

SEVENTY ⁷⁶
SIX

Union Oil Company of California

AUGUST 1958

76 SPORTS BOOKS FREE



"Duke Snider, Crazylegs and me..."

"ALL THREE OF US are heroes now, to the kids who have joined our club!

"You see, this is neighborhood 'head-quarters' for the 76 Sports Club. The youngsters stop in here to join up. Then every two weeks I give them a new 76 Sports Book. The sports stars do the rest.

"The kids watch Elroy 'Crazylegs' Hirsch and his famous guests on the 76 Sports Club TV show. They flock to our local sports clinics at schools and playgrounds. And they really work on the sports tips that athletes demonstrate for them at those sessions, on the television program and in the books.

"(You ought to see them practicing the

'Fine Points of Batting' that Duke Snider wrote about!)

"How is the idea going over? Well, so far, Union Oil dealers like me have given out more than *eight million copies* of the 76 Sports Books . . . and we're just getting started.

"Another thing that's great—parents stop in to say they appreciate what our 76 Sports Club is doing for the kids.

"By the way, parents and kids alike will have fun learning 'Fine Points of Tennis Strategy' from the newest 76 Sports Book, by Nancy Chaffee Kiner. Your youngster's free copy is waiting, at the nearest Union Oil station."



UNION OIL COMPANY OF CALIFORNIA

Watch the 76 SPORTS CLUB every week on ABC-TV



AUGUST, 1958

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76 is a Union Oil Company of California trademark. It also symbolizes the American freedoms won in 1776, which made possible this nation's industrial development and abundance. Our SEVENTY-SIX magazine, published monthly, mirrors industrial freedom through the thoughts, skills, accomplishments and appreciations of Union Oil people. We invite readers to participate with us in an exchange of ideas and information. Address correspondence to The Editors, SEVENTY-SIX, Union Oil Center, Los Angeles 17, California.

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THE COVER:

“Rainbow Ridge”

To the Manager,
Union Oil Company,
Near Rodeo, California

Dear Sir:

From my window in Vallejo can be seen, in an apparent straight line between the world's tallest chimney and your big 76 sign, a row of seven tanks. To my great delight you have now painted one pink, and the next yellow, and here's so hoping you will continue doing each a different color. Then we can call it Rainbow Ridge.

The pink one was first, and I, an old grandma, thought how cute and coquettish it looked among all those somber ones. Several out-of-town visitors to the fair here spoke of the colored ones while driving, and said how it glamorized those bare, brown hills.

Although an Easterner, Washington, D.C., I love California. In agreeing it's one of the garden spots of the world, I consider the painted tanks among its gayest flowers.

Sincerely yours,
(Signed) M. Lawton

Union Oil Company,
Oleum Refinery

Dear Sirs:

I couldn't pass up this opportunity to tell you how much we enjoy seeing the plant near Rodeo these days.

We've always been fascinated with the pipes and steam vents at the plant. But the past few months we've been going to San Francisco frequently, and the large tanks up on the hills seem to bloom like flowers!

I trust you're receiving many comments on the paint job and I wanted to add ours. Our children look forward to seeing the tanks, and have their favorite ones!

Sincerely,
(Signed) Mrs. D. R. Wiswell
Sacramento, California

PRODUCTION
UNION-PARAMOUNT
DIRECTOR
SAM GRINSFELDER
SET AND COSTUME DESIGN
SANTA FE DRILLING
SCENE 1 TAKE 1

SILENCE EFFECTS BY UNION

The city fathers of Los Angeles are understandably sensitive about oil wells. On one hand, the city needs new revenue, particularly the type and amount that would accrue if oil were discovered somewhere under the city limits. On the other hand, city voters need more noise and disturbance like a steno needs runs in her stockings.

Asked the city officials: "What makes you think there's oil under Los Angeles? And how are you going to drill for it without molesting the voters?"

Union Oil engineers were confident they could provide a satisfactory answer to both questions if given a drilling chance. Paramount Pictures Corporation of Hollywood



agreed to offer the chance and the drilling site if the city would issue a permit. Somewhat short of unanimously, the city officials gave Union permission to proceed.

It's quite an undertaking!

In the first place, the city permit calls for a drilling rig with a maximum height of 140 feet — not an inch more. About the shortest rotary rig available to the oil industry at present is a 136-foot derrick, which, when substructure and crown assembly are added, rises to 150 feet in height. Solution: the riggers cut a section out of their derrick and improvised a rig exactly 139½ feet high.

Next the permit demanded a drilling unit that is either

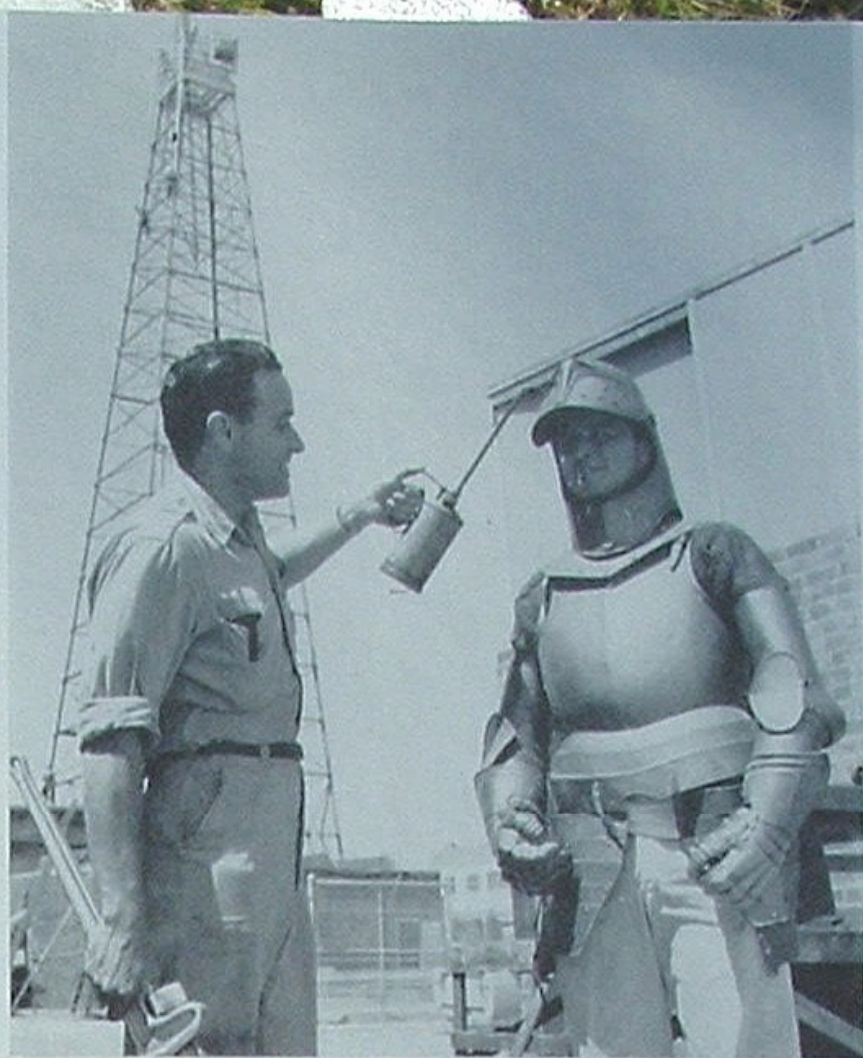
invisible or camouflaged to harmonize with the surrounding view. Solution: the derrick is minus the usual outside platform or run-around at the *crown* and *fourble board* levels. Everything is concealed under the latest oil well attire — a *sack* if we ever saw one. Even the *sack* has been painted by Paramount's scenic masters to blend with the local colors. Voters can hardly see the well without looking twice.

Finally, and most challenging of all, this particular Paramount production had to be a pantomime — quieter than a whisper. It couldn't be allowed to interfere with the studio's sensitive sound stages or next-door neighbors. To comply, Union Oil engineers have devised what are undoubtedly the most elaborate soundproofing techniques ever used in the oil industry.

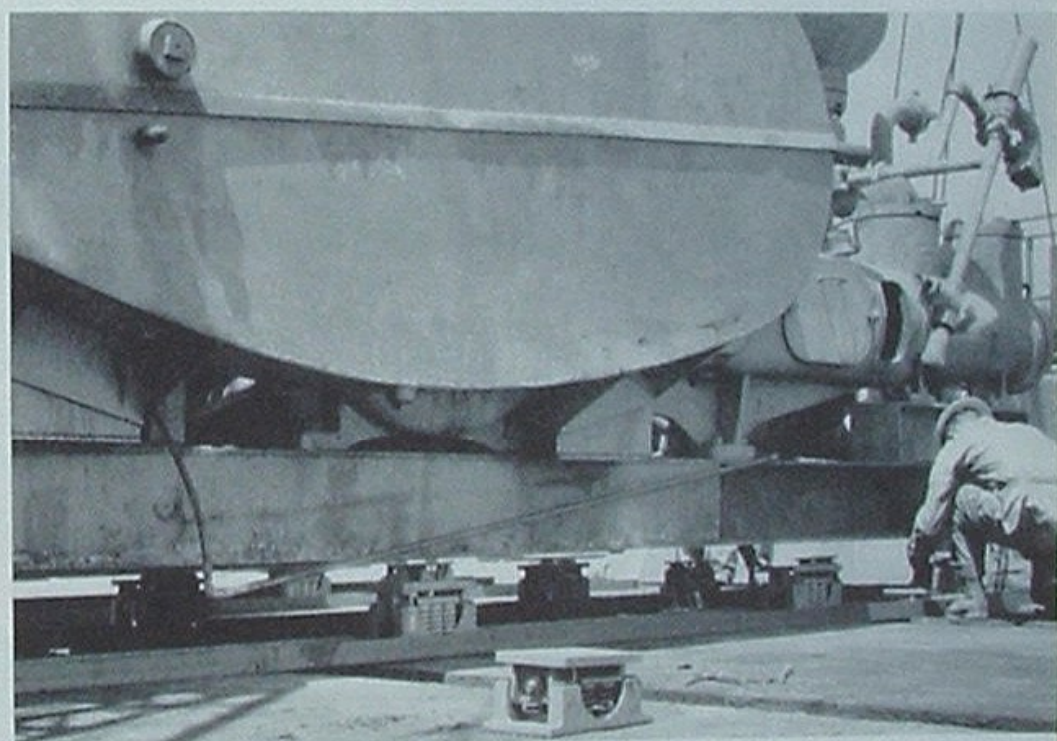
The derrick *chemise* starts with an exterior layer of vinyl-coated glass cloth with a filler of glass fibers. Inside this cover is a *petticoat* of galvanized iron, coated with a special sound-deadening material developed in England. Next is an undergarment of two-inch-thick glass fiber, supported by a web of poultry netting. The combination of soundproofing encloses the lower derrick portion, the drawworks house, mud-pump house, converter house, shaker house, and all other sources of drilling noise. In addition, as *hot spots* of sound were detected during the first few days of drilling, noisy pieces of equipment were isolated behind secondary cocoons of soundproofing. Conclusion: we can drill anywhere in a densely congested metropolitan area without adding appreciably to the normal noise level.

Even vibration has been stilled by the engineers. Using electric motors for power in place of the usual internal-combustion engines, they have reduced machine tremors

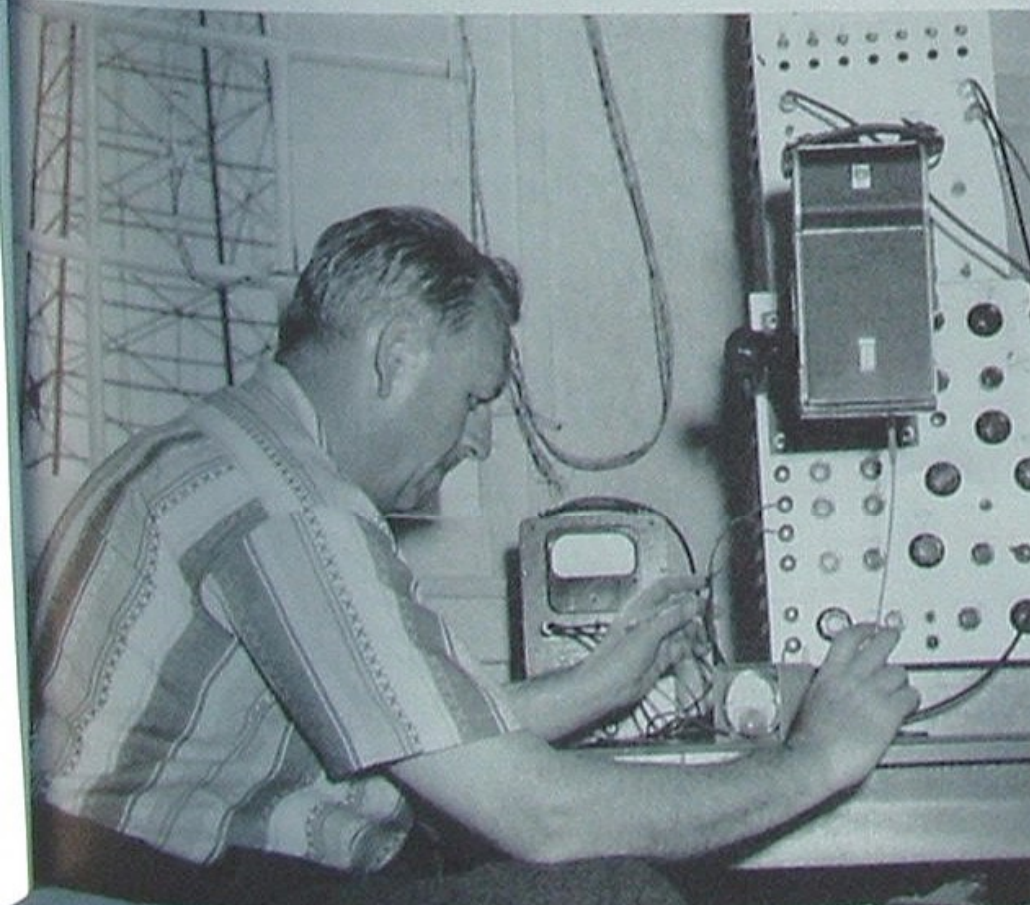
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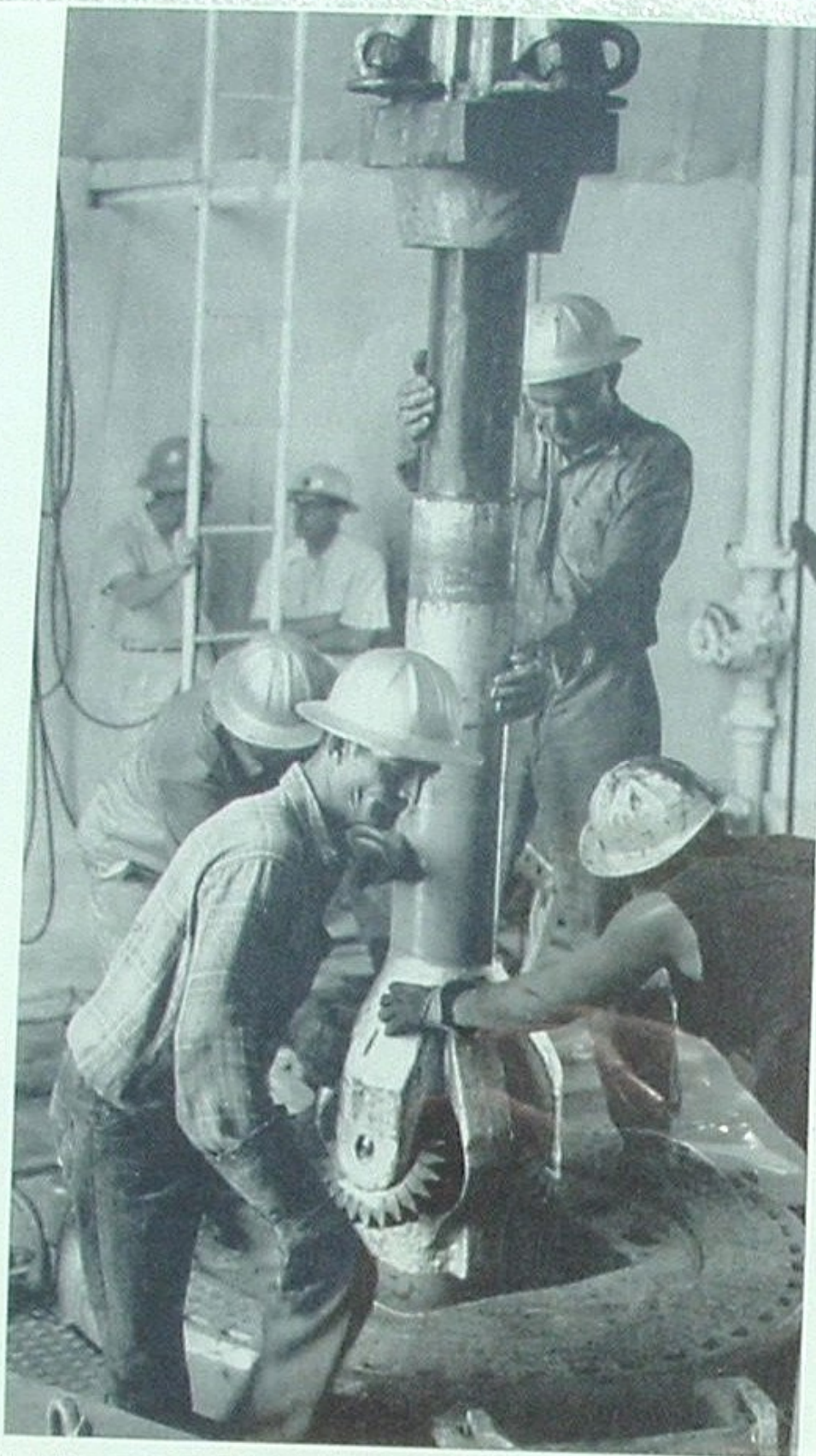
Quipped Paramount's Ed Abbott to Frank Garbutt: "Tell the driller this old English hard-hat is lubricated with Triton Motor Oil. Maybe he'll cast you in a leading role on the *knight* shift."



Mud pumps at this exploratory site are mounted on vibration isolators—coiled-spring mechanisms used for the first time by riggers as a means of eliminating noise and vibration.



In an apartment, mere yards away from the drilling site, Dr. O. L. Polly of Research has set up sound detection and recording devices.



Installation of a "hole opener" by the Santa Fe Drilling Co. crew marked the beginning of Union Oil's quest for oil under Paramount lot.

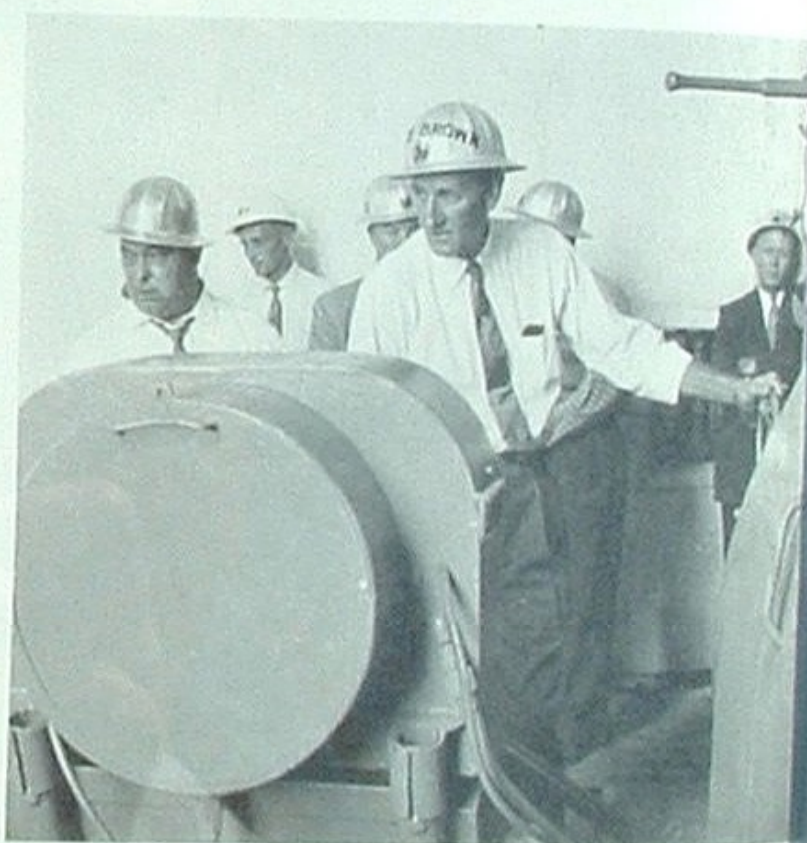
Silence Effects by Union— *continued*

to a minimum while eliminating all possibilities of an engine backfire. Also, for the first time in drilling history, mud pumps are mounted on vibration isolators—coiled-spring devices to cushion sound and shock.

With super-colossal care, Union's Research Department has set up housekeeping in an apartment directly across the street from the drilling site. Here, with sound detection and recording instruments, including a seismograph that records every passing of an automobile or slamming of a door, Dr. O. L. Polly and his associates aim to maintain a *soundless track*. Noise of a drilling nature would make the equipment break out in hives.

The scenes and events depicted in this Paramount production are genuine. Any resemblance of the exploration well to an oil well is hoped for and intentional. And if an Academy Award is ever offered for silence effects, our engineers may win an "Oscar".

/THE END



To Russ Brown, operations manager at Paramount, was accorded the honor of "spudding in" the well.



At the rotary table as drilling commenced were, from left, Union Oilers Jim Grant, Ira Triggs, Lou Kelsey, Fred Bush, Tal Ledbetter; Paramount's Bob Hunter, Russ Brown, Jacob Karp; and our Bill Butler.



Spaciousness, neat appearance, room to grow — are features of new lab.

Oleum's new control lab

ONE of Oleum Refinery's oldest facilities — a laboratory building that has been in operation since the early 1900's — has given way to the demands of modern refining. Its walls, scarred by a half-century of expansion and remodeling, are no longer adequate for the accommodation of personnel and testing instruments assigned to maintaining quality control over "76" products. In tearing down the old building, workmen uncovered charred rafters — evidence of a 1916 fire that very few present Union Oilers remember.

At a new location, between Oleum's parking lot and main office, is the refinery's new laboratory. It is a handsome, one-level structure with excellent lighting and a ventilating system that provides a complete change of air every three minutes. Over 22 thousand square feet of floor space provide amply for current needs as well as any foreseeable expansion. To the usual array of testing equipment — including titrometers, kjeldahl apparatus,

refractometers, viscometers, colorimeters, etc. — are added such advanced devices as a mass spectrometer, gas chromatograph, and a photometer with a radioactive source for the determination of sulfur and tetra-ethyl-lead.

The new building is designed to save manual labor, time and steps. It has automatic washing facilities for cleaning laboratory glassware, bottles and cans. An electrically-operated, fork-lift truck — small and light weight — is on hand to move product samples. A pneumatic tube extends to the marine terminal, nearly a mile away, from where samples can be transferred at speeds up to 60 miles an hour.

The laboratory completes a modernization and expansion program started several years ago. Our oldest refinery now is one of the West's most modern and efficient. It is also a scenic asset to the Bay Area, as evidenced by this month's cover picture and numerous complimentary letters being received.

/THE END



The building's air-conditioned interior accommodates every useful and modern testing device needed to control the quality of "76" products.

AMERICA STILL NEEDS

THANK YOU, Mr. Patt, for that most generous introduction and for this citation from the Broadcast Pioneers. You have made me feel a little less like Banquo's ghost at a Broadcasters' banquet—but Plutarch says there is a skeleton at every feast, so I hope you will forgive me if I rattle a bit.

I am not sure that I would qualify as a pioneer in broadcasting. True, it is 22 years since I first said, "Greetings from Hollywood, ladies and gentlemen" on the Lux Radio Theatre of the Air — but that association with broadcasting came to an end thirteen years ago. I am deeply moved by your remembering it here tonight. That radio program meant a very great deal to me. It is an honor when anyone asks you into his home as a frequent and familiar guest.

Week after week, for those nine years, many millions of Americans opened their homes — and I think I may say their hearts — to those fine players who took part in those fine plays, and perhaps some opened their hearts to me. Before going on that program, I had known something of what it means to reach millions of people through the theatre and the motion picture screen — but the radio, as you gentlemen well know, gives an intimacy, a closeness, almost a membership in family circles all over this country.

It meant very much on those Monday nights to think that throughout the country, mothers and fathers were gathering their children around the radio in city dwellings and farm homes, that shut-ins and hospital patients, the blind, the crippled, and the very old and the very young looked forward every week to that hour when the magic of the theatre came to them wherever they were, and that I had a hand in bringing it to them — and in return received their welcome and their confidence and their loyalty week after week for all those years. But all that came to an end. It was one of the most satisfying experiences of my life — and then it stopped.

Perhaps some of you may remember why. I refused to pay a one-dollar political assessment levied by my union. I was suspended by the union. Under the union shop that meant that I could not work in radio any more. There was no commercial television then, but since then the ban upon my right to work has been extended to television also, though there was no television union when I was denied the use of the air.

But I am not here to rehearse what is to some of you an old story. I mention it only to help you understand how profoundly moved I am by your recognition of the

work which was so very dear to me. It is good to be remembered by you Broadcast Pioneers — just as it is gratifying when, even after thirteen years, people still write to me or come up to me on trains or at airports or in stores or in the lobbies of hotels or on city streets and say, "I remember you on the Lux program." And then those people usually add something which is very much more important than the personal compliment they are kind enough to pay me. They usually say, "You were right not to pay that dollar."

They see that, as the Omaha World-Herald said at the time, "The issue cuts far deeper than the immediate controversy — it is far more important than Mr. deMille or his union or his radio program or all of them together. To a considerable extent it symbolizes and dramatizes the most significant conflict of our age — the conflict between the Individual and the Organization."

In that editorial, the Omaha World-Herald puts its finger on the basic issue, which many leaders in the broadcasting industry and other industries apparently did not see in 1945 — but millions of the American people saw it, and their awareness of it has been growing stronger through the years.

Does a man have the right to work — to earn bread for his wife and children? Does the right belong to him — or to some organization which he is forced to join and which he is not free to leave if he is to go on working? Should any organization have the power to cut off a man's livelihood and banish him for life from his chosen trade or profession? Should a union have the right to assess its members for a political purpose?

This issue is not an old, dead issue. If you think times have changed, ask the sign-painters here in Los Angeles whose union has assessed them each two dollars to fight the Right to Work — the same issue that I fought thirteen years ago, the same tactics, the only difference is that the assessment is doubled now, or in some cases trebled.

Samuel Gompers, the father of our modern labor movement, said that loss of union membership in an organized trade was equivalent to capital punishment. The Taft-Hartley Act was passed to free workers from that awful threat — but some unions have found a way to stay within the law and still keep the power of economic life or death. They do not expel the union member who incurs the displeasure of his union bosses. They merely suspend him and that is equivalent to his economic death. He cannot resign and he cannot work. That is something like telling a man he has been sentenced to death. He is not going

PIONEERS

An address by Cecil B. deMille at Broadcast Pioneers Dinner, Statler Hilton Hotel, Los Angeles, California, April 29, 1958.

to hang — he is merely going to be suspended by the neck at the end of the hangman's rope.

Some people say, "deMille can afford to talk. The loss of his job in radio did not mean the loss of food from his table or a coat from his back or a roof over his head." And because that is true I have been able to speak for those who cannot speak — for the men and women who sent dollars and dimes to the DeMille Foundation, saying, "Use this money for our freedom, but don't mention my name because I have a family to support." These are the same union members and their wives who, in State after State, in the sacred privacy of the voting booth, have cast their ballots as free Americans for laws protecting their right to work.

Thirteen years ago when the DeMille Foundation, and other groups, began their campaign for the Right to Work only two or three States had Right-to-Work laws, mostly inadequate. Now eighteen States, North and South, industrial and agricultural, have these laws — and the Supreme Court of the United States has upheld them on three separate occasions. On the Federal level, the recommendations we made to the Senate and House Labor Committees in 1947 have been incorporated in the Taft-Hartley Act and applied in several cases by the National Labor Relations Board.

But this is not an historical question. It is a very live issue. In this State and some others it is the most prominent issue before the public — and it is not a partisan issue anywhere. Workmen who are Democrats and workmen who are Republicans both need protection from bosses who follow neither Jefferson nor Lincoln but only their own greed for power.

At the very bottom of this issue is the struggle between the people of this nation and the union bosses for the control of the country. Public opinion polls indicate that a majority of the people favor the Right to Work — the more people learn about this issue, the stronger public opinion for the Right-to-Work becomes. Most people know now that the Right to Work movement is not anti-labor. The people are seeing through the propaganda gimmick of calling the Right to Work the right to wreck unions. In the States having Right-to-Work laws, union membership has increased at a greater rate than in the States that do not have this protection. The Right to Work does not hurt unions or union members. It helps unions to serve their members. It hurts only the power of union bosses to rule their members.

Some of the conclusions of the McClellan Committee

will interest those who are interested in union integrity. I quote from the Committee's report of March 24, 1958: "There has been a significant lack of democratic procedures in the unions studied. Constitutions have been perverted or ignored. One-man dictatorships have thrived. Through fear, intimidation and violence, the rank-and-file member has been shorn of a voice in his own union affairs, notably in financial matters. Use of the secret ballot has been denied in many cases." Unquote from the McClellan Committee.

And to all this abuse the individual member must submit in silence for he is required to maintain union membership as the price of keeping his job. But if his Right to Work, regardless of union membership, is protected by law, he can demand fair play from his union officers, he can thwart their dictatorship, or he can leave a corrupt union and join a clean union or none at all as he chooses.

The McClellan Committee condemns certain managements for their illegal and immoral collusion with certain union leaders. Where the worker does not have the Right to Work, he is a helpless pawn tossed on the bargaining table between corrupt union leadership and cynical management. The McClellan Committee refers to the "widespread misuse of union funds in the unions studied" — a total of "ten million dollars in union-dues money" lost, strayed, or stolen. And note that the unions studied by the McClellan Committee have only two million members out of the total union membership of seventeen million.

I wonder how many times that ten million dollars would be multiplied if all the facts were known about all the unions in which these loose and corrupt financial practices prevail? Whose money is this? It is the hard-earned money of the individual working man, who pays it to the union to represent him and look out for his rights.

continued



Cecil B. deMille

And what can he do when he sees his money mishandled and stolen by those to whom he has entrusted it? There is not one thing he can do, as long as his job and his family's food depend upon his keeping in the good graces of those who betray his trust. But give back to that working man his Right to Work — and he can stand on his own two feet as a free American and drive the money-changers from the temple of Labor.

I do not say that a Right-to-Work law is the single answer to every problem in labor relations — but I do say that you can go through last month's report of the McClellan Committee and find not one of the eleven glaring abuses listed in that report that could not be modified, if not wholly cured, if union membership were put on a completely voluntary basis.

Samuel Gompers also said, "No lasting gain has ever come from compulsion." If he were alive today, he would see that the bitter fruit of compulsion is enslavement. It is not unionism we oppose — but compulsory unionism. The American people have accepted unionism as a necessary and important part of our national life, but they want it to be voluntary unionism.

They want every American to be free to join a union of his own choice — but free also to refrain from joining a union or to leave it if it fails to serve him. This is the fundamental right which the citizens of eighteen of our states now enjoy — and on which the citizens of several other states will soon be called upon to vote. I have no doubt how they will vote if the case for the Right to Work is put before them with half the energy the union bosses are expending to deny the Right to Work to their members.

They are saying, or getting others to say for them, that Right-to-Work laws really don't accomplish anything — that working for the Right to Work is a waste of time — and that these laws are unenforced and unenforceable. If Right-to-Work legislation is so unimportant and insignificant — if it is not a real threat to the corrupt power of the misleaders of labor — why are they fighting it so hard — why are they spending vast sums of money to oppose it?

How do those who say that Right-to-Work laws are unenforced and unenforceable explain the cases — in various State courts as well as the United States Supreme Court — in which Right-to-Work laws have been upheld and enforced? They do not explain them. They want to forget them.

The McClellan Committee says that "the weapon of organizational picketing has been abused by some of the unions studied." In Arizona and Arkansas, the Supreme Courts have curbed illegal picketing by applying the Right-to-Work laws of those States. In Nevada and Tennessee, the Supreme Courts have protected the right of non-union labor to work. I cite these cases almost at random — I have not studied every case in which Right-to-Work laws have been tested in the courts — but these are

sufficient to answer those who tell us that these laws are unenforced and unenforceable.

I do not doubt that the Right-to-Work laws are violated in some places. So are many other laws. So are the Ten Commandments — all of them every day. But that is no reason for repealing them! The strength of the Right to Work is perhaps best demonstrated by the weakness of the arguments put up against it. Sweep aside the deceptive fog of those weak arguments and the basic issue stands out crystal-clear: should a man be forced to join a union in order to get or hold a job?

That is the simple question which Americans are called upon to answer—it's a simple question—yes—but one which has its roots deep in the soil of the American philosophy of life. Americans believe deeply that man is endowed by his Creator with certain inalienable rights—and the Right to Work is one of them. Americans believe deeply that governments are instituted among men to secure these rights and that no government, and certainly no private group, may usurp these rights—and the Right to Work is one of them. Americans believe deeply in individual responsibility — that every man should be free to exercise his God-given rights — and the Right to Work is one of them.

At the beginning of this campaign for the Right to Work, thirteen years ago, when I was a younger man than I am now, I used to feel it necessary to say that there was no benefit in this campaign for me personally. At the age of 76, one need not labor that point.

But I will go on speaking for the Right to Work — not my right, but the right of every American to work when he pleases, where he pleases, for himself or for whoever wants to hire him — as long as I have breath. I am grateful to you for asking me to speak of it here, in this gathering of men whose eminence in your profession puts you in the front rank of leaders and molders of American thought.

I cannot close these remarks without referring to one whom you all knew — one who was in so many ways entitled to be called a Broadcast Pioneer — G. A. Richards — "Dick" Richards — one of the very few in the broadcasting industry who rallied to the cause of the Right to Work thirteen years ago — one of those true pioneers of the kind that seemingly must be crucified in order to gain for others the rights denied to themselves. Dick Richards' voice is silent now — but you have now the editorial freedom for which he was pilloried. Use it for the freedom he cherished — the rights he defended — and the Right to Work was one of them.

You have given me more than a citation and a wonderful reception tonight. You have given me a hope — not for myself, but for America — a hope that makes up, if anything could, for all that I loved and lost the last time I was permitted to say, "This is Cecil B. deMille saying good night to you from Hollywood."

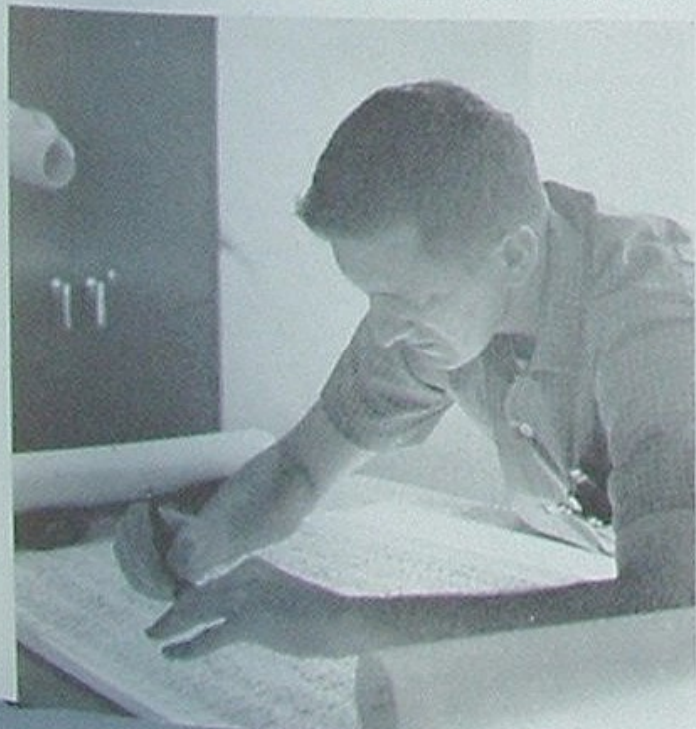
/THE END

New Field Offices, Louisiana

A floor of the Saratoga Building, right, now houses our Field personnel in New Orleans, including, below from left, Ruth Abdo, Joyce Jones, Barbara Friedman and Jeanne deBlanc, seen enjoying a view from the terrace.



Draftsman John Vincent at New Orleans reads a seismogram, one of the Gulf Division's best clues to oil.



Growth of the Company's Exploration and Production activities in Louisiana is reflected in two recent office changes:

Our Southeast Louisiana District of the Gulf Division now occupies a floor of the new Saratoga Building, one of the most desirable locations in New Orleans. The building faces an expansive municipal development nearing completion in this romantic city of the South.

At Lafayette, a rapidly growing "Cajun" city adjacent to many of the state's important oil fields, our Southwest Louisiana District staff have occupied new quarters in the Heymann Oil Center. This cluster of modern buildings also houses a number of other oil companies presently active along the Gulf Coast.

/THE END

At Lafayette, Bertha LeBlanc, Edele Montgomery and Lolalee Gratehouse pose at entrance of Southwest Louisiana District offices.



Story by courtesy
of "THE BEND BULLETIN"
Photos by Paul Hosmer



*You will be pleased to meet
this 100% Union Oil Customer*

Mrs. Ishmael, Log

A 30-YEAR-OLD Deschutes county mother of six children, all of them girls, handles a job considered unique for women, even in the timberlands of the Pacific Northwest.

She is Mrs. Lynn Ishmael of LaPine, and she is a full-fledged all-around logger. Mrs. Ishmael, daughter of Bud Holmes of LaPine, has been in the woods since she was 10 years old.

Incidentally, she weighs only 118 pounds, with her logging shoes on.

Evelyn Ishmael and her husband are contract loggers. They have their own trucks and other machinery. (Union Oil note: their equipment is fueled and lubricated with "76" products exclusively.) They cut logs for Brooks-Scanlon, Inc., Bend, from U. S. Forest Service sales in the upper Deschutes area.

Mrs. Ishmael spends most of her time driving lumber and logging trucks into the Brooks-Scanlon mill in Bend. But she is capable of doing every kind of logging job.

She falls trees, bucks and limbs them, skids the logs into landings and loads them on trucks. Then Lynn and Evelyn Ishmael get behind the wheels and drive the log-laden trucks north to Bend.

Mrs. Ishmael gets home between 5 and 6 o'clock on work days, then prepares dinner for eight—her husband, the six girls and herself. Then she helps the children with their school work, knitting and other projects.

So ends her busy day.

The day starts, incidentally, at 5 a.m., when Mrs. Ishmael gets up to prepare breakfast.

Mr. and Mrs. Ishmael's good-looking daughters are all busy young people. They are Elaine, 15; Phyllis, 13; Bethy, 12; Mary, 9; Dorothy, 8, and Marguerite, 5.

/THE END





Even winter fails to keep this mother of six girls out of the woods. With one of her daughters as an understudy, Mrs. Ishmael uses a tractor to remove fresh snow from back-woods logging roads.

gger



Lynn Ishmael, an all-around woodsman in his own right, recognizes the Mrs. as a full-fledged partner in their logging business.

"Timber!" rang out either in soprano or alto as the big Deschutes pine crashed down. The 118-pound lumber-Jill uses light chain-saw for job.

A "jammer" or loader in the vocabulary of this Oregon family has nothing in common with kitchen preserves or city traffic.



Business Highlights of the Month

RESEARCH *Shale retort "mothballed."*

The Company's Shale Demonstration Plant in Colorado has been completely "mothballed" for secure storage and protection of equipment. Since completion of major phases of the experimental retorting program and deactivation of the plant, Research Department employees and their families who were stationed in Colorado during the experiment have been returned to their Southern California homes. We are proud of their performance in Colorado, both on the job and in community activities. Good citizenship was demonstrated through active participation in scouting, service clubs, school and church groups.

Research personnel have again been rewarded through their adherence to Safety rules and recommendations by compiling another million manhours without a lost-time accident. The record, growing more impressive every day extends from April 19, 1957. Besides being an invaluable accomplishment to the employees individually, the record compliments Union Oil working conditions and efficiency. Recognition of this Safety milestone will be forthcoming from the National Safety Council and the American Petroleum Institute.

from Fred L. Hartley

EXPLORATION *Guests from Guatemala.*

Periodically, small groups of Latin-American students are chosen in their respective countries for brief visits to the United States. They tour the United States as guests of the State Department, but various companies act as hosts when the visitors are taken on special tours of industry.

The Exploration Department recently was host to a small group of graduating Guatemalan engineering students and their professors. Included in the group's Southern California itinerary were Union Oil Center and

our Triangle Ranch site in the Sansinena Field. Except for one or two of their number, the visitors understood very little English. Fortunately, in our Field Department at Santa Fe Springs we have a Union Oiler who speaks Spanish fluently—Juan Pedretti. Using a loud-speaker as the chartered bus moved along its route, he provided our good neighbors to the south with a very helpful commentary on field operations as well as other phases of industry and community life in Southern California.

At Brea, where a stop was made to inspect the Union Research Department, another Spanish-speaking employee, Bernal Paralta of Manufacturing, assisted Juan in conducting a tour of that center. The remainder of the day's tour included Knott's Berry Farm for lunch, then the return journey through Signal Hill, Dominguez and Rosecrans oil fields.

from Sam Grinsfelder

PRODUCTION *Good reserves in Canada.*

The recent addition of three new producing areas—one in Alberta and two in Saskatchewan—brings to 29 the number of Canadian oil fields in which Union Oil has proven crude oil reserves. Fifteen of the fields are located in the Province of Alberta, nine are in Saskatchewan, four in Manitoba, and one is in British Columbia. The Company has an operating interest in 234 producing Canadian wells which, under present severe curtailment schedules established by the Provincial governments, are being produced at a daily rate of approximately 9,500 barrels. Because the majority of our Canadian producing properties are owned in partnership with other operators, the Company's share is considerably less than this, amounting in recent months to some 4,000 barrels per day.

We also have a number of important gas-producing areas in Canada, only a few of which are on production at the present time.

from Dudley Tower

MANUFACTURING *Refinery sales!*

The Manufacturing Department reports that 4,400 applications for non-employee credit cards have been submitted by Manufacturing personnel. William Forbes of the Los Angeles Refinery is credited with approximately 500 applications, and Howard O. Lonberg of Oleum Refinery accounted for 371.

Oleum Refinery recently scheduled a one-week shutdown of essentially all processing units. Such shutdowns become necessary about every five years to permit inspection and maintenance of the refinery's utility system. Included in the shutdown were systems supplying fresh and salt water, steam, compressed air, vacuum, fuel, steam condensate and electricity; also fire-fighting and water-disposal systems. Periodic general inspection and repair lessen the possibility that a small leak or minor mal-operation in the utility system may result in the

costly unscheduled shutdown of refinery operations.

For the third successive year, Los Angeles Refinery employees have reached the Safety goal of one million manhours without a disabling injury.

Los Angeles Refinery recently made the first shipment of propane-propylene via customer's pipeline to the customer's chemical plant, where the product is converted essentially to isopropyl alcohol. Formerly these products were transferred by tank truck.

from J. W. Towler

TRANSPORTATION AND SUPPLY *Deep-water dock.*

Agreements necessary for construction of our Los Angeles Harbor deep-water terminal for the handling of supertankers have been executed by the Board of Harbor Commissioners and approved by the Los Angeles City Council. Contracts have been awarded for tank-farm site preparation, construction of pile-supported foundations and the erection of five 175,000-barrel floating-roof storage tanks. Work was started in July and the terminal is scheduled for completion by April 1, 1959.

The Company's annual tax bill will be reduced approximately \$800,000 due to the recent repeal of the Federal excise tax on transportation. The tax, enacted as a temporary measure in 1932, was 3% on movements of freight by all methods except pipeline, and 4½% on pipeline transportation.

from E. L. Hiatt

PURCHASING *Steel senses competition.*

Steel prices did not go up on July 1 when steel manufacturers' costs increased. One small producer an-

nounced an increase but withdrew it when his competitors failed to follow suit.

A factor affecting prices in this country is foreign competition. Domestic producers of dies, reamers and drills have reduced prices 20% because of this competition. Condenser tubes of foreign manufacture are available at discounts of 10 to 20% below domestic prices.

Competition, whether from foreign sources or within the United States, is expected to have a restraining effect on price increases for some time.

from C. S. Perkins

INDUSTRIAL RELATIONS *Always in training.*

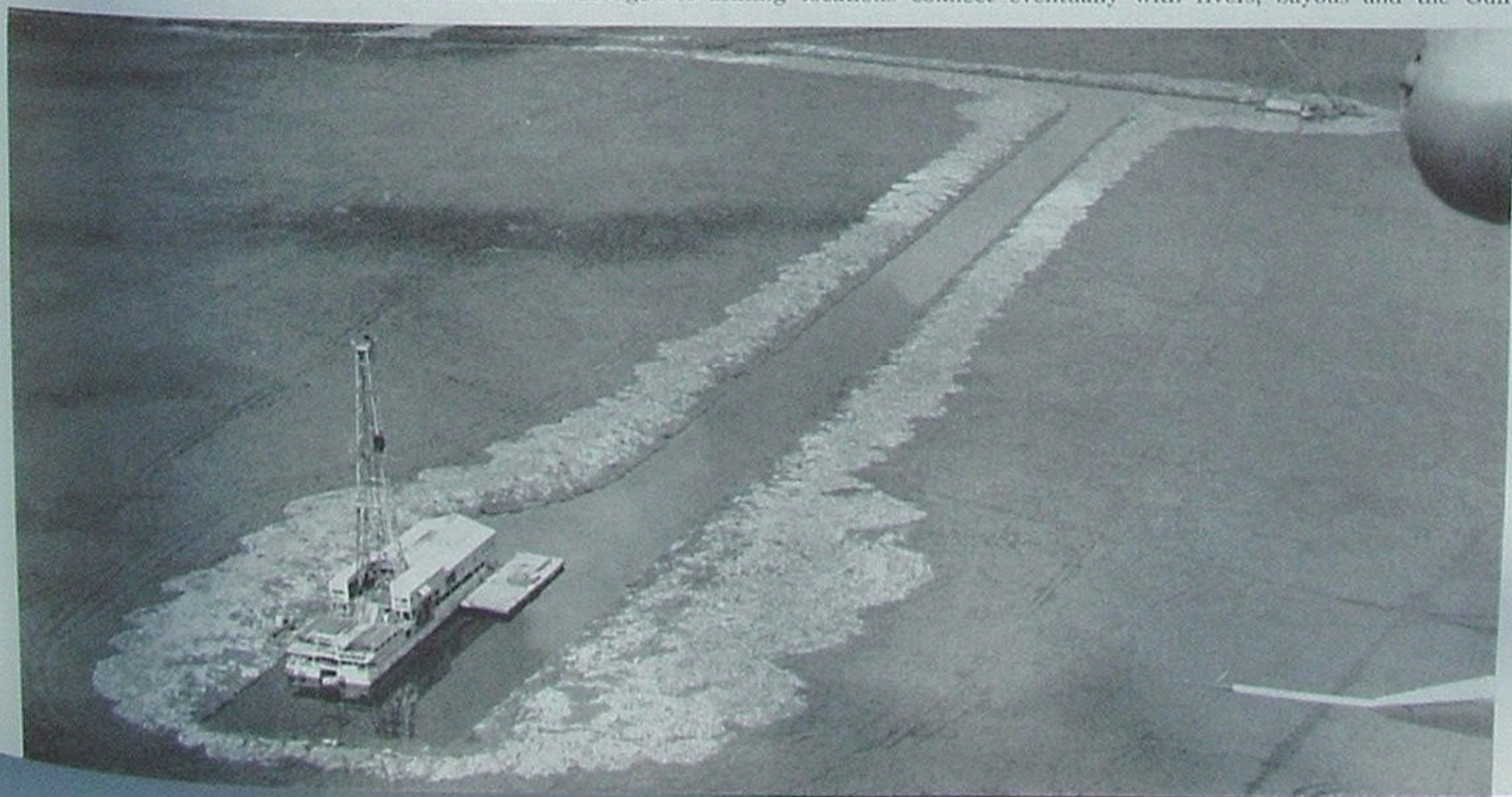
Fire-training techniques developed by our Fire and Safety Division and taught on drill grounds at various Company locations were helpful in controlling the disastrous Hancock Refinery fire at Signal Hill. Over a period of several years the three municipal fire departments who fought this major fire have had the advantage of training on petroleum fires at the Los Angeles Refinery drill ground. In addition, our Company's study of fire causes and fire-fighting methods at five major oil fires enabled our fire and safety supervisor, J. E. Hill, to serve as a consultant to the local fire chiefs. His help was invaluable in controlling this fire and preventing the destruction of surrounding property.

from N. T. Ugrin

MARKETING *Volume!*

On July 11 we started serving the Tijuana Airport requirements of Aeronaves de Mexico, SA, one of Mexico's largest airlines, whose approximate annual requirement of Grade 100/130 Aviation Gasoline is 1,320,000 gallons. We have also been successful in obtaining the motor gasoline requirements of Douglas Aircraft Company,

Union Oil's exploration program is continuing in the Gulf Division at a relatively strong pace. The well below is being drilled in the marshes of Vermillion Parish, Louisiana. The canals dredged to drilling locations connect eventually with rivers, bayous and the Gulf.



Business Highlights—continued

whose annual demands are estimated at 1,450,000 gallons. Thirdly, a renewal contract with the Alaska Railroad became effective August 1, calling for approximately 1,200,000 gallons of Domestic Diesel during the fiscal year.

Continued progress in acquiring other substantial wholesale business is reflected in our Direct Sales Department's Key Account Program. Through June 30, 42 sales representatives had earned Key Man Awards, and a total of 62 Key accounts had been acquired during the 10-month period.

General Sales Manager W. L. Spencer and Division Manager J. J. Grunewald, both of Direct Sales, recently contacted our marketing stations and numerous important customers in the Hawaiian Islands. They report a greatly improved sales outlook in the area. The sugar plantation strike has been settled. Also, Union Oil has been awarded the petroleum requirements for the new \$16 million Capehart Housing Project at Iroquois Point and the \$3 million Camp H. M. Smith Housing Project on Oahu Island near Honolulu.

Military awards during July included 900,000 barrels of Marine Diesel in the amount of \$2,821,770 for lifting during the six-month period starting July 1; also MPSA Alaskan military requirements for the fiscal year starting August 1, covering 321,000 barrels of various refined products with a contract value of \$2,053,588.

While sales volume in Eastern Continental Territory is holding at approximately the 1957 level, it is encouraging to note that the profitability of this operation has increased substantially since the reorganization of last April.

Retail gasoline sales continue to show gains over the same period last year. Indications are that increased vacation travel will result in further improvement during the summer season. While prices in many areas are still substantially below normal levels, recent increases in Los Angeles, Oakland and Seattle areas are encouraging.

A vapor recovery system of latest engineering design is nearing completion at our West Covina Marketing Station. It will prevent escape of gasoline vapors during loading, unloading and storage—another Union Oil contribution toward helping control air pollution.

Starting in July, high-quality sports equipment is being sold through our service stations in conjunction with the 76 Sports Club Program. It is anticipated that this merchandising endeavor will prove to be a real traffic builder—a further important part of the advertising—public service program which also includes weekly television shows, sports clinics and the popular 76 sports books.

from Roy Linden

We Must Make Much to Retain Only a Little

During the last few weekly appearances of television's quiz show champion, Miss Von Nardroff, I think most of us anticipated your editorial concerning Elfrida's tax liabilities.

In fact, after determining that the tax on the first \$200,000 is \$156,820, and the tax on all over \$200,000 is 91%, I felt that your civic and editorial obligations demanded that you write "Elfrida and Her Illusory \$220,500." Point by point it was a thorough job and my only complaint is that it wasn't in the middle of the front page.

One day, after Elfrida had passed the quarter-million mark, I casually dropped the remark among a group of her enthusiastic followers that she would take less than \$50,000 of it home, and her State would take another slice out of that.

There was unbelieving silence at first, then outraged protest. From the tables in a small tax pocket book I proved my point, adding that \$900 was all she would take home out of every \$10,000 she received over the first \$200,000.

It doesn't register when one points out to the average voter and taxpayer that Standard Oil Co. of New Jersey, one of the largest and most complex operations in the world, must pay its Chairman-Director Eugene Holman over \$275,000 annually so that his take-home pay after Federal taxes will be \$75,000; that General Electric Co. must pay its President-Director Ralph J. Cordiner, an aggregate remuneration of \$260,000 annually so that he will retain a net of \$70,000 after Federal taxes; and that this short-sighted, pernicious pattern is repeated throughout every major industry in the country.

But "Elfrida and Her Il-

lusory \$220,500" the public understands and sympathizes with, particularly since, as you point out, hers and an author's or inventor's big income is so often a one-shot.

Who will argue the fact that Elfrida couldn't possibly be trusted with the proper disposition of this quantity of money. She would, undoubtedly, invest it in a growing American industry for the income it would produce and the jobs it would make.

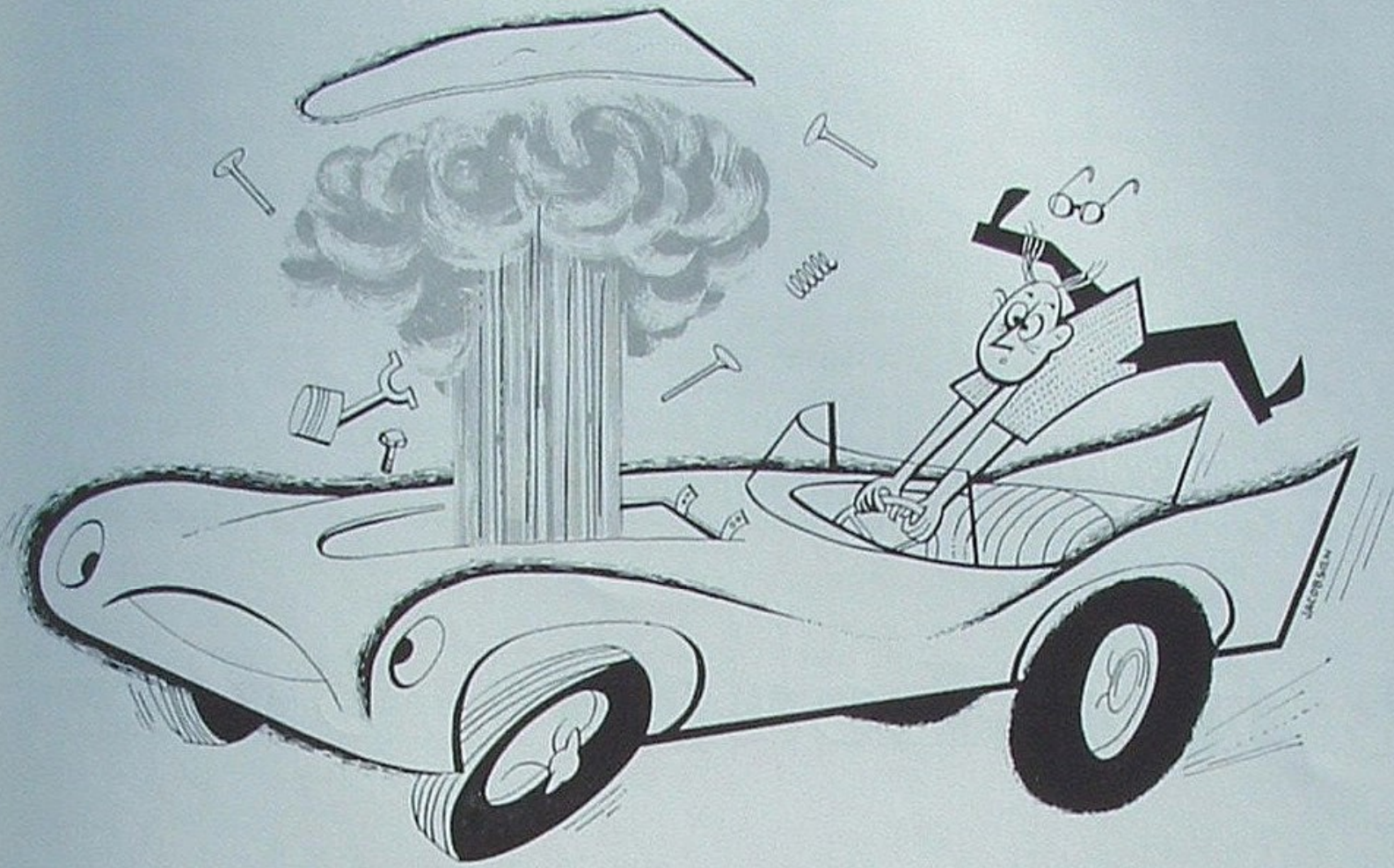
Now, most of it will be used to provide foreign aid to countries whose people will repeat the insults and threaten the lives of our visiting government officials, build more hydroelectric generating projects in dry water courses to aid oil-rich countries, dredge rivers and harbors that get more votes than navigation, and otherwise open the money spigot a little wider so we can have another round of inflation.

None of us is naive enough to think that editorials alone are going to change the confiscatory tax laws or the wasteful spending habits of those we have sent to govern. But, like Elfrida, we have one vote each. Most of us also have a pair of scissors, a red pencil, and our representatives' addresses in Washington.

A barrage of editorials like this one, emphasized with a red pencil, and accompanied by a suggestion of what we might do with our vote if the situation doesn't change pretty quick — on second thought, I don't suppose all those indignant neighbors will take the time or make the effort — my one protest would get lost in the shuffle — guess I won't take the time either. Phew! but it's hot; guess I'll have another can of beer.

W. G. C.
Hollywood.

Reprinted through courtesy of the Los Angeles Times



The Research Department again separates
Fact from Fancy by answering the question

Is Royal 76 too hot for my car?

"A gasoline such as Royal 76 has too high an octane number for use in my car. It will burn the valves."

PERHAPS you've heard this statement made with complete assurance. But like many beliefs, it's pure fancy.

The octane number is a scale, just as inches and feet, or pounds, or gallons are scales to measure length, or weight, or volume. The octane number scale measures the resistance of a gasoline to detonate or "knock." It does not measure the energy or power in a gasoline, although it does control the amount of power that can be obtained with the gasoline. Sounds like double talk, but it isn't. Here's why:

All engines are built with a definite compression ratio. (Compression ratio is another scale which measures how tight the gasoline-air mixture is squeezed in the cylinder before being ignited by the spark.) If this compression ratio is around 4- or 5-to-1, a low octane gasoline can be used without knocking.

Want more power from this same engine? Increase the compression ratio to 10-to-1 and you'll get more power—IF the gasoline-air mixture in the cylinder doesn't detonate. But it will. That same low octane gasoline that was satisfactory in that 5-to-1 engine will probably knock severely, damaging valves, rings, pistons and bearings.

That's how octane number controls the amount of

power that can be obtained from a gasoline. With a low octane fuel, knock robs you of the performance you paid



for. But a balanced, super-high octane gasoline such as Royal 76 takes the hobbles off horsepower, and enables you to realize the full potential of that deep-breathing 10-to-1 engine. When you step down on the throttle, she goes.

But what about valves?

Valves? — Oh yes,—*valves*. Well, did you ever hear of a contented cow giving buttermilk? It just doesn't happen — and a contented engine just doesn't burn its valves. High octane number gives high engine contentment. It *doesn't* burn valves!

/THE END



According to Dex Shelby, he and the people who live around him are . . .



Little League Crazy!

The people who live around his station are, according to Dex Shelby, "Little League crazy." Even Dex himself is touched with this pleasant form of insanity.

Witness what happened to him because of a Little League benefit at his station — it's in Lakewood, California.

. . .so many of his neighbors showed up that Shelby set a new Long Beach Division record for gasoline sales;

. . .despite the help of other dealers and of Retail Representatives, he almost walked himself into bed serving cars. His muscles were still sore three days later;

. . .he now wears a fixed expression of amazement when he talks of the way parents feel about their children—and about people who show an interest in them.

Dex had some foreknowledge of this attitude. He'd caught the Little League fever himself and sponsored a team.

"It was the wisest thing I ever did," he told us. "Aside



This was the Benefit Planning Committee. The big little leaguers kneeling left to right are: Dex Shelby, Retail Representative Bob Franks, and coaches Gordon Murray and Dan Whithead. Official uniform: T-shirt with 76 Sports Club emblem and Sports Club cap.

Home-made booths housing "everybody-wins games" lined the back of Shelby's big lot. League was \$311.53 richer after this first annual benefit.





They crowded in! Shelby estimates that more than 1,500 cars passed through his island during the Little League Benefit.

from the fun I've had, I've gained at least 150 gallons a day from new customers—I recognize the faces."

As the season went on, Shelby began awarding 76 Sports Club plaques to the outstanding players of the week on the teams in his group. At the season's end, he presented another plaque to "The Player of the Year."

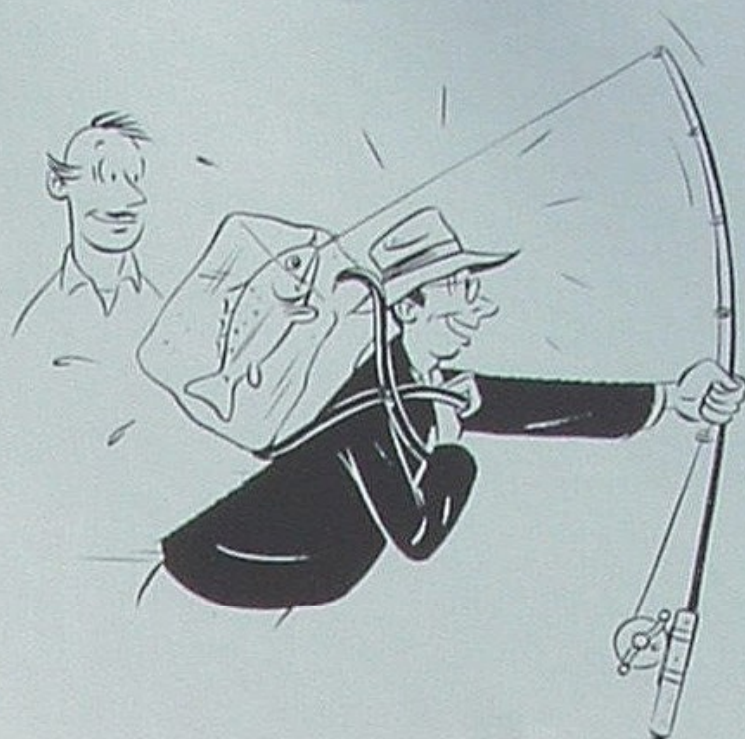
When an annual fund-raising benefit was proposed, Dex volunteered his station. *Then* he arranged for 7,800 handbills, which the small athletics delivered to homes.

Then he walked around and talked to other merchants in the neighborhood. Would they donate prizes for drawings in exchange for publicity? 27 of them did, including a competitor who donated a lube and drain.

Then he strung pennants, put up signs, and the teams and his suppliers built a dozen booths on the back of the lot. They sold hot dogs and cokes, played records, had games for the kids, and—as the cars poured through—raised \$200. To this, Shelby added \$111.53, a penny for each gallon sold during the benefit.

Those 11,153 gallons, pumped over the week-end, gave him a new record for a two-day sale in his Division. And the sore muscles and the amazed expression.

As he says, in Lakewood they're Little League crazy!



It "reely" happened!

Our Personnel Supervisor D. Y. Wilson recently journeyed from Cut Bank to one of his favorite fishing haunts—a lake in Glacier Park. He cast out from shore a number of times and watched the well-placed lure sink into deep, ice-cold water where the big ones are supposed to lurk. Nothing happened. It didn't seem to be a very good day for fishing.

D. Y. finally did what most anglers do when the fish aren't biting: He rested an expensive rod and reel on the lake shore and turned to look at the scenery. When he stooped down to pick up the rod again his hand gripped nothing but fresh air. Rod and reel were already a dozen yards offshore and just starting their descent into the fathomless pool. The fisherman said "Heck!" or words of similar meaning, returned to his car, and drove back to Cut Bank.

Somehow the word of D. Y.'s loss got around town. Everybody laughed in sympathy. But next day a man from nearby Browning called to say that he had followed D. Y. at the fishing spot, cast into deep water, and retrieved the entire fishing outfit.

Later, as D. Y. reclaimed the rod and reel and graciously thanked his benefactor, the Browning man remarked, "Say, I found this bait on the end of your line; sorry I couldn't keep it alive." He thereupon produced a seven-pound Mackinaw trout, nicely cleaned and frozen.

from Dick Smith, Great Falls, Montana

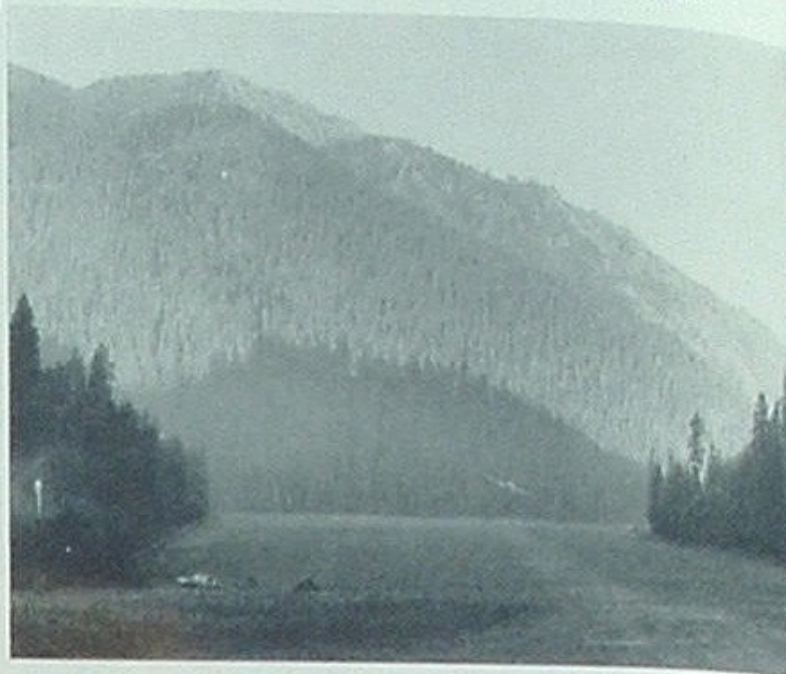
Photos and story from
"THE DAILY MISSOULIAN"



It's several days' journey by pack train into Idaho's Bitterroot primitive area.

Or, thanks to an airstrip carved and leveled with the brawn of 76 products, foresters and hunters can now fly to the wilderness in about 30 minutes.

100 miles from nowhere



Southwest of Missoula and behind the Bitterroot Mountain range separating Montana from Idaho is one of the West's few remaining primitive areas, Mountainous, forested, traversed by swift streams, and beyond the reach of highways, it is little more domesticated today than when Lewis and Clark skirted it to the north in 1805 along the Lolo Trail. It abounds in beautiful scenery, good fishing, wild game. To reach the heart of it by pack train requires a long and arduous journey, with only the Selway River to serve as companion and guide.

Once you have reached your approximate destination, however, where remote Moose Creek joins the Selway, don't be surprised to meet a party of sportsmen or Forest Service people who came in the easy way. Here on a plateau above the two streams is a surprisingly good landing field, defined by brightly painted oil drums and fenced to keep wild game from bagging the hunters. You're apt to find from one to a dozen airplanes parked

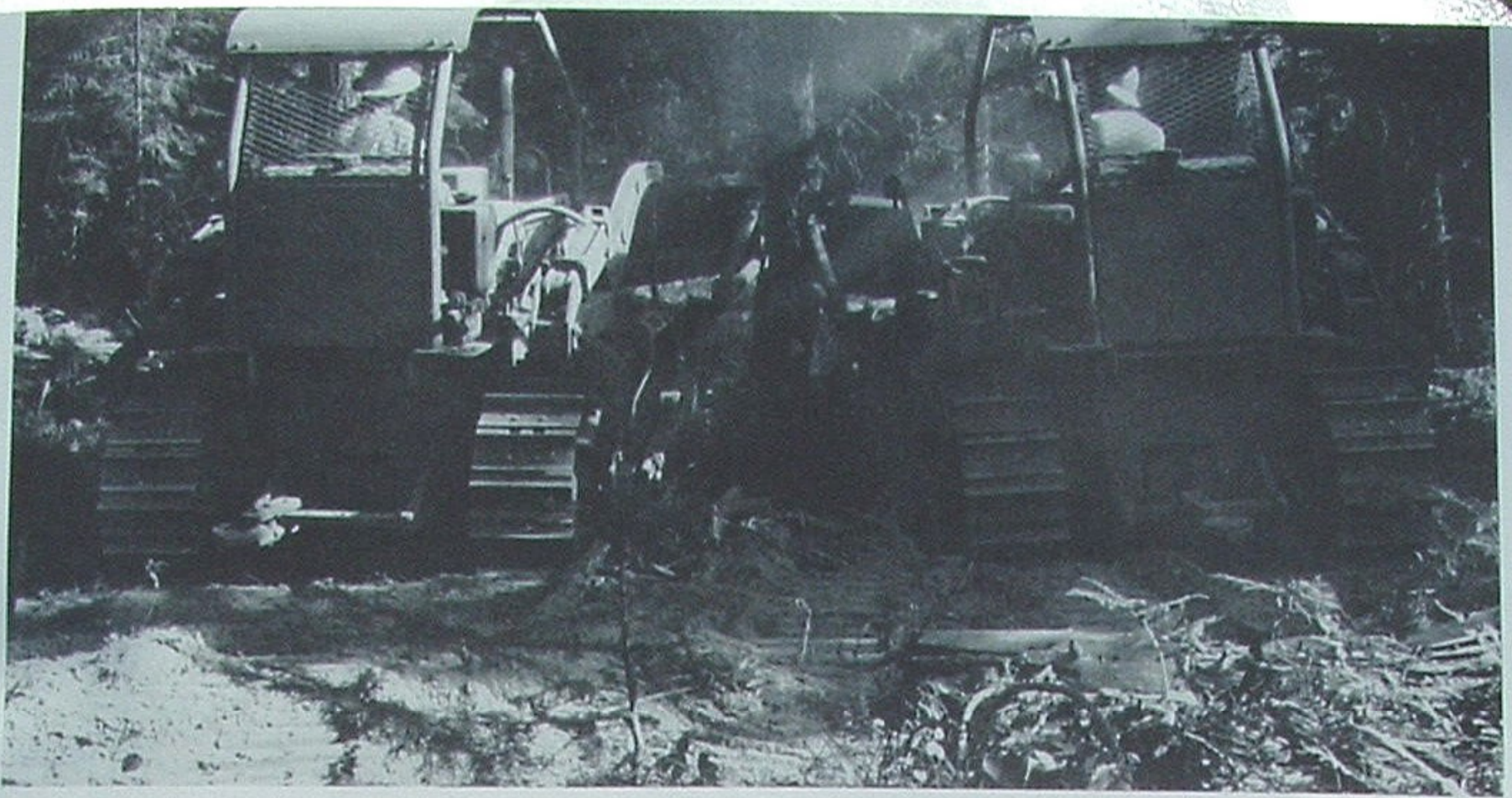
round the strip. Any one of 'em can fly you back to Missoula in about 30 minutes.

The building of Moose Creek Landing Field began with the clearing of a 2600-foot-long strip in 1932. Mules and muscle power laboriously cut away the timber and pulled the stumps. Gradually an unexpected number and variety of airplanes began using the landing, despite its reputation for dangerous crosswinds and downdrafts. The U. S. Forest Service, recognizing the hazards and needing the field to supply its ranger stations and fire fighters, recommended enlarging the strip to 4100 feet long by 250 feet wide. These and other improvements were agreed to by the Civil Aeronautics Administration during 1957.

Henry Vanderwall of Grangeville, Idaho, was low-bid contractor on the job. He persuaded Johnson Flying Service to bring in men and equipment and handed the petroleum order to The Finest Oil Company, Union Oil consignee at Missoula.

To enlarge the airstrip Johnson Airlines flew in all heavy machinery as well as fuels and lubricants supplied by The Finest Oil Co., Union Oil consignee.





Bulldozers, often working in pairs, cleared timber from the runway. Their uprooting technique minimizes the dynamiting of tree stumps.

Landing a heavily loaded cargo plane on a 2600-foot strip bounded at one end by high timber and at the other by a precipitous drop into the Selway River calls for iron nerve and great flying skill. But Johnson pilots, choosing the early morning hours of minimum air turbulence, invariably stopped a few feet short of disaster. They brought in all the men, provisions, tools, equipment—even the bulldozers used for grading and clearing away the timber.

Union Oil products also came to Moose Creek via air freight - the gasoline and Diesol in 55-gallon barrels, 14 barrels to a plane load. Painted in brilliant colors, these empty oil barrels will eventually outline the entire strip.

The conquest by air of this wilderness Montanans refer to as being "100 miles from nowhere" will be completed during the summer of 1958. The new 4100-foot runway is expected to accommodate around 1000 landings during its first year of service.

Oil barrels serve a dual purpose at Moose Creek Field. When emptied of fuel and lubricants, they are painted a bright orange color and used to outline the airstrip.



Contractor Henry Vanderwall of Idaho had to re-assemble his tractors following their airlift to job.

The cash-and-carry system is helping to provide good food at minimum cost.

**proof
of**

the pudding



Employees are patronizing the cafeteria at Union Oil Center beyond expectations. During their fourth month of operation, Szabo Food Service, who manage and operate the cafeteria for Union Oil, report a daily average of over 800 diners—about 200 during the short 45-minute breakfast period and approximately 625 for lunch.

In addition, 600 persons patronize coffee wagons that visit each floor twice daily during coffee breaks. These figures far exceed estimates made before the Center was opened and are believed to represent about double the patronage rate of company-provided cafeterias nationally.

The Company's reason for providing dining accommodations here and at other locations where large numbers of employees are headquartered stems from the lack of public restaurants that are adequate or convenient. Thus far the Center project is a two-fold success: the food is

Probably no kitchen in the world is better equipped with the modern devices for preparation, cooking and storage of foods.



For those who prefer Nature's brand of air conditioning, there are outside areas for dining and relaxing in sun.



The problem of keeping air cool and food hot was solved by employee suggestion—electric heaters over serving trays.



Neatness, cleanliness and convenience have been combined with good cooking to provide meals at their very best.



Coffee wagons bring snacks to each building floor twice daily.

excellent, and prices have been kept to around 50 cents for a wholesome breakfast and less than a dollar for a hearty lunch.

Say the operators:

"We have never had the privilege of working in more pleasant surroundings, with better equipment, or for nicer people. The flow of clean, cool air keeps the dining rooms and kitchens ideally fresh at all times. Food is easier to prepare and retains its quality better. In such an ideal setting and with such excellent equipment, our cooks have no worries except their cooking.

"Based on acceptance as well as comments, the food quality appears to be good. Breads and pastries are all actually fresh-baked in the cafeteria's own ovens. In four months we have prepared nearly 50,000 salads. Everybody speaks highly of the coffee, which is consumed here at the rate of 130 gallons a day.

"Speaking for the 24 people who now operate the

cafeteria and coffee wagons, we enjoy serving Union Oilers. They're invariably pleasant and easy to please. They're frank about suggesting improvements in services and foods; for example, we have installed electric heaters over hot foods, increased steam pressure under serving trays, and added several casserole dishes to the menu—all at the suggestion of Union Oilers as a means of keeping hot dishes hot in the cafeteria's air-conditioned coolness. Such recommendations are always invited."

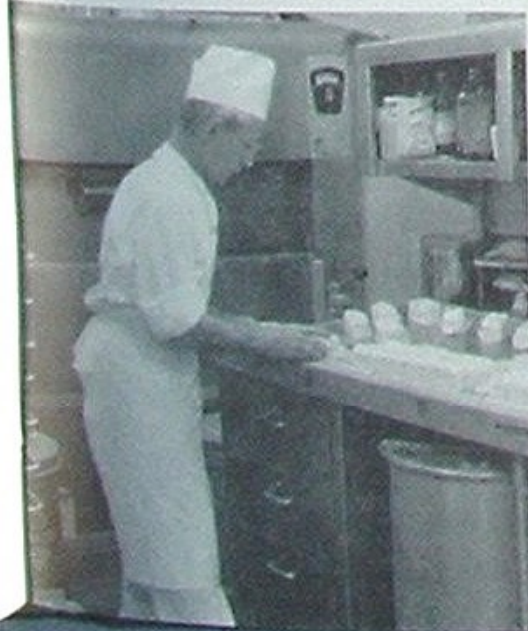
The Union Oil Center cafeteria is intended for the exclusive use of employees. However, employees are invited to bring guests. In neither case is a sales tax charged. Non-employees working in the Center are permitted to use the cafeteria if they pay the sales tax.

The cafeteria—and auditorium too—can be used in the evening by Company and outside groups. Reservations should be made well in advance with Arthur S. Weld, building representative, Union Oil Center.

All breads and pastries are made in the cafeteria bakery.

Even doughnuts are "holed" by machine and dropped into the hot lard kettle.

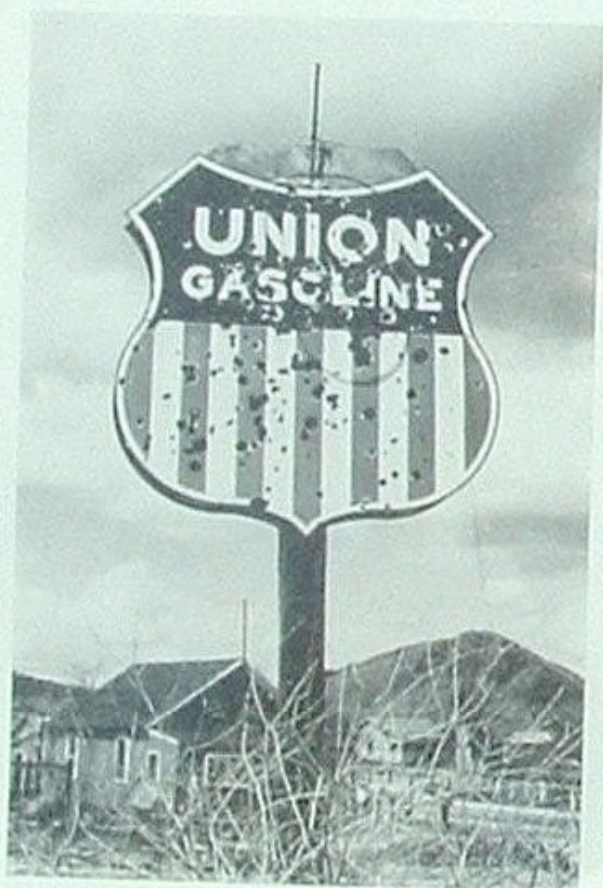
Dishwashing is delegated to a chrome-plated cavern, where steam and soaps do dirty work.





DEDICATION of a Little League park on Union Oil property in the Fullerton, California, area recently stirred up quite a strategy conference near the Cubs' bench. Lending expert advice to the ball players are, from left, Elroy "Crazylegs" Hirsch, Vice President Dudley Tower and Catcher Del Grandall of the Milwaukee Braves. The Cubs are sponsored by the California Bank, Fullerton.

from A. C. Rubel



SURVIVAL OF THE FITTEST—During a recent trip to our son's ranch in Arizona, I found this old-timer sign where apparently there used to be a Union Oil station in the town of Hackberry. The sign stands proud and erect despite the marksmanship of local hunters.

from A. C. Rubel



in focus

PHIL WONDRA, son of Consignee Charles Wondra, Jr., Victorville, is the recipient of a \$12,000 Naval Missiles Laboratory scholarship. A fine scholar and president of the student body at Victor Valley High School, he competed against hundreds of applicants for the Naval opportunity. He will work under top scientists in the missile field at Point Mugu, then transfer to Ventura College and the University of California for his engineering studies.

from J. S. Foster



LARRY V. ROBINSON, son of Salesman Verlin E. Robinson, Long Beach, was chosen the outstanding boy of the 1958 senior class at Whittier High School. Larry was a straight-A student, an officer in several school organizations, and a member of the water polo and swimming teams. With the help of a scholarship award he plans to study dentistry at the University of Southern California.



INDIANAPOLIS 500 MILE SPEEDWAY CLASSIC

LAPS COMPLETED 48 AVERAGE SPEED 120.447 M.P.H.

CAR	PLAC	CAR NO.	DRIVER	CAR	PLAC	CAR NO.	DRIVER	CAR	PLAC
WV BRANNA SPECIAL	4	29	A. J. FOYT	DEAN SPECIAL	1	83	SHIRLEY TEMPLEMAN	BRANNA	
ZINK SPECIAL	5	26	DON FREELAND	ESTES SPECIAL	10	92	JERRY LINER	BRAY	
E ZINK SPECIAL	8	75	PAUL RUSSO	NOVI SPECIAL		97	GEORGE AMICK	DEHLER	
BOWES SPECIAL	11	43	BILLY GARRETT	CHAPMAN SPECIAL		61	EDDIE JOHNSON	BRANT	
EMERY SPECIAL	12	31	PAUL GOLDSMITH	CITY DIVISION SE		63	LEN SUTTON	NEBBING	
OT SPECIAL	13	65	BOB CHRISTIE	FIDENS SPECIAL	10	57	ART BISCH	HEISE SPECIAL	
SPECIAL	14	88	EDDIE SACHS	SCHMIDT SPECIAL	3	87	CHUCK WEYANT	DENY EN	
WATLY SE	2	44	JUDD LARSON	ZINK SPECIAL		19	JOHNSIE TOLAN	GREENWOOD	
	1	2	JIM RATHMANN	LEADER SPECIAL		77	MIKE MAGILL	BROWN	
	1	52	AL KELLER	BARDAGE SPECIAL		59	DEMPOSEY WILSON	KREWEN	
	1	7	KORBY THOMASON	D-A SPECIAL			BILL CHEESBROUGH	NOVI SPECIAL	

ROYAL TRITON MOTOR OIL

JENKIN-GUERIN, INC., Union Oil distributors in the Indianapolis area, offered a unique advertising service during the running of this year's auto racing classic. They maintained a scoreboard showing the position of each driver and made spot announcements of the race over Station KNOK. Thousands of fans saw the race trophies—and Royal Triton shirts worn by the score keepers.

from W. L. Theisen

IN MEMORIAM

JOHN H. CURRAN
Oleum Refinery June 29, 1958

ROGER D. DONOHUE
Oleum Refinery March 29, 1958



IN-COMING OFFICERS of the Union Oil Girls' Club, Home Office, are, from left, Stella Mezzanatto, Elizabeth Fisher, Shirley Brundage, Dorothy Busald (President), Pat Richardson, and Jo Sanders. Installation of officers took place at the club's annual luncheon and fashion show, this year at the Beverly-Hilton Hotel.



DON HORSLEY, Union Oil consignee at Bonanza, Oregon, was host to his entire community on May 30. He donated all the beef the town could eat during a Memorial Day barbecue. All funds raised through a ticket sale are being used to beautify the local cemetery.

from Klamath Falls Herald and News



HARRY CAMPBELL, seated, divides his time between a Union Oil transport in Los Angeles and the 148th Aircraft and Warning Squadron of the California Air National Guard. Both jobs are rough at times, he declares, but nothing compared with riding in the annual Donkey Baseball Game between two service teams. Harry's side won the game 1 to 0.

from Ralph Nevens

OLD-TIMERS' DAY, OLEUM. Of 144 former Oleum employees now enjoying retirement, 84 responded to a "Homecoming" invitation to re-visit the refinery on June 18. They dropped in on old associates, met some of the young men who have been assigned, and received detailed reports of the stewardship they passed on to others.

The event was more than successful. To Oleum people and several visitors from Union Oil Center it was inspiring to note the general good spirits and well-being of so many old-timers. Their evident happiness will long be a topic of conversation.

from G. B. Stone

RETIREMENTS

Retirees:

August 1, 1958	Service Date
JOHN B. COLLARD <i>Los Angeles Refinery</i>	September 23, 1942
ALEC MIHALSKI <i>Coast Division Field</i>	June 19, 1933
LLOYD J. ROGERS <i>Comptrollers</i>	July 30, 1923
ARTHUR SCHMIDT <i>No. Division Pipeline</i>	September 20, 1920





The dean of Union Oil consignees is J. S. Goodale of San Rafael, California. Jim's more than 44 years of Company service includes many years as a Union Oil employee.

Wholesale Consignees and Distributors

Join the Honor Roll

In addition to 7,500 people currently classed as Union Oil employees, the Company is represented by 4,500 service station dealers, 388 wholesale consignees and 52 wholesale distributors. All of these 12,440 people have a great deal in common. Many dealers, consignees and distributors are former employees. From their service stations and marketing outlets come a considerable number of the employee working force. The groups differ only in their employment or contractual arrangement with Union Oil; all are vitally interested in the Company's operations and success.

It was because of this mutuality of interest and effort that management decided to enlarge the editorial policy and distribution of this magazine. Now, at the suggestion of a former employee—Consignee Con J. Deasy of Lodi, California—the "Service Birthday Awards" page of SEVENTY-SIX will give consignees and distributors the same service recognition that is accorded to employees and dealers. To make up for past omissions, we are proud to publish this month the complete list of wholesale consignees and distributors, noting their years of Union Oil affiliation:



10th anniversary emblem

35 Years

1949
GOODALE, J. S. San Rafael, Cal.
HARRISON, T. E. Santa Paula, Cal.

1954
WESTON, P. C. Hayward, Cal.

1956
WONDRA, C. S. Victorville, Cal.

1957
HOUGHAM, H. K. Arcata and Eureka, Cal.
JAMESON, O. H. Monroe, Wash.
LEWIS, B. C. Chowchilla, Cal.
PICKERING, J. C. East Stanwood and Mt. Vernon, Wash.

SALMOND, J. T. Newhall, Cal.
SMITH, Z. F. Mettler, Cal.

1958
BOYLE, J. H. Salmon Bay Marine, Wash.
JOHNSON, C. A. Bremerton, Wash.
HANSON, L. T. Coeur D'Alene, Idaho

30 Years

1954
CARLSON, V. J. Lebanon, Ore.
EVJEN, C. B. Lynden, Wash.
MCKIM, R. W. Visalia, Cal.
SCOTT, J. C. Linden, Cal.
WALLACE, J. F. Chico, Cal.

1955
GEIST, H. Forks, Wash.
HARDEN, B. R. Spokane Valley, Wash.
KEITH, G. W. Bellingham, Wash.
KIRBY, J. W. McMinnville, Ore.
LEE, K. G. Junction City, Ore.
RETTIG, A. R. Livermore, Cal.
RIGGS, J. C. Dinuba, Cal.

1956

BASCOM, C. T. Biola, Cal.
COLLINS, G. A. Salinas, Cal.
CONROY, J. W. Las Vegas, Nev.
HOFFMAN, R. W. Santa Cruz, Cal.
LAMAR, W. D. Silverton, Ore.
LEE, P. M. Roseburg and Sutherlin, Ore.
LONG, T. J. Globe, Ariz.
MANGINI, E. J. Concord, Cal.
SCOLES, G. C. Fillmore, Cal.
SKAGIT SUPPLY CO. Sedro Wooley, Wash.
WEDEGAERTNER, H. F. Kingsburg, Cal.
YOUNG, T. R. Lynden, Wash.
ZENGER, A. Roseburg and Sutherlin, Ore.

1957

DEASY, C. J. Lodi, Cal.
FLIFLET, A. A. Dallas, Ore.
GIMBLIN, B. H. Redding, Cal.
INMAN, G. I. Vancouver, Wash.
JOHNSON, B. F. Winlock, Wash.
NORTHROP, C. B. Cashmere, Wash.
PEACOCK, G. D. Fortuna, Cal.
WEISS, H. J. Turlock, Cal.

1958

ALLEN, H. W. Redmond, Ore.
ASKINS, W. D. Yerington, Nev.
COX, M. F. West Stayton, Ore.
KINCAID, A. L. Edmonds, Wash.
LAMB, F. A. Lakeside, Cal.
VAN WOERT, J. E. Ellensburg, Wash.
WATERS, E. B. Petaluma, Cal.
WRIGHT, H. W. Kirkland, Wash.

25 Years

1953
CORBETT, R. M. Livingston, Cal.
EZRO, M. Ensenada, B. Cal.
HAMILTON, L. J. Porterville, Cal.
HARKENRIDER, G. W. Hermiston, Ore.
MAY, J. S. Winnemucca, Nev.

1954

BUTTON, L. E. Deming, Wash.
DANIELS, W. H. Montesano, Wash.
DeMOTT, R. E. Toledo, Ore.
ENOCHS, P. H. Madera, Cal.
HANSEN, A. M. Orland, Cal.

HANSEN, H. C. Winters, Cal.
HEATH, W. H. Grants Pass, Ore.
KING, M. J. Los Olivos, Cal.
KIXMILLER, C. A. Laws, Cal.
LONGNECKER, W. A. Taft, Cal.
NEW ENGLAND FISH CO. Chatham and Noyes Island, Alaska
PETERSON, F. C. Fort Bragg, Cal.
PIMENTAL, M. F. Tracy, Cal.
RAMAGE, W. B. Willows, Cal.
ROGERS, J. L. Prescott, Ariz.
ROWE, R. R. Baker, Ore.
SHOVELIN, D. F. Battle Mt., Nev.
WEBBER, E. W. Davenport, Wash.
WORDEN, H. W. Chejan, Wash.

1955

GOBBY, A. Riverdale, Cal.
HOEGH, A. O. Tulare, Cal.
HOLLY, J. F. Avondale, Ariz.
JACOBSON, D. Pendleton, Ore.
MORAN, L. M. Omak, Wash.
MORAN, W. A. Omak, Wash.
PAHRMAN, C. Sonora, Cal.
PAINE, G. C. Lancaster, Cal.
STEWART, E. W. Arcata and Eureka, Cal.
STOLTS, G. D. Prosser, Wash.
WANNER, J. Newberg, Ore.
WEBB, H. Napa, Cal.
WILLIS, C. L. Mesa, Ariz.

1956

CLARK, W. K. Centerville, Cal.
COLLINS, H. R., JR. Susanville, Cal.
FERGUSON, H. H. Morton, Wash.
HANSEN, A. F. Poulso, Wash.
PATTERSON, C. A. Marysville, Cal.
RUBIDOUX, W. J. Holtville, Cal.
SHOEMAKER, J. B. Hanford, Cal.
TYSON, S. C. Oceanside, Cal.
WILLARD, V. J. Manteca, Cal.
WILSON, A. Yreka, Cal.

1957

FLOURNOY, J. D. Calipatria, Cal.
HUGHES, H. Naches, Wash.
INGALLS, K. B. Calistoga, Cal.
JONES, V. H. Ukiah, Cal.
LEICESTER, W. P. Redmond, Wash.
NYMAN, E. A. Walla Walla, Wash.
REID, G. K. Monterey, Cal.
REVERT BROTHERS. Beatty, Nev.
RICHARDSON, P. H. Waterville, Wash.
ROBERTS, L. C. Auburn, Wash.
SILVERSTONE, S. R. Watsonville, Cal.
SMITTEN, G. M. Fallon, Nev.
THOMPSON, W. O. Everett, Wash.

1958

HOESSEL, W. E. Westley, Cal.
KALLICOTT, A. L. Friday Harbor, Wash.
OWSLEY, J. M. Pomona, Cal.
ROBINSON, K. H. Portola and Quincy, Cal.
TETZ, W., JR. Ilwaco, Wash.
TONKIN, W. R. Lewiston, Idaho

20 Years

1954
BONTEMPS, R. J. Wenatchee, Wash.
GOBBY, W. M. Hollister, Cal.
HEEKIN, J. M. Merced, Cal.
JONAS, J. B. Lower Lake, Cal.
NEYLAND, K. D. Stevenson, Wash.
OWENS, H. E. Beaumont, Cal.

1955

ADAMS, F. V. Casa Grande, Ariz.
BARTON, B. C. Yerington, Nev.
BRADLEY, R. B. Holbrook, Ariz.
BRYANT, V. D. West Stayton, Ore.
FRISBIE, R. E. Ashland and Medford, Ore.
GALLAGHER, J. J. Newman, Cal.
GANOUNG, B. A. Chewelah, Wash.
HANSMAN, J. G. East Stanwood and Mt. Vernon, Wash.

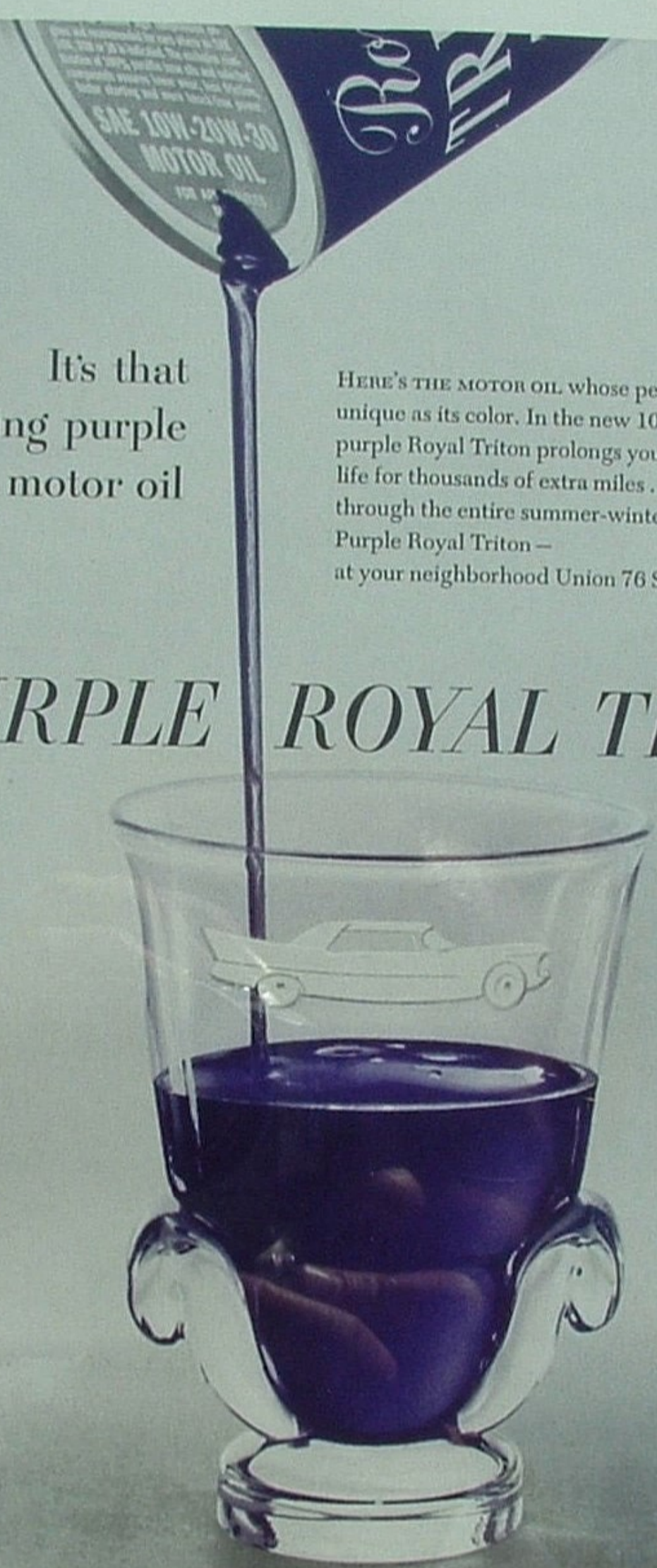
HOFF, V. E. Sprague, Wash.
MARTIN, F. G. Bingen, Wash.
MERTES, B. M. Chewelah, Wash.
MEYERS, F. H. Bend, Ore.
PELLASCIO, J. C. Point Arena, Cal.
THOMPSON, PAULINE. Republic, Wash.
WIGG, G. C. Arcata and Eureka, Cal.
WINNANS, R. L. Corona, Cal.

1956

ALEXANDER, R. B. Dixon, Cal.
BLAKESLEE, R. R. Modesto, Cal.
CONAN, B. L. Gig Harbor, Wash.
COVINGTON, T. G. Escondido, Cal.
DUCKHORN, A. A. Sebastopol, Cal.
FERRETTI, F. Los Banos, Cal.
LAKE, E. F. Santa Rosa, Cal.
LASSART, A. Los Banos, Cal.
MacKENZIE, C. R. Hemet, Cal.
MARTIN, A. J. Sanger, Cal.
O'TOOLE, A. D. Tenakee, Alaska
PARSLEY, R. A. Delano, Cal.
POWELL, W. L. Sunnyside, Wash.
WHARTON, G. W. Woodland, Cal.
WOODRUFF, F. A. Sequim, Wash.

1957

BERNER, E. A. Santa Rosa, Cal.
CHANTLER, D. F. Lakeport, Cal.
CONWAY, J. J. Sitka, Alaska
GIRADO, P. F. Tulare, Cal.
TETZ, L. W. Ilwaco, Wash.

A can of Purple Royal Triton motor oil is tilted, pouring a thick stream of purple oil into a glass. The can's label is partially visible, showing 'SAE 10W-20W-30 MOTOR OIL'. The glass is ornate with a car emblem and two handles. The background is a plain, light color.

It's that
amazing purple
motor oil

HERE'S THE MOTOR OIL whose performance is as
unique as its color. In the new 10-30 grade,
purple Royal Triton prolongs your engine's trouble-free
life for thousands of extra miles . . . protects it
through the entire summer-winter temperature range.
Purple Royal Triton —
at your neighborhood Union 76 Station.

PURPLE ROYAL TRITON

UNION OIL COMPANY of CALIFORNIA

Tune in: The 76 Sports Club every week on ABC-TV Ask for: Free sports books at your neighborhood Union Station