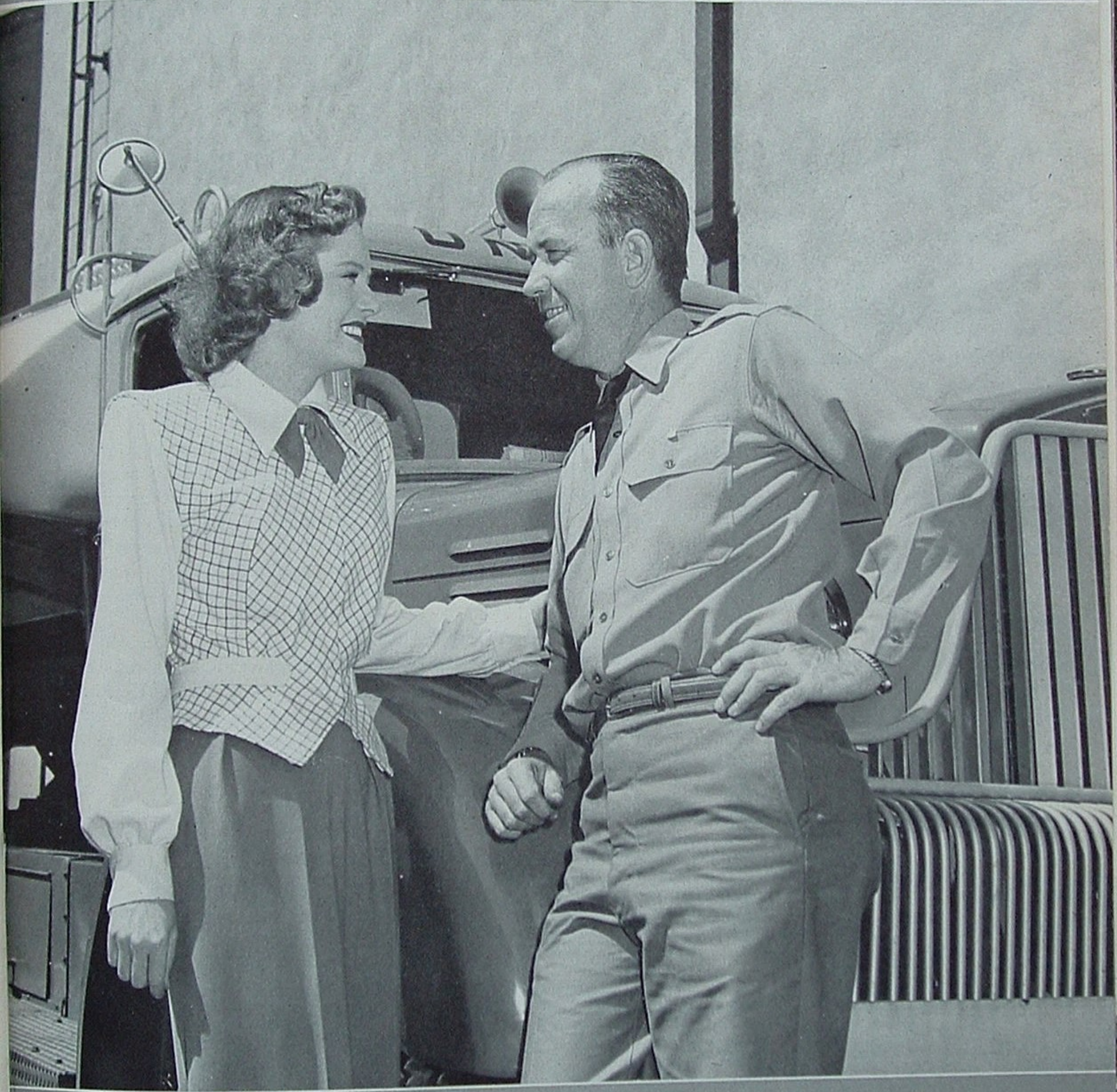


"On Tour"



APRIL, 1947

THE "SEMI'S"

VOL. 9, NO. 4

On Tour

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ON TOUR is published monthly in the interests of employees of Union Oil Company of California. Employee contributions of pictures, news reports and suggestions are invited. Address communications to the Editor, 617 West 7th Street, Los Angeles 14, California.

A JUDICIOUS DECISION

THE U. S. District Court has cleared Union Oil Company of the OPA charge that "7600" gasoline was sold during 1945 in violation of price ceilings. In a heart-warming decision handed down by Judge Leon R. Yankwich, the OPA suit recommending a fine of \$112,376 was dismissed.

Alleged violations upon which the OPA charges were based occurred between September 11 and October 14, 1945, the dates on which the high-powered "7600" was introduced to and withdrawn from service station sale. OPA had contended that our sale of the new "7600" to motorists at the same prices paid by aviation users was in violation of ceilings regardless of the fuel's quality and octane rating.

Union Oil Company contended otherwise. The original OPA regulation had specifically excepted aviation gasolines of 87 octane rating or higher, whether used in airplane engines or not. The regulation was later revised by the Government to forbid the sale of such fuel to motorists; but the Company had promptly complied with this amendment by withdrawing "7600" from sale. At no time had we been consciously in violation of the meaning or intent of the law.

Referring to OPA's later amendment of the regulations, Judge Yankwich said:

"This is applying to these sales a new definition which was not thought of until after the Administrator sought to brand this sale a violation.

"The law is clear that an Administrator cannot do this.

"If the Administrator had meant gasoline used in airplane engines only, he should have said so in the first place, not after the alleged violations arose."

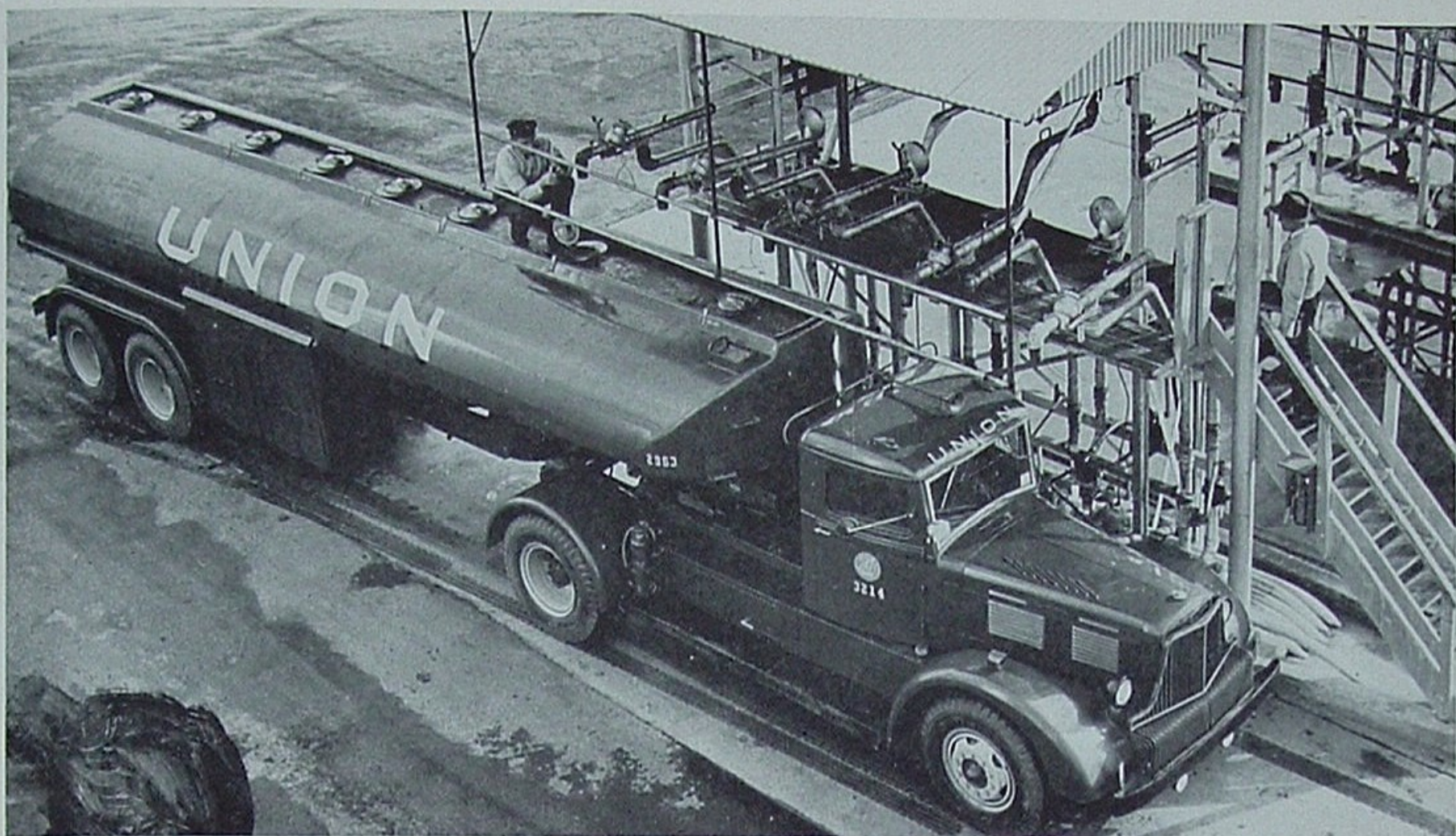
Of far more importance than the Company's victory in this case is the faith that such a decision engenders in regard to American judicial processes. In the United States even Government admits that it can occasionally be wrong. The legislative branch, Congress, may spend months in preparing and passing measures or laws, only to see their efforts annulled by presidential veto, Supreme Court decisions or popular vote. The Executive Branch, led by the President, likewise is constantly exposed to the interpretations of the courts, and the criticism and acts of Congress, and the will of democratic majorities. It is a governmental system of checks and balances. It is oftentimes slow and cumbersome. But the final results and decisions are rarely unjust.

To Union Oilers this announcement of the Court was a happy omen. It was a compliment to the integrity of Company management. It was proof that Justice still presides in the affairs of this nation. It erased the last indication of taint from the best gasoline ever offered to American motorists!



THE COVER

Actress Alexis Smith, Warner Brothers star, paused to congratulate Driver R. G. McMurray on the handsome appearance of the two-tone paint job adorning this Union transport. Mac, a veteran of many deliveries on the movie lot, was ready with a no less complimentary reply. The new "glamour" paint is being thoroughly tested before general adoption.



SACRAMENTO-BASED UNITS, of which this eight-compartment "semi" is one, operate as far north as Red Bluff.

our highway tankers, THE "SEMI'S"

A vendor of spring water one day deposited a five-gallon bottle of his product in a Northern California service station, took five gallons of "76" Gasoline in exchange, paid the price difference of about thirty cents, and smilingly remarked:—"Guess I'm in the wrong business; ought to be peddlin' gasoline."

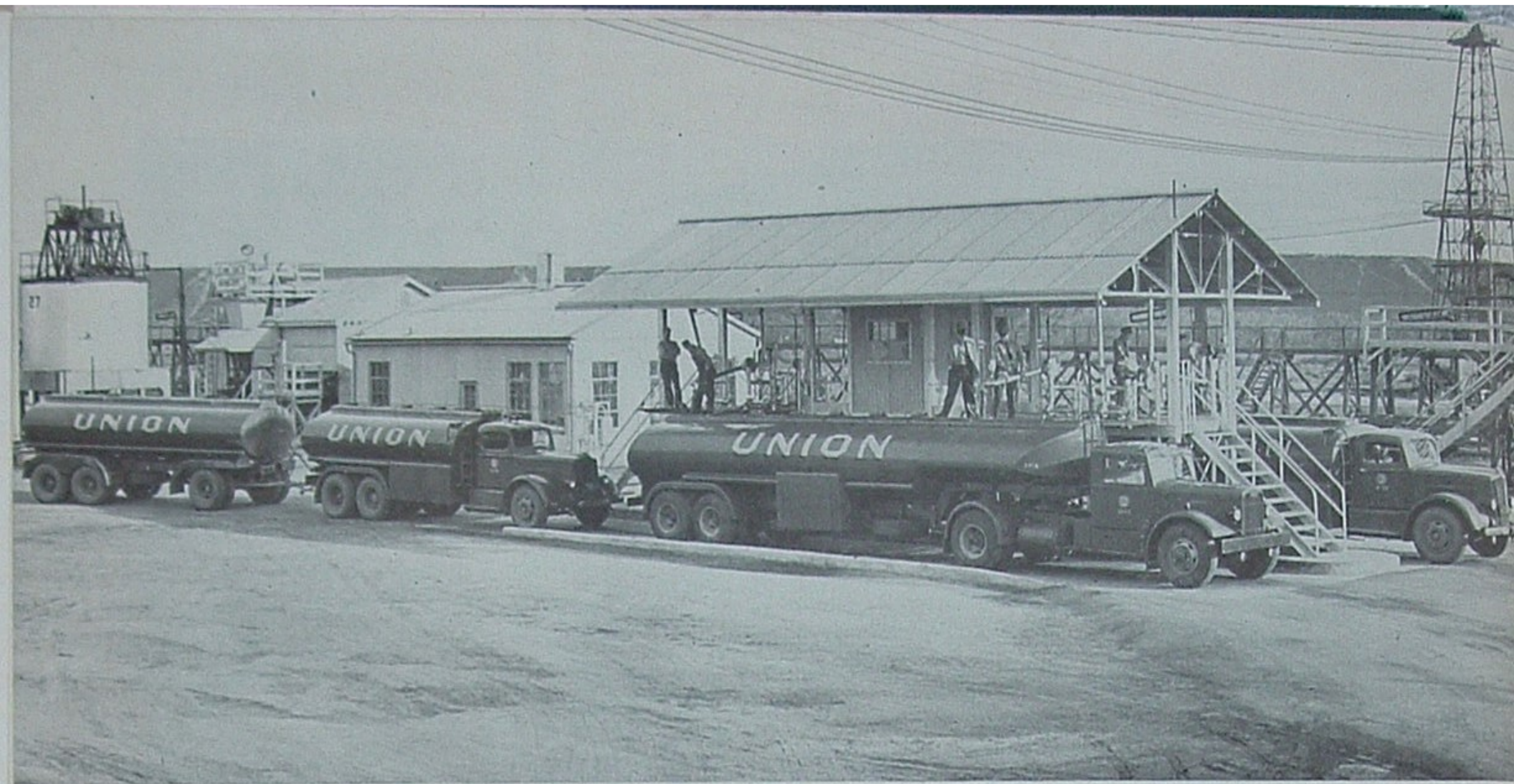
The Union dealer, a man of long experience in the oil business, replied with good humor:—"Or maybe we oughta be peddlin' spring water. There's no trick to findin' it. You don't have to sink two or three wells at a hundred "grand" each before openin' the tap. You don't pump it hundreds of miles across valleys and over

mountains through high-priced pipeline. You don't lay a few million bucks on the line for absorption plants, storage tanks and refineries. What's more, spring water isn't shipped five-hundred miles by tankship, another hundred by river barge, and a couple hundred more by truck. And when you sell a bottle of that throat-wash you don't toss in five or ten minutes of free service on the customer's jallopy. And incidentally, pal, of that extra thirty cents you're forking over, just twenty-two-and-one-half cents goes to Uncle Sam and the Governor."

Maybe gasoline is less expensive than we sometimes suppose!

(Left) TRANSPORT DRIVER H. A. Schuler receives a dispatch order from E. C. Cleveland, Terminal Superintendent, Sacramento. (Center) RESIDENTS OF PLACERVILLE, "Hangtown" of Gold Rush days, can set their watches by the arrival of this Union transport. (Right) UNLOADING beside the Ivy House, Placerville, the truck accents memories of the first academy (now a hotel) in California.





FROM MALTHA REFINERY at Bakersfield these three units distribute gasoline throughout most of the San Joaquin Valley. The "semi" being loaded is limited by highway regulations to a smaller load capacity than that of the waiting truck-and-trailer unit.

How oil companies have accomplished one of the greatest industrial miracles of the age is told in part by the big red "semi's" proudly bearing UNION "76", in word and in substance, over western highways.

Ten years ago nearly all shipments of gasoline pro-

INTELLIGENT PLANNING of routes and underground storage saves many costly transport miles and hours... Here (L-R) Warren Dullen, W. I. Havland and Leo Lund compare notes at Seattle.



ceeded from refineries or barge terminals to service stations and consumers by way of marketing stations. The marketing station was most generally located next to a railway spur in or near an important city or town. The gasoline, after being pumped from tank-cars or truck-and-trailer carriers into marketing station storage, was then distributed by tank-truck to ranches, contractors, factories, service stations, and all other types of buyers. These marketing stations are still important factors in the sale and distribution of petroleum products; but most of their burden of keeping service stations supplied with gasoline has been passed to the transports.

Good petroleum heads — that are constantly being scratched for new economies—had many times lamented the costly unloading, storing, reloading and delivery of service station gasoline at the wholesale plants. However, tank-cars were hopelessly confined to main lines and spurs. And the truck-and-trailer was a bit too large and cumbersome for tank-truck service—or was it?

In 1940 Union placed three new truck-and-trailer units in service, one in each of the three marketing territories. These were designed for a dual purpose. The trailer was to be towed to marketing station yards and pumped by station personnel into wholesale

storage; meanwhile the truck would proceed to nearby service stations and make deliveries direct into retail storage. The plan was successful to the degree that several "T and T" units are still performing this type of service in localities where the volumes of wholesale and retail sales are rather evenly balanced.

However, in many areas, particularly along major highways and in the larger cities, retail gasoline sales predominated. The need here was for a large-capacity truck that could satisfactorily meet the many demands of dense traffic, local ordinances and first-rate service station efficiency. The answer was the semi-trailer type of vehicles known to transportation men everywhere as "semi's". Most of the Company's large highway carriers and all of such new equipment now on order are of this design.

Terminal loading points from which transports now operate are located at Seattle, Edmonds, Tacoma and Attalia in Washington; Portland and Umatilla in Oregon; Petaluma, Oleum, San Francisco, Oakland, Monterey, Sacramento, Stockton, Bakersfield, Wilmington, Los Angeles, and San Diego in California.

Today's Union Oil transport fleet numbers forty vehicles, each with a gasoline capacity of more than 5,000

DRIVER A. M. OSBORN, Bakersfield, is ready to "push off" toward Fresno with a load of "76." W. W. Hilliard (R), Distribution Supervisor, has prepared an accurate forecast of where nearly empty tanks will be awaiting a refill.



WORLD'S LARGEST FLOATING BRIDGE across Lake Washington frequently accomodates Union transports bound for points east of Seattle.





(Left) RIGID PRECAUTIONS are taken at loading terminals against product contaminations. Ray Tatum of L. A. Refinery inspects. (Center) TROUBLE SHOOTING is speeded in the L. A. area by a pick-up truck. M. S. Imes (L) and Art Roseman (R) direct Don Hartley to a "flat". (Right) PREPARATORY to a long haul into Eastern Washington, Ralph Cairney (L) "briefs" drivers John de Long and Jack Marusick.

gallons. The trucks and tanks are manufactured to our specifications and are assembled at Company shops in Oakland and Los Angeles.

The working day of a transport averages in excess of twenty hours. Because of such constant "rolling," many of the trucks exceed 5,000 miles a month, and during 1946 the fleet compiled a total of nearly 1,800,000 miles. Careful maintenance and skillful driving prolong the life of these giants far beyond family-car expectancies. Sev-

eral transports have exceeded 500,000 miles and at least one speedometer has recorded more than 600,000 miles.

On the accomplishment side, the transport records are even more impressive. The fleet has several times delivered more than 15,000,000 gallons of gasoline in a single month. Its 1946 delivery total was approximately 150,000,000 gallons. The average size of each service station delivery ranges from 1,500 gallons in the Northwest Territory to 2,300 gallons in the Southwest.

ACCEPTING DELIVERY of a new Brockway unit at Emeryville are Transport Supervisor J. Hal Rogers (L) and Distribution Manager E. L. Hiatt (R). Automotive Superintendent R. W. Thompson (center) directs the assembling of these transports in the Company's Oakland shops.





(Left) WHILE UNLOADING, Driver Carl Nyberg, Seattle, stands watch at the meter and valve compartment to prevent a possible overflow. (Center) HOW DID YOU GUESS IT? asks C. W. Severance, Los Angeles dealer, when Larry Cannon suggested the tank would be just about dry. (Right) UNDERGOING STORAGE CHANGES are being discussed by (L-R) A. H. Schade, John Gallie and M. H. Maxwell, Los Angeles employees.

Highly important to the success of the transport system are the dispatchers. Upon these employees rests the responsibility of seeing that the gasoline storage tanks of several thousand service stations never run dry. To accomplish this they rely, not upon gauge sticks and telephones, but upon such factors as sales statistics, seasonal migrations, weather conditions and sports events. This may seem like guess-work, but transport drivers boast of dispatchers who can tell the past, present and future of

every storage tank in their areas within an accuracy tolerance of 100 gallons.

The important result of this method of transporting gasoline has been a substantial saving in delivery costs. As with most other economies, much of the saving is being passed along to consumers. Recent distribution progress is just one of several reasons why gasoline prices have not jumped upward in proportion to the increased cost of other necessary commodities.

APPROXIMATELY FOURTEEN PERCENT of the transport deliveries are made to large commercial accounts having adequate storage facilities, such as this handsome Firestone plant in Los Angeles.





Firemen from the Los Angeles Fire Department try large fog nozzles against a most stubborn type of oil blaze. The prop was engineered to produce a nearly unextinguishable fire. It teaches the problems and techniques of control.

Our San Luis Obispo training grounds boasts this storage tank facility. Such contained fires are fought successfully with chemicals that form a smothering barrier between oil surfaces and the air.



FIRE LAB

FIRE has always been the "Dr. Jekyll and Mr. Hyde" of the petroleum industry. Indispensable as a manufacturer of energy and heat for many of our drilling, transportation, and refining processes, it nevertheless steps out of character far too often and runs amuck. In the role of "Mr. Hyde" it has cost the industry many lives and billions of dollars in property damage.

In the long quest for defenses against oil conflagrations perhaps no step has been more significant and effective than Union Oil Company's recently established fire schools. These employ all of the books, pamphlets, charts, pictures and apparatus found in schools of the past. In addition, they include something new—a field laboratory where actual oil fires of widely varying types and sizes are purposely started, studied, controlled, and extinguished by employees in training.

It has been the ambition of field and refinery safety engineers for many years to convince petroleum workers that an oil fire should be respected but not feared; also that it may be controlled and extinguished without undue hazard if the fire fighters are properly trained. But the problem of how to be convincing was not satisfactorily solved until the first of our present training laboratories took form on a hill-top plot adjoining Los Angeles Refinery. The initial school proved so effective

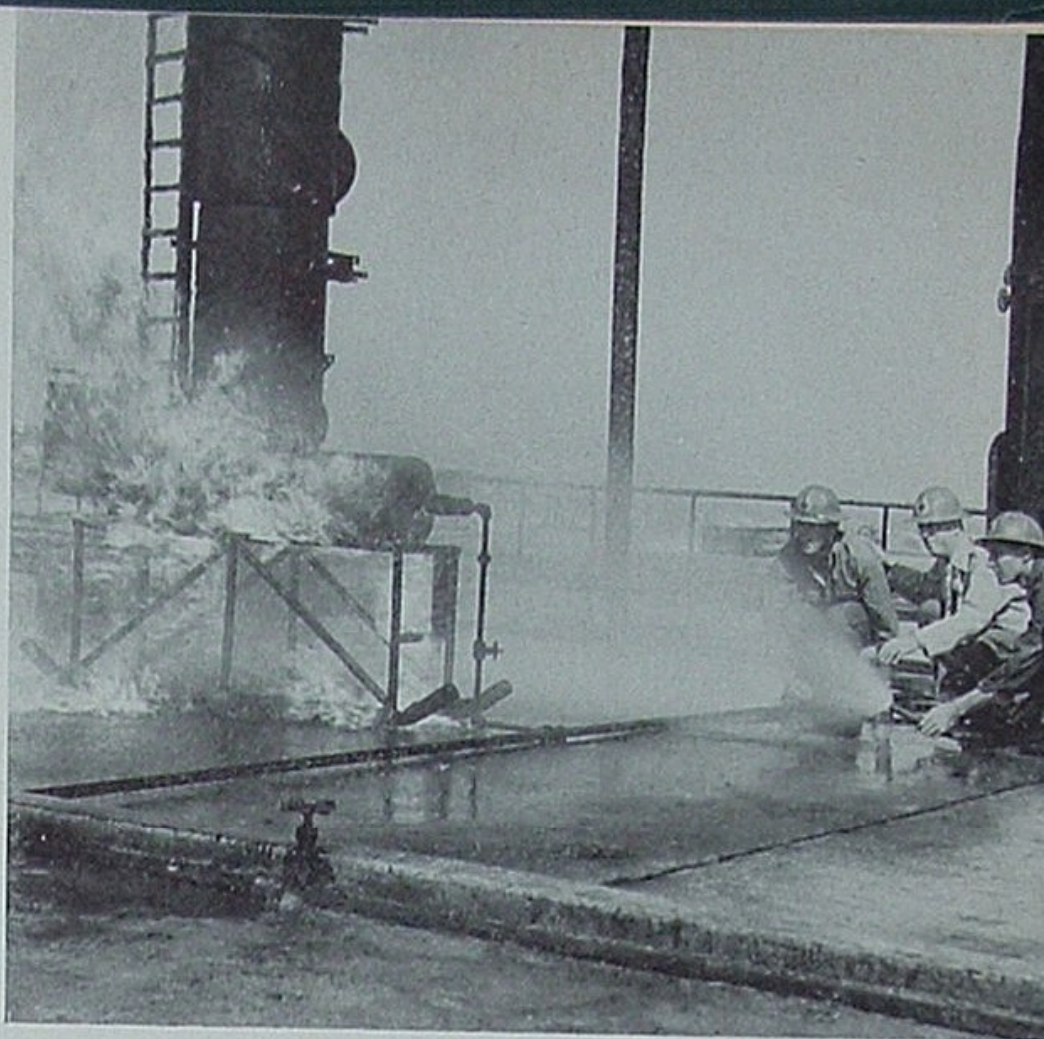
that similar training units were quickly established at Oleum Refinery and San Luis Obispo Pipeline Station.

The training facilities comprising the refinery fire "labs" consist of metal tanks, pits, sheds, towers, motor vehicles, and other devices. These are fueled with gasoline or gas-oil through a system of pipe lines. By valve control the fuel is fed into or through any piece of apparatus as desired and then ignited. The resulting fire, while not of catastrophic proportions, has most other destructive characteristics and is no plaything for a novice.

Trainees first observe the effectiveness of various techniques and extinguishing agents as applied by experienced instructors. Then the student tries his hand at fire-fighting and quickly absorbs a knowledge, skill, and confidence that are born only of experience.

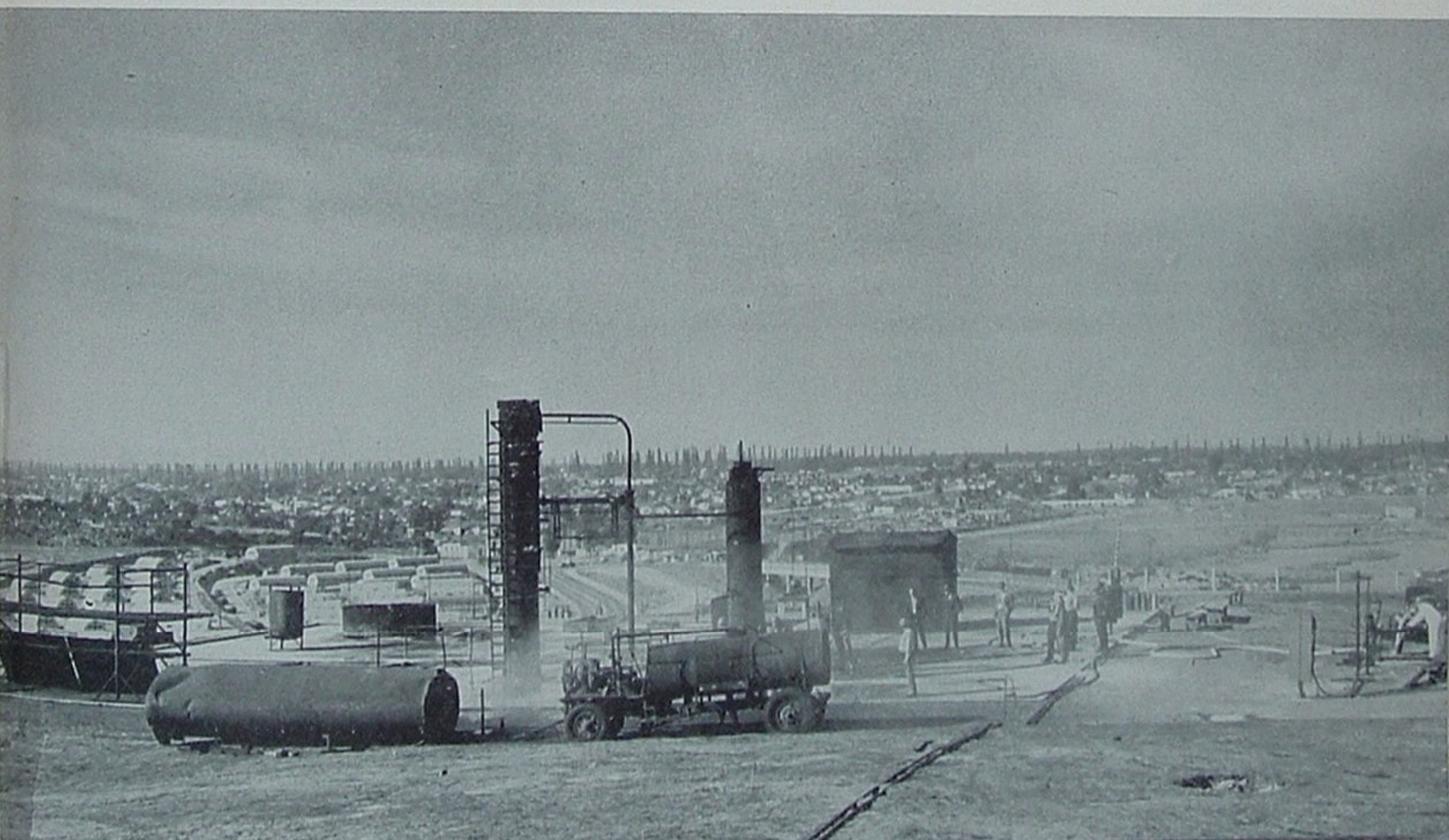
As a result of the three training units built in 1946, more than 2,000 employees from refinery, field, marine, pipe line and marketing departments have been schooled. Already several potentially disastrous fires have been killed promptly without great material loss. And the security of petroleum workers against fire hazards has undoubtedly reached a new high on company properties.

Coincidental with the development of the schools, the fire "labs" have made it possible to test and develop new techniques on large-scale fires and to teach teamwork in the application of these modern methods. Several combat teams have been selected from various locations and shifts for intensive post-graduate training. A group



Training Supervisor Jim Hill (center) coaches Mangold and Gould in controlling the type of fire that could develop at a leaking packing gland of a gasoline pump. The initial objective here is to close the pump valve behind two small water fog curtains, thus stopping the flow of gasoline.

This Los Angeles Refinery fire laboratory overlooks a panorama of homes and oilfields extending from the Pacific to Pasadena. The installations in the foreground, capable of producing most types of oil fires, have been acclaimed by Los Angeles County fire chiefs as the finest training equipment they have ever seen.





These highly skilled fire-fighters comprise a combat team and will tackle anything in a refinery that burns. Several of the men serve also as instructors for other employees. (L-R) Charley Lippins, Bud Mangold, Forrest Watts, Marty Gould, George Riley, Frank Harter, Chief Jess Marshall.

Trainees at Oleum Refinery are using foam to solve this fire problem. The hopper and other equipment in the foreground mix the dry chemical with water, eliminating the need for large storages of chemicals in solution.



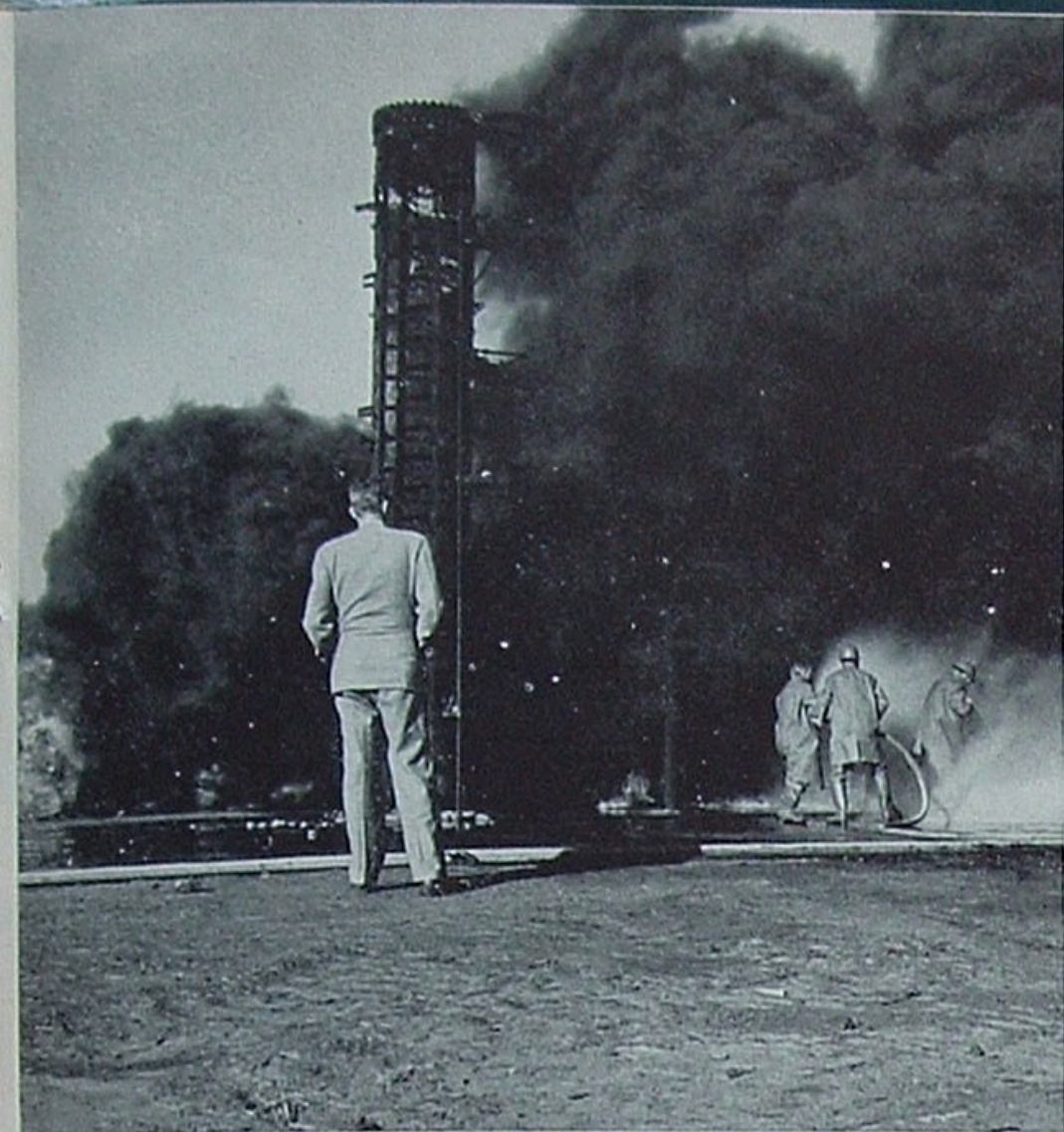
of these fighters is always on duty at refineries to handle the fire problems that can be solved only by several skillful men working in unison. These specially trained men also may serve as instructors for new employees.

An unexpected development at the Los Angeles Refinery fire "lab" has been the interest it has attracted among many Southern California fire departments. Attracted first perhaps by the tell-tale columns of smoke rising at intervals from the training grounds, the chiefs and inspectors from neighboring towns came to investigate, then to watch, then to applaud.

Such veterans aren't easily entertained by smoke and flame. But oil fires are a different breed of cats from the ordinary, and in the techniques that many a costly fire has taught the oil industry the "visiting firemen" found plenty of new information and merit. They were quick to ask that members of their own departments be privileged to study the demonstrations.

Union Oil Company cooperated to the fullest by granting the privilege and extending the use of the training grounds, when available, to the fire departments of Los Angeles, Long Beach, and suburban cities. Several hundred municipal firemen are now learning the latest in oil-fire extinguishment and control.

Much credit for the original idea and design of the school should go to James E. Hill, Jess Marshall, and C. H. Van Marter. However, these gents rebel against accepting personal honor and are quick to name several other Union Oilers who contributed to this finest of new safeguards against the loss of life and property from the ravages of fire.



A fire of this size and type would normally be attacked from the up-wind side. However, the team purposely went in from the lee side to convince visiting fire chiefs that success is possible against bad weather conditions. Two fog-nozzle equipped water lines were used. After the burning tower was controlled, two men stood by to prevent back-flash while the remainder of the team extinguished the flames in the adjoining trench. The chiefs applauded this feat enthusiastically.

LEFT: Forrest Watts demonstrates to an audience of Southern California fire chiefs how in several seconds a "contained" oil fire can be smothered with DuGas. RIGHT: Several lengths of half-submerged pipe make this 7' x 40' pit fire extremely difficult to handle. Success is possible with one fog nozzle if the fighter knows his business. Two fog nozzles extinguish the flames with greater speed and safety. But surprisingly quick extinguishment was obtained with one fog line and a DuGas extinguisher.





CONSUELO YOUNG, feminine lead in the Mission Play, famous annual production at San Gabriel Mission, is the daughter of Rosita Young, Southwest Territory Marketing.



CHARLOTTE MCGINNIS, Northwest Territory, chose a winter vacation through Mexico, San Salvador and Guatemala.



HERBERT E. FALL District Representative, Sacramento, with a caption says this is just of the "s"



CREDIT MANAGERS resumed their war-interrupted practice of meeting annually when the group convened at Los Angeles. Front row, L-R, are H. E. Cook, R. M. Shaffstall, C. H. Mann, R. D. Roberts, and W. M. Shelton. Second row, L. L. Farmer, T. J. Fahay, E. A. Cox, W. W. Workman, and A. B. Simpson. Third row, W. S. Newton, J. M. Kunkel and M. E. Smith.



FIELD VALLEY DIVISION employees honor Superintendent Reed at a dinner at the Stockdale Country Club on the divisions. Kenny Vaughan will hang his hat in Santa Fe to Santa Maria.

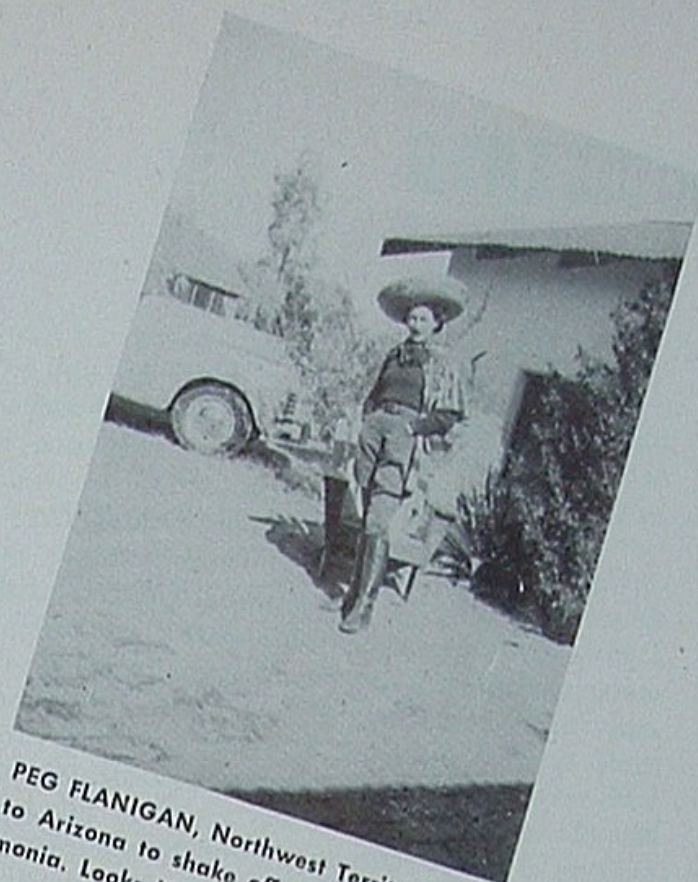




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HERBERT E. FALL District Representative, Sacramento, with a catch. Herb says this is just one of the "small ones."



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UNION OIL FAMILY ALBUM

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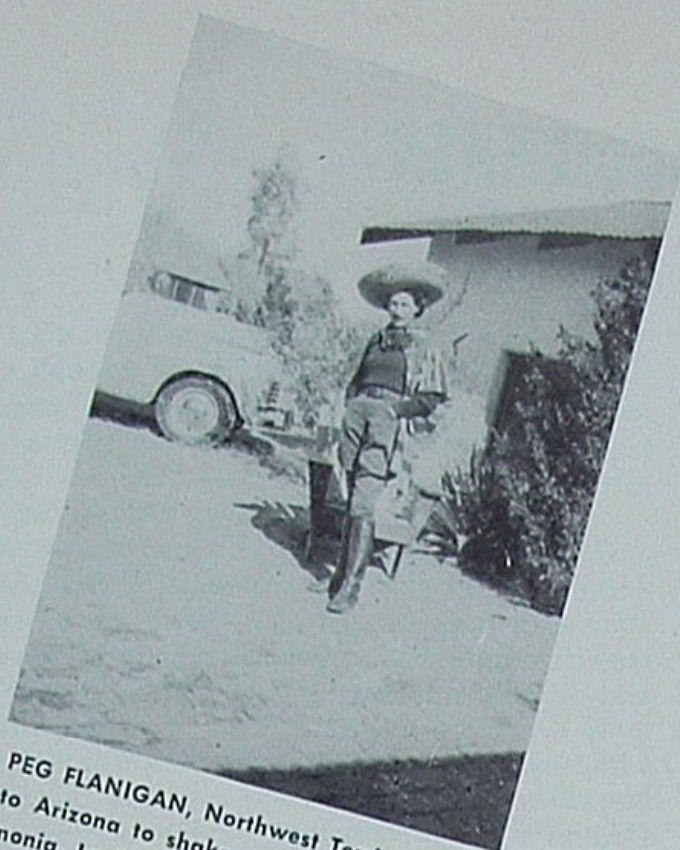
FIELD VALLEY DIVISION employees honor Superintendents K. C. Vaughan and Jack E. Reed at a dinner at the Stockdale Country Club on the occasion of their transfer to other divisions. Kenny Vaughan will hang his hat at Santa Fe Springs and Jack Reed will report to Santa Maria.

OCCUPYING SEATS OF H Manager of Field Opera knowledge and accomplish honored superintendents.





HERBERT E. FALL, District Representative for Sacramento, with a catch. Herb says this is just one of the "small ones."



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MR. ROY LINDEN, Manager Northwest Territory, was featured speaker this year at the annual meeting of the National Office Management Association.

UNION OIL FAMILY ALBUM

Employees honor Superintendents K. C. Vaughan and Jack E. Dale Country on the occasion of their transfer to other assignments. Santa Fe Springs and Jack Reed will report



OCCUPYING SEATS OF HONOR at the Bakersfield farewell dinner were (L-R), W. J. Larson, Manager of Field Operations; Frank F. Hill, now retired but still famous for his drilling knowledge and accomplishments; C. E. Smith, Production Foreman, Valley Division; and the honored superintendents, Jack E. Reed, and K. C. Vaughan.





FEWER ACCIDENTS

How safe from injury is the average Union Oiler?
 Does our 1946 Safety Record compare favorably with records of other oil companies?
 Are we slipping or improving?
 What unsafe habits shall we concentrate on eliminating in 1947?

These important questions are answered in the following analysis made by the Training and Safety Division:

During 1946 a total of 331 Union Oil Company employees suffered lost-time injuries, causing a production loss of 11,500 man-days. In addition, we met with 1,087 on-duty accidents severe enough to require the care of doctors.

The Union Oil accident rate, based on the number of disabling accidents per million man-hours worked, was well below the Pacific Coast average and third lowest among Pacific Coast oil companies. General Petroleum set the pace, with Shell running second.

Company-wide, our 1946 performance was an improvement over 1945. Disabling accidents decreased five percent. Thirty-four fewer employees were sent to hospitals for painful, disabling on-the-job injuries. An improvement rate was shown by five of our ten

departments.

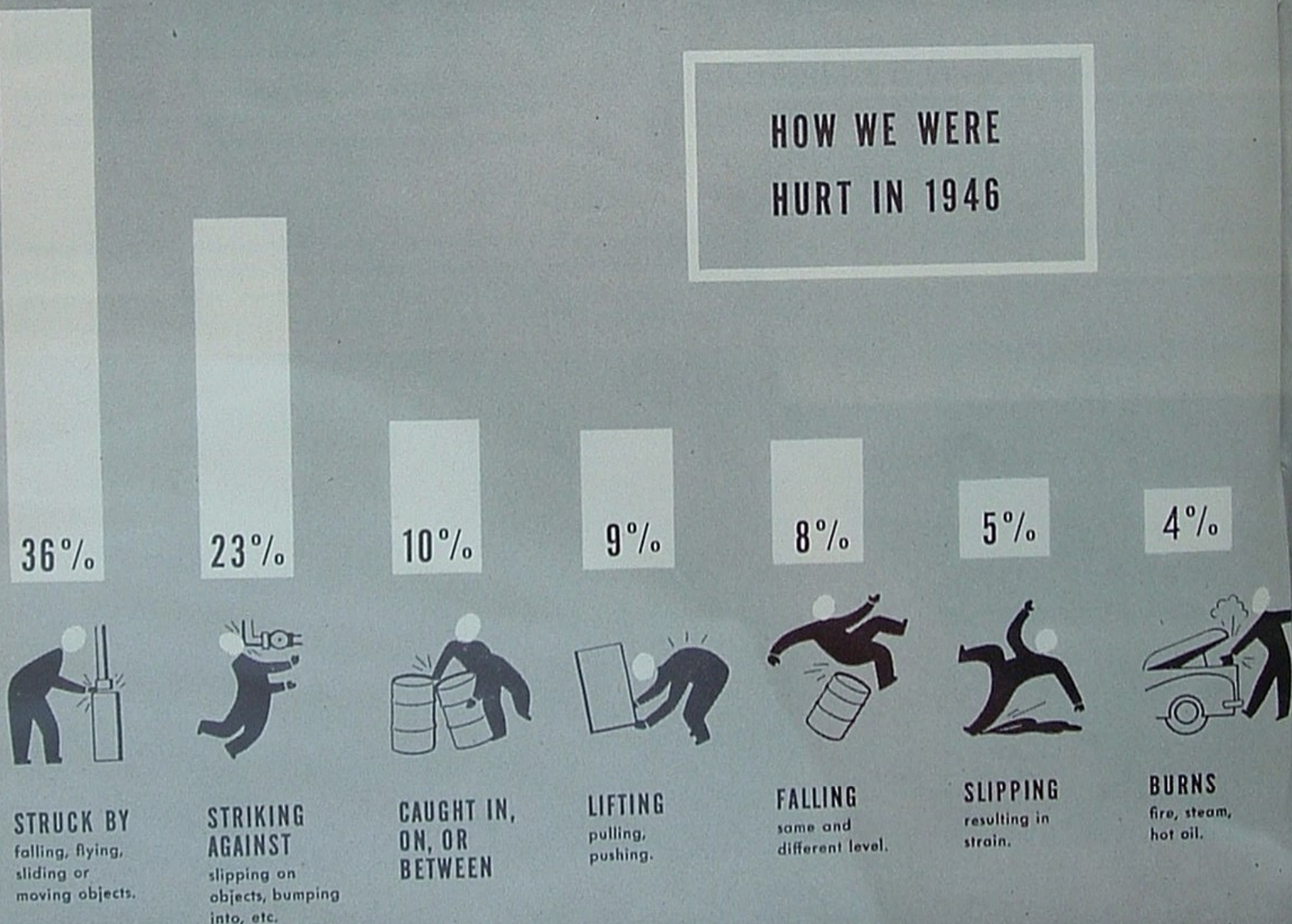
But the record was not good enough. There were about 1,400 accidents too many. And merely "placing" in this race with competitors is to take a beating literally.

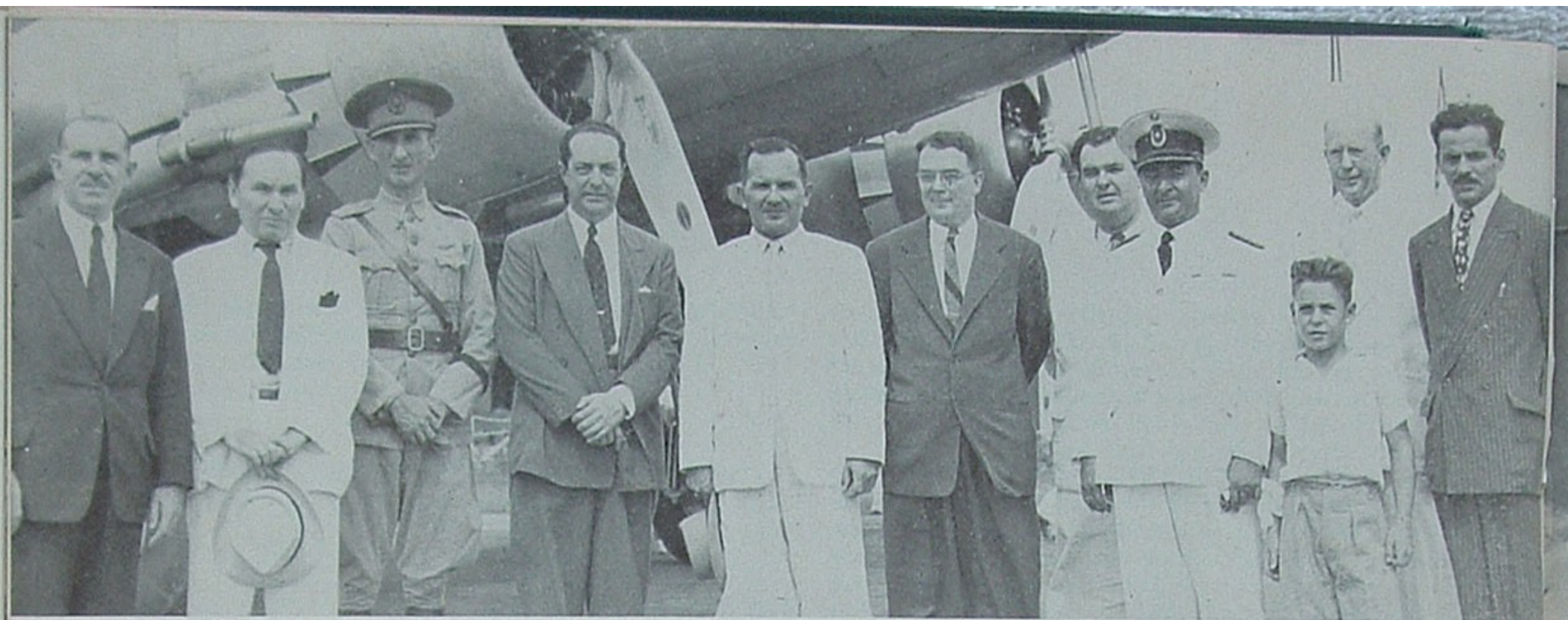
What We Did or Didn't Do

Our most notorious malefactor among types of accidents was that of being *STRUCK BY* falling, flying, sliding or moving objects. Many of us failed to grip materials and tools securely, permitting them to fall and injure ourselves or others. The incorrect use of tools (such as pulling a wrench in the wrong direction with respect to its jaws) took an additional toll. A number of employees stood too close to moving equipment. Despite a long campaign in the use of safety goggles and hoods, many eyes were injured by flying particles and liquid sprays. We frequently ventured too close to objects under strain and were caught off guard. Such unsafe acts accounted for thirty-six percent of the 1946 accident total.

A surprising twenty-three percent of our injuries was caused by *STRIKING AGAINST* something. We blindly or absent-mindedly bumped into pipes; received cuts and slivers by grasping sharp or rough objects; pulled

HOW WE WERE HURT IN 1946





WELCOMING A. C. RUBEL and the "Asuncion" on a recent trip to Paraguay were (L-R), Dr. Oscar Perez-Urbe, Vice-President of Union Oil Paraguay; Dr. Luis Argana, Company director; General Migone, chief of Paraguayan Air Force; Lic. Sanchez-Albarran, Company director and attorney; General Andino, Commander of the Chaco; Mr. Rubel; Sr. Raul Naguez, Assistant to the President of Paraguay; Sr. H. E. Billasboa, Minister of Public Works; Lic. Chester Cassel, Company's Vice-President and General Manager; Sr. Cataldi, Assistant Secretary of Public Works, and unidentified junior committeeman.

Report From Paraguay

Far out in the Chaco Boreal of South America our subsidiary, Union Oil Paraguay, has drilled and abandoned its first wildcat well. The bit had penetrated to a depth of 7,579 feet. Cores revealed much important information about the underlying strata of rock. But there were no showings of oil.

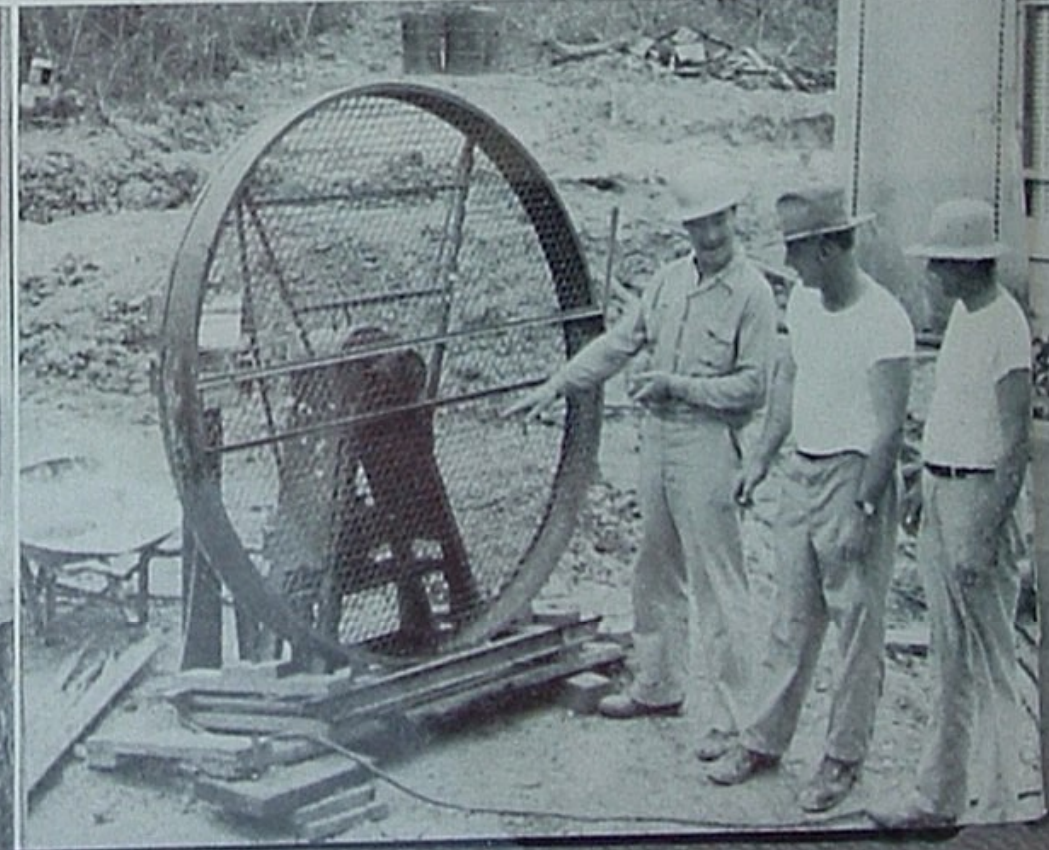
This is the typical "dry hole" report with which most stories of new oilfields begin. To easily discouraged and inexperienced men it would mean the luckless end of a costly gamble. In this instance it means the beginning of a fresh attempt. Already several additional drilling sites

have been chosen in the Santa Rosa vicinity and the equipment is being moved to one of these. Once again the bit will probe deep in the Paraguayan earth for that elusive pocket of flowing "black gold."

Picture reports from the Chaco indicate the ruggedness of life on our most remote drilling frontier. Though not teeming with wild game, the surrounding bush has its quota of ducks, "cha-ra-ta", doves, wild boar, wolves, foxes and tapir. There's plenty to eat and never any reason for not getting a full night's sleep. But movie palaces, golf courses and the pari-mutuels are far over the horizon.

THE CAMERA found Mrs. H. D. Pyke, wife of the Drilling Superintendent, reading the instructions to Art Woodbridge of Western Geophysical Company, and Bob Evans, of Drilling and Exploration, as the two men cut up steaks to barbecue for a holiday dinner.

AN ABSOLUTE NECESSITY TO HEALTH and comfort on the Gran Chaco is this "bug blower." Here Tal Ledbetter, Bob Evans and H. D. Pyke survey the new instrument and prepare to abandon the old "swat and swear" method of combating insects.





J. T. LEDBETTER, PETROLEUM ENGINEER, supervised the drilling of our first well in Paraguay. Here he is shown checking drilling mud.

W. R. MORAN, GEOLOGIST, is at ease checking core samples for indications of the elusive "black gold."

Shanks' Pony Retired at L. A. Refinery

Those tall stories they tell in the Texas oilfields are just commonplace facts here in California.

Our Los Angeles Refinery at Wilmington occupies such a broad expanse of ground that an intra-plant bus system was found practical and is now in operation.

At plainly identified bus stops within refinery bounds, workmen now cool their arches in anticipation of a com-

fortable ride. One of two new busses arrives at regular intervals and whisks employee passengers from place to place in a fraction of the former walking time.

A unique feature of the new system is that riders are never bothered for fares or transfers. The service is extended gratis and ungrudgingly by Union Oil in the interest of increased efficiency.





A FIVE THAT SAYS YOU CAN'T!

Here are (L-R) J. Smith, B. Nosek, J. Dittus, A. Hammond, and C. Metro, better known as No. 1 Bowling Team of L. A. Refinery and present holder of the coveted Burnham Trophy. They won in 1946 with a score of 2769.

If you have hope or confidence enough to dethrone the champs this year, the opportunity will be yours any time between April 28th and May 3rd. Rules governing the 21st Annual Bowling Championship for the Burnham Trophy have been posted on Union Oil bulletin boards

everywhere. Read 'em. Then surround yourself with four of the best eligible keglers you can find and start rollin'.

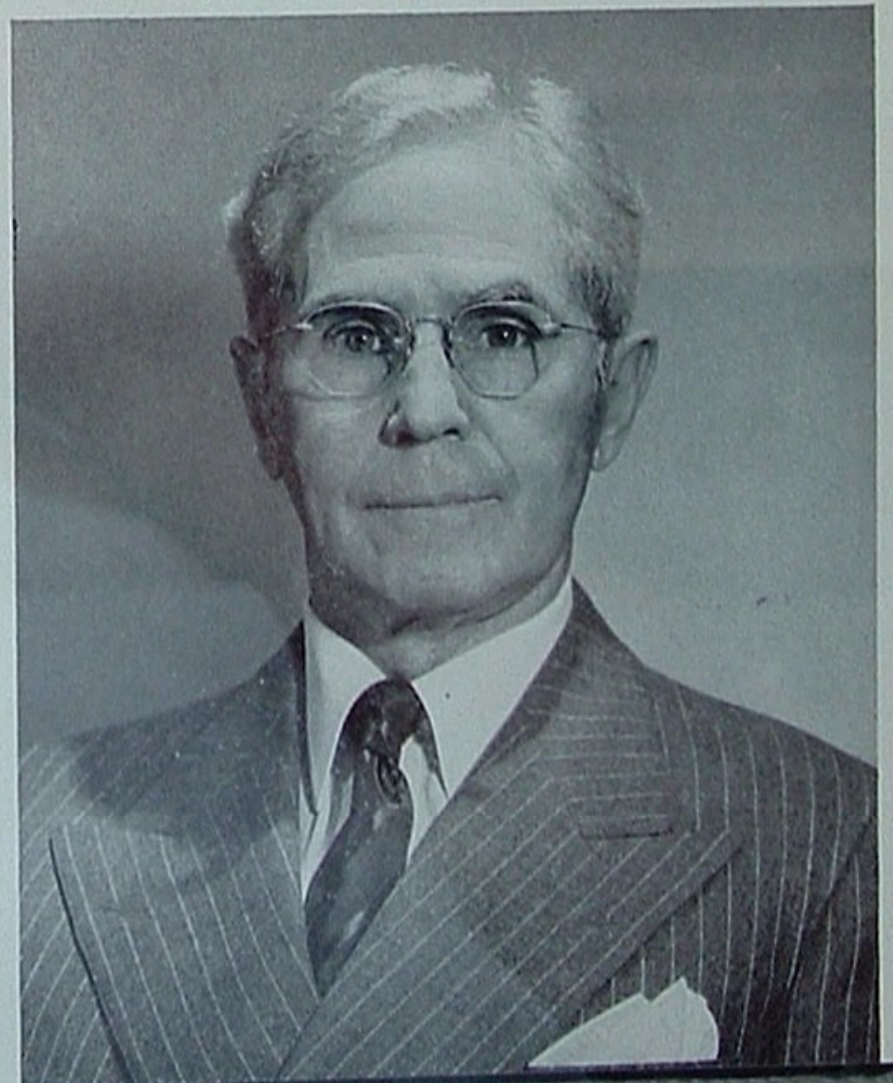
Awards, in addition to possession for one year of the Burnham Trophy, will be a new bowling ball for the highest individual series; a pair of bowling shoes for the highest single game; and a handsome cigarette lighter to each member of the winning team and to the member of each contesting team who rolls the highest series.

E. L. NANCE RETIRES

The recent retirement of Ernest L. Nance offers further proof that the Distribution Department either holds unusual attractions or attracts unusual men. Ernie is the latest of several Union Oilers who have started, built and concluded their industrial careers in the Company's traffic assignments. His employment date was February 1, 1915. His uninterrupted service in Los Angeles also speaks well for the climate.

Some idea of the use Ernie will make of those many leisurely days ahead has been obtained from his closest associates. His capacity for transforming every acquaintance into a friend has erased the possibility of loneliness. A large and well-tended flower garden offers him just the proper amount of fresh air and stimulation. A home repair shop will find him restoring radios, clocks and watches that professional craftsmen have pronounced beyond repair. When the weather is just right, there will be a day of care-free fishing or a few hours up in the pines.

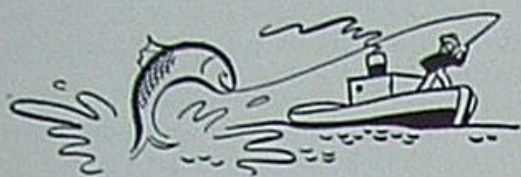
Smooth idling, Ernie Nance!



EMPLOYEE NEWS



NORTHWEST TERRITORY NEWS



When you address CON DEASY and PETE OLSEN, please say "Mr. President". Con is presiding officer for the Sales Executives' Club of Seattle this year, and Pete is pounding the gavel for the Gresham Chamber of Commerce. LEE BURNETT, of Tacoma, was host to approximately 100 relatives and friends in celebration of his wife's and father's birthday. Union Oilers were well represented, and JAMES MCGEE reported having had a swell time.

Our Coffee Shoppe will surely seem strange without Mrs. EDITH LARSON. She leaves here about May 26th to catch the Gripsholm from New York for a summer visit in Sweden. Her plans now are that she will sail for home again on September 19th. HAROLD HOLLIS, of Tacoma, has purchased a new set of tubes for his radio. Reason: His son, Don, President of Student Body at Gault Jr. High, has been moderator of a weekly school activity program over the local Tacoma station. AL PETRIE, Retail Rep. at Tacoma, has in his possession an enviable supply of steelhead fishing equipment. To date—all conversation—no fish! That's no vision—it's a real new shiny, black Packard that awaits MILDRED REDMOND every night. At the wheel—Her husband.

Two employees at the Walla Walla plant who have completed their probationary period with a rating 4.0, or militarily speaking, perfect, have been added to the family of Union Oilers. They are CLAUDE S. STILES and ROBERT N. SWENSON, both ex-G. I.'s. Claude was a Marine and was in the division that stormed the beaches at Saipan and eventually went on to Okinawa. Bob was in the air service as radioman-gunner, operating from the Kurile Islands to Japan proper. AD ZENGER says there are "no finer men than these".

HART MINER, of Seattle Sales, picked romantic Valentine's Day to take unto himself a bride. Congratulations!

Hospital List—Recent visitors in hospitals were HARVEY BOYLE and TOM NORMOYLE of Seattle and JAMES NEWBEERY of Tacoma. TED ROMSTAD of Edmonds, LUCILLE MATTSON, of Willbridge and MARJORIE HARWOOD of the Territory Office occupied hospital rooms also. We hope this spring weather (as of today's writing) brings vim, vigor, and vitality to all. Two possible future hospital cases are MARJ SAMP and ELEANOR CRAWFORD, who are at present skiing at Sun Valley. Marj spent months in a cast after her last skiing expedition.

Uncle Pete Says:



"A train of failures is nothin' to complain about if it ends in a caboose of success."

JOE HUNT and PAUL RICHARDSON, of Wenatchee, will make sure their feet are under the kitchen table at home and will, no doubt, appreciate the culinary accomplishments of their respective "Little Women" more in the future. Joe and Paul attended an Elks blowout recently, partaking of some off-specification food. Fortunately, both recovered. Candidate for the earliest vacationer in the Spokane Division is BERT HARDEN, who gave up two weeks of snow and cold to glimpse the sun and warmth of San Francisco. He reports that in between chunks of smog, he had one glimpse of the sun—and returned to find spring in the air in Spokane. TOM FAHAY wanted to fly from Spokane to Los Angeles for the credit meeting, but weather conditions necessitated his starting out by train. In Portland, however, improved flying weather enabled him to board the plane. S. J. "STEVE" CONNOLLY and R. D. SMITH of the Glacier Division were recent visitors in Spokane, sneak-previewing the 1947 Advertising Meeting.

(Gudrun Marie Larsen)

CENTRAL TERRITORY NEWS



Who said nothing ever happens in Sacramento District? V. O. NORRQUIST departed for Chicago and not only did he take with him a host of good wishes from his organization, but at a farewell dinner at the Rosemount, he was presented with a beautiful pen and pencil set, a token of their high regard for him.

She won't talk but from all indications, MARLYN DUERR, Credit office, is to be an Easter bride. Some people sure get the "breaks"—while trying out her new skis up in the High Sierras one week-end recently, BEA HEADINGTON, Credit office, took a nose dive and broke her ankle. This naturally, has slowed her down a bit but she is pretty spry on those crutches. "CLEM" CLEMENTSON, Retail Representative, also suffered an accident which resulted in a broken knee. As we go to press, he is still hospitalized but expects his release any day. KEN LAYTON said it was a genuine surprise. The girls in the Sacramento Office invited him to join them at their morning coffee and what should meet his eyes but a beautiful birthday cake with the inscription "Happy Birthday To Our Josh." (Member C. K. sez "I'm the Big Joshua!"). BURT JACK and Abraham Lincoln also had birthdays on February 12 and upon this occasion, Burt was guest of honor at the Coffee Hour. Valentine's Day was truly a red letter day and to MARIE JUSTICE, that "gal" from Seattle, we extend hearty congratulations on the birthday of her new granddaughter. New daddies at the Sacramento Marketing Station are DICK CULP and JIM SIBLEY—both girls, Dick's first but Jim now has one of each. Congratulations, boys!—We welcome the new Retail Representative at Stockton this month—George Asplund, former Service Station Manager in San Francisco.

Dan Cupid had been around San Francisco—On February 8, MARIE MCKEON, Purchasing Department, said "I do" in the morning while PAT WAGGONER, Accounting Department took her vow in the afternoon. Union Oilers who saw the ceremonies say the brides and weddings were elegant. VERA VAN NESS, Oakland D.S.M. Secretary, took leave on February 14 to become a Valentine Bride and now should be addressed as Mrs. Vera Goodrich.

LOIS DAVIS, after ten years of continuous and conscientious service, has forsaken her Burroughs bookkeeping machine for Wendall and her home in Berkeley. We all join in wishing Lois a lot of happiness and—we'll miss her.

Girls, here it is! Vital statistics on the most recent male additions to the territory office: EDWARD BLUME, Distribution Expense, single, Tech. Sgt., U. S. Army Finance, born, schooled, and worked in and about Seattle, Washington. KEN TITMUS, Distribution Expense, born in London, England, married, owns home, served

in the U. S. Air Corp., alumnus of University of California, previous employee of Associated Oil Co. WES BUFFINGTON, Wholesale Bookkeeping, single, living home, a native of Berkeley, prior to Union Oil employed by U. S. Army and Southern Pacific Co. JON GREEN, Wholesale Bookkeeping, eligible bachelor, owns home in San Francisco, was an employee of the Gulf Oil Company prior to serving the U. S. Army as a transportation officer, reared and schooled in Marshall, Texas. JOHN SHAW, Credit Department, married, an Irish Texan, a student of University of California, served in Uncle Sam's Army, previously did credit work for a Dallas, Texas, firm.

Friends will be interested to know that IRMA NORZA now has a son named "Forest Ross."

AL CRADDOCK, San Francisco Resident Representative, celebrated his 26th anniversary with the Company on Thursday, February 20th by buying coffee and donuts for all the gang. . . . Lucky Al!

San Jose District welcomed three new men to their family: JOHN CUNHA, Tank Truck Salesman, Watsonville, JAMES T. SMITH, Tank Truck Salesman, Salinas; and EDMUND SILVERBRAND, part-time Tank Truck Salesman at King City.

BILL "CHARLES AUGUSTUS" TIBBETTS, Hollister Consignee, just got himself a brand new airplane, and now flits from airport to airport in nothing flat. If he could only figure out a way to pick up empty barrels on the fly! JACK GARDINER does his flying with both feet on the ground—it's safer that way! Jack is a model airplane enthusiast and from what we understand there is a considerable father and son competition in this family.

RAY THOMAS is rapidly becoming our favorite pinch hitter, having recently taken HENRY GORHAM's place at Monterey while Henry served a stretch on Jury duty. It is a good man that can step into another man's job to keep the ball rolling.

Congratulations to ART TAYLOR and CARL WILLS on completion of fifteen years service with the Company. Service pins were presented by R. W. HOFFMAN at a luncheon at Salinas between sessions of a sales meeting. A cake bearing three candles, one for each five years, was also presented to each man. Needless to say the others in attendance rapidly devoured the cake.

CECIL PENDLETON, who recently transferred to Watsonville, has been referred to as "Watsonville's best dressed Tank Truck Driver." We like that kind of comment, "Pen."

Spring weather in Chico District—plans are shaping up for the first barbecue and get-together for District personnel. We hear that Redding personnel are busily engaged in conditioning their famous lake for trout fishing by catching all the pike early. LOU GORE, TTS, Redding, is a newcomer to the Chico organization. Having been a Pharmacist's Mate in the Navy, perhaps his training will serve to keep Redding personnel off the sick list.

MAC SMALL, D.S.M. Clerk, Reno, and Cub Reporter, United Air Lines to San Francisco every time he gets a few extra dollars and hours. (Everett Smith & Staff)

SOUTHWEST TERRITORY NEWS



Hyde Park has reserved a parking space for "1946" Automobiles, known as "New Car Row." The usual morning parking consists of LARRY BURKLUND's new Dodge, HARMON POE's new Ford, MORREY HARRISON's new Ford, and HOWARD REEVE's new Dodge. Occasionally GEORGE HURST occupies a space with his new Dodge, and HERB JONES is always welcome with his new Buick. We've given up on R. H. ROCKWELL's Buick. Looks like BILL WHITFIELD, stands alone with his new "47" Nash.

Having covered itself with glory by winning the "Fall Round-Up" campaign, the recently organized Hollywood District celebrated its victory on Feb. 14 with a dinner held at the Pig 'n Whistle in Hollywood. The entire District personnel and ten guests from the Southwest Territory were present. R. H. ROCKWELL presided and spoke briefly, congratulating the thirty-one men of the District who were present. The party later ventured to the El Capitan Theatre to see Ken Murray's "Blackouts."

The Hollywood office welcomes a newcomer from Sacramento, DELAYNE SCHWYHART. Hope she likes our Southern hospitality. WILLARD COIE is a welcome addition to the L. A. office, also BETTIE LEE and BETTY STEVENS. RAY EMRICK found a place to hang his hat and has joined us in the ranks. Glad to have all of you.

JOAN MORRIS and her husband were motoring near Indio when they hit a cow, which caused their car to be laid up all day for repairs.

ROSITA YOUNG was proud of her daughter Consuelo who had the lead in the Mission Play. Many fine compliments were paid to her by employees who saw the play.

We welcome HELENE KIPPER, back in the fold after having an operation and now feeling mighty good. BEVERLY DANKERS also had an operation and is reported doing nicely. CECIL JEFFERY is with us again after a needed rest. Sure good to have him back. RUTH KELLY, who stuck her hand through a window which she claims to have been washing, says it is mending nicely.

After completing thirty-three years of service with Union Oil Company, E. L. NANCE is now retired. He was presented with a beautiful initialed traveling case. Those who attended the luncheon held at the University Club were: H. M. SHAFER, E. L. NANCE, L. C. MONROE, J. D. REARDEN, C. R. HAND, GEORGE WEBSTER, C. P. STEPHENSON, WALTER PAUL, B. J. HASWELL, and RAY TATUM. (Ruth Anderson)



Honorable mention for "most appropriate license tag of 1947" goes to C. A. "BERT" GOUGHNOUR, Phoenix District Manager, whose automobile now proudly displays the number "AE-7600". Bert says that even the initials mean something; in this instance he claims they stand for "Always Exceptional". Knowing the merit of our new 7600, we think he's got something there. No little credit should be given to C. J. "KELLY" KOLDOFF, who hit the firing line down at the license bureau and wangled the special concession. Arizona plates this year are made of aluminum, and although quite an improvement over last year's windshield sticker, they are only just a shade thicker than a chewing gum wrapper.

We regret to hear that Mrs. WILLIAM GREER of Las Cruces has undergone an operation at El Paso, and now Bill is headed for the same hospital for an overhaul job. We wish both of these fine people an early recovery and a perpetual run of good health for the future.

EVERETT R. LOWE, Resident Representative, and RAY ARMSTRONG, School Instructors, have taken over the additional duties as Retail Representatives. Ev has the city area, while Ray covers the Company's outlying territory, which reaches out as far as New Mexico.

What's this about FRED AMEN, Phoenix Automotive Dept., having it in for the Wright Brothers? Can't figure it out—all they did was to invent the airplane. Hmmm.

A most cordial welcome to the two new employees in Phoenix District Office. LOIS WILBUR and MARY CASEY have assumed duties in the Credit Department. Lois handles Credit Card Accounts, and Mary assists R. M. SHAFFSTALL in wholesale accounts.

Week-end visitors at Arizona Snow Bowl near Flagstaff included HELEN SKORPICK, District Office, whose dexterity on the skis evoked great admiration from the spectators, and a set of aching muscles as a reward.

It is to be noted that GUS LINKE, Phoenix Tank Truck Salesman, has been shopping around lately for infant furniture, as well as various and sundry other necessities that go with blessed events. Congratulations to the Linkes—that now puts them in column 3 of the Form 1040. (Paul Dummel)

FIELD DEPARTMENT NEWS



Valley Division

Two Superintendents were transferred this month; K. C. VAUGHAN to Santa Fe Springs and JACK E. REED to Santa Maria. A farewell dinner was given to them at the Stockdale Country Club. W. J. LARSON and FRANK E. HILL were honored guests. Pictures of the affair are found under "Family Album".

At the Annual Meeting of the Union Oil Bakersfield Employees Federal Credit Union, the following officers were elected for the ensuing year. Board of Directors: W. E. SADLER, Pres., PHILLIP H. SEELEY, Vice-Pres., WM. P. GEISSINGER, Secy-Treas., T. L. BARBER, T. W. ISAACS, CORENE M. BIGGS, and ROLLA GRAINGER. Credit Committee: DOROTHY GORMLEY, chairman, RUSSELL G. GARRIS, ORVILLE TRUESDALE, JOHN P. COLLEY and D. E. TALLEY. Supervisory Committee: TOM DEVLIN, chairman, LORRAINE COSNER, AGNES C. DOUGAN.

After spending three years and three months in the Air Corps. as a Draftsman, PHILLIP H. SEELEY decided to take advantage of the Flying Course approved by the Veterans Administration. After completing a nine weeks course consisting of meteorology, radio indoctrination, and engines, including forty hours of flying, Phil received his private pilot's license. He is now planning to take a commercial course for his commercial license.

(Wm. P. Geissinger)

Southern Division

Your correspondent might have had more news for the current "On Tour" but due to the many moves of offices, etc., at Santa Fe Springs, we can't be sure just where to go to find who to determine what has been going on.

A farewell banquet was held at the Richfield Production office for a group of employees who terminated their Union Oil careers by retiring from the Company on January 31st. The retiring employees were: HENRY T. ALSIP, WALTER G. MCKEEHAN, NORMAN M. LONG, HENRY J. GIER, RAY S. DAVIS, CHARLES M. SMITH, MORITZ M. LOITZ, CHARLES H. STEPHENS, BERT F. McELHANEY, and WILLIAM A. WALLACE, all of Richfield Production.

MAXINE BILLINGTON, of S.F.S. Purchasing, is wearing an engagement ring presented by Steve Shanahan, formerly Santa Fe Springs Production. The socially-minded at S.F.S., however, are going to be beset by quite a problem as both Maxine and GLEE GUTHRIE, Production, have picked May 25 as ye fatal date. One wedding will be at two o'clock and the other at four. Each girl is trying to figure out how to get to the other's wedding and there has been a motion that the Girl's Club hold a benefit barbecue in the park during the interval for the guests. All suggestions for the use of the same wedding bouquet come to naught as the gals just won't agree on the same flowers. With 365 days in the year, you'd think they could pick two instead of one on which to be married, but that's the dames for you.

Goodbye, Santa Fe Springs, Hello, San Francisco: RUSSELL G. McADAM has been transferred from S.F.S. Purchasing to the San Francisco office.

A. P. (ALEX) PARKER has transferred from S.F.S. Warehouse to Orcutt Purchasing.

KENNETH VAUGHAN turned over the keys of the Bakersfield office to RALPH A. MCGOEY and will be found at Santa Fe Springs Production from now on.

FRED A. CLEGG of Santa Fe Warehouse retired on January 31, 1947.

W. P. (RED) BULLARD of Santa Fe Production is anxiously awaiting the solution of his personal housing problem, a new home under construction at Whittier.

Stork express arrivals: EARL SCHUPPERT, Santa Fe Automotive, a son. Earl is now proud papa to three boys and one girl.

ALLEN W. F. GREENOUGH passed away on February 3. He was a well-liked employee of Santa Fe Production who spent twenty-eight years with Company. (Lloyd Kinney)

Coast Division

Friends of W. H. (BILL) WATKINS, former Superintendent of the Coast Division, will miss his familiar and straight figure. Bill passed away after a long illness on January 29th. Some of his friends have suggested that the Newlove Picnic Grounds, which Bill practically built himself, be dedicated in his honor. Sounds good to us.

The Oil and Gas Association Ladies' Night Barbecue was pronounced an outstanding success by all who attended. MORT KLINE's talk on the Near and Middle East oil situation very easily matched the high caliber of recent program speakers.

We welcome back JACK REED who is serving as Division Drilling Superintendent in this Division. CHARLES MANLOVE just returned from a trip to Kansas. He claims that he missed the "cold snap", but is glad to be back. J. B. "BARNEY" HUGHES holds the distinction of being the first Coast Union Oiler to be a great grandfather. The occasion was a son born February 4th to granddaughter Barbara. This also makes GLENN HUGHES a great uncle. BOB BUNKELMAN really hit the jackpot. He acquired a new car, an apartment, and a bride—all within two weeks.

Bowling still remains of major interest. PORT CLEVINGER's mark of 268 for high game and ART BRYANT's 619 for high series still remain on record. The Eastside team is in first place, but is being threatened by RUDY HARTMANN's strong Westside team. Recently DAVE BICKMORE and JESS HUGHES defeated Loffland Brothers in a bowling match.

BILL GREENWALT will now be seen driving down the highway "backwards" since he acquired his new Studebaker. Bill has just been transferred to Dominguez.

Competition in baseball this season is being greatly increased by forming of the Central Coast Hardball League. At a recent meeting LYMAN SCHEEL was elected Chairman and BERNIE BRISON was appointed Secretary. The originally expected eight teams has increased to thirteen and may lead to the formation of two divisions within the League.

Followers of the Union Oilers will be glad to hear that our team will play on the Santa Maria Cook Street Diamond every third Sunday. This is a good break for the club and they certainly deserve the support of the rest of the employees. (Lois Johnson)

Glacier Division

Sales Meetings were held in Missoula, Butte, and Great Falls on February 18, 19, and 20, respectively. They were attended by 228 consignees, distributors, dealers, and employees from the Glacier Division. The meetings were conducted by S. J. CONNOLLY, Sales Manager. R. D. SMITH, Ass't. to the President, briefly outlined the development and production program for 1947. A. E. GROGAN, Los Angeles, explained the Sales Promotion Program, and MIKE CORCORAN, Advertising Representative, told of the Advertising Campaign for 1947. Entertainment was furnished by pianist Jack Aronson, and vocalists Maxine Conrad and Ruth Dennis, all professionals from Los Angeles.

"MONTE" MONROE, Accounting Department, and Doris Serdahl were married February 14, 1947. After a week's honeymoon in Spokane, Monty is back at work.

BOB HOLLAND has joined the Union Oil Family as a new member of the office force.

The interest in bowling seems to run very high in Cut Bank. Of the sixteen teams in the Men's "B" League, five are composed entirely of Union Oilers and several other teams have one or more U. O. representatives. DEANE SHRYOCK, BEVERLY BLANKENSHIP, and BARBARA WILSON bowl in the Women's League.

Production Foreman, R. J. "DICK" GERTZEN is "Grampa Gertzen" since the arrival of his first grandchild on February 23rd. The young lady is the daughter of his son, Jerry, and has been named "Joyce".

The Union Oil family also boasts of a son born in February. Proud parents are Mr. & Mrs. "DUTCH" SCHNEIDER. "Dutch", Refinery Operator, has named the boy "George Patrick".

LESTER K. DENNIS, Service & Maintenance, is recovering as quickly as can be expected from an unfortunate accident.

MAX L. KRUEGER, Chief Geologist of the Rocky Mountain Division, made a "flying trip" to Great Falls and Cut Bank during the spring days of February. W. C. STEVENSON of Head Office arrived in Cut Bank the latter part of February.

(Eva Searing)

The Bulletin Board

ANNOUNCEMENTS ON PERSONNEL, ORGANIZATION, POLICY

MILITARY RESERVE TRAINING

Until further notice, requests by employees for leaves of absence for the purpose of participating in Military Reserve Training programs (usually two weeks) are to be considered under the Company's present leaves of absence policy which permits the granting of leaves up to 30 days. All such leaves are without pay and retention of benefits will be in accordance with the provisions of the individual plans.

By order of the Executive Committee.

Signed, W. C. STEVENSON

ATTENTION, BADMINTON FANS!

The 9th Annual Employees' Badminton Tournament preliminary matches will be held on two Saturday mornings, May 17 and May 24, at the Hollywood Sports Center, Sunset and Bronson. There will be two flights of Men and Women's singles and doubles plus mixed doubles. There are lots of trophies, both perpetual and individual, so choose your partners and come on out!

REFINERY NEWS



Oleum Refinery

JACK WARNECKE of Distillation is the father of a new baby girl and is proudly displaying a hand inscribed diploma attesting to his Degree as Doctor of Diapers. Two Treasures—STAN VARNAU and JIMMY BRODERICK—proudly announced the arrival of baby daughters at their respective homes. JERRY DUNKELBERGER of the Shipping and Compound also announced the arrival of a baby daughter, Susan.

Another proud father was Machine Shop's ALFONSO CARDOZA whose son John was married in Rodeo late in February. All of Alfonso's many Oleum friends were there to make the occasion a gala one.

Though visibility was only 50 feet at starting time, Oleum's hackers were out in great strength Saturday, February 22, at the Richmond Country Club. In deference to the great American whose birthday this was, scores were truthfully higher. JACK BETZER walked off with a low net of 99-32-67, followed by ROY ALA-MEIDA with 83-15-68. HARRY DOWNEY, to whom the obscured course seemed an inspiration, pounded out a low gross 75, followed closely by GEORGE COLE with 76. With their average now established, Oleumites are getting ready for three more tourneys this year.

Intra-departmental basketball came to a smashing finale in February, and it was conceded that JIM MAHONEY's Tormey Hill Terrors had conquered the aging opposition. Even today there are many aching joints among the contestants.

The housing situation was conceded to be acute when TED WARNECKE, MATT and ED BARULICH, and BERT ENGRAHM moved into the latter's Rodeo home which is not much larger than a medium sized bird house. Cooking and housekeeping depends there on just how many of the housekeepers are at home, and the boys have already warned their landlord he must reduce or stay in the kitchen while the others move around. (Clyde Morton)

Maltha Refinery

We enjoyed a visit from JAMES SLATER who has many Union Oil friends although he left the Company eighteen years ago. BOB EASTON, Transport Driver, has fully recovered from his injuries received in a recent auto collision, but his automobile won't be well for some time yet. (Agnes Dougan)

L. A. Refinery

On January 31, all Refinery manufacturing and supervisory personnel were treated to a dinner complete with entertainment and after dinner cigars, as guests of the Marketing Department. The sales promotion and advertising campaigns for the coming year were presented. This was the 18th meeting of a series which will be presented to all Dealers.

The highlight of the month was the Refinery social club sponsored dance, held at the Lakewood Golf and Country Club on February 7.

JOHN SALMOND and his wife, the former HELEN OLIVER were seen there renewing old acquaintances along with JIM HILL of the Safety Department and his wife.

The Refinery now has something new in the way of inter-plant transportation—a bus service. Two buses were put into operation in the latter part of January and have proved a boon to employee's calloused feet. The buses operate on a regular schedule and 'tis rumored that some employees have already begun to show slight thickening of the waistlines as a result of missing out on their daily constitutions.

DONNA JENSEN of the Cracking and Process Departments changed her name from Miss to Mrs., when she said "I do" to ROY LARSEN. She worked until noon of her wedding day and never missed a word either in typing or vows.

BETTY NOTTINGHAM, ditto machine operator, became the bride of WILLIAM NEWHALL. And ROLAND DEERING of the Process Department has left the bachelors ranks to marry Jean Sedlak of Cleveland, Ohio. BILL SILVIS also joined the legion of married men, leaving TED AARUP the only bachelor among the Pilot Plant Operators. JIM HASTINGS of Operating and Treating has taken the fatal step with Winona Thompson of San Bernardino. FRANK VAN ACKER of Cracking and BETTY THOMAS, formerly with the Company, whose engagement was announced here previously, as well as LENORE MCINTYRE of the CFR Lab and GEORGE ORR, have also taken the plunge.

Latest reports find girls in the majority in the new arrival department. Those blessed with future movie queens were ROY KELLER of the Engineering Department, ROSS HANSEN of Research, LARRY MULCAHAY of Operating and Treating, JIM WALKER of Cracking, and LARRY WHITMORE of Inspection Department. In the minority we find JIMMY IRELAND of the Inspection Lab and NATE KING of Personnel, who will be arising at 2:00 A.M. these mornings to feed their infant sons.

In the recuperating department we find BILL "SILENTWILLIE" CRESSWELL from Unit 33, nursing a mangled arm as a result of a sideswipe with another car. TOM OTT of the Research Department is recovering from his recent illness and we hope to see him back soon. AL LANGE, the glass blower, has been ill for some time but latest reports are that he will be back with us in the near future.

Transfers find HARRY GREEN of the Research Department moving to the Sales Department in Seattle. The scramble of people to obtain the duplex he vacated was a sight to see. The landlady's daughter won. RAY DAMSKY has transferred from the Distillation Department to a position in the Pipe Line Department at San Luis Obispo. We hope he'll come to visit us occasionally.

Our sports section this month finds the basketball team with one game left. Coach AL KNAPP states that only 50% of the games were won "but we had a lot of fun". The first Golf Tournament of 1947 was held at the Meadow Lark Country Club with 55 participants. JIM TOLLEFSON copped low gross honors with a 75, while VANCE JENKINS ran off with the low net prize with a sizzling 62. CHARLEY PETERSON won himself a Kaddy Kart for the blind bogey prize. AUDREY ROYCE gave quite an exhibition of bowling recently when she rolled a 535 series in one of the league games.

The Refinery Speaker's Club is now meeting regularly in the Refinery cafeteria. JOE KRUGER's steak and lobsters are quite an improvement over the pot roasts to which we were subjected in recent months at other meeting places. (Gale S. Peterson)

IN MEMORIAM

March, 1947

Edward M. Holzinger (ret.)

No. Div. Pipe Line

Robert V. Maurer

Head Office



SERVICE BIRTHDAY AWARDS

APRIL, 1947

Thirty-Five Years

Morland, Andreas, Marine—Wilmington

Thirty Years

Clemons, Stewart N., Coast Div. Field
O'Leary, John M., Coast Div. Field
Rico, Bert E. Jr., So. Div. Field
Rojas, John G., So. Div. Field
Seelye, Joseph H. S., Southwest Terr.

Twenty-Five Years

Boyle, James E., Northwest Terr.
Chambers, Edward C., Southwest Terr.
Faria, Frank A., Oleum Refinery Mfg.
Hodgskins, Geo. H., Oleum Refinery Mfg.
Kennedy, Clarence L., So. Div. Field
Mallory, Clyde B., Northwest Terr.
Miller, Emma, Southwest Terr.
Oglesby, Walter T., Southwest Terr.
Pereira, Antonio R., Oleum Refinery Mfg.
Peterman, Kenneth O., Oleum Refy. Mfg.
Reynolds, Charles B., Southwest Terr.
Tate, Guy, So. Div. Field

Twenty Years

Arthur, Helen B., Southwest Terr.
Bode, Chas. J., Northwest Terr.

Clark, George, Oleum Refinery Mfg.
Correl, Wm. P. Jr., No. Div. P/L
Dees, Robert M., Southwest Terr.
Dimond, Catherine H., Southwest Terr.
Dyer, Russell W., Southwest Terr.
Fowler, Earl F., L. A. Refinery Mfg.
Gailey, Bert B., Oleum Refinery Mfg.
Hamilton, Fred J., L. A. Refinery-Res.
Hopkins, Hobart H., So. Div. Auto.
Jones, Chas. F. W., L. A. Refinery-Res.
Knowles, Thos. D., H. O. Process Div.
Leavenworth, Chas. R., L. A. Refy. Mfg.
Luard, Rex A., L. A. Refinery Mfg.
Luckham, Thomas H., Southwest Terr.
Marusick, John A., Northwest Terr.
McHugh, Barb, Northwest Terr.
Penny, Claud C., Oleum Refinery Mfg.
Peterson, Ernest T., Central Terr.
Scott, John, Oleum Refinery Mfg.
Selleck, Milton G., Oleum Refinery Mfg.
Sheets, Geo. L., Central Terr.
Sperbeck, Irma, Econ. & Planning
Valentine, Alfred E., Oleum Refy. Mfg.
Young, Joseph R., Central Terr.

Fifteen Years

Armstrong, Daryl K., Oleum Refy. Pers.

Bolton, Roger V., Southwest Terr.
Hagan, Herbert H., Oleum Refy. Mfg.
Hayes, Douglas B., Northwest Terr.
Hughes, Harold L., Northwest Terr.
Josselyn, Willard W., Central Terr.
Lieb, Walter R., Southwest Terr.
Morse, Raymond J., Northwest Terr.
Muncy, Roy W., L. A. Refinery Mfg.
Quick, Jonah J., Coast Div. Field
Russell, Roy A., Southwest Terr.
White, John H., So. Div. P/L

Ten Years

Ablard, Louis K., L. A. Refinery Mfg.
Akervick, Robt. M., Northwest Terr.
Alameida, Anthony R., Oleum Refy. Mfg.
Bann, Norman C., Southwest Terr.
Carley, Bobby M., L. A. Refinery Res.
Correia, Wm. L., Oleum Refinery Mfg.
Johnson, Arthur Wm., Northwest Terr.
Kragh, Herbert S., Northwest Terr.
Langford, Richard C., Southwest Terr.
Shelby, Carl L., Cut Bank, Mont.
Small, McLean, Central Terr.
Snell, Donald E., Coast Div. Field
Spengler, Maxwell, H. O. Compt.
Strane, Alfred Wm., Texas Field

HIGHLIGHTS ON HEAD OFFICE



Apropos of nothing, but according to the California Citrograph, service stations lead the list of increased new businesses.

Since EARLDA MARINO became engaged, her boss has been called "Cupid" RON MUIR. Earlda's predecessor, JEANNETTE KIESTER, went the same route, which HARRY HOLBROOK says is due to the favorable impression Ron makes upon femininity.

In an old 1916 photograph recently resurrected by a Glendora, California newspaper, there appeared as a member of the valiant eighteen-piece Glendora Band, resplendent in white uniforms and headed for the Los Angeles Preparedness Day Parade, one BASIL HOPPER, our Vice President in charge of manufacturing.

Want ad: MARY JANE CAMPBELL of Refinery Accounts and JACK STURGES of the Process Dept. are in dire need of an apartment. Jack popped the question on St. Valentine's Day. As the marriage is contingent on a place to live, the ceremony may be delayed for years.

On January 28, 1947, MILT KERR received the high award of a Silver Beaver at the annual dinner meeting of the Los Angeles Metropolitan Council of the Boy Scouts of America, culminating several years of outstanding work in the Boy Scout movement.

That inveterate snow sport enthusiast, JOHN LAFLEUR, swapped his skis for a pair of crutches recently, following an unexpected meeting with a rock.

That joyous grin on STAN ANDERSON's phiz after the advent of son Anthony on January 20th is becoming progressively more wan as he loses sleep. Buck up Stan, in five or six years you can go back to sleep.

Headed for an auditing trip, FRITZ SKINNER flew to Paraguay via Miami and Rio.

Again "shipped to sea", by being transferred back from Disbursements Division to Marine Department, ROY MORNINGSTAR has resumed his rolling gait through the halls of Head Office.

JEANNETTE O'HAYER, nee Keller, former Union Oiler in our particular foundry, on February 5th became the proud mother of Valerie, a bouncing baby girl of seven pounds, nine ounces.

(R. M. Teal)



In my opinion ...

Dear Ed.: Have read in Company ads that the average shareholder of Union stock owns 133 shares; also that 2,150 Union Oil employees are shareholders. How many shares does the average Union Oiler own?
Jay—Los Angeles.

Ans.: The average Union Oiler owns 86 shares.—Ed.

Dear Ed.: Your new column, "In My Opinion," should be all that you hope for it. It is gratifying that the Company is willing to practice free enterprise as well as preach it.
Miss Seattle.

Dear Ed.: You asked for it, brother, so start ducking! . . . I don't like "On Tour" and doubt if I ever will. . . . To begin with the name is irrelevant, immaterial and lousy. . . . A more appropriate one would be "Little Life" or "Too Little and Too Late". . . . And the stuff inside—my six-year-old kid brings better papers home from school marked "Unsatisfactory." By the way, I'll bet a dollar to a dime you don't print this one!
Frank N. Stein.

Ans.: That's a dollar you owe us, you monster you!—Ed.

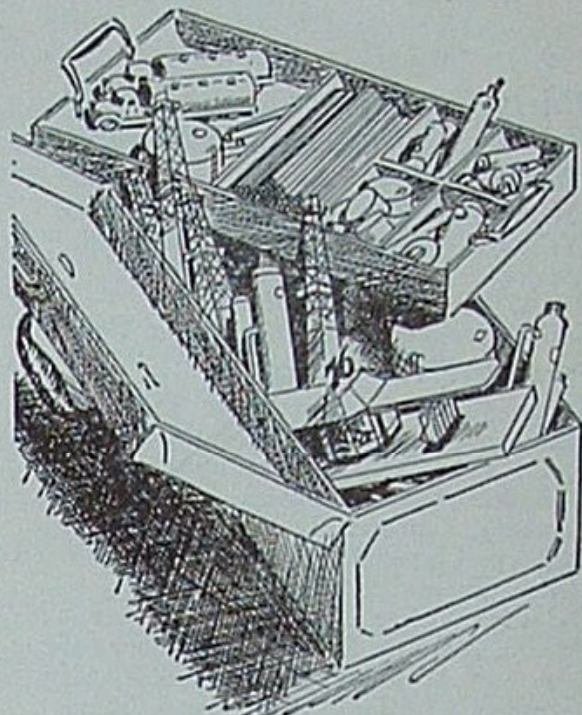
It's the tools that count



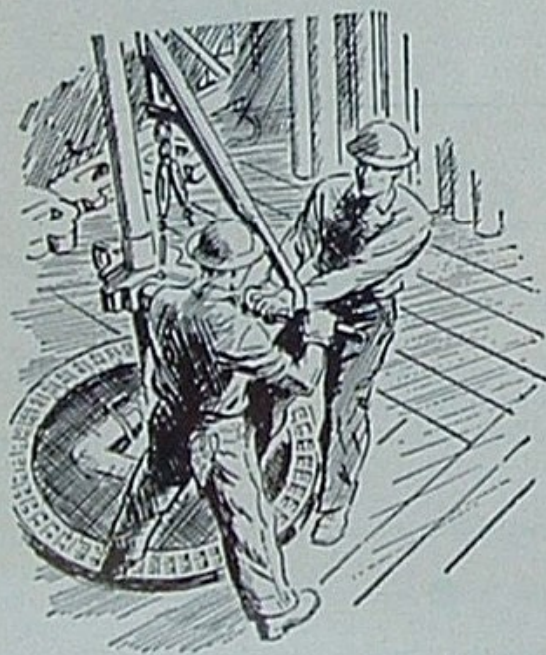
1. Before a man can produce much, he has to have "tools." A trucker can't haul very much without a truck. A machinist can't make very much without a lathe. A farmer can't grow very much without land and equipment. A merchant can't sell very much without a store.



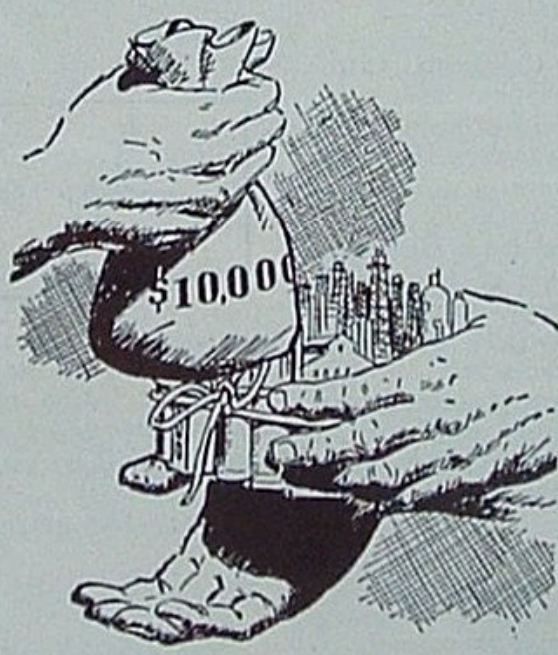
2. So if a man sets out to earn a living, he either has to go into business for himself and provide his own "tools"—which takes money—or go to work for someone else who will provide the "tools" for him. Every man who goes to work at Union Oil, for example, has an average of \$44,300 worth of "tools" at his disposal.



3. These "tools"—oil wells, refineries, drilling rigs, service stations, etc.—enable him to produce *more* petroleum products than he could manage on his own. And because he is able to *produce more*, he is able to earn more. 20 years ago, when each Union Oil employee had only \$19,500 worth of "tools," our average wage was \$163 per month.



4. Since then, "tools"-per-man have more than *doubled*; production-per-man has gone up 47%, our average wage is about \$306 per month, and the working day is considerably shorter. Of course, the employee doesn't get everything the Company earns. A real incentive must be offered to the tool providers who make this progress possible.



5. This compensation—or shareholders' profit—averaged 5.85% last year on the money invested in the Company. And this is highly important. For profit provides the incentive to invest more money in tools, so that people can increase their production and increase their earnings.



6. That's why our American free competitive economy should *always* be aimed at improving this incentive for the investment of money in "tools." For only in that way can production-per-man and *earnings-per-man* continue to be far greater in this country than in any other in the world.

UNION OIL COMPANY
OF CALIFORNIA

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This series, sponsored by the people of Union Oil Company, is dedicated to a discussion of how and why American business functions. We hope you'll feel free to send in any suggestions or criticisms you have to offer. Write: The President, Union Oil Company, Union Oil Bldg., Los Angeles 14, Calif.

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