

APRIL 1959



UNION OIL COMPANY OF CALIFORNIA





# STARTING NOW:

## A NEW UNION OIL SERVICE

*Regular check of stations for Cleanliness and Safety*

Meet one of our new Service Station Inspection Teams. They visit Union Oil Stations regularly, year 'round. They check the rest rooms to make sure they're as spotless as you expect them to be. They check the entire station to make certain it's clean and safe . . . for *your* visit. (This new service reinforces the Minute Man's day-to-day housekeeping.) A new idea, based on our old-fashioned business principle: At the sign of the 76, you always get *The Finest*—of everything.

**UNION OIL COMPANY OF CALIFORNIA**

P.S. Any suggestions to improve our service or housekeeping? Write: Service Station Inspection Department, Union Oil Company of California, Union Oil Center, Los Angeles 17, California.

APRIL 1959

THE COVER: What Union Oil dealer would object to having one of these girls visit his station on an inspection tour? Or to bring him a savings bond or brand new uniform for excellent service station maintenance? See the story on Page 14.

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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.

EDITORIAL BOARD

Jerry Luboviski and Earl M. Welty.

Thiel D. Collett.....Editor  
Robert C. Hagen.....Assistant Editor

# What America means to me

by Dean Alfange

Distinguished Lawyer, Author of  
"The Supreme Court And The National Will"

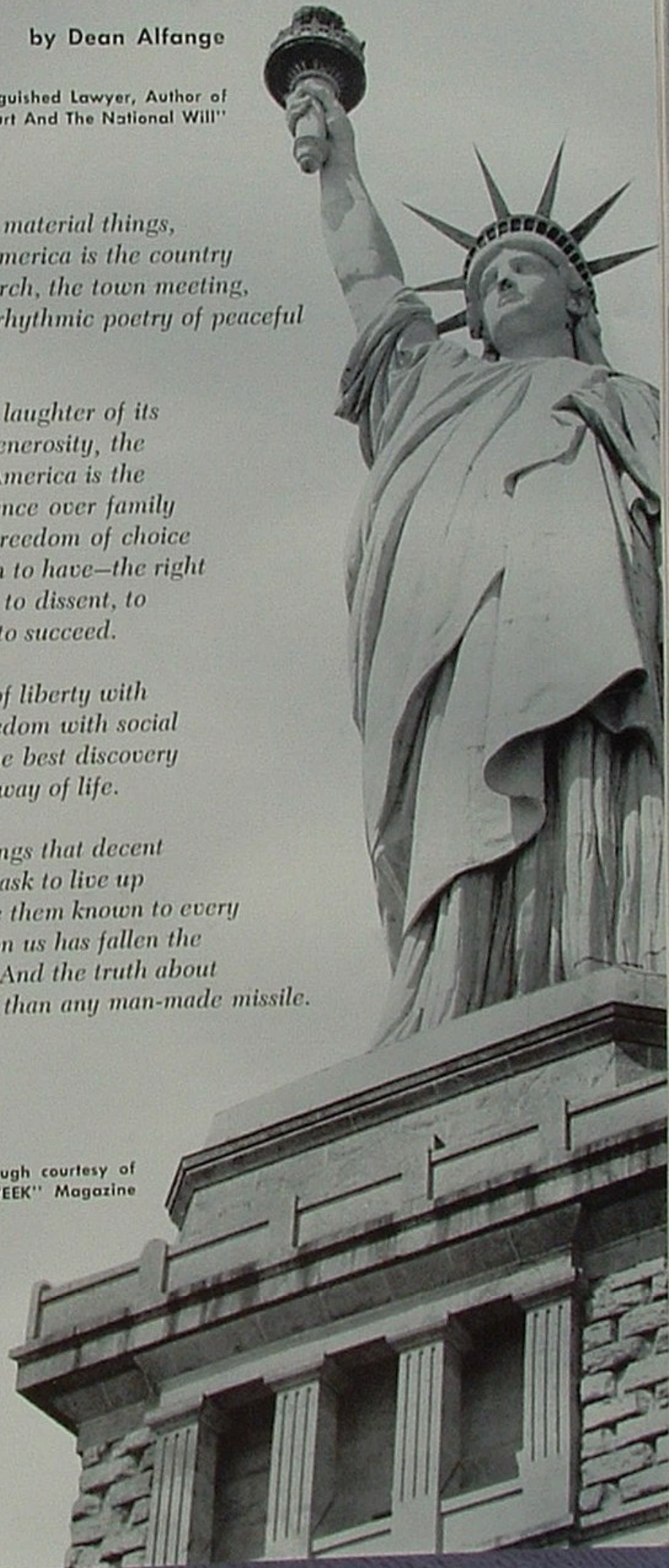
AMERICA is not just rich in material things, a mighty military power. America is the country schoolhouse, the village church, the town meeting, the humble farmhouse, the rhythmic poetry of peaceful countryside.

America is the mirth and laughter of its children, the charity, the generosity, the compassion of its people. America is the triumph of merit and diligence over family and caste. America is the freedom of choice which God intended all men to have—the right to do, to speak, to worship, to dissent, to dream, to build, to fail and to succeed.

America is the marriage of liberty with authority, of individual freedom with social organization. America is the best discovery yet of a full and honorable way of life.

We are rich in all the things that decent people yearn for. It is our task to live up to these values and to make them known to every nation, friend or foe. For on us has fallen the challenge to lead the free. And the truth about ourselves is more powerful than any man-made missile.

Reprinted through courtesy of  
"THIS WEEK" Magazine



# Adventure

## on highway 76

*By Russ Halford, a Union Oil customer*

NOT HAVING DRIVEN from Los Angeles to San Diego for quite some time, I probably arose too early and certainly underestimated the beeline efficiency of these new freeways.

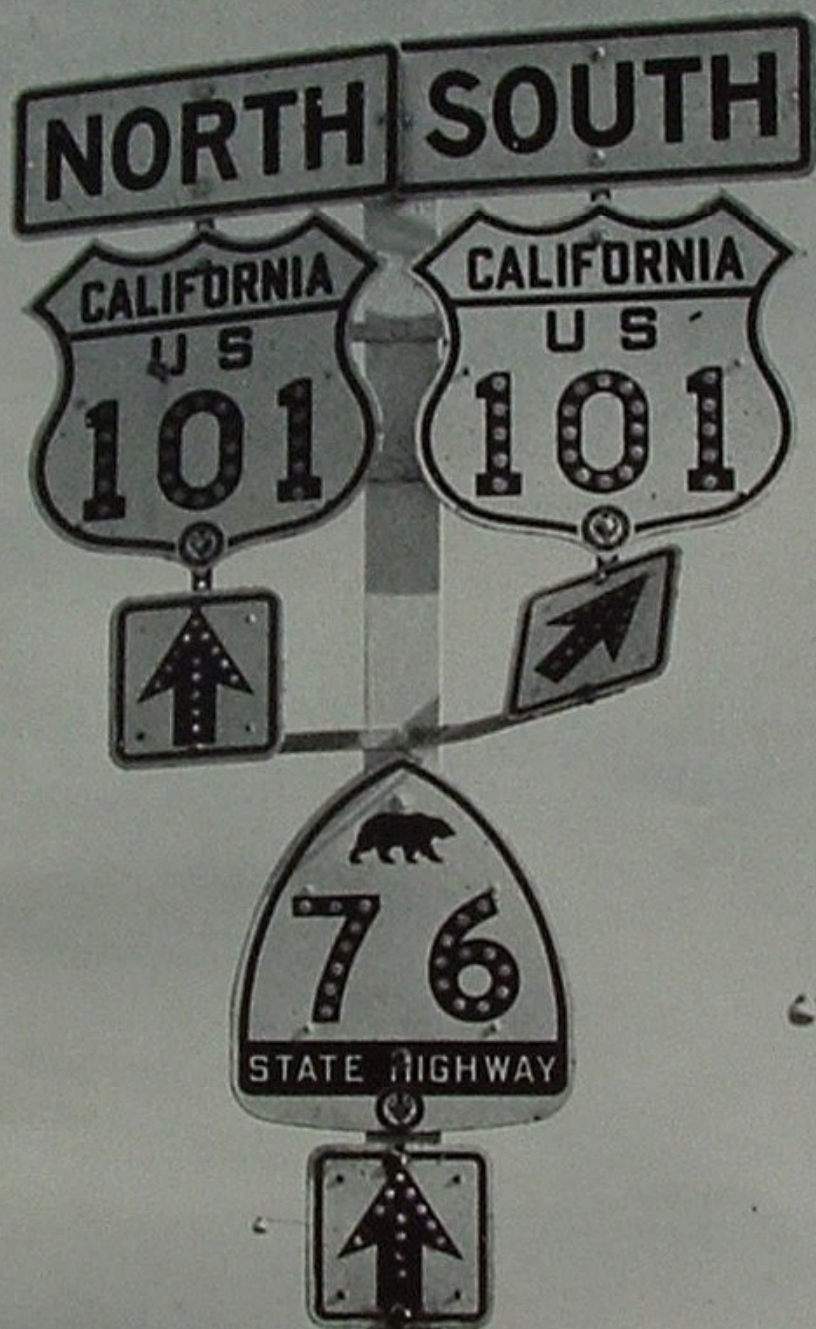
My style of motoring is to stop frequently—admire the view—sip refreshments—snap a photo—buy a few gallons of gasoline—strike up a conversation. In such fashion, 150 miles of California seacoast can become a fairly long day's drive.

But my early 1959 version of a relaxing ride seemed to be getting out of hand. I was out of Los Angeles ahead of the morning freeway rush—through Santa Ana—and entering Oceanside by 9:30 a.m. My evening's destination in San Diego was less than an hour away.

This would never do. I looked at the car's gas gauge, then for one of those orange "76" targets marking a Union Oil service station. Maybe there was yet some escape from the hypnotic 60-plus-miles-per-hour boredom of a modern freeway.

That's how it happened that I turned off into California State Highway 76 and, after three blocks, into the inviting spaciousness of Cook's Union Oil Service Station. On duty was Minute Man Howard Heidegger. While servicing my car, he sympathized with my critical state of mind. "Say," he concluded, "if you'd like to take a really interesting route to San Diego, try Highway 76. It's part of the original old El Camino Real, King's Road, used by the West's earliest mission founders. The less I tell you about it, the more surprised you'll be."

Howard's challenging suggestion was still echoing





Howard's challenging suggestion was still echoing through my mind when I witnessed the first surprise—San Luis Rey Mission.

through my mind when I turned a bend to witness the first surprise—San Luis Rey Mission. Perfectly preserved, its white walls, arches and crosses sought to outdo the freshness of a green valley and blue sky. A busload of children from Ramona United Schools came to visit the historic building. They and three caretakers told me of its founding in 1798—that 3,000 Indians were once located here—that it was the most populous mission in the western hemisphere.

My camera always seems to get a kick out of things that make you wonder why. A few miles along Highway 76 from the mission there was an abandoned homesite of the type usually marked by a solitary brick chimney. This one was unaccountably different—tombstoned by a bathtub and hot-water heater.

Now 76 wound politely through rolling citrus grove orchards. Thousands of lemon trees were heavy with fruit. It was also "Fresh ranch eggs for sale" country. Gates were hospitably open. One rancher's mailbox advertised "Foreign and exotic birds." Another resident took pride in a private lake, whose border of grass gave lush forage to several white deer. Beyond, at Twinkling Star Ranch, hundreds of black and white Holstein cows grazed among mountains of baled hay. It looked like everybody in the area lived grandly or casually, just as he darned pleased.

The camera stopped me briefly for a six-span bridge. Then I stopped the camera for fresh strawberries and a coke. The latter was purchased at Bonsall, 10-building Rip-Van-Winkle metropolis whose white postoffice has

*continued*



Minute Man Howard Heidegger said, "If you'd like to take a really interesting route to San Diego, try Highway 76, the King's Road."



My camera got a kick out of an abandoned homesite, unaccountably tombstoned by a bathtub and heater.





Now 76 wound politely through rolling citrus grove country . . . Here one resident took pride in a private lake and several white deer.

### Highway 76 — *continued*

At Bonsall, its El Camino Bell at roadside hints of bold friars who strode the dusty trail, thankful just for water.



been in service since stagecoach days. Its El Camino Real bell at roadside hints of bold friars who strode the dusty trail, thankful just for water.

What were they like, these men who came half way around the earth to build missions among the Indians?

Well, perhaps they were like Father Francez. I met him a few more miles along 76 at Pala, center of an Indian reservation. In the courtyard of ancient Mission San Antonio de Pala he paused from his work of hoeing a flower bed to tell of a new schoolroom the mission was building. Many Indians, he commented, have been swallowed in America's melting pot; many others resist change; upon both kinds God looks with kindly understanding. As he spoke, four brightly dressed Indian children ran up to ask the use of a kick ball. The exchange of smiles spoke eloquently of Father Francez and all who have preceded him.

Expecting to find mountains beyond the Pala foothills, I came instead upon a green and yellow valley—elevation 900 feet, population 669, name Pauma Valley. Here I met Genie Cheney with a Seventy-Six shooter in her hand and the valley in her heart. She and her husband Mickey run the combination grocery-dry goods-gasoline-coffee dispensary while Genie functions as a one-woman chamber of commerce. Spend an hour here and you'll never want to leave Pauma Valley.

Also met Joe Schurei, gem miner down from the hills for his weekly supply of water. As we talked, a burro galloped across Highway 76 and brayed in the direction of Cheney's. Out came the driver of a dairy-products truck carrying a quart of cottage cheese for his long-eared friend. "Their daily ritual," Joe confided.

From Pauma Valley, 76 spirals steeply upward — through avocado orchards—beyond farming elevations to

*continued*



At Pauma I met Genie Cheney with a Seventy-Six shooter in her hand and the valley in her heart.



At Mission San Antonio de Pala an exchange of smiles spoke eloquently of Father Francez and his work among Indian children.

From Pauma Valley, 76 spirals steeply upward—through avocado orchards — beyond farming elevations — toward season's first snow.





I saw Palomar Observatory only as a blister of metal on the mountain top ahead—the earth's keenest eye searching.

### Highway 76 — *continued*

La Jolla Nazarene Mission is a deserted adobe relic of another age. The Indians pay it reverent respect.



the Cleveland National Forest—through a few scattered remnants of the season's first snow—and past Palomar Observatory. I saw it only as a blister of metal on the mountain top ahead—the earth's keenest eye searching day after day for new knowledge of the endless universe.

Down 10 miles of highway and 3,000 feet of altitude came La Jolla Nazarene Mission—a deserted adobe relic of another age. Only time and weather are effacing it, for the La Jolla Indians pay it a reverent respect.

The day was fast ebbing now, so I contented myself with a ride along the shore of Lake Henshaw and a short stop at Foster's Union Service for the latest fishing lore. Gary Wilson was on duty. He had no tears for the seasonal nature of gasoline sales up here. "In country like this," he philosophized, "a man needs lots of spare time."

As Highway 76 ended, so did the day, both wrapped in the crimson hues of a Pacific sunset. I was still an hour out of San Diego. But at least one day of this life had been turned from 60-mile-per-hour monotony to stimulating adventure. Take the main highway if you must. But give me the road that shares each day with its people—El Camino Real, the King's Road!

/THE END



Gary Wilson had no tears for the seasonal nature of gasoline sales. "In country like this a man needs lots of spare time!"





# 76 Sports Club attracts 3,000 in Honolulu



A team of real football "pros" was rounded up by Director Hirsch to teach Hawaiian kids and their folks the fine points.

from Bob Rath

**F**UN is much more than a stock-in-trade of the Hawaiian Islands. Sure there are some professional hula girls, musicians and surf-board experts to entertain the tourists. But if all the tourists stayed home, there would be no less dancing, singing and surfing among Hawaiians. Here fun is the reason for living. Vigorous, competitive sport is the way of life. It has been so from the beginning.

We re-discovered this fact early in January when Union Oil scheduled a 76 Sports Clinic at the Hula Bowl. Expecting two or three hundred kids out for an afternoon of football skull-practice, we were surprised to see the grandstand and bleachers rapidly fill with a crowd of approximately 3,000. With the kids were their fathers and mothers, and quite a sprinkling of grandparents. And while Elroy Hirsch, Union Oil sports director, and his squad of "pro" footballers paused for their first breath, out marched the McKinley High School band and a CYO drum and bugle corps. For genuine enthusiasm, you can't beat the Hawaiians.

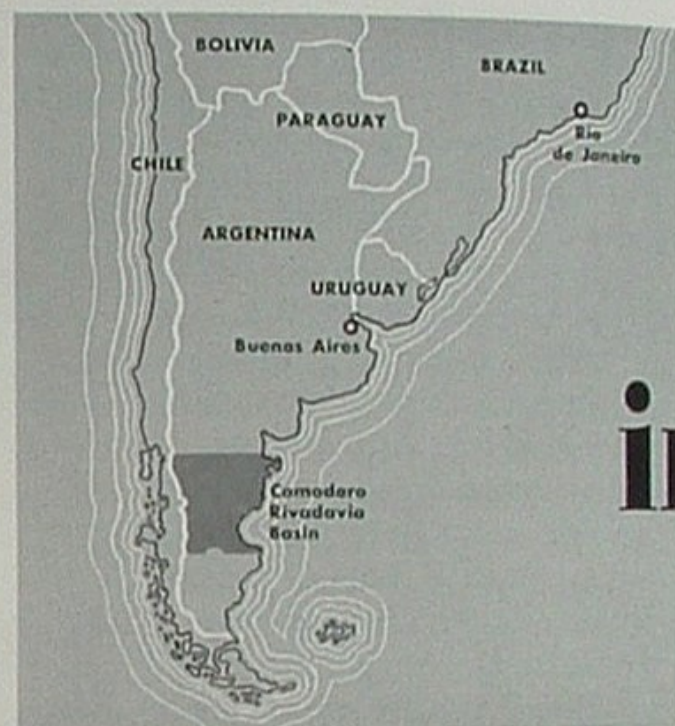
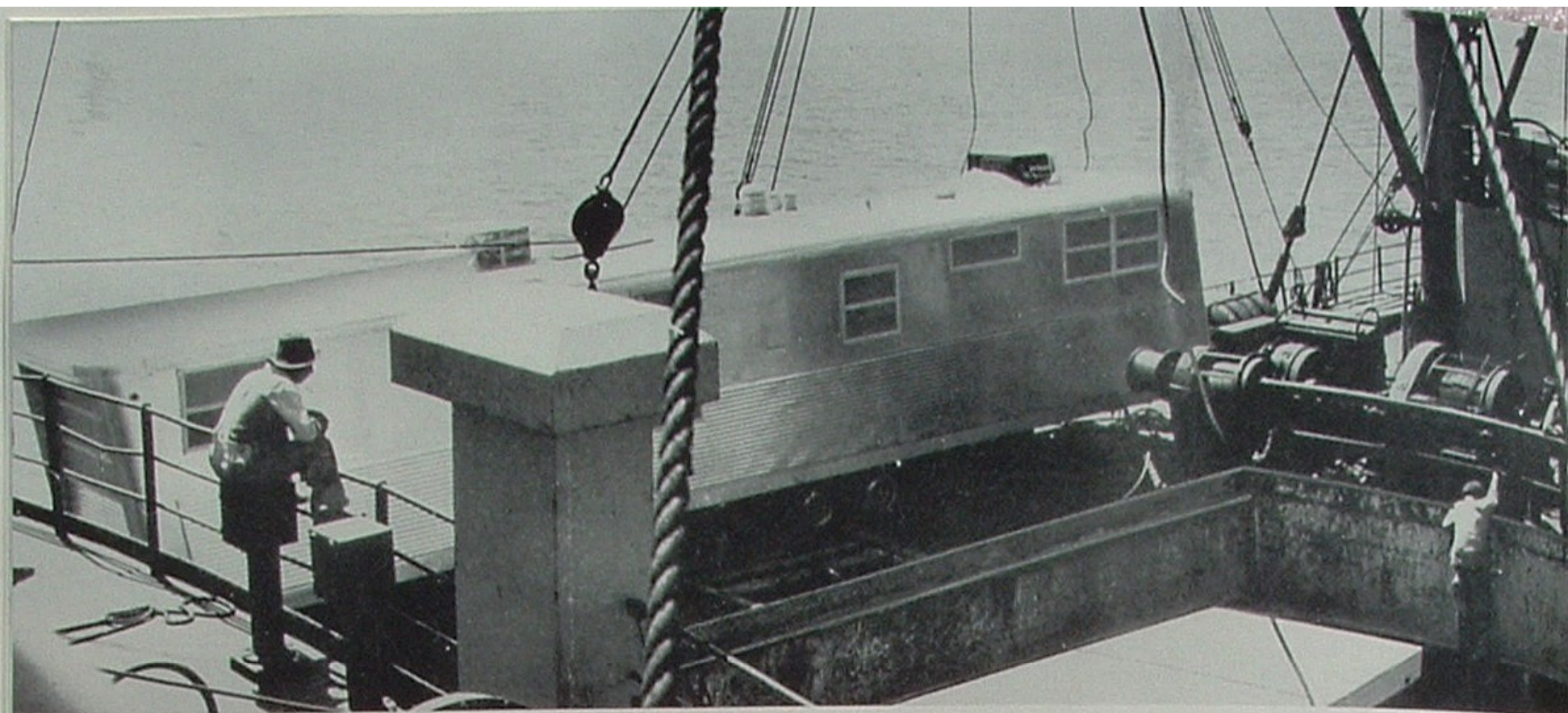
/THE END



Union Oil representatives and dealers were on the field to present door prizes—football equipment, merchandize, autographed photos.

Taking a back seat to nobody was the CYO drum and bugle corps, who marched into the Hula Bowl between halves to give the practice session a boost of enthusiasm.





*Union Oil exploration crews have landed . . .*

**F**OUR hundred miles from Magellan Strait and only 600 miles north of Cape Horn, southernmost tip of South America, Union Oil explorers have begun a new quest for oil. Under terms of a contract signed with Yacimientos Petroliferos Fiscales (YPF), official petroleum agency of the government of Argentina, we have exploratory and development rights on two parcels of land, totaling four million acres, in the Comodoro Rivadavia Basin.

Our agreement to put exploratory parties in this field within 60 days after signing the contract has been fulfilled. Trucks, portable drills, seismic equipment, house trailers and all other supplies necessary to a full-fledged geological and geophysical oil search were assembled swiftly at New Orleans. A Delta Line freighter, the DEL MUNDO, was chartered to transport the equipment. Departing from New Orleans on December 14, the vessel arrived off Comodoro Rivadavia on January 7 and, with the aid of Argentine barges, got everything safely ashore. The landing caused quite a sensation in the town, whose newspaper described it as the first visit on record of a

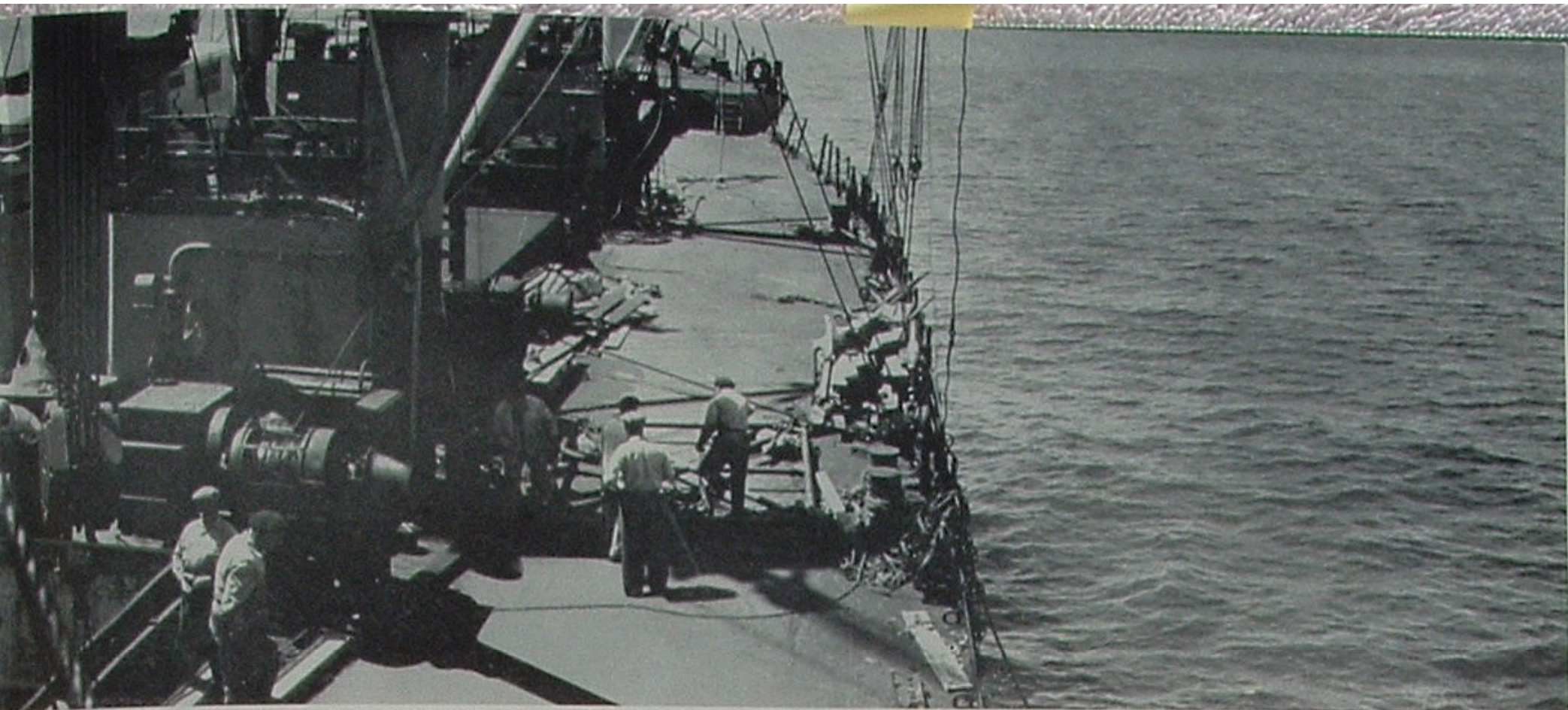
large U.S. vessel to that port. (Accompanying photos by Marcelo Simeoni show unloading activities at Comodoro Rivadavia.)

The large sedimentary basin inland from this city of 25,000 people is by no means virgin oil country. A discovery well was drilled here as early as 1907. Today, from some 2,100 wells scattered over a score of fields in the basin, crude is being produced at a total rate of about 42,000 barrels per day. This represents more than half of Argentina's national production from its seven widely scattered producing areas.

Domestic consumption of petroleum in Argentina, on the other hand, averaged 246,000 barrels per day during 1957, meaning that more than half the nation's oil requirements have to be imported. Estimates of future domestic needs indicate a consumption rate of 500,000 barrels per day by 1965.

Partly because of the production-consumption imbalance, government leaders in Argentina invited the assistance of foreign oil companies. They felt that U. S.

in



Anchored off Comodoro Rivadavia, the SS DEL MUNDO begins unloading equipment for Union Oil's exploratory venture in Argentina.

# Argentina

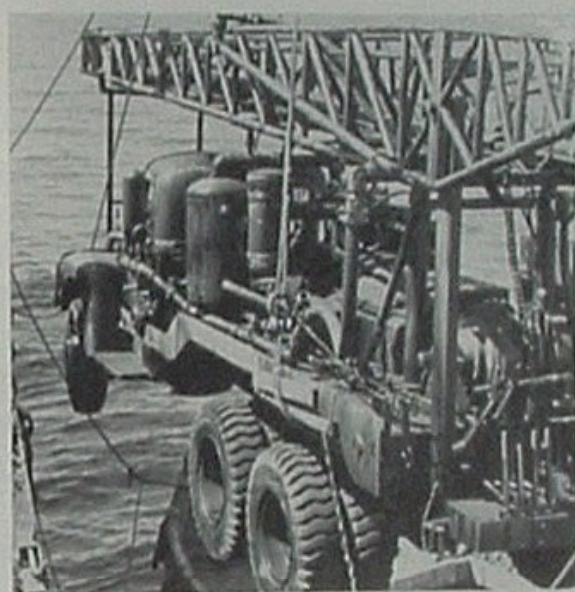
exploration and production methods in particular would greatly stimulate the domestic picture and make their country at least self-sufficient in crude supply. Newspaper polls have indicated strong popular support behind the government's decision.

(For an informative account of the business-economic situation now prevailing in Argentina, we are printing on the following pages a speech given in New York recently by Sr. Dr. Arturo Frondizi, President of Argentina.)

The basis on which Union Oil Company has gone to work in the C. Rivadavia Basin is purely contractual. If we find new reserves of petroleum, we will deliver the oil and gas production to YPF at a stipulated price. Any oil produced will have first-call to satisfy domestic needs. Only if the promising sedimentary deposits of our two parcels yield in excess of domestic needs will any consideration be given to exports.

Union Oil people consider it an honor to be chosen—and an opportunity to make enduring friendships—in Argentina.

/THE END



The freighter was scheduled to discharge at a deeper harbor to the north, but found other ships waiting in line there for wharf space. Rather than waste time, the Yankees moved closer to the exploration site and improvised barging service to get ashore.



## “WE HAVE DECIDED TO FACE THE FACTS SQUARELY”

*Speech by Sr. Dr. Arturo Frondizi, president of the Argentine Nation,  
at a Dinner given by New York Bankers, Wednesday, January 28, 8:30 P.M.*

I SINCERELY wish to express my gratitude for this dinner which the businessmen of New York have offered to the President of the Argentine Nation. I realize that it is not a personal tribute but another proof of the friendship which binds the people of the United States to the people of my country. We are living through a period which is exceptionally propitious for giving concrete proofs of this long and fruitful relationship. Argentina is committed to a decisive effort aimed at attaining full economic development. This effort is being undertaken under unfavorable circumstances and requires an immediate and urgent phase of domestic monetary stabilization.

A healthy monetary policy and an all-out battle against inflation are the indispensable conditions to attain effective economic development. There is ample and painful experience concerning the pernicious results of monetary manipulations as a means of obtaining immediate solutions. These are facile means of reaching apparent solutions but, in the long run, they upset the economic evolution of the countries, create false illusions and give an erroneous idea of the real situation. In the final analysis they only postpone and aggravate the problems they seek to solve.

Therefore, we have decided to face the facts squarely and place our national economy on a real and true base. The adoption of a realistic policy of this type, however, raises great difficulties and can create grave dangers. In the first place it can trigger political and social upheavals of unforeseen magnitude if the readjustment to the new situation is effected without respecting the just and fair distribution of the effort, and if care is not taken to see that one sector does not reap excessive benefits at the expense of other sectors. In the second place, a financial stabilization that is not accompanied by an

economic development program can become a negative factor leading to an economy of shortages.

In both cases, social upheavals are inevitable and not only is the economic stability of the country jeopardized but its political and institutional stability are endangered; both democracy and liberty are in danger and the door is left open to new and terrible dictatorships. It is important to bear in mind all these effects when decisions are being considered, which despite their strictly economic-financial nature, affect all aspects of the life of a country.

In order to appreciate fully the task we are carrying out in Argentina it is also necessary to take into account local factors which complicate the situation. Our country is still suffering the consequences of many years of economic distortions. Its principal cause has been of a structural nature: Argentina never did sufficiently exploit the basic sectors of its economy. Despite the enormous riches and potential power of its resources, its progress was based almost exclusively on the cultivation of the land. Oil, coal, iron ore, waterfalls, the rich submarine shelf and the immense possibilities offered by modern technology were not utilized to the extent and with the criteria corresponding to a country of our characteristics. Our forefathers organized our Republic with institutions similar to yours and populated it—as you did—with millions of Europeans in search of freedom and opportunities. However they failed to understand, as you eventually understood, that in order to be effective and lasting, its economic development should pursue national objectives and should be based on the integral utilization of all available resources. This explains why despite having the same opportunities as the United States and a similar concept of the human being and the State, Argentina

has not yet reached a high degree of progress and prosperity.

The panorama which I have just briefly sketched reflects in all its essentials the conditions under which we had to undertake the economic rehabilitation of the country. An analysis of the facts leads us to the conclusion that it was necessary to obtain the cooperation of public and private foreign capital. We bore in mind that the experience of many European countries and of the United States, showed that although national development of a country depends basically on its own efforts, foreign capital helps to speed up the process. Until less than fifty years ago, in the midst of national expansion, your country was heavily in debt abroad. In a very short time the United States not only paid up all its debts but succeeded in becoming the principal creditor nation of the world.

This was made possible because of the national conscience of the United States and the stability of its judicial and political institutions. These same conditions exist in Argentina. In my country there is absolute respect for the Judiciary and strict adherence to the Law. For us, too, legal security is considered a gift as precious as individual liberty. With regard to financial stability, which is another indispensable condition to attract capital, my Government has initiated a program aimed at putting an end to inflation.

Inflation was the vehicle of delusion because, at the expense of a drainage of reserves, indebtedness, exhaustion of existing capital and debasing of the currency, it temporarily extended to the people a standard higher than that which could be normally sustained by their level of production.

The Argentine Government is firmly determined to uproot this inflation evil which has been undermining Argentine economy since the second half of World War II. That is the aim of the stabilization program which it is currently implementing. We are not blind to the difficulties we will have to overcome, but we know also that the benefits of capitalization will mark the beginning of an era of extraordinary progress for a country truly privileged in its human and natural resources.

I can say with great satisfaction that the conditions created by our programs for economic expansion and financial stabilization have enabled us to reach immediate and encouraging results. Argentina obtained the financial and technical cooperation of foreign firms, many of them from the United States. Our action was orientated primarily towards those sectors whose backwardness seriously affected the bases of our national economy: fuel, electric power and steel production. To gauge their importance it suffices to say that in 1958 Argentina spent 470 million dollars to import fuel, iron and steel, or something under half of the total worth of its exports for that year. With regard to electric power, present consumption is hardly more than 350 kwh per capita.

We propose to become, in a short period of time, self-sufficient in fuel and iron and to double the produc-

tion of electric power.

In order to carry out this program it is important to be able to depend on continuous financial assistance during the critical period of readjustment and stabilization. I am happy to state here, that the Government and businessmen of the United States have shown perfect understanding of the problem. Argentina has just received substantial assistance from your country, which will enable it to press its economic program.

In the present circumstances, the success or failure of the stabilization program which has just been launched in Argentina, is of concern to the whole hemisphere. To the other Latin American countries, because it will be a large scale experiment in dealing with evils that are common to all our countries. To the continent as a whole, because the success or failure of this experiment will have strong political repercussions and will bring into play principles and institutions which form part of the ideals of the western world. Therefore we can state that our success or failure will not limit its consequences to Argentina only, resulting in the prosperity or adversity of our people, but will go beyond our frontiers, beyond our intentions or power to control.

Turning now to the cooperation extended to my country, let me state that Argentina never sought financial assistance in the guise of gifts. Each time we have obtained credits or accepted investments, we have scrupulously respected our commitments and paid our debts.

Argentina has a population of 20 million inhabitants made up mostly of European stock. Its professionals and technicians have shown a high intellectual level and have been capable of positive achievements whenever they were given the chance to carry them out. My country has considerable natural resources, a positive tradition in its farm economy and a significant industrial development. The harmonious complementation of all the sectors of the national economy, within an intelligent and healthy policy, together with adequate leadership and foreign technical and financial support, will undoubtedly result in a vigorous advance of national development.

The collaboration that the United States extends to this enormous effort will also be a contribution to the ideal of the Americas. This continent entered history more than four centuries ago, as the land of human hope. Here, millions of human beings who came from all corners of the world in search of peace, justice, democracy and liberty, found refuge and realized their dreams. In order that these aspirations should turn to reality throughout the continent, all its nations must achieve their full spiritual and material development. To do this, countries which — like mine — want to strengthen the foundations of their liberty, expect the generous collaboration of the more developed countries. They await it confidently and with hope because since it is aimed at the happiness and prosperity of millions of human beings, it will also be a contribution to the cause of all mankind.

/THE END



Retail Marketing has started 1959 with a hit performance—

## “SPARKLE REVUE”

**P**RACTICALLY every Union Oil dealer—over 5,500 of them—have seen “Sparkle Revue,” Retail Marketing’s song-and-dance announcement of Union Oil’s 1959 sales and advertising plans.

And everybody applauded what he saw. The girls were talented, personable, good-looking. The plot was exciting, fast-moving. The music was excellent. Lights and scenery gave everything just the right atmosphere and emphasis. The “retail rep” was born to the part. And the Minute Man—well, you couldn’t find a guy better suited to musical adventures on a pump island.

But like the show’s hero—who found opportunity in his own backyard only after several wild flights of imagination—we’re going to have to judge “Sparkle Revue” by its pump island climax. If the show’s excellence inspires “76” dealers to get on the bandwagon and rise to personal stardom, then the show will be a success.

Taking up where the “Sparkle Revue” left off is a go-getter series of Company plans, promotions, products:

Attractive ads in the nation’s leading newspapers and magazines will proclaim our products and services. Television and radio programs will bring entertainment to millions of viewers and listeners—and many an invitation to buy “76.” Illuminated polyethylene window displays will work night and day bringing more customers into Union Oil stations.

A “Sparkle Plan,” beginning April 6th and continuing for eight weeks, will send an inspection team of women into every “76” retail outlet. Thus, stations will be graded from a very important viewpoint—that of the average woman customer. To the dealers who maintain highest standards of cleanliness, service and safety will be given daily prizes of savings bonds and new uniforms.

Already in the field, on a permanent basis, are a team of male inspectors. Traveling in properly identified cars, these men will assist all dealers in defining and maintaining the highest standards of Minute Man Service.

Business should rise to a sparkling new high in ’59.

“Sparkle Revue” was more than a month, challenging Union dealers to get

The show’s plot led by Ernie Newton, a series of musical acts in a penthouse extravaganza by a prisingly talented





Loudest laugh of the show occurred when "Doc" Seller dipped into his patient's anatomy and came up with a dip stick.



Heading this year's bid for more retail business is Haines Finnell, manager of Retail Marketing.

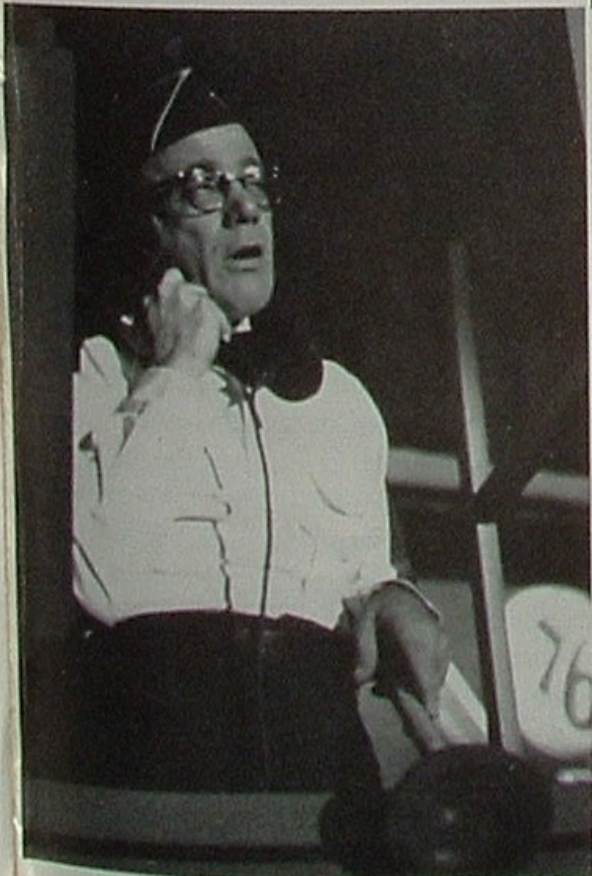


"Sparkle Revue" was on stage for more than a month, challenging over 5,500 Union dealers to get on the bandwagon.

The show's plot led Minute Man George Seller (Ernie Newton), below, through a series of musical adventures, including a penthouse extravaganza with two surprisingly talented old maids, right.



Two things everyone liked about "Doc" Seller were his choice of good-looking nurses and his fine knack of prescribing Royal Triton Motor Oil.



Dealers from hundreds of western cities, including this audience at Portland, came to see the revue and applauded its performers. With support on the pump island, 1959 will sparkle.



From Los Angeles Refinery's  
new blending facility comes

# fuel oil made to order

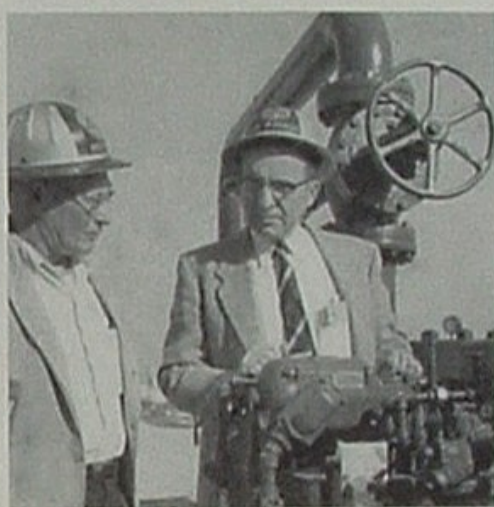


Storage economies inspired a new fuel-oil-blending technique at Los Angeles Refinery. This tank, containing Navy Special fuel, is one of the few now needed for storage of finished products.

**I**N this era of transcontinental gas lines, high-octane gasolines, jet fuels and premium lubricants, perhaps too little is said for the bottom of the petroleum barrel, including residual fuel oils.

As a matter of fact, here toward the barrel-bottom are some of the greatest petroleum work horses known. Products that supply heat for millions of homes. Burner oils for brick factories, asphalt hot plants, cement plants, mines, canneries, paper mills, lumber companies, nurseries. Oil used in orchard heaters during periods of frost. Fuel for electric generating plants. Fuel for steam and diesel locomotives. Bunker fuel to power steamships and motorships across vast expanses of ocean. Navy Special fuel to keep the vessels of our fleet always ready for battle. These and a hundred other services are quietly being performed by fuel oil.

Residual fuel oils—heavy oil fractions remaining after gas, gasolines and other light products have been extracted from crude oil—constitute more than one-fourth the energy being supplied by today's refineries. At our Los Angeles Refinery, from 25,000 to 35,000 barrels of *resid* fuel oils are produced daily. To blend, test, store and move great volumes of heavy oils are some of the major responsibilities of the petroleum industry.



Foreman "Red" Haw and Supervisor Max Parkin check a viscometer, which automatically measures right amounts of oils to be blended.

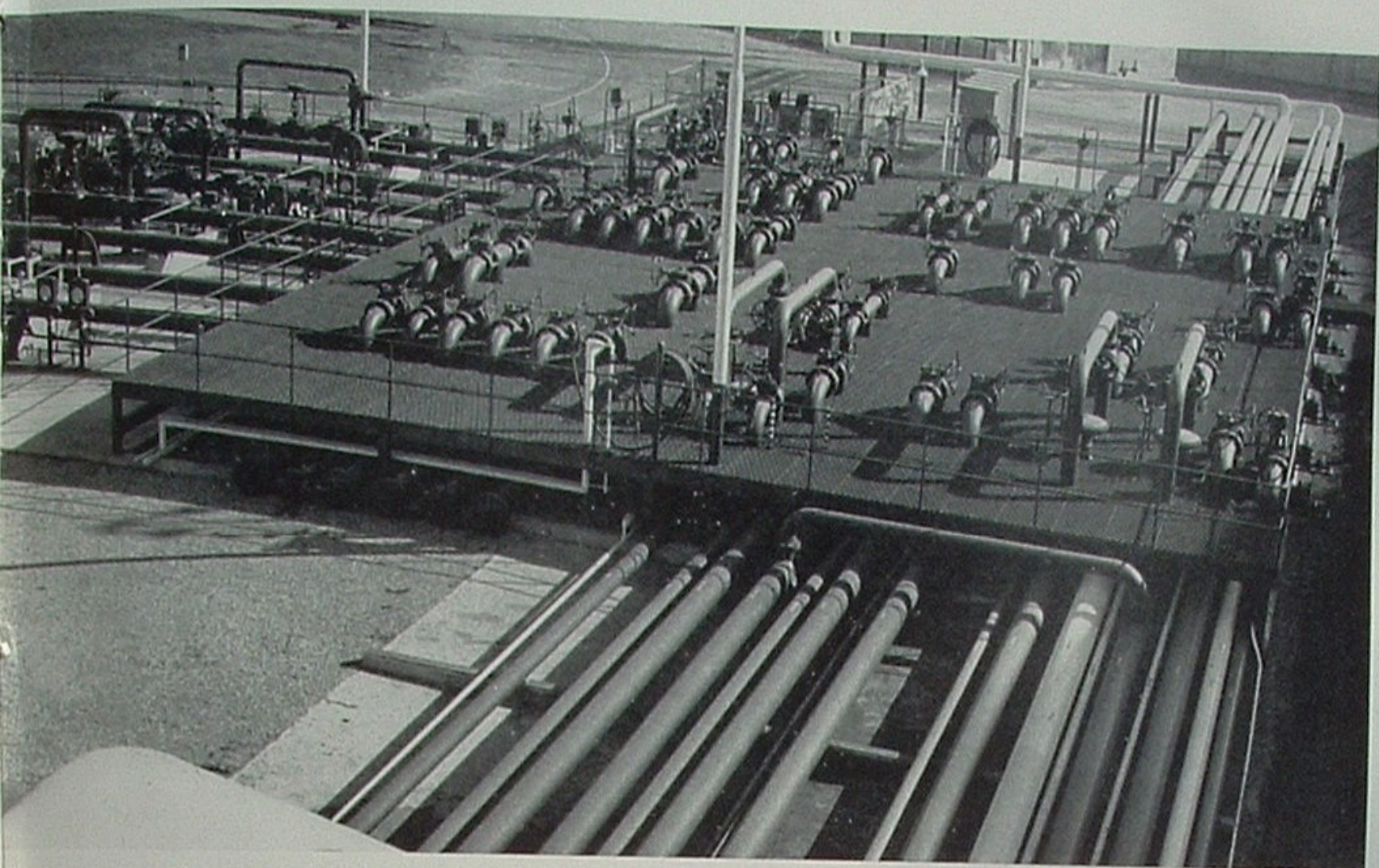
Residual fuel oils emerge from refining units in a variety of grades or viscosities. Some are so heavy or viscous that they will flow through pipelines only when heated. Others are thin enough to flow or be pumped at normal atmospheric temperatures. The heavier grades actually yield more BTU's (British Thermal Units) of energy per barrel. But the lighter grades, called *cutter stocks*, are in most cases easier to store, pump through fuel lines, and atomize in furnaces.

It therefore becomes the refiner's responsibility to blend what the customer orders. Some like it hot, some like it cold. One operation is efficient with a fuel as heavy as molasses, while another requires a thin, swift-flowing spray. To satisfy every need in every climate demands expert blending.

The practice for many years has been to blend fuel oils by measuring various proportions of *resid* and *cutter stock* into a large tank and mixing them together. This is a time-consuming process; calls for a great deal of sample testing throughout the mixing; and requires a large amount of storage to accommodate both the blending stocks and various finished grades.

So at Los Angeles Refinery has been installed a greatly improved system of blending:





Piping (foreground) carries residuals and cutter stock into Blending Facility; lines (background) carry finished oils.

Now large 8-inch and 12-inch pipelines from the *cutter-stock* and *resid* storage tanks converge at an outdoor setting of pipe manifolds and pumps. Here, by simply setting an instrument to produce fuel oil of a given specification, the operator gets instant blending. Exact amounts of the *cutter* and *resid* are pumped into a common line—whirled at high speed through a series of manifolds and pumps—and released through an exit line thoroughly blended. The automatic blending controls not only do a better job in a fraction of the former time, but also keep a faithful record of qualities and quantities produced.

The new Fuel Oil Blending Facility works at a blending rate of 5,000 barrels per hour, and a shipping rate of up to 4,000 barrels per hour, depending on the size and length of the delivery system. Eliminated are yesterday's mixing tanks and much of our need for finished fuel-oil storage. Important savings have been realized in laboratory testing and equipment maintenance. Most important, Los Angeles Refinery can now supply at reasonable notice fuel oil made to a wide range of specifications.

We believe this is the safest, cleanest, most accurate and economical installation of its type in the West.

/THE END

Blending is done by electric motors, which whip the oils at high speed through versatile system of manifolds.



In 1948 the Macadamia pioneers had only a dream and acres of bulldozer defying jungle on the Island of Hawaii.



## From volcanic soup

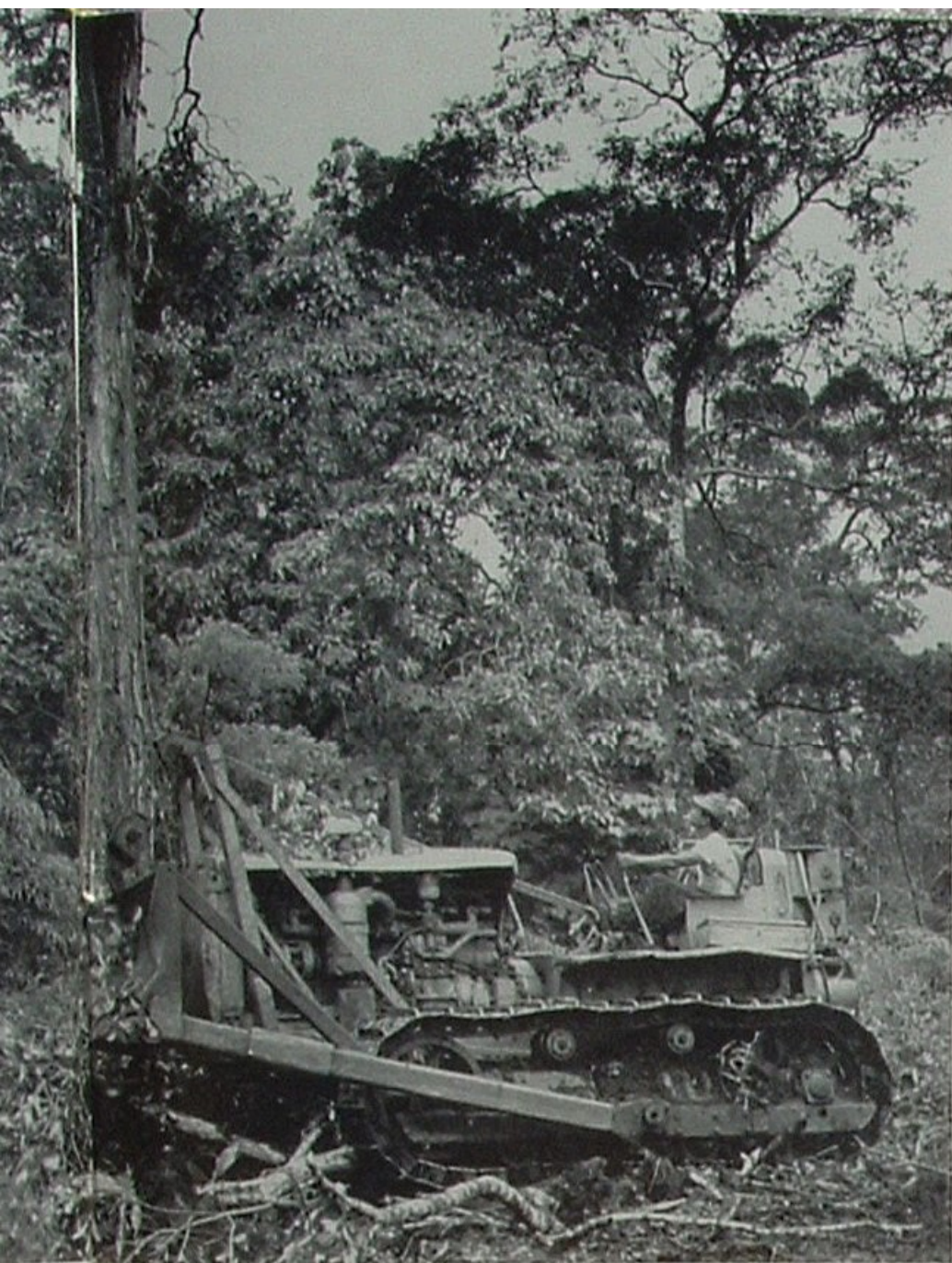
**C**HANCES are you haven't yet developed a regular appetite for macadamia nuts, even though gourmets consider them one of nature's tastiest delicacies. Some people, when acquainted with the nut, have difficulty asking for it by its proper name; they call it a mac-adam-ia. Correctly it is called a mack-ah-dam-ee-ah.

Now let us tell you how this delicacy was brought from its native Australia by Castle & Cooke, Inc. and successfully cultivated on the slopes of a volcano:

For their first doubtful experiment in 1948, the pioneering growers sought land unsuited for other agricultural crops. On the island of Hawaii, southernmost and largest of the Hawaiian chain, they found such a spot—a prehistoric lava flow on the slopes of the 13,000-foot volcano, Mauna Loa.

With bulldozer techniques learned in Pacific campaigns during World War II, workmen first cleared away dense jungle growth and began leveling hundreds of acres. The lava-impregnated earth defied conventional farming instruments, so the experimenters designed a mechanical auger for drilling holes in which young trees

Obviously the purpose of this photo was to display and sell Macadamia Nuts. But the viewer invariably responds with a "Who is she?" We don't know, Castle & Cooke didn't say.



So impregnated with lava boulders is the volcanic slope of Mauna Loa that John Cross, orchard manager for Castle & Cooke, uses a special auger to drill holes for the nut trees.

The dream of 11 years ago has materialized into 1,000 acres of orchard and 2,000 other acres ready for planting.

## upto Macadamia Nuts

could be planted. Then for eight profitless years followed hard work, expansion, hopeful waiting.

Finally in 1956 the first nuts were packed under the firm's Royal Hawaiian Macadamia Nut label and sent to New York City for experimental marketing.

Today this former wasteland of lava and jungle is Castle & Cooke's Keaau Orchard, a valuable 3,000-acre tract where on 1,000 acres are planted 70,000 trees of seven different varieties. Nuts are harvested from August through December. Curing, cracking and cooking of the hard-shelled macadamias requires almost a month. Then, after being packed in attractive, vacuum-sealed bottles, the delicious meats are exported to stores and restaurants anywhere. A bold experiment of several years ago has developed into the world's largest enterprise of its kind.

Union Oil people may take more than a bystander's pride in Keaau Orchard. Our "Royal" products are being used 100% for the cultivation and processing of Castle & Cooke's Royal Macadamias. The account is served from Union Oil marketing storage at Hilo.

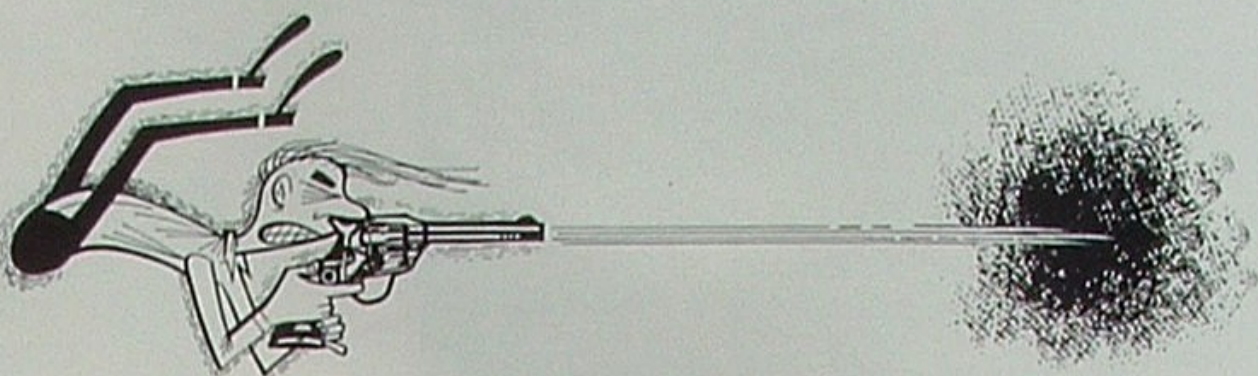
/THE END



The Macadamia Nut has a hard, fibrous shell. These machines were specially designed to remove nut meats.



# RECOIL!



*Here, in digest, are answers to our question propounded in the February issue, "Shall we drop those pistols?"*

Sir:

I would like to question your statements, "Each year it seems, there is an alarming increase in the number of gun accidents . . . Adolescents are winging each other right and left with side arms."

Wild and erroneous statements, such as this, border on hysteria, are not calculated to help in any way in the reduction of gun accidents, and should never be printed in any respectable, high-caliber magazine. . . .

Due to the rash of television western programs, there has been a revival of interest in the antiquated single-action revolver, and the methods used to draw and to fire this weapon. This has resulted in accidents to untrained personnel using this weapon, which have been publicized more than heretofore . . .

In Switzerland every man between the ages of 16 and 60 is trained in the use of firearms, and is issued military arms which he keeps at home for the rest of his life. This method insures a ready fighting force in the event of a national emergency, and also acts as a deterrent to the would-be criminal.

I do not propose that this nation should follow the Swiss example . . . however, I am sure the present laws governing the sale, possession and use of firearms are quite adequate.

Howard Fraser  
Bakersfield, California

Dear Editors:

As the son of a now retired peace officer, I was very much interested in your article on pistols.

I believe a public program for careful handling of firearms would be a better service to the average citizen than legislation. Our liquor laws in the '20's only resulted in high enforcement costs, bootlegging, and finally repeal. Our narcotics laws of today are quite strong but, as we all know, the traffic in drugs is still going on . . .

It seems to me that all any legislation could do would be to take weapons away from the good law-abiding citizen. The hoodlums and lawbreakers would not be stopped by law from getting a gun. In fact, such legislation would only make it easier for the criminal to prey upon good citizens.

J. Harding  
Portland, Oregon

Dear Sirs:

Shall we drop those pistols? I say no.

Criminals have managed to get possession of illegal firearms in states and countries with strict gun laws. The laws we need are those which will make things a lot tougher for the gun carrying lawbreaker, not laws to restrict the average citizen.

As for gun accidents, the answer is to educate children and adults in the proper handling of firearms.

In California a feeble attempt is being made to educate our young people the first time they apply for a hunting license. They are taught the bare essentials of gun handling for hunting safety. This is a step in the right direction, but we have a long way to go.

My congratulations for your effort to bring some useful knowledge about guns to our people in Union Oil. If you want some recommendations of real merit, write a letter to the National Rifle Association, Washington, D.C.

George L. Pagan  
Saugus, California

Dear Mr. Editor:

Shall we drop those pistols? No! . . .

The gun club of which I am a member requires every member to abide by iron-clad safety rules, such as:— Always treat any type of firearms as a loaded one, even if you know it is empty. Never hand anyone a loaded gun. Never accept a firearm from anyone for any reason until you check it to make sure it is unloaded . . . Etc.

From early 1942, after Pearl Harbor, until late 1943, the entire western area was considered expendable by the high military command of our country. If—and I am happy to be able to use the word—a foreign invader had made a landing on our western shore, the Rocky Mountains were to be our line of defense, the defense command to be in Denver, Colorado. Needless to say, the army would have tried to evacuate the civilian population to eastward of that area. I am sure the plan called for a scorched-earth policy. Chances are quite a few people would have been left behind. Can you imagine you and your loved ones being left behind without a weapon to defend yourself, or provide food for your family and friends, or take a few snipes at the invader? So, as you see, our Constitutional "Right of the people to keep and bear arms" has been a potentially necessary Freedom even in our lifetime . . .

J. B. Johnson  
Los Angeles Refinery

Dear Mike:

Just a few rambling thoughts on your article, "Shall we drop those pistols?"—a most interesting subject!

Shooting, including pistols, revolvers, rifles and shotguns, has long been a hobby of mine. I have been a life member of the National Rifle Association for many years and have read their publications regularly. For many years I shot revolvers with members of the San Francisco Traffic Officers' Revolver Club. This was before the San Francisco Police Department had put in its modern range for the whole force. During the latter part of World War II, I was executive officer of the Naval Air Station at Barbers Point, Hawaii, where we had one of the finest gunnery schools ever set up for instruction in aerial gunnery, including the use of machine guns, rifles, pistols, revolvers and shotguns.

Here are a couple of random suggestions thrown in for whatever they are worth, neither of which will be popular with the interests involved in the production and sale of motion pictures, TV or firearms:

(1) Clean up the movie and TV situation which, in my humble opinion, is responsible for a great deal of careless handling of firearms, particularly among younger people.

(2) Pass simple, readily enforceable National legislation on the sale and possession of concealable firearms. Permits to possess and/or carry such should be carefully regulated and should not be issued to applicants without the passing of a written examination and demonstration on a range under proper supervision to show that the applicant knows how to handle and use firearms. Such permits should be for a limited period, renewable on re-examination. In other words, a system similar to that used in the issuance of automobile drivers' licenses in this state.

Write to the National Rifle Association in Washington, D. C., if you are after the real answers.

Alan J. Lowrey  
San Francisco

The foregoing thoughts and suggestions practically sum up the many other answers received in response to our question. Evidently Union Oil people aim to keep well armed. Even your "hysterical" newsboy was reared in good Wyoming hunting territory and taught never to carry a loaded gun in the family *buckboard*. What we're hopeful of doing is to pass along a few common-sense gun-handling rules to our children, all of whom are seeing in TV and movies a great deal worse gun-slugging than the real West ever knew. Look for a subsequent report in SEVENTY-SIX on safe gun handling—hopefully with the help of the National Rifle Association or some of its qualified Union Oiler members.

The Editor

and  
thank you  
too,  
Mr. Kirk



Union Oil Company of California

Dear Sirs:

I want to thank all of you for your fast service and the very nice products that you offer—best on the market.

I wish you would close out my Credit Card No. 540-16-886 as of February 15, 1959. I took my driver's test at that time and passed 100%. When we were through with the examiner he gave me a white slip. I thanked him and told him to keep it for a souvenir, as I am not going to drive a car anymore. Fifty-two years of driving is long enough.

Although still very active, I hope, at 84, I now look back on 52 years of railroading, 52 years as a Mason, and at least 25 years of good-going on my Union Oil credit card.

I haven't forgotten your "76" signs. My nephew, Richard E. Friend, is your dealer at 4451 San Fernando Road, Glendale, California. He is a very nice boy all around and I helped him lease the station. Since February, when I sold my car, he is my driver when I want to go any distance.

Among many nice letters received from your Company is one from Mr. R. D. Roberts, L.A. Division Credit Manager, dated January 31, 1940, File RDR/GS. I am well pleased to get such letters. All my life I have kept my word and a good credit standing.

Thank you again.

Yours truly,  
(Signed) Jesse H. Kirk  
Glendale, California

Customer Jesse Kirk, writer of foregoing letter, is introduced by Dealer Dick Friend to Retail Rep Ken Wright.



# Business Highlights of the Month

## EXPLORATION *Seabottom @ \$195 an Acre.*

At the largest land sale yet conducted by the state of Louisiana, held recently in Baton Rouge, Union Oil Company was a successful bidder on 11 tracts of prospective oil and gas land. These 11 parcels, aggregating 16,500 acres, were acquired at an expenditure of \$3.2 million. All are located on potential structural anomalies. A total of 124 tracts, comprising 158,213 acres, were leased at this sale. The amount of monies expended by successful bidders was over \$61 million. Much of this land is located in what is known as "Zone 1" and extends from the shoreline out to the three-mile limit in the Gulf of Mexico.

*from Sam Grinsfelder*

## PRODUCTION *In union there is economy.*

Recent consolidation of the Dominguez and Rosecrans gasoline plants culminates a program designed to increase operating efficiencies and product revenues. Three major consolidations have been made in the California Division during the past two years. The Orcutt plant has been shut down and the combined stream from all fields in Orcutt District is now processed in the Battles plant near Santa Maria. The Richfield absorption plant has been shut down and the entire production from our eastern Los Angeles area is being processed at a modernized plant on Stearns Lease near Brea. Since elimination of the Rosecrans plant, gas from that area is treated in the Dominguez plant near Los Angeles.

Consolidation of these plants has resulted in an increase in natural gas liquids of approximately 15,000 gallons per day—a gross sales value of approximately

\$250,000 per year—and has also reduced operating costs.

Company sales of propane, a natural gas liquid, have increased materially through the modernization program and now represent 15 per cent of our total income from natural gas liquids.

*from Dudley Tower*

## MANUFACTURING *For fresh air, refineries!*

The Los Angeles County Air Pollution Control District Rule 62 prohibits the burning of liquid fuel having over 0.5% sulfur, or fuel gas having over 50 grains of equivalent hydrogen sulfide per 100 cubic feet. The prohibition is in effect from May 1 through September 30, 1959, and in subsequent years from May 1 through October 31. Work is in progress to make the necessary facility changes at Los Angeles Refinery to comply with this rule.

Since early January the Company, with others of the petroleum industry in Southern California, has switched refinery operations to the burning of fuel gas instead of fuel oil during periods of forecasted moderate to heavy smog or eye irritation. This is a voluntary action by the oil industry, not one required by Air Pollution authorities.

Recently Oleum Refinery was host to representatives of major newspapers in the Bay region whose objectives were to become more familiar with air pollution problems and to the various measures and equipment used by oil refineries in preventing emissions to the atmosphere. Resulting newspaper articles reflected very favorably on Oleum's efforts to minimize air pollution. This invitation to visit our refineries is extended to all similar groups, as the Manufacturing Department is not without pride in its facilities and cleanliness of operation.

*from J. W. Towler*

## TRANSPORTATION & SUPPLY

Construction of our new deep-water terminal in the Los Angeles Outer Harbor is proceeding on schedule. Five 175,000-barrel storage tanks are nearing completion. The wharf, being constructed by the Harbor Department, is also taking form. The entire project will be ready for service early in May.

*from E. L. Hiatt*

## MARKETING *Business is blooming!*

A newly constructed marketing station and marine terminal has been purchased at Valdez, Alaska, from Alaska-Yukon Refiners and Distributors, Ltd. Alaska-Yukon will become our consignee in the eastern part of Alaska including Valdez. Their marketing facilities in Fairbanks have also been purchased by Union to supplement our existing holdings. A material increase in sales activity is forecast for this rapidly growing area.

A new marketing station is being constructed at San Joaquin, California, one of the state's richest agricultural areas. A truck consignment business started here one year ago by Alphonso Barbieri has developed so rapidly that permanent quarters are needed to provide first-rate service.

Griffith Company as the prime contractor, with J. E. Haddock, Ltd. and W. M. Darrough & Sons, are constructing a \$5 million highway between Bakersfield and Mojave. They have selected Union Oil products for their equipment.

Other sales orders of outstanding importance have been awarded Union by Anaconda Company, Montana; F. & S. Construction Company, Montana; Harry & David's, fruit packers of Medford, Oregon; Kennecott Copper, Bingham, Utah; and a delivery of 102,308,000 gallons of jet fuel by Military Petroleum Supply Agency during the period from April to September, 1959.

Western Air Lines will take delivery of nine Electra prop jet passenger planes early this summer. Union Oil will supply over 65 million gallons of turbine fuel for these planes at Los Angeles, San Francisco, Seattle and Salt Lake City.

On March 1, Union Oil began distributing Gulf Marine Lubricants to the latter's contracted marine accounts on the Pacific Coast. Lubricating oil and grease stocks are being inventoried at Seattle, San Francisco and Long Beach.

*from Roy Linden*

#### RESEARCH *Idea exchange.*

The Research Department was honored recently by being included on the agenda of Stanford Research Institute's Research Management Tour. Other Southern California research facilities visited were Beckman Instruments, Inc.; North American Aviation and Atomics International Division; Bendix Aviation and Thompson-Ramo-Wooldridge. Purpose of the tour was to provide an opportunity for research executives to exchange ideas about common problems in the increasingly complex field of research management. This, the seventh tour of its kind, attracted 50 representatives of major oil companies from all sections of the United States. Keynote speaker was Dr. William H. Martin, director of Research and Development, Department of the Army. He was previously a vice president of Bell Lab, and is credited with conceiving the systems approach to technical development.

Group discussions such as these are designed to assure more effective utilization of technical skills for greater return on research investments.

*from Fred L. Hartley*

#### COMPROLLER *No more writer's cramp.*

The method used at service stations to record gasoline sales is now being extended to our pipeline operations in the preparation of run tickets.

Instead of handwriting all of the repetitive data covering the receipt of a tank of crude oil on a run ticket, an imprinter device is now being used in conjunction with an embossed plate (similar to Union's credit card), which reproduces the descriptive and machine coded data required for processing each ticket. Consecutively numbered embossed tank seals used for locking the tank

## Notice

### TO EMPLOYEE SHAREHOLDERS

Your proxy is your vote. If you do not plan to attend the Annual Shareholders' Meeting on Monday, April 27, 1959, your vote can be evidenced by signing and returning the proxy card mailed to you recently. The increasing amount of employee-owned stock—now approximately 375,000 shares including the Incentive Plan holdings—emphasizes the importance of employee participation. Please cast your vote to assure maximum representation at the meeting.

*R. F. Niven, Secretary*

valves open or closed are also used in the imprinter to number the ticket, which provides sequential control of all shipments.

We anticipate reduced processing costs and greater efficiency, as the pre-coded tickets can now be handled with less clerical effort and with improved accuracy through a system of machine accounting controls. Future mechanization plans, including the conversion of gauge measurements to barrels, will permit the elimination of various reports and forms now being prepared manually. This will further reduce our handling costs.

*from W. C. Nero*

#### INDUSTRIAL RELATIONS *Worse but not bad!*

During 1958 the Company disabling or lost-time injury frequency on the job was higher than the all-time low established in 1957, but was still 20% lower than the API industry average. The severity of these injuries was only 14% of the API average, and Union Oil people met with no fatal industrial injuries in 1958.

The Company's fire loss rate in 1958 was the lowest experienced in the last 20 years—was about 1/3 of the Company average for the last four years—and 1/3 of the API average for the same period.

*from N. T. Ugrin*

#### TREASURER *Triannual credit cards.*

Triannual credit cards are now being issued instead of quarterlies. Extending the term is a compliment to the paying record of our customer and will provide him greater convenience, in that his card will be valid for a longer period. Also, the Company benefits from savings in issuance expense and postage.

A Division Credit Office has been established at Honolulu to provide a more complete credit service to the people of Hawaii and to our Marketing Department. J. E. Koines has been appointed credit manager.

*from L. B. Houghton*



**PALOS VERDES PENINSULA SCIENCE CLUB** were studious guests of Los Angeles Refinery during a recent Saturday morning tour. Explaining fluid catalytic cracking with the aid of a model is General Superintendent Robert Brown.

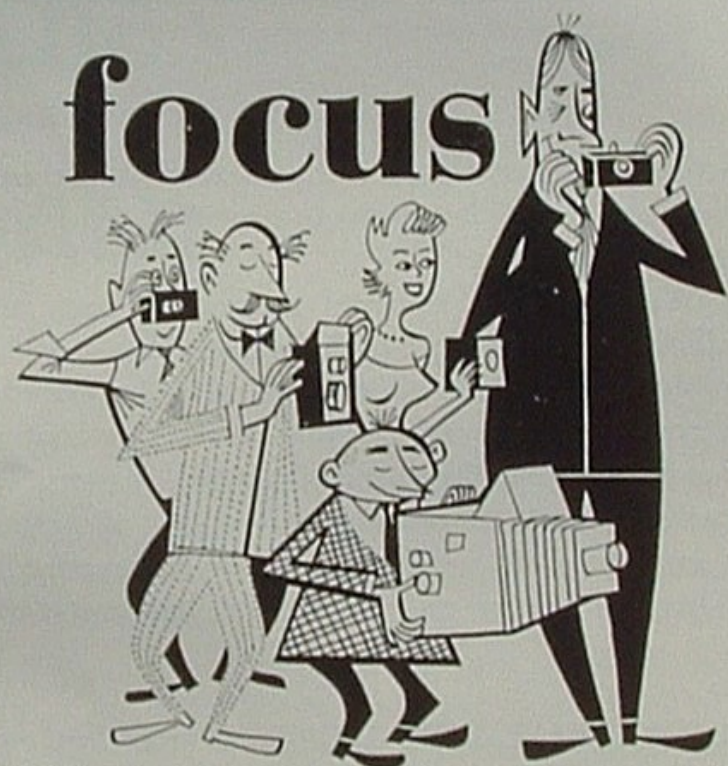
from S. D. Reiner



**FRANK HARKENRIDER**, right, consignee at Hermiston, Oregon, was named "The most outstanding young man of the community" by the Junior Chamber of Commerce. Frank was elected to the city council last fall and has been active in promoting AAU basketball tournaments. Karl Kment of Hood River made the presentation.

from D. C. Craig

# in focus



**SARAH PASMA**, daughter of our Division Representative Hans Pasma of Juneau, Alaska, is an honor student at Juneau High School and president of the Future Teachers of America there. She plans to teach high-school English after completing her education at the University of Alaska in Fairbanks. During February she flew to Washington, D.C. at invitation of the National Education Association.

While in the capitol city she took prominent part in the dedication of NEA's new headquarters building, visited the White House and other points of interest, dined with prominent leaders in government, and granted numerous interviews to TV and the press. On Lincoln's birthday she was thrilled to sit with Congress and hear the widely publicized tribute paid Lincoln by Carl Sandburg. A press release from Washington described her as "A beautiful Alaskan high school girl who took Washington by storm this afternoon." Alaska, her family, and Union Oil can be justly proud of claiming this fine ambassador.

from Carole Judkins



**MAD HATTER QUEENS** of our San Francisco Girls Club, according to three gentlemen judges, are Jo Hames (left) whose doggy creation drew the most laughs, and Eva Hall whose crowning rig won first prize for beauty.

from Pat Clark



**HAROLD H. PENHALE** (extreme left), instrument repairman at Los Angeles Refinery, has received the Order of DeMolay Legion of Honor citation for distinguished civic service. Among Shrine leaders making the presentation at South Gate Masonic Temple was Union Oil Insurance Representative Homer E. Rathbun (second from right).

from S. D. Reiner





**WEDDING BELLS FOR CHARLOTTE** had an unusual ring on January 17. Just the day previous she had received her 25-year service award from Union Oil. As Charlotte McGinnis, she had served as head payroll clerk in the former Northwest Territory. Now, as Mrs. Raymond W. Mann, she continues her Union Oil career in Los Angeles as librarian for Secretary R. F. Niven. Congratulations at the wedding rites were extended the fine couple by Union Oiler W. I. Martin, center.  
from J. W. White



**YOUR SEVENTY-SIX MAGAZINE** was twice honored at a recent awards dinner of the Southern California Industrial Editors Association. The University of Southern California gave us their School of Journalism Award for journalistic excellence, John McCloy making the presentation. In the accompanying photo, Floyd Wohlwend, left, of the Merchants & Manufacturers Association, hands your grasping newsboy, Mike Collett, a citation for "The best expression of management's viewpoint."



**A HOLE IN ONE** with a "76" golf ball shouldn't be news. What else could a golfer expect—with such a ball? But for the sake of Dealer Paul Galle of Concord, California, who awarded the golfer a dozen new "76" balls—and Mario Barsi, center, who shot the hole in one—and Retail Rep Tom Gorman who paid for the picture—we'll give the feat a little mention.



**TRUCKS HAVE CHANGED A BIT** during the past 30 years. As proof, Transport Driver Russell K. Pace shows Superintendent Bob Creek of Rosecrans Terminal a photo taken at Burbank in 1929 of what was then one of the Company's biggest truck-and-trailer jobs. Today, with 23 modern transports, Russ and 73 fellow drivers at Rosecrans, deliver nearly 30 million gallons of gasoline each month.





"THE CITY OF SAN JOSE takes this opportunity to thank Union Oil and Retail Representative William Pappas for all the nice things you arranged for the Recreation Department under sponsorship of 76 Sports Club throughout the year. Your contribution of four footballs to the winners (in photo) of our "Mr. Football Contest" was well received."

Sincerely,  
 (Signed) **Hank Rosendin**  
 Recreation Supervisor

**WESLEY H. WINTERS**, left, 100% loyal to a truck-salesman assignment at Cornelius, Oregon, had the honor of receiving his 25-year service emblem from Resident Manager Fred Bretthauer, Jr., who has represented Union Oil at Cornelius for 30 years. Both men are highly respected by their Company and community.

from **W. M. Tufts**



**RONNIE CAFFIERE AGAIN!** Remember the Union Oil Dealer's son we introduced a year ago as Seattle's champion candy salesman? Well, he's champion again this year, having sold \$288 worth of sweets to help the YMCA with their work among Korean orphans. He is seen receiving a radio prize from Miro Slovak, top-notch hydroplane driver of Gold Cup Races.

from **Thomas Argyle**



"COUNT DOWN FOR TOMORROW" was the theme for the Western College Placement Association's 9th annual conference held this year in Los Angeles. President A. C. Rubel of Union Oil was one of the featured speakers. Field Department Trainee Richard P. Nason participated in a panel discussion moderated by TV Announcer Bill Stout. Manager of Employment J. P. Rockfellow (at left) was highly complimented by General Chairman Robert D. Gray of Cal. Tech. for his many years of pioneering in the fields of employee recruitment and placement. "Rockie" has retired to the sunny ranch atmosphere of his native Arizona. Hundreds of Union Oilers will remember him as the Dean of Campus Recruiters.



## RETIREMENTS

March 1, 1959		Service Date
EDWARD DITTRICH	Direct Sales-Portland	December 5, 1931
BENJAMIN E. DUGGINS	Coast Division Field	August 23, 1945
JAMES K. FRASER	Los Angeles Refinery	August 24, 1925
SCHUYLER K. HAMMOND	Los Angeles Refinery	June 23, 1934
LEVERETT C. MONROE	Traffic Department	May 9, 1921
HENRIETTA OLIVER	Direct Sales-Home Office	August 22, 1929
LUBY G. STATS	Oleum Refinery	January 14, 1915
LEONARD O. WITT	Southern Division Field	January 2, 1922
April 1, 1959		
RAYMOND A. COLLINS	Direct Sales-San Francisco	May 12, 1919
LELA T. GREEN	Comptroller's Department	January 5, 1931
CARL W. MIDDLETON	Los Angeles Refinery	August 16, 1944
ERNEST NOVOTNEY	Distribution S. Region	November 16, 1921
CLARENCE W. PAULSEN	Valley Division Field	November 27, 1921
ALBERT J. PETERSON	Direct Sales-Portland	April 1, 1924

## IN MEMORIAM

### Employees:

HALLIE L. PARRISH	Marketing-Northern Division	January 21, 1959
ERNEST W. ROBERDS	Northern Division Pipeline	February 23, 1959
THOMAS F. DEVLIN	Northern Division Pipeline	February 26, 1959

### Retirees:

WILL DAVID HUGHES	Northern Division Pipeline	December 15, 1958
WALTER R. CUMMINGS	Los Angeles Refinery	December 25, 1958
DONALD L. LOUGHERY	Marketing-Southern Division	January 6, 1959
SAM ELIAS PARRY	Southern Division Field	January 25, 1959
HENRY T. ALSIP	Southern Division Field	January 30, 1959
CHRIS JOHNSON	Southern Division Field	February 4, 1959
GEORGE RAY McCONNELL	Southern Division Field	February 8, 1959
JAMES R. SARTORI	Oleum Refinery	February 12, 1959

## EMPLOYEES

March, 1959

### 35 YEARS

LEONARD J. ANDERSON, Comptroller's—Home Office  
HARRY E. BONESS, Valley Division Field

### 30 YEARS

HILDA H. BILLS, Treasury—Portland Division  
GERHARD O. BJELLAND, No. Div.—Automotive  
WEBSTER FRANCIS, Los Angeles Refinery  
HOWARD L. GLENDENNING, Dealer Sales—Pasadena  
ANDREW D. GRAY, For. & Ref. Sales—Home Office  
CHARLES W. LINDSEY, Comptroller's—Home Office  
DON E. McFADDIN, Natl. Gas & Gaso.—Home Office  
EARLE F. MOFFITT, Direct Sales—Santa Fe Springs  
AILENE STIRLING, Comptroller's—Home Office  
NOEL WINDES, So. Div. Pipeline

### 25 YEARS

LEO E. BALDWIN, Oleum Refinery  
WILLIAM BERGVELT, Los Angeles Refinery  
JAMES D. BOWIE, Oleum Refinery  
REGINALD BRENCHLEY, Direct Sales—Phoenix  
CLARENCE E. HAMILTON, Oleum Refinery  
MICHAEL F. HUGHES, Oleum Refinery  
CHARLES E. LIPPENS, Los Angeles Refinery  
SAMUEL R. NEELY, Oleum Refinery  
FRANK C. NUZMAN, Oleum Refinery  
JOE PROLO, Oleum Refinery  
HUGH N. SHUCK, So. Div. Field  
O. CLIFTON SIMONSON, So. Div. Field  
CHARLES W. THOMPSON, Oleum Refinery  
EUGENE R. TYLER, Oleum Refinery  
HAROLD S. WILLIAMS, Field—Home Office  
HAROLD N. WILSON, Los Angeles Refinery

### 20 YEARS

DAVID D. BEAUCHAMP, Direct Sales—Sacramento  
ADOLPH PODOLL, Cut Bank, Montana  
SILVY J. VALENSUELA, Valley Div. Field

### 15 YEARS

FORD A. ANDREWS, Los Angeles Refinery  
EDWARD C. ATTANE, JR., Research Department  
CHARLES V. BAKER, No. Div. Pipeline  
PAULINE BARBARUS, Tax—Home Office  
ARTHUR J. BELS, Valley Div. Field  
MYRTLE GRANT, Los Angeles Refinery  
JOHN W. GROESCH, JR., Econ. & Plan.—Home Office  
HENRY C. HARKNESS, Los Angeles Refinery  
RAYMOND A. HAWKINS, So. Region—Distribution  
LEROY R. KELLER, Los Angeles Refinery  
CLELL C. McFARLAND, So. Div. Field  
EDWARD F. MILLER, Oleum Refinery  
JOSEPH W. ROJAS, Coast Div. Field  
WILLIAM SCHAEFERMEYER, Research Department  
KENNETH L. TUCKER, Los Angeles Refinery

### 10 YEARS

HELEN R. ARVIN, Comptroller's—Home Office  
WILLIAM P. BARBER, Manufacturing—Home Office  
WILBUR E. BONIN, Field—Louisiana  
CLIFFORD O. BRANDVOLD, Cut Bank, Montana  
HOWARD G. BROWNE, Comptroller's—Central Region  
JAMES E. CANNOM, So. Div. Field  
STEPHEN T. CROSBY, JR., Distribution—Home Office  
JOHN D. DAVENPORT, JR., Legal—Home Office  
SARA E. GIBSON, Comptroller's—Home Office  
DONALD G. GOUGH, Distribution—Seattle  
EVERETT W. GREEN, Comptroller's—Houston  
EARL H. GROVE, No. Div. Pipeline  
HENRY J. PAULSEN, Valley Div. Field  
GORDON R. SAUNDERS, Exploration—New Mexico

April, 1959

### 35 YEARS

ERROLL E. EMERSON, Oleum Refinery  
FRED C. MUNRO, Los Angeles Refinery  
LISLE H. NICHOLLS, Comptroller's—Home Office  
ALBERT J. PETERSON, Direct Sales—Portland  
EDWIN L. SATHER, Comptroller's—Home Office

### 30 YEARS

KENNETH F. ALLEN, Research Department  
KENNETH I. COBB, Los Angeles Refinery  
AMBROSE S. COX, So. Div. Field  
JAMES H. MILLER, Los Angeles Refinery  
JOHN Y. MONTGOMERY, So. Div. Field  
CHARLES E. RATHBONE, JR., Dealer Sales—Pasadena  
OTHIR R. RUSSELL, Oleum Refinery  
KENNETH F. SIX, So. Region—Distribution  
EMMA R. SVIRBELY, Ind. Rel.—San Francisco  
CARL A. WALKER, Los Angeles Refinery

### 25 YEARS

JOHN R. ANDERSON, Valley Div. Field  
RALPH W. COBINE, So. Div. Field  
WILBUR T. FAGAN, So. Div. Field  
EARL R. FORDEN, Oleum Refinery  
WILLIAM P. GERLICH, So. Div. Field  
JAMES V. GRAY, Oleum Refinery  
ELMER E. JOHNSON, Direct Sales—San Francisco

## SERVICE

BIRTHDAY



AWARDS



ESTEL B. LITTELL, No. Div. Automotive  
WILLIAM S. MARTIN, Direct Sales—Sacramento  
BERLE T. MURRAY, Oleum Refinery  
ARTHUR G. PARKER, No. Region—Distribution  
DONALD G. von der HELLEN, Treasury—Oregon  
ARTHUR S. WELD, Secretarial—Home Office  
JACK F. WREN, Oleum Refinery

### 20 YEARS

CLARENCE WM. BASTEN, Oleum Refinery  
RUDOLPH R. BEYERSDORF, Direct Sales—Seattle  
JAMES R. DABNEY JR., Field—Costa Rica  
DOUGLAS S. HENLEY, Valley Div. Field  
GLENN A. HESS, Valley Div. Field  
ALFRED E. MEALIFFE, Dealer Sales—Fresno  
LEONARD H. SAUNDERS, Oleum Refinery

### 15 YEARS

LAWTON D. ATKINS, Coast Div. Field  
J. V. BARDIN, So. Div. Pipeline  
WILLIAM W. ESTRADA, No. Div. Pipeline  
CHESTER W. FINSTAD, So. Div. Pipeline  
EDWARD E. FOXEN, So. Div. Automotive  
CRESTON M. HARNOIS, Ind. Rel.—Home Office  
JOHN S. KENT, Direct Sales—Oakland  
EDWARD T. LOOPE, Los Angeles Refinery  
JACK L. LUMMUS, So. Div. Automotive  
WILLIAM B. MILLER, Los Angeles Refinery  
HAROLD W. SCHNEIDER, So. Region—Distribution  
ROBERT B. SPRATT, Research Department  
WANN L. WILKS, Coast Div. Field

### 10 YEARS

HARRY E. ANDERSON, No. Region—Distribution  
LEON C. BLURTON, Field—Offshore  
STEPHEN P. BROUSSARD, Field—Louisiana  
RALPH G. CHANDLER, Dealer Sales—Spokane  
DONALD L. COMEGYS, No. Div. Automotive  
EDWARD W. GLASS, Dealer Sales—Pasadena  
RALPH C. HURLBERT, Direct Sales—Montana  
MARSHALL L. MASON, JR., Exploration—Texas  
HUGH O. POST, Land—Rocky Mtn. Div.  
CHARLES A. SCHILLIN, Field—Home Office  
VIVIAN L. SMITH, Pub. Rel. & Adv.—Home Office  
JAMES F. STEVENSON, Chief Pilot  
BERNICE A. TAYLOR, Comptroller's—Home Office

## DEALERS

### 30 YEARS

L. F. HUCKER, Harper, Oregon, July, 1958

### February, 1959

25 YEARS  
GEORGE WONDRA, Victorville, California

### 20 YEARS

D. W. WOLCOTT, Glendale, California

### 15 YEARS

D. M. CHUCKOVICH, Los Angeles, California

### 10 YEARS

GORDON ANDERSON, Bridger, Montana  
NICK BABILUK #1, Cooke City, Montana  
NICK BABILUK #2, Silver Gate, Montana  
FRANK BLACK, Willow Creek, Montana  
CLAUDE BLAKLEY, Roscoe, Montana  
MATTHEW A. BLASKOVICH, Anaconda, Montana  
C & G SPORTING GOODS, Armstead, Montana  
FRANK P. DESIMONE, Los Angeles, California  
HARRY FIGOT, Riverside, California  
E. O. HUNTER, Livingston, Montana  
MOUNTAIN CHEVROLET CO., Red Lodge, Montana  
ROYAL'S REPAIR SHOP, Red Lodge, Montana  
BERNARD SAUBER, Gold Creek, Montana  
SHURR CHEVROLET, Browning, Montana

J. J. SULLIVAN, Anaconda, Montana

### 5 YEARS

OLIVER B. DERRINGTON, Los Angeles, California  
H. S. HENRY, Cathedral City, California

March, 1959

### 35 YEARS

PETE SANDEJOS, Claypool, Arizona

### 30 YEARS

HARRY C. DRAKE, Calistoga, California  
ELLA FISCHER, Ukiah, California  
M. E. JAECKEL, Glendale, California  
D. D. & C. D. WARNER, Forks, Washington

### 10 YEARS

H. ALLEN, Los Angeles, California  
CAPITOL MOTORS, INC., Helena, Montana  
FLEET SERVICE TIRE CO., Seattle, Washington  
HATEKAYAMA SERVICE STREET, Kapaa, Kauai  
HILGER CHEVROLET CO., INC., Glendive, Montana  
DON A. HUENEMEIR, Reseda, California  
KNAPP SERVICE, INC., Helena, Montana  
R. E. McCOY, Santa Barbara, California  
CARL J. UHL, El Monte, California  
FLOYD E. WELLS, Butte City, California  
B. J. WILLIAMS, Visalia, California

### 5 YEARS

BRUMFIELD-TWIDWELL, INC., Montesano, Washington  
AL N. CEFARATTI, Phoenix, Arizona  
JOE P. CEFARATTI, Phoenix, Arizona  
MRS. VICTOR HOGEL, Monroe, Washington  
D. MEUCCI & J. D. POLZIN, Arcata, California  
JAMES MITCHELL, Quartside, Arizona  
EUGENE H. NAVAREZ, Richmond, California  
THOMAS PEBLEY, Victorville, California  
RUBIDOUX MOTOR CO., Riverside, California  
BYRON A. SHAW, Vallejo, California  
H. N. SMITH, Santa Barbara, California  
JOHN T. WARD, Elk Grove, California  
WILLIAM YOUNG, Kaneohe, Oahu

April, 1959

### 35 YEARS

MILTON CUNNINGHAME, Bodega, California

### 20 YEARS

LYLE JOHNSON, Spokane, Washington

### 15 YEARS

J. W. DeLAPP, Chico, California

### 10 YEARS

ALVIN HENSLEY, Priest River, Idaho  
KENNETH R. KOHLES, Newport, Washington  
C. MALLICOAT & C. M. CRAIG, Wickenburg, Arizona  
ROBERT W. PHELPS, Wickenburg, Arizona

### 5 YEARS

J. H. AHO, Eureka, California  
CECIL CLINARD, Maple Falls, Washington  
EMERSON CRIBBS, Pittsburg, California  
ROGER LUNDBERG, Elma, Washington  
McHENRY 3 MINUTE CAR WASH, Modesto, California  
ERENEST ROBLES, Globe, Arizona  
NORMAN SHEPARD, Sumner, Washington  
GUNNAR E. SKOG, San Leandro, California  
M. W. SPARROW, Strawberry, California  
CZESLAW WASAK, San Francisco, California

## CONSIGNEES

March, 1959

### 30 YEARS

W. H. HEATH, Grants Pass, Oregon  
NEW ENGLAND FISH CO., Noyes Island, Alaska  
NEW ENGLAND FISH CO., Chatham, Alaska  
W. B. RAMAGE, Willows, California

### 25 YEARS

H. E. OWENS, Beaumont, California

### 20 YEARS

C. J. STULL, Anaheim, California

### 10 YEARS

L. R. TOZZER, Sequim, Washington

### 5 YEARS

CLAIR HUGHES, Mesquite, Nevada

### 5 YEARS

R. D. PERRY, Deer Lodge, Montana

### 5 YEARS

D. F. SHOVELIN, Battle Mountain, Nevada

### 5 YEARS

H. W. WORDEN, Chelan, Washington

### 25 YEARS

V. D. BRYANT, West Stayton, Oregon

### 20 YEARS

W. M. GOBBY, Hollister, California

### 20 YEARS

LARRY KELLEY, Rosalia, Washington

### 15 YEARS

LEO FRANKLIN WILKIE, Lakeview, Oregon

### 10 YEARS

KENNETH F. DIXON, Raymond, Washington

### 10 YEARS

J. L. MORROW, Joseph, Oregon

### 10 YEARS

FERNANDO J. RODRIGUEZ, Tijuana

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