

SEVENTY SIX

Christmas
in
Navajoland



DECEMBER 196

We look to the New Year

Looking back over the year 1965 as it comes to a close, we can see much that has been accomplished and a great deal to be thankful for.

Our forward steps were not easy. They demanded a high level of corporate planning and action — our willingness to take the calculated risk — the necessary resolve and energy to get the job done — and, high in importance, our ability to function intelligently, responsibly and cooperatively as a team.

As to results, 1965 produced the great and now proven Unicracking process — the new supertankers — the new and pleasing service station designs — new oil discoveries in California, Montana, Alaska and, as the year closes, in far-off Iran. The year also brought new records in oil and gas production, sales and earnings, and of course the emergence of the new Union Oil Company resulting from a successful merger with The Pure Oil Company.

We approach 1966 with new strength and competitive vigor, confident that our loyal employees can handle the tasks and problems of the New Year.

To each of you my personal thanks and congratulations for a job well done. And to those of you who are serving the company in many foreign lands, or are in the service of our country, our special thanks and gratitude.

On behalf of the Board of Directors and management, we wish you a Happy Holiday Season and the very "Finest" in 1966 — our special 76th year of corporate existence.

Fred L. Hartley



This is a symbol of Union Oil Company of California. The trademark, 76, also symbolizes the American freedoms won in 1776 that make possible this nation's industrial development and abundance. SEVENTY-SIX magazine mirrors industrial freedom through the thoughts, skills, accomplishments and appreciations of Union Oil people. We invite your participation in an exchange of ideas and information. Address: Editor, Seventy-Six, Union Oil Center, Los Angeles, California 90017



SEVENTY SIX

UNION OIL COMPANY OF CALIFORNIA

INCORPORATING THE PURE OIL NEWS

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SEVENTY SIX



Navajos' Christmas



Purse Seine Fishermen, P-2



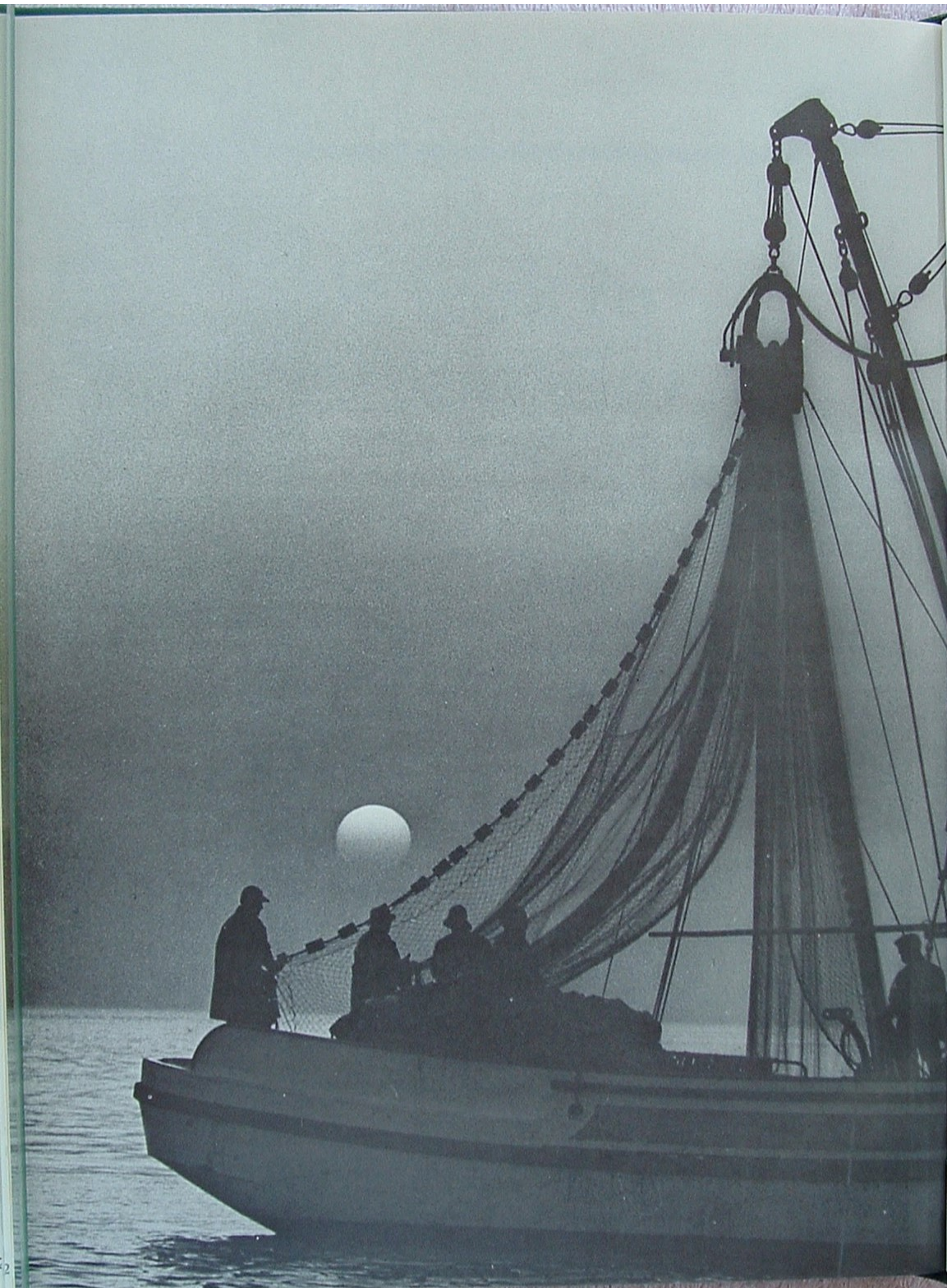
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THE PURSE SEINE FISHERMAN

Trapped between rising costs and depleting salmon stocks, the purse seine fisherman turns to mechanization.

By TED SPIEGEL
Photos by the author

ALL'S FAIR in love and war — and in fishing. And why not? A purse seine fisherman can make \$25,000 in six weeks, according to the newspaper reports.

It was my reading of a booklet from the University of Washington that drew a pained grunt from Captain Matt Svornich, owner and master of the 56-foot purse seiner *Sea Quest*. We were sipping coffee in the galley shortly after he turned over the wheel to a crewman. The *Sea Quest* was chugging out of Bainbridge Island, west of Seattle; we were bound for Coronet Bay on Whidbey Island, 60 miles up Puget Sound.

I pointed out an earnings figure to Captain Svornich. He looked coldly at it, then took the pamphlet from me, flipped over a few pages — obviously he knew the contents well — and read me another paragraph. "The average purse seiner shows an annual gross income of about \$35,000."

"Does this still sound good?" he asked. "Well, let me tell you. From this I have to pay shares to the crew, up to 65 per cent of the total. I have to furnish supplies and fuel, food for the galley, pay for repairs and maintenance plus berthing charges and insurance.

"The average return to the owner, after expenses, is about \$8,200. And, if my time were deducted, the profit would actually amount to about \$5,000 a year," he said heavily.

Svornich tilted his cup, swallowed the last bit of coffee and walked off

continued



At left, the purse seiner *Sea Quest*, owned by skipper Matt Svornich, right.

PURSE SEINERS

continued

without another word. I watched him cross the passageway and knew that despite the grim economics, he was a lifetime fisherman who cared for no other kind of career.

I gulped down the last of the coffee myself — it was unexpectedly good in the cold morning — and hurried topside after the skipper. The breeze was steady and I listened appreciatively to the methodical chant of the 220-horsepower diesel engine, knowing it was powered on Unifuel.

On the fantail rested a 17-foot long aluminum skiff, also diesel powered. This is an important part of purse-seining, as I was to learn. Above us, suspended from an angled steel boom, was a large power block. It is hydraulically operated and, in fact, is the mark of the modern purse seiner.

I turned forward and joined Captain Svornich.

"We'll head for the grounds off Whidbey Island Naval Air Station," he said. "If we don't have luck there, we'll move on to the Salmon Banks off San Juan Island." He pointed, and I could barely see the shoreline in the pre-dawn mist.

Our voyage marked the beginning of the second of three brief salmon fishing seasons for purse seiners. The *Sea Quest* did not set out on the first trip, the Alaska season, covering the inland waterways of the Alaska Panhandle.

Now we were in the so-called Puget Sound season, on the lookout for pinks and red sockeye salmon. (The third season, in the fall, is for chum and occasional silvers.)

The *Sea Quest* reached Whidbey Island about dawn. Svornich directed the setting of the net, 250 fathoms long and 5 fathoms deep. (A fathom, you may remember, is six feet.) Here is how it worked.

When a school of fish is spotted, the net is strung out from the stern of the purse seiner with the aid of the power skiff; that's the aluminum boat I had seen perched on the fantail. Once the net is extended, it is then

closed in a circle, hopefully trapping the fish inside.

When the circle is completed, the skiff's end of the net is passed back to the mother vessel and the net is "pursed" by drawing tight a nylon rope attached to brass rings at the bottom, exactly like old-fashioned purse-strings were drawn. The ends of the net are passed through the power block and drawn aboard the purse seiner. Meanwhile, the skiff stands by, guarding the mother vessel from fouling the net.

When the catch is good, the fish are "brailed" — or brought on board with a dip net. If the catch is light, the entire net is hauled aboard.

The procedure works well with salmon, because these fish turn rather than dive to avoid obstacles. Thus, if the net is closed at the proper speed, the fish will be kept swimming in circles until the purse is drawn.

Each netting operation is called a "set," and a purse seiner can complete one set in about an hour. A Puget Sound vessel can make about eight sets a day. In Alaskan waters, where it is daylight up to 20 hours a day, it is not uncommon for a seiner to make 15 sets a day.

This morning, Svornich and his six crewmen weren't lucky. The catch was small, as the pictures show.

"Hardly pays for breakfast," he grinned and swung the vessel towards San Juan Island. "Maybe we'll find something there... where there aren't so many boats.

"Too many fishermen for the number of fish makes for fishing pressure," Svornich explained. "Here, we've more fishing boats than fish." Indeed, there were 20 or 30 other purse seiners within sight, each competing for the tiny run of "humpies."

And here, indeed, is the crisis of the purse seine fisherman... the method is too good and too efficient for the relatively small number of salmon.

Years ago the governments of the United States and Canada took steps to conserve the depleting number of salmon. One of their initial acts was to sign a treaty banning fishing for

salmon on the high seas.

There's a good reason for this. Salmon are "anadromous" fish — this means they ascend rivers from the sea to breed and hatch. It takes four years for a minnow or yearling to become a mature sockeye and two years for a pink to become a mature "humpie" — so called because of the small hump on their backs. During those years the salmon swim the high seas. Only when fully mature do they play their grim drama of returning to their native streams to spawn and die.

To protect salmon stocks, the governments have spent millions of dollars on hatcheries in the mountain streams, and they have limited fishermen to working in the inland seas only during the runs to the spawning grounds — and then only if enough salmon have escaped upstream to guarantee sufficient stocks for the next season.

Other conservation measures hit hard at the purse seiner's purse. The so-called Alaska Limit Rule is one. This rule limits purse seiners in Alaska waters to 50 feet in length at the waterline. This regulation recognized the large number of sets possible during the long daylight near the Arctic.

The fishermen, pressed by rising costs, countered by building boats of maximum length, but much wider, to hold larger catches.

The International Salmon Fishing Commission met this move with a new limitation — fishing would be strictly limited to specific days and hours. Five years ago, for example, fishermen were permitted to set nets as many as five days a week. No longer. Now the limit is two or three days a week. And this year certain weeks have been declared "closed" to fishermen because of damage to salmon eggs and fry during fall floods in the Rocky Mountains and the need to replenish salmon stocks.

Naturally, each succeeding restriction is met with new tactics from the fisherman. True, the fisherman is the first to recognize the need for conservation. After all, it's his career that's being preserved. But, like all

of us, fishermen have families to feed and clothe, and each restriction tends to limit his financial return.

Instead of griping, the purse seine fisherman has turned to mechanization to save his career. William Saletic, the vigorous manager of the 200-member-strong Purse Seine Vessel Owners Association in Seattle, provided me with some of the economics of this vital industry.

A modern purse seiner probably is powered by a 300 horsepower engine; in days past 50 h.p. engines were the standard. The vessel is equipped with two fathometers and two radios — one on marine channels for long distance communication, and the other on the Citizens Bands for talk with the skiff.

Navigational radar (seiners call it the "loaf of French bread on the forecastle") is standard equipment, as is the asdic sonar "fish finder." Any vessel with an auto-pilot, a desired feature, also must have expensive hydraulic steering.

Modern purse seiners must have seaworthy skiffs, with diesel engines up to 200 h.p. and, of course, fishing nets — these two items cost up to \$10,000 each.

Here are other steps taken by fishermen to increase efficiency:

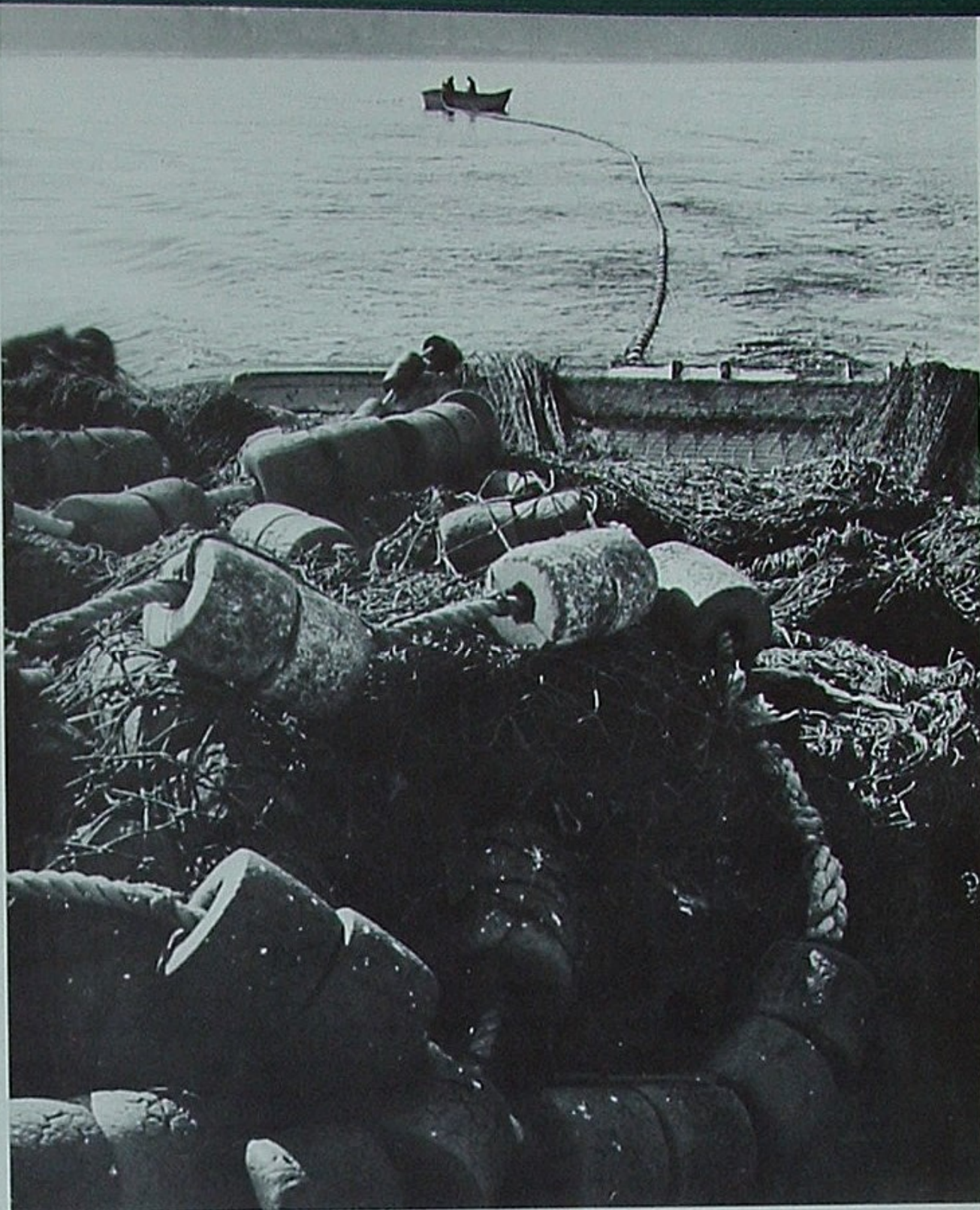
- *Long Life Nets.* Where once cotton nets were customary, today more fishermen are turning to nylon because these nets seem indestructible; cotton nets wore out in two or three years. Nylon nets seem good for six or seven years.

- *Net Materials.* Cork has given way way to plastic in floats. Nylon and polypropylene have supplanted Manila hemp for ropes and lines.

- *Accent on Speed.* Higher powered engines for seiners and skiffs permit more rapid setting of the nets, important when there is great "fishing pressure." Lightweight aluminum is replacing steel for hulls, and styro-foam floatation tanks are safer than air tanks, which may be punctured.

- *The Power Block.* Mario Puretic was a California fisherman who first envisioned a power block. As a tuna seiner, he watched with helpless anger as sharks tore through the nets

continued



Power skiff pulls net from fishing boat to form a circle.



Hauling in net with power block, as seen by a "fish eye" lens.

PURSE SEINERS

continued

to devour the hapless fish. If the net could be hauled faster, he reasoned, this damage could be minimized. He devised his power block to haul in the nets.

About that time, Puretic moved up to Seattle where salmon conservation regulations were strict and his power block could be well utilized. Today, his machine, built by the Marine Construction & Design Company (MARCO), can be found on nearly every modern purse seiner in the Pacific Northwest and, indeed, all over the world. With this item, the number of crewmen can be sharply reduced. Since the men generally work on shares, it means that each man brings home more money.

Of course, as efficiency increases, so do government curbs. The fishermen understand this unending circle. Perhaps the future holds the cure. Increased competition is beginning to limit the numbers of fishermen. The average age of the purse seine vessel owner is 49, and few young men seem attracted to the field. Attrition may be the key to solving the problem.

Expense is another limiting factor. It takes up to \$85,000 to put a modern purse seiner in the water. With today's tough competition and tightening restrictions, the return on such investment can be bettered in countless other industries.

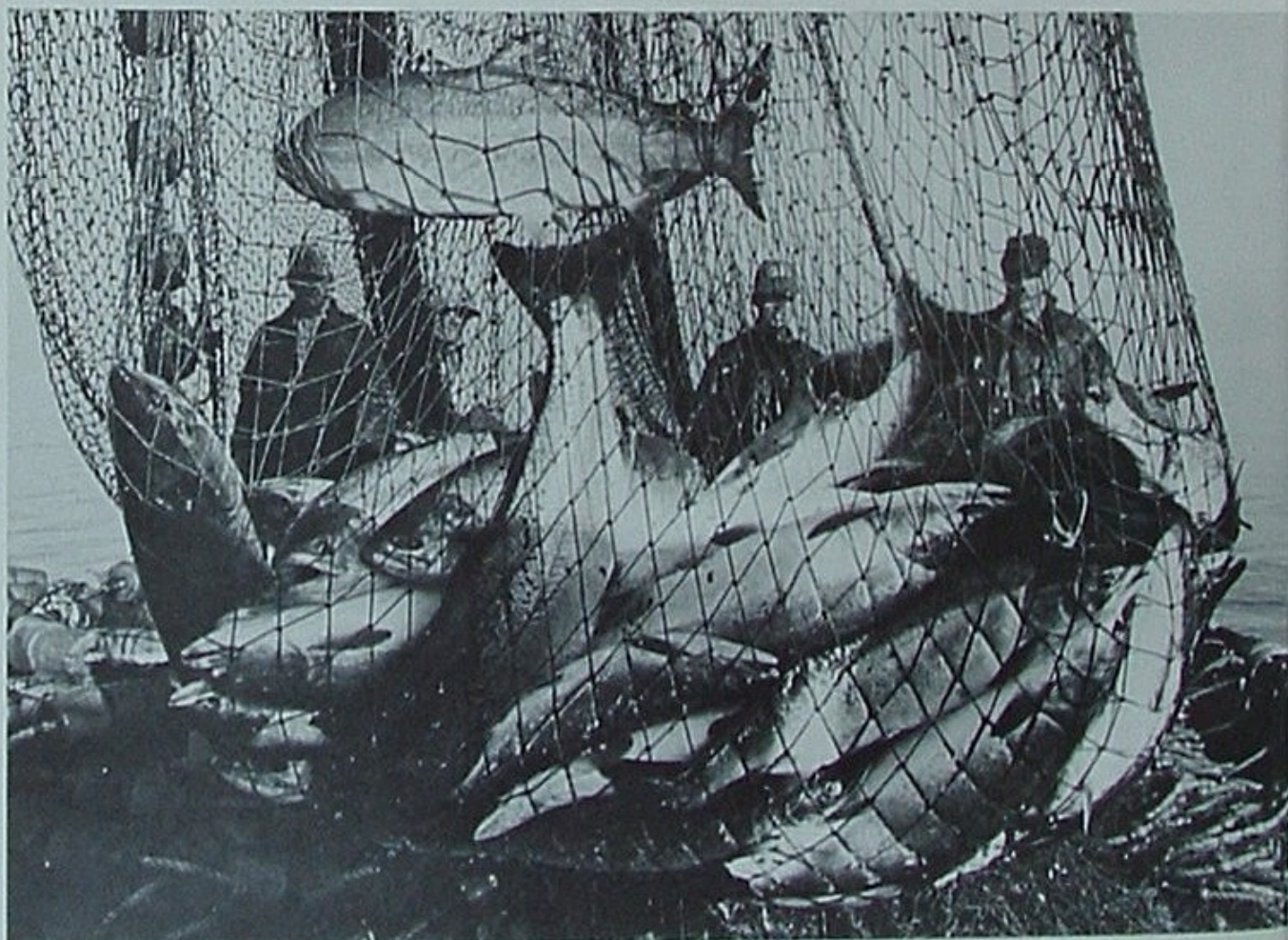
But one trait will keep the fisherman on an even keel: his sense of humor. Captain Svornich, on the return trip to Bainbridge Island, provided me with an example:

Many years ago, a savvy fisherman came up with a plan to broaden the market for pink salmon. Sockeye red salmon bring high prices because housewives prefer the appearance of the bright red meat. Pinks taste every bit as good, but don't command the same high price as the sockeye. So the old salt convinced a cannery to label pinks with this inscription. "Guaranteed not to turn red in the can."

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Gary Loverich pours lube oil into skiff's diesel engine.



For salmon fishermen, 1965 was a slim year. Tuna fishermen, at right, had a bonanza year.

Our Stake in the Fishing Industry

THE PETROLEUM industry has a great stake in the success of the purse seine fisherman. According to William Saletic, manager of the Purse Seine Vessel Owners Association in Seattle, the average purse seine vessel uses the following amounts of petroleum products each year:

— 10,000 gallons of diesel fuel; 35-50 pounds of grease; 100-200 gallons of lube oil; 150 gallons of hydraulic fluid for the steering systems and for the power blocks.

— varied amounts of acryl base marine paint made from benzene, or xylene; varied amounts of butyl rubber for the power blocks made from butane, wax and asphalt.

— substantial amounts of nylon and polypropylene for fishing nets and pursing ropes, made from benzene and

propane; varied amounts of styrofoam for net floats and tanks, made from benzene.

Most of the diesel fuel, lube oil and grease used by Alaska Panhandle and Pacific Northwest purse seine fishermen comes straight from Union Oil refineries, for the Purse Seine Vessel Owners Association is a Union Oil account.

The plastics may come from any of a dozen chemical companies, many of whom are supplied with industrial chemicals manufactured at Union Oil and Pure Oil refineries. So you see, we do have a large and growing stake in the fisherman's career.

In return, we in the petroleum industry consume innumerable tins of canned salmon each year. So we are not only suppliers, but we are also customers. 76



Prize Year for Tuna Fishermen



WHILE THE salmon fishermen in the Pacific Northwest have experienced a declining year, the tuna fishermen of Oregon have been harvesting a bumper crop of tuna from the Pacific Ocean. Pictured above is a scene from the Union Oil wharf at Astoria,

Astoria, Oregon

Oregon, where consignee Hugo Seeborg reports he has been supplying petroleum products to about 95 per cent of the tuna fishermen. The tuna fishing has been so good, according to Seeborg, that trollers loaded with Albacore have had to lay in port for several days before the canneries could take them. 76

The Navajos Meet Santa

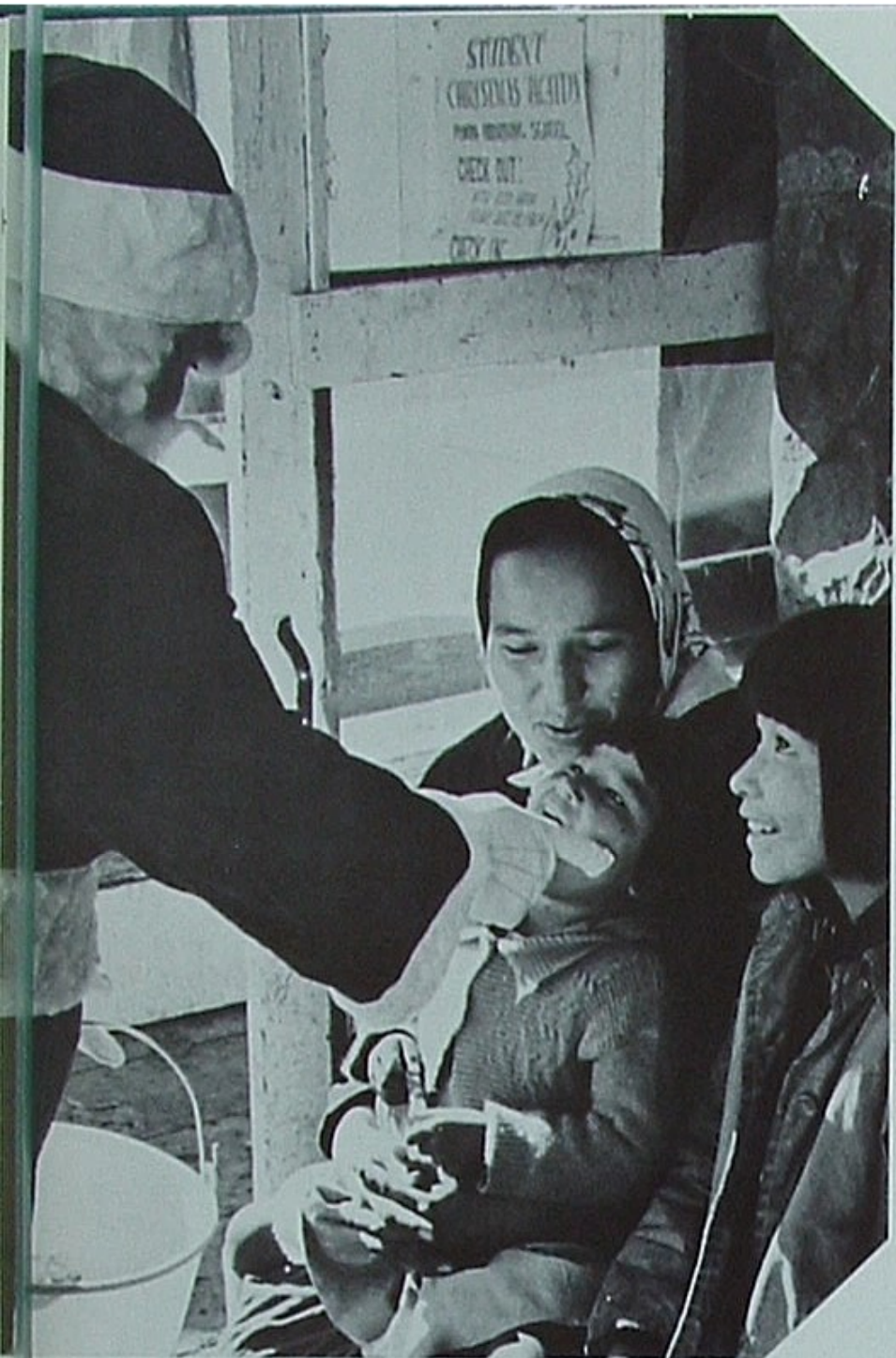
And find him a jolly old medicine man

PINON, ARIZONA

PINON HAS no electric lights and only one telephone — that to Flagstaff, Arizona. Usually the little Indian reservation trading spot seems almost deserted. But precisely at 11 a.m. a day before Christmas, Bill McGee's Trading Post (the Union Oil dealer's) swarms with some 300 Navajo children and their parents.

Of course Santa Claus pops in, laden with candy, nuts and fruit, and speaking fluent Navajo: "Ah yosh ne de la?" It means about the same as "Have you been good boys and girls?" Everybody has — even the parents. They all shake hands with Santa — receive their gifts — and wait breathlessly for a special noon drawing of big prizes for the lucky ones. There's a word from the tribal elders and a Christmas service at Tom Dolligan's Navajo Gospel Mission. Then the Indians mount their fire-breathing horses — their automobiles — and gallop homeward to a **VERY MERRY CHRISTMAS.**

76



Santa Claus is really Robert Walker, the store supervisor.



Wrapped in their finest Pendleton blankets, the women find time to catch up on their socializing.



At the Christmas drawing, trading post operator Cliff McGee congratulates the winner of a kitchen cabinet.



It takes time to overcome shyness.



Santa Claus passes out "good medicine."



After the party, a time for prayer.

1965
social security
changes
affect everyone

ONE WAY OR ANOTHER, 1965 social security legislation will have an impact on you and your family. For one thing, if you are actively working, the tax bite will get closer to the bone — not only for you but for your employer. At the same time, the benefits provided by social security have been broadened and increased; and a program of health insurance, known popularly as Medicare, has been established for people 65 years of age or older.

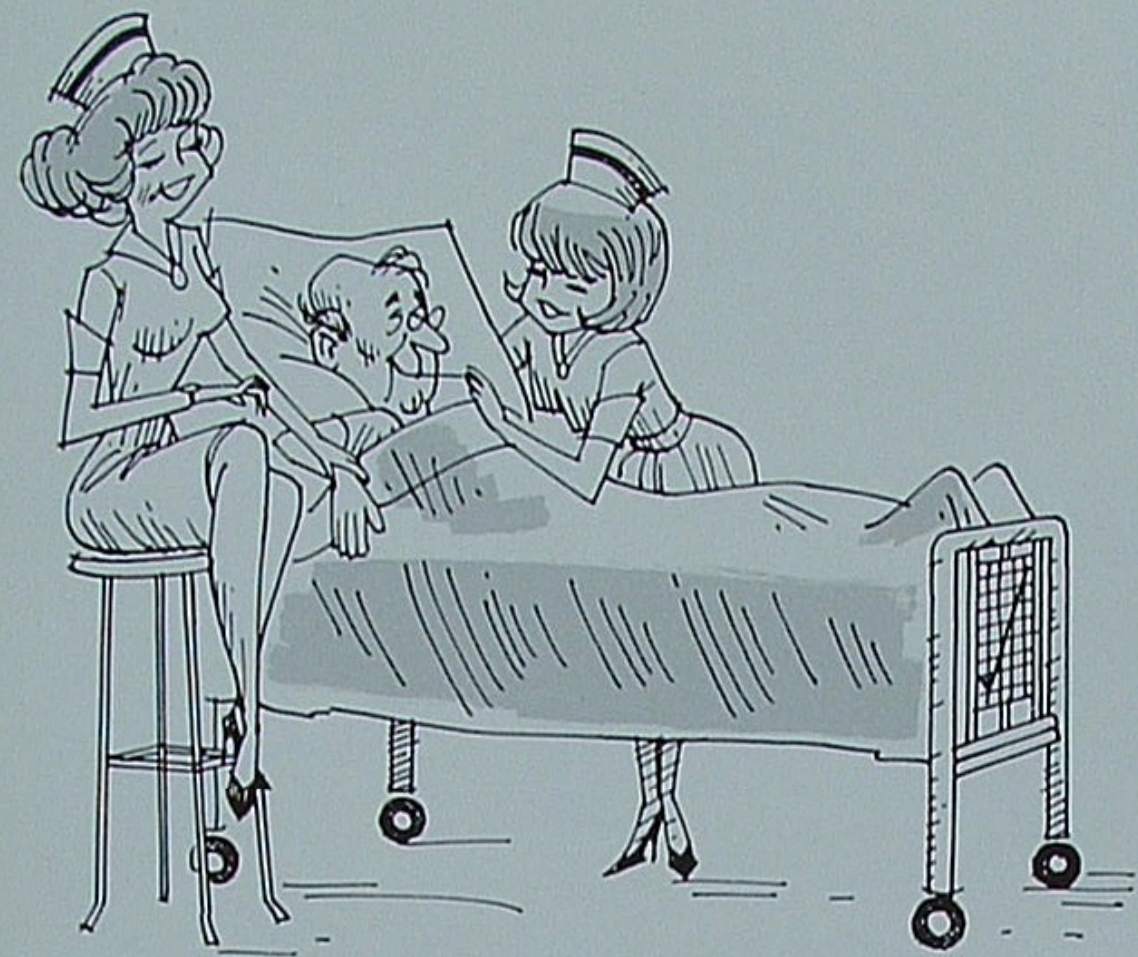
THE TEETH IN THE TAX BITE

Because the tax will affect most of us who are actively working, let's look at that first...

The tax rate will go up at intervals until 1987. But the biggest hike takes place on January 1, 1966. At that time the tax rates will go from this year's 3.625 per cent on the first \$4,800 of your taxable earnings to 4.2 per cent on the first \$6,600 during 1966. Depending on your income, the tax hike might represent an increase of as much as \$103.20 in the first year.

If these tax figures seem high, remember this: Your employer not only matches your payments, dollar for dollar, but also pays the full cost of unemployment benefits under the social security program. Without your employer's contribution you might be paying the same tax as the self-employed, which in 1966 will be a whopping 6.15 per cent or a maximum tax of \$405.90.

There's more to come, too. The tax is scheduled to rise in 1967, 1973, 1976, 1980 and 1987. By 1987 employers and employees between them will have to pony up \$745.80 per year per employee, compared with



BIGGER BENEFITS, BUT BIGGER TAX BITE



By **DEREK S. POVAH**
Manager, Benefit Plans Services
Union Oil Center

\$348 in 1965.

Now let's look at the benefits side of the coin...

SOCIAL SECURITY BENEFITS

Social Security pays benefits to the unemployed, the aged, the needy, the blind, the disabled and for dependent children.

Although Medicare has attracted wide attention, the 1965 law also has wrought extensive changes in other areas. For example, the various states must merge all medical assistance programs by January 1, 1970, or forfeit federal funds. The complexities of this new provision of the law will require action by each of the states within the next four years. In California, for instance, this spawned several proposals including Cal-Med, which would provide health benefits for all needy Californians regardless of age.

Retirement income benefits, disability benefits, and all other cash benefits were increased 7 per cent retroactive to January 1, 1965.

Eligibility requirements for disability benefits were liberalized so that, effective September 1, 1965, any insured worker whose disability is expected to last for at least 12 months may qualify for disability benefits commencing with the seventh month of his disability.

The age limit for children's benefits has been extended from 18 to 22 if the child remains a full-time student.

There's news for widows, too. A widow who would have qualified for monthly widow's benefits at age 62 may now have them started as early as age 60 — subject to a very small discount. Her benefits may now continue even though she remarried. A divorced woman, too, may receive benefits under certain circumstances under her former husband's account. Family benefits after death of the covered individual are subject to the over-all 7 per cent increase.

HEALTH BENEFITS AT AGE 65

It is Medicare that is the most startling concept of social insurance to date. This program is important

for persons now working or who have retired prior to age 65 for they will have health insurance protection when they reach age 65. For those already 65, whether retired or actively working, health insurance protection will start July 1, 1966.

Medicare is really two kinds of health insurance. One is Hospital Insurance to help pay the bills when you are hospitalized, in an extended-care facility after hospitalization, or for out-patient hospital diagnostic services and home health services. The other kind of health insurance is the Medical Insurance to pay the bills for doctors' services and for a number of other medical items and services not covered under the hospital insurance program. This portion of Medicare is voluntary and requires

SERVICES OFFERED BY SOCIAL SECURITY

Social Insurance

- Old Age, survivors and disability insurance
- Medical insurance benefits
- Unemployment insurance

Public Assistance to the needy

- Old Age assistance
- Medical assistance for the aged poor
- Aid to the needy blind
- Aid to dependent children
- Aid to the permanently and totally disabled

Childrens Services

- Maternal and child health services
- Services for crippled children
- Child welfare services

the individual aged 65 or over who desires to join to pay a small premium, at present \$3 matched by a \$3 contribution by the U.S. Government.

Individuals aged 65 and over who are receiving social security benefits have been mailed applications for enrollment in the supplementary medical insurance plan. If you now have a private plan of 65-plus medical insurance, be sure to keep it until July 1, 1966, when most provisions of Medicare go into effect. After that, the insurance company with whom you have your 65-plus policy may re-tailor or cancel it.

continued

TAX BITE

continued



1965 CHANGES	WHEN EFFECTIVE
Medicare	
• Hospital insurance benefits	July 1, 1966
• Extended care facility benefits	January 1, 1967
• Voluntary supplementary medical insurance	July 1, 1966
7% increase in all cash benefits and new maximums	January 1, 1965
Extension of dependent benefits to students 18 to 22	January 1, 1965
Benefits for widows at 60 instead of 62	September 1, 1965
Benefits for divorced women (and remarried divorcees)	September 1, 1965
Continuing benefits for widows who remarry	September 1, 1965
Reduction of base period credits for those aged 72 and over	September 1, 1965
Increase in permitted earnings requiring reduction of cash benefits	January 1, 1966
Disability Benefit eligibility requirements liberalized	September 1, 1965
Inclusion of self-employed doctors of medicine and medical and dental interns	Tax years ending on or after December 31, 1965
Reduction of tax for self-employed farmers whose annual earnings are less than \$2,400	January 1, 1966
Extension of registration period for clergymen	September 1, 1965
Inclusion of cash tips	January 1, 1966
Automatic benefit recomputation	January 1, 1965
Who pays for what and how much! - Increased tax rate and base	January 1, 1966

WHAT THE HOSPITAL PLAN COVERS	WHAT THE VOLUNTARY PLAN COVERS
<ul style="list-style-type: none"> • Hospital care for up to 90 days for each spell of illness (but you pay the first \$40 of the hospital bill, and an additional \$10 for each day over 60). A "spell of illness" begins when you enter the hospital and ends after you have remained out of the hospital (or out of an extended care facility) for 60 consecutive days. Covers all services ordinarily furnished by a hospital for in-patients. • Post-hospital care in an "extended care facility" (after at least a 3-day hospital stay) for up to 20 days for each illness, plus 80 additional days for which you pay \$5 per day. • Post-hospital care in your own home for up to 100 visits during a one-year period (after at least a 3-day stay in a hospital). • Hospital diagnostic services as an out-patient of the same type as ordinarily furnished to in-patients. The Plan will pay 80% of the cost of these services for each 20-day period, except for the first \$20 for each 20-day period. Your \$20 payment is credited against your total bill for medical services in the Voluntary Plan (next column). 	<ul style="list-style-type: none"> • Physicians' services, including surgery, consultation, and home, office, and institutional calls. • Dentists' services for certain dental surgeon functions. • Home health services (without a requirement of prior hospitalization) for up to 100 visits per year. • Diagnostic tests. • X-ray, radium and radioactive isotope therapy. • Ambulance services. • Surgical dressings and splints, casts and other devices for reduction of fractures and dislocations; rental of durable medical equipment such as iron lungs, oxygen tents, hospital beds, and wheel chairs used in the patient's home; prosthetic devices (other than dental) which replace all or part of an internal body organ; braces and artificial legs, arms and eyes. • Outside-the-hospital treatment for mental, psycho-neurotic, and personality disorders; but payment for such treatment during any calendar year is limited to \$250 or 50% of the expenses, whichever is smaller.

Monte King: Nice Guy

*76 Consignee
donates kidney to daughter*



Nancy Malmquist and Monte King

MONTE KING is described by his associates in California Mid-Coastal marketing operations as "one of our best consignees, a real producer, friend of everyone in the Santa Ynez Valley, and a real credit to both his community and company." Now comes a report that not only confirms previous estimates of his character but also adds a new dimension.

Nancy Malmquist of Santa Ynez Valley is the 25-year-old daughter of Mr. and Mrs. King. Owing to a long illness during her childhood days, Nancy's kidneys were damaged beyond repair. The condition prevented her from expecting to live a normal life. Her doctors said her best hope was a kidney transplant — with only a 50-50 possibility that the operation would be a success.

Finding a willing donor of a healthy kidney was the big problem. This was solved when Nancy's father, Monte, stepped forward to be the first and only donor. He was subjected to all the tests and found to be an

excellent physical specimen, despite 54 hard-working years.

The operation, first of its kind at Mt. Sinai hospital in Los Angeles, was of pioneering importance in the field of medicine. Both father and daughter were guarded so carefully that doctors and nurses wore masks and sterile gowns merely in the presence of these two special patients.

The operation appears to be a success.

Today Nancy looks confidently toward a life of newly won health and happiness with her husband, James, a sergeant in the U. S. Air Force. She exclaimed, "I feel just wonderful, better than I have for years. Life is so different now. I can eat everything, and I do — with both hands.

"I owe it all to a real nice guy, my father."

As for Monte King, no heroics. "No, I just did what any other normal parent would have done under the circumstances. Besides, the closer the relationship, the better the possibility of success. I was confident from the start." To prove his confidence, Monte King then went deer hunting in Utah, and he got one, too. 78

Betsy slashes Louisiana



'65 Hurricane moves faster than Hilda

THE WORST PART of any hurricane is simply not knowing how long it will last. Doing without electric power is almost as bad. It makes you wonder how the pioneer settlers ever tamed this land, without the amenities of air conditioning, stoves, washers, water heaters, autos, radio and TV. Indeed, before Hurricane Hilda struck in 1964, one of the worst hardships was lining up for groceries.

As far as the general public was concerned last year, Hilda was slow in coming. People had a full two days to lay in supplies of bottled water, canned meat, kerosene, sterno, extra batteries, gasoline, tape for masking windows, rope to tie down trees. There was plenty of time to fill bath tubs with fresh water — just in case. There was time to bring in garden furniture, check insurance coverage, and make that last dash to the marina to secure your boat. Fun-lovers had plenty of time to lay in supplies of bottled goods and plan for a short, hurricane-enforced party.

Betsy this year was different, at least as far as the general public was concerned. By 2 p.m. Thursday, September 9, word came that Betsy was

bearing directly on the South Louisiana coast. By nightfall, lights started blinking out, trees toppled, fences lay flat, rain fell and the wind blew.

Actually, the first warning of a storm had come on Monday, August 30, but it was far at sea and most persons ignored it. Mothers were busy with last-minute back-to-school shopping. Labor Day was one week away. Throughout the south, our employees were recording production from oil and gas wells, selling gasoline at service stations and Truck-Stops, testing pipelines, steering crew boats toward offshore platforms, welding, pumping, hammering, loading sea-going barges with crude oil, and answering the incessant call of telephones and two-way radios.

On the Teletype machine in the Houma, Louisiana, office, a message tapped out the report that Hurricane Betsy had been located far out in the Atlantic, safely past the Bahama Islands. The storm was headed northwest toward the eastern seaboard, and a secretary reading the report breathed a sigh of relief; the memory of last year's Hurricane Hilda was still too sharp in her mind.

The week continued undisturbed

by the storm; by Saturday Hurricane Betsy was still far out in the Atlantic, a safe 300 miles east of Cape Kennedy, Florida, and headed north. In Florida and in the bayou country of Louisiana, people dismissed the hurricane and went about the activities of a three-day-long weekend. They were soon to be in for a surprise.

Abruptly on Saturday, with no warning, Hurricane Betsy reversed course and headed southwest toward the southern tip of Florida. Storm warnings went up throughout the Everglades State; even Louisianans began having second thoughts about the situation. To weather-wise citizens along the Gulf Coast, the news was cause for concern but not immediate action.

Hurricane Betsy reached the Florida Keys early in the morning of Wednesday, September 8. By this time the winds near the eye of the storm had reached 140 m.p.h. and Betsy was moving westward at 12 m.p.h. Southern Florida fled to shelter. In the Miami area, the hurricane cost the equivalent of three days' normal business. Damage to facilities of Pure Oil Company was relatively light, according to Claude S. Brinegar, Pure



Far left: The eye of Hurricane Betsy appears on a radar scope as the storm centers directly over Houma, Louisiana. Left: The remains of a house-trailer lie against the side of the house where Betsy's winds smashed it. Above: A family surveys the damage to their home and car caused by a neighbor's roof.

president, "due largely to corrective steps taken last year after Hurricane Hilda." As of press time, SEVENTY-SIX had received no reports of damage to Pure Oilers' homes in the Florida area.

At our offices in New Orleans, Houma, Morgan City, Abbeville and Lafayette, Louisiana, full storm warnings had gone into effect. By Wednesday men on drilling rigs and production platforms offshore and in the inland waters had suspended normal operations. They began the often-repeated routine of tying down for a big blow. In the waters of the Gulf of Mexico, the activity was calm but hurried. At Ship Shoal Block 208, at Main Pass Block 6 and at Breton Sound Block 53, production was shut in. At Eugene Island Block 32 and at West Delta Block 118, drilling ceased. Everywhere in the waters of the Gulf men boarded helicopters and crew boats for the voyage back to the safety of shore; the remote platforms were abandoned to face the storm. On Thursday morning, September 9, the onshore drilling rigs were evacuated. Inland production was shut in at Pagie Lake, Lake Palourde, Caillou Island, Timbalier Bay, Good Hope,

Deer Island, Bayou Pigeon, Lake Hatch and Houma. By Thursday morning Hurricane Betsy was a mere 250 miles south of Mobile, Alabama, but headed directly for Houma. Worse, still, Betsy had picked up speed to 18 m.p.h. There seemed no escaping the storm's fury.

By Thursday afternoon everyone had been released from his duties, and deputy sheriffs were on the radios urging everyone to make preparations for a severe blow. Many persons, mindful of Hilda's wrath in 1964, left to seek shelter in the north. Others remained at home to ride out the worst Betsy would bring. The storm-forced imprisonment at home made Thursday afternoon and evening a long day indeed.

Even with a fast-moving hurricane, the eye of the storm is a long time in coming, for the huge storms flow in a rapidly spiraling counter-clockwise motion that extends over hundreds, even thousands, of square miles. On the afternoon of Thursday, September 9, the winds whipped up steadily and rain fell in torrents. By sundown the winds in Houma reached full hurricane force, 75 m.p.h. Many persons were busy calling

friends and relatives to learn if they were safely secured; suddenly their telephones went dead as lines were severed. Electric power blinked off, plunging homes into darkness and setting children to wailing at this unknown fear. One Union Oiler reports looking out of his window and thinking he was witnessing a fireworks display. "Power lines were snapping everywhere," he said, "and a transformer exploded in a shower of sparks right in front of our house."

By 9 p.m. the winds were stirring up the entire marsh and bayou country. In the bayous near abandoned drilling rigs, alligators were croaking their defiance of winds that disturbed their reptilian slumbers. All radio stations within range of Houma were dead. The winds thundered at a steady 150 m.p.h., causing the frames of homes to creak eerily and setting up moaning eddy currents under the eaves of houses. Here a picture window shattered, plunging a family into panic as members retreated to the safety of a southwest corner room. Across the street a roof flew off the house, and moments later a terror-stricken family took shelter at the home of neighbors. Shingles and

continued

Betsy continued

sideboards flew through the night air like scraps of paper. Dogs barked and babies cried. Trees snapped and fell on cars, fences and homes.

Potentially, the real danger lay in flood waters. To the east of the hurricane, the counter-clockwise winds forced up a wall of water that eventually engulfed New Orleans. To the west, the effect was delayed but no less serious. Winds blowing south emptied the bayous of water; later the seas would plunge into this vacuum with murderous frenzy.

At sea that Thursday night, huge waves crashed into the oil platforms. Drilling masts toppled; barges tipped over and sank; production platforms that had been reinforced after last year's hurricane strained against the tremendous pressure of 50-foot waves. Flow lines parted, but in most cases the storm chokes held.

At 11 p.m. on Thursday, September 9, Union Oiler Sheldon W. Roberdeau of Houma reports the barometer reading was 29.65 inches. The winds near the eye of Betsy were blowing at 150 m.p.h. It grew unbearably stuffy in shuttered homes where electric power had failed. Then, at 11:30 p.m., the barometer suddenly dropped to 28.0. The wind ceased and an eerie calm settled over the small South Louisiana oil town as the eye of the storm passed over. The rain stopped and swarms of mosquitos flew into every nook and cranny, driving many spectators back into their houses. Others, disregarding the annoying insects, ran into their yards to secure belongings against the second half of the storm — when the wind would come from the other direction.

Shortly after midnight the winds picked up again and were to blow with hurricane force until 3 a.m. Roberdeau reports there was little rain this time.

The eye of the storm had passed directly over Houma, and damage to personal property was largely re-

stricted to wind damage. Betsy's wind velocity was higher than Hilda's last year, but the people of Houma were fortunate in that Betsy's forward speed was nearly 20 m.p.h. Damage to Union Oilers' homes in the Houma area was confined to lost shingles, fallen trees, broken windows, downed fences, snapped TV antennas and scuffed paint on autos. Paul Legendre, a roustabout at Lake Palourde, suffered extensive roof damage but his fellow workers pitched in and had completed repairs within two days.

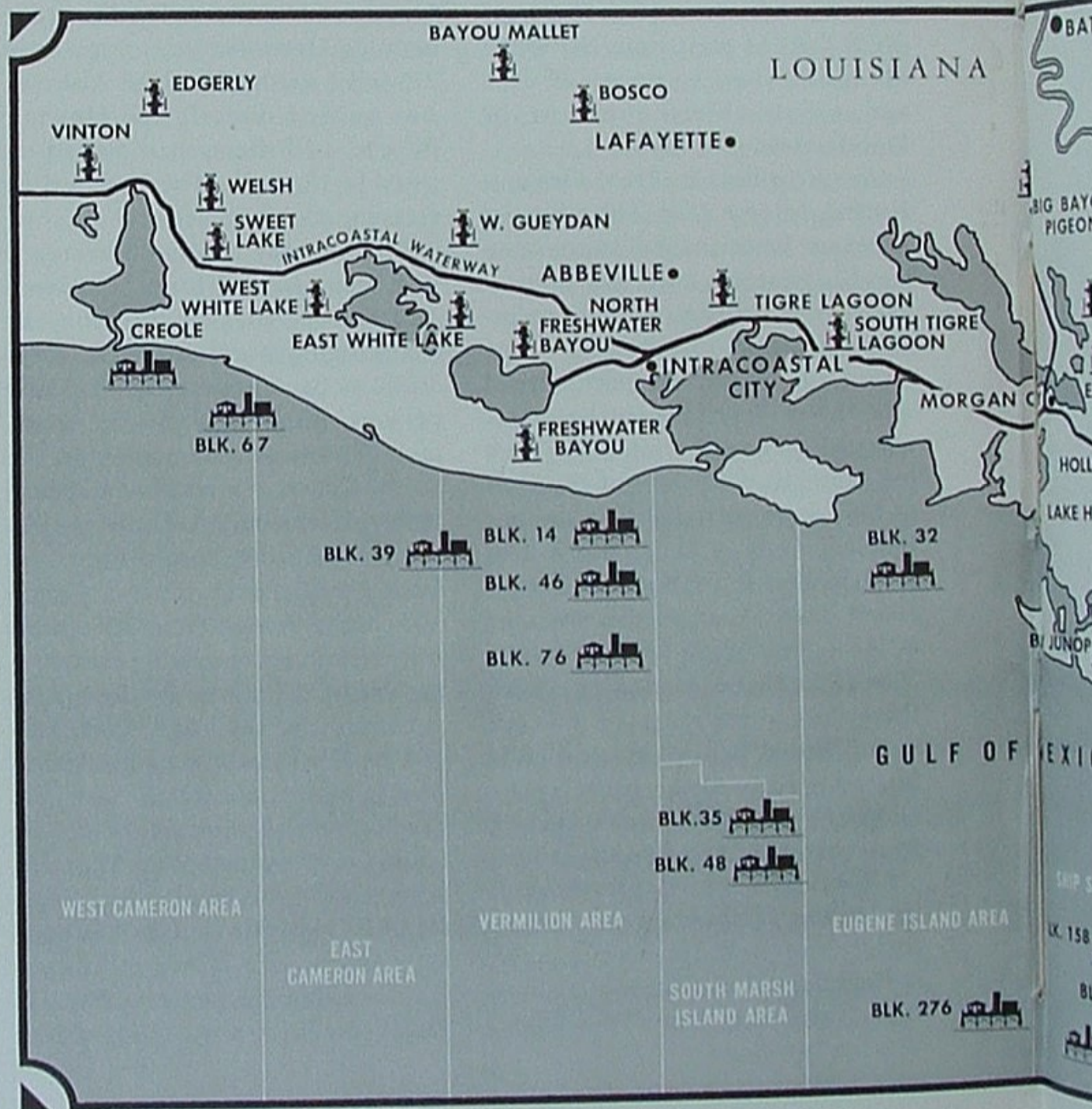
The death and devastation inflicted on the people of New Orleans was awesome. Government officials estimated it would be months before the loss of life and property could be fully assessed. Fortunately, no Union Oilers were seriously injured; recent reports indicate scattered damage to homes. Darrel W. Boyd of the Pure

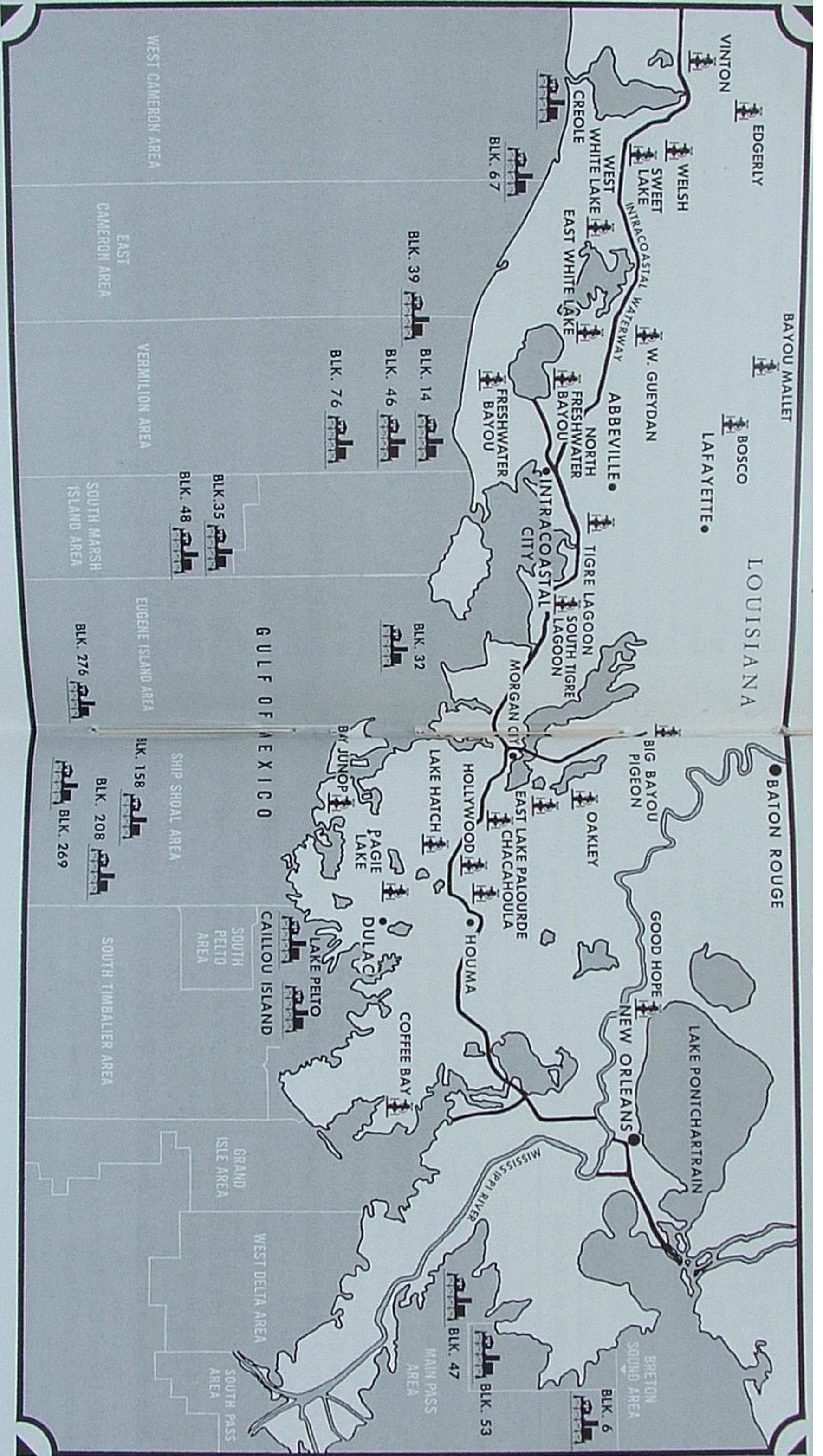
Oil office in New Orleans supplied us with a roundup of damages to employees' homes there.

George T. Mayer counted \$900 in damage to his house in the Audubon section of town. Jack S. Badgett found his losses ran \$2,100. Preston G. Craig learned the water damage to his furniture was set at \$650; the apartment where he was living suffered more than \$4,000 in wind and water losses.

Van E. Parham's picture window was smashed by winds and the windshield in the car was shattered; costs were \$550. All told, 15 Pure Oil Company employees in the New Orleans area reported varying degrees of destruction to their homes and cars, including Boyd himself who assessed his hurricane-caused loss at \$500.

From the Lafayette office of Pure's field department came reports of





hurricane losses to a dozen employees. In Thibodaux, Louisiana, hard-hit by both Hilda and Betsy, gang pusher Richard Lawson had to re-cover his roof and re-finish the inside of his house. Lawson's repair bill was in the neighborhood of \$3,000. Ira Hebert, a pumper also living in Thibodaux, lost his roof and part of his fence. Cost: \$1,300. Pumper S. M. Billings of Morgan City, Louisiana, suffered \$500 damage to his roof and picture windows. Damage to roof and house ran to \$700 for roustabout Sidney J. Vial of Hahnville, Louisiana.

Fortunately, many of these losses were covered by insurance, as were losses to Union Oil Company itself. From the Lafayette operations office came a report that a steel derrick had blown down at the Good Hope field; the Morgan City office encountered some \$3,500 in damages. About \$8,000

worth of drilling mud was ruined at Eugene Island Block 32 field in the Gulf of Mexico; catwalks and radio antennas also were battered. The worst news came from West Delta Block 118 in the Gulf where a \$775,000 tender type drilling platform collapsed. Later the deck section was found upside down in nearly 200 feet of water. Again, most of this loss was covered by insurance.

Sheldon Roberdeau in Houma reported that hurricane losses to Union Oil Company property were slight compared with destruction from Hurricane Hilda.

A full assessment may take months to complete, but officials placed a total loss to company equipment and facilities at about \$300,000. Largely this was wave battering of flowlines, and, in addition, some crew boats and oil and gas separators.

Despite ravages to homes, most

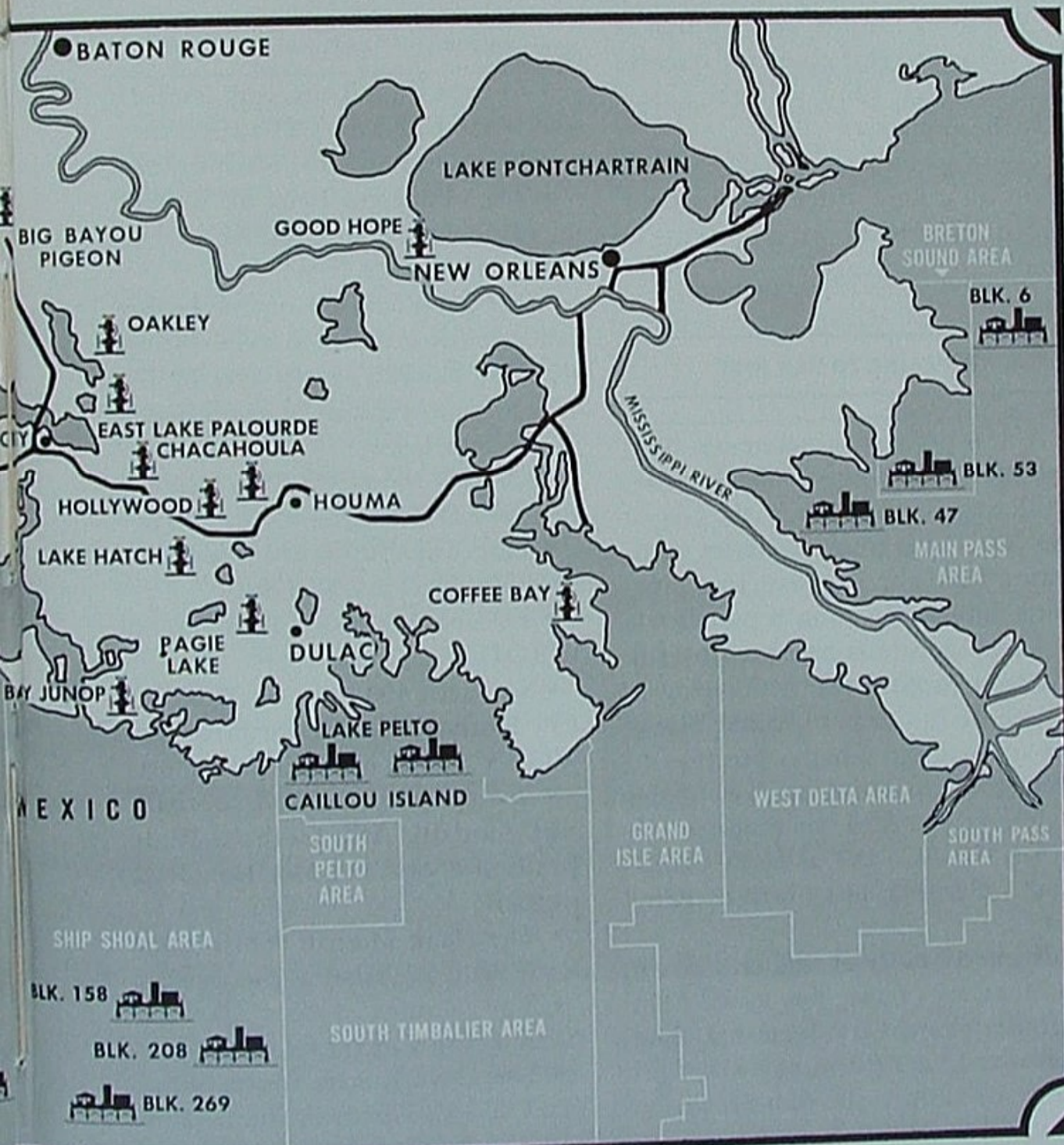
Union Oilers were back on the job 12 hours after the storm passed. In some cases production had to be cut back because of a lack of storage facilities — shipping schedules had been disrupted. Indeed, hurricane destruction to the entire oil industry has been estimated in excess of \$100 million — largely in the West Delta "breadbasket" area near the mouth of the Mississippi River. Considering the total assessment, Union Oil Company and its employees escaped with few scars.

The immediate problem was to re-establish communications. Telephone lines sagged lifelessly. Electric power lines had snapped, leaving all but battery-operated radios silent. Traffic signals had been knocked askew, and electric-powered drawbridges were stalled, halting boat and barge traffic on the bayous and the Intracoastal Waterway — the great cargo highway of the Gulf states.

Portable generating units were shipped in from Abbeville, and a radio relay system was installed to gain temporary communication. Telephone and electric power companies imported hundreds of men from all over the United States to begin the task of rebuilding and restoring services. It took more than a month to repair all the circuits.

Many of Union's regular crude and condensate markets in New Orleans and elsewhere were closed. To avoid shutting in the fields and losing production, new markets and shipping arrangements were made. For example, Lake Pagie condensate — normally barged to New Orleans — was sent to a refinery at Lake Charles, Louisiana. Caillou Island crude — regularly sold to a pipeline company — was barged to Port Arthur, Texas.

Meanwhile, families in South Louisiana began washing down walls and baseboards, cleaning rugs, scrubbing and painting their porches, raking lawns, repairing roofs, and digging the sticks and dirt from the undercarriages of autos. Universally, they hoped to be spared the next storm.



BUSINESS HIGHLIGHTS

SEVENTY-SIX GROWS

As of December, 1965, the Pure Oil Company's employee magazine, THE PURE OIL NEWS, is being consolidated with SEVENTY-SIX, the corporate magazine of Union Oil Company.

Both publications have long histories. THE PURE OIL NEWS dates back to May, 1918, when Pure's founding company, The Ohio Cities Gas Company, issued THE OCEECO at Columbus, Ohio. Thirty months later, in January, 1921, the first issue of the UNION OIL NEWS appeared.

THE OCEECO was later renamed THE OHIO CITIES NEWS, and in July, 1920, became THE PURE OIL NEWS. The UNION OIL NEWS later became ON TOUR (pronounced On Tower) and in May, 1957, was named SEVENTY-SIX magazine.

SEVENTY-SIX magazine will now require a press run of more than 50,000 copies a month. It will be mailed to employees, pensioners, dealers, consignees, distributors and friends of the company throughout the United States and abroad.

LAKE PALOURDE BATTLES STORM

The recently jumboized super-tanker *Lake Palourde*, on a voyage carrying crude oil from the Persian Gulf to Los Angeles, crossed paths with Typhoon Freda near the Philippines late in the summer.

The 118,000-ton *Lake Palourde* encountered typhoon force winds for about six hours, but came through without appreciable damage.

NEW SULFUR PLANT AT OLEUM

Modifications to the hydrogen sulfide recovery and conversion equipment at Oleum Refinery have been completed; the facilities are now operating.

These equipment modifications permit the refinery to (1) process a greater volume of raw materials while continuing to meet our "clean air" standard, and (2) to increase the maximum sulfur recovery from the unit's original design of 58.5 long tons a day to 70 long tons a day.

Sale of Oleum's sulfur production is handled by Collier Carbon & Chemical Company; the sulfur is used chiefly in the manufacture of sulfuric acid.

NEW BREA-OLINDA OFFICE

The Brea-Olinda field, which is one of our largest crude oil reserves in California, soon will get a new field headquarters.

Construction is scheduled to begin soon on a new office for the field, which is situated on the outskirts of Southeast Los Angeles.

PIPELINE TO SAN JOSE

A new products pipeline has been completed linking our Richmond, California, Terminal with the city of San Jose. Tank truck deliveries originating from the new San Jose pipeline terminal began on September 1.

The pipeline is operated by the Southern Pacific Pipeline Company.

Use of the new terminal places the company in a better position to serve the expanding market of the Southeast Bay Area and points south of San Francisco Bay as far as Greenfield, California, just north of King City.

Formerly most of this area down to Monterey County was served from our Redwood City Terminal. The Redwood City Terminal will continue to supply the San Francisco peninsula area.

PURE & 76 SPORTS COVERAGE

The word is official: Union Oil will again sponsor the Los Angeles Dodgers in 1966 and 1967. But did you know that Pure also sponsored the Minnesota Twins? (Shucks, we couldn't have lost.)

Here is a quick rundown on some of the sports events Union Oil and Pure Oil sponsor on the East and West Coasts.

- The Los Angeles Dodgers on KTTV and KFI in Los Angeles, KCOY in Santa Maria, KVEC in San Luis Obispo, KTMS in Santa Barbara, KGEE in Bakersfield, KYOR in Blythe, KROP in Brawley, KREO in Indio, all in California, KORK in Las Vegas, Nevada, and the Arizona State Network in eight cities;

- The Vin Scully-Jerry Doggett Sports Show on KFI;

- The San Diego Chargers on KFMB;

- Oregon State University football and basketball over a 25-station network in Oregon and Washington;

- The Minnesota Twins on WCCO in Minneapolis and KDAL in Duluth, Minnesota;

- Pre-game and post-game broadcasts of the Atlanta Braves during the 1966 baseball season over 18 TV and 25 radio stations in major cities of the Southeast.

- Ski Reports on CKLW, Detroit, and WFDF, Saginaw, Michigan;

- Daytona 500 auto races on WROD, Daytona, Florida;

- Firecracker 500 auto races, WROD;

- Southern 500 races on WBTW-TV, Florence, South Carolina, and WIS-TV, Columbia, South Carolina;

- TV spots on NCAA football, NFL football, AFL football, Wide World of Sports and Michigan State football;

- The Hank Morgan Sports Show on WSB-TV, Atlanta, Georgia;

- The Comex Sports Camera, WLWT-TV, Cincinnati, Ohio;

- The Dave Rogers Sports Show, WBTW-TV, Florence, South Carolina;

- The Sports Weekend Show on WTVJ-TV, Miami, Florida;

- The San Francisco Warriors pro basketball in San Francisco and Sacramento;

- The San Diego Padres, Spokane Indians, Seattle Angels, Portland Beavers, in Pacific Coast League baseball.

Moreover, Pure Oil sponsors pre-race and post-race announcements weekly on 20 auto races in the Central and East Coast states, both radio and television.

In the East, Pure Oil is advertised; in the West, Union 76 products are on the commercials.

Of course, we sponsor non-sports programs too: Frank Hemmingway News over a 58-station ABC-Western network hookup, and 76 Party Time (popular music) in Los Angeles, San Francisco, Phoenix and Tucson.

76 AT U.S. MILITARY STATIONS

We have added two new U. S. Air Force Bases to our growing list of military stations in the West using Union gasoline.

March Air Force Base near Riverside, California, and Norton Air Force Base near San Bernardino, California, are the two bases where Union 76 gasoline will be dispensed from the Base Exchange gasoline pumps.

Three other bases already on our list have signed two-year renewal contracts. They are Vandenberg Air Force Base, Oxnard Air Force Base, and the U. S. Army's Fort MacArthur, San Pedro, California.

RED LINE 7000

A movie that should be of interest to Union Oilers everywhere is *Red Line 7000*, a Howard Hawks-Paramount film.

The movie tells the story of stock car racing and will take the moviegoer to tracks such as Daytona Beach, Darlington, Charlotte and Riverside. The film was made with the cooperation of the National As-

sociation for Stock Car Research (NASCAR) and the Pure Oil Company. The movie will feature Pure identification on the uniforms of actors, Pure Firebird signs at track scenes, and the use of Pure racing gasolines at each of the races during pitstop scenes.

Incidentally, Red Line is also the name of a line of industrial oils and greases marketed by Union Oil Company in the West.

SANTA MARIA CUTS COSTS

Many factors contribute to profitability. Sometimes we spend millions to build new, more efficient plant facilities. Other times improvements result from hard work and close attention to details.

At Santa Maria (California) Refinery, for example, thousands of dollars have been shaved from the refinery's yearly operating expenses by the warehouse department's efforts to reduce its inventory. In the past 10 years, Santa Maria's warehouse inventory has been cut from \$125,000 to \$75,000. This reduction has been accomplished even while the refinery's crude processing capacity has been increased by 30 per cent and more.

TELEPHONE CUSTOMER

We have acquired the Mountain States Telephone Company in Arizona, Colorado, Idaho, Montana, Utah, and Wyoming as a credit card customer. Company operated cars, pickups and trucks will be stopping at the Sign of the 76 for gasoline.

MILITARY JET FUEL SALE

The U. S. Defense Fuels Supply Center recently awarded Union Oil Company a contract for the sale of 108 million gallons of jet fuels for delivery between October 1, 1965, and March 31, 1966. The contract was awarded through competitive bidding.

SAN DIEGO SPORTS ARENA

A sports arena accommodating 14,500 fans will arise soon on a 38-acre tract in San Diego, California; ice hockey will be one of the featured attractions.

Union Oil Company will participate in the development of the San Diego International Sports Arena and will have the right to sponsor radio and TV broadcasts of sports events there. The Sign of the 76 will also be prominent in the arena, and outside where Union service stations will be constructed.

76 ELECTRONIC AUTO REMINDER

On the West Coast, 76 Certified Car Condition Service by your neighborhood Minute Man dealer is a 35-step scrutiny of your auto's condition from bumper to tail lights. It also includes a lube job but goes so far beyond this normal service that it satisfies the strict service requirements of new car warranties.

Now the West Coast Marketing Division has introduced its latest innovation for 76 CCCS: an Electronic Auto Reminder follow-up system for Union Oil credit card customers. The new service will provide an automatic memory jog to remind you when you need your next Certified Car Condition Service. (That's about every 60 days or 2,000 miles.)

Moreover, the system will simplify the task of substantiating the performance of service required by auto manufacturers to qualify for new car warranties.

The Electronic Auto Reminder system consists of a new orange Auto Reminder card so designed that it contains the reminder information. The ticket is processed with the customer's other credit card charges. When the customer's statement arrives at the end of the month, the reminder card will tip him off on when he next needs 76 CCCS. 76



Better than an Astronaut's view — and free

*An Argonaut would have
paid \$100
for the map
in your glove compartment.*

*The "girl" in Union or Pure offices
has maps to everywhere.*

FRANKLY WE WERE a little disappointed with those astronaut views of the earth — taken from a hundred miles up. Due to haze or clouds, they were not very clear or sharp. You had to study them quite a little to identify some well-known strip of coastline. They gave little detail about the terrain. We had seen 76 road maps that were more informative and better.

Whether or not you agree with us, take one of those California or Illinois road maps out of the glove compartment of your car. Unfold it. Spread it out on the dining room table. Take a good look at it. Study it. It's really something!

You know, when the Argonaut Forty-Niner wagon trains wheeled West, few of the drivers had anything



resembling a road map. Beyond the Mississippi they just pointed their wagon tongues toward the setting sun and followed the ruts and debris of others who had preceded them.

Occasionally beside the trail there were notes nailed to trees or written on bleached buffalo skulls. Smooth faces of rock bore arrow inscriptions and a painted word or two of advice. These helped somewhat in locating the best route or in finding grass and water for the oxen. But the signs were not always reliable; oftentimes they lured travelers off the trail to worse hardships or disaster.

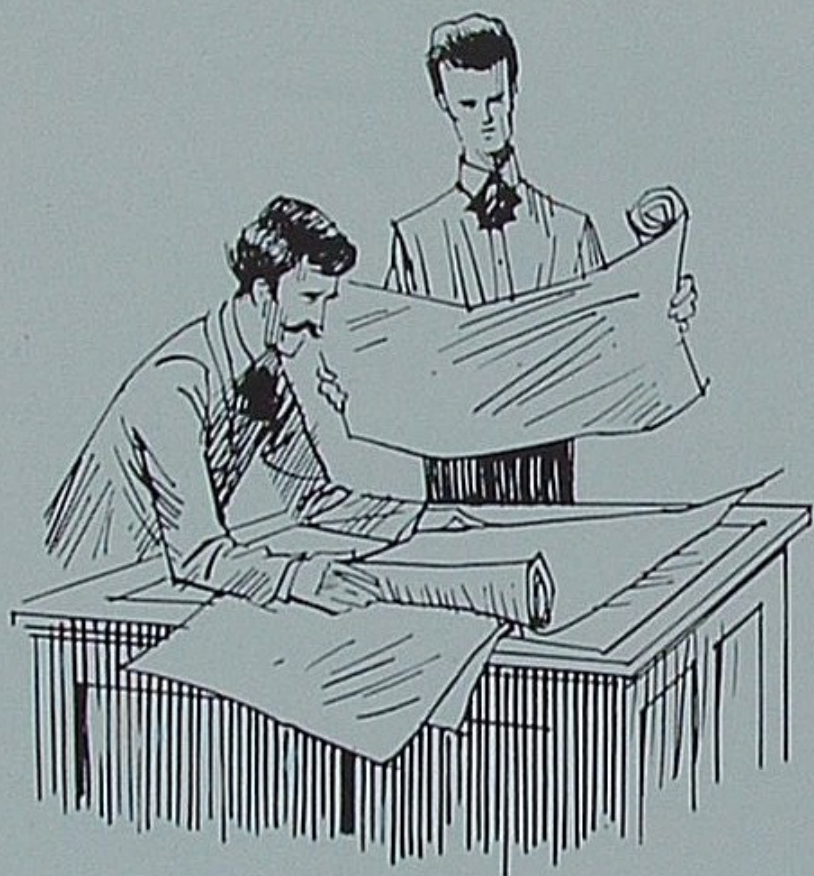
One of the Argonauts who experienced the rigors of such travel first-hand was William Rand, a young apprentice printer. He came to the California gold diggings by sailing vessel, 'round the Horn, but returned overland to Chicago in 1856 to form a partnership with Andrew McNally, a printer. You might say Rand knew some of the transcontinental routes backward.

These two printers founded a profitable business printing tickets for the booming new railroads. Then, when

continues

railway passengers, particularly those bound for the great western wilderness, began asking for maps, railway officials asked the printers to do something about it.

Rand and McNally immediately rounded up all the charts and surveys available, began a number of independent surveys of their own, and started turning out maps by the thousands. Their pioneering work was a great success. Eventually ticket printing took a back seat in their ambitions and one of the world's foremost map-making enterprises was founded. Though still headquartered in Chicago, where our Pure Oil Company maps are printed, their services are widespread, including the San Francisco branch where most of Union Oil's western maps are created.



Cartographers employed quite an interesting protective trick back in the early days of their art. If for example a map-maker, after long and expensive preparation of a map, suspected that counterfeiters might copy the map details and steal an unearned share of the rewards, he would add something fictitious to his drawings. The addition might be a forest road or a creek or a mountain that didn't really exist. Thus any counterfeiter of the map would have a difficult time convincing the courts that his drawings were original.

The story is told of one cartographer whose trick succeeded too well. To his drawing of a remote, unexplored area he added the name of a mountain, not even knowing whether an unnamed mountain existed there. Years later

it was learned that the area did contain mountains, one of which was known to the homesteaders by the trick name.

These days of course Union Oil and Pure have arrangements worked out that require no counterfeiting or tricks. We leave map making to the cartographers and are happy to contract with them for the printing of their maps under our donor identification.

It is no small item of business expense either. In 1965 oil companies of the United States have given away gratis more than 200 million road maps worth at least \$10 million. Union and Pure accounted for six million of the giveaway maps.

Surprisingly, the big state maps such as those of California and Illinois are not the most expensive ones. Due to the volume printed, their cost to the company may be a nickel or less apiece. But maps of the small cities, needed in quantities of only a few thousand, may cost an oil company as much as 25 cents each.

While you have that big 18x24-inch section of the world under your gaze and fingertips, consider the quantity and variety of information it unfolds:

Observe the excellent definition of lakes, rivers, mountain ranges, shorelines, state and county boundaries. These are the results of surveys started centuries ago by such explorers as Cabrillo, Drake and Portola, Nicolet and LaSalle — revised and augmented later by Fremont, Pike, Lewis and Clark — and brought to near-perfection through thousands of modern-day surveys.

Now look at the printing — its type styles and sizes. They say that on some of these road maps are printed more than 25,000 names. Imagine the cartographer's problem of placing practically a volume of names on two pages.

The streets, roads and highways — printed in colors to lessen their confusion — are easily followed from beginning to end. What's more, by referring to a small color chart at the side, you can tell whether the route is dirt or paved, state or interstate, two-way or divided freeway. Accurate mileages are shown between all towns.

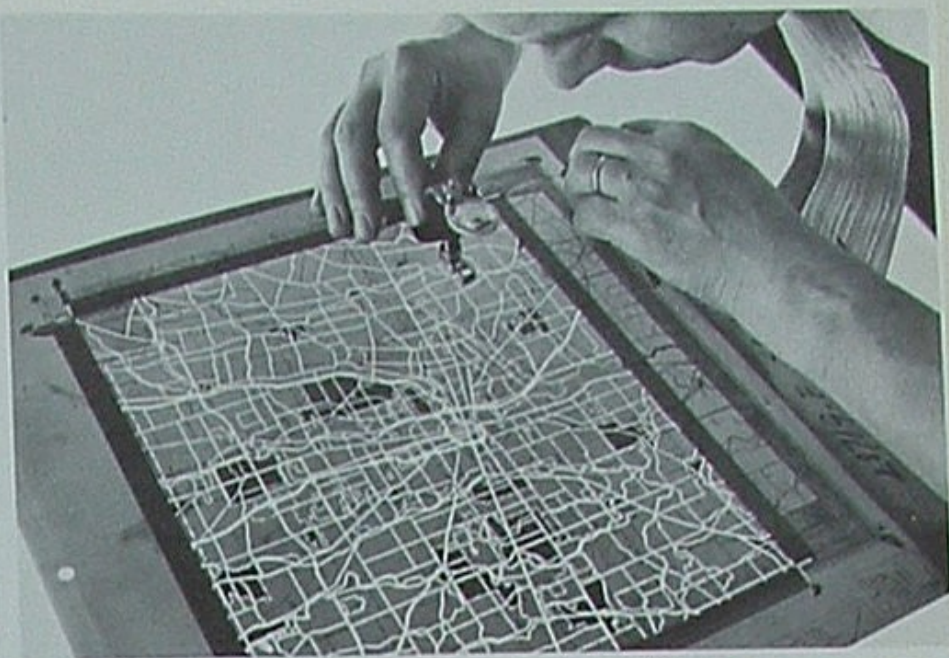
Even the oceans and empty spaces on these maps are put to work. On state maps, detailed inserts are included of the three or four largest cities. There is a complete index of counties and towns, showing their populations and locations on the map. In one corner you will find a table of distances between the major cities. In another square are listed the principal radio stations. Even the "76" or Pure trademark functions as a compass.

Can you think of a printed document anywhere that matches the American road map inch for inch in quantity of useful information, accuracy, brevity, convenience and utility? Its single page, printed front and back, represents centuries of exploration and achievement. Its pictorial coverage is better than the astronaut's view from outer space. Its names portray a history. Its creation combines the highest skills of the surveyor, the draftsman, the statistician, the artist, the printer and the paper maker. To say nothing of the oilman.

Another thing, maps are as living and changing as the society they represent. Cities expand — sometimes more than 50 per cent in a single year. New towns sprout up. Dams and parks are dedicated. New roads and highways are always being built, extended or revised.

Each change puts the current map out of date. That is why the cartographers maintain large master maps on which changes are plotted almost daily. That is also why Union Oil insists on complete new sets of maps annually, or in some cases twice annually. That is why you can "Be Sure with Pure" maps.

The map you're looking at would have sold easily for \$100 back in Gold Rush days. A few hundred years from now it could be a collector's item worth thousands. Right now it's the world's greatest literary bargain at any Union or Pure office or service station. No charge at all sir! 76



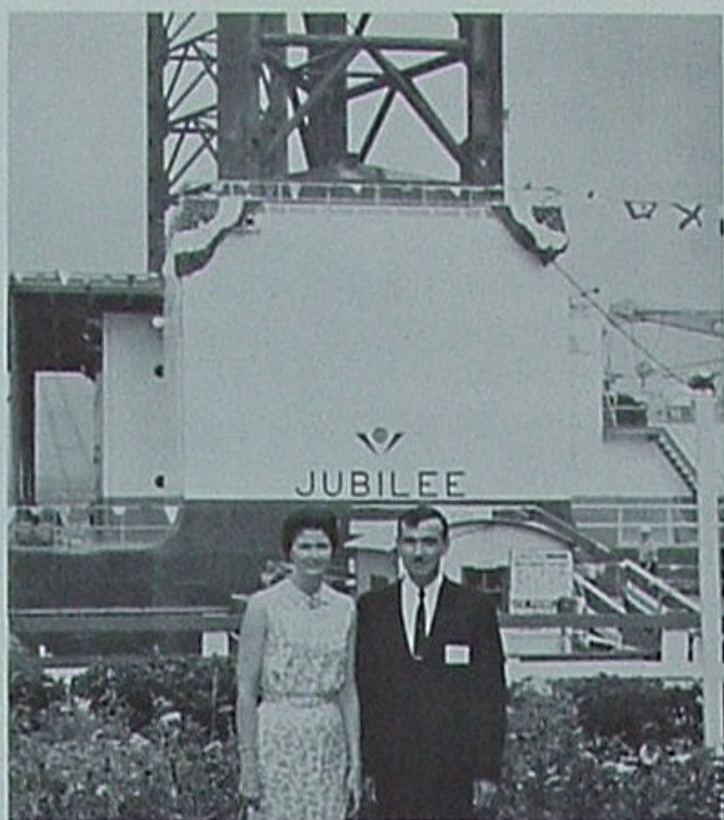
The ever-changing pattern of American cities and highways demands a master map and daily changes by the cartographer.



John Batak, Union dealer in Orange, California, is the modern wagonmaster to a visiting Argonaut of 1965.



COAST TO COAST



PLATFORM NAMED JUBILEE: In want of a name for their new drilling platform, which can operate in ocean depths as great as 200 feet, the builders and owners turned to Union Oil's Gulf Division, who contracted to use the mobile and self-elevating vessel during its first two years. So a contest was held among division employees to find the best name. The winner was Randy Hensley of the accounting department in Houston, who suggested Jubilee in recognition of Union's diamond anniversary. Randy and Mrs. Hensley (seen in the photo at left) were special guests at the platform's August launching near Orange, Texas. Mrs. Kenneth C. Vaughan, wife of our senior vice president, wielded the official champagne bottle at the christening.



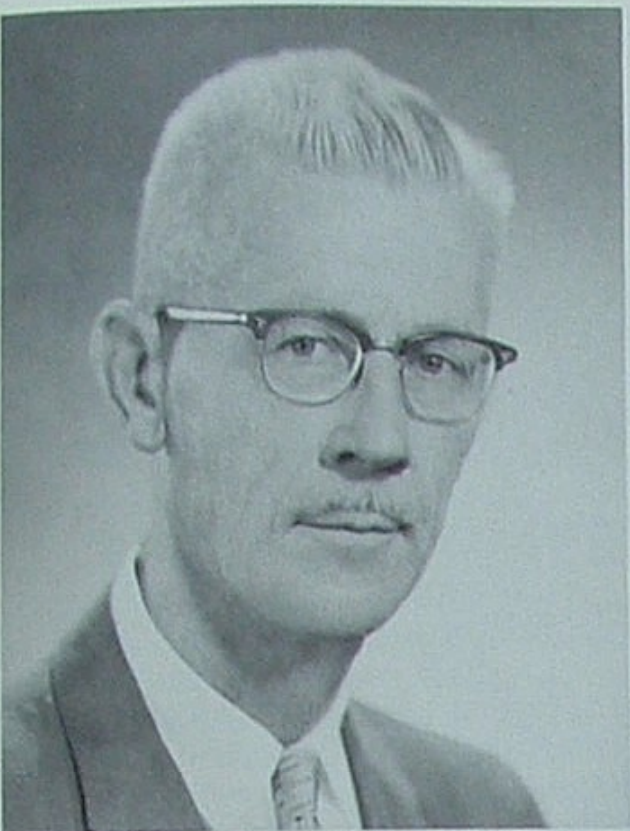
WOMAN OF THE YEAR: Marjorie E. Adams, executive secretary in the president's office at Union Oil Center, has been named "Woman of the Year" by the Whittier chapter of the American Business Women's Association. She has served the association as vice president and currently is editor of their local publication. Marje joined Union Oil in 1941 as a typist in Purchasing. Two years later she was appointed secretary to the late W. L. Stewart Jr., with whom she worked for 17 years. Widowed by an auto accident when her two boys were babies, she has reared both boys to manhood and now boasts a grandson and granddaughter. She was born near Fresno, California, and received her secretarial training at Woodbury College in Los Angeles.



DECADE OF SAFETY: The Bulk Transfer Group at Los Angeles Refinery has avoided lost-time injuries since January, 1954, to establish its still-growing record of 1.5 million safe manhours. Hardhats and goggles were in evidence even when the group paused to celebrate their fine accomplishment with ice cream and cake.



FROM PING TO PURR IN INDIA: A gasoline knock-test engine that lost its job when Pure closed its Cabin Creek Refinery lab several years ago now performs proudly at the Birla Institute of Technology in India. The donors put their gift in top-notch working order before shipping it half-way around the world to Calcutta. Now in daily classroom use, the machine is helping to orient peoples as well as motor fuels.



HONORED BY API: Max Lorimore (left), comptroller of Union Oil Company, has been presented an American Petroleum Institute Certificate of Appreciation for outstanding contributions to the development and progress of the institute's division of finance and accounting. W. P. Marquam (right), manager of trade relations for Pure Oil, recently received similar API recognition for his work in improving dealer-jobber-supplier working relationships and for his services on API's Jobber Advisory Committee and Personnel Development Committee.



PURE'S 200 MILLIONTH GALLON: A Super Diesel Fuel developed by Pure Oil through seven years of research and testing has had enthusiastic reception in the trucking industry. The highly refined fuel burns cleaner, assures more miles per gallon and greatly improves diesel engine performance. Demand for it has grown largely through word-of-mouth advertising. The recent opening of a new Pure TruckStop at Ringgold, Georgia, was timed to deliver the 200 millionth gallon of Pure truck fuel with an appropriate flourish. Participating were, from left in the photo, K. H. McCullough, Pure's area manager in Atlanta; Clinton L. Sanders, president of Perkins Freight Lines; Suzanne Warner, "Miss Florida Turnpike," and J. V. Sanner, Pure's general manager of truck industry sales.

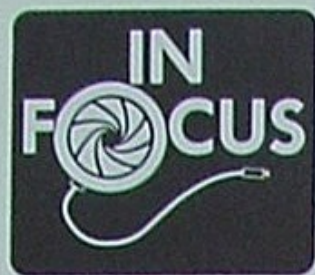


HONORED FOR LIFE-SAVING: The first civilian ever to receive the California Highway Patrol's Certificate of Commendation is Grady Hatley, a Union Oil reseller at Visalia, California. The presentation was made in September by the Patrol's Captain B. R. Smith, right. On May 14th of this year, Hatley, age 67, responded to the sound of an automobile crash near his rural store. He found two cars involved and both drivers injured. After moving one victim, an elderly man, from the roadway and seeing to safety, Hatley went to the aid of the second victim, who was suffering from massive arterial bleeding. Having had a little veterinary experience at one time, Hatley knew how to apply pressure with his fingers and control the bleeding until help arrived. Two doctors credited his action with saving at least one life.



JAPAN'S ECONOMY WINNERS: Winners of a 15-day All-Japan Economy Drive Contest received as prizes 21-day auto tours to U.S. and Canadian communities which maintain sister-city affiliations in Japan. The drivers used Maruzen (our Japan affiliate) oils and gasoline throughout the contest and were equally loyal to Union and Pure products on the American tour. Their call on R. E. Smith and E. E. Mahoney at Union Oil Center produced two Gold Credit Cards and Union-Pure map assortment to brighten the journey.

continued



COAST TO COAST

continued



NOT A MAN UNDER 65: At Los Angeles Refinery's Homecoming Day on September 22nd, 84 retirees were hosted. Several even came from out-of-state to rub shoulders with the old gang and rib us workin' folks about the good golfin' and fishin' up past 65.



WHAT RACE DRIVERS MAY WEAR: Surviving the blowtorch test at least is a new fiberglass racing uniform held by Floya W. Bules, assistant to the president of Pure. A new coating developed for the fabric is expected to give it added fire-proof advantages. Seven of the uniforms were provided to members of the Pure-Darlington Record Club for road testing in the Southern 500.



TRAIN IS GONE BUT NOT THE CREW Old-Timers Day at Oleum Refinery on September 29th attracted 96 retirees back to the job. Oldest among them was Bob Felsenthal, 83; man with the longest service record was Frank Faria, 45 years on the job. Practically every honored guest visited the unit or office where he once worked. There was one exception: The Oleum train, once a familiar sight to all refinery employees, is long gone. But not the crew. They were "all aboard" for the reunion. The crew included (in our photo from left) Eugene Quintel, Bill Ahern, Shipping Foreman Ray Ludden, Fred Herrod, John Catrino, and (inset photo) Ed Olsen, the engineer.



A GENUINE CAST: To produce a film for presentation at dealer meetings, Pure Oil chose its cast of actors from the dealers themselves. At left, A. W. Percy welcomes to the Palatine, Illinois, "studio" J. DePrate of Pensacola, L. Enderle and N. Lathrop of Lansing, and H. Simpson of Pensacola — four Pure dealers who appeared as panelists in a filmed documentary featuring High H. P. Purelube motor oil.



THE FINEST IN HAWAII: Winners of a recent statewide gasoline sales contest conducted among "76" dealers in Hawaii were Ben Yamamoto of Pearl City and Donald Gau of Honolulu. Our picture introduces the latter receiving part of his prize from Ray Sato, right, retail supervisor. Both winners received free trips to Las Vegas plus lodging and spending money.

Honolulu newspapers recently carried the story of Mike Lau, an 18-year-old Minute Man who was accosted at night by four youthful bandits. One grabbed Lau from behind while the other three made for the cash register. Lau was familiar with a good judo maneuver. He reached back, grasped his assailant, leaned forward, and threw the robber over his shoulders. All four youths took flight and were last seen "running mauka on Mikiki St." Lau escaped with minor cuts and bruises.

Also, according to the Honolulu Star-Bulletin, R. H. Rath, our division sales manager in Hawaii, has been appointed to the Advisory Council on Hospitals and Medical Facilities by Gov. John A. Burns. Not a coincidence, surely.

WHEN LIGHTNING STRUCK AT OLEUM

BY F. W. "BUD" CARROLL
Oleum Fire and Safety Inspector

OLEUM REFINERY

IN THE STORMY blackness of 4:05 a.m. on August 11, 1965, lightning struck Duo-Sol Unit 220 at Oleum Refinery. Simultaneously, the electrical flash struck a Pacific Gas & Electric power pole, knocking out electric power in the refinery.

Hardest hit was the refinery's electrical network. For a few moments the plant was in complete darkness. The bolt knocked out circuit breakers, damaged electrical devices in many areas, and silenced the emergency public address and radio communications systems. To the fully charged refining units suddenly came darkness and paralysis. It all happened in less than 60 seconds.

Like all Union Oil refineries, Oleum has an organization ready and trained to deal with all types of emergencies. Nevertheless, the lightning bolt was a many-pronged attack. It struck in several places and spread its destructive energy via the refinery's nerve system — the power lines. Severed in the flash were all electronic means of communication between emergency headquarters, operating units and most of the emergency personnel.

Operators within the now-isolated units — thanks to their knowledge, training and resourcefulness — responded to the situation without panic. Some of Union's costliest refining tools were in their hands. They had to know what to do and how to do it. Working with flashlights and at times in torrential rain, they hurried to get stand-by and auxiliary equipment started. Where electric power was not promptly restored, they switched to steam power. Seeking out instrument panels and gauging devices with their flashlight beams, they decided whether pressures and circulating rates could be reduced or whether the entire unit had to be shut down. Meanwhile, several small fires flashed up in the darkness and had to be subdued — swiftly.

The brunt of the job, that of restoring electrical energy,

fell to the electricians. At 4:15 a.m., just 10 minutes after the lightning strike, the telephone yanked William "Dub" Roberts out of bed in the nearby community of Rodeo, California. Roberts, of course, is the foreman of Oleum's electric shop.

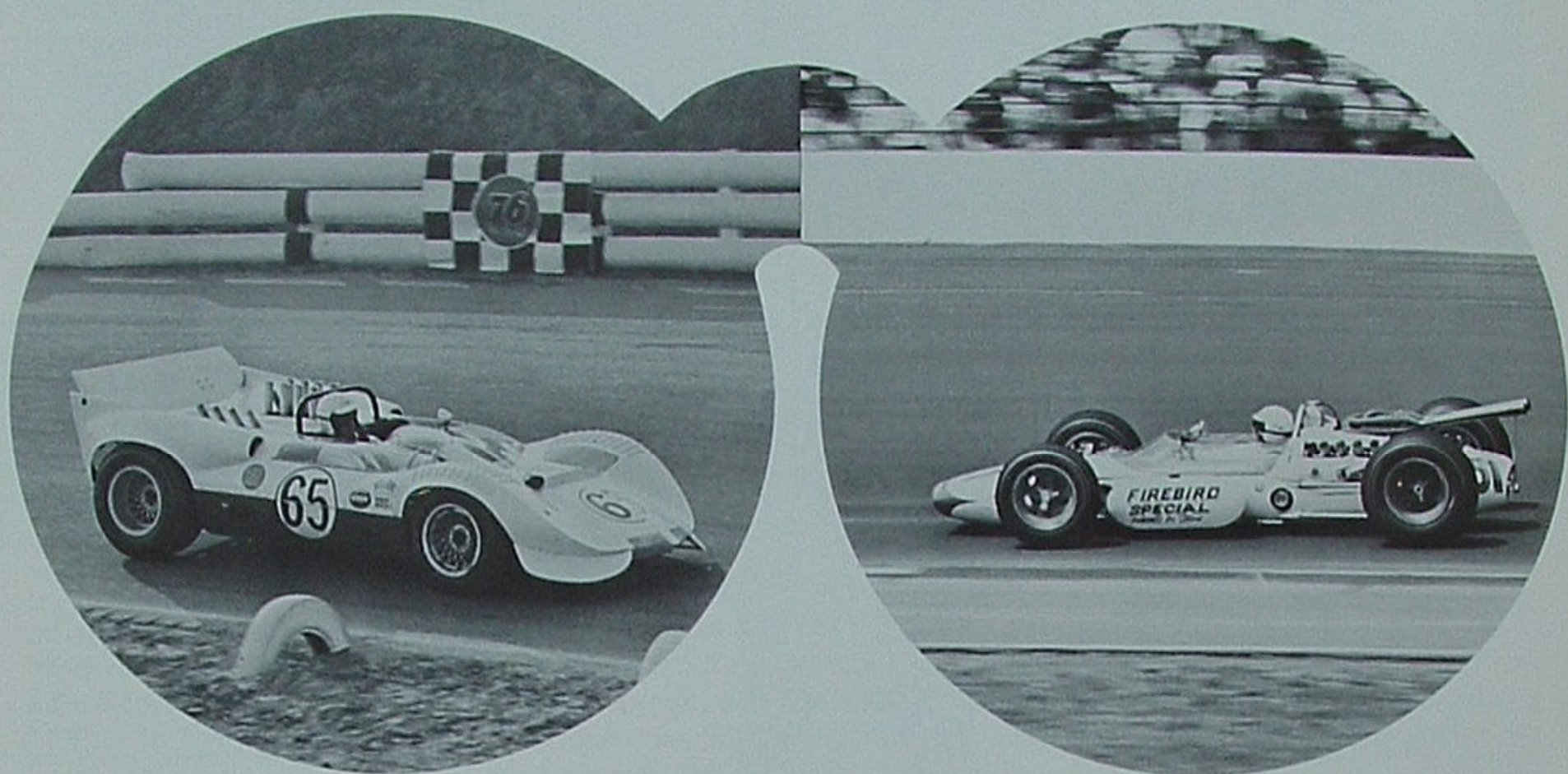
Calling him for help was the refinery dispatcher. While hurriedly dressing to the tune of a violent storm, Roberts made telephone calls to four other electricians, Harry Lakeman, Paul Critton, Lourae Gorich and John Catrino. All five met at the troubled Duo Sol Unit at 4:37 a.m.

One of the first reports to engage their attention concerned a small fire near a power pole beside the refinery's main road. Investigating, they found two 2,300-volt power lines on the ground: One was grounding on the wet surface and burning away its insulation; the other stretched into the roadway waiting for a victim. An electrician stood guard in the rain; another went to the electric shop for safety equipment to de-energize both lines.

Suspecting that other lines might be down and endangering personnel, the electricians made a check of the entire refinery. All plant lines were intact, but at a substation they found a 12,000-volt PG&E line cut down by the lightning. They asked the power company to send a line crew immediately.

By 7:25 a.m. all hazardous situations were removed or controlled, but the repair job had only begun. To undo the lightning's mischief, the electricians had to literally check and test every circuit in the refinery. This required calling in a second electrical crew and using a priority list to see that first things were taken care of first.

By 5:35 p.m. — only 13 hours after Roberts and his men first convened at the Duo-Sol emergency — every malfunction had been corrected. Things were back to normal again. Lightning had moved on to greener pastures. And several tired anti-lightning men headed home for bed.



76 AT RIVERSIDE RACEWAY

Union Oil Company has concluded an agreement with Riverside (California) Raceways to become the official fuels supplier at major racing events.

The first race we participated in was the Los Angeles Times Grand Prix on October 30-31.

We have built a modified 300-R residential style service station (SEVENTY-SIX, February-March 1965 & PURE OIL NEWS, October-November 1965) in the infield of the raceway. Moreover, we have a number of "76" target signs installed along the race track to capitalize on TV coverage.

The winner of the 200-mile Grand Prix was Hal Sharp, who set a new track record of 102.989 m.p.h. using Royal 76 gasoline in his Chaparral II.

Auto racing today is the second largest spectator sport in America — after horse racing — and its popularity among the youth of America seems inestimable. Our affiliation with Riverside Raceway is expected to become a major asset in reaching the youth market.

The fuel dispensed at the Riverside races is the same Royal 76 gasoline you can buy at your neighborhood Minute Man station. The only exception will be the fuel

used in the annual Riverside 500. This race uses special fuels that will be blended by the Union Research Department at Brea, California.

The Riverside affiliation, incidentally, makes us a coast-to-coast supporter of auto racing. The name Pure Oil has for many years been associated with racing. Pure has entered the Firebird Special in the Indianapolis 500 and has supported many other racing events. In fact, Pure Oil supplies more gasoline for stock car racing than any other petroleum company.

In addition, Pure Oil Company has since 1958 sponsored a safety and economy test of American-made autos called the Pure Oil Performance Trials. This is no drag race or endurance event, but a three-part trial designed to measure economy, acceleration (passing ability) and brake safety.

The Pure Oil Performance Trials are held each year in January at the Daytona Florida International Speedway, the proving ground of the National Association for Stock Car Research (NASCAR). The trials are known as the "keep-'em-honest-car tests."

SERVICE EMBLEM AWARDS



EXPLORATION & PRODUCTION

July 1965

35 YEARS

THOMAS J. COX Van, Tex.
 CONNER J. GENTRY Van, Tex.
 HOMER T. KIRBY Houston
 IRA NEEDHAM JR. Denver

30 YEARS

HOWARD T. BICKEL Casper, Wyo.
 LEO A. COPELAND Olney, Ill.
 PETE K. McCOWN Oklahoma City, Okla.

25 YEARS

ELDON P. REID Olney, Ill.

20 YEARS

KENNETH W. BROWN Olney, Ill.
 FARIS H. CHANEY Van, Tex.
 COY M. CRIM Van, Tex.
 WILLIE L. GILLEY Van, Tex.
 NOBLE E. HARDWICK Van, Tex.
 EMMETT C. HOWELL Van, Tex.
 LAWRENCE F. REID Houston

15 YEARS

STANTON M. BILLINGS Lafayette, La.
 CHARLES E. BUTTERFIELD Midland, Tex.
 J. D. NORMAN Oklahoma City, Okla.
 RENE PERCLE Lafayette, La.
 CARL E. WHEELER Oklahoma City, Okla.
 RALPH L. WILLIAMSON Lafayette, La.
 MARY C. O'NEILL Palatine

10 YEARS

DORIS A. HEBERT Lafayette, La.
 BERTON W. HOYT Houston
 CLAYTON G. WAILES Casper, Wyo.

August 1965

30 YEARS

LESTER B. GRANGER Lafayette, La.
 DESMOND L. THOMPSON Olney, Ill.

25 YEARS

LESLIE H. DINWIDDIE Oklahoma City, Okla.
 DWIGHT A. EBERHART Olney, Ill.
 GORDON A. POSEY Lafayette, La.
 WILLIAM T. SPLAWN Van, Tex.
 BONNIE C. TUNNELL Van, Tex.

20 YEARS

AUDREE A. GIEGER Houston
 GILBERT A. NEWBY Van, Tex.
 EARL R. PARKER Oklahoma City, Okla.
 JOHN D. RAMSEY Casper, Wyo.

15 YEARS

HENRY P. ARCENEUX Lafayette, La.

RALPH D. CLINE Moab, Utah
 JOHN D. SWALLEY Oklahoma City, Okla.
 LEWIS A. TUTTLE Casper, Wyo.
 HARRY C. WELLS Houston
 HUBERT G. WESSMAN Newark, Ohio

10 YEARS

GLENN D. COUNTS Moab, Utah
 EUGENE F. MCGINNITY Casper, Wyo.
 CLARENCE R. MCKEE Casper, Wyo.
 ROBERT E. STOW Moab, Utah
 EDWIN D. PATRICK Houston

September 1965

40 YEARS

CLARENCE H. WAGNER Denver

30 YEARS

CRELL D. LAIDLEY Olney, Ill.
 WILLARD A. SANGER Midland, Tex.

25 YEARS

RAY S. BRUMMETT Oklahoma City, Okla.
 ALBERT CHRISTMAN Casper, Wyo.

20 YEARS

ARTIE ALLEN Oklahoma City, Okla.
 JUD B. JARMAN Van, Tex.
 CHARLES F. KONKEL Moab, Utah
 LLOYD R. MAXFIELD Van, Tex.
 HASKELL C. SULLIVAN Van, Tex.
 FARMER E. WEBB Oklahoma City, Okla.

15 YEARS

B. H. ARNOLD Midland, Tex.
 T.D. COGUILL Casper, Wyo.
 RICHARD E. COOK Houston
 J. LEE DAVIS Dallas
 DANIEL J. HAINES Oklahoma City, Okla.
 GERALD E. HARRIS Midland, Tex.
 MARION A. PICKETT Oklahoma City, Okla.
 LAWRENCE RAYBURN Midland, Tex.
 L. J. SAUCE Lafayette, La.
 VERLON L. TRAYLOR Casper, Wyo.
 JERRY J. WASICEK Olney, Ill.
 WILLIAM J. BALL Palatine

October 1965

30 YEARS

CLAUDE R. MOOSE Olney, Ill.

25 YEARS

HARRY MANDEVILLE Denver
 CHARLES B. MEADOWS Olney, Ill.
 ORAL E. SELLY Oklahoma City, Okla.

20 YEARS

HAROLD L. COVEY Oklahoma City, Okla.
 CECIL R. HAWTHORNE Midland, Tex.
 HOWARD A. HIGHFIELD Denver

QUENTEN C. HIGHFIELD Oklahoma City, Okla.
 HENRY C. MUCKA JR. Houston
 JOHN C. STEWART Van, Tex.
 JACK M. STOREY Van, Tex.

15 YEARS

WILLIAM G. STEELE JR. Midland, Tex.
 ALLEN G. SIEMENS Houston

10 YEARS

PAUL E. CAMERON JR. Houston
 EMIL B. JESSEN Lafayette, La.
 WILLIAM K. LEWRIGHT Houston

November 1965

45 YEARS

LUTHER R. ELLIS Richfield, Calif.

30 YEARS

JACK L. STAIR Union Oil Center

20 YEARS

HOWARD W. BOWMAN Denver
 JAMES D. BROWN Van, Tex.
 FRED CAPPS Oklahoma City, Okla.
 ANNA M. COOLEY Union Oil Center
 WALTER J. DUMONTIER Cut Bank, Mont.
 JIMMIE J. FRANKLIN Brea, Calif.
 GEORGE T. GOLDEN Coalinga, Calif.
 HASCAL HART Olney, Ill.
 MARVIN L. HOBBS Van, Tex.
 FRED NANINI Cut Bank, Mont.
 HERBERT G. RANDOLPH Santa Maria, Calif.
 WILLIAM A. SPEIGHTS Van, Tex.
 ELDEN L. SWEET Orcutt, Calif.
 GAIL G. UNDERWOOD Odessa, Tex.
 HOMER N. WILLIAMS Olney, Ill.

15 YEARS

DALTON D. BROUSSARD Abbeville, La.
 LOUIS A. FALGOUT Abbeville, La.
 JOHN P. HILL JR. Houston
 EDGAR S. KEEFE Midland, Tex.
 LARRY D. LANTRIP Van, Tex.
 JOE F. LIMA Orcutt, Calif.
 HARRIET E. MCKINLEY Denver
 FRED A. MONTGOMERY Dominguez, Calif.
 FLORIN V. MORRIS Taft, Calif.
 KATRINA G. NIES Santa Fe Springs, Calif.
 JOSEPH A. PAGE Coalinga, Calif.
 LOUIS B. TRIMBLE Houma, La.
 CLIFFORD VAUGHAN Abbeville, La.
 GENE S. WINCH Abbeville, La.
 ERNEST R. ZOETER Brea, Calif.

10 YEARS

JAMES A. ALLEN Coalinga, Calif.
 ALLEN B. CROCKETT Oklahoma City, Okla.
 DENNIS R. METT Union Oil Center
 WILLIAM A. SAX Houston
 GENE W. STURLESE Lafayette, La.
 STANLEY WAHL Oklahoma City, Okla.

continued

AWARDS

continued

December 1965

30 YEARS

SCOTT E. TEMPLE.....Santa Fe Springs, Calif.

20 YEARS

ALVIN B. COX.....Santa Maria, Calif.
 JAMES K. FORRESTER.....Santa Maria, Calif.
 ALFRED F. RYZNER.....Orcutt, Calif.
 GROVER C. SANDIFER.....Vinton, La.
 PRESTON R. VINCENT.....Abbeville, La.

15 YEARS

RICHARD B. ADAMS.....Lompoc, Calif.
 ROSE A. CARNS.....Union Oil Center
 EMILE DUGAS.....Abbeville, La.
 LAWRENCE W. LEWIS.....Santa Paula, Calif.
 JACK C. PARKER.....Vinton, La.
 RICHARD J. PENNY.....Guadalupe, Calif.
 JOHN T. RIOS.....Santa Maria, Calif.

10 YEARS

WELDON BRICE.....Midland, Tex.
 ORVAL C. PETERSON.....Orcutt, Calif.

PURE OIL CO. STAFF

July 1965

40 YEARS

EDMUND D. WATTS.....Palatine

35 YEARS

HUGH M. CLIFTON.....Atlanta

15 YEARS

EDWARD J. GARY.....Palatine
 JEANNE M. KELTY.....Palatine
 MILTON L. THOMPSON.....Palatine
 GEORGE J. WILLER JR.....Palatine

10 YEARS

RICHARD D. HELIN.....Crystal Lake, Ill.
 ROBERT J. HOENIGKE.....Palatine

August 1965

35 YEARS

WENDELL L. PRUNTY.....Palatine

30 YEARS

ALEXIS deTARNOWSKY.....Palatine

20 YEARS

ERICK H. ERICKSON.....Crystal Lake, Ill.

15 YEARS

WILLIAM T. BARNARD.....Palatine
 PETER G. HARPER.....Palatine
 ROGER H. HAY.....Palatine

10 YEARS

CHRIS M. ALEXANDER.....Palatine
 ROBERT S. DOUGHTY.....Palatine
 JOHN B. YUCCAS.....Palatine

September 1965

40 YEARS

PHILIP A. PAYNE.....Birmingham

30 YEARS

WILLIAM C. ALLINDER.....Crystal Lake, Ill.

25 YEARS

WALTER R. AABYE.....Memphis

15 YEARS

ROBERT J. CALLOWAY.....Palatine
 HAROLD F. NORMAN.....Minneapolis

10 YEARS

DEAN A. BUSSART.....Palatine
 DON H. JOHNSON.....Rainy Lake, Minn.
 RICHARD D. LOOPER.....Crystal Lake, Ill.
 DONALD O. NOAH.....Palatine

October 1965

30 YEARS

JAMES B. FRENCH III.....Palatine
 WALTER P. NELSON.....Palatine

20 YEARS

ROSEMARY RADICEK.....Palatine

15 YEARS

EDWARD MAUEL.....Palatine
 GORDON E. OTTO.....Palatine

10 YEARS

THEODORE R. ELYEA.....Crystal Lake, Ill.
 HAROLD A. LINDAHL.....Crystal Lake, Ill.

November 1965

25 YEARS

EDWARD V. LAUING.....Palatine
 ALLAN A. MANTEUFFEL.....Crystal Lake, Ill.
 JACK E. PERKINS.....Palatine
 ALBERT M. PUTMAN.....Birmingham

20 YEARS

ROBERT F. BUHL.....Crystal Lake, Ill.
 HOWARD C. HEATON.....Palatine

15 YEARS

DAVID W. McCANN.....Palatine
 CHARLES O. SCHAFFEK.....Palatine

10 YEARS

NORMAN L. SCHUMACHER.....Crystal Lake, Ill.
 ROBERT E. SWANSON.....Palatine
 CARL E. WALGREN.....Palatine

PURE OIL CO.

July 1965

45 YEARS

KENNETH A. BERGIN.....Columbus, Ohio

40 YEARS

WILSON A. BRADFORD.....Heath Refinery
 J. A. PETERMAN JR.....Smiths Bluff Refinery
 CARL G. SMITH.....Heath Refinery

35 YEARS

WILLIAM S. BEDELL.....Smiths Bluff Refinery
 EDGAR J. CURTIS.....Charlotte, N.C.
 JENNINGS A. GARRETT.....Van, Tex.
 PAUL S. KASAK.....Lemont Refinery
 WILLIAM F. KRAMER.....Palatine

30 YEARS

JAMES W. ARMSTRONG.....Toledo Refinery
 GEORGIE M. FORBES.....Norfolk, Va.
 JOHN G. HUDNALL.....Toledo Refinery
 HOWARD W. MOORE.....Palatine

25 YEARS

HARRY L. BORCHIANI.....Lemont Refinery
 ALBERT L. KUBALEWSKI.....Lemont Refinery
 LAWRENCE J. PETGES.....Lemont Refinery
 VICTOR J. PIEPER.....Lemont Refinery
 C. DOUGLAS VUNCK.....Smiths Bluff Refinery

20 YEARS

RAY A. ANDERSON.....Minneapolis
 WHITMEL P. COMEAUX.....Smiths Bluff Refinery
 JEAN B. FARMER.....Heath Refinery

15 YEARS

PAUL J. BRANTON.....Jackson, Miss.
 GLENN O. BURK.....Smiths Bluff Refinery
 EGBERT L. COX.....Atlanta

MARY L. EVANS.....Birmingham
 CLAUDE S. HANSEN.....Palatine
 ROBERT A. MacKAY.....Indianapolis
 JACK G. POTTS.....Lemont Refinery
 BEATRICE B. LONG.....Cincinnati, Ohio
 GEORGE K. STREETER.....Tugboat L. W. Sweet

August 1965

40 YEARS

CLARENCE H. BOSCH.....Palatine

35 YEARS

CHRISTIAN L. HIRLINGER.....Smiths Bluff Refinery
 ARLO J. KING.....Pt. Everglades, Fla.
 HENRY G. LOVE.....Jacksonville, Fla.
 HAROLD L. PARKER.....Toledo Refinery

30 YEARS

BENJAMIN E. TOBIN.....Columbus, Ohio
 HARRY S. WARFIELD JR.....Newark, Ohio

25 YEARS

JAMES A. BRISTOW.....Toledo Refinery
 HELEN J. LINDBERG.....Duluth, Minn.
 JOHN R. PELINKA.....Minneapolis
 LLOYD A. WARREN.....Van, Tex.

20 YEARS

JAMES H. BARCLAY.....Smiths Bluff Refinery
 CHARLES E. BIRMINGHAM.....Raleigh, N.C.
 CHARLES E. BRANDIN.....Smiths Bluff Refinery
 CHESTER L. COOLER.....Savannah Terminal
 DOREEN HAYNES.....Cincinnati, Ohio
 JAMES G. HOWARD.....Smiths Bluff Refinery
 CLIFFORD R. MELROSE.....Minneapolis
 ARTHUR SAPP.....Pensacola, Fla.
 THURSTON B. SHELL.....Pensacola, Fla.
 ROBERT E. SHIELDS.....Minneapolis
 ROY L. WHITE.....Smiths Bluff Refinery

15 YEARS

GEORGE A. BONESS.....Lemont Refinery
 HORACE J. BROOM.....Smiths Bluff Refinery
 OPAL R. BROWN.....Macon, Ga.
 WILLIAM B. BROWNE.....Smiths Bluff Refinery
 EVA S. CHRISTIANSEN.....Savannah, Ga.
 ROBERT J. DRISCOLL.....Lemont Refinery
 ARTHUR J. HENDERSON JR.....Smiths Bluff Refinery
 DENZIL F. HERBERSHOFF.....Palatine
 CLARENCE E. HULETT.....Smiths Bluff Refinery
 WALTER J. MAGOLAN JR.....Lemont Refinery
 WALTER R. NEDLO.....Lemont Refinery
 JOHN E. PARKER.....Pt. Everglades, Fla.
 ALBIN A. PLUT.....Lemont Refinery
 TOMMIE W. PREWETT.....Tugboat L. W. Sweet
 RICHARD J. RODEGHERO.....Lemont Refinery
 HAROLD M. RUNYON.....Indianapolis
 WILLIAM O. SCOTT.....Richmond, Ind.
 EARL D. SIMKINS.....Lemont Refinery
 VICTOR J. SLEYKO.....Lemont Refinery
 WILLIAM A. WACHA.....Lemont Refinery
 MARVIN L. WHITLEDGE.....Kalamazoo, Mich.
 WILLIAM A. YOUNG.....Lemont Refinery
 ROY V. CRAFT.....Dayton, Ohio
 LARRY E. STOVER.....Cleveland, Ohio

10 YEARS

GEORGE W. BASS.....Atlanta
 BARBARA A. BURDETT.....Atlanta
 JAMES D. LYMONS.....Pensacola, Fla.
 WILLIAM J. PEARL.....Heath, Ohio
 LEO E. RZEPIELA.....Palatine

September 1965

40 YEARS

KARL F. JONES.....Heath Refinery
 WALTER R. STARGELL.....Heath Refinery
 ELMO S. WORTHINGTON.....Atlanta
 HAROLD VANDERKOOGH.....Palatine

35 YEARS

DONALD J. BEEBE.....Toledo Refinery
 HAROLD W. BOESEL.....Toledo Refinery
 PERRY C. CRANDALL.....Toledo Refinery
 ROBERT D. BEGROVE.....Toledo Refinery
 THEODORE C. EVANS.....Toledo Refinery
 EDWARD G. GRAU.....Toledo Refinery
 STEPHANIE B. JOHNSON.....Duluth, Minn.
 ROBERT M. KIMBALL.....Warsaw, Ind.
 ROY H. KOESTER.....Toledo Refinery

ARTHUR E. PIPER.....Heath Refinery
FRANCIS H. THRASHER.....Dayton, Ohio

30 YEARS

CLARENCE T. ALMENDINGER.....Minneapolis
GEORGE J. FRANKE.....Duluth, Minn.
DOROTHY P. MADDEN.....Birmingham

20 YEARS

MYRON A. ANDERSON.....St. Paul, Minn.
FRANK L. GERRY.....Palatine
EVERETT B. HAEDCKE.....Minneapolis
RICHARD W. HILL.....Heath Refinery
RAYMOND D. JOLICOEUR.....Palatine
EVAN H. JONES.....Heath Refinery
WILLIAM O. LACER.....Miami, Fla.
WILLIAM F. LOWERY.....Tanker David D. Irwin
EDGAR H. PROUTY.....Heath Refinery
DONALD L. SARGENT.....Minneapolis
GLENN D. McMULLEN.....Parkersburg, W. Va.

15 YEARS

MARVIN P. BOND.....Smiths Bluff Refinery
EDWARD J. BOWLAN.....Lemont Refinery
HAROLD J. BREAUX.....Smiths Bluff Refinery
CIRCY B. DAINWOOD.....Smiths Bluff Refinery
ADAM H. DEVILLIER.....Smiths Bluff Refinery
DOUGLAS W. GARNER.....Smiths Bluff Refinery
JOSEPH J. HYLEK.....Lemont Refinery
RICHARD M. JORDAN.....Smiths Bluff Refinery
LEWIS W. KAMINGA.....Detroit
DAN McINNIS JR.....Smiths Bluff Refinery
JAMES C. MEEKS.....Smiths Bluff Refinery
ROBERT T. MOCK.....Nashville, Tenn.
ROBERT E. MONTGOMERY.....Birmingham
MARION F. PERILONGO.....Lemont Refinery
BENJAMIN F. PICKETT JR.....Smiths Bluff Refinery
JOHN L. RENDE.....Lemont Refinery
THERESE K. SCHAEFER.....Minneapolis
THELMA H. SHARPE.....Birmingham
WILLARD A. SULLIVAN.....Smiths Bluff Refinery
HYMAN W. SWAIN.....Smiths Bluff Refinery
BARNEY B. TARVER.....Smiths Bluff Refinery
FINIS W. WHITAKER.....Smiths Bluff Refinery
NORMAN B. WOODSIDE.....Smiths Bluff Refinery
ROBERT W. YOUNG.....Lemont Refinery

10 YEARS

WALTER E. EAKINS.....Miami, Fla.
KENNETH T. GLADDEN.....Raleigh, N.C.
GEORGE W. GRIMES.....Atlanta
PETER J. HEALY.....Miami, Fla.
JOSEPH T. MYERS.....Tallmadge, Ohio
JOSEPH D. ROSENBERGER.....Tallmadge, Ohio
NORMAN C. SLOAN.....Atlanta
ROGER WARREN.....Minneapolis

October 1965

35 YEARS

ELMER M. AVERY.....Toledo Refinery
ROBERT BEALE.....Toledo Refinery
GERALD E. COLE.....Toledo Refinery
CARL F. DILDINE.....Heath Refinery
KENNETH F. MOSS.....Heath Refinery
G. ALBERT PHILLIPS.....Olney, Ill.
WALTER A. WINTERS.....Heath Refinery

30 YEARS

G. FREDERICK EISELE.....Heath Refinery
CARL E. FRYMAN.....Toledo Refinery
TROY E. JONES.....Toledo Refinery
JOSEPH A. KOENIG.....Toledo Refinery
JOSEPH C. NOVOTNY.....Toledo Refinery
LEWIS C. PAYNE.....Ft. Atkinson, Wis.

25 YEARS

CLAY ALBRIGHT.....Birmingham
HENRY D. BLOODWORTH.....Lemont Refinery
CLARENCE R. EMBREY.....Bay City, Mich.
MATT FISCH.....Lemont Refinery
JOSEPH P. HEINZ.....Lemont Refinery
ALBERT V. KOEBLEY JR.....Nederland, Tex.
LOWELL O. LOFTON.....Hattiesburg, Miss.
JOHN M. LOTT.....Hattiesburg, Miss.
HARRY J. SCHULTZ.....Milford, Ind.
FRANKLIN E. WILLARD.....Pontiac, Mich.

20 YEARS

LEO N. ASHMORE.....Cincinnati, Ohio
CLETUS A. BOWMAN.....Montgomery, Ala.
JAMES W. BYRUM.....Jacksonville, Fla.

WILLIAM C. EVANS.....Springfield, Ohio
ROBERT M. HURD.....Heath Refinery
PAUL H. JOBE.....Heath Refinery
CHARLES M. JOHNSON.....Smiths Bluff Refinery
HENRY T. MOZELEY.....Atlanta
JAMES F. MULLINS.....Griffin, Ga.
EMIL A. PANGRAC.....Minneapolis

15 YEARS

ARNOLD L. ANDERSON.....Smiths Bluff Refinery
ALBERT S. CLARK JR.....Atlanta
GEORGE W. COLEMAN.....Smiths Bluff Refinery
JOHN C. FRANK.....Smiths Bluff Refinery
J. W. HARMAN.....Smiths Bluff Refinery
ASHTON B. HAYDEN JR.....Smiths Bluff Refinery
JAMES M. HAGERTY.....Lemont Refinery
ALBERT G. HENDLEY JR.....Atlanta
DAVID R. IRVINE.....Smiths Bluff Refinery
LINDSEY KREBS.....Smiths Bluff Refinery
HOMER C. McKENNA.....Columbus, Ohio
MILTON O. MILLER.....Olney, Ill.
BILLY G. MORAN.....Smiths Bluff Refinery
WILLIAM F. NICHOLS.....Smiths Bluff Refinery
JAMES C. PETERSON.....Duluth, Minn.
EULYS E. SUTTON.....Smiths Bluff Refinery
WALLACE W. THERIOT.....Smiths Bluff Refinery
JOHN R. TRUBICH.....Lemont Refinery
EDWARD M. VANCURA.....Lemont Refinery
GEORGE E. WATSON.....Lemont Refinery

10 YEARS

RALPH E. BUMBICO.....Minneapolis
RUPERT C. HURT.....Memphis, Tenn.
GEORGE F. LIEDERBACH.....Milwaukee
CHARLES T. MERKLE.....Cincinnati, Ohio
ROBERT E. MOORE.....Tuscaloosa, Ala.
ADDIS L. PIKE.....Atlanta
LEA V. WILSON JR.....Richmond

November 1965

35 YEARS

JOHN A. BARNES.....Toledo Refinery
EDNA H. DUNHAM.....Toledo Refinery
ADDISON E. GIBBS.....Toledo Refinery
HERBERT D. INLOW.....Toledo Refinery
GEORGE A. JACOBSON.....Detroit
LONNIE PITTMAN.....Miami, Fla.
JASPER R. SMITH.....Toledo Refinery

30 YEARS

WALTER L. CALVERT.....Toledo Refinery
VITO F. RUMCHAK.....Lemont Refinery
RICHARD F. SCHNEIDER.....Toledo Refinery
JOHN S. YULE.....Palatine

25 YEARS

JUNIUS COBB JR.....Norfolk, Va.
GEORGE C. CRAMER.....Toledo Refinery
ELMER R. HOLLAND.....Lemont Refinery
WILLIAM J. KRON.....Cleveland, Ohio
JACK J. WEIDNER.....Detroit

20 YEARS

DUNCAN B. ARRINGTON.....Pensacola, Fla.
WILLIAM E. BURSON.....Birmingham
ROYCE M. CAUSEY.....Tampa, Fla.
RICHARD S. CLARK.....Detroit
HARRY E. GREGG.....Tampa, Fla.
VERLIN E. IRWIN.....Newark, Ohio
JOHN H. JONES.....Tampa, Fla.
EDGAR S. LANEY.....Atlanta
HARRY J. MERCER.....Heath Refinery
BENNY P. PISARSKI.....Toledo, Ohio
JOSEPH V. PRATT.....Norfolk, Va.
WILLIS C. RECORDS.....Seaford, Del.
FRANK C. ROBERTS.....Richmond, Va.
CLARENCE M. SHAFFER.....Miami, Fla.
THOMAS G. SIMMS.....Memphis
JOHNNY T. SMITH.....Pensacola, Fla.
EDWARD M. SPANN.....Pensacola, Fla.

15 YEARS

CARL E. ABBOTT.....Smiths Bluff Refinery
GRACE I. CARROLL.....Birmingham
GORDON M. CROSS.....Smiths Bluff Refinery
ROBERT D. DOWD.....Minneapolis
KING K. DuBOSE.....Smiths Bluff Refinery
RONALD H. FRANZ.....Heath Refinery
LESTER R. HARRISON.....Smiths Bluff Refinery
MARTHA R. KIMBALL.....Savannah, Ga.
ALBERT W. KRAMERIC.....Lemont Refinery

DONALD J. NELSON.....Smiths Bluff Refinery
EDMUND L. POVALISH.....Lemont Refinery
JOHN W. RATKOVICH.....Lemont Refinery
JOSEPH B. KEENER.....Charleston, W. Va.
RICHARD I. SULLIVAN.....Minneapolis
VERNICE P. YOUNT.....Tanker C. W. Snider

10 YEARS

ROBERT L. DRUMMOND.....Clarksburg, W. Va.
JOHN J. HANSEN.....Tanker David D. Irwin
PAUL R. ROBERSON.....Raleigh, N.C.
LAWRENCE O. WESTBROOK.....Parkersburg, W. Va.

PURE OIL CO. SUBSIDIARIES

July 1965

15 YEARS

THOMAS BARKER, Amsco.....Murray Hill, N. J.

August 1965

30 YEARS

JOHN J. DUNN, Amsco.....Providence, R.I.

10 YEARS

ROBERT E. BENSON, Amsco.....Somerville, Mass.
ANDREW R. BRENNAN, Amsco.....Plainfield, N.J.
LYLE L. BURNETT, Amsco.....Plainfield, N.J.

September 1965

20 YEARS

CHARLES P. McCLURE, Amsco.....Chicago
EVERETT A. OLSEN, Amsco.....Minneapolis
WELLS L. WESCOTT, Amsco.....Minneapolis

October 1965

30 YEARS

J. NEWTON CASSEL, Amsco.....Conshohocken, Pa.
WILLIAM N. McCORRY, Amsco.....Northfield, Ill.

15 YEARS

STEPHEN HNEYDA, Amsco.....Carteret, N.J.
ARTHUR A. VETTER, Amsco.....New York City

November 1965

EDWARD R. NEWTON, Amsco.....Murray Hill, N.J.

UNION CORPORATE STAFF

November 1965

35 YEARS

MAXINE WILSON.....Union Oil Center

25 YEARS

LOYD P. McDONALD.....Union Oil Center

20 YEARS

EDWARD A. HARDEN.....Union Oil Center

15 YEARS

ROYAL S. BROBERG.....Union Oil Center
EARL R. WARD.....Research Center

10 YEARS

H. R. BROUSSARD.....Union Oil Center
WILBUR H. COTREL.....Union Oil Center

December 1965

35 YEARS

WILLIAM L. FORSTER.....Union Oil Center

30 YEARS

SARA E. CORNYN.....Union Oil Center

20 YEARS

JACK H. GALEY.....Research Center
GERALD H. O'LEARY.....Union Oil Center
ROBERT N. WHEATLEY.....Research Center

15 YEARS

DOROTHY J. JOHNSON.....Union Oil Center
WILLIAM C. WELDON.....Union Oil Center

continued

AWARDS

continued

76 REFINING & MARKETING

November 1965

30 YEARS

PAUL S. GRANDLE.....Union Oil Center

25 YEARS

ZITA M. SEBEK.....Union Oil Center

20 YEARS

RUSSELL L. BAILEY.....Los Angeles Refinery
WALTON W. BASSETT.....Riverside, Calif.
KING R. BEEBE.....Los Angeles Refinery
CHARLES B. BERDROW.....Los Angeles
ROSS W. BISHOP.....Los Angeles Refinery
COURSEY O. BOXWELL.....Los Angeles
JAY K. BRUNTON.....McKittrick, Calif.
JAMES F. CAHILL.....Oleum Refinery
SYLVESTER R. CAUVEL.....Middlewater, Calif.
PAT C. CLARK.....San Francisco
FRANCES E. COUCHMAN.....San Francisco
ARTHUR W. DEAN.....Middlewater, Calif.
LYNN A. DUNBAR.....Santa Fe Springs, Calif.
D. E. GARBER.....Pasadena, Calif.
CARL M. GESCHIEDER.....Santa Maria Refinery
WILLIAM GUTHRIE.....Los Angeles Refinery
HARRY J. HARDING.....Portland
DODSON B. HAYS.....Los Angeles Refinery
ALFRED J. LEWIS.....Oleum Refinery
CHARLES E. LISHMAN.....Coalinga, Calif.
FRANK K. LORD.....Portland
JOHN J. McKEOWN.....Oleum Refinery
E. C. MCLAUGHLIN.....Cut Bank Refinery
RALPH W. MILLER.....Oleum Refinery
LAVONA F. MOREHOUSE.....Union Oil Center
HERBERT W. NELSON.....Cut Bank Refinery
ALBERT L. PAULSEN.....Avila, Calif.
FRANK L. PERKINS.....Los Angeles Refinery
RUBEN RAMOS.....Oleum Refinery
LEIGHTON SIGERSON.....Oleum Refinery
LEWIS M. SMITH.....Oleum Refinery
JOSEPH SOUZA.....Oleum Refinery
MORRIS C. TEITGEN.....Oleum Refinery
CHARLES L. THURMAN.....Coalinga, Calif.
HARRY R. TRUAX.....Los Angeles Refinery
CLARENCE W. ULLMAN.....San Diego, Calif.
J. W. WALLACE JR.....Oleum Refinery

15 YEARS

WM. G. ALLENBAUGH.....Los Angeles Refinery
WILLIAM L. BAKER.....Los Angeles Refinery
JOHN D. CHRISTENOT.....Cut Bank Refinery
WILLIAM E. DUTRO.....Los Angeles Refinery
ROBT. F. FOUSHEE JR.....Union Oil Center

10 YEARS

LOIS L. CONLEY.....Union Oil Center
LLOYD M. FOSTER.....Los Angeles Refinery
DAVID W. GRANT.....Los Angeles Refinery
J. E. HOOVEN.....Los Angeles
CHARLES H. JACKSON.....Oleum Refinery
MORTON L. LIPSON.....Denver
GLADYS A. NUPEN.....Union Oil Center
SAM P. SQUIBB.....Reno
DANIEL D. SNOW.....Yuma, Ariz.
OTTO A. UNGER.....Oleum Refinery

December 1965

35 YEARS

PAUL J. FRYAR.....Los Angeles Refinery
EUGENE E. MAHONEY.....Union Oil Center

30 YEARS

JOHN J. GRUNEWALD.....San Francisco
RALPH O. HICKEY.....Los Angeles

25 YEARS

S. F. DEADERICK JR.....Los Angeles Refinery
WARD L. FAGERBERG.....Oleum Refinery

HENRY W. POHLE.....Oleum Refinery
W. A. SCOTT.....Richmond, Calif.

20 YEARS

ODELL A. BUCKALEW.....Los Angeles Refinery
J. A. CHRISTIANSEN.....Oleum Refinery
WILLIAM E. CLANTON.....Honolulu
GEORGE N. DAVIS.....Los Angeles Refinery
ERNEST J. GOULARTE.....Oleum Refinery
RICHARD H. GROCOCK.....Seattle
WILLIAM J. KEATING.....Oleum Refinery
MARY E. MAZINI.....San Francisco
ROBERT E. McDONALD.....Santa Maria, Calif.
ROBERT H. MITTAN.....Oleum Refinery
GEORGE R. MORRISON.....Phoenix
SIMMIE A. NIX.....Santa Maria Refinery
GINO ORSI.....Oleum Refinery
DONALD G. RAMSTEAD.....Los Angeles
ROBERT P. RAMSTEAD.....Los Angeles
MAX L. TERHUNE.....Midway, Calif.
JOSEPHINE C. THOMAS.....San Francisco
JOHN P. THOMPSON.....Los Angeles
CLARENCE WILLIAMS.....Oleum Refinery

15 YEARS

THOMAS H. BUSCH.....Los Angeles Refinery
WILLIAM A. DEANE.....Santa Maria Refinery
DONALD EICHMAN.....Los Angeles Refinery
CHARLES L. HAVEN.....Los Angeles Refinery
W. W. MYERSCOUGH.....San Gabriel, Calif.
WILLIAM D. NEWHALL.....Los Angeles Refinery
WILBUR W. RASH.....Oleum Refinery
JACK M. SCOTT.....San Francisco
MARY ANNE SMITH.....Oleum Refinery
RUBY T. VONK.....Oleum Refinery

10 YEARS

BERTA A. BRACKEN.....Union Oil Center
LAWRENCE A. CANET.....Oleum Refinery
RICHARD R. COWAN.....San Jose, Calif.
WILLIAM J. LEWIS.....Los Angeles Refinery
JOHN M. REID.....Brea, Calif.

76 DEALERS

November 1965

35 YEARS

PALMER C. MOORE.....Portland

25 YEARS

PATRICK NARDONI.....Los Angeles

20 YEARS

C. A. ALDERS.....Farmington, Calif.
EDWARD GOLDMAN.....Wauna, Wash.
STANLEY B. MARTIN.....Denair, Calif.

15 YEARS

WILLIAM D. FIX.....Los Angeles

10 YEARS

BABBITT BROTHERS.....Indian Wells, Ariz.
PHILIP BERKOWITZ.....Beverly Hills, Calif.
CHARLES V. BRATCHER.....Blythe, Calif.
MIKE BURKO (March 1965).....Bel Air, Calif.
MITCH EDWARDS.....Bisbee, Ariz.
JAMES R. HAYDEN.....Tulare, Calif.
ROBERT RATHBONE.....San Marino, Calif.
HOLMES SEACATT.....Bell, Calif.
ELBERT L. WOOD.....Los Gatos, Calif.

5 YEARS

L. M. BENNETT.....Fontana, Calif.
ROBERT A. BOOTH.....French Gulch, Calif.
OLIVER E. FULLER.....Jamestown, Calif.
A. C. HANSEN.....Sedro Woolley, Wash.
EDWARD JACKSON.....Ronald, Wash.
WALTER JACKSON.....Ronald, Wash.
J. EDWIN JENSEN.....Auburn, Calif.
RICHARD KOBASHIGAWA.....Honolulu
FRANK PHILBRICK.....Claremont, Calif.
BOB PRIVETTE.....Redmond, Wash.
E. L. SHERMANTINE.....Holbrook, Ariz.
GALE SHURTZ.....Pima, Ariz.
HARRIE L. SMITH.....Lilliwaup, Wash.
H. B. STUFFLEBEAN.....Seaside, Ore.
ELIZABETH UTTER.....Willamette, Ore.
H. N. WAITKINS.....Richland, Wash.

December 1965

40 YEARS

A. D. STIVER.....Altadena, Calif.

25 YEARS

RAY NOBLE.....North Bend, Wash.

20 YEARS

J. P. HEATH.....Canyonville, Ore.

15 YEARS

HERBERT BAUER.....Oregon City, Ore.
C. E. KIMMEL.....Bakersfield, Calif.
MASTER SERVICE CENTER, INC.....Salem, Ore.
HENRY REISNER.....Burbank, Calif.
JOHN N. SMITH.....Kelseyville, Calif.
RALPH UEHIRA dba
NISHI SERVICE STATION.....Pearl City, Hawaii

10 YEARS

JESS L. BOTHELHO.....Longvale, Calif.
NICASIO CABRIGAS.....Biola, Calif.
A. M. CROZIER.....Northridge, Calif.
F. W. GARNER.....Wheeler Ridge, Calif.
ED GOLD.....Glendale, Calif.
HERBERT GRAY.....Phoenix
WILLIE GRAY.....Phoenix
LAWRENCE R. GRONLEY.....Mission San Jose, Calif.
HI-LINE EQUIPMENT CO.....Joplin, Mont.
L. M. LUIS.....San Rafael, Calif.
P. C. PALERMO.....Blythe, Calif.
DEAN WORKMAN.....Wilmington, Calif.
GLEN I. BARNEY.....Caldwell, Ida.
R. L. FAIRCHILD.....Klamath Falls, Ore.
DON TUCKER.....Scottsburg, Ore.

5 YEARS

RALPH J. BACHEL.....Bremerton, Wash.
REX BRENNEMAN.....Coram, Mont.
V. BULL.....North Hollywood, Calif.
RALPH B. DRAHOS.....Apple Valley, Calif.
R. DUDA.....North Hollywood, Calif.
ROY A. HEIDER.....Garberville, Calif.
WOODY McPHERSON.....Springerville, Ariz.
M. MURPHY.....Fullerton, Calif.
JOHN T. PARKER.....San Miguel, Calif.
PATE'S BALLARD.....Ballard, Calif.
JOE PARR.....Laton, Calif.
DON E. RICHARDSON.....Scottsdale, Ariz.
S. E. SIMPSON.....Fullerton, Calif.
LESLIE SMITH.....Outlook, Wash.
RUSSELL SWANK.....Anchorage
ANN A. TRYON.....Neah Bay, Wash.
DONALD UCHIMURA dba
UCHIMURA SERVICE.....Wailuku, Hawaii

76 CONSIGNEES AND DISTRIBUTORS

November 1965

40 YEARS

A. R. RETTIG (October 1965).....Livermore, Calif.

35 YEARS

A. O. HOEGH.....Tulare, Calif.
H. WEBB.....Napa, Calif.

30 YEARS

FRANK V. ADAMS.....Casa Grande, Ariz.

20 YEARS

R. A. LAGERBERG.....Newhall, Calif.

15 YEARS

GOODE OIL COMPANY (May 1965).....Santa Ana, Calif.

10 YEARS

CALIF. COMM. FISHERMAN'S ASSOC.
(June 1965).....Terminal Island, Calif.
J. G. COX.....Parker, Ariz.

5 YEARS

JAMES C. SLAUGHTER.....San Diego, Calif.

December 1965

40 YEARS

K. G. LEE.....Junction City, Oregon

35 YEARS

CHESTER L. WILLIS, Mesa, Ariz.

10 YEARS

CONSOLIDATED OIL COMPANY, Quincy, Ill.

5 YEARS

CITY MOTOR PARTS, Elizabeth City, N.C.

RETIREMENTS

July 1965

JAMES R. CUNNINGHAM, Pure Marketing
Newark, Ohio, March 11, 1949
GUSTAVE R. DAUDT, W. H. Barber Co.
Isanti, Minn., August 12, 1949
ROBERT C. DAVIS, E&P
West Liberty, Ill., November 29, 1939
ALEX DELHOME, Pure Refining
Nederland, Tex., February 26, 1926
ADMIRAL D. EASLEY, Pure Refining
Nederland, Tex., May 13, 1924
HELEN ELM, Pure Fuel Oil Co.
Glendale, Wis., July 1, 1964
CAMILLA N. FRIEDRICH, Pure Marketing
Minneapolis, Minn., November 16, 1936
ROBERT N. HAYDOCK, Pure Marketing
Greenwood, Ind., August 29, 1930
ADOLPH A. KOTLIN, Pure Refining
Lemont, Ill., August 1, 1933
FRANK J. LLOYD, Pure Marketing
Raleigh, N.C., January 3, 1955
ZELPHA N. MERRILL, Pure Marketing
Detroit, Mich., April 23, 1933
JAMES A. MITZEL, Pure Marine
St. Louis, Mo., August 1, 1944
GLADYS R. SHIRA, E. & P.
Houston, Tex., October 11, 1943
ELAINE M. STANDISH, Pure Oil Staff
Des Plaines, Ill., January 29, 1929
HENRY WARSON, Pure Refining
Beaumont, Tex., March 26, 1928

August 1965

ULYSSES E. FLUHARTY, Pure Refining
Newark, Ohio, March 7, 1927
WILLIAM H. GOODWIN, E&P
Noble, Ill., January 28, 1940
MERLE C. HAMNER, E&P
Cisne, Ill., November 13, 1937
WARREN JOHNSON, Pure Oil Staff
Houston, Tex., October 9, 1933
RALPH W. McELFRESH, Pure Refining
Newark, Ohio, March 17, 1927
ROBERT P. REES, Pure Refining
Port Neches, Tex., October 5, 1927
HUGH E. SCOTT, E&P
Houston, Tex., December 12, 1931
NORMAN L. SIMPSON, Pure Refining
Perrysburg, Ohio, October 8, 1942
JOHN E. WILLIAMS, Pure Marketing
Marion, Ind., July 1, 1946

September 1965

HARRY B. BEELMAN, Pure Oil Staff
Chicago, Ill., December 17, 1924
JOHN W. CHOATE, Pure Refining
Beaumont, Tex., July 28, 1923
TED E. DUCHAC, Pure Oil Staff
Chicago, Ill., July 27, 1942
WM. M. EICHELBERGER, Pure Refining
Joliet, Ill., December 16, 1943
CLOUD E. HAMMAN, E&P
Mineola, Tex., August 16, 1944
JOSEPHINE R. LUMLEY, Pure Marketing
Savannah, Ga., September 5, 1950
EDNA S. MELTON, Pure Gas & Chem. Co.
Denver, Colo., October 16, 1950
ARNOLD J. NELSON, Pure Marketing
Ft. Lauderdale, Fla., January 1, 1928
COY W. SHARP, Pure Refining
Lemont, Ill., May 21, 1940

October 1965

DOUGLAS CAMPBELL, Pure Oil Staff
Salisbury, N. H., November 1, 1939
JOHN FARMER, Pure Marketing
Atlanta, Ga., October 1, 1935
SAM D. HALL, Pure Marketing
Memphis, Tenn., February 26, 1946

EUGENE D. JOHNSON, Pure Refining
Nederland, Tex., May 5, 1944
OSCAR B. OSBORNE, Pure Refining
Port Neches, Tex., February 13, 1924
MARIE SALDEN, Pure Marketing
Minneapolis, Minn., March 16, 1953
WILLIE E. SANDLIN, Pure Refining
Nederland, Tex., March 12, 1928
ROLAND M. SMITH, Pure Marketing
Norfolk, Va., June 25, 1942
CORNELIUS TIPTON, E&P
Salem, Ill., August 12, 1937
OSCAR T. VELLINE, Pure Marketing
Minneapolis, Minn., May 8, 1924
JOHN R. WOOTEN, Pure Refining
Nederland, Tex., May 25, 1926

November 1965

HENRY C. ANDERSON, 76 Refining
Los Angeles, Calif., August 5, 1933
LEONARD J. ANDERSON, 76 Pipeline
Los Angeles, Calif., March 4, 1924
AUSTIN J. BROWN, E&P
Nacona, Tex., March 13, 1941
RALPH E. COBB, Pure Marketing
Canton, Ohio, May 1, 1935
HAROLD G. COOPER, 76 Marketing
Los Angeles, Calif., September 4, 1923
JOHN J. DUNN, Amsco
Cumberland, R.I., September 1, 1935
THOMAS F. FARRIS, E&P
Cut Bank, Mont., May 7, 1931
ANTONIO C. FIGUEIREDO, 76 Pipeline
Avila, Calif., April 15, 1935
GUY B. FORD, Pure Refining
Newark, Ohio, June 8, 1923
HELEN N. HAGAN, Pure Marketing
Homestead, Fla., October 8, 1951
RICHARD R. KERSHAW, Amsco
Warwick, R.I., March 1, 1933
HAROLD A. KNUTSON, Pure Marketing
Minneapolis, Minn., February 1, 1941
ESTELLE LICHT, 76 Marketing
San Francisco, Calif., July 1, 1925
LEO W. LUND, 76 Marketing
Seattle, Wash., February 9, 1930
ARSENIO S. MASSERA, 76 Pipeline
McKittrick, Calif., May 8, 1932
ALPHONSE E. MITTEL, Amsco
Chicago, Ill., June 11, 1951
LISLE H. NICHOLLS, E&P
Los Angeles, Calif., April 7, 1924
DOUGLAS W. NICHOLS, 76 Marketing
San Francisco, Calif., May 25, 1923
PHILIP S. NISSON, Pure Oil Staff
Chicago, Ill., August 13, 1933
ERNEST R. PARKER, 76 Refining
Rodeo, Calif., January 4, 1954
GLADYS RICH, E&P
Houston, Tex., January 1, 1940
ERIK N. TRUELSON, 76 Refining
Los Angeles, Calif., January 16, 1944
ETHEL J. WAGNER, Pure Oil Staff
Chicago, Ill., October 17, 1955
OTTO E. WILHELM, Pure Refining
Bono, Ohio, August 19, 1944

IN MEMORIAM

Employees

JOHN A. BARTLETT, Amsco
Arcadia, Calif., August 13, 1965
GEORGE C. BROWNE, Amsco
Boston, Mass., August 3, 1965
WILLIAM DURR, W. H. Barber Co.
Chicago, Ill., October 13, 1965
THEODORE F. FRIEDLEY, Pure Refining
Lemont, Ill., June 19, 1965
EARL C. HALSTEAD JR., Pure Marketing
Jacksonville, Fla., June 1, 1965
JAMES R. KESSEL, Pure Marketing
Prospect Heights, Ill., October 24, 1965
OWEN C. KNOPP, E&P
Mt. Pleasant, Mich., September 12, 1965
ALEXANDER E. KRIVICKAS, Pure Refining
Lemont, Ill., August 10, 1965
LEWIS G. MOORE, Pure Marketing
Leesburg, Fla., August 17, 1965
FLOYD R. RICHARDS, Pure Marketing
Thornville, Ohio, June 7, 1965

VERLIN E. ROBINSON, 76 Marketing
Long Beach, Calif., September 14, 1965
HARRY L. WYLIE, Pure Oil Staff
Evanston, Ill., August 13, 1965

Retirees

BUFORD L. ABBOTT, Pure Marketing
Detroit, Mich., July 13, 1965
ALLEN J. ANDERSON, Pure Marketing
Ft. Lauderdale, Fla., August 30, 1965
JAMES E. BARNES, Pure Marketing
Toledo, Ohio, October 2, 1965
JOSEPH H. BURMEISTER, Pure Marketing
Fairbault, Minn., March 21, 1965
ALBERT S. BUTLER JR., E&P
Mexico, Tex., June 29, 1965
JOHN W. S. BESSONETTE, Pure Oil Co. Staff
La Jolla, Calif., August 10, 1965
JOHN L. COLVILLE, Pure Refining
Nederland, Tex., August 7, 1965
GORDON W. DEISTER, Pure Marketing
Toledo, Ohio, June 18, 1965
CLYDE E. EVANS, Pure Oil Staff
Chicago, Ill., August 15, 1965
WILLIAM FAGAN, E&P
Corpus Christi, Tex., June 12, 1965
ROY J. FREESE, Pure Marketing
Marion, Ohio, September 23, 1965
E. GRADY GILES, Pure Marketing
Experiment, Ga., August 15, 1965
WALTER H. GLUESING, W. H. Barber Co.
Minneapolis, Minn., August 28, 1965
JAMES S. GUNN, Pure Refining
Nederland, Tex., August 16, 1965
CARRIE M. HUDSON, E&P
Tyler, Tex., July 1, 1965
ROY A. LEFEVRE, Pure Marketing
Jacksonville, Fla., October 21, 1965
STEWART LEIGHTON, 76 Refining
Rodeo, Calif., September 18, 1965
WILLIAM W. LEWIS, Pure Refining
Cabin Creek, W. Va., June 14, 1965
JOHN MARTINS, 76 Marketing
Honolulu, Hawaii, September 7, 1965
JAMES C. MEGRAW, Pure Refining
Coalburgh, Pa., October 13, 1965
JOHN F. MILLER, Pure Refining
Vidor, Tex., July 30, 1965
GEORGE G. MONSKE, Pure Pipeline
Toledo, Ohio, October 9, 1965
EUGENE S. MORRIS, E&P
Houston, Tex., August 6, 1965
CLARENCE L. MORTON, 76 Marketing
Van Nuys, Calif., September 22, 1965
ORVILLE C. NEAL, Pure Oil Staff
Fox River Grove, Ill., June 2, 1965
PAUL J. NYITRAY, Pure Refining
Toledo, Ohio, September 21, 1965
CLEMENT F. OLSON, Pure Oil Staff
St. Petersburg, Fla., August 24, 1965
BRUCE C. OREN, Pure Marketing
Upland, Ind., May 29, 1965
HENRY P. PAULS, Pure Refining
Lemont, Ill., September 10, 1965
EVERETT W. PRYOR, E&P
Parkersburg, W. Va., August 7, 1965
ANTHONY H. RICHTER, E&P
Oblong, Ill., June 22, 1965
ARCHIE M. RIVERS, E&P
Sapulpa, Okla., August 5, 1965
RAYMOND R. SALTER, E&P
Van, Tex., August 7, 1965
HELEN K. SEELIG, Pure Marketing
Columbus, Ohio, September 1, 1965
GILBERT J. SEVIER, E&P
Hillsboro, Tex., August 18, 1965
ALFRED L. SHOOK, Pure Refining
Toledo, Ohio, June 25, 1965
SHERWOOD W. SMITH, Pure Refining
Chelyan, W. Va., July 4, 1965
LUTHER C. STEPHENS, E&P
Dominguez, Calif., August 29, 1965
ROLAND D. TEEGARDIN, Pure Oil Staff
Atlanta, Ga., June 11, 1965
HARRY A. THOMPSON, Pure Oil Staff
Erie, Pa., June 5, 1965
TED TOLBERT, E&P
Flora, Ill., September 17, 1965
ROY VOYLES, E&P
Nowata, Okla., June 27, 1965
JOSEPH L. WILLIAMS, 76 Marketing
Stockton, Calif., September 4, 1965

UNION OIL COMPANY OF CALIFORNIA
P. O. Box 7600
Los Angeles, California 90054
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WHERE WE WORK

The October 25, 1965, meeting of Union Oil's board of directors was held at Santa Paula, California, in the same building and room where the company was founded 75 years previously. Photographs of two of the founders, Wallace Hardison and

Lyman Stewart, hung beside the boardroom's "bay" window. Near the fireplace was framed the original incorporation papers. The building, still in service as a field office and oil museum, appeared as durable and tidy as the day it was built. Present on the historic occasion were (from left, seated) Arthur C. Stewart, director and grandson of the founder; President Fred L. Hartley and Donald

B. Lourie, director. Others participating were (standing) directors Charles F. Thornton, Robert Di-Giorgio, John Towler, K. C. Vaughan, Reed O. Hunt, Fred D. Fagg Jr., William H. Doheny, Charles F. Parker, Secretary Robert F. Niven and Counsel L. A. Gibbons. Directors Robert L. Milligan, Henry T. Mudd and Prentis C. Hale were not present.