

UNION
OIL
BULLETIN

SEPTEMBER 1932



A Deep Sea Diver

The Nautilus, one of the U. S. Navy's newest and most modern undersea fighting craft is shown at anchor in San Diego harbor. She is heavily armored and is capable of long-range cruising, and is one of the fleet of subs on the West Coast now being fueled with Union Diesol. Approximately 200,000 barrels of Diesol will be delivered to the Navy submarines during the present fiscal year.



UNION OIL BULLETIN

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VOLUME XIII

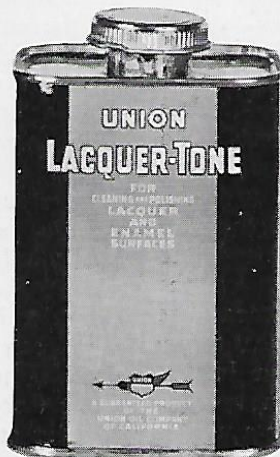
SEPTEMBER

BULLETIN No. 9

Union Lacquer-Tone Now Being Marketed

UNION LACQUER-TONE, most recent of Union Oil Company's specialty products, made its official appearance August 1, and is now being marketed generally on the Pacific Coast through Union Service Stations, Inc., and independent service stations and hardware stores. It replaces Union Auto Polish, which was first introduced to Western motorists in October, 1930, and represents the great strides that have been made in recent months in the manufacture and presentation of the company's specialty merchandise.

It is radically different from Union Auto Polish, both as to ingredients and as to the container in which it is marketed. Whereas, the polish was sold in bottles, the new product is packaged only in 12-ounce, blue and



orange, lithographed cans. However, it can be obtained, on order, in larger quantities. It is not only a polish, but a treatment for enameled and lacquered finishes that have become dulled by the accumulation of oil and dirt, or through the oxidation of the outer skin of the lacquer, due to exposure to wind, rain and the sun's rays. It contains ingredients that are extremely active on dirt, oil and decomposed (oxidized) lacquer and restore the original luster of the finish without harming it.

The product is so well emulsified that precipitation cannot occur. This eliminates the necessity of shaking the container in order to keep the various elements properly "mixed." It is one of the refinements of Lacquer-Tone given months of study

by the Research Department. It can be used on all types of enameled and lacquered (Duco is a lacquer) automobile surfaces and on enameled refrigerators and stoves, and enameled and lacquered woodwork.

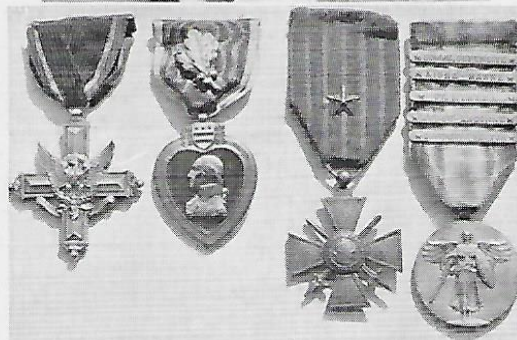
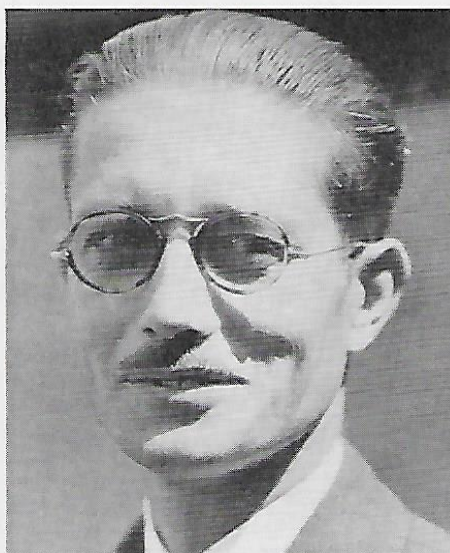
The attractive container provided for Union Lacquer-Tone is in keeping with the policy, inaugurated with the introduction of Bif Spray, of increasing the sales appeal of all Union specialty merchandise.

Fourth War Citation Given Union Employee

HONORED with the Distinguished Service Cross, the French Croix de Guerre, and United States Victory Medal, L. E. Morningstar, comptroller's division head office employee since 1925, last month was awarded the Order of the Purple Heart medal—with Oak Leaf (in recognition of wounds)—to complete his series of outstanding service citations.

Despite the fact that awarding of the Order of the Purple Heart medal comes fourteen years after the service for which it was given was rendered, the action which resulted in its presentation, as well as the other deeds for which he had previously been granted recognition, are vivid in Morningstar's memory.

Having enlisted in the medical unit of the 23rd Infantry in Florida in 1915, Morningstar bore the stamp of a regular soldier at the time the United States was drawn into the war. The regiment with which he served throughout the American advance was a heavy duty unit—shock troops—which bore the brunt of the enemy's shelling and counter attacks. From early in 1918, when his regiment was thrown into the trenches before Verdun, until wounds and gas terminated his active foreign service, October 6, Morningstar, saw action along every important sector, and participated in virtually every major engagement. June 1, the 23rd moved into the Belleau Wood area, attacking on the afternoon of June 6. Half of the men were lost during the fighting. A movement to the rear for replacements and then on June 8 they took over the front line again, remaining there until June 21. Following a week's relief, Morningstar's organization, in which



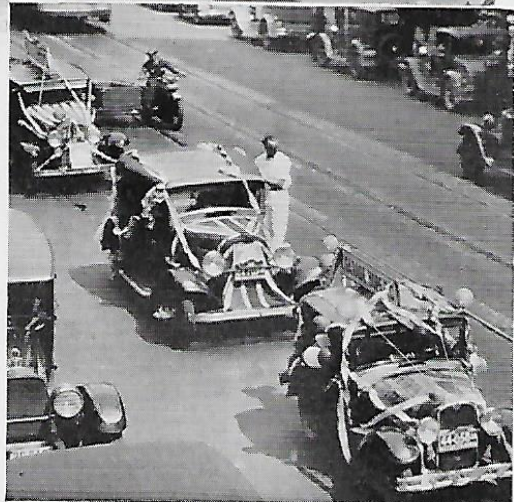
L. E. Morningstar, World War veteran, and the decorations with which he has been cited for exceptional valor. Left to right are: Distinguished Service Cross, Order of the Purple Heart, Croix de Guerre, and United States Victory Medal.

he now held the rank of sergeant, attacked at Vaux. Of the two doctors and seven medical men who accompanied the troops on the advance, Morningstar was the only one capable of carrying on within an hour after the attack was launched. Despite terrific losses and the extremely difficult conditions under which work was done, Morningstar managed to keep a front-line first aid station open and cared for the wounded for two days. It was this act which brought him the Distinguished Service Cross. Displaying the same reticence to discuss the incident which characterizes all ex-service men who saw front-line duty, Morningstar dwarfs the accomplishment with the comment that ". . . I took care of a bunch of boys at the front for a couple of days."

(Continued to page 5)

76 Announced in Canada

HERALDED by an extensive newspaper campaign, billboard posters, parades through the streets of the cities of Vancouver and Victoria, service station decorations and nov-



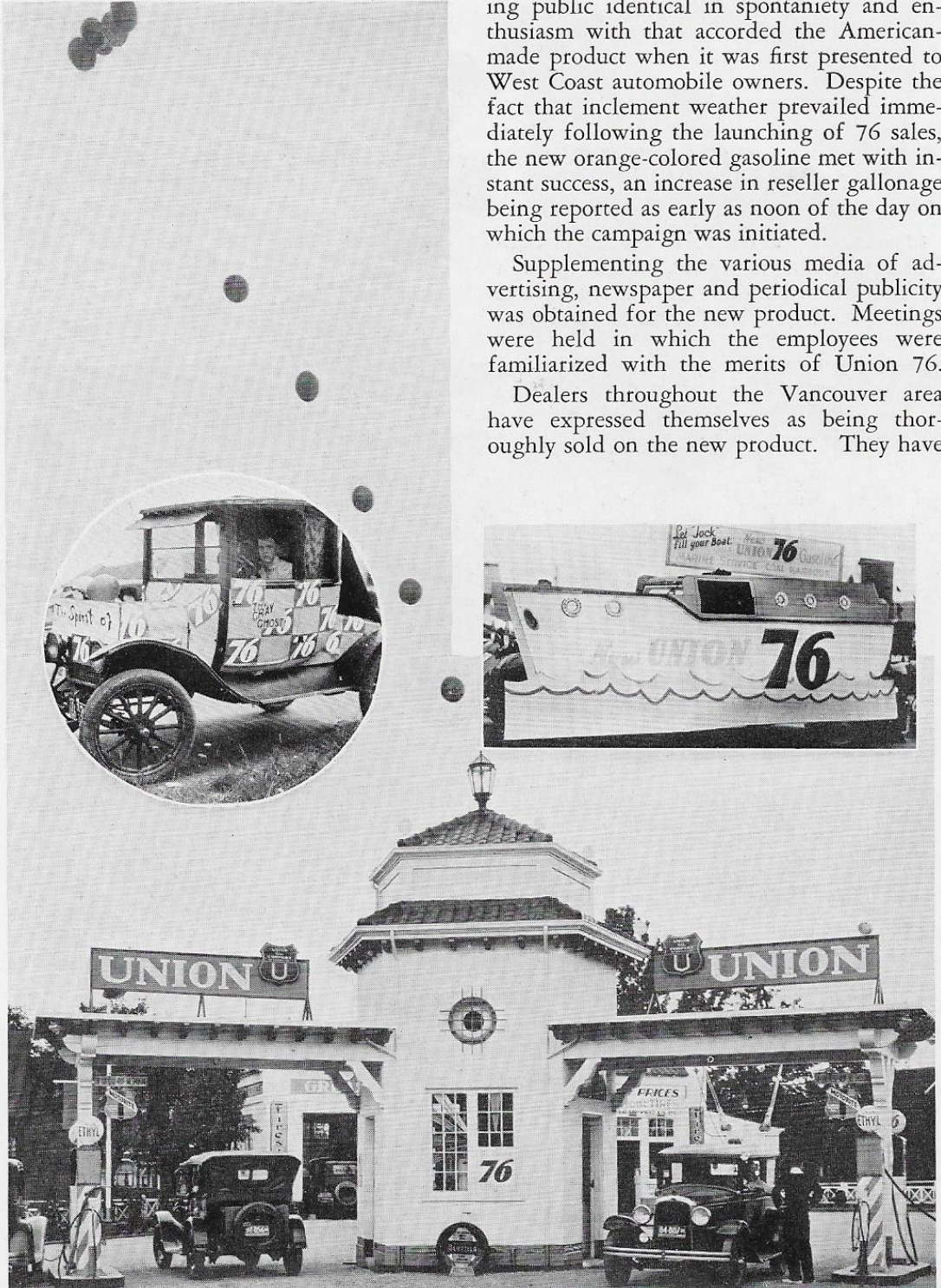
elty stunts, Union 76 gasoline was introduced to motorists of British Columbia July 21.

Of the same high quality as the Union 76 manufactured in the Company's refineries in the United States, 76's introduction met with a response from the Western Canada motor-

ing public identical in spontaneity and enthusiasm with that accorded the American-made product when it was first presented to West Coast automobile owners. Despite the fact that inclement weather prevailed immediately following the launching of 76 sales, the new orange-colored gasoline met with instant success, an increase in reseller gallonage being reported as early as noon of the day on which the campaign was initiated.

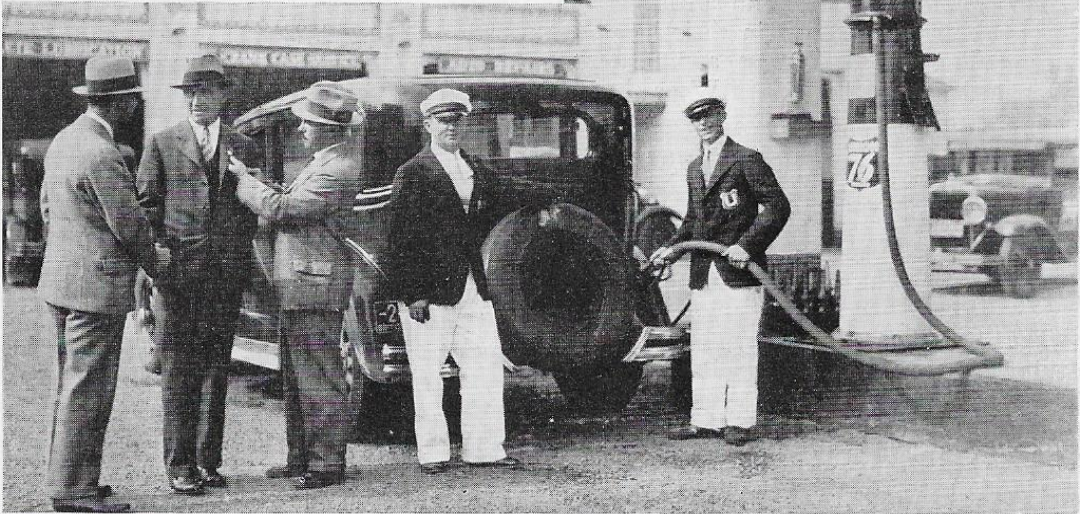
Supplementing the various media of advertising, newspaper and periodical publicity was obtained for the new product. Meetings were held in which the employees were familiarized with the merits of Union 76.

Dealers throughout the Vancouver area have expressed themselves as being thoroughly sold on the new product. They have



Colored balloons, filled with gas, floated above stations selling Union "76" gasoline, calling attention to the new orange-colored motor fuel. In the insets are shown two of the entries appearing in parades held to announce the new gasoline.

also commented appreciatively on the widespread advertising campaign which has been started in support of Union 76. More recent reports on sales indicate an increasing public acceptance of 76 by the Canadian motorists.



Business picked up with the introduction of "76."

Service Citation Received

(Continued from page 2)

Relieved from the Vaux lines July 3, Morningstar's detachment occupied a rest sector until the middle of July and then moved up on Soissons for an attack July 18. Morningstar recalls this as the blackest night ever spent in France. Rain swept the columns in veritable sheets and the going was so difficult that a single file order was given with the entire company linked by hand-to-shoulder-in-front contact. A break in the line necessitated a halt to prevent those in the rear from becoming lost. The 23rd was thrown into attack July 18 and fought for 5 days.

A brief rest at Metz while replacements were secured and then the battallion moved in at St. Mihiel for a two-day engagement. Another short rest while the outfit was personneled and they were ordered into the Champagne sector of the Argonne. During heavy shelling on October 6, the major of the 3rd battalion was wounded. Morningstar, going to his aid, had just crossed a shell-hole when a shrapnel burst, wounding him twice. Paralyzed and unconscious, he was a victim of a gas attack sent

over shortly afterward. His attempt to render service won for him the Order of the Purple Heart medal. He was cited in general orders for the Meritorious Service Citation Certificate, from which the medal is awarded, after returning from France. The actual award was made last month.

The award of the Croix de Guerre Morningside modestly attributes to the recommendations of a French interpreter accompanying his unit during an engagement at Belleau Wood. In this sector the most terrific fighting of any in which he participated occurred. It was an engagement of only three hours duration but it stands out in his memory as the worst.

The Victory Medal was awarded for participation in victorious battles.

Morningstar celebrated the signing of the Armistice by moving, of his own volition, on his cot in the hospital for the first time in 41 days. He was released from duty October, 1920. He is an active member of the Los Angeles chapter of the Legion of Valor, a veteran's organization composed only of men who have been awarded the Distinguished Service Cross or the Congressional Medal of Honor.

World's Largest Apple Storage Plant in Wenatchee

THE high quality and delicious flavor of the Wenatchee, Wash., Valley apples, which characteristics have gained them international preference, are in no small measure due to the care exercised in their handling and grading in the largest apple storage plant in the world, located in Wenatchee.

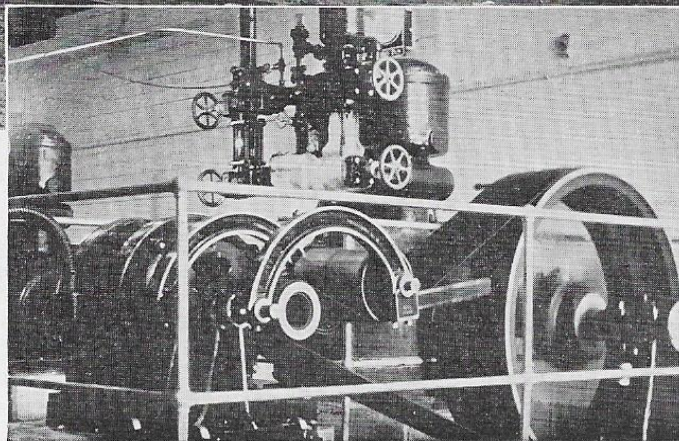
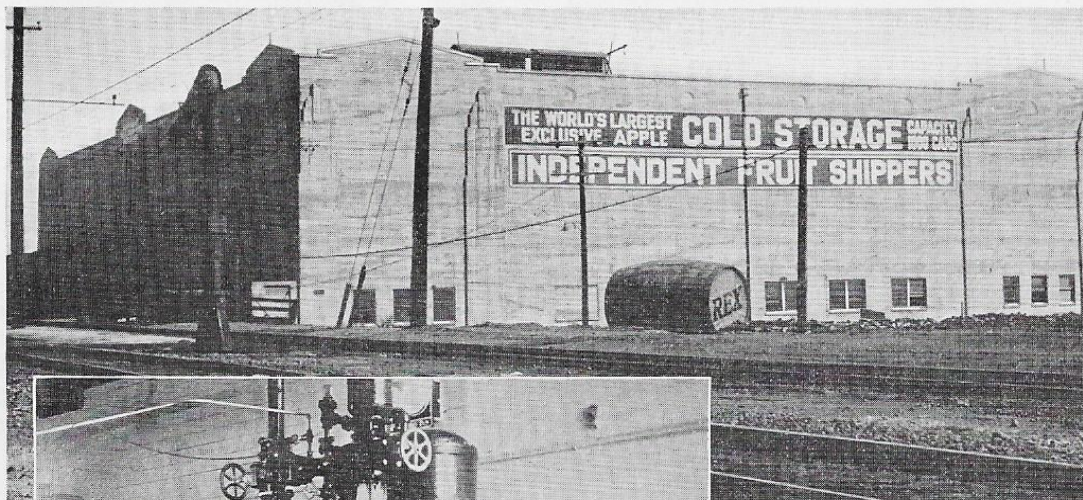
Built of reinforced concrete and four stories high, this plant is modern in every detail and is owned and operated by the Independent Fruit Shippers. It is equipped to handle the apples direct from the orchards until they are in the refrigerator cars ready to be transported to the markets of the world.

The first floor of the storage unit is equipped for packing and grading the fruit. The three remaining floors are devoted to the storage of the apples after they have been packed. When the fall pick is finished and packed the apples are stored in the cold rooms until mid-winter and spring. The refrigerated storage section has a capacity of 1000 cars, or the equivalent of 750,000

boxes. Temperature of the storage rooms is maintained at 30 degrees Fahrenheit, each room having a capacity of 80 carloads of apples.

By means of a system of fans, the air is completely changed every seven minutes. Westinghouse 25 horsepower electric motors keep a circulation of air through the storage rooms, forcing it through a filter containing a brine spray which thoroughly cleanses and cools it for re-circulation. The brine spray is cooled to a temperature of 24 degrees and in turn chills the air to 28 degrees, maintaining the required temperature of 30 degrees and eliminating the necessity for cooling pipes or a coil system. Two ten-ton Frick ice machines are utilized to cool the brine.

The superintendent of the plant reports that it has never been necessary to make a major repair on any of the machinery since its installation. Union Oil Company's Alaska Ice Machine oil has been exclusively used in the refrigerating equipment since the erection of the plant in 1928.



Sign on the building shown in top photograph tells the story. The plant is in Wenatchee, Wash. At the left is one of two ten-ton Frick ice machines which have run four years without a major repair. It is, of course, lubricated with Union lubricants.

Preserving Concrete Piling with Asphalt

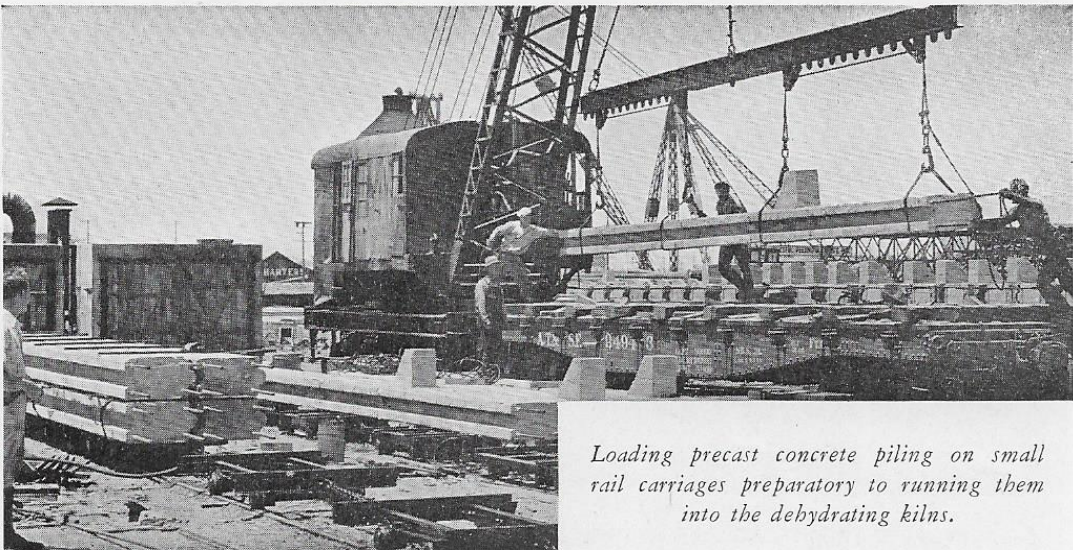
SINCE men have built piers and moles into the sea they have been confronted with the problem of finding materials, capable of being produced commercially, that would withstand the elements, the chemical forces in sea water, and Teredo and kindred boring marine gastropods that attack and literally devour all forms of wood submerged in the ocean.

The search for materials that would lend durability to the foundations for these sea structures, led, during the past quarter century, to a diversity of experiments, particularly with reinforced concrete, and in 1920 resulted in the erection of a plant at Los Angeles harbor for the asphalt impregnation of concrete piling. The initial tests conducted at the plant were not entirely satisfactory, due to the fact that total impregnation was striven for, and that the treatment required such high temperatures that structural weaknesses were developed in the concrete. However, they served to demonstrate that of the various waterproofing agents that had been tried, asphalt was the only one that possessed permanency. In addition, asphalt impregnation was found to possess other virtues that made it an ideal treatment for concrete.

As a result of the 1920 impregnation tests, the Pan-Pacific Piling & Construction Co. has developed an asphalt impregnation process that has written a new chapter in wharf construction, and created a new market for Union asphalt, used exclusively by the firm.

In the ten years the Pan-Pacific Piling & Construction Co. has been in operation it has supplied asphalt impregnated piling for the construction of several wharves in Los Angeles and Richmond harbors and for the Mission Bay Viaduct, and to date there is no indication of failure among any of the piling used. At the present time the company is supplying sea-wall piling for the 2000-foot breakwater being erected by the city of Los Angeles at Fish Harbor.

The purpose of impregnating concrete with asphalt is to seal the surface against moisture penetration, and to prevent the building up of crystalline deposits in the facial interstices of the piling, which, when once formed, cause surface checks. Sea water entering the pores or interstices of the piling sets up a chemical decomposition of the concrete that causes disintegration of the affected regions. Once deterioration sets in, although it may be only in a small area, it paves the

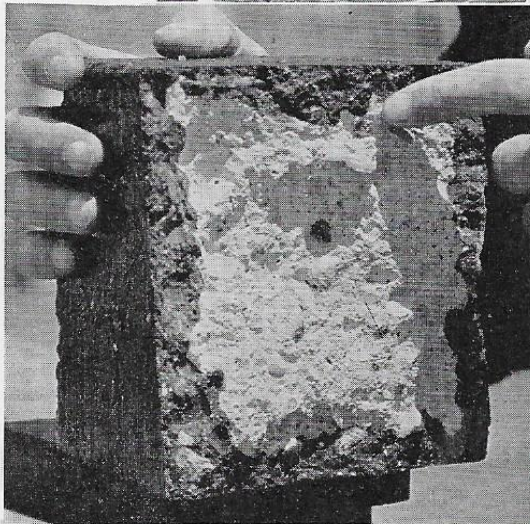
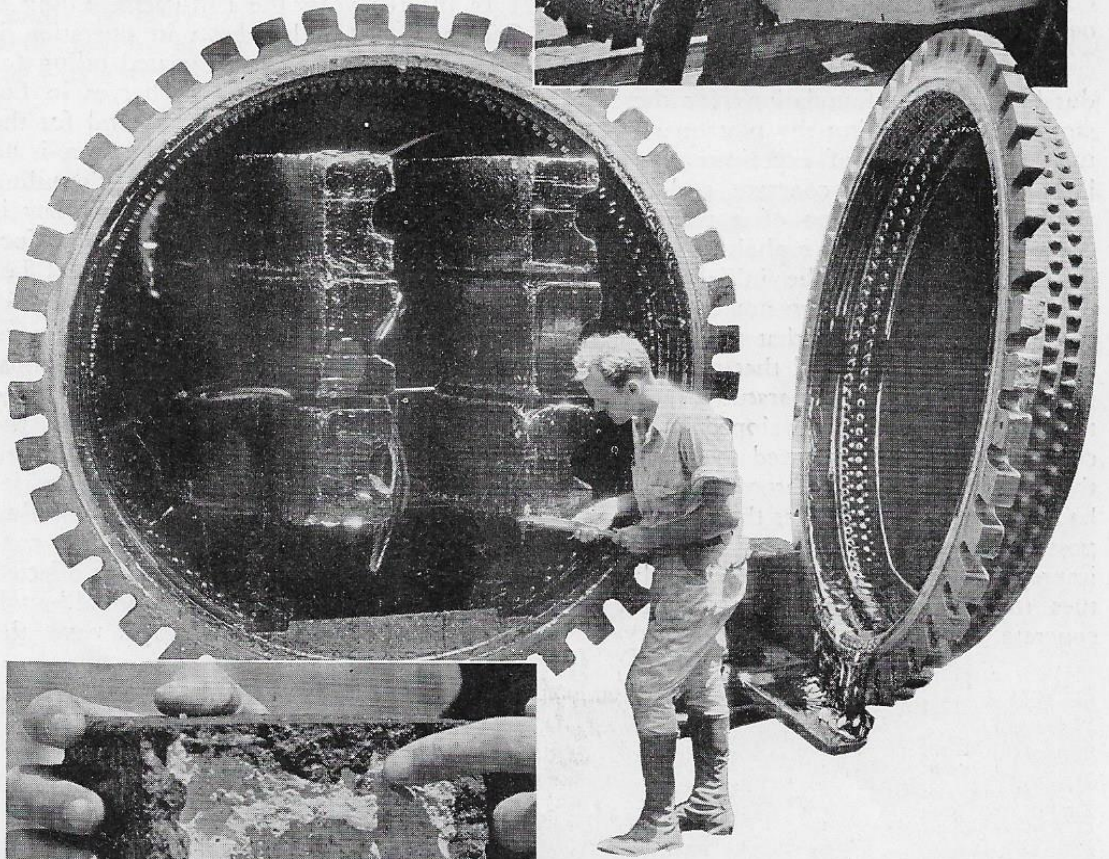
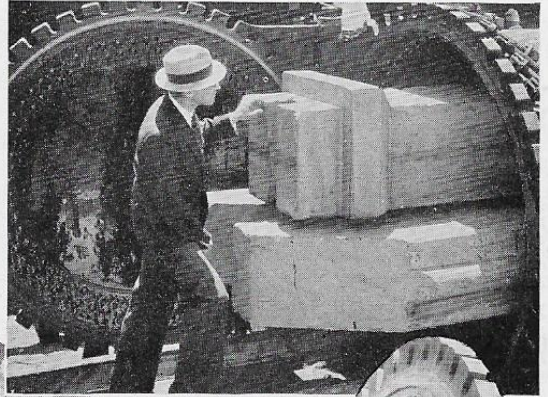


Loading precast concrete piling on small rail carriages preparatory to running them into the dehydrating kilns.

way for more serious trouble; for in time moisture reaches the steel reinforcing, causing it to oxidize or corrode. Rust, the pro-

duct of oxidation, occupies from 12 to 13 times the original volume of the steel and builds up an internal pressure estimated as

Concrete piling before and after asphalt impregnation. The photograph at the right shows Hammersley-Heenan, engineer of the Pan-Pacific Piling & Construction Company, examining piling being run into asphalt impregnation chamber at the Company's Wilmington, Calif., plant. Below, the piling are being inspected by Supt. D. B. Pugh as they leave the impregnation retort.



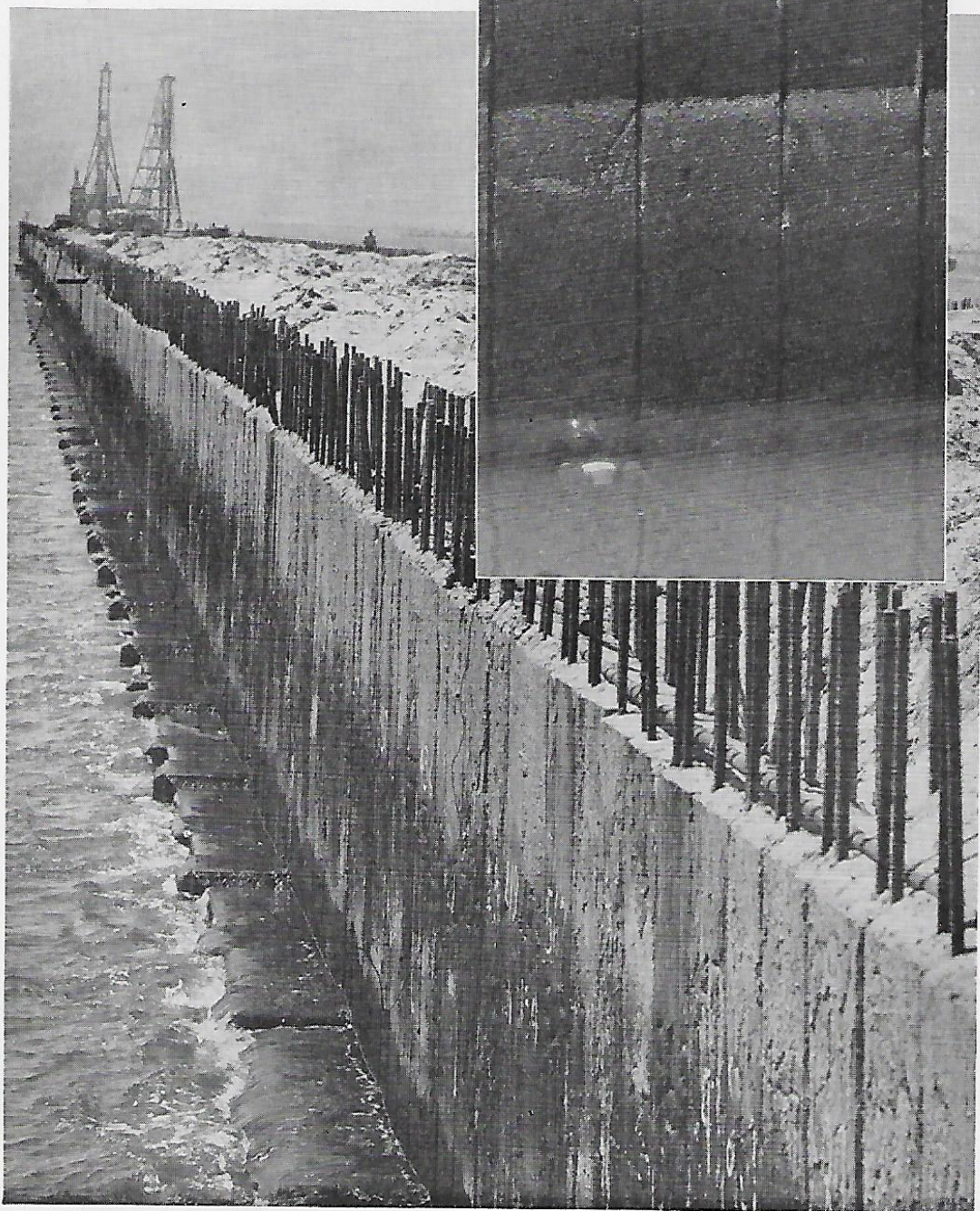
Cross section of concrete test block showing effect of asphalt impregnation.

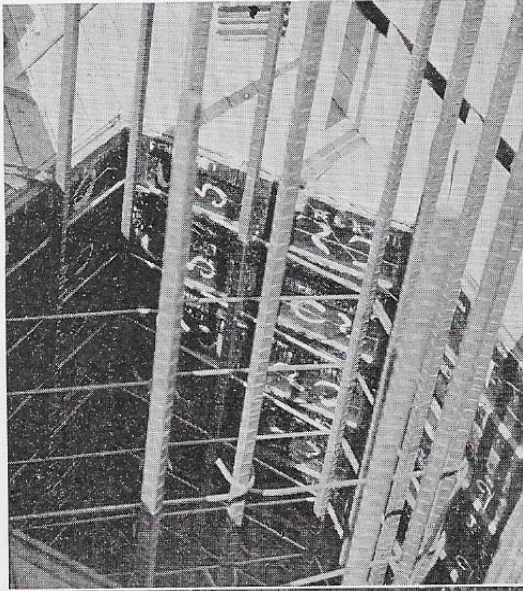
high as 4700 lbs. per sq. in. This pressure forces the concrete to eventually yield additional space, resulting in the opening of wide cracks in the piling. In the early stages, the cracks are visible only under the microscope.

In sealing the surface of the reinforced concrete piling against moisture penetration, these disintegrating forces are never permitted to get a foothold, with the result the life of the piling is prolonged indefinitely.

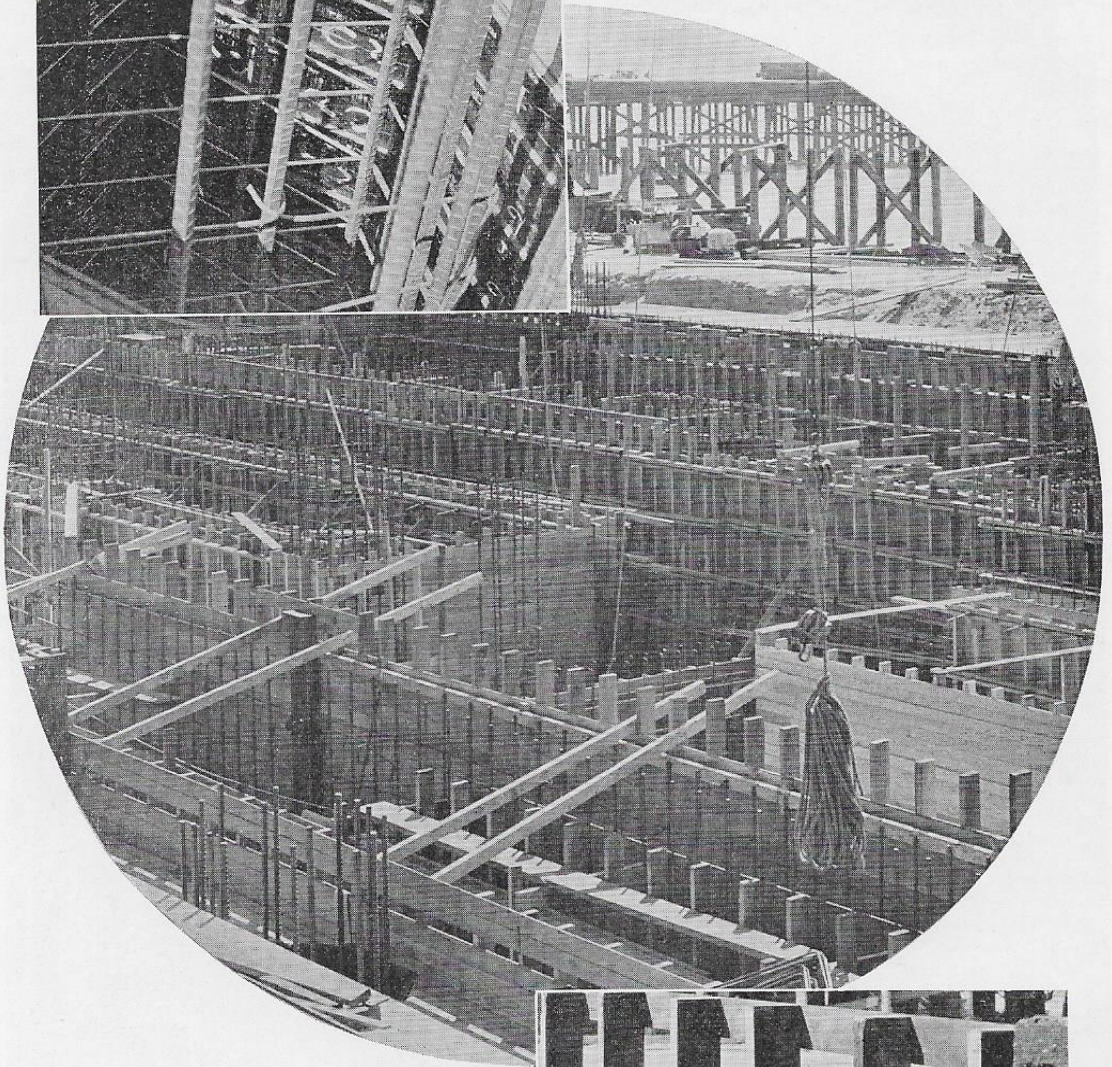
The piling to be impregnated are first cast

Below is a section of the new Fish Harbor pier in which concrete tongue and groove, sea wall piling, asphalt-impregnated, are being used. The piling form a solid, watertight wall on either side of the pier. The center is earth-filled. The section of the wall at the right shows the way in which the piling are joined together.

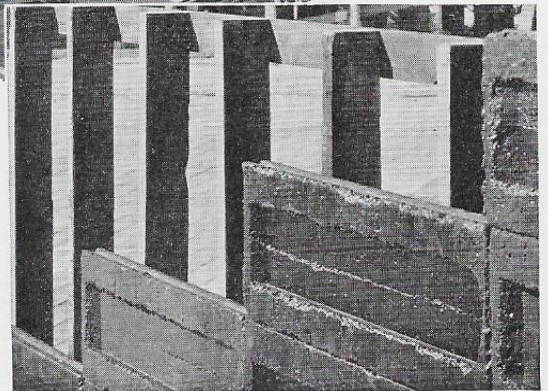




One of the developments of the past year is a new asphalt-impregnated, concrete slab used to form a waterproof face for dams, tunnels, columns, etc. In the circle is shown a section of the foundation for an addition to the Los Angeles Gas & Electric Company's Seal Beach plant. The inset at the left shows the slabs in place before pouring concrete.



The reverse side of the new "Penocrete" slabs and the manner in which they are joined together is depicted in the photograph on the right.



in separate forms in the shapes and sizes required and according to definite specifications as to mixture and compressive strength. After they are cast they are permitted to cure in the open for not less than 60 days, and at the proper time are started through the impregnating plant, consisting of dry kilns, impregnation retorts, cooling sheds, asphalt storage and pumping equipment.

A half dozen or so piling are loaded at one time on small, four-wheeled steel carriages, operating on an accurately leveled steel track, and run into dehydrating kilns for 16 to 18 hours until all moisture is driven out. At the outset the temperature of the kilns is maintained at the prevailing atmospheric temperature. It is then stepped up gradually, ten degrees an hour, until it reaches 250 deg. Fahr., which temperature is maintained for two hours.

The piling, still on rail trucks, are then drawn into two impregnating retorts, which are riveted steel cylinders, approximately 80 feet long and from six to seven feet in diameter, tested to withstand high pressures and each capable of holding 110 tons of liquid asphalt.

As soon as the big hinged doors of the cylinders are bolted into place, the steam coils are turned on and a 26 in. vacuum established, drawing out any remaining moisture. Liquid asphalt, heated to a temperature of 260 to 275 deg. Fahr., is then turned into the impregnating chambers. By the time the cylinders are from a half to two-thirds full the vacuum is stopped and the pumps continued until the asphalt appears in the overflow pipes, when they are turned off.

After the cylinders are filled with liquid asphalt the steam coils are shut off and the air pressure of 125 to 150 lb. per sq. in., applied. This pressure is maintained for a number of hours and then gradually reduced to 50 lb., at which time the asphalt is blown out of the chambers. When the asphalt has been entirely drawn off, the air pressure is increased to 100 lb. per sq. in., and maintained at that point for four to six hours while the temperature of the impregnating chambers is gradually reduced. At the end of that time the piling are taken from the chambers and left in the cooling sheds for twenty to twenty-four hours before being

racked for shipment to the point where they are to be used.

The impregnation of the concrete by this process is from one-quarter to an inch and one-half. This is sufficient to form a perfect surface seal, which is all that is required of the process. Tests have shown that even where the surface of the piling has been cracked, through some mechanical agency, the asphalt remaining in the piling has sufficient fluidity to fill the crack and seal out moisture.

The tongue and groove piling manufactured by the Pan-Pacific Piling & Construction Company for sea wall construction, such as is now being done at Fish Harbor, can be driven by pile drivers. The ends are so beveled that when the piling is driven into place a close joint is created between the tongue and groove, due to the fact the friction softens the asphalt sufficiently to fill all inequalities between the two surfaces.

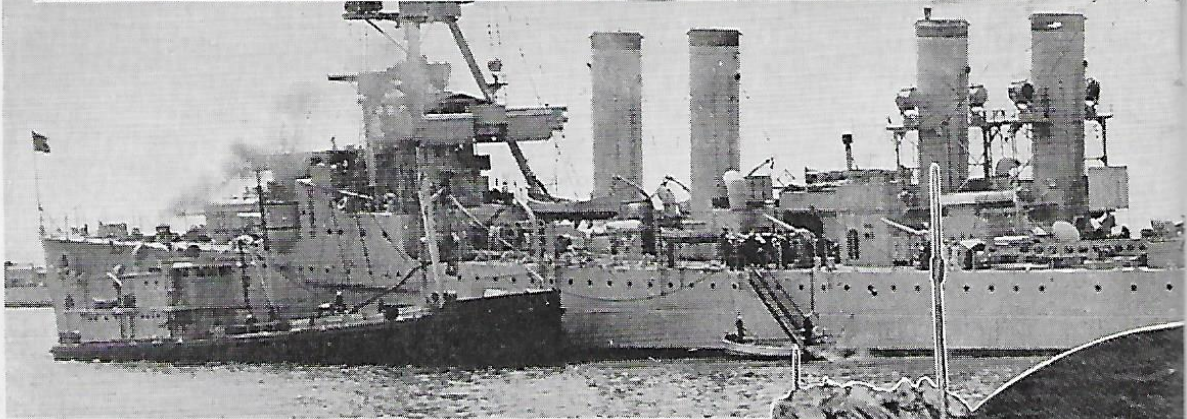
In addition to manufacturing the impregnated piling, the Pan-Pacific Piling & Construction Company has, in the past year, developed an asphalt impregnated concrete slab which can be used to form a watertight surface for dams, the exterior or interior of tunnels, storm drains, sewer pipe, etc. Asphalt treated slabs have been found to be the only available material that offers complete resistance to sewer gas.

The slabs are made according to specifications and cast in individual tongue and groove forms. One side is smooth and the other side beveled, so that when concrete is poured into a form it fills in the recesses on the beveled side, making it part of the solid structure, whether it be pillar, tunnel, wall or dam surface.

Some 25,000 square feet of "Penocrete" slabs are being used to line the tunnels and encase the pillars at the Los Angeles Gas & Electric Company's Seal Beach plant, the capacity of which is being enlarged.

Nesbitt in Service Post

J. D. Nesbitt, San Diego district sales manager of the Union Oil Company, August 22 was appointed chairman of the establishment department for the coming fall campaign of the San Diego Community Chest.



Union's Star Customer Tanks Up

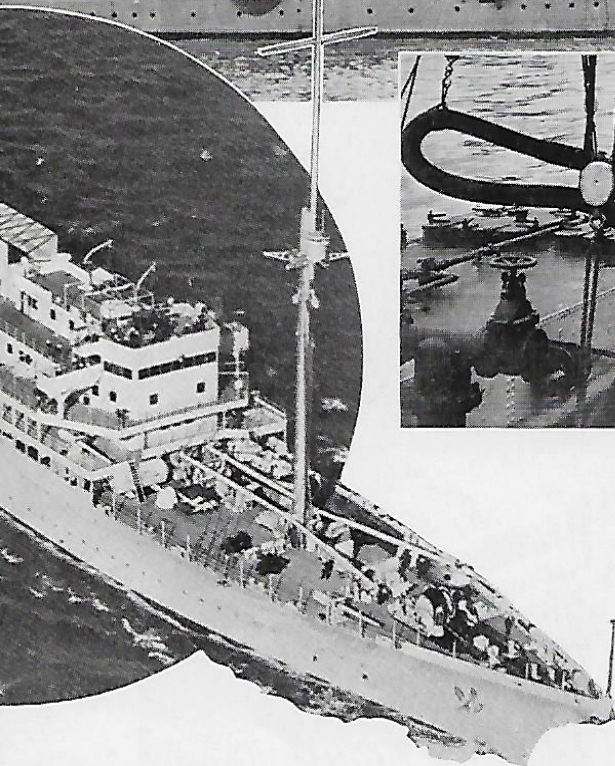
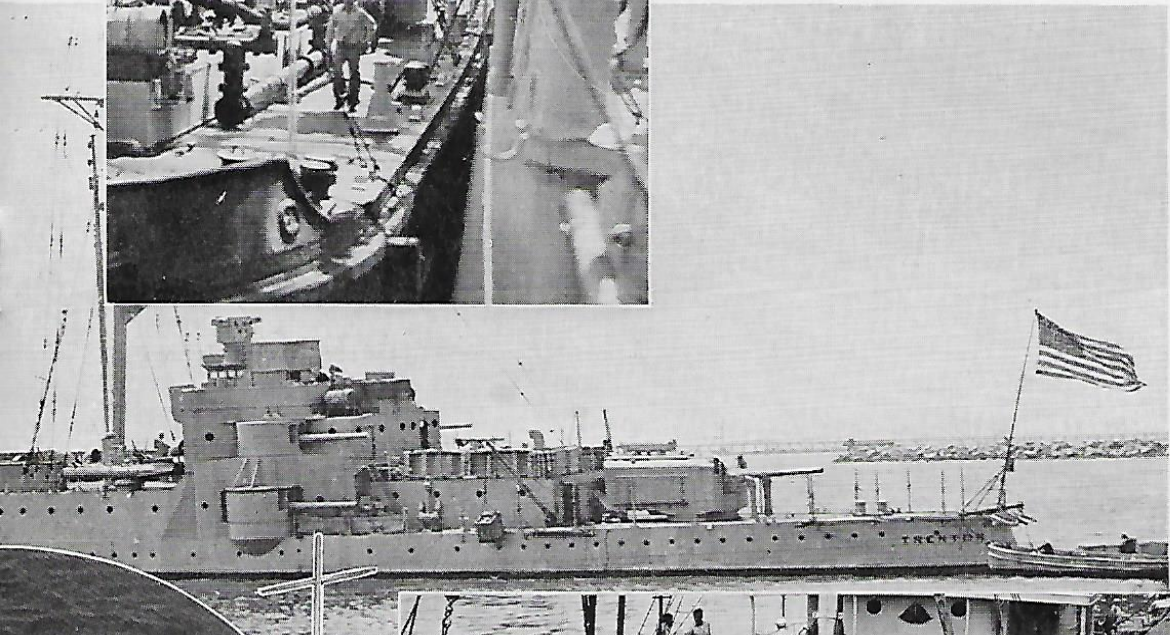
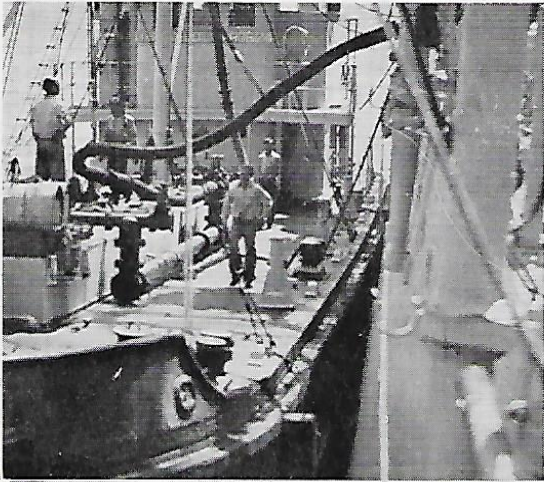
DELIVERIES of fuel oil and Union Diesol to vessels of the United States fleet and to bulk naval storage, under the 5,191,500-barrel contract for the present fiscal year, were started by the Union Oil Company shortly after July 1. The contract is one of the largest of its kind ever awarded and makes the Navy the company's star customer for 1932-33.

The bulk of the fuel oil is being delivered to naval tankers and barges at the company's Los Angeles marine terminal. Deliveries are also being made to the fleet at San Francisco, Seattle, Aberdeen, Wash., Astoria, Ore., and Honolulu, and Union tankers are making deliveries to the Navy's storage at Cavite,



the U. S. Asiatic naval base in the Philippine Islands.

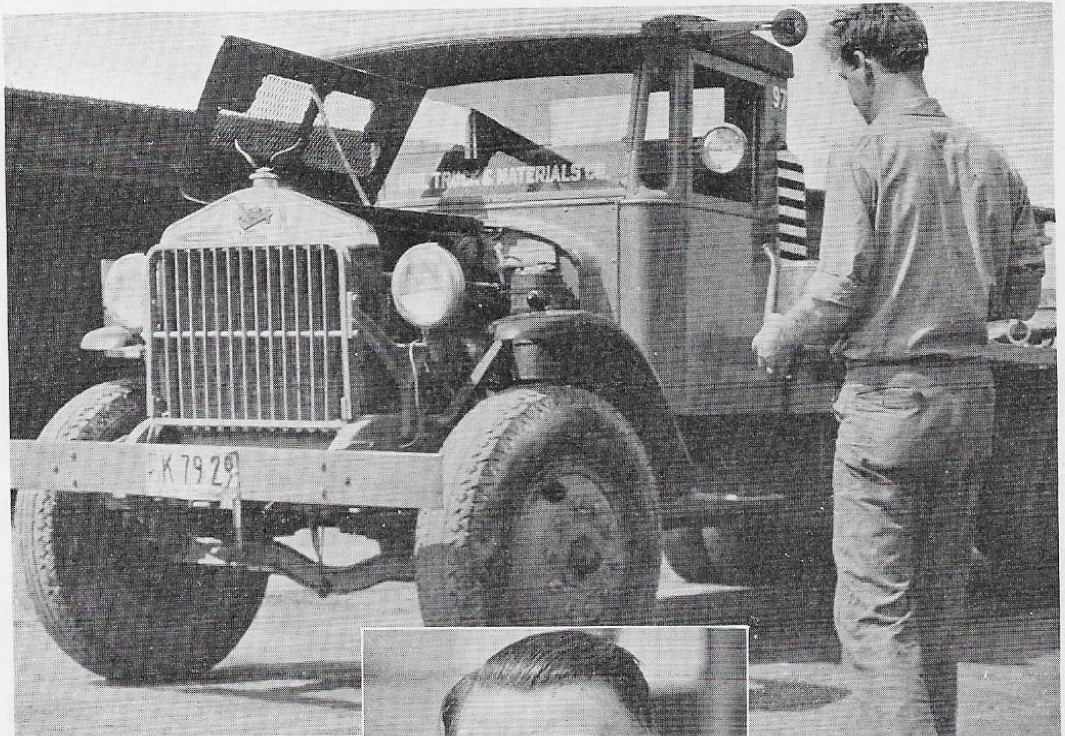
The scenes in the accompanying layout were taken in Los Angeles and Long Beach



At the top, left, is a general view of the fleet at anchor in Los Angeles and Long Beach harbors. On the right, one of the naval barges is bunkering a cruiser with Union fuel oil. The lower right photograph shows a naval barge taking on fuel oil at the company's Los Angeles marine terminal, while on the left, Chief Boatswain's Mate L. Tims is signing oil delivery receipt for George Tilton of the Union Oil Company. The long center strip shows naval barge bunkering the cruiser Trenton. The submarine tender Holland appears in the circle.

harbors. The photographs appearing on the front and back cover are of the U.S.S. Saratoga.

Motoreze Passes Heavy Duty Trucking Tests



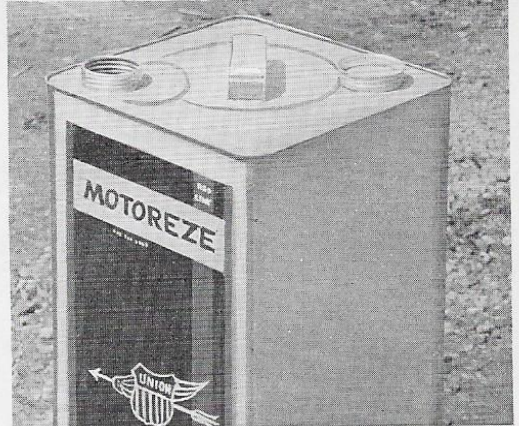
P. D. Richards, transportation superintendent of the Owl Truck and Materials Co., (inset) who directs the operations of a fleet of 45 trucks throughout the state of California, and one of the trucks in which Motoreze is used exclusively.



THE Owl Trucking and Materials Company, Compton, Calif., whose field of activity extends the length and breadth of California, since the inception of its use of Motoreze motor oil more than a year ago, has proven, by actual usage, the high quality of the California-Pennsylvania blended product.

Extensive use of Motoreze was begun last year in the 45 trucks which the company operates. Since that time the trucks have been routed over virtually every road in California without regard to load, grades, or atmospheric and temperature conditions.

According to P. D. Richards, transportation superintendent, Motoreze has given ex-



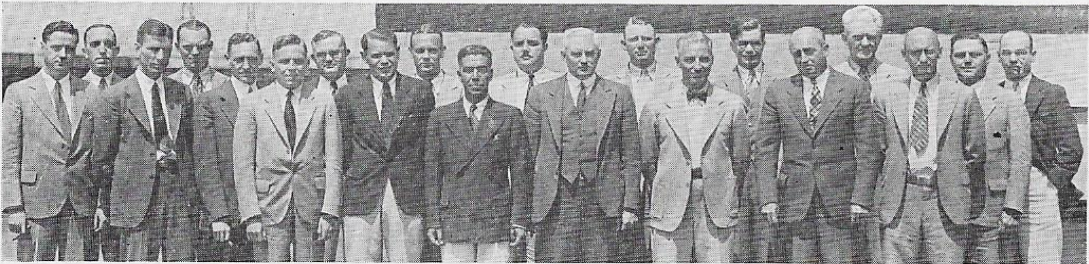
cellent service, and has stood up under the severest tests to which any oil can be subjected, that of adequately lubricating motors

of trucks hauling over the mountain grades of California. Its performance in the long low-gear grinds, where motors operate at above normal speeds and temperatures, has won for it a place of regard in the estimation of maintenance and repair men and drivers of the company's equipment.

The Owl Trucking and Materials Company was organized 12 years ago, at which time its equipment consisted of but a few pieces. At the present it has 90 units, among

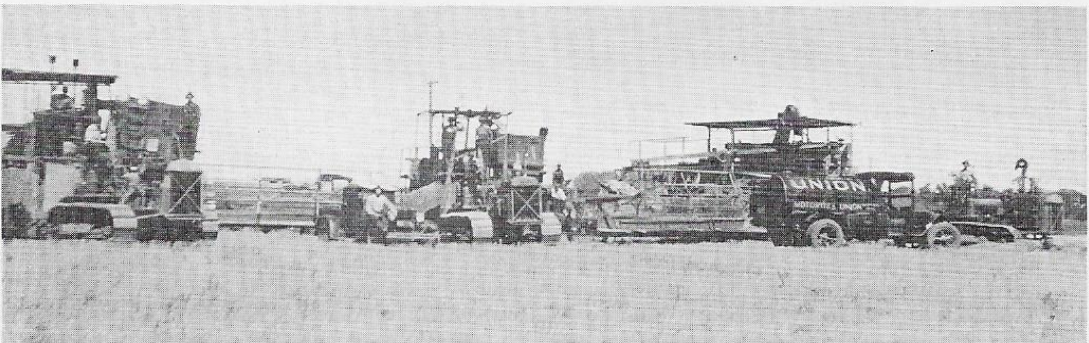
which are tractors, shovels, and trucks. A large plant composed of repair and overhaul garage, paint shop, blacksmith shop, lubrication station, gas pumps, among which is a Union 76 unit, wash rack and general office, is now maintained in Compton in the metropolitan Los Angeles area. Jobs are handled the company with equal facility in Northern or Southern California. Long and short hauls of bulky or insignificant proportions are dispatched with identical care and speed.

District Auditors Convene in Los Angeles



Gathering in the head office in Los Angeles for their annual meeting, district sales auditors and head office representatives of the Comptroller's division discussed improved methods of accounting, studied ways and means of further simplifying duties. From left to right you see: B. A. Woodford, T. A. Power, P. E. Tychsens, J. S. Swanson, C. M. Payne, G. H. Anderson, F. V. Spooner, V. O. Nordquist, D. H. Hunsinger, A. B. Mason, E. C. Rogers, M. G. Kerr, L. Knutsen, C. R. Gross, J. U. Witt, B. A. Clegg, L. M. Williams, R. C. Clifford, C. K. Howard, H. H. Hannah.

Harvester Finds Union Fuel Economical



D. C. Van Dyke of Pleasant Grove, Calif., operating one of the largest farms in the Sacramento Valley, is fueling his motor equipment entirely with "76" gasoline and is also using Motoreze in all tractors, trucks and automobiles. He has kept an accurate account of the cost of operating each piece of equipment and reports that he has found "76" to be an economical fuel for motor driven farm machinery and that he is pleased with the service obtained from Motoreze.



Service Emblem Awards

Twenty Years' Service Completed

Clarence W. Peck and Joe Van Harreveld, both employees in the Field Department, completed twenty years of continuous service with the company last month, Peck rounding out his two decades of activity on August 1 and Van Harreveld fulfilling his twenty-year tenure of service August 23.

During the same period, 21 employees were initiated into the ranks of those boasting of fifteen years' service, and 31 won service pins in recognition of having completed their first ten years with the company.



Joe Van Harreveld

C. W. Peck



Peck was first employed for the company by E. C. Critchlow, then superintendent of production, and worked in the Stearns office as production clerk. From March, 1913, to April, 1922, Peck served in the capacities of stock clerk, production clerk, bookkeeper and chief clerk, and on the latter date was appointed special agent at Santa Fe Springs. Late in 1922 he was moved to the Maricopa district and given the post of special agent, and in 1924 was made district accountant at Maricopa. May, 1930, he was transferred to Santa Fe Springs as chief clerk, the position which he now holds.

A veteran of the World War, having seen active duty with the 91st. Division at St. Mihiel, Meuse, Argonne, Ypres and Lys. Joe Van Harreveld returned to the post on the Producers

Pipe Line which he had left when America entered the war. Previous to his service with the Army he had worked for five years at the various pump stations on the Producers Pipe Line. Immediately after returning from foreign service Harreveld was active at the Junction station. He was later transferred to the Avila station, where he is now on duty.

Fifteen Years

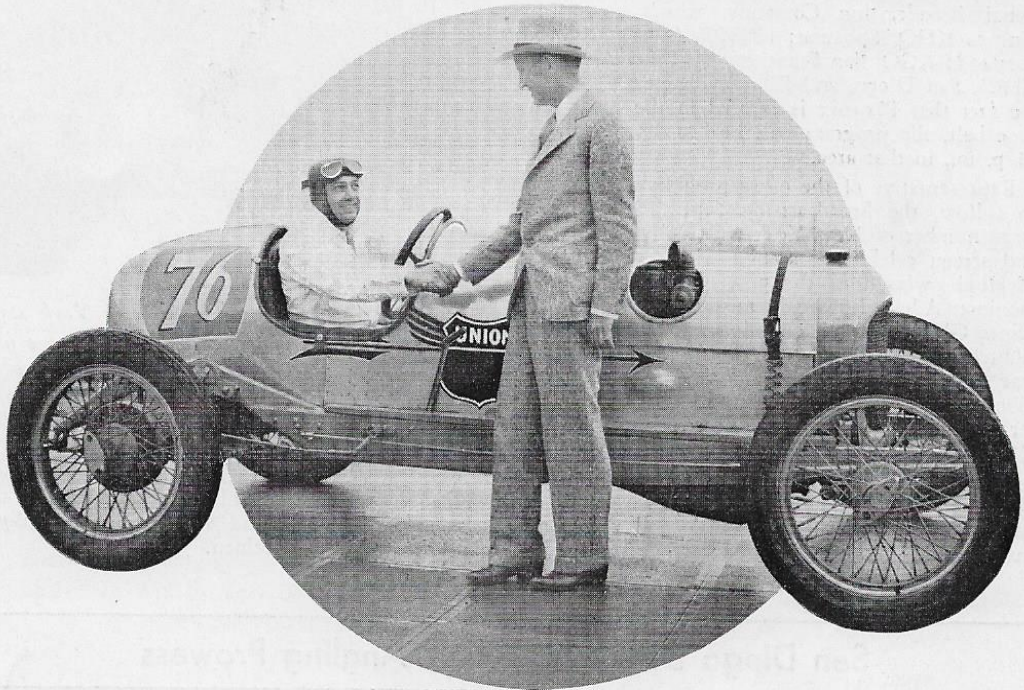
Belin, Erik.....	La Purisima
Botts, Wm. T.....	Santa Paula Ref.
Brown, Chris.....	Southern Division
Chadband, F. H.....	Northern Division
Chambers, A. E.....	Seattle
Dinnes, B. T.....	Northern Division
Graham, J. A.....	Los Angeles
Gregory, C. A.....	Oleum Refinery
Hambly, Wm. C.....	Seattle
Hemus, Harry.....	Southern Division
Hosburgh, Mary L.....	Los Angeles
Lyman, Chas.....	Southern Division
McAllister, Wm.....	Northern Sales
Mercer, Wm.....	Avila Refinery
Murphy, H. A.....	Northern Sales
Roberts, R. D.....	Oakland
Rogers, Joseph.....	Head Office
Sherman, C. H.....	Texas
Smith, H. M.....	Southern Division
Stock, Wm. L. F.....	Vancouver
Young, Chas.....	Redline

Ten Years

Alt, H. L.....	Oleum Refinery
Angell, R. F.....	Los Angeles Ref.
Asp, G. L.....	Oleum
Avrit, J. A.....	Southern Division
Beldon, G. L.....	Portland
Belloni, Thos. C.....	Sacramento
Callahan, Margaret.....	Head Office
Douglass, B. K.....	Northern Division
Hathcock, H. C. Sr.....	So. Div. L. A. P. L.
Henley, L. H.....	Seattle
Hopkins, Wm. K.....	Southern Division
Jameson, O. H.....	Spokane
Johnson, D. W.....	Los Angeles Ref.
Johnson, J. G.....	Oleum Refinery
Kaye, Thomas.....	Vancouver
Lake, F. W.....	Southern Division
Larson, T. E.....	Oleum Refinery

Moitoza, J. B.....	Oleum Refinery	Rushton, A. G.....	Southern Division
Monroe, Frank.....	Southern Division	Salmond, J. T.....	Los Angeles
Mosier, N. A.....	Southern Division	Somerville, C. L.....	Southern Division
Olsen, Chas. C.....	Oleum Refinery	Strand, K. B.....	La Brea
Paul, E. E.....	O. H. D. & W. Co.	Vance, Fred.....	Southern Division
Reeder, J. C.....	Los Angeles Ref.	Young, L. H.....	Head Office
Rogers, Joseph.....	Oleum Refinery	Zumwalt, W. B.....	Southern Division

76 Used by Northwest Dirt Track Champ



Mario Bianchi, 1931 Northwest dirt track champion who is on the way to repeat his achievements of last year, is congratulated by Earl Cooper, racing champion of 1913, 1915, and 1917, who is now demonstrating Union 76 in Washington and Oregon.

Winning events with a regularity that indicates driving skill and daring, as well as a thorough knowledge of the special Dodge motor in his speedy chariot, Mario Bianchi now stands in excellent position to repeat his accomplishment of last year, when he was crowned Northwest dirt track racing car champion.

In a recent series of events he kept 2500 racing enthusiasts in the Civic Stadium, Seattle, goggle-eyed by capturing the thirty-lap free-for-all dash. Earlier in the evening he broke his own track record by 1.6 seconds, negotiating the distance in 17.4 seconds.

Having used and sold Union products in the garage which he operates at 2235 Fifth Avenue, Seattle, Bianchi has chosen them for his speedy mount. The number of his car has recently been changed to "76", the number which is also the name of the gasoline he uses.

**Motorite Quality Proven
by Malayan User**

Mr. L. Tolley, representative of S. Moutrie and Company, Ltd., Kuala Lumpur, Selanger, Federated Malaya States, Writes to J. W. Graham, technical lubricating engineer for the Union Oil Company in the Far East, that he has "been using Motorite for the past couple of months and have found an increase of 32 per cent in miles per gallon operated using your oil, and also a much cooler motor."

Tolley, who drives a Lea Francis sport model touring car during extensive traveling in the interior of Malaya, procures his supply of Motorite from the K. and K. Motors in Kuala Lumpur, which concern stocks Motorite 40 and 50 obtained from Sime Darby & Co., Ltd.

New Entertainment on Air

COMBINING in one program selected talent from the screen and stage and one of the West's leading dance and novelty bands, the Union Oil Company on Sept. 4 broadcast the first of a series of new weekly radio entertainment features.

The new radio performance is scheduled as a regular Sunday night feature for Pacific Coast listeners. It will be heard from 9 to 10 p. m. each Sunday over the Pacific Coast chain of the National Broadcasting Company, which comprises stations KHQ, Spokane; KOMO, Seattle, KGW, Portland; KGO, San Francisco; KFI, Los Angeles; KFSD, San Diego, and KTAR, Phoenix. Due to the fact that Phoenix is located in the mountain time belt, the program will be heard from 10 to 11 p. m., in that area.

Representative of the other programs which are to follow, the broadcast on Sept. 4 featured a large number of New York and Hollywood stage and screen celebrities, among whom were Frank McHugh, who filled the post of master of ceremonies; Adele Rowland, musical comedy star; James Gleason, characterization artist; Marguerite Churchill, screen ingenue, Conway Tearle, popular star who returns to the New York stage this month, and others. McHugh will preside as master of ceremonies at each broadcast.

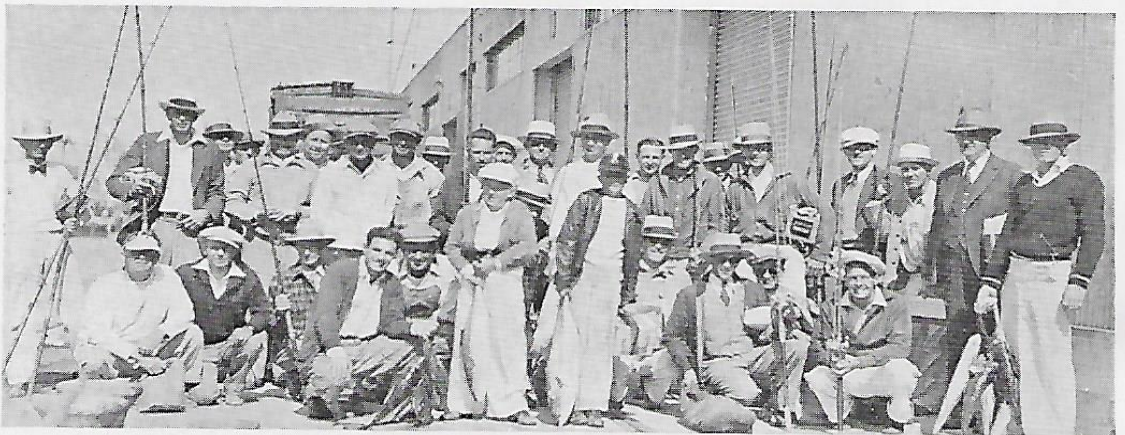
Ray West and his popular orchestra, well known to Pacific Coast audience through their long engagements at prominent San Francisco and Los Angeles hotels, provide the music and vocal and instrumental variations. Broadcasts originate in



Conway Tearle, who returns to New York stage this month, and Marguerite Churchill, feature film player, before microphone during broadcast of play on Sept. 4 radio program.

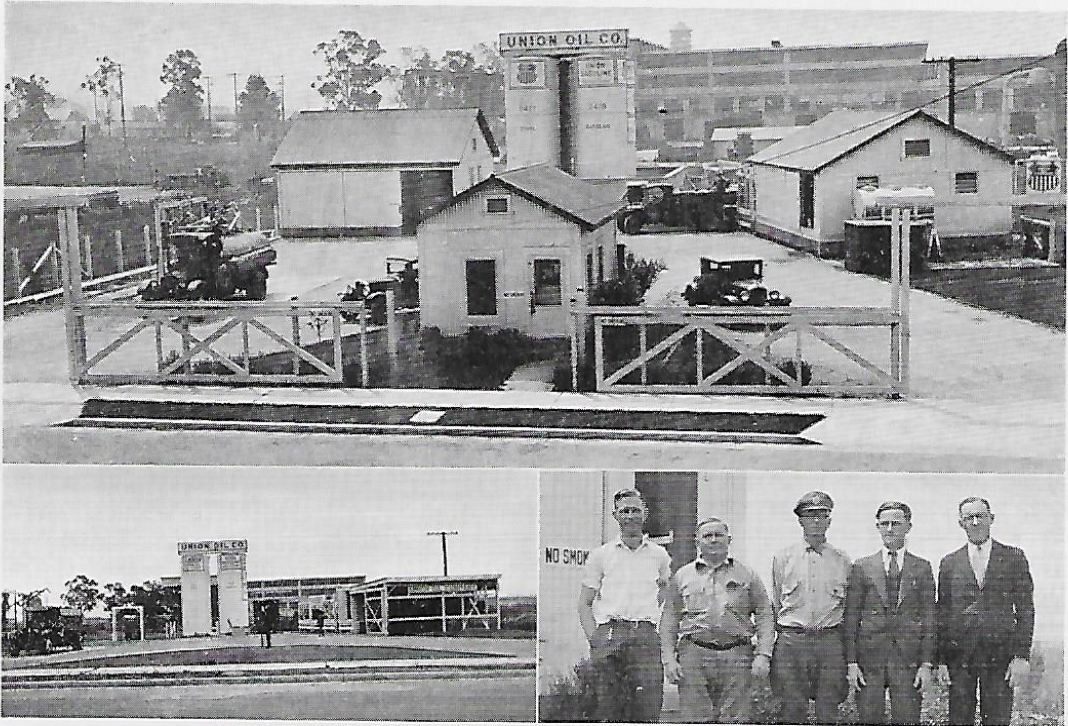
the fully equipped theatre of the Dominos, women's theatrical organization from which the talent for the plays and sketches that highlight the broadcasts are obtained.

San Diego District Displays Angling Prowess



Evidence of their angling skill is being modestly displayed above by these fishermen from the San Diego District sales force. Absence from the front rank of A. B. Mason, W. F. Lewis, Pete Ramsey, Don White, R. J. Wood, Spencer Britton and Al Grogan from the Los Angeles head office, all of whom joined their San Diego brethren on the fishing expedition, would appear to reflect their ineptitude as deep sea anglers.

Alhambra Agency Shows Huge Sales Increase



At the top is the Alhambra, Calif., marketing station as it looks today. Contrast it with the lower left photograph which shows the station when opened three years ago. The crew of the agency is, left to right, W. F. Smith, W. E. Meyers, A. D. Offley, W. T. Oglesby, and A. W. Miller, former agent, who was recently transferred to Riverside.

Registering a sales increase within a period of three years of 86,283 units, the Alhambra, Calif., marketing station of the Los Angeles district has shown one of the most progressive growths of any unit in the company's sales organization.

A total increase of more than 400 per cent has been registered since February, 1929, when the

station was first opened for business. Equipment at the station has matched strides with the climb of the sales curve. Larger tanks have been installed, the size of the package good depot enlarged, and more delivery equipment put into service. Including A. W. Miller, agent, the station now has six men at work.

Wm. Groundwater Given Important Marine Post

William Groundwater, director of transportation, was elected first vice-chairman of the Executive Committee of the Marine Service Bureau at the annual meeting held in Los Angeles August 27. He was recently selected by the Pacific American Steamship Association, of which he is a director, to represent the Association in the Bureau which governs all maritime activities on the Pacific Coast, maintaining offices at Seattle, Portland, San Francisco, Los Angeles and San Diego.

The Marine Service Bureau has been in existence for the past twelve years. Its activities include the

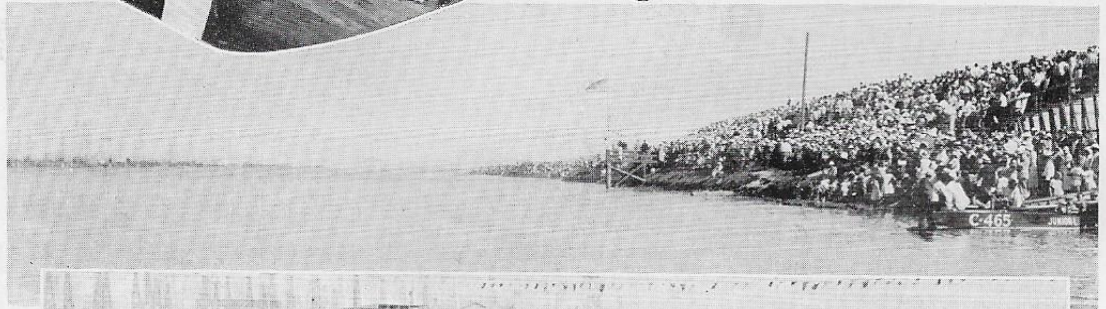
shipping of virtually all merchant marine seamen on the Pacific Coast and the assignment of long-shoremen and harbor workers. It also constitutes a board of arbitration in the case of disputes between employers and employees. It maintains a safety department through whose efforts it has been possible to reduce accidents to sea-going and waterfront employees.

So marked has been the progress of the Marine Service Bureau that U. S. Gulf and Atlantic ports are patterning regulations and procedures after those used on the Pacific Coast.

Olympic Rowing Course Boats Used 76



In the picture at the left, left to right, you see F. J. Muller, American coach; H. R. Simonson and Veldon Wilson, skippers of utility boats, and Olson. Middle view shows the Olympic rowing course. Fleet of boats used by coaches and trainers is shown tied up at floating dock in front of boat-house in bottom photograph.

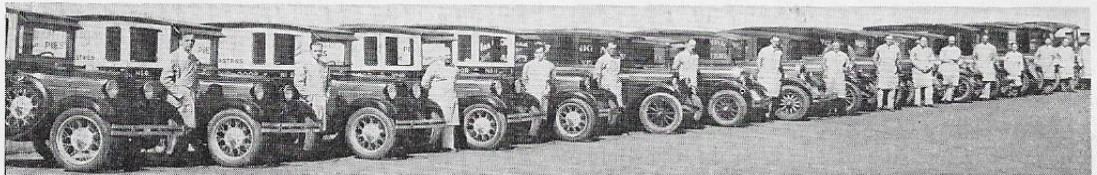


Enterprising Toby Olson, manager of Union Service Stations, Inc., unit No. 838, at Second and Artesia streets, Long Beach, Calif., made the most of the fact that the Olympic rowing course was within a few blocks of his station by securing all the gasoline business for the boats which were used by coaches, team attaches, photographers and newspaper men during training and competition.

Olson solicited the management of the course

prior to the arrival of the Olympic participants and was granted the exclusive privilege of bringing gasoline onto the course. For a period of six weeks he serviced all the official boats permitted on the course. Olson also reported the fact that of the thousands of rowing enthusiasts who flocked to the rowing course to see the various events, not a few expressed their preference for Union 76 by stopping in at his station.

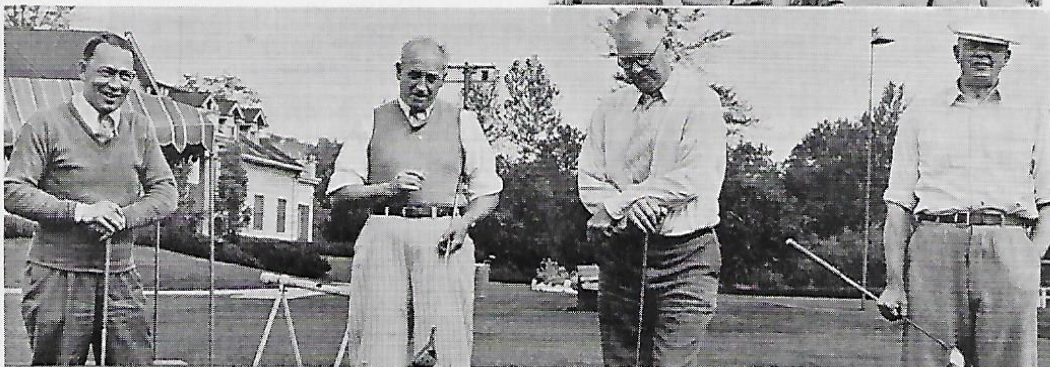
San Diego Bakery Fleet Fueled with 76



This picture shows the extensive fleet operated on Union 76 gasoline by the Conkling Bakery, San Diego. Maintenance men of the bakery equipment are ardent boosters of Union 76, specifying it for exclusive use in the trucks, and use Union lubricants 100 per cent.

Seattle District Plays at Golf

The official stenographer's foursome, competitors in Seattle district's blind-bogy tournament, are, left to right: Ester Bernard, Marie Lane, Harriett Crockett, Alma Lee Wilson. The foursome shown below, left to right, includes Russel Brand, lubricating oil representative; P. A. Clegg, district accountant; M. W. McAfee, district manager, and J. Federspiel, assistant district manager sales.



A blind-bogy golf tournament, an annual affair of the Seattle Union Oil Company's Seattle District, held July 9 at the Earlington golf links, one of the Northwest's most beautiful private courses, brought out forty-four entrants and some latent batting talent. Scores ranged from 76 to 200.

It was a particularly bad day for senior sales executives. One assistant district manager came

up to the ninth hole with a score of 71 and decided the other nine holes didn't matter. Another assistant district manager played a splendid game but was out-driven, out-approached and out-putted by a member of his foursome. The district manager romped home with a card of 132, proving there is at least no depression in golf scores in the district office.

Dairy Fleet Reports Increased Mileage with "76"



Twelve of the twenty-four trucks operated by the Wasco Creamery Company are shown above in front of the company's plant at Wasco, Calif. This concern supplies the southern part of San Joaquin Valley with dairy products and ice cream, and in the past five years has built a fine plant at Bakersfield and aggressively entered the Los Angeles market. R. G. Elliott, automotive and garage superintendent, reports his trucks, fueled with Union "76," are operating on 23 per cent less gasoline than formerly. Their power and pick up has also been improved, he declares.

UNION PROVIDENT FUND

Disability Benefits

AS OF January 1, 1932 all life insurance companies in the United States made drastic changes in the disability provisions on all new life policies issued after that date. In order to put disability provision No. 40 of the Fund on a sound actuarial basis the following revised ruling was approved by the Board of Administrators of the Fund at a meeting held November 5, 1931 and was ratified by the Board of Directors of Union Oil Company of California at a meeting held April 8, 1932:

40. Every member who becomes totally and permanently disabled, as the term is hereinafter defined, (except those cases covered by the Workmen's Compensation Act of California or similar workmen's compensation statutes) shall be retired from active membership regardless of age. Said retirement shall be made at the time and in the manner specified in Section 42 hereof.

A member so disabled with less than 3 years' membership will receive only his entire personal contributions and any credits under Section 18 (c) hereof together with interest as above provided.

A member so disabled with over 3 years' membership but less than 15 will be treated as a withdrawal and will receive his entire personal contributions and any credits under Section 18 (c) hereof together with interest as above provided and a part of his credit balance remaining on the following basis: For members of over 3 years' membership 40 per cent of their credit balance remaining and an additional 5 per cent for each additional year of membership over 3 years. At the option of the Board, this may be paid in 60 equal installments.

A member disabled with over 15 years' membership but less than 16 will receive a monthly pension equal to 1/12th of 20 per cent of his average annual salary for the ten

most recent calendar years of membership and, for each additional year of membership over the 15 years provided above, such member shall be entitled to an additional 1 per cent over and above the 20 per cent for the first 15 years' membership. This monthly pension shall be payable from the member's total credit until the same is exhausted and thereafter shall continue so long as the member lives and remains totally disabled. If a disabled member should die before his total credit is exhausted, the balance calculated on the mathematical basis of the Fund shall be payable as a death benefit in accordance with the provisions of Section 44 hereof, except that the beneficiary may be named at any time prior to payment of the first disability pension but, if upon the death of a member the total credit shall have been exhausted, then nothing shall be so payable. If at the time of disability a member's total credit in the Fund will purchase a greater amount on the mathematical basis of the Fund than the foregoing payments, the member shall be entitled to the benefit thereof.

The following new provision to be known as 40 (a) was approved and ratified on the same dates:

40 (a) When a member of less than 15 years' membership becomes totally and permanently disabled, the amount of any unpaid loan, together with interest at 6 per cent as provided above, shall be deducted from the amount due him under Section 40.

When a member of 15 or more years' membership becomes totally and permanently disabled, the amount of any loan together with the interest as above provided, shall be liquidated in full or the amount of his monthly pension shall be reduced to bear the same ratio to the pension provided under Section 40 as his total credit, less indebtedness, bears to his total credit in the Fund.

Group Insurance

On July 19, 1932, Bulletin No. 69 was issued by the Manager of Insurance and Personnel advising all employees that new arrangements had been made with the Equitable Life Assurance Society, with which concern group life insurance is carried, whereby employees could have greater selection in the method of payment of this insurance in the event that they should pass away while in the company's service.

It is felt advisable to repeat the substance of this bulletin by showing in detail the new riders to the Master Insurance policy so that all employees may be certain of having this information and clearly understanding it:

1. Payment to beneficiary in one lump sum as before.
2. Payment in monthly installments as set forth in the following table:

Number of Monthly Installments Payable	Amount of Each Monthly Installment per \$100 of Insurance
6	\$167.69
7	143.91
8	126.08
9	112.21
10	101.11
11	92.03
12	84.48
15	67.82
18	56.73
21	48.80
24	42.86
30	34.54
36	28.99
42	25.03

48	-	-	-	-	-	-	-	22.06
54	-	-	-	-	-	-	-	19.75
60	-	-	-	-	-	-	-	17.91

3. Payment partly in one sum and the balance in installments under the provisions of Option 2.

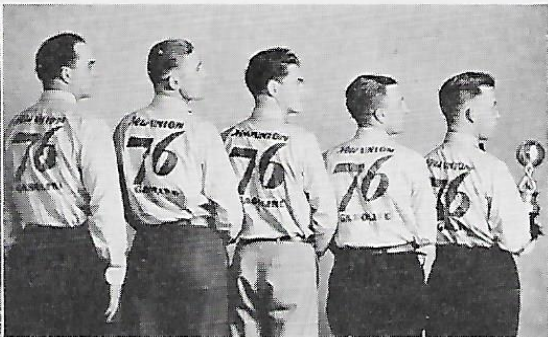
The first monthly installment will be due on the receipt of due proof of the death of the insured employee, and subsequent installments monthly thereafter. In the event of the death of the beneficiary before all of the installments due under the option selected shall have been paid, the unpaid installments shall be commuted at the rate of 3 per cent per annum compound interest and paid in one sum to the executors or administrators of the beneficiary.

The installments payable under the foregoing options are based on an interest earning of 3 per cent per annum; but if in any year the society declares that funds held under such options shall receive interest in excess of 3 per cent per annum, an excess interest dividend, as determined and apportioned by the society, will be paid with the installment, if any, due on the anniversary in that year of the due date of the first installment.

Under this new provision, it is also possible for the beneficiary to have the installments extended over a still longer period of time by making the request at the time the insurance matures, provided that no installment settlement be elected under which the amount of each installment payable would be less than \$10.00.

Employees who are interested in arranging for either Plan 2 or 3 as outlined above, may apply directly to the Manager of Insurance and Personnel and the proper forms will be furnished them.

"76" Bowlers Win Championship



Winning over Fredericksen's by 117 pins, the Union 76 team, shown above, recently bowled itself to the championship of the Commercial Bowling League of Walla Walla, Wash. Wallace, agent for the Union Oil Company at Walla Walla, was high point man for the Seventy-Sixers, despite the fact that he entered the tournament without any previous bowling experience. Left to right, Wallace, Gildersleeve, and Troyer around the Falkenberg trophy which they won.

SAFETY IN THE UNION



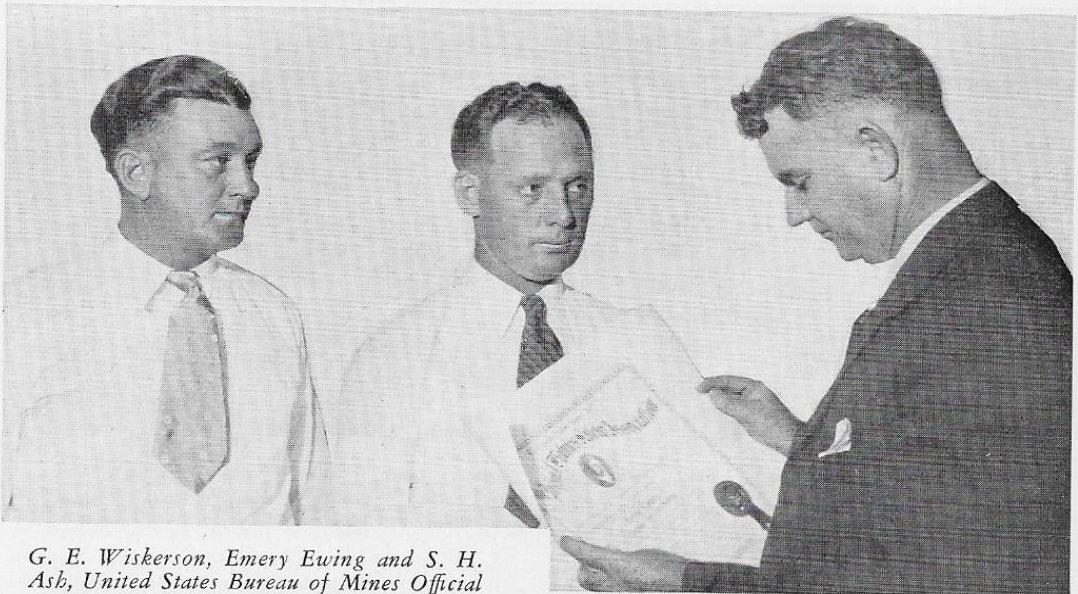
Heroism Recognized

When fire, more than a year ago, destroyed the company warehouse at Visalia, California, there was set in motion a series of events which culminated last month in Fresno when S. H. Ash, district engineer, United States Bureau of Mines, presented to Emery Ewing the gold medal and diploma of the Joseph A. Holmes Safety Association. There also, J. M. Geary, manager of refined oil sales, announced that the company had awarded Ewing five hundred dollars for meritorious service.

The story of the Visalia fire and the heroism of Ewing and the quick and effective work of G. E. Wiskerson are found in the official reports of the Safety Board, from which the following extract is quoted:

"When Bragg, the truck driver, took off the cap to the discharge pipe of the truck, a full stream of gasoline came out and struck the edge of the east pumphouse door, part of the stream going into the pumphouse and part running along the side of the building past the door of the office immediately east of the pumphouse. Ewing, inside the pumphouse, and the three men inside the office, as well as Wiskerson who was in the garage, all heard the stream strike the door frame and metal building and realized that something was wrong. McKim was the first to reach the door of the office and came out into the space between the truck and the building (about three feet in width), leaving the door of the office open behind him but closing the screen door. He saw Bragg half way under the

truck trying to manipulate the discharge valve. Gasoline was spraying over Bragg's feet and trousers and some of it splashed back from the building onto McKim. Just then Rossi started to come out of the door, but only succeeded in opening the screen door when there was a flash within the office which immediately enveloped the entire building, the transport trucks and the space between. Wiskerson ran out of the south door of the garage, but Ewing had no choice but to come out through the pumphouse door right into the stream of gasoline since the other door to the pumphouse was blocked. Coming out, Ewing ran into the trailer and was knocked down and then escaped between the truck and trailer over the trailer tongue. In doing so he collided with Bragg, who was on fire. When Ewing found himself outside of the burning zone he had presence enough to roll in the gutter and put out the fire on his clothing. He then looked back and found Bragg still staggering about between the truck and the trailer calling for help. At the risk of his own life Ewing, whose clothing was still saturated with gasoline, went between the truck and trailer and hauled out Bragg, who immediately started to run away from the fire. Meanwhile Wiskerson had grabbed a 2½-gallon soda and acid extinguisher and had come around the east end of the truck just in time to run into Bragg. Using the soda and acid extinguisher after a sharp command to stand still, Wiskerson succeeded in extinguishing most of the fire on Bragg."



G. E. Wiskerson, Emery Ewing and S. H. Ash, United States Bureau of Mines Official who made the award.

REFINED AND CRUDE



By RICHARD SNEDDON

Now that all the experts have scribed and orated the glories of the 1932 Olympics, cup your ears, friends, and listen to the impressions of one whose sole claim to athletic eminence lies in the fact that at eighteen years of age he won a race for boys under fourteen.

* * *

First of all, we were amazed to find that not a single gas company was represented in the 10,000-meter race.

* * *

Also, that some of the very best diving was exhibited in the equestrian events.

* * *

The manner in which the contestants kept on busting records carried us back in memory to those exciting days when Junior first learned to run the phonograph.

* * *

And we have it on good authority that one unfortunate cyclist, competing in a cross-country event, was forced to make a detour of several miles when he found himself confronted with a sign reading, "No peddlers allowed".

* * *

However, by taking the corners on two wheels for the remainder of the route, he managed to finish up the same day as the other competitors.

* * *

On another occasion, with enough judges on hand to organize a Grand Jury, a discus thrower heaved the platter almost into Fresno County, and not a single judge saw the throw. Say, was he discusted?

* * *

And of course you have heard of the college boy who refused to participate in the track events, because he didn't want to get his chest all bruised up breasting tapes.

* * *

The foreign games made a big hit with the fans, particularly the exhibition of lacrosse. The idea of this game seems to be to get twenty-two young buskies to lambaste each other lustily over the head and arms with butterfly nets, while the umpire pipes a tuneless staccato on a small whistle. Periodically a diminutive rubber ball comes into evidence, but so far as we were able to observe, it has no essential part in the game.

* * *

Field hockey is much the same as lacrosse, but the players apparently feel they can make a more profound impression on their opponents by using a heavier club in place of the butterfly net.

Football, which also received a measure of publicity, needs no introduction to California. It is considerably more expensive than either lacrosse or field hockey, and as a matter of fact, we would not be the least bit surprised to learn that the fellow who won the high jump is the same bird who puts the prices on football tickets.

* * *

The sprints were without doubt the most colorful events in the whole program, due of course to the presence of Eddie Tolan and Ralph Metcalfe.

* * *

A hundred and fifty thousand people watched the final performance of the eight-oar crews at Long Beach, and as the slender shells shot swiftly across the sunlit waters (where have I heard that before?) the multitude continuously voiced its enthusiasm in mighty rowers.

* * *

And then they say rowing is a dippy sport.

* * *

Next they'll be telling us that a swallow dive is a speakeasy.

* * *

So far as the yachting is concerned, never having owned anything more pretentious than a six-inch model, we don't know what the helm it was all about.

* * *

Nor are we able, unfortunately, to report on the art exhibits. However, from all accounts, the International Chess Tournament now going on is furnishing some excellent studies in still life.

* * *

As might be expected, the most temperamental bunch of athletes in the contests were the boxers. These babies always have to be handled with gloves on.

* * *

And concluding our comments on a really wonderful show, we have this to remark: If you didn't see all you wanted to see of the Olympics, don't get gloomy about it. Heck, they'll be right back here again in forty years.

* * *

Reverting now to the prevailing topic, depressions unquestionably have their advantages. Have you noticed, for instance, that a lot of fellows who were formerly designated as lazy loafers, are now referred to as unfortunate victims of the unemployment situation?

* * *

And for our last word, remember this: Many a chap gets credit for enjoying his work, when in reality he is just chuckling over something that happened the night before.

