUNDWATER.....	Director of Transportation
*A. B. MACBETH.....	Director

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THE rewards of the industrial safety movement are obvious. To the man saved from injury they are life and the easier pursuit of happiness; to management, safety has brought escape from a callousness toward men that once seemed all too necessary. These are the direct results that all can see.

Some of the by-products are not so apparent but quite as interesting. One of these is industrial training of supervisors and men. This is as old as the safety movement but has recently been given a tremendous impetus for no other reason than that safety engineers are everywhere demanding it as the next step in promoting industrial safety. The safety movement has always paid its way in humanitarian and concrete benefits. Apparently the training of men for industry will likewise be self-supporting as well as tap new reservoirs of human capacities.

Careful analysis of accident causes in the oil industry show that most of them are due to the lack of various qualities that only deliberate training can give—lack of skill, interest, attention, but mostly, when reduced to basic causes, lack of good supervision.

It takes from two to five years to produce an average-safe workman by the trial and error or absorption method. It may be assumed that he is not average-skilled in any less time. Those two to five years may have cost him some pain and lost time due to accidents but they surely have cost him as much by retarded earning capacity. A new foreman learning his job by the same archaic methods may well take longer, for his job is far more difficult.

How much longer, no one knows, for statistics have not yet found him out.

No man can be taught or cajoled into being a safe workman or a conscientious, safety-minded foreman, who doesn't first know his work thoroughly. How to cut down and save the time and cost of letting men learn only by "experience" has been the greatest problem in industrial accident prevention. Deliberate job training and the teaching of the art of foremanship seem to be the twin answers to that problem.

The need once recognized, the technique of satisfying it has rapidly developed all over the oil country. In all the great oil-producing states, under the guidance of universities and technical high schools, instruction in every conceivable line of work is being brought to the oil workers. Even foremanship, that most difficult to define and hardest of all subjects to teach, has its trained exponents. Such peculiarly specialized crafts as serving gasoline to the public, or the welding of alloyed metals, must of necessity be taught on the job, but still they are being taught by standard pedagogic methods. It is not unusual now to see groups of men learning how to start gas engines, or lace belts or load trucks. Even foremen are discovering that there is something to learn about planning jobs, ordering materials and directing men.

It is quite possible that when this child of the safety movement finally becomes organized and established as a part of the oil industry, its parent may retire to well-earned oblivion, for safety work as we now know it will then be unnecessary.



Left: Assembling for lifeboat drill aboard the S. S. La Purisima, part of the program of "safety at sea."



Above: "Lower away" as part of the crew man a lifeboat in practice drill aboard the La Purisima.



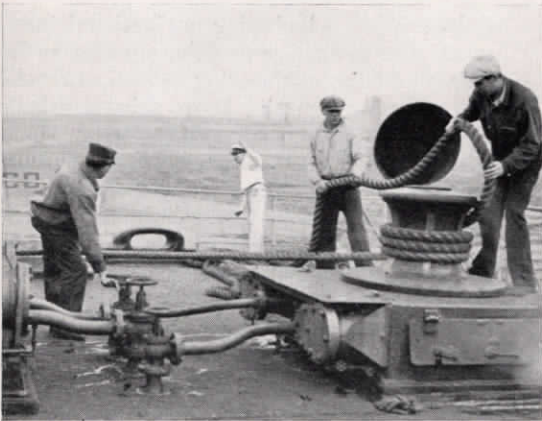
Above: Ship's officer aboard the La Purisima explains each man's duty in an emergency during a lifeboat drill. Left: Assembly for instructions in boat drill aboard the La Placentia.

### SAFETY AT SEA

**S**AFETY at sea probably began back in the misty prehistoric days when our daring ancestors were ignominiously dumped out of hollow logs into the cold waters of their respective oceans, and while their leopard skins were drying, considered how they might avoid continuous recurrence of similar uncomfortable experiences. This safety program must have been fairly effective, for soon these early

mariners were able to ply their precarious ways across considerable stretches of water without too many mishaps. Undoubtedly the disaster with which their first experiments were attended taught them the necessity, even in these primitive craft, of proper weight distribution, adequate draft, and other fundamentals of marine stability, for gradually their boats improved from a safety standpoint, accidents

## CAPSTAN

*RIGHT—*

1. Officer in position to give correct signals.
2. Operator has hand on steam throttle and can see officer and men at capstan.
3. Men at capstan in clear of line and drum.

*WRONG—*

Man standing on drum flange.

Above: A sample page from the manual, "Tanker Safety," shows the right and wrong way to operate a capstan.

Right: The use of safety belts, as worn here by members of the crew of the S. S. La Brea, is a required safe practice.



Artificial respiration drill aboard ship, using Schaefer prone pressure method and oxygen inhalator. Right: Members of the crew discuss the safe way during a brief meeting aboard the S. S. Cathwood at sea.

## SAFETY AT SEA

Below: Failure to use safety belts has resulted in many serious falls.



were reduced, and they were able to devote some of their time to other essentials of progress such as carrying capacity and speed.

Without going too much into detail regarding the developments that have taken place since that distant time, it is a notable fact that in the evolution of the gigantic ocean liner, or the petroleum tanker, from these first frail hazardous craft, the safety consideration has been largely devoted to the construction of safe vessels and the provision of safe equipment, and comparatively little time has been spent in educating the marine personnel in safety practices.

It seems to have been the belief of those charged with the responsibility that given safe materials with which to work, the worker must be safe. But we know now that while the worker under such circumstances may be safer from accident, he is never completely safe under any circumstances. Consequently, even after he has been provided with the finest equipment available, and the greatest measure of protection possible, the degree of safety with which he and his fellow workers may ply their respective tasks depends entirely on the degree to which they personally are safety conscious and safety practical.

Just about ten years ago a great international conference on safety at sea took place in London, England, at which every aspect of construction and navigation was discussed thoroughly. Out of this conference came recommendations and adopted procedures that made ships as safe as it is humanly possible to make them. But accidents still happened at sea. Not so many, perhaps, but too many, nevertheless. And finally came the great awakening. There is no such thing as safe equipment. Safety is distinctly a personnel problem, and the safest equipment in the world is only safe in the hands or under the control of trained workmen.

Union Oil Company's marine department definitely recognizes the fact that accidents at sea are due to three things—defective materials and equipment, improper methods, and the fallibility of men. So far as materials and equipment are concerned, splendid progress has been made. As already indicated, the whole marine industry has concentrated its entire attention on this phase of safety for many years, and the results have been splendid. Tanker ships are designed and built by competent engineers to whom safety considerations are as fundamental as the mathematics of construction. The essen-

tial equipment, including navigational instruments and protective devices, are also as free from hazard as engineering and scientific skill can make them. When better ships and better instruments are made, Union Oil Company will buy them. But safe methods and safe men cannot be bought. They must be built. And there is no end to the building. It goes on and on forever.

The establishment of safe methods on board ship has been somewhat facilitated by a change in the attitude of seagoing personnel, and a change in the conditions under which they are required to work. There was a time when the unlicensed personnel was a transient element, and it was a difficult problem to progress in the business of safety education, with a class that was continually losing old members and enlisting new ones. Conditions have since been so much improved, however, that the unlicensed personnel are now much more of a permanent institution. The consequence is that they are just as safety conscious as any other group in Union Oil Company, and have the same jealous regard for their safety record.

With regard to the adoption of safe methods, a splendid contribution was made in 1936 when the marine department issued two manuals—one on "Tanker Safety," and the other on "Barge and Motorship Safety." These manuals are furnished to every member of the ship's crews, licensed or unlicensed, and illustrate with fine photographs the correct manner of performing a great diversity of operations, from mooring the ship to slicing onions in the cook's galley.

The issuance of the safety manuals is supplemented by regular monthly meetings of the safety committee aboard each ship. This committee comprises the Master, First Mate, Chief Engineer, First Assistant Engineer, Steward, and Radio Operator, and considers every aspect of the subject. They develop the extent to which safety practices already prevailing are applied, discuss new ideas and suggestions for furthering the entire safety program, and in general are the safety mentors of the ships' crews. They are also constituted a board of enquiry, and meet any time it is necessary to develop the causes of all accidents or near accidents, on which they provide reports with recommendations to headquarters.

In addition to these meetings, the safety activities include lifeboat and fire drills periodically, and although this is a Federal

Government requirement, it is interesting to note that such drills take place on Union Oil Company ships even oftener than the law stipulates.

The effect of all these efforts to eliminate hazards, and make Union Oil Company ships safe places for men to work, is evident in the accident frequency record for the years 1936 and 1937. In 1936, with a total of 1,270,000 man hours of work, the marine personnel suffered 28 lost time accidents, for an acci-

dent frequency of 22. In the following year, with approximately the same personnel, and 1,200,000 man hours of work, the accidents had dropped to 14, and the accident frequency to 11.7. There has not been a fatal on-duty accident to seagoing personnel since 1928. All of which illustrates very definitely that the marine department is playing a fine part in the general program that is daily making Union Oil Company a safe company to work for.

### PERSONNEL CHANGES IN ORIENT



M. J. Meier



Dr. R. I. Stirton



W. W. Baer



F. M. Jacobs



J. W. Graham

**W** W. BAER, Union Oil Company special representative at Kobe, Japan, for the past ten years, is due to return to the United States very soon for a well-earned vacation.

While Baer is visiting the homeland, F. M. Jacobs, special representative of the export department in San Francisco, will relieve him and will spend a period of about six months in the Orient.

J. W. Graham has already returned to this country after spending six years in foreign service as special representative for Union Oil Company at Singapore, and M. J. Meier has been appointed acting special representative replacing him. This transfer took place on January 1st.

Assisting Meier in Singapore is Dr. Robert

I. Stirton, newly appointed lubricating sales engineer for South Orient, India, Dutch East Indies, British Malaya, Borneo and Burmah. He sailed January 22nd with Mrs. Stirton aboard the S. S. Lurline for Honolulu.

The Stirtons transferred ships to the Empress of Canada, which took them to Japan, Shanghai, Hong Kong and then to Manila, where Dr. Stirton conferred with S. O. Dearing, Union Oil's special representative in the Philippine Islands. He arrived in Singapore February 26th aboard the S. S. Victoria.

Dr. Stirton is a graduate of California Institute of Technology, received his B.S. in chemistry in 1930, and in 1934 received his Ph.D. in chemistry and chemical engineering. Shortly after his graduation from Cal-Tech he joined the company as a research chemist.

## FIELD CANDIDS

Below: A fire fighting station where foam chemicals, mixing devices, and hose are always readily available.



Left: Oil field workers demonstrate the correct method of rolling and piling pipe to be used in drilling.

Below: Hitch for securing scaffold. It shows the proper and safe type of hitch to be used in securing hanging scaffold or bos'n chair.



Above: Inspector makes a periodic examination of steam pressure valves and other safety instruments.



Wherever you see a Union Oil welder, you will see a shield about the equipment being welded and bearing a warning to "protect your eyes—do not look at arc."



Left: A welder properly guards his face with this special helmet. He also wears gloves and leather sleeves to prevent burning of hands and arms.



## EMPLOYEES SAVE TWO

**D**URING the last week of January two lives were saved by employees of Los Angeles Refinery through their ability to render prompt and efficient First Aid. These cases are of particular interest at this time as they occurred during the first month of our Refinery First Aid Course.

The first case was that of an injury following an automobile accident that occurred not far from the refinery gate. The driver of the car, not an employee, was unhurt when his car overturned, but in attempting to extricate himself from the wreck he sustained a very deep cut in the left leg that severed an artery just above the ankle. He was bleeding profusely when Henry Anderson, an operator at the Naphthenic Acid Plant, arrived on his way to work. Mr. Anderson immediately controlled the bleeding by applying pressure with his fingers to the pressure point back of the man's knee and continued to hold this point for several minutes till the ambulance and doctor arrived and took charge.

Since no one in the large crowd that had gathered following the accident seemed to know what to do for the injured man, the prompt action of Mr. Anderson undoubtedly saved the man's life.

The second accident occurred to one of our own employees, a pipefitter who was over-

come by gas while replacing a fitting in the 4" gas gathering line in the pipe trench back of Unit 21. The pipefitter and his helper were both wearing gas masks while performing this job as there was some gas escaping through the open line. During the operation the canister of his mask was pulled directly over the open gas line and within a few seconds he had fallen across the pipeline unconscious.

The accident was witnessed by L. W. Hooper, distillation foreman, who with the aid of the helper immediately moved the stricken man out of the gas zone. A swift examination revealed that he had stopped breathing and had swallowed his tongue. Mr. Hooper then laid the patient face down, pulled his tongue forward, and started artificial respiration. After about three minutes, the patient started to breathe. He was then taken to the First Aid house and put to bed, and a doctor was summoned. Showing no ill effects from his close call, he was able to return to work the following day.

It is very gratifying to know that in the short space of one month, men who have been trained in refinery First Aid have been instrumental in saving two lives. Knowledge of this fact has done much to stimulate interest in the course throughout the plant.

## SAN FRANCISCO MEETING

**M**EMBERS of the Central Division sales force were informed of the fundamentals that constitute a sound industrial relations program by Mr. A. C. Galbraith, Assistant Vice President of the Union Oil Company, in three interesting and well attended gatherings at San Francisco, Sacramento and Fresno held February 3rd, 4th and 5th respectively.

Under the able chairmanship of Mr. F. W. Pemberton, Division Manager, these meetings were well conducted and splendidly arranged. The San Francisco meeting in the Ball Room of the Palace Hotel was the first complete gathering of the Central Division employees assembled in many years. Amid tastefully decorated surroundings approximately 570 members of the Bay area sales staff first en-

joyed an excellent dinner, and then listened to a program that was very entertaining.

Mr. Pemberton opened the proceedings with a short speech of welcome, and followed with a humorous introduction of those seated at the head table. He next called on Mr. J. B. Williams, Manager of Operations, who briefly outlined the growth of good industrial relations, and presented Mr. Galbraith as the principal speaker of the evening.

Mr. Galbraith prefaced his address with a delineation of the factors and forces involved in industry and showed by inference, that in the long run, individual desires and opinions should be brought into line with the interests of the general public. Business, he contended, is a basic amalgamation of three



## DYES IN MASS MEETING



economic groups — employees, management and ownership, joined together in the common cause of public service and should be carried on in a cooperative spirit with due consideration given to the equities of each.

With simple logic, clearly and earnestly presented, the speaker gradually defined the part that must be played by each in the establishment of friendly relationships which is so essential to the stability and happiness of all, either socially or industrially.

Summing up a basic plea for the enlistment of every employee of Union Oil Company in the personnel army, that they might thus participate in "the greatest peace conference the world has ever known," Mr. Galbraith stated: "After all, the urgent need of industry today is not the development of new theories and new practices, but a reversion to the old principle of brotherly love that was propounded by the Nazarene 2,000 years ago on the shores of Galilee and has again and again proved the saving grace of a wavering humanity." He quoted from the beautiful and simple life of Abraham Lincoln when he said, "Die when I may, I want it said of me by those who knew me best that I always plucked a thistle and planted a rose wherever I knew a rose would grow."

The audience was in a highly receptive mood, and the applause that greeted the conclusion of this delivery was ample evidence that the remarks of the speaker met with complete approval.

The Chairman next introduced Mr. Stanley Morshead, San Francisco's popular Director of the Union Oil Company, who paid tribute to the guest of honor and spoke feelingly of his long acquaintance and business association with Mr. St. Clair. Mr. St. Clair expressed gratification at meeting so many of the employees and a wish for the opportunity of more close contact with all employees of the Company. He complimented Mr. Galbraith on the splendid presentation of his subject and pledged the support of the management to the industrial relations program he outlined and assured those in attendance of the management's full and complete cooperation with the employees in the development and perfection of such a plan.

The succeeding meetings at Sacramento and Fresno were equally interesting, and also well attended. Splendid arrangements were provided at both points by H. K. Hougham and O. I. Woolridge, the respective District Managers, and the speakers met with encouraging and inspiring interest at both meetings.

Although he traveled to both points, Mr. St. Clair was unable to attend the latter two meetings because of illness.

The Division Managers and the entire personnel of the Central Division were enthusiastic in their approval of this series of meetings which afforded almost 1,000 employees the opportunity of determining the attitude of management toward these matters which so closely affect their welfare.

### Speaking of Highway Safety

Oil company motor truck drivers are trying to break the safe-driving record of a company fleet in Central Texas which has travelled 2,294,741 accident-free miles. Others are shooting at a passenger-car record, also hung

up by a Texas fleet—1,784,028 accident-free miles. In terms of the average motorist, traveling 10,000 miles a year, those records mean 178 to 229 years of accident-free driving.

### Oil Industry Minimizes Fire

There are hundreds of thousands of oil wells in the country, and as many service stations, bulk plants and other places where billions of gallons of potential flammables are handled—yet the petroleum industry's record for freedom from fires tops the industrial list.

A fire-prevention program that follows

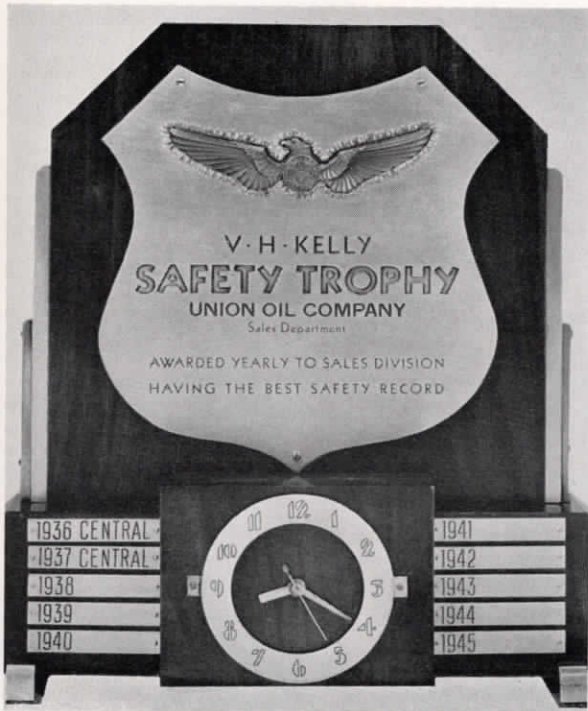
through from well to service station, thorough training of men, and never a moment's forgetfulness that preventing a fire is easier than putting it out, tells the story. It also explains why the industry's 1936 fire loss on nearly 75,000 pieces of property was less than eight-hundredths of one per cent of insurable value.

### Santa Fe Springs Girls' Club

On December 30th, the girls at the Santa Fe Springs office banded together to form the Santa Fe Springs Girls' Club whose purpose is to insure welfare and promote good fellowship among the fairer sex of that office.

Officers elected during the first meeting

were: Blanche Kelley, president; Stella Hulihan, vice-president; and Maxine Miley, secretary-treasurer. They have announced their inaugural social event will be a dance to be held on March 11th at the Women's Club in Whittier.



Left: The V. H. Kelly Safety Trophy, which was awarded for the first time in 1936. It was won by the Central Division that year and again in 1937. Below: The original Kelly trophy which was first awarded in 1931 to San Diego, 1932 to Portland, and since then to the Central Division.



## CENTRAL DIVISION WINS V. H. KELLY TROPHY

**T**HE central division, the consistent winner of the V. H. Kelly Safety Trophy since 1933, is again the proud possessor of the coveted award for 1937. Since the inception of this trophy, only two other districts have won it—San Diego in 1931, and Portland in 1932. The central division employees now possess the original as a permanent award for winning it three successive years.

In 1936, a beautiful new trophy was offered to the sales division having the best safety record for the year. It was won by the central division that year and again for the year just passed, for the fifth consecutive year. Four divisions compete for the trophy, namely: southern, central, northern, and Canadian.

In winning the trophy for 1937, the central division sales employees established a record

that should prove an incentive for the entire sales organization, for the figures revealed at the time the award was made showed that in the three years, 1935 to 1937, inclusive, the division accounted for 28 per cent of the total man hours worked by all sales departments of the Union Oil Company and suffered only 11 per cent of all accidents. Total workable hours in the three years were 4,871,984 which is equivalent to the entire working lives of 60 men or one man working 2,400 years. During this three-year period, only 11 disabling injuries were recorded, giving an average frequency of 2.3 injuries per million hours of work—57 per cent less than the average for all sales divisions.

During 1937, central division employees drove a total of 2,884,799 miles, which makes the safety record all the more impressive.



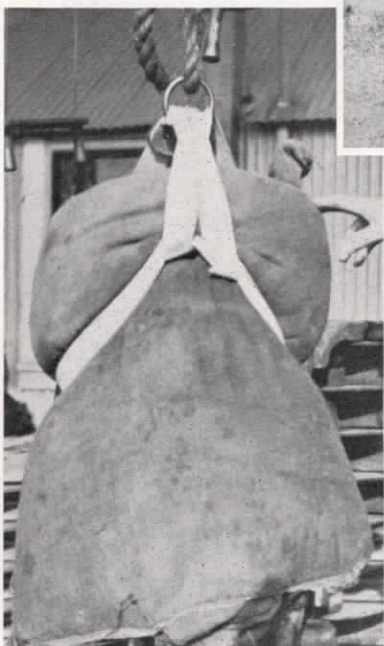
Above: Geo. F. Prussing, safety engineer (left) and C. T. Sullivan, division engineer, southern division sales, inspecting a tank to see that it meets all requirements for safety.

Right: Loading rack safety. Operator first attaches static wire to truck before loading it with gasoline.



Above: The correct way to climb a tank ladder. The carrying bag contains the gauger's equipment.

Below: Tank truck salesman demonstrates the proper way to alight from cab. He first looks to the rear before stepping to the ground.



Above: Proof that a lifebelt can take it. Here is seen the method used to test the strength and durability of a belt that may some day save a disastrous fall.



Below: Engineers testing for vapor in tank, a safety precaution.





Above: A group of service station salesmen attending a safety school where proper use of tools and other safety methods are taught.



Above: J. E. Spare, supervisor, explains to the group above that the Union Oil Company is a safe company to work for and that it is their duty to follow safety instructions at all times.



Left: This picture shows the correct way to inflate a tire. Face is turned away to prevent injury in case of a blow-out.



A safe ladder being used safely.

### SERVICE STATIONS

**E**ACH job in the long process which makes available the gasoline and motor oil for your automobile has some peculiar hazard of its own. Not least is that final act, when the white clad salesman wipes your windshield, inflates your tires, checks your radiator and collects for the gas, oil and the highway tax. He also must be taught that there is a safe and right way of doing each of these routine jobs, as well as the score of others, done only between customers' visits.

Where to stand when filling a tire—how to remove the hazardous new headlamp lens—where to place the free hand while polishing glass so as not to lose fingers when the customer slams the door—these were once learned painfully by personal trial and error. Now they are taught as methodically as the steps in any game of skill. Most important, and perhaps most difficult, is the care of small, insignificant scratches and abrasions to which service station attendants are particularly

prone. Street dirt is rank poison, and infection constantly stalks the unbeliever in prompt first aid.

It takes more than a year of practice to make an average-safe station salesman. His schooling is at first academic in groups with other beginners, under a skilled instructor in the service station schools. Here are outlined to him the many things he is expected to learn so thoroughly that they become his habits. Every separate routine act is carefully analyzed for his guidance. But it is only on the job and under the constant supervision of older men that this knowledge finally becomes his own.

The new men have twice as many accidents as they do in later years. Nearly all are minor in degree and result from lack of skill in handling tools and equipment. Of those that

eventually become serious, more than half are the result of complication caused by infection. Caution, skill and alertness are his guardian angels, and rarely does a service station man tangle with a motor car in motion with really serious consequences.

The rapid training of these men has been made relatively easy by the high mental caliber of those who find service station jobs their entering points for future careers. They find service station work varied and interesting. Because they are so amenable to instruction their accident rate has already been brought to a reasonably low level. Only as better methods of training and better supervision are developed, will this rate be lowered in the future.

### S. S. DEROCHE IN DRAMATIC RESCUE

**A** DRAMATIC scene was enacted upon the high seas on January 25th when the Union Oil Company steamer, Deroche, responded to SOS calls from the tug Nancy Moran. Radioing her position as twenty-five miles west, southwest of Diamond Shoals in very rough seas, the Nancy Moran was towing the dredge Peru, whose decks were awash.

The master said it might be necessary to take the dredge crew off but it was impossible to do so unless the dredge was cut adrift, and in this case, it was almost certain that the tow would founder.

When the Union Oil Company steamer arrived alongside, she was maneuvered into position to the windward and, according to the master of the Nancy Moran, the arrival of the Deroche had a moralizing effect upon the crew of his ship for the dredge crew stood by their vessel and with it were successfully returned to Newport News.

At 3:25 a.m., the cutter Modoc also answered the tug's appeal for help but the Deroche stood by until daylight, when the tug proceeded under convoy of the Modoc for Newport News.

### SERVICE AND MAINTENANCE

**T**HE men who maintain the drilling equipment that makes possible finding and producing oil from more than two miles below the earth's surface have a dual safety responsibility. Just so do the truckers and swamper, the garagemen and others who make possible the highly mechanized program of modern oil field practice. Service must be prompt and machinery must be sure! Only the most conscientious care can assure that end. And in the process each man has the personal problem of guarding his own and his fellow workman's safety.

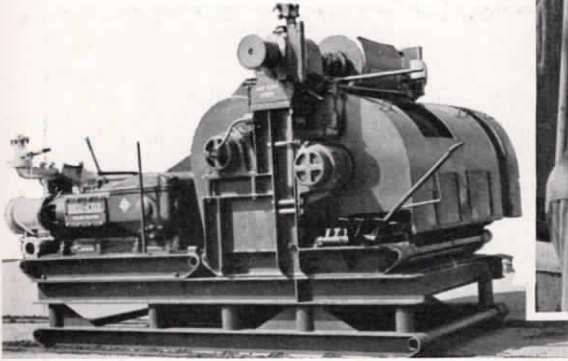
So thoroughly is this a part of the operating plan of the field service and maintenance department that its safety program has devel-

oped along rather unique lines. Techniques and methods are under constant scrutiny of shop safety committees with rotating membership elected to serve three months. Each of the three members becomes during his last month the chairman. Meanwhile they investigate, compare methods and offer suggestions. Foremen and superintendents lend what aid is needed and essentially the committee is the "ideas department" that keeps the ideal of safety constantly alive.

The safety supervisor serves his purpose as counsellor and technical advisor — never as policeman or preacher. Then the initiation comes wholly from those who profit most. Perhaps this is the ultimate in safety organization.



Below: A rotary machine whose moving parts have been completely guarded. Covers over the moving parts were built in the Santa Fe Springs machine shops.



A candid picture of a group of drillers. Note the safety sign which reads, "Dependable Workmen Work Safely."



Chairmen of the three-man safety committees in the service and maintenance department, Santa Fe Springs.



Oil field worker at Santa Fe Springs wears his safety helmet at all times while on the job.



Members of the three-man safety committees in the service and maintenance department.



Committee conducts a safety investigation. Note members wearing safety helmets.



Right: First aid instruction, using the Schaefer prone pressure method of resuscitation.



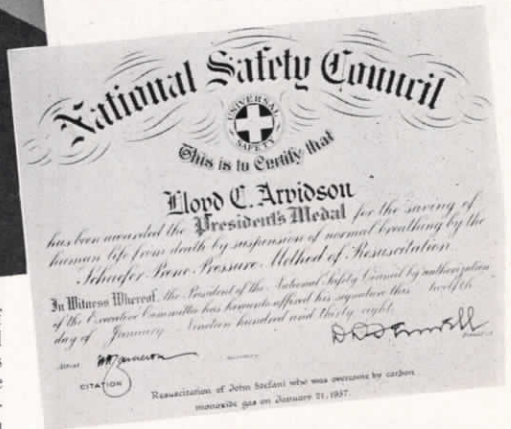
The banquet tendered Lloyd C. Arvidson at the "Sign of the Rose" in Portland attended by members of the Oregon district sales force.



Left: Ole Berg, Jr., northern division manager, presents Arvidson (center) with the award while Stefani (right), the rescuee, looks on.



Left: The face of the beautiful "President's medal" and the reverse side bearing inscription for Arvidson's heroic action.



Above: The certificate accompanying the medal, which was awarded by the National Safety Council.

**ARVIDSON AWARDED MEDAL**

**"FOR** the saving of a human life!" Such was the explanation given as Lloyd C. Arvidson, agent for the Union Oil Company at Canby, Oregon, received the National Safety Council's medal for outstanding life-saving work.

The event which led to the Arvidson award happened on a cold day in January, 1937, when John Stefani crawled underneath his home with a blow torch to apply heat to some frozen pipes in hopes it would start the flow again.

When Stefani did not return to the house,

a neighbor residing with the Stefanis became alarmed and crawled under the house to determine the reason. He discovered the prostrate form of Stefani, apparently overcome by carbon monoxide, and dragged him outside into the fresh air.

Mrs. Stefani, frantic over the condition of her husband, ran next door to the home of Arvidson, who went to the Stefani home to see what he could do while Mrs. Stefani phoned for a doctor.

What happened after that was told on the evening of February 2nd when the Oregon

district sales force assembled at the "Sign of the Rose" in Portland for a testimonial dinner to honor Arvidson.

During the evening he was presented with the National Safety Council's certificate and a beautiful medal in recognition of his cool thinking and his ability to apply first aid by using the Schaefer prone pressure method of resuscitation, thereby saving Stefani's life.

Arvidson was treated to an additional surprise when he heard his rescue dramatized over Union Oil Company's radio program, "Thrills," which is released over the N. B. C. network.

All characters in the rescue drama, including Mrs. Arvidson, Mr. and Mrs. Stefani, Mayor and Mrs. J. R. Vinyard, of Canby, were present during the presentation.

Union Oil Company officials also present were: Ole Berg, Jr., manager of the northern division, who made the presentation; W. E. Davenport, Seattle divisional sales manager; John Maguire, Seattle division operating manager; H. C. Davidson, Portland district sales manager; and H. H. Ramsey, Portland divisional sales manager.

The award to Arvidson was the first National Safety Council medal to be received by a Union Oil Company employee.

### Regional Mechanics Annual Dinner



The regional mechanics of the southern division sales department held their annual dinner at the Hayward Hotel on Tuesday, February 1st. Present during the dinner were (from left to right): W. A. Brimhall, Homer Johnson, Walter C. Kenck, Frank Beem, Norman Kingsley, Charles Vanderlin, John Robertson, A. L. Sullivan, E. Power, J. W. Sinclair, J. E. Knabb, R. W. Thompson, W. F. Lewis, J. J. Gaffney, Victor Unger, R. F. Labory, Spencer Mock, Joseph Salvatori, C. F. Johnson, P. M. Ghys, and H. E. Spear.

### L. A. Refinery Golf Tournament

Twenty-four men comprising the Los Angeles refinery golf club held their first bi-monthly tournament Saturday, January 22nd.

Handicaps ranged all the way from 5 to 35 plus or minus and the first prize was won by the team composed of Ray Bray and W. R. Harper with a net score of 62, second prize going to A. L. Johnson and Mryl A. Reaugh, while third honors were carried off by D. Painter and James Warren with net scores of 64.

Prizes for low net for each foursome were won by the following: G. A. Benham, James Warren, P. M. Huemmer, W. R. Harper, M. A. Reaugh and C. S. Morgan.

Our golfing news reporter, Sid Morgan, reports that the first aid team was not needed although golf balls were seen bouncing off trees like hailstones, and one putter minus the shaft was seen flying through the air toward the seventeenth green early in the afternoon.

### FIRST-AID TRAINING VALUABLE

A letter received within the last few days from R. T. McKenna, of the H. & H. Lumber Company of Los Angeles, expressed appreciation for the efforts of James Post, a Union Oil Company employee, in applying first aid to an injured lumber company workman.

On his day off, Post was working in his yard in the Southwest District of Los Angeles, when he heard a crash of some scaffolding on a home being built near his. The workman received a broken leg just above the ankle when he fell to the cement steps. According to a doctor, the splints applied to the work-

man's leg by Post kept it firm while the patient was removed to the hospital, probably saving additional fractures.

Mr. McKenna also expressed his appreciation of the valuable training Mr. Post received from the Union Oil Company in first-aid work. It is interesting to know that this is the third occasion within the past thirty days where a Union Oil Company employee, in the Los Angeles basin, has received commendation for a fine job in this type work. "Jim" Post is quite well known for his first-aid instruction, too.

### CHINESE FIRST OIL MEN

Although American engineers, methods, and equipment today are used throughout the world in drilling for and producing oil, Chinese are believed to have been the first oil men. Records indicate that centuries before the Christian era the Chinese drilled with crude equipment not greatly unlike the "spring pole"

apparatus which bored into many a Pennsylvania hillside.

Coolies, jumping from a platform to a board on the "spring pole," forced the "bit" into the ground, deepening the hole, with each impact. The deeper the hole, the more coolies required for jumping power.

### COVER ILLUSTRATIONS

Front cover is a candid picture of a derrickman at work near the top of Bell 60 at Dominguez field, taken during drill operations, by E. E. Farnsworth of the Bulletin staff. Inside

front and back covers, showing the derrickman properly equipped with safety belt, shoes and helmet, were taken by V. E. Farmer. They were taken especially for this issue.

## LOS ANGELES REFINERY DANCE

Recreation Park Club House

Long Beach

ORSON REYNARD and his ORCHESTRA

MARCH 26th INFORMAL

## Thirty Years



David L. Lawson  
Field, Coast Div.



Jacob R. Krebs  
Sales, Cent. Div.



In choosing and following a life work there is only one investment that must be made. That investment is yourself; it is made in your job. But if the investment is to prove profitable it must bear interest, and in this case the interest is more important than the investment itself. Only interest in your work can provide the golden thread of continuity to an employment career, and that continuity, in turn, will bring the happiness and satisfaction that is the reward of a sound investment.

### DAVID L. LAWSON

David L. Lawson was the first of two men to complete thirty years with Union Oil Company this month. He joined the company on February 1, 1908.

"Jack," as he is called by his many friends and fellow workers (although he can't recall when or how he received this nickname), first entered the oil business at Harrison, California, when he was employed by Graciosa Oil Company, looking after a small water station, consisting of one well and one engine.

He had always been a little bit envious of the boys across the creek at the Union Oil Company's Harris plant, which was operated by a battery of six steam boilers, and when the Graciosa company was absorbed by the Pinal Dome Oil Company, unknowingly he came a step nearer to his secret desire, for the Pinal Dome company and all its accessories, Jack included, were later taken over by Union.

He remained at the Harris water station for nearly twenty-two years, during which time the installation of a large gas engine supplanted the steam power used at the station, but much to his delight, the steam plant was permitted to remain as an auxiliary power unit.

When the Harris water plant was abandoned, Jack was transferred to Orcutt as field pumper, later transferring to the pipe line department. After several years at Rio Bravo, Button Willow and Dudley pump stations, he again returned to Orcutt and when the new Santa Maria Valley field was opened, he was assigned to the care of a battery of 85 horsepower boilers which are at present serving Wheat well No. 1 in process of drilling.

## Twenty-Five Years



W. S. Grant  
Sales, So. Div.



Carl Taylor  
Field, Coast Div.

His hobby is constructing and playing banjos and he possesses three very fine instruments of his own manufacture.

### JACOB R. KREBS

Thirty years ago, on February 10, 1908, Jacob Krebs hitched up his horse to a tank wagon and delivered the first load of Union products from the newly opened station in San Jose. Today, he delivers Union products from a beautiful, sleek, streamlined "horseless" tank truck. In the interim he has grown to be one of the best known and loved employees in the San Jose sales district, and in addition holds the distinction of being the oldest employee in point of service in that section of the division.

"Bob," as he is known to a host of friends and associates (there seems to be an epidemic of these unrelated nicknames this month), enjoys nothing better than to chat over old times and recount humorous and interesting events of the days when the gasoline and oil business was in its infancy. He has an unusual flair for story-telling, and can weave a yarn about the industry that is really fascinating.

During his leisure time, he is usually to be found at his country estate, "Paso Tiempo," in the hills of Almaden, where he passes the tiempo with a great deal of pleasure.

### W. S. GRANT

W. S. Grant has certainly enjoyed some unique experiences in his twenty-five years association with Union Oil Company.

He was first employed on February 13, 1913, by the Pinal Dome Oil Company at Santa Maria, and was taken over with the other valuables when that firm was later absorbed by Union Oil Company. He was then appointed special agent for Santa Maria, Lom-

poc and Los Olivos, and built the first service station in that area. Following this experience he was adopted by the accounting division and through various steps finally became traveling auditor, operating out of the Los Angeles office.

In January of 1930, Bill was appointed Union's special representative in Indo-China and the Philippine Islands, and while there developed an unusual hobby—big game hunting. He became especially proficient at hunting such rodents as tigers, boar, and buffalo, and occasionally, by way of diversion, even chased the sylph-like hippopotamus.

In April, 1935, Bill was transferred from the Phillipines to Honolulu as assistant district sales manager and at the end of that year sailed for the homeland where he was given special assignments in the southern division.

He has since been district sales manager at Chico and at Santa Ana, whence he was transferred last December.

If you ever get a chance to hear Bill deliver one of his famous after-dinner speeches on big game hunting, don't miss it. There is no finer or more elevating entertainment.

### CARL TAYLOR

Carl Taylor's service with Union Oil Company has been continuous since February 18, 1913, with the exception of a period, from June 3, 1917, to October 6, 1919, that he spent in Company "B," 3rd Regiment of Engineers, U. S. Army.

His first position with the company was of a clerical nature in a small field office on the Fox lease at Orcutt, California. He was soon transferred to the rod gang, however, where he served as well puller for several years.

## Twenty Years



Alexander Matheson  
Mfg., L. A. Refy.



A. D. Cluster  
Field, So. Div.



R. L. Talbert  
Field, Coast Div.



H. C. La Rue  
Sales, No. Div.



J. A. Shuey  
Mfg., L. A. Refy.



E. B. Parry  
Whse., So. Div.



J. G. Bouslog  
Field, So. Div.

Following the conclusion of this assignment, he took over the maintenance of the vast water line system serving Lompoc, Cat Canyon and Orcutt fields, in which capacity he remained until his recent promotion to the position of assistant construction foreman.

Carl is only 42 years of age and is one of the youngest 25-year men in the employ of the Union Oil Company.

He has the reputation of being an expert rifle shot and his particular hobby therefore is game hunting.

### ALEXANDER MATHESON

Alexander Matheson was employed by Union Oil Company on February 3, 1918, and began his twenty years service as foreman of the sheet metal shop, engineering department of the Oleum refinery.

In July, 1922, "Alex" was transferred to the Los Angeles refinery as tinsmith, first class, and was later promoted to tinsmith foreman in the manufacturing department. He is listed as second oldest employee at the Los Angeles refinery in years of service there.

He is intensely interested in first aid work and during the past fourteen years at the L.A. refinery has treated more injuries than all other first aid men. Because of his proficiency in rendering first aid to fellow workers, not a single case that he has handled has ever developed infection.

He is the proud owner of a small farm in Torrance on which he raises live stock, but he has become so attached to the fine young ponies he has reared, that he can't bear to sell them, so that while the business is highly enjoyable it hasn't proved especially profitable so far.

#### ALBERT D. CLUSTER

Albert D. Cluster began his 20-year service with Union Oil Company on February 6, 1918, in the Los Angeles garage toolroom, and just two months later joined the U. S. Navy for the duration of the War. While in the service, he attended electrical school and, upon discharge, held the rating of electrician, third class.

Returning to the employ of the company as helper in the auto ignition repair department, he remained at this post for five years.

Then "Doc" Wilson, telephone man for the L. A. pipeline, aroused his interest in telephone work, and Cluster transferred to the telephone department in which he has been engaged for the past fifteen years.

Al is married, has three girls and a boy, and owns four acres of avocado trees in La Habra Heights.

He is well known to employees of the southern division through the comedy roles he often plays with his partner, "Jim" Scott, also of the telephone department, at various company functions. The outstanding character portrayal of the team is "The Gold Dust Twins," which has received top billing on many an employee social affair.

#### ROBERT L. TALBERT

Robert Talbert was first employed by Union Oil Company as roustabout at Brea, California, on February 12, 1918.

He was soon advanced to the rod gang on the old G. & L. lease as a well pusher, and it was while he was working in the production department there that he decided to go in for development work. So it was not so very long before he was given a job as rotary helper on Chapman No. 1. When this well was placed on production, Bob was further advanced to derrickman. As derrickman and tool dresser, he gradually learned the drilling end of the oil business, and during the first boom at Santa Fe Springs, was given an opportunity

to become a driller—and made good.

The largest well Bob helped bring in was Alexander No. 2, which once produced in the neighborhood of 6,500 barrels per day. Besides Santa Fe Springs, Bob has drilled at Dominguez, Athens, Richfield and Long Beach, again returning to Santa Fe Springs during the second boom.

Several years ago, when it became necessary to clean out a number of old wells in Orcutt field, Bob was assigned to that job, and while he was there, the new Santa Maria Valley field was discovered. At the present time he is drilling Wheat No. 1 in that field.

#### HERBERT C. LA RUE

Herbert La Rue joined Union Oil Company on February 15, 1918, after holding various positions with Southern Pacific, Copper River & Northwestern, and Great Northern railroads.

He began his career in company employ as stock clerk in Seattle, a position he held until March, 1919, at which time he was promoted to shipping clerk. In August, 1921, he was again promoted, this time to plant superintendent at the Seattle plant, where he has performed his duties ably and efficiently since that time.

During the years "Herb" has been with the company as plant superintendent, Union Oil Company sales have risen steadily, thus necessitating the installation of increased storage, and improved railway and marine facilities and, of course, augmenting his duties considerably.

His leisure hours are a source of real pleasure and relaxation to him because he usually spends most of them deep in a comfortable chair with lots of good literature handy.

#### JACOB A. SHUEY

Jacob A. Shuey, an Ohioan by birth, claims to be the oldest employee in years of service at the Los Angeles refinery. When he was first employed there on February 16, 1918, there were only three tanks in the yard.

Prior to his association with Union, Shuey delivered petroleum products by the old horse and wagon method for another large oil concern, but finally decided to cast his lot with an up-and-coming California company. His first assignment was in the engineering department at Los Angeles refinery as a mechanic, but about two and a half years later he was transferred to the manufacturing department proper as car loader, in which occupation he has shipped out thousands of car loads of Union Oil Company products to all parts of the country.



Shuey is a staunch Wilmingtonian and has worked long and faithfully in the interests of all worthwhile civic enterprise in that community. His hobbies are radio and gardening, in both of which he is sufficiently accomplished to find real pleasure and diversion.

#### ERNEST B. PARRY

Ernest Parry entered the employ of Union Oil Company directly from school on February 18, 1918, and was hired as a laborer on the old G. & L. lease at Brea.

After four years in various warehouses and district offices in Brea, he was transferred in 1925 to the Los Angeles refinery warehouse as assistant storekeeper, where he became well and favorably known to almost every man in the Los Angeles refinery. He held this position for about ten years.

Following his refinery experience he was transferred to the warehouse at Santa Fe Springs and when the new Mountain View field at Bakersfield was opened in 1935, he was transferred to this area as storekeeper and buyer, the position he occupies at the present time.

Ernie was always active in employee social affairs while he was employed in the southern division, and was particularly susceptible to the lure of golf, a game, incidentally, at which he is no mediocre performer.

#### JOHN G. BOUSLOG

When Jack Bouslog finished school in Iowa, he worked in local factories and railroad machine shops until 1917 and then decided to come to California.

Upon arriving here, he settled in Fullerton and for a time was employed by the Anaheim Sugar Company as a millwright, but on February 18, 1918, he started to work for Union Oil Company as a swamper on the Stearns lease. Three months later he became a roustabout, and subsequently was elevated to the post of tooldresser.

In June, 1921, Jack was designated rotary driller and during a slack period in 1924, was transferred to the Dominguez district where he became head well puller. On January 6, 1927, he was given the responsible position of assistant production foreman in gas lifting and repressure work at Santa Fe Springs and held the same position for a time in the Orcutt field, but returned to Santa Fe Springs in July, 1930, again as head well puller.

Jack was recruited in April, 1935, to aid in experimental work on bottom hole pressures in producing wells and has continued in the

production engineering laboratory since that time.

He is of an inventive turn of mind and spends most of his spare time developing new and unusual oil tools, but claims that the laboratory work he is doing is really his hobby.

#### Thirty Years—February, 1938

Krebs, J. R., Sales, Cent. Div.  
Lawson, D. L., Field, Coast Div.

#### Twenty-five Years—February, 1938

Grant, W. S., Sales, So. Div.  
Taylor, C., Field, Coast Div.

#### Twenty Years—February, 1938

Bouslog, J. G., Field, So. Div.  
Cluster, A. D., Field, So. Div.  
La Rue, H. C., Sales, No. Div.  
Matheson, A., Mfg., L. A. Refy.  
Parry, E. B., Whse., So. Div.  
Shuey, J. A., Mfg., L. A. Refy.  
Talbert, R. L., Field, Coast Div.

#### Fifteen Years—February, 1938

Brown, J. M., Field, So. Div.  
Clayton, L. B., Gas, So. Div.  
Cox, J. S., Sales, So. Div.  
Creedon, H., Mfg., Oleum Refy.  
DeGregori, A. J., Sales, Cent. Div.  
Griffith, W. E., Transp., So. Pipe Line.  
Hall, L. S., Purch., Head Office.  
Heuschkel, F. E., Sales, Cent. Div.  
Holt, A. C., Field, So. Div.  
Huntsman, S., Sales, Cent. Div.  
Jones, I. S., Mfg., L. A. Refy.  
Lamplugh, M., Comptr., Head Office.  
Lown, H. D., Constr., No. Div.  
MacWilliams, J. G., Sales, No. Div.  
Morrow, N. F., Field, So. Div.  
Myers, R. G., Mfg., L. A. Refy.  
Nehr, M. R., Sec., Head Office.  
Parker, A. W., Mfg., Oleum Refy.  
Powell, J. H., Legal, Head Office.  
Powers, R. B., Field, So. Div.  
Ross, E. P., Mfg., Oleum Refy.  
Rubel, A. C., Prod., Head Office.  
Rutherford, J. B., Field, So. Div.  
Sleeth, J. A., Transp. (Gen.), Head Office.  
Slick, N. E., Gas, So. Div.  
Smith, E. R., Transp., No. Pipe Line.  
Strickland, T., Transp., So. Pipe Line.  
Sweet, H. L., Mfg., Oleum Refy.  
Williams, J. T. C., Sales, Vancouver Div.  
Wise, J., Expl., Head Office.

#### Ten Years—February, 1938

Amerine, G. C., Mfg., Oleum Refy.  
Bettencourt, J. S., Sales, Cent. Div.

Britton, S., U.S.S., Cent. Reg.  
 Brown, E. C., Comptr., Head Office.  
 Butchart, F. M., Comptr., Head Office.  
 Coleman, T. E., Sales, No. Div.  
 Farmer, L. L., Jr., Sales, No. Div.  
 King, C. A., Mfg., L. A. Refy.  
 Marston, C. J., Field, Coast Div.  
 Martin, D. A., Sales, Cent. Div.  
 Naas, R. E., Sales, No. Div.

Pattison, L. A., Field, So. Div.  
 Rahn, D. O., Mfg., L. A. Refy.  
 Reark, L. E., Sales, Cent. Div.  
 Taff, R. G., Sales, So. Div.  
 Teaderman, E. E., Sales, Cent. Div.  
 Van Woert, J. E., Sales, No. Div.  
 Vukajlovic, T., Mfg., Oleum Refy.  
 Wierzbicky, J. H., Mfg., Oleum Refy.  
 Willis, M., Sales, Vancouver Div.

### Hizzoner—The Mayor



H. S. "Bean" Cunningham, assistant superintendent of the Union Oil Company of Canada, Ltd., refinery at Port Moody, has served his community so effectively and efficiently that he was acclaimed mayor of that city last month.

As a token of his civic interest, he served for six years as Alderman, and also as chairman of the Board of Works, in which capacity he was

active in city development and improvement.

Mayor-elect Cunningham is well known in New Westminster, Port Moody, and vicinity, and during his term as mayor has promised the city a balanced budget, the upkeep of properties and facilities, and opposition to increased taxation.

Here's good luck to you for a successful administration, Mayor Cunningham!

### Two Win Safety Prizes

In the October, 1937, issue of the "Industrial Supervisor," official publication of the National Safety Council, announcement was made that W. J. Moyle, foreman of the Union Oil Company pipe line at Lomita, was the recipient of a \$10 prize for sending in the best answers to these questions: 1. What do you like best in the Supervisor? 2. What would you like to see in it that isn't there now?

His prize-winning answers were: 1. I like the experiences of those who have been through the mill—who had to start from the ground up in safety. 2. Send out questionnaires to foremen to get their actual experiences in reducing accidents and correcting careless workers. Print more articles on worker-foreman relationship. Congratulations, Mr. Moyle!

The January issue of the same publication shows that Ernest Novotny, plant superintendent of the San Diego plant, was one of five winners in the December limerick contest.

His prize-winning limerick is printed below:

A real safety man is St. Nick,  
 He knows every safe practice trick,  
 His huge Christmas pack  
 Never wrenches his back,  
 His lifting posture will click.

As in all limerick contests, many of the entries were very much the same but Ernest walked away with one of the awards for the thought behind the limerick and for its originality. Congratulations to you, too, Mr. Novotny!

# REFINED AND CRUDE

By Richard Sneddon

This being a special safety issue of the Bulletin, we will perhaps be excused for recalling the fact that some time ago two taxis collided in Glasgow and seventeen passengers were injured.

*Still older is the one about the country lad who was spending his first day in the city. He was meandering around sightseeing in the usual manner, when with a terrific clamor the fire engine dashed by. Immediately after it had passed he ran into the street to watch it, and was promptly knocked over by the ladder truck that followed. After he had been revived, someone asked him why he didn't get out of the way of the fire engines, and he replied indignantly, "I did. But I don't see why that gang of painters were in such a hurry."*

**And the oil man, who recently grabbed the radiator cap to stop a runaway truck, will recover.**

A temporary span over a small creek, located in the vicinity of Los Angeles, carries the interesting legend: "This bridge is unsafe. Only superintendents and foremen allowed to cross."

*"Is there something in your eye?" enquired the sympathetic rousty, and the victim grunted, "Heck, no, I'm just trying to look through my thumb."*

But the classic safety story of all time is that one about the machinist who had a finger cut off with a circular saw. Following the accident, the safety committee made an investigation of the affair right on the spot. They were all gathered around the saw, and the safety supervisor started the proceedings by asking the victim to explain exactly how it happened. "Well," he said, "to tell you the truth, I can't tell you much about it. I was just standing here, and I put my hand up like this, and . . . shucks, there goes another one."

Then there was the safety conscious individual who carried a label tacked inside his coat, reading, "In case of accident this was Bill Jones."

*And we've told you, of course, about the motorist who steered his car up against a telegraph pole because he couldn't see through the windshield for safety stickers.*

Another oldtimer that seems to conform to the theme of this issue is the one about the safety-minded motorist who stopped, looked, and listened at the railroad crossing. All he heard was the fellow behind crashing into his gas tank.

And when Herb Dalton at Santa Fe Springs disgustingly remarked to the construction man who was trying on a pair of safety shoes, "Say, you've got those shoes on the wrong feet," the fellow just as disgustingly replied, "Oh, yeah! These are the only feet I've got."

*Out in the same locality a new man was in imminent danger of spraining his back through his frantic efforts to raise a stand of twelve-inch pipe all by himself. The foreman, jealous of his safety record, yelled excitedly, "Hey there, stop! Hey, you, stop! Don't do that! Stop!" Came the calm reply, "Whassamatter, boss? Are you trying to dictate a telegram?"*

**Not all safety men are hard workers. We have just read that the local fire brigade was called out to a conflagration recently and the firemen played on the smouldering embers for several hours.**

It's a fact, however, that most automobile drivers are in a great hurry to pass simply because they are anxious to get out in front so they can slow down.

*In this same connection, the surest way to lose control of your car is to fall down on the payments.*

**And while health may be wealth, we have never heard of anybody purchasing an automobile with a pair of rosy cheeks.**

Also, although it may be true that the man who has a cold shower every morning never takes cold, it must be remembered that he takes a cold shower.

*With the approach of warm weather, incidentally, the lads who take a cold shower every morning can again begin taking a cold shower every morning.*

**It has just been discovered, by the way, that a certain fire brigade station in a midwestern state has no telephone. It is only fair to say, however, that all calls transmitted by mail were answered promptly.**

And according to a schoolboy, "Artificial perspiration is something that is used to bring people back to life after they have just died."

*In an absorption plant explosion a few days ago the operator was uninjured, but had his clothes torn to shreds. Another case of ragged individualism.*

**"Look in your pockets," said John Sleeth to the much worried gauger, "You couldn't lose a run ticket." "The heck I couldn't," replied the tape tosser, "I once lost a bass drum."**

All of which brings us once more to that classic accident report: "John Smith was helping to erect a rig for Well 14. At 4:00 o'clock on the evening of February 16, he was going off the derrick floor. He stepped on a plank, but it wasn't there, and down he went, plank and all."

*And in conclusion, remember this: A warning sign can't shout, but it is not nearly so dumb as the guy who disregards it.*

