

"On Tour"



FEBRUARY, 1947

MOVING DAY (See Page 6)

Telling the Public in '47

VOL. 9, NO. 2

On Tour

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NO CRYSTAL BALL, BUT...

HINDSIGHT is considerably sharper than foresight; nearly every second guesser has 20/20 vision when he looks back and tells how it *shouda* been done.

Once in a while, happily, it is possible to look forward and see the future with this same clarity. While "On Tour" isn't a crystal ball, you can take one of those forward looks on the following pages. Even without reading between the lines you can see good days ahead for your Company—and you.

They'll be good because of an aggressive policy which extends from Field to Marketing.

Read the story titled "Telling the Public in '47" which starts on the facing page. Behind Union Oil's advertising program is an aggressive sales and product development policy. The advertisements promise excellent service in clean stations—training backs up the promise. They promise new, top quality products. On Page 14—and before long in Minute Man Stations—you can find out something about those new products: a gasoline, a motor oil, and a gear lubricant. These three are definitely Union Oil *firsts*, both in time and in quality.

Another "first" crops up on Page 4—Hypersorption, a superior process discovered by Research for obtaining those chemical building blocks, petroleum gases. The process is *good*. Chemical firms are already licensed to use it.

"It PAYS to Grow Older", on Page 8, explains service continuity—a phase of the Company's employee relations policy, a policy which has been pursued so aggressively that Union Oil ranks high in an industry which is *itself* a leader in the scope of its members' benefit plans.

Occasionally, of course, even the best-intentioned policy gets a set-back. In the December issue of "On Tour" there was a story concerning proposed Triton grease manufacturing facilities at L. A. Refinery. The project, when completed, would enhance Union Oil's ability to supply the demand for its products. Unfortunately, the expansion program has been shelved, at least temporarily. Inflated costs and the uncertainties of material procurement are the reasons.

There are other articles in this month's magazine on the Field and Manufacturing Departments which point up the active, aggressive policies being carried out by Union Oil. What they tell is important to you, for an aggressive policy is requisite for success in the highly competitive oil business. Those companies which don't keep trying to get there "fustest with the mostest" eat an awful lot of dust.



THE COVER

Jim Potter doesn't seem bowed down by the weight of this box full of files as he helps the Engineering Department at L.A. Refinery move from its old quarters into the new Administration Building (See Page 6).

BACK COVER: Bill Arnold, Northern Division Pipe Line gauger checks a gate near McKittrick.



Telling the Public in '47

AIMED at developing and maintaining demand for the products of Union Oil's fields and refineries by offering millions of potential customers the best in quality and service, the Company's 1947 advertising and sales promotion program is keyed to a buyer's market.

Newspaper, radio, billboard, and magazine advertisements will tell the story of Union Oil Company and em-

phasize the advantages of its products and services. Point-of-purchase displays at the service stations will invite the motorist in, promising him, again, superior products upon which the Company has based its success with the public.

Backing up its words with actions, during the first few months of the year Union Oil is offering an improved

Union Oil's 1947 advertising and sales promotion program was presented to its field personnel and dealers at a series of meetings held throughout the marketing territory during January and February. This picture was taken at Long Beach.





TAXICAB



PRODUCT



SERVICE



INSTITUTION

"76" gasoline; introducing "7600" gasoline, the sensational new motor fuel; bringing to the retail field a great motor oil, Heavy-Duty Triton; and giving Unoba a running mate in an All Purpose Gear Lubricant. It is carrying on an education program for its dealers and service station operators which will give meaning to the Minute Man Pledge:

I promise to keep my station and restrooms CLEAN and to serve you in a SPEEDY, COURTEOUS manner that says I want your business . . . and I know my own.

UNION Oil's 1947 advertising campaign is one of the greatest in the Company's history. Each of our newspaper ads will reach over 7,000,000 people. The Sunday color ads reach another 4,000,000. Magazine ads will appear before 6,000,000, and the traffic past our outdoor posters figures up to nearly 9,000,000 people every day. More than a million are tuned in to "Richard Davis" every Monday night!

The advertising campaign is a three-fold project, embracing the institutional series (advertisements such as appear on the back cover of "On Tour"), the consumer campaign, and trade journal advertisements.

Institutional ads are scheduled to appear every five weeks during 1947 in all of the daily newspapers in our marketing area along with a campaign in LIFE, the NEW YORKER, and the alumni magazines of most schools in the West. The total circulation of each of these ads comes to 12,500,000 readers. This campaign is designed to create goodwill toward the Company by explaining Union Oil to the public and by telling of our everyday life as a group of people.

Consumer advertising is divided into two classes, pro-

ducts and services, with product advertising concentrating on Triton.

Our Triton story is still new—still noteworthy. A survey made after Premium Triton had been on the market only six months showed that an unusually high percent (72%) of the 2,000 motorists interviewed in the course of a survey were familiar with the slogan "only two drains a year." More important, the survey showed that almost one-third of our present Triton customers started using the oil after January 1, 1945. Sales figures corroborate the survey.

Triton is now the second largest selling brand of motor oil on the Pacific Coast.

Triton advertisements in 1947 will depart somewhat from the "announcement" type carried in 1946, and begin explaining specific points concerning the oil: its resistance to thinning, sludging and other ills to which motor oils are heir. Featuring large, colorful illustration, these advertisements will appear eighteen times during 1947 in comic supplements and pictorial sections of Sunday newspapers. Each ad will reach over 4,000,000 potential customers.

Backing up the newspaper advertisements will be six months of outdoor postings reminding the motorists that Triton is the oil you need change only twice a year.

Feeling that people are weary of poor treatment, the Company is devoting five months to billboards telling of its service with speed, courtesy, and cleanliness as the main theme.

The campaign will point out such Minute Man extras as "ring around the rosy" pump island procedure, Unoba, the belt without a buckle, and patented windshield towels. Some of these may seem relatively unimportant, but they prove a point.



INDUSTRIAL



TRAINING



SERVICE STATION



RADIO

Another interesting innovation in outdoor advertising is the border bulletins set around the outskirts of our marketing area to notify incoming tourists that they are entering the territory of Union Oil Company. These border bulletins are specially treated with a new process called Scotch-lite, which shines in the dark when car headlights strike it, giving 24-hour advertising value.

On the radio, the Company is continuing to use its mystery program to sell monthly merchandise specials. "Richard Davis" has followed in the footsteps of "Michael Shayne" by staying among the first six mystery shows on the air. It has an audience of approximately 1,000,000 people every Monday night.

Third of the campaigns, trade advertising, will include

Mission San Xavier, southwest of Tucson, Arizona; one of the scenic views of the West in Union Oil's 1947 post card series.



ON TOUR

every important industrial field, with ads appearing in aviation, farm, construction, manufacturing, lumbering, mining, and similar trade publications.

UNION Oil's advertising is directed at a large, general audience; its sales promotion is directed specifically at the motorist, its single purpose is to bring him into a Union Oil service station to buy. Part of this job is done by advertising, the remainder takes place at the station.

"Point-of-purchase" sales promotion's first task is to attract the customer's eye to the station. Hence there will be regular posings of display boards featuring Triton, windshield cleaning, credit cards, Stop Wear Lubrication, scenic post cards, and clean rest rooms. All of the services have been proved to have special attraction for motorists—and the scenic post card is one of the finest sales aids the Company has ever employed. The program calls for the distribution of 9,000,000 views of the West.

Once the customer has driven up to the pump island, the operator's personal approach and training—another phase of sales promotion—takes over. Hence, a number of instruction booklets and sound slide films are being produced in 1947 for dealer education in products and in the "How" of selling and servicing.

Competition in the oil industry is always keen; the present year will undoubtedly be one of the most competitive in the industry's history.

The scope and tone of Union Oil's advertising and sales promotion program is the Company's announcement that it recognizes this fact. But it is more. It is an announcement of a determination to hold to the standards of quality merchandise and to present to the public the finest, cleanest stations, manned by well trained personnel who through their service express a sincere desire to please—to say "I want your business . . . and I know my own."

hypersorption

a new word in industry

THERE'S a new word in industry, coined by Union Oil Company—Hypersorption. It's going to affect the food we eat, the clothes we wear, the medicines we take, the radiators of our cars, and many other phases of our daily life through chemicals derived from petroleum gases.*

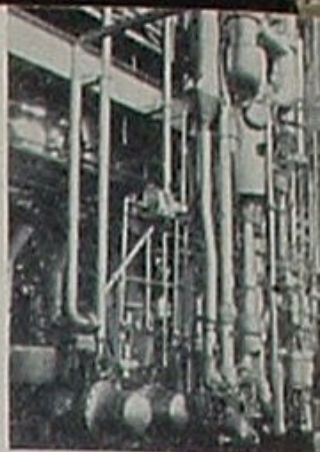
Methods exist for recovering or producing from petroleum gases products such as helium, carbon black (used in the manufacture of tires), alcohols, pharmaceuticals, and plastics, but in many cases these methods are costly. Union Oil Company has long been experimenting to find better and less expensive methods of recovering and utilizing petroleum gases: for example, our chemists were prominent in the development of 100-octane gasoline from natural gas even prior to the war.

But no development of the Company has been as significant as Hypersorption. Even research men cannot say specifically what the ultimate results of this new process will be, but this they know: They have made available to the entire chemical industry a method superior to any heretofore used for obtaining raw materials from gases. What is done with those raw materials depends upon the inventiveness of the men who work with them.

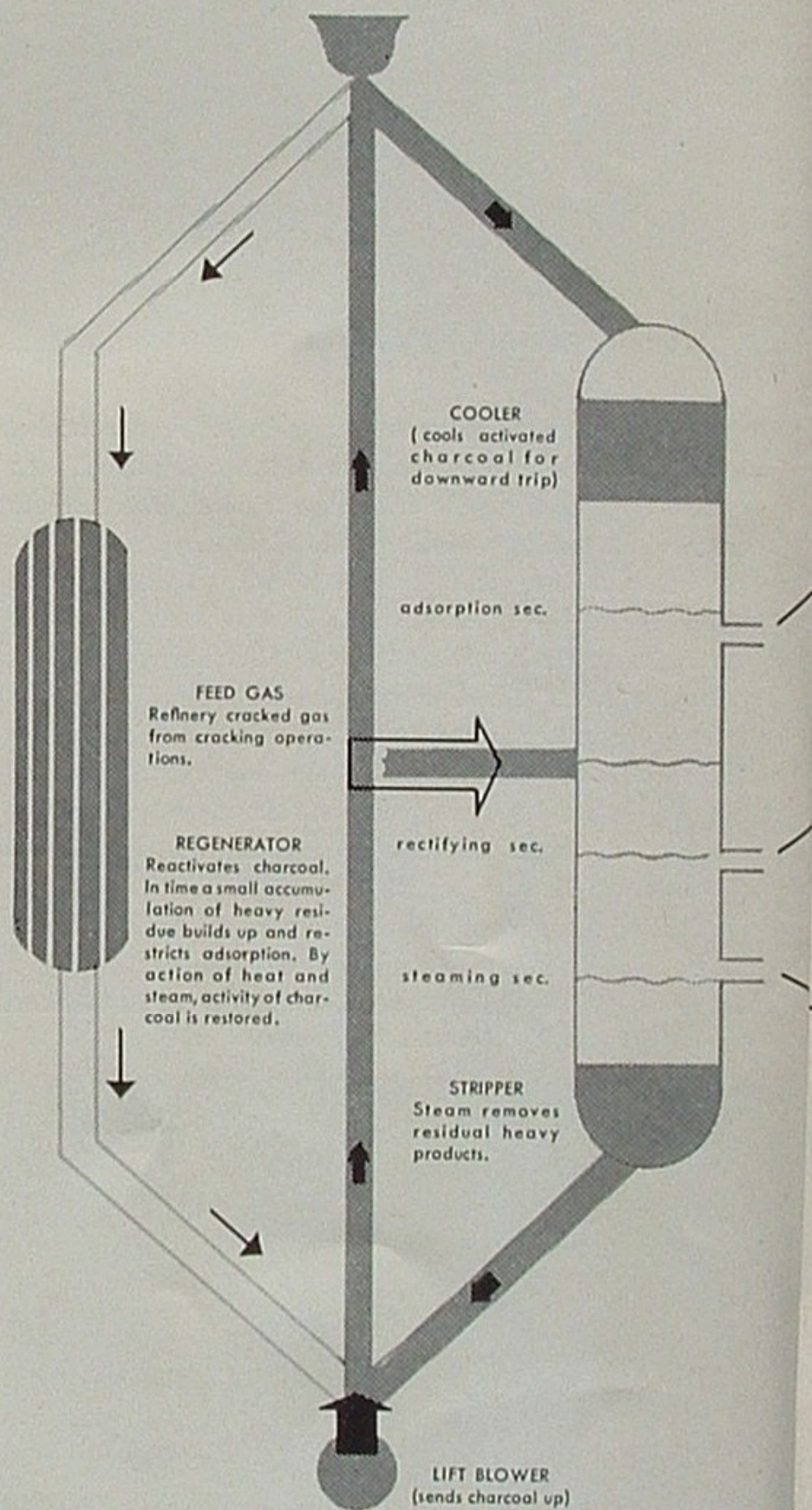
Hypersorption is taken from "hyper," meaning "beyond the ordinary," and "adsorption," as opposed to "absorption." Absorption means to swallow up, and refers to the solution of gases in solvents, such as absorption oil, but adsorption means to adhere to (like adhesive tape) and refers to adhesion of gases on solid surfaces. So the word Hypersorption describes a process in which gases are separated in a highly efficient manner by means of their differences in adhesion to a solid, activated charcoal.

Activated charcoal, or carbon, is a special grade of charcoal, processed so that it has many tiny holes, much like a sponge. It will absorb the heavier components of natural gas to a greater degree than the lighter parts.

When Clyde Berg and his group of chemical engineers were authorized to concentrate on the problem, they first made a thorough study of all existing processes. It soon became apparent that petroleum gases would be most useful if separated into their individual parts and those parts processed under the most desirable conditions for each. There seemed to be no hope for accomplishing this separation cheaply until they hit upon a scheme for using the peculiar properties of activated charcoal.



Hypersorption Pilot Plant

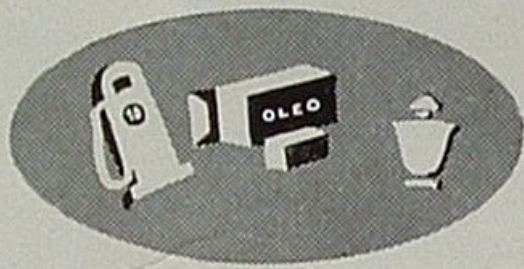


*Petroleum gases are those unruly substances which are separated from natural gasoline, passed through absorption oil, then sent back to repressure the field or sold as domestic and industrial fuel. See *On Tour*: "Handle With Care," September, 1946; Flow Chart, January, 1947.

Studies were made of all possible reactions of the gases with the carbon and figures compiled. It was finally decided that separation would be best accomplished by a "moving bed" of carbon, that is, by passing the gas up through a downward moving mass of carbon. Glass flow models were made through which the motion of the solids in various parts could be studied, and when a system had been devised, a small pilot plant was constructed.

The pilot plant is a baffling array of pipes, which almost suggests a pipe organ. It is the core of the manufacturing process. Here, on a small scale, are all the essential parts of an operation, where they can be studied closely and perfected. The Hypersorption pilot plant is a tall round column with a "cooler" at the top and a steaming section at the bottom. In between, the granular activated carbon separates gases into parts and then passes down

LIGHT PRODUCT GAS
Released from feed gas as charcoal adsorbs the heavier particles and carries them down.



SIDE CUT GAS
Some light product gas is carried down by the charcoal. In the rectifying section some heavier products sent up from the steaming section are adsorbed thereby releasing the lighter components which are drawn off here.



HEAVY PRODUCT GAS
Liberated from activated charcoal by contact with steam.



into the steaming section for removal of the adsorbed material.

It is not hard to imagine some of the problems of our research men at this point: they had to study temperatures, speeds of the gas through the carbon, amount of adsorption, products obtained, etc. Several pilot plants were constructed and underwent changes as they were adapted to the data obtained. The final design represents a culmination of discoveries resulting from the operation of the many pilot plants. The present plant is in reality a "semi-commercial" unit in that it can be used for manufacturing on a moderate scale. Its great advantage is that separation of gases can be accomplished at a wide range

of pressures from atmospheric to several hundred pounds per square inch.

Did we say "final design"? No process developed by the Company is ever considered "final" because our technologists are always striving to further perfect what we have. But we do have a method which operates to our satisfaction and to the satisfaction of a number of other companies which have asked us for licenses to build Hypersorption units according to our plans. The first full-scale plant using the new process goes on stream shortly.

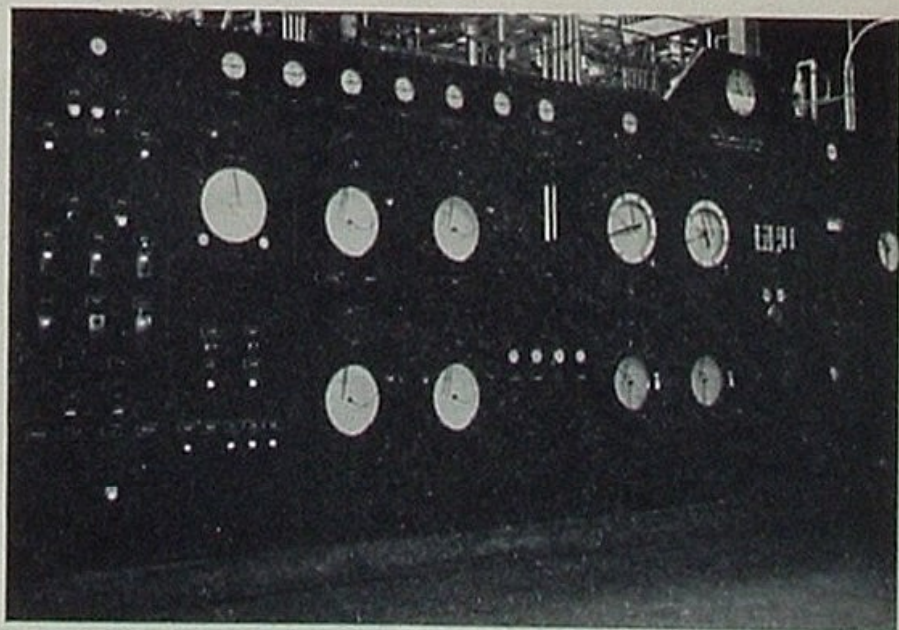
What are some of the specific accomplishments of this process? Well, it enables hydrogen and ethylene to be recovered cheaply from gases produced in thermal and catalytic cracking operations. Hydrogen is a material of many uses; for example, it is employed to convert certain vegetable oils into margarine, to produce ammonia for fertilizers, to make compounds useful in plastics. Ethylene likewise has many uses—from it are produced glycol for anti-freeze, oils, plastics, ethyl alcohol (also made from grain), etc.

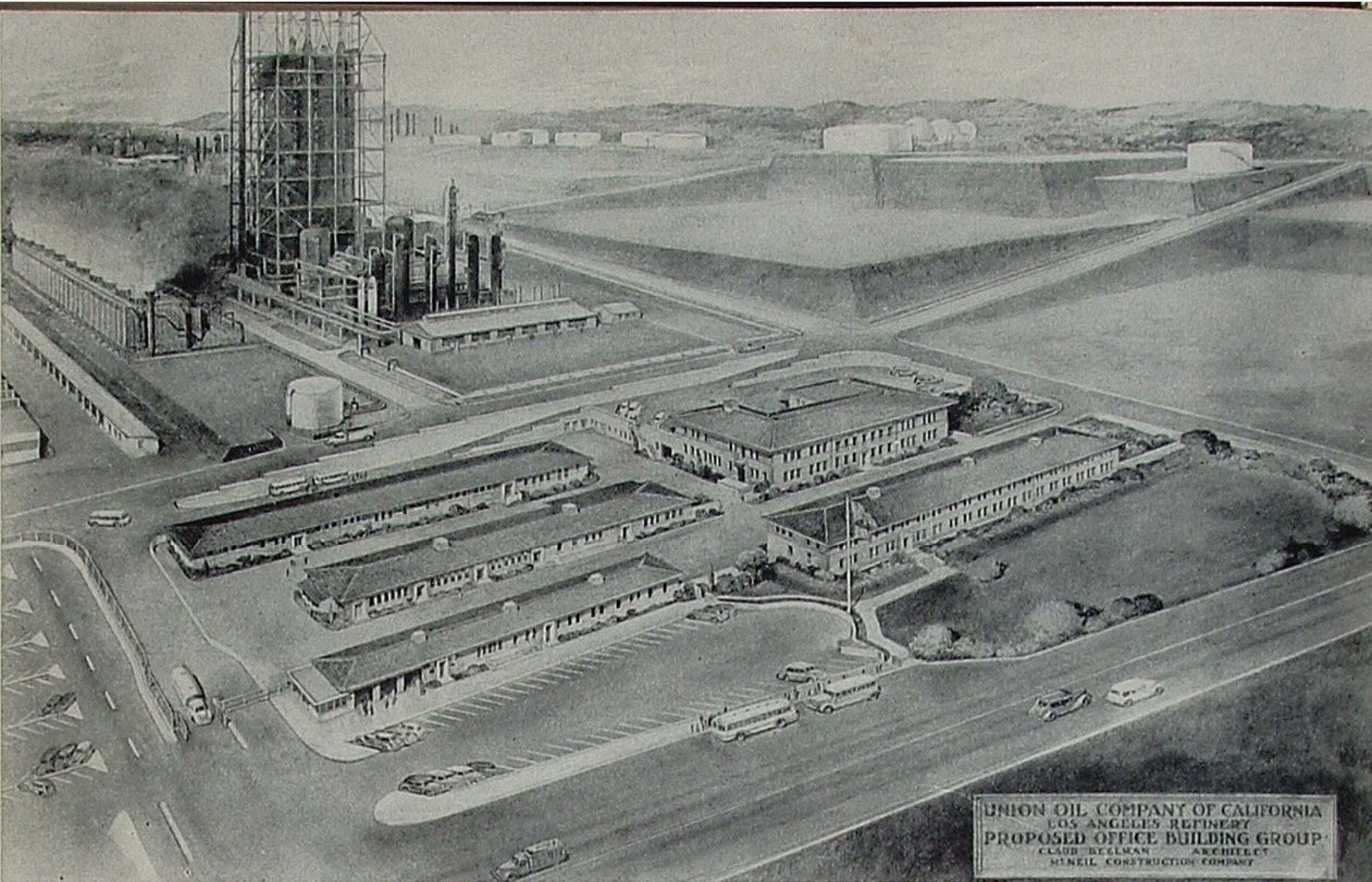
Hypersorption enables us to recover propane more economically from natural gas. Propane can be cracked to produce ethylene, acetylene, propylene, and other hydrocarbons which are then recovered from the cracked gases by Hypersorption. These products are important in manufacturing operations of the chemical and pharmaceutical industries.

Similarly methane can be recovered from natural gas by means of Hypersorption and then reacted with steam to give gaseous mixtures useful in the production of wood alcohol and other products.

Tests are constantly being made and data compiled on the performance of the Hypersorption pilot plant for besides its known achievements, there are endless potentialities which will benefit not only the Company and its employees, but industry as a whole.

The pilot plant control board, policeman regulating temperatures and flow in the Hypersorption unit.





UNION OIL COMPANY OF CALIFORNIA
LOS ANGELES REFINERY
PROPOSED OFFICE BUILDING GROUP
CLAUDE BELLMAN ARCHITECT
MENEIL CONSTRUCTION COMPANY

Artist's conception of the administration and service buildings at L.A. Refinery. On the left (front to rear) are the Personnel Building, the Cafeteria, and the Change House. On the right are the Administration and Laboratory Buildings. Note that the buildings are so placed that the flow of traffic to each is automatically segregated, and that each can be enlarged without interference. Shops and warehouse (not shown) are still under construction.

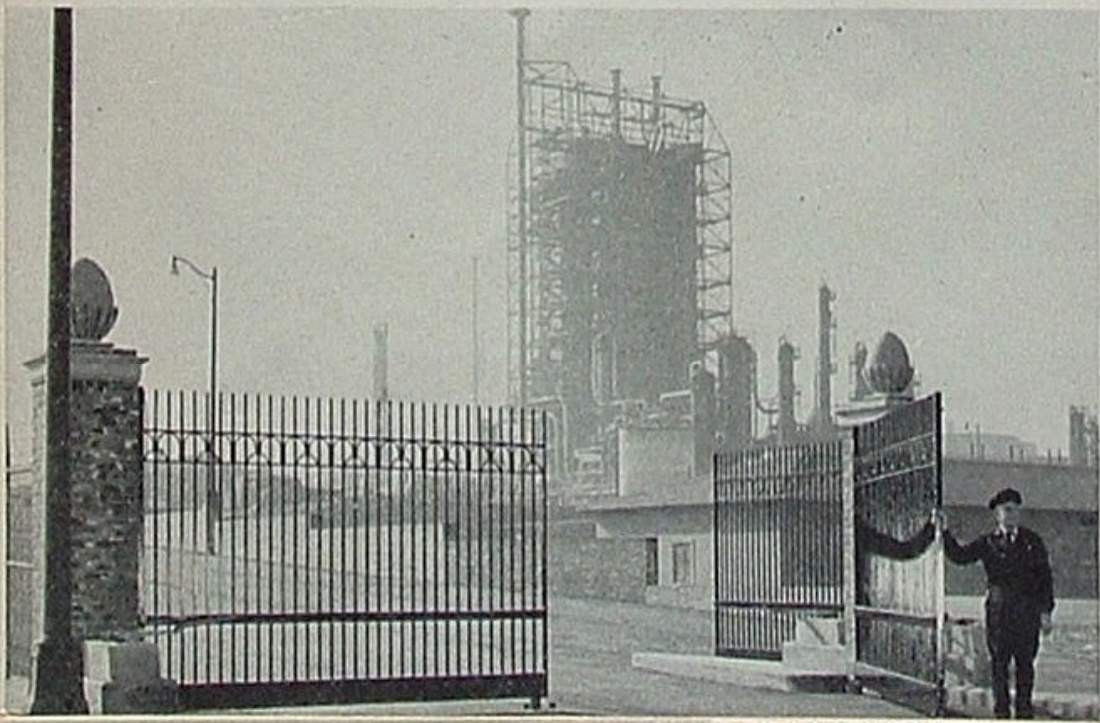
NEW BUILDINGS AT L. A. REFINERY GO "ON STREAM"

TOOLLED for the office worker—comfortable, yet designed for efficiency—L. A. Refinery's new Administration Building was opened for occupancy during November. A Personnel Building and a Cafeteria went "on stream" the following month; a Change House is ready to be put into service when shops and a warehouse are completed, around April 1.

Seizing upon the unusual opportunity for scientific planning offered by the construction project, design engi-

New "Main Gate" for the Refinery will lead visitors around the buildings, past the immense TCC unit. The Personnel Building is to the right of this automobile entrance.

The Change House will be put into service when the shops and warehouse are finished, about April 1. Like the other buildings, the Change House has been designed for comfort, utility, and ease of maintenance.





Welcome in! This reception desk is a foretaste of the Administration Building's modern interior. Employees are Betty Hobbs, Margaret Thom, and Roy Wills.



Here's your hat. . . Don Carr, Mgr. of Research, hands Refinery Manager Kenny Kingman his hat as a farewell gesture. Research has taken over the former Administration Bldg. now vacated by Manufacturing.



Administration Building has space for 102 single offices. Some have been combined, as in the case of Payroll. Note the interior windows, sound-proofed ceilings. Floor is of special sound-deadening construction.

neers located the buildings and laid out the individual units with two objectives in mind: to give employees the best possible environment and to speed the flow of people and work.

For example: Refinery employees may go through the entrance area and into the refinery without entering the Administrative section. All personnel functions—training, counseling, hiring, medical,—are housed in the Personnel building. The cafeteria is centrally placed.

Bright and spacious, the Cafeteria is centrally located. With two service lines, it has ample capacity for accomodating a "noon rush" comfortably. Storage facilities permit buying; construction allows for a 50 percent expansion.



Distracting noises have been minimized through sound-proofing; the buildings are color-engineered and air-conditioned. Particular attention has been given to ease of maintenance; for instance, plumbing is easily accessible; being built of brick the buildings require no painting, little repair; all permanent facilities are underground.

Even the small items have not been neglected in these most modern of Company buildings. Example? A step-saving dumbwaiter serves the cellar storage vault.

View from atop the TCC: All of the buildings are completed or occupied except the Laboratory (Left). As a safety measure, storage rooms in this building are equipped with automatic doors, sprinklers.



it **PAYS** to grow older

“A WOMAN and her birthdays,” says the proverb, “are soon parted.” Men, theoretically, let the years and the hairs fall where they may, but actually, age isn’t considered a suitable topic for polite conversation by anyone, once the petals have fallen from the bloom of youth.

There are exceptions, of course. For example, this article deals with age. Service age. It tells what the different kinds of service are, explains their importance, defines a few terms, and in one particular paragraph shows that most of us haven’t amassed quite as much service as we think. Above all it proves, we hope, that it pays to grow older—in Union Oil Company.

Primarily, it pays to grow older in Union Oil because service age is the basis for eligibility to participate in the



various benefit plans. Some of these require *three months’ continuous service* for eligibility; others require *accumulated service*.

On the day a new full-time employee reports to work, he establishes an *employment date* and begins building up both types of service simultaneously.

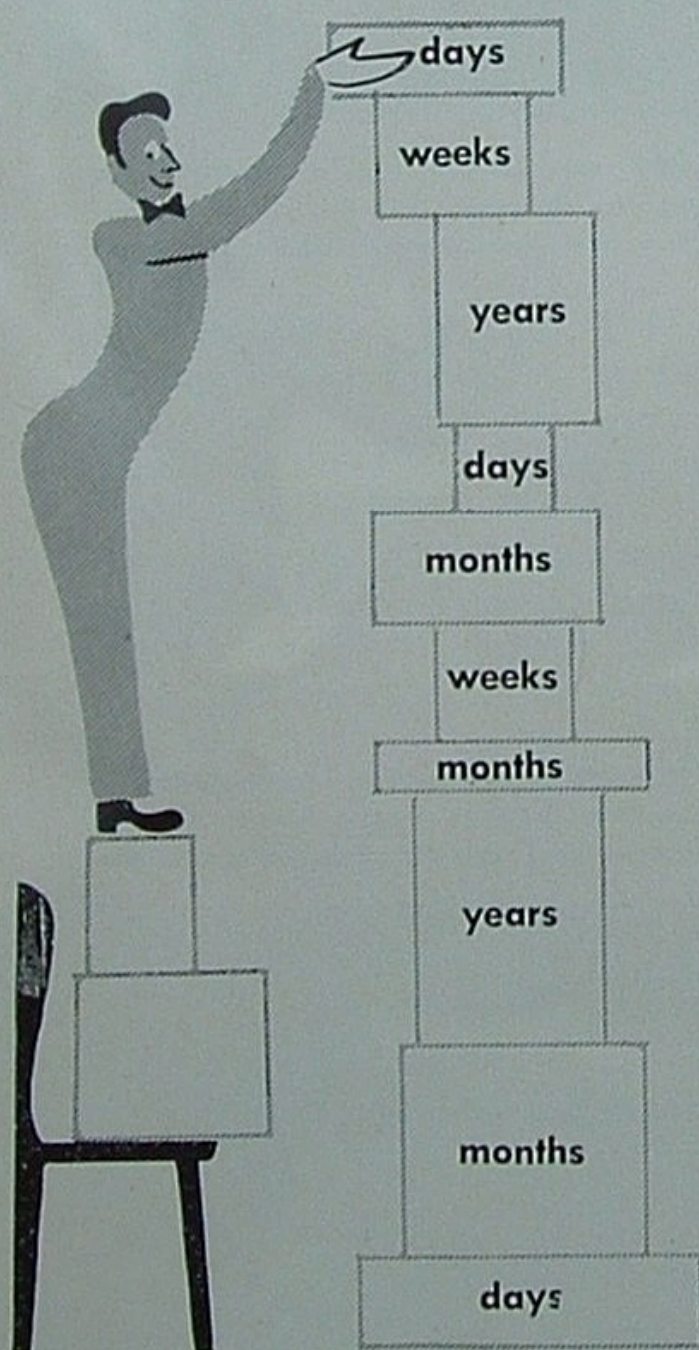
To complete the first type, three months’ continuous service, the new employee must be actively at work on all the regularly scheduled working days during a three month calendar period. If he is absent for any reason, he must start all over again to acquire his continuous service.

For example: If an employee had reported on the job December 1, and had not missed a working day, he would complete his three months’ continuous service on February 28. Christmas and New Year’s Day wouldn’t interfere, because they are regularly scheduled holidays. HOWEVER, if the new employee became sick on February 3, say, and stayed home, all his previous *continuous* service would be wiped out. The time worked of course would still apply toward *accumulated* service.

Employees who have completed their three months’ continuous service are eligible to participate in the Employees’ Benefit Plan, the Disability Benefit Insurance Plan, and the Contributory Group Disability and Life Insurance Plan on the first of the following month.

The three months’ *continuous* service gives you your initial toe-hold in Union Oil Company; the other type of service, *accumulated*, is the measure of your service age—every day you work adds to it.

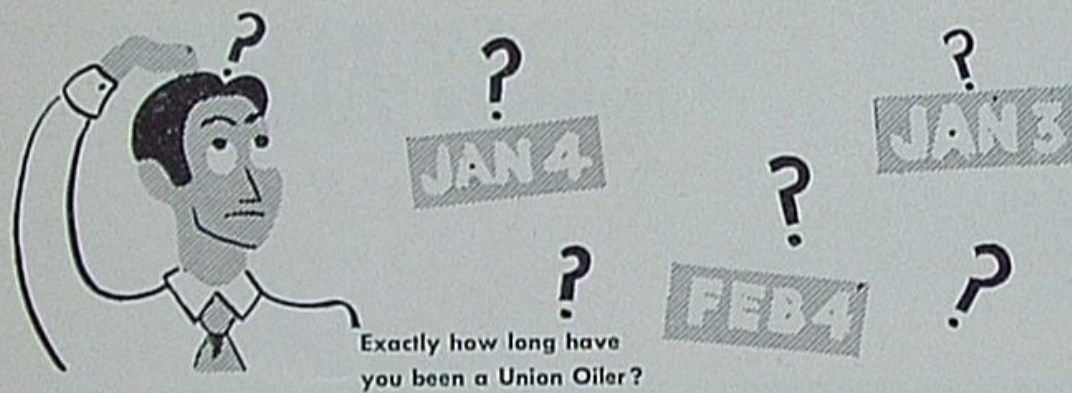
A full year of accumulated service is necessary before the new employee enters the promised land of additional benefits. To reach it, he must work the equivalent of 52



regularly scheduled work weeks. Those on a six-day week would work 312 days, those on a five-day week, 260 days, but in both cases the elapsed time would be at least a calendar year, never less. The stipulation that a year's service cannot be accumulated in less than 12 calendar months is made because otherwise employees working in departments where there is much overtime might accumulate the required number of working days in a shorter period than would employees in departments where there is no overtime.

Absences do not break your *accumulated* service; they merely extend the time it takes to accumulate that first year. In fact, an employee may be out of service due to lack of work for three months without losing credit for his previous service with the Company.

On the day that an employee accumulates his first year of service, he establishes a *service date*. Once this is done, the employment date loses all significance. The service date is arrived at by back-dating one year from the date when the employee accumulated his first year of service. It gives a standard starting point from which to count length of service. (Let's see now: *exactly* how long have you worked as a Union Oiler?)



Once an employee has accumulated his first year of service, he is considered as having *service continuity*.

Another set of benefits accrue to him. He is eligible for a two week's vacation and for certain holidays, both with pay. He is issued a Non-Contributory Group Insurance Policy in the amount of \$500. He is eligible for sick pay allowances (unless his union agreement specifies other handling.)

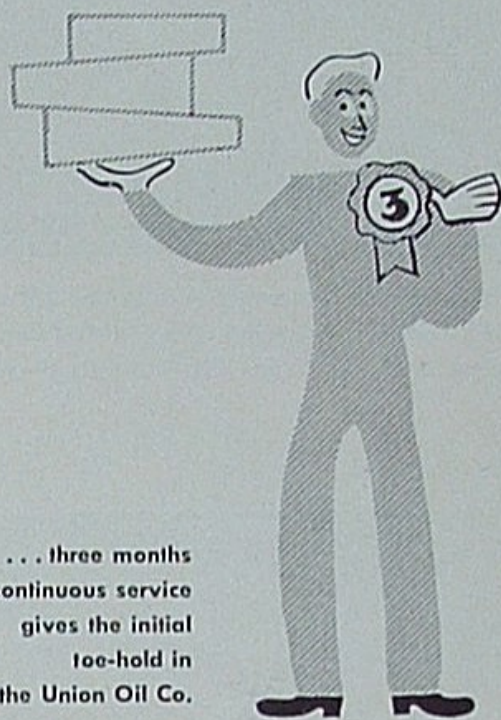
Also, from this time on his *service continuity* is rarely, if ever, broken. It is not affected by authorized holidays, vacations, regular leaves of absence, or sick leaves.

About the only thing that *will* break service continuity after the first year is a lay-off of longer than six months due to lack of work.

While the principal benefits come to the employee at the end of three months and twelve months, others are added as his service years pile up: longer vacations, increased Non-Contributory Insurance, lengthier periods

when he may be out of service, due to lack of work, without losing continuity.

For complete details on service continuity (and for other policy information, too) see your booklet, *WORKING TOGETHER*. It tells you that it is possible to grow old not only gracefully but also profitably—In Union Oil Company.





CHAMPAGNE FLOWED over the bows of two Union Oil vessels last month when the JORDAN VALLEY was rechristened the LOMPOC and the BIG BEND was given another famous name in Union Oil, OLEUM. Above are Captain Andreas



Moreland of the LOMPOC with Mrs. Sam Grinsfelder, who sponsored the christening of his ship, and Vice President Sam Grinsfelder. Mrs. Basil Hopper (right) holds the beribboned bottle with which she christened the OLEUM. With her is the Matron of Honor, Mrs. Ronald D. Gibbs.



UNION OIL FAMILY ALBUM



"TO PROVIDE MORE AND BETTER recreational and social entertainment"—that's the purpose of this recently formed Oleum Recreational Committee. Members: R. Carson, Leno Olivotti, C. E. Pedersen, Roy Alameida (Chairman), Winnie Bonicalzi, Sadie Hillis, Bud McGough. Absent: Fisher, Valerro.



IT'S JUST A GAG, FOLKS! Grant Hendricks, Research, won the championship flight in a L.A. Refinery golf tournament and the happy looking gentleman on your left, Ross Hanson, Research, took the putting prize.

THIS IS Bob "Practically Surrounded by Women" Hope broadcasting from amid a group of Head Office Girl's Club ladies, namely, Caroline Lyons, Nellie Nardini, Amy Lightner, Ruth Anderson, Helen Nickleson.

IT'S ALL OVER but the memories now—this annual Christmas get-together of the Patent group; however, if you'll pardon our tardiness, we'd like to present the partyers: the ladies; Mrs. James, Mrs. Garofalo, Mrs. Bradley, Louise Janich, Mrs. Lee, Mrs. Murphy, Mrs. Swift, Mrs. Churchill, Florence Sauvinet, Sara McKenzie. The men; Ivor James, W. E. Bradley, Ross Garofalo, Milton Lee, Joseph Murphy, Hooper Linford, Claude Swift.



EVERY ISSUE IS A CHRISTMAS ISSUE of "On Tour" for several months after Saint Nick has turned Prancer, Dancer and their pals out to pasture. Witness this shot taken at Orcutt: Lois Johnson, Irma Sanders, Marjorie Meadows, Louella Gamble, Mary Carlson, Yvonne Ferini, Patsy Bongard.



Union Oil's entry in the 58th Annual Tournament of Roses parades slowly down Pasadena's Colorado Avenue before an unprecedented crowd of 1,500,000 spectators. With "Independence Day" as its general subject, the float very logically depicted the painting, "The Spirit of '76." An American flag colorful with red roses, white chrysanthemums and blue delphiniums waved behind the fifer and the drummers.

ROSE PARADE

Union Oil Company's float depicts the "Spirit of '76" in the 58th Annual Tournament of Roses Parade



During the last few days before the Tournament, construction tents are alive with youngsters who skitter around like water bugs with cans of hot and cold glue, climb scaffolds, make up impromptu quartets as they glue blossoms into place on the wood, steel, and

plaster floats. (There were 75,000 chrysanthemums on Union Oil's entry.) Hot glue is used on vertical sections, cold on level ones. To keep the flowers fresh-looking, Walter Garbett, designer, sprays a fine mist of water over a completed portion of the orange field.

MONEY MAN

Bud Conrad's hobby is amassing "Coin of the Realm" and stamps

By Paul Dummel

FOR the past fifteen years, H. K. (Bud) Conrad has been patiently amassing "coin of the realm"—as a hobby. Bud, Phoenix Resident Representative, is outstanding among Arizona numismatics, with a coin collection rated as one of the best in the Southwest.

A survey of his hoard reads like an inventory of the San Francisco Mint, for it includes items of practically all of the important United States issues. His complete sets represent an unusual achievement; among them are fourteen different varieties of pennies, nickels, dimes, quarters, half-dollars, and dollars. He also has a type set of American coins which contains every piece from the date of issue to the present.

Aside from his sets, Bud has some odd groups: extra large pennies, commemorative half-dollars, Canadian and Mexican coins, as well as a "junk box" of world coins.

Money may burn holes in some people's pockets, but not in Bud Conrad's—for nine consecutive years he has carried a 1921 silver dollar, successfully resisting all temptations to spend it.

Bud's collecting is not confined to coins: he is an ardent philatelist, specializing in United States stamps and airmail stamps of all other countries, especially Great Britain and her colonies. His collection has grown to be of great worth, both intrinsically and from a standpoint of human interest.

Recently, he bought out another collector. Among the many valuable stamps and coins, there was a letter dated 1862, written by a soldier of the Union Army in Mississippi to his

father in Indiana. The letter was remarkable today for two reasons:

First, in reading it you had to keep reminding yourself that it *was* a letter from a soldier who fought in a war which ended 82 years ago, for it could well have been a description of the recent conflict except for battle locations. The other outstanding point was the extreme formality with which the boy addressed his father. There was none of the "Dear-Pop-don-t-send-love-send-money" attitude.

Perhaps the most absorbing phase

of Bud's philatelic work is his contact with people all over the world. During his nine years in this fascinating hobby, he has corresponded with 53 people in 32 countries.

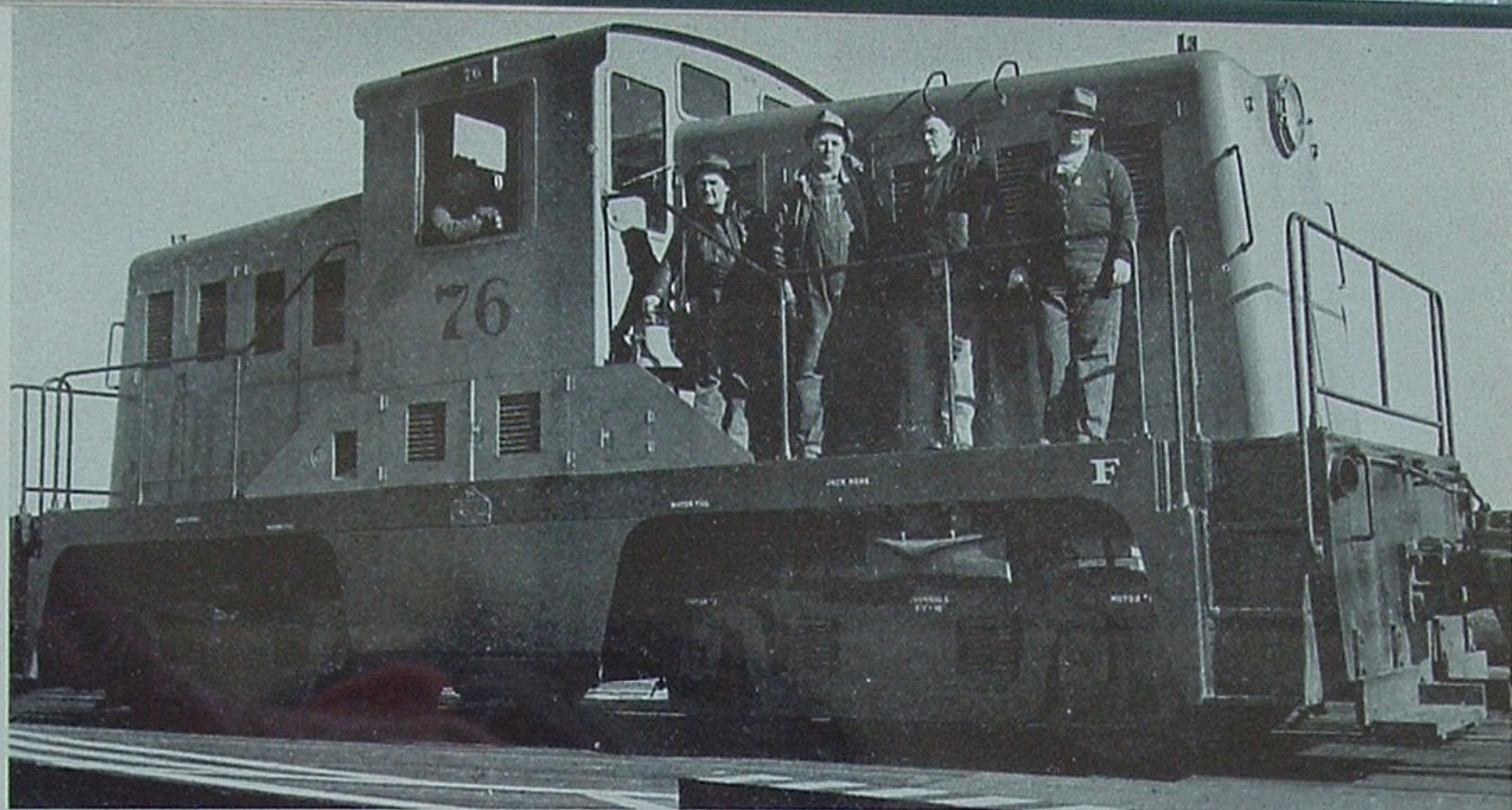
When asked what started him collecting stamps, Bud gave a very simple explanation:

"Due to the arrival of twins in the Conrad household back in 1938," he says, "I found myself having to stay close to home. So I started looking for something to do besides my work with coins. Stamps were the answer."

Amazingly, considering his other interests, Bud finds time to raise pigeons, chickens, and flowers. All of which adds up to the fact that he is a really versatile individual with a knack for seeking out the types of hobbies which are both educational and profitable—and entertaining.

H. K. (Bud) Conrad, of Phoenix, with a portion of his coin and stamp collections.





NEW LOCOMOTIVE FOR OLEUM: The days when Oleum's Iron Horse backed half way out the wharf to get a run at the hill from docks to refinery are ended, for a powerful 65-ton diesel engine has gone into service to take over the duties formerly performed by

the old steam locomotive. With its two 275-H.P. motors pouring power into four sets of wheels, the new engine is performing all tasks put to it with a smooth facility that amazes the train crew: (L-R) Ed Olsen, Bil Ahern, Frank Silva, Fred Herrod, Charles Richards. (Clyde Morton)



YOURS IN 1947!



During the first few months of 1947, Union Oil is introducing three new products, superior to anything in their fields—"7600" gasoline, Heavy Duty Triton, and Union All Purpose Gear Lubricant. The three are new only to the motoring public, however; all have been use-tested, all are based on wartime research.

Unlike the "7600" which was on the market for a brief period in 1945, the new "7600" is not an aviation gasoline. It is a super-premium motor fuel blended from tailor-made fractions specifically for the automobile. It carries an octane rating above 90.

The benefits obtained through the use of this *super* motor fuel in those cars having high and critical fuel requirements are quick starting, faster warm-up, trigger-quick acceleration, smoother performance, and greater power.

Heavy Duty Triton is truly the oil of the future, with characteristics as distinctive as its color—royal purple. Familiar to wholesale marketing employees as T5X, the oil has proved itself in military and industrial service.

Because of its cleansing action—Heavy Duty Triton is heavily compounded—a warning is being printed on

each can cautioning the buyer that unless he is driving a new automobile or unless his motor has been recently reconditioned, the first filling of this oil should be drained out at the end of 300 to 500 miles. Following the initial drain, the oil need be changed only twice a year.

While the Company is not yet advertising Heavy Duty Triton—the supply is still too limited—it is the finest lubricating oil on the American market. With "7600" it represents a step toward Union Oil's goal: not only to produce superior motor fuels and oils, but also to balance them against each other for maximum performance.

Third of the new products, Union All Purpose Gear Lubricant, teams with Unoba, the all-purpose grease, to improve and simplify the lubrication of passenger cars.

The A. P. lubricant was developed during the latter part of the war because of an Army Ordnance need for a gear lubricant with high load capacity under hard service. While similar to our former Extreme Pressure Lubricants, it has even greater load-bearing abilities, and superior resistance to oxidation—giving it longer life. Unlike former gear lubricants our new A. P. may be used in any differential and in all transmissions except hydramatic, which require a lighter oil.

UNION OIL SELLS DRILLING, SERVICE FACILITIES

ON February 1, Union Oil Company completed the sale of the facilities of its Drilling, Service and Maintenance, and Salvage Departments to three newly formed, independent companies composed of former employees.

Employees directly affected by the sale were advised of its details in December, as soon as arrangements had been completed between the Company and the contractors and the bargaining agent.

Because of the personal interest of every Union Oil man and woman in his Company's major decisions regarding personnel and operations, the following information concerning the transactions is being published.

BACKGROUND

Union Oil's job is to produce, manufacture, and sell oil. We contract with many other companies for services which range from such commonplace things as telephones and electric lights to additional chemical research facilities.

In some cases it is more economical for the Company to maintain its own operations; in others it is better to contract with outside firms. In all instances, these activities are carried on in a way which best supplements the job of being in the oil business.

The decision to contract drilling and the other allied work in California came as a climax to a trend in field operations which has been followed by the Company—and the industry—for years. In fact, at the time the recent sale was consummated, 11 of the 21 wells being drilled for Union Oil were contract jobs. Operations in the Gulf Coast area have always been on a contract basis.

Factors leading to the decision were primarily economic.

Piling up of the large drilling equipment inventories necessary to handle temporary peaks of development and wildcatting activities, and the subsequent storage of this same equipment during periods of relative inactivity, were causing excessively high depreciation and obsolescence costs. By contracting its drilling, the Company relieved itself of the exorbitant expense of maintenance and replacement. Flexibility of operations could be gained. The number of drilling strings could be increased

without additional expenditure for equipment; it could be decreased without the loss of income resulting from idle tools. Moreover the highly competitive nature of contract drilling has tended to reduce footage costs to an attractive level.

California's many excellent drilling contractors are an important part of the oil industry. In addition to enabling the Company to make substantial savings, arrangements with these firms provide the independent contractors with the incentive to improve and expand their operations, with resulting benefits to the entire industry.

THE PURCHASERS

Facilities of the Drilling Department were purchased by the Santa Fe Drilling Company, J. D. (Joe) Robinson, President. While with the Company, Joe was drilling Superintendent. The other officers and stockholders are former Union Oil engineers, foremen, and drillers.

Facilities of the salvage and pipe shops were purchased by the Hearn Company, David L. Hearn, President. Dave was formerly Salvage Foreman at Santa Fe Springs.

While the three purchasing companies are staffed and manned by former Union Oil employees, they are independent enterprises; Union Oil Company has retained no subsidiary interest whatsoever in them; no Union Oil employee has an interest in any of the new companies.

THE EMPLOYEES

Under the agreement between Union Oil and the I.U.P.W., bargaining agent for employees of the three departments, all employees affected were given 30 days notice of the effective date of the then contemplated sale. At the end of the thirty-day period (February 1) those employees desiring to do so were permitted to transfer to the Production Department.

Employees above the classification and wage bracket of roustabout could transfer as utility men; roustabouts retained their classification if they elected to transfer.

Approximately fifty employees chose to remain with Union Oil. The remainder either were absorbed by the various contractors or decided to seek other employment. In all cases, termination allowance was paid to those leaving the service of the Company within the thirty-day period. Employees whose services were terminated were granted the right to bid on job openings in the Production, Pipeline, Automotive, and Purchasing Departments, with the proviso that they do so within definite time limits ranging from six months to a year, depending upon the employee's accumulated service.

Further, the service continuity of those who are re-employed by the Company will not be broken, that is: the elapsed time between

(Continued on Page 16)



Resting for a moment from keeping the Glacier Division books are Paul Noland, Nellie Fillin, Leo Pfennigs, William Carden, Shirley Monroe, Pat Konesky, Jim Ritter, Archie Bertrand, Fay Fouts.

COMPANY SELLS FACILITIES

(Continued from Page 15)

February 1 and the date of re-employment will be added to records as though the returned employee had been actively in service.

Obviously, the disposal of such a considerable segment of the Field Department necessitates some adjustments in the remainder of its organization; hence the following changes, effective February 1, have been announced by W. J. Larson, Manager of Field Operations:

H. E. Winter	Supervisor of Drilling Contracts
J. C. Rector	Coordinator of Equipment and Safety & Fire Supervisor
K. C. Vaughan	Production Sup't., Southern Division
W. O. Butler	Production Sup't., Coast Division
C. W. Froome	Production Sup't., Santa Paula
R. A. McGoey	Production Sup't., Valley Division
L. F. Scheel	Senior Field Engineer
H. D. Aggers	Dist. Prod. Foreman, Santa Maria
M. L. Busby	Dist. Prod. Foreman, Dominguez
L. S. Kelsey	Dist. Prod. Foreman, Santa Fe Springs
M. C. Turner	Prod. Foreman, Santa Maria
C. E. Smith	Prod. Foreman, Playa del Rey
O. N. Gillingham	Prod. Foreman, Valley Division

John R. Fraser is now Division Petroleum Engineer of the Santa Fe Springs and Richfield-Brea Districts, while R. A. McGoey continues as Valley Division Petroleum Engineer, according to W. S. Eggleston, Chief Petroleum Engineer.

ARMY PONDERES TRANSPORT OF OIL IN ATOMIC WAR

If this country should have to fight an atomic war overseas, the Fuels and Lubricants Branch of the Quartermaster General's Office has suggested, it would probably need aerial and submarine tankers, flexible distribution pipelines laid as the Signal Corps now lays wire, and amphibious tracklaying motor vehicles driven by compressed air and capable of going up to 1,000 miles without refueling.

This, according to PLATT'S OILGRAM NEWS, is part of a plan the Quartermaster branch has devised to stimulate thinking for preparedness petroleum-wise.

Further, the Army would lean heavily on air transport, including sky tanker trains which might be loaded and unloaded in flight.

Underseas tankers and cargo carriers would be operated only as blockade runners to beaches. Permanent, concealed pipelines would be laid from shipside to numerous hidden or underground storage bases. Semi-permanent pipelines would go forward as fast as possible to the combat zones, then flexible pipelines would deliver motor fuel in the same manner that a city fire department delivers water to a fire distant from water supply.

The job of resupplying motor fuel to troops would be handled by tank trucks and can carriers light enough to be shipped overseas by air and capable of crossing any kind of terrain under their own power with a full load. Where troops were surrounded, supply might be by helicopter, although all their motor vehicles would have a 1,000 mile range.

NEXT MONTH: RED CROSS

To carry on its postwar activities and to expand its relief, health, and welfare work at home and overseas, the American Red Cross will launch its 1947 fund campaign on March 1.

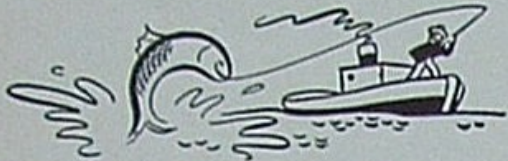
Today, more than one-fourth of the current budget has been allotted to overseas service for the armed forces alone, to give them constructive leisure time opportunities. Another large percentage will be allotted to work with veterans.

However, in supporting the Red Cross, the American people are helping others besides members of the Armed Forces. They are also providing war clothing and milk for children in battle-swept lands; helping their fellow-countrymen in disaster-ridden communities; in fact, contributing to all the services which have made the Red Cross an invaluable institution, both in war and in peace.

EMPLOYEE NEWS



NORTHWEST TERRITORY NEWS



A brand new year and a brand new crop of casualties—NORM ROTHWELL can turn his head neither left or right—hasn't been able to for nigh on to two weeks now. Says it just froze that way. That's sumpin' when Norm is stopped on a good explanation. LAURA LEARNED just plain fell down walking across the street from the office one night. Result, cast on right wrist and attractive bandage on one knee. No explanation there either—she just "fell." Another "fall" was taken by GENEVIEVE HARBAUGH, the cheerful "hello" girl in the Territory Office. You'd think someone would come through with a good story, but she, too, just fell on the path going to pick up the paper. GINNY HUSE fell down the stairs at KAY KESNER'S house—"playing with the dog." Result: general complexion black and blue.

VIC CRIDDLE'S worries are over, he thinks. No more tankers coming in at all hours since he was transferred to Salem as District

Representative. He will have a housing problem, however. GEORGE KAYE finally found a place in Salem—an old home—painted it red. His wife redid the interior, and bet she did a swell job, as she is an interior decorator of note. This house had everything but a sewer—consequently, for a while the front lawn looked like the beach at Normandy on "D" Day—barracks, red lights, and all the trimmings. Sewer is now in and everyone in town knows that George lives in the red house on Center Street.

C-2469, our new Company-operated station in Spokane, is manned by an excellent crew from what we hear. WESLEY ROBINSON, formerly of Seattle, manages the new unit, and is ably assisted by PERCY BROWN, ROY WAKELEY, and ENOCH STEVENS.

Miracles happen—JIM BASSETT found a place to live in Wenatchee and got all settled in only four months. We hope TED RATHBONE is as lucky when he gets to Los Angeles. We hear housing is "uncertain" down there too.

TED WHITELOCK turned up at the AC Meeting with a swanky new Adam hat which he promptly lost. He spent the rest of the evening playing Sherlock Holmes, eyeing his 250 fellow guests. Didn't turn up a thing though.

Los Angeles didn't "condition" IRV COFFMAN for the brisk Spokane winters, so he had a joust with the flu-bug. TOM FAHAY was prompted, through this loss from his department for several days, to take more interest in his fellow men, and now the Credit Department personnel must watch drafts, take precaution against colds, "button up their overcoats," etc. DAISY SHOMBER, who many years ago left the cold Spokane climate for the mild (?) Seattle shores, turned up with a sparkler on *that* finger the day after Christmas. She hasn't named the day.

AL KINCAID and AL CROOKS are back in the property game again—EDDIE POWELL takes over Al's desk in the Operating Department, a gain for that department and a loss to the Accounting Department.

We're glad to see MARIE SMITH back after that bout in the hospital. That's starting the new year right, Marie. And let us not forget that the Northwest is the sportsman's paradise—all year round. LES LARSEN and ART ERICKSON have been carrying away honors recently with their successful steelhead fishing.

(Gudrun Marie Larsen)

ADVERTISING

BY VIP



"Remember, Ed, the Advertising Dept. expects some good stuff out of this."

CENTRAL TERRITORY NEWS



The traditional Christmas Dinner reached new heights in 1946 when the Eureka employees gathered at the Big 4 Inn near Arcata to "wine, dine, and dance."

Love, Honor, and Restricted Liberties, a romance of interest to many Union Oil people, was the exchange of vows between EARL WARD, Resident Manager, Oroville, and the head nurse of the Oroville Hospital. Just goes to show you what the E.B.P. can do for its members.—Everyone in the San Francisco Credit Department and Territory Office could tell by the expression on DONA CRAIG'S face that she is now MRS. IRA BOYD. If you girls want to kiss the groom you will find Ira Managing SS 1145.

1947 Plans—ED HEALEY may be a slow man on a ball diamond, but when it came to placing a crystal on LAVERNE MINKEL'S finger, he apparently has what it takes. Both Ed and Laverne are members of the Territory Accounting Distribution Expense Department. FRANK SPAGNOLETTI, newly appointed clerk to the Credit Order Bookkeeping Department, also on Christmas Eve presented an engagement ring to his girl. Congratulations and boundless happiness to you love birds.

Murals for Shasta Dam—Should you visit Redding you will find "BUD" MEALIFFE, Resident Manager, and his gang busily promot-



Arthur (Pop) Porlier, who started his Company service at Oleum in 1926, retired on January 1 as a Treater No. 1. Pop has applied the same thoroughness to his hobby, radio, as he did to his work, developing his abilities in construction and repair to a professional degree.



With his retirement from the Company, Edgar C. Spillman, Valley Field, plans to raise chickens and fruit on his half-acre outside Bakersfield. A Nebraskan by birth, Mr. Spillman came to Union Oil in 1924 in the Field Department at La Habra. Later he transferred to Coalinga, went from there to Rio Bravo where he stayed until 1942, then he moved to Mount Poso, from whence he retires.



Arthur Bettinger takes his leave of the Company a few years ahead of normal retirement date because of his health. Art has been distillation Foreman at L.A. Refinery for many years. His service dates back to 1920.

ing a collection program to beautify the Shasta Dam. Bud states they do things in only a big way up there and cannot accept anything less than \$100.00 contributions. Anyone interested—just forward your check to "Bud."

Fishy, fishy in the brook, Papa catch'em with a hook—Fishing for the famous Trinity River steelhead still remains an intriguing sport, according to GEO. MC CLUNG, Redding Truck Driver. The score so far is in the steelies favor, but George says: "It's fine exercise."

Extra! Extra! Read all about GEORGE SMITH, D.S.M. Chico. George recently established himself well as a new Chico resident by a nice spread in the local paper. It seems he was trying desperately to get his first fire of the season started in his fireplace when he noticed the fire department outside giving his house a well-rounded treatment of water.

L. C. LEONARD, Reno, has so many replacements on his Ford as a result of being the "Travelingest" D.S.M. in the business, that not even Ford would recognize it. Recently he had trouble with his Columbia over-drive; but try and stop him, now he takes the train.

If Reno District isn't high in Unoba sales, don't blame KEN VINE, Retail Representative, he even has it in the rest-rooms.

Many friends will be grieved to learn of the sudden passing of GARDNER PRESSEY, Resident Manager, Auburn, due to a heart attack.

The Sacramento District bids a goodbye and welcome home at the start of a new year. VIC NORDQUIST will be missed as he takes leave from the Central Territory to assume his new duties as General Sales Representative, Chicago, Illinois. FRED HOLT returns to Sacramento to be known as the District Sales Manager. Our congratulations to you both on your fine promotions.

Speaking of promotions, ED FLANNIGAN is now District Sales Manager at Bakersfield. He vows to establish the Bakersfield District the best in the west.

Oakland District boasts more sons than Bing Crosby. They are: HUB ANDERSON, FRED ANDERSON, ROBERT BRANSON, ROY CHRISTIANSON, ART JACKSON, GEO. NELSON, ROY NELSON, DON NIELSON, JAMES ROBINSON, WARD SAMUELSON, BERGER SALVESON, and ROBERT THOMPSON. Sure looks like somewhere along the line someone may have to fight to keep up the other side.

Recent transfers welcomed to the Honolulu District Office are MAE TRUHER, Head Office, and VERA HANEGAN, Portland. Mae now understands what they mean when they say Service Station L-1090 is on the "Mauka-ewa" corner of Kalakaua and Kapahulu. When a customer says he will pay his account "Mahope", Vera will find that this means anytime in the distant future. Both wahines have developed a taste for island fish; Mae likes mahimaki while Vera prefers opakapaka.

No news is good news so they say, but we would like more from our Fresno, Bakersfield, and San Jose reporters. (Evertt Smith)

SOUTHWEST TERRITORY NEWS



A pair of good wishes to R. H. ROCKWELL, Dist. Mgr., Hollywood, Happy New Year and a very Happy Birthday. Unusual—both fall on the same day!

As usual, many of our prominent employees were seen at the Tournament of Roses parade in Pasadena viewing it from the service station at Colorado & Vernon. Among our employees were OLE BERG, JR., C. E. DENTON, H. D. MC CARTHY, JIM FOSTER, DUMONT KIMMELL, HOOT BRAGG, and J. P. ROCKFELLOW.

Many Unionoilers are still chuckling from the good time they had at the Christmas party held at the Biltmore.

TRUDY BELVINS is very excited these days as she and her husband are making plans to move into their new home in Glendale soon.

A flying trip to Oregon was made during the holidays by RACHAEL SKURDAL who spent Christmas with her family. Skiing was her main outdoor venture while there and she is looking forward to continuing this sport in sunny California—that is, if we have any snow.

Christmas and New Year were especially happy for several girls, namely LUCILLE DONLEY and JEAN BREMER, each of whom received beautiful engagement rings on these respective days. Lucille plans to wed Bob Anderson in June of this year, and Jean to marry Dick Heisler sometime soon.

W. I. MARTIN, Dist. Mgr., Riverside, recently celebrated his 20th Anniversary with the Company and was honored with a little "get together" attended by the Retail Representatives and Resident Managers. Bill says he hasn't come down to earth yet.

JEAN HEWITT, Payroll, surprised the office with her marriage on Thanksgiving, which was kept a secret until the time of her departure last month. She is now living in Las Vegas under the name of Mrs. Young.

We are very happy to welcome E. L. NANCE, who is back with us again. He was out on sick leave for a long time but is now looking quite spry.

BERTHA GILLESPI has returned to the fold after a two months' sick leave from the office during which time she had an operation at the Santa Fe Hospital. We're glad she's back.

GRETCHEN HURST is having a very short stay with us as she is looking forward to her return to the Philippines where she will make her home. Gretchen was living in the Philippines at the outbreak of the war and she and her family were held in the Prisoner-of-War camp at Santo Tomas.

RUBY JENSEN has returned to Utah to take up studies again at the University of Utah. (Ruth Anderson)

PHOENIX DIVISION



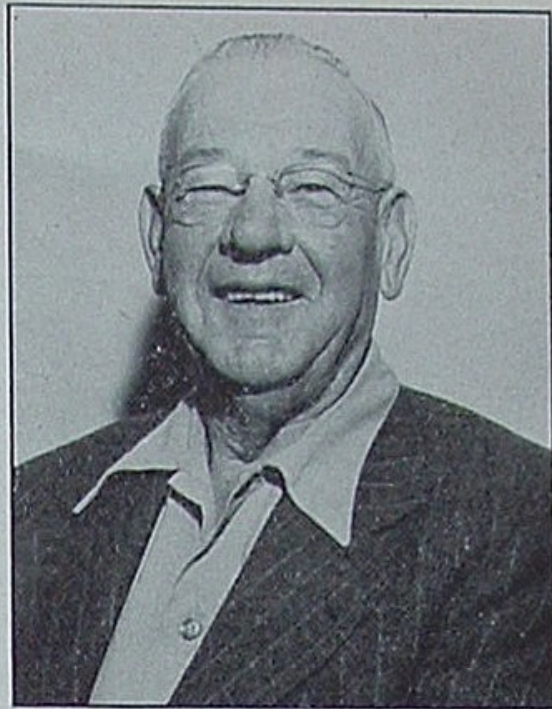
With the purpose of putting Pump Island Procedure into actual practice among all the Union Oil Dealers of Arizona, RAY ARMSTRONG, Retail Representative, conducted a series of dealer meetings based on the manual and sound film put out by the Company. He was ably assisted by R. R. "BOB" THOMAS, Resident Manager, and the Resident Representatives—HOWARD CURRY, EVERETT LOWE, H. K. "BUD" CONRAD, and ROY DAVIDSON. The dealers were quite receptive to the instructions, and all present declared it had given them a new slant on the effectiveness of using this proven pump island technique.

Recent visitors to the Phoenix District from Head Office were A. C. STEWART, H. D. MC CARTHY, C. E. DENTON, J. S. FOSTER, and T. R. LAIDLAW.

Virginia Head, Betty Richards, Elsie Marson, and Alice Alameda of the San Francisco File Room (Betty and Elsie have transferred to other jobs since this photo was taken.) Virginia is a transplanted Floridan, Betty and Alice are Native Daughters, and Elsie hails from Washington State.



It is with deep regret that we announce the death of Levi M. Hill of L. A. Refinery. His picture was originally taken to run among those of the men who are retiring from the Company, but in January—on the last day of his service with Union Oil — Mr. Hill passed away. After his employment in 1922, "Lee" had worked as a Mechanics Helper and a Sheet Metal Craftsman.



A real bang-up "housewarming" party was given by RAY ARMSTRONG in celebration of his final victory over the housing shortage. Ray built a beautiful home in nearby Glendale, and we certainly don't blame him for wanting to show it off—a new house in these troubled times is quite an outstanding accomplishment. Of course, all of the Phoenix District social elite were there.

When C. A. GOUGHNOUR, District Manager, had a district meeting recently, he believed, as the Army does in its "fighting on a full stomach" theory, that there is nothing like a good meal to encourage proper attention. Enlisting the aid of HELEN SKORPICK, WINI CHURCHILL, and EVELYN FAULKNER, all of the District Office force, his program called for lunch first and business afterward. The girls prepared a wonderful meal and exercised no little ingenuity in serving such good chow buffet style, considering the very limited facilities available in the lounge.

After work in the evening, BOB THORNE, order desk, likes to brush the earthly cares from his brow with a trip through the clouds. Possessor of a private license, Bob's favorite hobby is flying, and he graciously shares the sport with the gang at the Phoenix Marketing Station by taking them for flights over the valley.

Speaking of flying—PAUL GOODWIN, piloting the Company's AT-6, was a recent visitor to the Sun Country. (Paul Dummel)

The Bulletin Board

ANNOUNCEMENTS ON PERSONNEL, ORGANIZATION, POLICY

ORGANIZATION—CENTRAL TERRITORY

The following appointments are immediately effective (December 20):

V. O. Nordquist is transferred to General Sales Representative, Chicago, Illinois.

F. T. Holt is appointed District Sales Manager, Sacramento.

E. G. Flannigan is appointed District Sales Manager, Bakersfield.

Signed, W. A. NEWHOFF.

ORGANIZATION—NORTHWEST TERRITORY

Effective January 1, 1947:

W. V. Criddle has been appointed District Representative with headquarters at Salem, replacing L. E. Greenwood, who will be Consignee at Corvallis.

L. W. Lund has been appointed Terminal Superinten-

dent at Seattle, replacing W. V. Criddle.

R. L. Cairney has been appointed Terminal Superintendent at Edmonds, replacing L. W. Lund.

W. I. Havland has been appointed Assistant Terminal Superintendent at Seattle, replacing R. L. Cairney.

Roy Anderson has been appointed Chief Clerk—Distribution.

W. G. Dulin has been appointed Special Clerk—Traffic.

E. S. Cram has been appointed Assistant Credit Manager, Portland.

C. J. Bode has been appointed Assistant Manager Sales Services (Sales Promotion), effective January 15, 1947, replacing C. E. Rathbone, transferred to Sales Services, Head Office.

Signed, R. LINDEN.

ORGANIZATION—FIELD DEPARTMENT. See Page 16.

FIELD DEPARTMENT NEWS



Coast Division

The outstanding event on the Union Oil calendar for the month of December was the annual Christmas Party. The event was held in the Orcutt office and was given by the girls in the office under the chairmanship of MARJORIE MEADOWS. A buffet luncheon was served, and then jolly old Saint Nick arrived and distributed gifts to the 100 employees who attended. Santa (ADEN HUGHES plus a few pillows) announced the engagement of MARY CARLSON to LES LUNDGREN, JR. Ever since his debut as Santa Claus, Aden has been much in demand at different parties and entertainments.

BILL WATKINS recently submitted to a major operation in Good Samaritan Hospital. He is reported much improved. SILAS "ALEX" COULD had an emergency appendectomy December 28th. All of their many friends wish them speedy recoveries. Quite a few of the fellows are out with various ailments. ROY KROSSA, LEE GARRETT, and HOMER COUGHRAN are out on industrial accidents, and GEORGE PAULUS is on sick leave as a result of an infected ear and throat. We hope they will be back to work in a very short time.

The dances on the Hill are continuing again. These affairs were quite successful last summer, but were temporarily discontinued this fall as they conflicted with the local football games. The dances are held every other Friday night and are for Union Oil employees and their friends.

Christmas in FRANK NICHOLSON'S home was celebrated with a new arrival—PATRICIA HOPE, born December 20th.

A new face in our midst is GEORGE DORWALT. George was with the Mechanical Engineers at Santa Fe Springs and is now with the Petroleum Engineers in Orcutt.

LESTER BILLINGTON of the Santa Fe Garage was guest speaker at the Santa Maria Oil and Gas Association on December 18th. Les spoke on "Problems of Gas Engines" and answered many questions of the members. (Lois Johnson)

Southern Division

Christmas leaves us breathless and also with a few milestones behind us.

GEORGE RAMSEY, Production, Dominguez, left his state of single blessedness and joined the ranks of married men.

CLEO BEAN, Telephone Operator at S.F.S., promised to "love,

honor, and obey" (?) R. R. (DOC) WEIDE of Service and Maintenance, Coast.

And what did GLEE GUTHRIE, Production, S.F.S., find in her Christmas sock but a diamond sparkler—not from Santa but from Bill Schmidt. Bill raises ye feathered fowl in Upland, so come May 'twill be "Egg and I" Glee.

GEORGE DORWALT, Santa Fe Springs Drilling Engineer, transferred to Petroleum Engineers at Orcutt.

CLARENCE FROOME and JOHN BYERS, of Santa Paula Production, were down in Whittier during the holiday season.

L. R. WEIDE, Santa Fe Springs Production, left this unusual weather behind (we hope) when he took his vacation trip to Kansas.

The Santa Fe Springs Girls' Club had its annual Christmas Luncheon on Monday, December 23, at Hugheston Meadows Inn. We don't know whether the pine branches and English holly furnished by GENEVA MOORE of Service and Maintenance and silvered by Paint Shop for the occasion, and the tapers added to the flavor of the turkey, but they provided food for the eye. Gifts were exchanged and Christmas week was ushered in in festive manner for the 35 girls present. (Lloyd Kinney)

REFINERY NEWS



Oleum Refinery

The Oleum Recreation Committee was formed November 1, 1946. Its purpose is to provide more and better recreation.

To ensure a widespread refinery representation, the following employees comprise the committee: ROY ALAMEIDA, Chairman, from the Inspection Lab.; C. E. PEDERSEN, Treasurer, from the main office; VERN VALERRO, Treating Dept.; ROY CARSON, Shipping Dept.; EARL FISHER, Maintenance Dept.; SADDIE HILLIS, girls' representative; R. H. GOUGH or C. R. FITZGERALD from the Personnel Office, and LENO OLIVOTTI. (Clyde Morton)

IN MEMORIAM

December, 1946

Harold A. Brown
Levi E. Hill

So. Div. Pipeline
L. A. Refinery



SERVICE BIRTHDAY AWARDS

FEBRUARY, 1947

Thirty-Five Years

Canet, Earl H., No. Div. Pipe Line

Thirty Years

Hilton, Lemuel, Coast Div. Field
Jones, Ernest V., So. Div. Field
Newlin, Gurney E., Executive
Nott, Wm. A. B., Coast Div. Field

Twenty-Five Years

Blackford, Horace, Oleum Refinery Mfg.
Carey, Clifford R., No. Div. Automotive
Carrier, Henry C., So. Div. Field
Dennis, Harry W., Oleum Refinery Mfg.
Duvall, Elzie C., Coast Div. Field
Farrell, John, So. Div. Field
Hartman, Rudolph, Coast Div. Field
Shanahan, John J., So. Div. Field
Smith, Clair M., Oleum Refinery Mfg.

Twenty Years

Barber, Arthur P., So. Div. Field
Flannigan, Edmund G., Central Territory
French, James S., L. A. Refinery Mfg.
Graham, John W., H. O. Foreign Sales
Herrod, Fred, Oleum Refinery Mfg.
Hunter, Dean P., No. West Territory
Jones, Hugh H., So. Div. Field
Kasal, Edward J., L. A. Refinery Mfg.
MacLean, Wm. W., So. Div. Field
Mikesell, Jesse J., So. Div. Field
Owens, James C., Central Territory
Wasser, Lee E. S., No. West Territory
Wyckoff, J. Ray, L. A. Refinery Mfg.

Fifteen Years

Adams, Ernest H., Valley Div. Field
Anderson, Ben T., L. A. Refinery—Res.
Blackburn, Samuel J., So. Div. Field

Bowles, Leslie A., Central Territory
Calderwood, Lee H., So. Div. Field
Clay, Mary G., H. O. Employee Rel.
Florence, Wm. U., Central Territory
Hill, Raymond A., L. A. Refinery Mfg.
Hronek, Benj. C., So. West Territory
Huntington, Louis H., Central Territory
Maydew, Audrey F., Coast Div. Field
Reid, Gordon K., Central Territory
Ritner, Lowell L., So. West Territory
Suit, Roscoe J., No. West Territory

Ten Years

Edwards, Eugene M., L. A. Refinery—Res.
Edwards, Lionel R., So. West Territory
Hemmen, George H., Oleum Refinery
McKee, Eugene A., L. A. Refinery Mfg.
Messinger, Len I., H. O. Land
Muhlke, Erma, H. O. Secretarial
Wakefield, James R., No. West Territory

Maltha Refinery

BUCK TICEHURST is recovering from his recent operation and PINKY NOE has returned from sick leave.

MRS. REGINA THOMPSON is now one of us. She was recently a member of the Sales Department office staff in Bakersfield.

(Agnes Dougan)

L. A. Refinery

The writer, who has been asked to fill in for BILL PARK, takes this opportunity to commend him for his untiring efforts which keep L. A. Refinery well represented in this publication.

JOHN TOWLER rolled a 267 game in a recent session of the bowling league; it included eight consecutive strikes.

KENNETH TUCKER and ROY THOMAS managed some savings in Xmas shopping at Tijuana.

Many comments on our spacious new cafeteria: "Where can you eat more reasonably, or in any finer surroundings?"

Thanks to EDDIE PEDRO (a former Oleum employee) for the beautiful twelve-foot Christmas tree. It was a gift and arrived by Union Oil tanker from way up north.

GEORGE ROWE let it be known the other evening at the bowling alley that he is afraid of rats. One of the girls had her pet and gave him such a scare with it that he wasn't able to score a point in a shuffleboard game.

ABE LEAGUE has made good use of his recently purchased jeep. It can be termed nothing but a shop on wheels. He has installed a 48-inch circular saw, a small lathe, an oil compressor, grinders, buffers, and polishers. At present it is being used around Lake Arrowhead and can cut firewood at the rate of three cords a day.

L. A. R. NIMRODS carried off the heavy honors at the Company annual turkey shoot, bringing home nine out of the fourteen gobblers. It was held at Dominguez Skeet and Trap Range; events included skeet, trap, and splatterboard. It was attended by two hundred. The loudest cheer went to CHARLIE LIPPENS, Fire and Safety; he knocked down two pigeons after a string of misses. (The misses were just practice shots, eh Charlie?) The committee which planned the shoot consisted of JOE BERNARD, GLEN HINKLE, and JIM HILL.

The L. A. R. Social Club sponsored a free Christmas dance at the Lakewood Country Club. Approximately seven hundred attended and had one swell time. It had been suggested previously that we do away with the usual gift exchange and instead a silver offering was made to the Children's Hospital. Thanks to HOWARD EMERSON and to the committee for a grand job; forty-five dollars and thirty-six cents was contributed for a mighty worthy cause. Six dances have been planned for the coming year—one every two months, the first in February, all at the same club. (Al Lange)

HIGHLIGHTS ON HEAD OFFICE



"Gaiety" was the theme for the departmental Christmas parties this year—Sales Services held theirs at the Rendezvous Room of the Biltmore Hotel, the Field Department held forth with their traditional party at Cook's, and the Comptroller's Department tripped the light fantastic and partook of "Ye Olde Christmas Spirits" at the Babalu Club.

MRS. BETTY COOPER of the Purchasing Department filing group resigned on December 13th to keep a date with the stork. A silver baby cup was presented to her by her office friends.

VIOLA NORDBERG, who typed purchase orders for the Purchasing department, resigned her position December 1st. She went East to assist her parents in moving out here to the Coast. We're all hoping her parents decide to make Los Angeles their home.

There must have been a sale on men's suits. Or, a special rate extended when bought in lots of two or more. Anyway, ELMER ROGERS and CHET CHERDE wore new suits of identical material and design to the office on the same day. Upon confronting each other, mingled expressions spread over their faces and neither has since worn that suit to the office. Maybe Chet's suit was made from Elmer's extra pair of pants.

Congratulations go to WAYNE BEMILLER and BURDETT FOSTER, of Production and Transportation, who are proud papas of baby girls. Foster's darlin' daughter, Susan, (who, he'll swear, has long curly brown hair down to here—) is a Friday the 13th baby.

Wedding bells will be ringing this January 4th for GLADYS JOHANSEN. Formerly of Production and Transportation, Gladys has been a member of the Union Oil family for 16 years. She and her husband, Col. Gudmundson, will live in Riverside.

If you see MORLEY JOYCE with a coat that is too short, or ERV GOLISCH with a hat that is too small, don't think they've outgrown their clothes or been out in the rain too long. It's just that they went to a party. JIM TRENBERTH was there, and when he left he put on Morley's coat and Erv's hat. When Morley and Erv wanted to leave they had to depart wearing Jim's coat and hat. So—Put the blame on Jim, boys. Put the blame on Jim.

Welcome back—CHARLES ELLIOTT of the Disbursements Division has been away, seriously ill for five months.

...."SWEET" HAROLD DALTON says he is not the least bit interested in perfume atomizers that look like cigarette lighters. Perhaps the soaking he got during the demonstration might have something to do with his attitude. (Ray Teal)

