

"On Tour"



MAY, 1947

ALASKA

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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.

SILENCE IS NOT ENOUGH

HAVE we overrated the old adage, "Silence is golden"?

The famous Sphinx of Egypt has crouched on the desert near Cairo for thousands of years and in perfect silence. Bit by bit man and the elements have hacked away at its stony, unprotesting face until today it is merely a shabby, pockmarked ruin whose purpose humanity has forgotten. Little effort has been made to restore or protect it. The world's most famous example of silence is in this sense a mockery.

A similar destiny can easily await every other product of man and nature. Famous brands of merchandise slip into disuse and oblivion if their names are not continually shouted from the housetops. The best vehicle or machine on earth will not sell if it is not advertised. A man cannot succeed if his light is hidden under a bushel. A corporation will fall apart if its policies and accomplishments are not constantly preached to its supporters. Ideas and plans are forgotten overnight if left unexpressed.

In this year of 1947 one of history's worst storms is gathering against American methods and institutions. Business, education, religion, trade unionism, and practically all other democratic institutions for free people are subject to undermining and attack. None of these is perfect in design or so well established as to be immune from harm or destruction. All are hard-won products of clear thought, battle, sacrifice, toil and long experience. They are mostly sound in principle and construction. They may need refining and modification, but to destroy and replace them because of a few alleged imperfections would be the vainest error of an error-plagued generation.

To those of us who hear a cry raised against democratic institutions, it may be well to listen politely and attentively. But if the cry carries a note of hypocrisy; or exaggerates a fault while ignoring a virtue; or means one thing and shouts another; or conceals when it professes to enlighten; or enslaves when it promises to liberate; or destroys when it ought to be buliding—then our role of quiet inactivity should end.

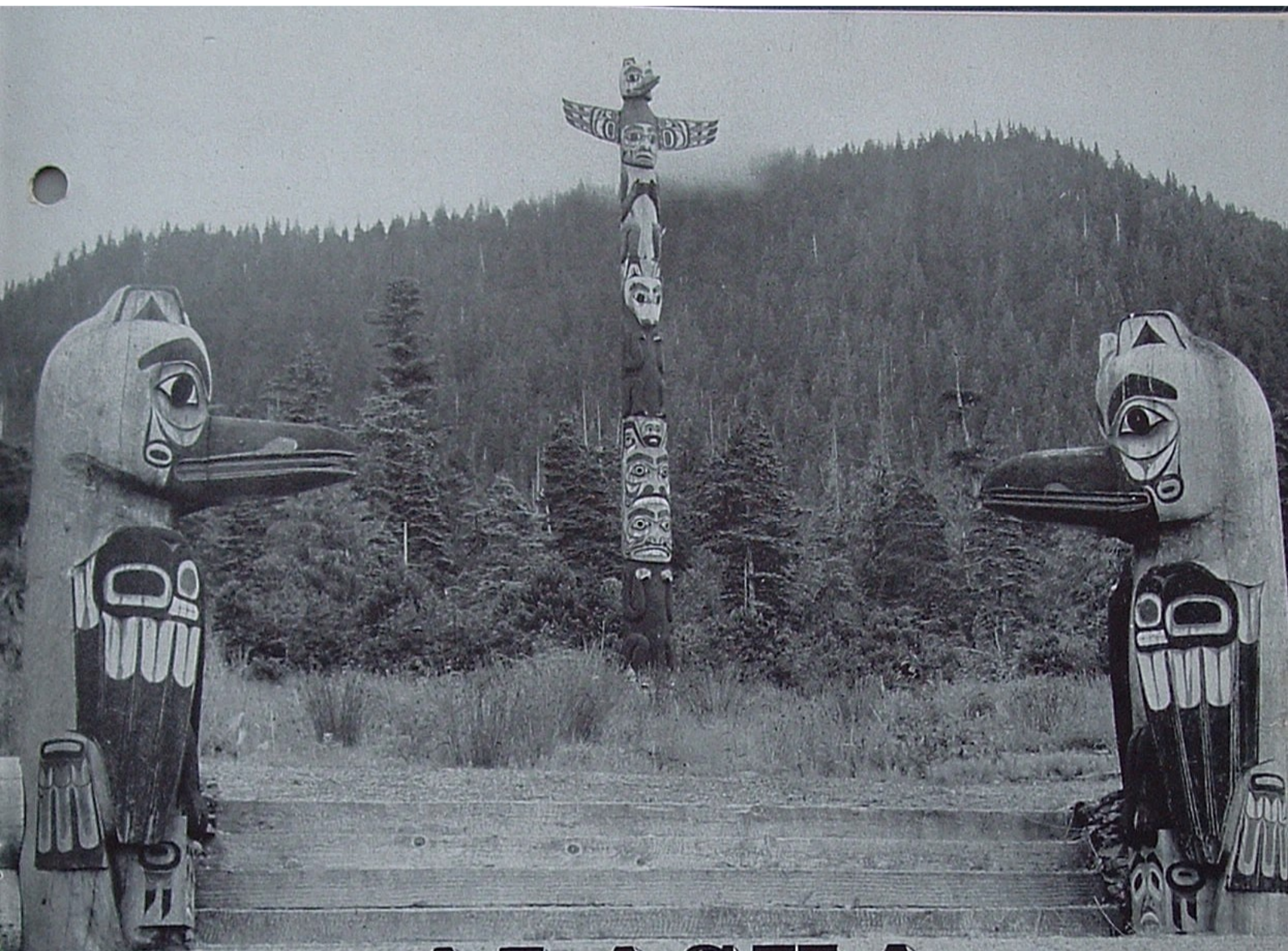
Just prior to World War II we listened with amusement to the harangues and half-truths of the Axis dictators. We watched without great concern as some of their seeds of strife were sown in America. But few of us spoke up against the nuisance or the parasites. Eventually our silence cost us hundreds of thousands of lives and a bitter toll of suffering.

A similar harvest is being sown more stealthily today. We could again listen to the minorities, and again be amused, and again try to fight our way out of it. Or we could speak up and insist that the voice of majority keep its ruling place in America and world affairs. We need more democracy, not less of it. And democracy needs more Patrick Henry's. Our silence is not enough.



THE COVER

For this picture of a trapper's cabin in interior Alaska and several other photos used in this issue, ON TOUR is grateful to Ordway's Photo Shop in Juneau.



ALASKA

IN FACT AND FANCY

By Gudrun Marie Larsen

The very name ALASKA stirs images of great untouched forests—of unexplored mountain ranges—of massive glaciers creeping down through canyons and crumbling into the ice-studded sea—of deep snow and biting cold—of dog teams and Eskimos—of gold—of polar bears and caribou—of totem poles.

Such imaginings are not inaccurate. In a region one-fifth as large as the United States, extending more than a thousand miles from north to south and considerably farther from east to west, every impressive feature of

story-book Alaska can be duplicated in fact.

However, it is significant that much of this popular conception may be quite as foreign to many Alaskans as it is to the people of Seattle. The majority of Alaska's 80,000 or more people live in surroundings and under climatic conditions rivaling those of Portland. The conveniences of Eureka or Monterey are largely duplicated in such cities as Juneau and Anchorage. It is only the occasional trapper, hunter, prospector or explorer who ventures into the dramatic wilds and hardships that we so often read about.

To step from a railway coach at Anchorage today is to discover a typical American town that has boomed into thrice its pre-war size. Here the railroad connects with Whittier and Seward to the south and with Fairbanks to the north. Several airlines offer regular schedules to other Alaskan towns, to the States and even westward to the Aleutians. Fisheries, mines and mills contribute bountifully to the community's wealth. From nearby Matanuska Valley come the finest wheat in the world, vegetables of many favorite varieties, rhubarb and dairy products; also coal in ample supply for much of Western Alaska. The climate, similar to that of Seattle, boasts an ideal rainfall and many days of warm sunshine. In fact, the most troublesome force of Nature at Anchorage is an unruly tide that occasionally rises thirty feet and plays havoc with shore installations.

Fairbanks, beyond the shelter of a high mountain range to the north, is not so well favored climatically. In winter the snow falls or drifts to an impeding depth and the thermometer sometimes makes use of its "60-below" gradation. Nevertheless, the hardy city endures, grows and prospers. Its huge Ladd Field, built by the Army to speed lend-lease aid to Russia during the war, now accommodates an important peacetime air commerce. New York finds the Fairbanks route to Tokyo just 1,500 miles shorter than Central Pacific air lanes. Located here also is the University of Alaska, offering excellent courses in agriculture, mining engineering, liberal arts, business administration, pre-medicine and other subjects taught by the best universities in the States.

Glaciers grow where the snowfall exceeds melting. Accumulating in deep valleys, the snow is compressed to ice, then flows like cool asphalt toward the sea. Glaciers move only a few inches or feet a day.

More than five-hundred miles to the southeast, at Juneau, you will find Nature in a slightly different mood, but not an angry one. Juneau, you remember, has been famous since '98 when thousands of gold seekers plodded through or past it toward the Klondike in Canada. It remained Alaska's largest city until the impetus of war pushed Fairbanks and Anchorage ahead. A towering range of mountains isolates the city except to air-borne or water-borne commerce. Extremely heavy rainfall keeps the streams running high, providing ideal spawning grounds for millions of salmon and limitless water-power for the fish canning industry there. Paper and pulp mills are fed by dense forests that quickly replenish themselves. Here, despite a degree of isolation from the other parts of Alaska, the Territorial Legislature meets to wrestle the problems of government.

At Ketchikan, three-hundred miles farther to the southeast, modern buildings, the territory's largest lumber mill and its cheapest electric-power rate emphasize the value of an American purchase once referred to mockingly as "Seward's Folly." Here ten large canneries annually lead the world in the packaging of salmon.

Similarly located among the spectacular fiords, bays, islands, channels and coves of the "inside passage" are dozens of other towns where the salmon and lumbering industries predominate. Alaskans here depend entirely upon boats and planes for transportation to the outside. Sitka of this group was the capitol during days of Russian occupancy and still contains many evidences of that yesteryear.

Herds of caribou in Northern Alaska are important to Eskimos as a source of food. Here in Mt. McKinley National Park the "reindeer" are protected from hunters. The herds are slowly diminishing.



UNION OIL STAKES A CLAIM

Union Oil products are not new to Alaska. As long ago as 1926 the tanker RADIANT was moored at Ketchikan and served as a floating marketing station for buyers in the southeastern part of the territory. During the same year marketing storage was installed ashore at Ketchikan, Wrangell, Petersburg and Craig. Juneau was similarly equipped with storage in 1928. Gradually this marketing service was extended to Hoonah, Elfin Cove, Pelican, Tenakee, Chatham, Port Alexander, Sitka, Metlakatla, and Kalinin Bay.

It was not, however, until 1946 that the Company entered markets of southwestern Alaska, establishing a distribution terminal at Whittier and marketing stations at Anchorage and Fairbanks. Besides the warehouses and tanks installed at these points, Union owns a fleet of twenty tank cars to handle shipments between Whittier and Fairbanks. Airport service trucks have also been provided for use at important airfields in this region.

District headquarters of the Company are located at Juneau. From here Ron Livingston, District Sales Manager, directs a marketing program that is measured in millions of gallons annually. He is assisted by approximately twenty other employees at Company-operated plants in Juneau, Ketchikan, Petersburg, Whittier and Anchorage. Elsewhere marketing stations are operated by consignees.

Unloading tankcars at Fairbanks resembles winter unloading elsewhere—down to a certain degree.



The Union Oil Company marketing station at Anchorage is employee-operated.

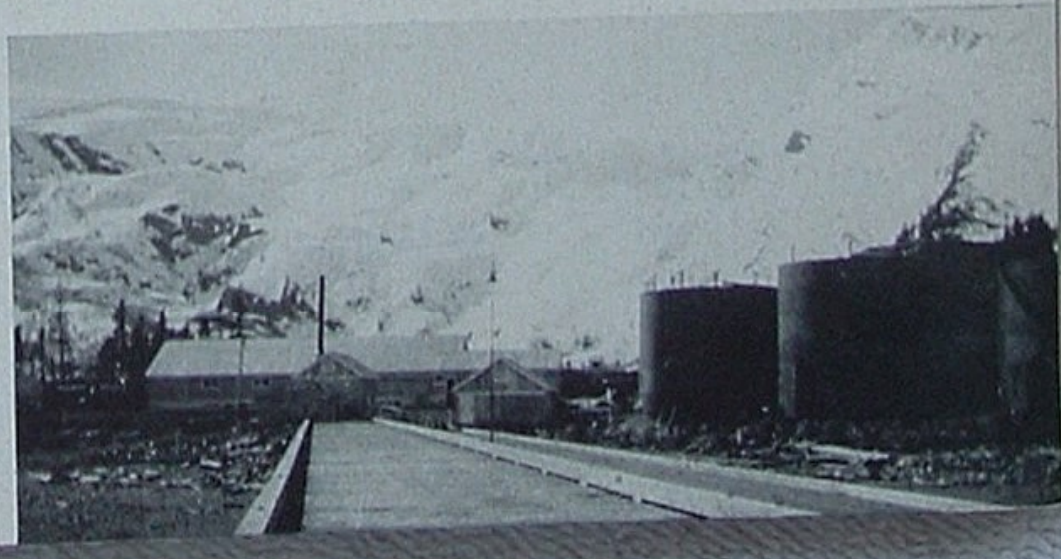


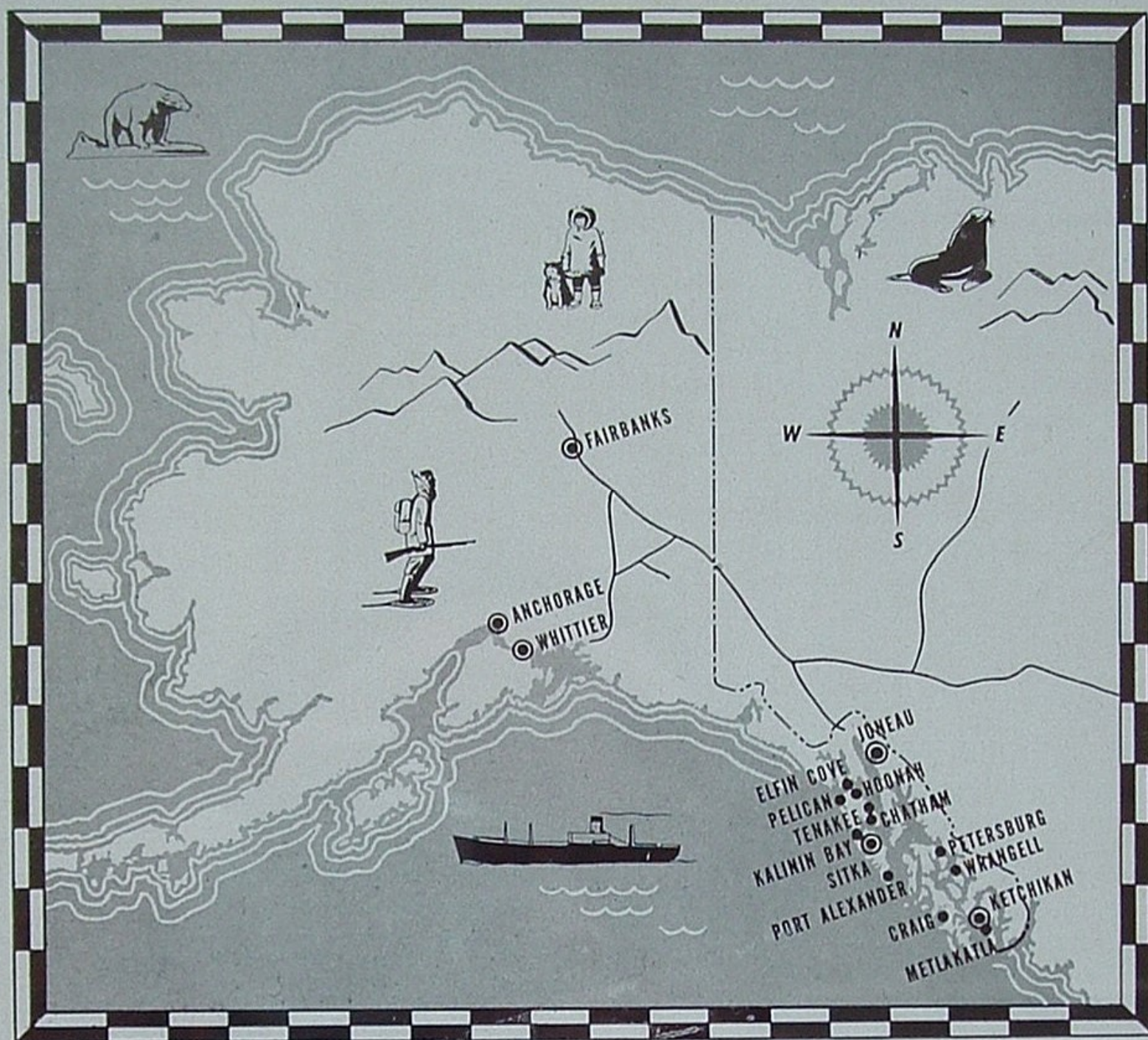
This Foss barge, loading at our Ketchikan plant, braves many weather hazards in the Inside Passage.

Many of the Klondike gold seekers undoubtedly trod the ground where our Juneau plant today serves Alaska.



Whittier, the Company's marine terminal for Western Alaska, supplies Anchorage and Fairbanks by tankcar.





FULL-STEAM NORTHWARD

Several times each year a full cargo of Union gasolines, lubricants, fuel oils and other products boards a Union Oil tanker at Wilmington or Oleum and starts toward the North Pole. Ahead lies the long 2,000-mile leg of a thrilling ocean voyage. Head winds arise and increase their strength, reducing the tanker's speed.

About eight days later—if dense fogs or winds of hurricane violence have not seriously interfered—the cargo has crossed Prince William Sound and started ashore at Whittier in Portage Bay. California oil is about to begin yeoman's service on America's northernmost frontier—ALASKA.

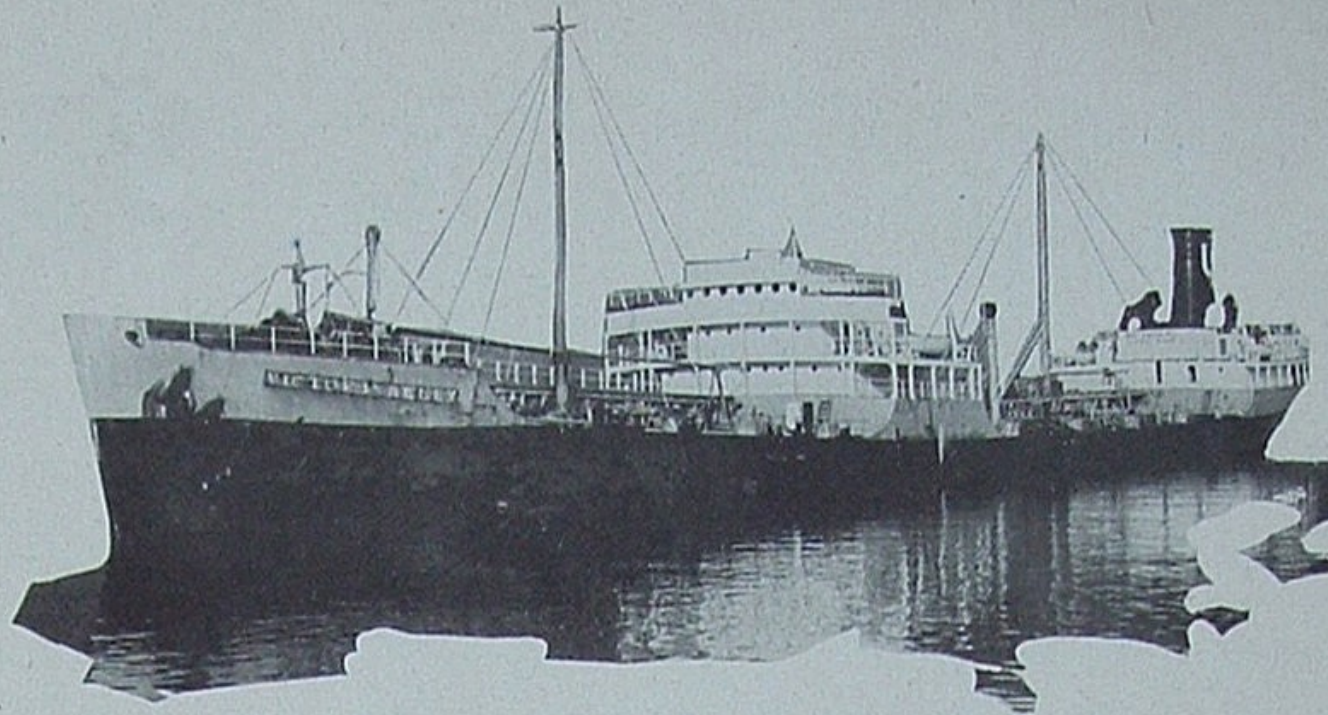
When storage facilities at Whittier are filled to capacity a few hours later, the ship turns southeastward another 508 miles to Juneau. Two stops are made to supply the Company marketing station and the storage tanks of the Alaska-Juneau Gold Mining Company. Then, after 310 more miles of tricky navigating through the laby-

rinth of islands and straits known as the Inside Passage, the remaining cargo finds its way ashore at Ketchikan.

Soon the empty tanker is lost to view on the southern horizon. At a home-going speed of twelve to fourteen knots, she will have completed her Alaskan voyage in about twenty-two days.

However, for the cargo of oil products the adventure has only begun. Transferred to "U. O. C. X." tank cars, most of the Whittier cargo traverses 62 miles of tunnels and gorges to Anchorage. Some of the cars continue even farther inland and northward across a range of mountains that includes Mt. McKinley, America's highest, and on to Fairbanks.

Far to the southeastward at Juneau and Ketchikan the luxury of extensive rail and highway transportation is lacking. In the place of transports and tank cars, a tug and barge under the captaincy of John K. Davis has contracted to further the job of distribution. His is no job



for a landlubber, or a greenhorn unfamiliar with the thousands of coves, bays, rivers, islands and inlets. Oftentimes dense fogs oblige the skipper to rely on instinct instead of vision in locating the lines and storage tanks ashore. And again the fury of a "williwaw" may force him to run for the shelter of a cove and remain hidden

for two or three days at a time. But the oil always reaches its destination and goes to work.

This transportation schedule alone indicates the important part that Union Oil people and Union Oil products are playing in the development of Alaska.

The Alaska-Juneau Gold Mining Company is one of our most important northern customers. The nearness of this picturesque mill to deep salt water makes it convenient for our VICTOR H. KELLY (above) to discharge oil cargoes directly into the mine's spacious storage.



OUR 1946 NET:- PROGRESS

During 1946 Union Oil Company increased its reserves of crude oil; our marketing gain was the greatest in Company history; throughout every department it was a year of progress.

So declared President Reese H. Taylor in the "Annual Report" and to the shareholders convening in Los Angeles on April 8, 1947. The annual shareholders' meeting saw the re-election of the Board of Directors and an announcement of three changes among the officers of Union Oil.

Harold W. Sanders, former Secretary and Treasurer, was elected Vice President and Treasurer.

R. F. Niven, former Assistant Secretary and Assistant Treasurer, was elected Secretary.

Irving J. Hancock, former Assistant Comptroller, was elected Comptroller, replacing Milton G. Kerr, whose retirement is told elsewhere in this issue.

As optimistic as were the 1946 reports, they also contained words of caution and a plea for sound thinking and cooperation during the doubtful months ahead. The following information taken from these reports is worthy of repetition and emphasis:

Our Oil Reserves

"After producing 32,000,000 barrels of oil during the year, the Company showed a gain in reserves of 23,400,000 barrels . . . We completed 146 producing wells during 1946, some of which were in West Texas, the Gulf Coast area and Montana . . . Gas production improved with our two new producing fields in Louisiana and a promising discovery in Alberta, Canada . . . Exploratory work was progressing in the State of Washington and in Paraguay . . . We feel confident that this country will not run out of oil in the foreseeable future; but the cost of finding and producing oil is vastly greater as the industry is forced to go farther afield for it. It was this cost increase alone that forced the price increase of March 20th.

Our Marketing Gains

"Retail and industrial sales reached a new high level during 1946 . . . Sales of Triton increased 52%, sales of Unoba greases tripled . . . Strona Aviation Grease and T5X received wide acceptance . . . The demand for "7600" was so great we had difficulty supplying enough of it . . . The number of airports handling Union products increased from 46 to 113 . . . The leasing of our service



stations to independent operators promises an excellent effect on retail sales . . . Our markets were expanded in Western Alaska, Costa Rica and the Far East.

Transportation

Three new tankships were purchased in 1946, increasing our marine carrying effectiveness 50% above the 1936 level . . . Additional pipe line facilities were constructed in the San Joaquin Valley and Ventura areas . . . a long term agreement was arranged for transporting crude by pipe line from the San Joaquin Valley to Oleum Refinery.

Research

Company research technicians made important advances in improving the new Strona and Unoba greases . . . perfecting the hypersorption process of separating component parts of petroleum gases . . . devising a method of removing sulphurs from crudes . . . increasing the ultimate yield of crude from known fields through secondary recovery methods . . . developing economical methods of converting shale and tar sands into petroleum products.

Manufacturing

"Union Oil refineries processed 34,000,000 barrels of crude in 1946 compared with 41,000,000 in 1945; but improved methods and equipment gave us a higher profit yield per barrel . . . Several new administration and service buildings were completed at Los Angeles Refinery

. . . Further progress was made in eliminating noxious odors at refineries.

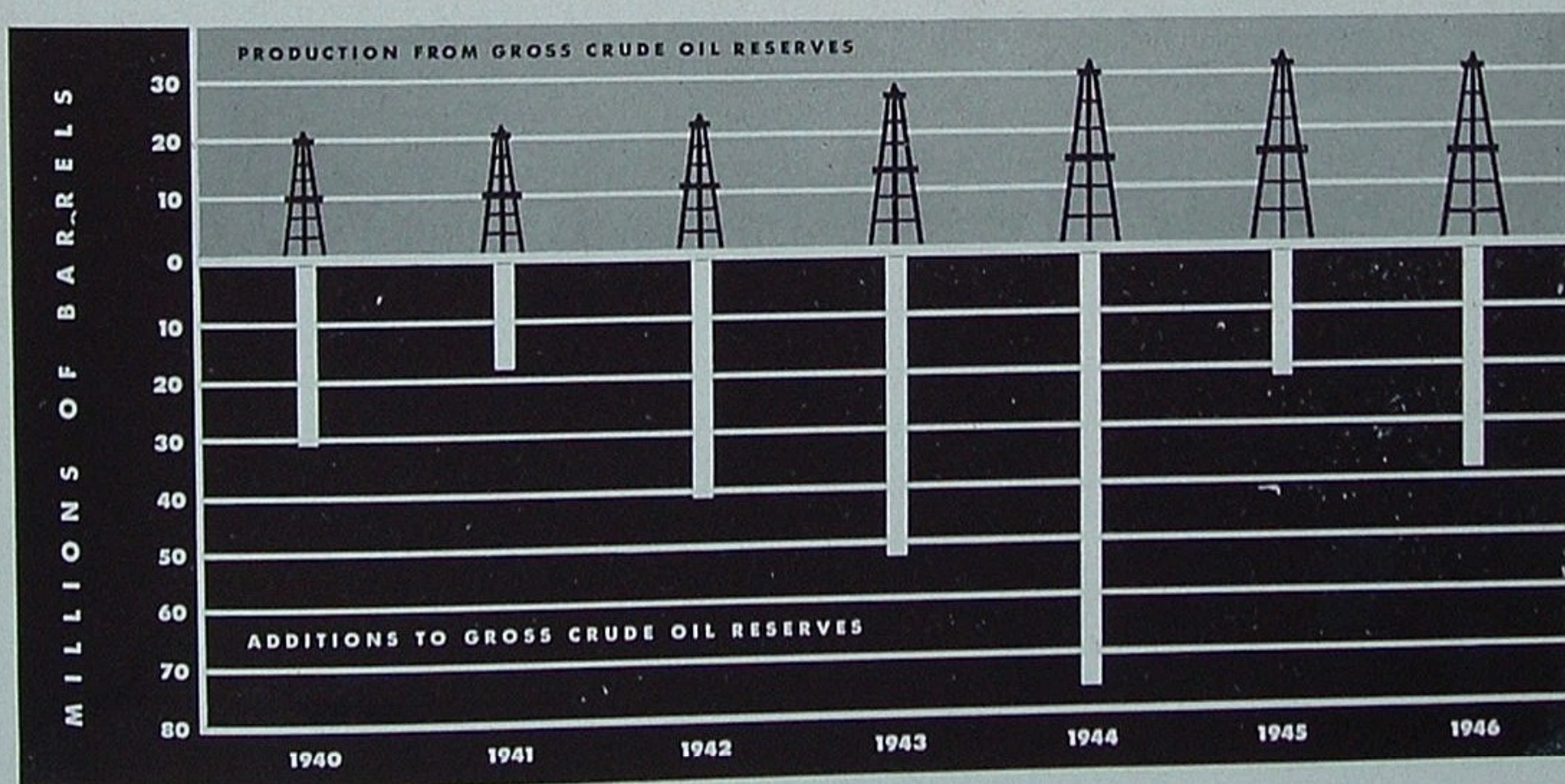
Economies Dictated Policy

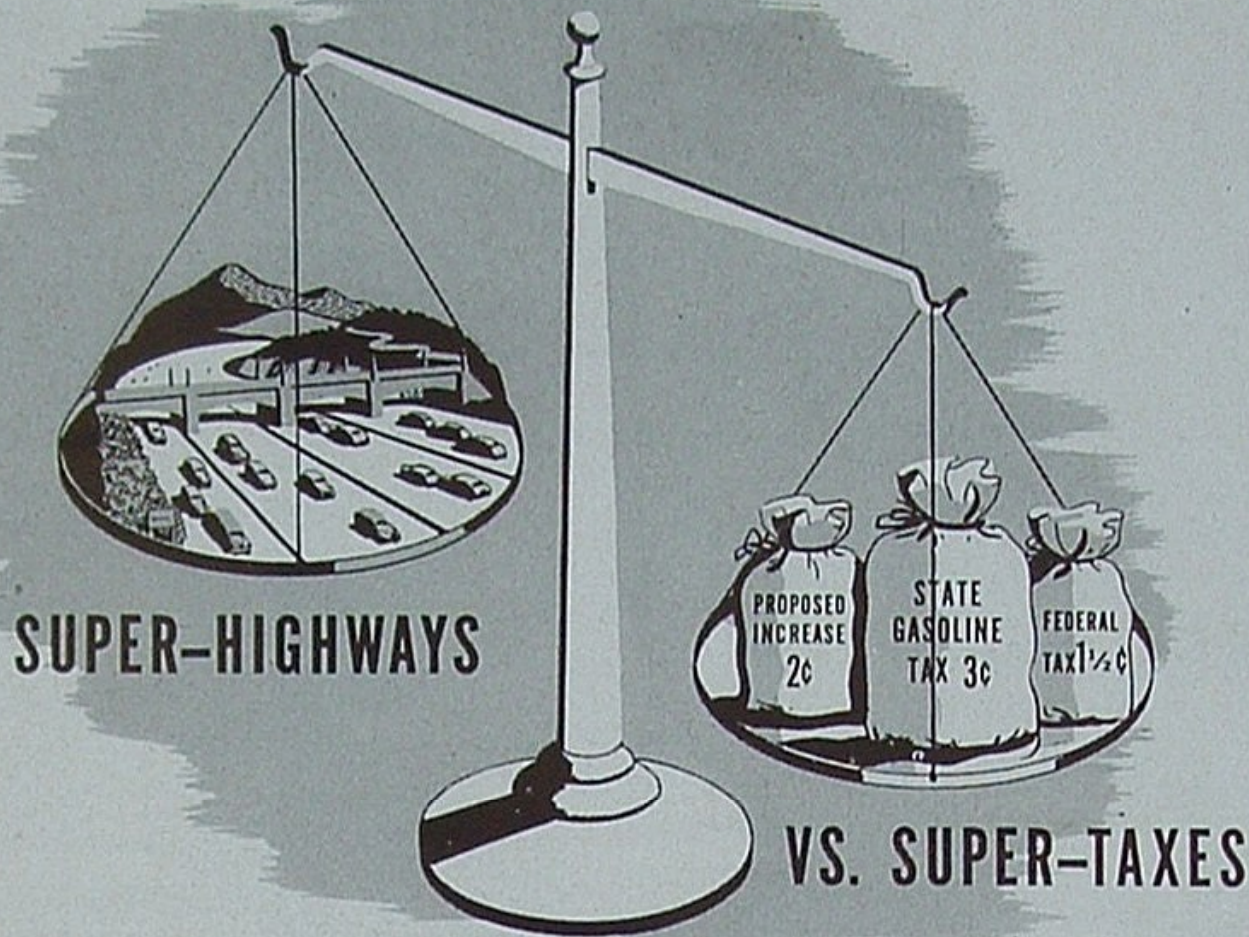
"The Company handled its own problems of construction, production and maintenance or contracted with outside firms depending on the comparative costs in each instance . . . The use of independent drilling contractors reduced our overhead substantially and gave the contractors important incentives to expand and improve their operations.

Personnel

"1946 salaries and wages to our 9,428 employees amounted to \$33,212,000 . . . an 18% increase in base pay and a December bonus of one week's pay were granted . . . benefits and insurances were continued at a cost to the Company of \$427.00 per employee . . . group insurance coverage was expanded . . . the vacation policy was extended, giving annual vacations of two weeks after one year of service and three weeks after fifteen years of service . . . 56% of Union Oil Company employees are represented by some labor union . . . Labor unions are a necessary part of our economic system to secure for the worker a just amount for his productivity . . . If a balance of power is restored between labor and management, they will cooperate to increase the worker's standard of living in the only way possible—through increased production."

ADDITIONS TO AND PRODUCTIONS FROM GROSS CRUDE OIL RESERVES





During recent weeks the public press has given much space to a legislative controversy between the office of California's governor and the so-called "lobbyists of the petroleum industry". It might have seemed that the Governor's immense program of highway expansion and modernization was being throttled by major oil companies. The industry was accused of opposing any highway measure that threatened an increase of taxes on petroleum products.

There was more to petroleum's side of the argument than was admitted or printed. Don E. Gilman, spokesman for Western Oil and Gas Association, has pointed out the following facts that were not aired when accusations of "selfish lobbying" were being hurled:

The oil industry has never opposed new highways or highway development. *Such improvements are invariably a boon to travel and a stimulus to the sale of petroleum products.* But the industry did oppose some of the data and methods used in formulating this important new legislation.

Gasoline has long been among the highest taxed of necessary commodities. The present levies on each gallon of 3 cents by California and 1½ cents by the Federal Government amount to considerably more than the 20% emergency luxury tax, against which there is mounting popular complaint. The proposed 2 cent tax increase in California would extend the total levy to approximately 40%.

In 1945 the California Legislature created the Collier Committee to make a study and report of highway problems. It was from the report of this committee that the oil industry concluded additional taxes to be unnecessary, at least before 1949. The Collier Committee, as of July 1, 1946, found State Highway funds on hand in the amount

of \$133,000,000. To this would be added \$535,000,000 during the next four years. This total amount would finance all highway construction proposed by the committee during the four years in question, leaving a surplus of \$35,000,000.

"Why, then, hasten to levy new taxes?" the oil industry inquired.

Meanwhile, a flood of new costs and estimates had been poured in upon the Legislature. These were the results of "studies" by nearly everybody except the Collier Committee, whose findings had somehow been disregarded. Some of these estimates reached such billion-dollar proportions that people who are most affected by gasoline taxes would have been unwise not to make a few inquiries.

How much money is actually needed to bring our highway system up to adequate standards?

How much money is actually on hand for highway purposes?

How much money can reasonably be expected from existing highway revenue sources in the next few years?

Is this the time to contract for or estimate mammoth highway programs? The Federal Public Roads Administration has advised against extensive construction of highways under present high prices.

In the event additional revenues are needed, how is the burden to be spread equitably over the beneficiaries of highways?

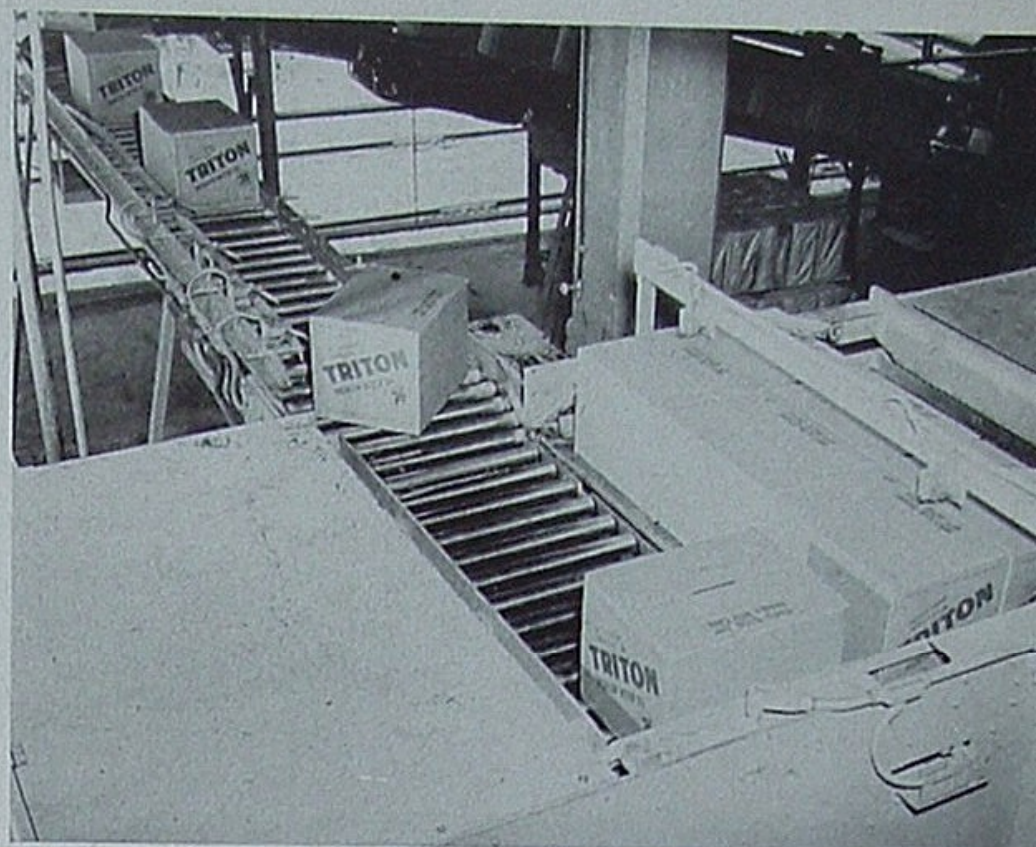
From the beginning of the proposed new legislation these questions had been in the minds, not only of the petroleum industry, but also of the larger public it serves. Proponents of the "must" legislation have labelled the action of oil companies as lobbying. It could be defined more accurately as insistence upon fair and business-like government.

INTRODUCING THE PALLETIZER

- A pallet, ladies and gentlemen, is a wooden platform or tray, on which freight is stacked and carried in quantity lots. Supplemented by fork-trucks and steam winches during the war, it revolutionized warehousing and stevedoring. Gone were the long lines of human freight hustlers, the drudgery and the backaches. Human hands merely transferred the freight on and off the pallets. Machinery did the rest.

Now comes a machine that will even load the pallet—and of course it's called a "palletizer". With just the push of a starting button it arranges forty cases of Triton in a neat, inter-locking stack; pushes the stack out to a waiting fork-truck; and repeats the process without pausing for water, sandwiches or cigarettes.

A full pallet, forty cases of Triton, awaits the fork-truck as a second load is about to be released from the "Palletizer." The machine will then select other pallets and repeat the operation.



The ingenious "palletizer" not only piles 'em four high but turns the cases of Triton in such a position as to form a neat, well-balanced, inter-locking stack. Damage to cans and cases is nil.

Our 6th and Mateo plant in Los Angeles has the honor of owning and using the first "palletizer" in industrial history. The recent installation there has taken the last "ping" out of Triton canning and shipping. Today it is possible for a case of this oil to be sealed, stacked, stored, loaded, hauled to San Diego, unloaded and warehoused without once being lifted by human hands.

Now for a gadget that will push the button!

This husky fork-truck, capable of lifting eighty cases of Triton at a time, puts hand labor to shame. It loads waiting freight trucks besides trucking oil to the warehouse from the "palletizer."





Flanked by 4 Arizona roses, J. L. Rogers (2nd Row, 5th from Left) was the inspiration for this family gathering at Phoenix. Jimmy has gone to Prescott as Union consignee.



Claud Platt, champion Union Au Polish sal demonstrates his prowess to Ret Represent



Married way back in February, 1947, Hart and Margaret Miner were still sporting the blush of full-blown love at Seattle's St. Patrick's Day Dance.



In the COMPTROLLERS' ANNUAL GOLF tournament Roy Hornidge led the parade with a low gross of 84. Some of the younger set are seen studying his putting technique after the meet.

DESPITE their deftness with a pencil, these three accountants couldn't make the score card add up to a prize. (L-R) John Euston, Ed Hardy and Derek Povah.





...the inspiration for this
insignee.



Claud Platt, champion Union Auto Polish salesman of San Francisco, demonstrates his prowess to Ret. Representative, Earle Engen.



Note that Speaker Her...
humorous introduction...
men's Association dinner

Married way back
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UNION OIL FAMILY ALBUM

Mabel Brown of
Head Office Person-
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radio debate on the
subject of gasoline
taxes. Even intelli-
gence can be charm-
ing.

DESPITE their deftness with a pencil, these three accountants couldn't make the score card add up to a prize. (L-R) John Euston, Ed Hardy and Derek Povah.

(L-R) W. W. Phillips, winner, 3rd Flight; H. A. Lapham, runner-up, 1st Flight; H. G. Johnson, winner, 1st Flight; Clarence Peck, runner-up, 2nd Flight; W. B. Reed, runner-up, 3rd Flight; Orville Urns, special trophy.





British salesman of San Francisco, representative, Earle Engen.



Note that Speaker Herb Hemmen, Manager of Oleum Refinery, is either the victim of a humorous introduction or the sole custodian of a good joke. The occasion was a Foremen's Association dinner.

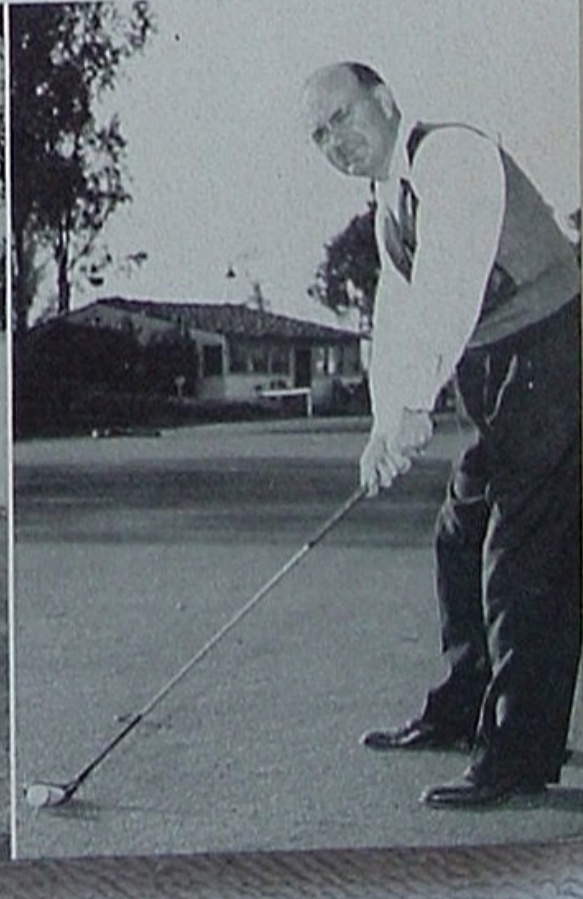
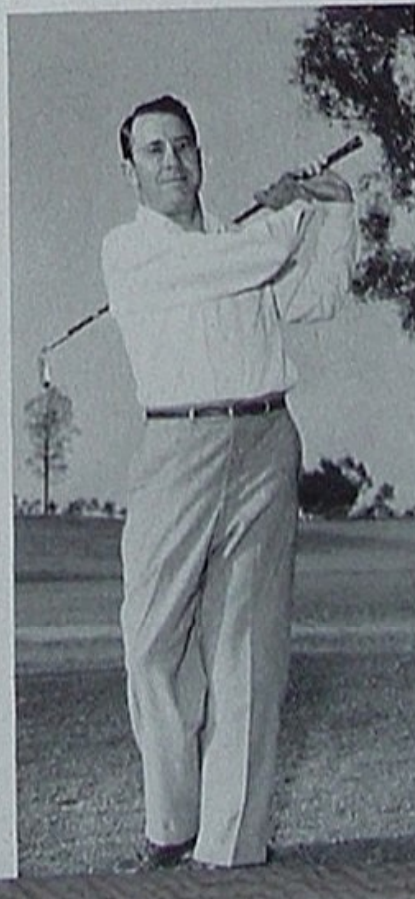
UNION OIL FAMILY ALBUM

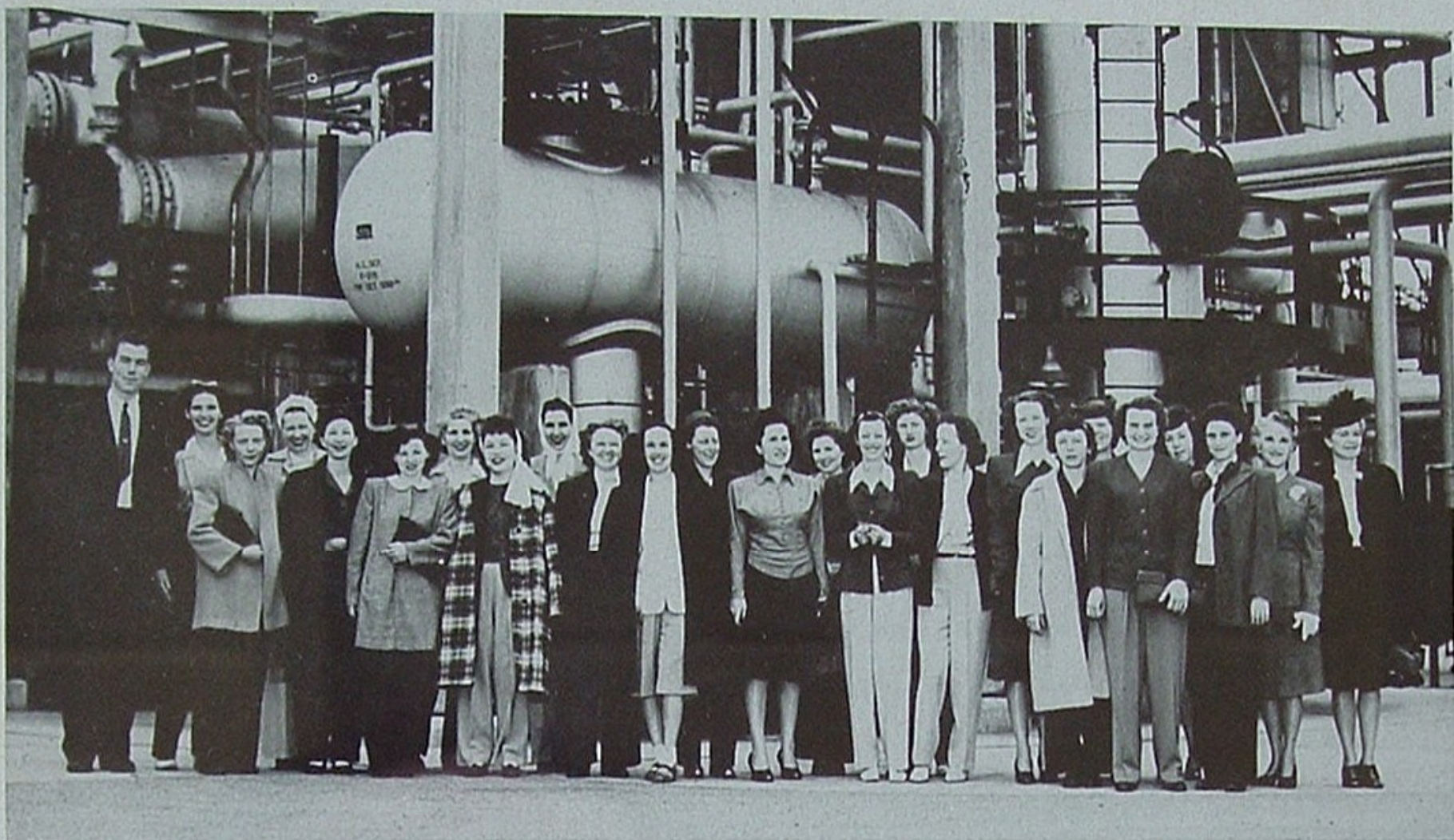
Mabel Brown of Head Office Personnel acquitted herself valiantly in a CBS radio debate on the subject of gasoline taxes. Even intelligence can be charming.



(L-R) W. W. Phillips, winner, 3rd Flight; H. A. Lapham, runner-up, 1st Flight; H. G. Johnson, winner, 1st Flight; Clarence Peck, runner-up, 2nd Flight; W. B. Reed, runner-up, 3rd Flight; Orville Urns, special trophy.

J. E. Trenberth (L) and L. L. Sweet (R) burned up the Lakewood course to tie for low net. Larry was also sweet with Lady Luck, winning the deciding coin toss and the trophy.





Technical Trainee Harry Bourgeois and lots of women pause for breath and a look at the birdie during the Refinery tour.

STANDING ROOM ONLY AT UNIT 151

By Margaret Burnell

Bill Ketteringham of the Research Dept. is explaining the wonders of the distillation columns to junior scientists.



The up-swept hairdo accepted second billing on a recent Saturday when 102 members of the Head Office Girls' Club visited Los Angeles Refinery.

While the girls were exclaiming, as girls do, the refining miracles wrought by man, not a few male heads were turned by the equally confounding spectacle of toe-less shoes, slacks, pedal-pushers, or something even nice enough to spill tea on.

No ordinary run-of-the-mill tourists were these alert and good-looking women from the office uptown. A few months or years of petroleum stenography had done wonders to heads that are limited traditionally to supporting bonnets. The escorting technicians couldn't be sure that their descriptions of Unit 151 weren't being gauged for technical accuracy. Some of the ladies, not only caught such pitches as "Podbielniak", "Hyd-Robot", and "isomerization", but fired them right back.

Following a full half-day tour of Wilmington installations, the group humored the inner-woman at the plant cafeteria and set out, well rested, for the scheduled marine events. The tankship "Santa Paula" played hostess for an hour; after which a water-taxi jaunt through Los Angeles harbor concluded the program.

Also visitors at L. A. Refinery this day were the fascinated Boy Scouts pictured here. The huge TCC Unit and contemporaries are regularly playing to a large audience.

ON TOUR

QUITTIN' TIME

Just in time to enjoy a full out-of-doors season, four highly regarded Union Oilers have turned in their tools and retired.

Senior member of the quartette, in years of Company service, is Milton G. Kerr. Arriving in California from his native Texas in 1904, Mr. Kerr "audited" the Pacific Coast industrial future for six years before joining Union Oil. His first job was clerk in our Comptroller's Department. Steadily learning and advancing through all phases of the Company's accounting and auditing procedures, he was elected Assistant Comptroller in 1934 and Comptroller in 1939. He is credited with many contributions to the standardization of oil accounting practices; was an organizer of the Petroleum Accountants Society, and served as one of its early presidents.

Another veteran member of the Comptroller's Department to retire was Reuben R. Hensler. His thirty-two years with the Company followed a year of teaching school in the Northwest. Far from relinquishing the role of educator, he took many a young employee under his tutelage and taught him the fine points of petroleum accounting. In 1928 Mr. Hensler was appointed Chief Clerk in the Disbursements Division, which position he held until retirement. His present ambition is to do some home gardening in Glendale and to "spade up" the Brookside Park golf course.

In closing the door on Unit 67 at Oleum for the last time, Charlie Olsen was inclined to reminisce. It didn't seem so very long ago when Oleum families could picnic where the P. G. & E. plant now stands; or go swimming over at the Tank Farm. Where the Dewaxer, Deoiler, Hydroformer and Coker now roar, Tormey's geese used to chase intruders off the wilderness. Charlie was a fitter helper, gangleader and gauger before becoming a full-



M. G. KERR

fledged stillman in 1927. He'll not reveal his retirement plans; but his many cronies predict that "life around the corner won't be boring."

Allen Bruce Garris has concluded 21 years of service in the Los Angeles Refinery. Beginning in the Yard in 1926, he soon saw service in the Absorption Plant, the Acid Treater, and on Redistillation Units 27 and 30. When Units 87 and 88 were built, he was on the first start-up as stillman. Later he moved up to the assignment of special stillman when the TCC Plant went on stream. He invites his many Union Oil friends up to Big Bear Lake where he plans to "crack" some crude mountain scenery into a high-octane resort.

R. R. HENSLER

ALLEN B. GARRIS

CHARLIE OLSEN (rt.)





This L. A. Refinery crew outwitted a steam geyser, and helped avert a shut-down of Unit 151. (L-R) Craftsmen Clyde Brust, George Majors, Ralph Sangster and John Mackey.

THE IMPOSSIBLE TOOK FIVE DAYS

By GALE PETERSON

When trouble of shut-down seriousness occurs in the Thermofor Catalytic Cracking Unit, Los Angeles Refinery, it is costly trouble. The cost of stopping this multi-million dollar installation can soar beyond \$100,000 in three or four days.

Such a shutdown did threaten recently. Where the flanged sections of a 6" steam line were bolted together, the gasket between the flanges blew out in two places. Steam under pressure of 150 pounds roared out in a menacing volume.

Several repair plans were hopefully drawn by foremen AL GREENWOOD, WES DANA and "DOC" STRICKER. To volunteer craftsmen JOHN MACKEY, RALPH SANGSTER, CLYDE BRUST and GEORGE MAJORS fell the tough and hazardous responsibilities of working the plans.

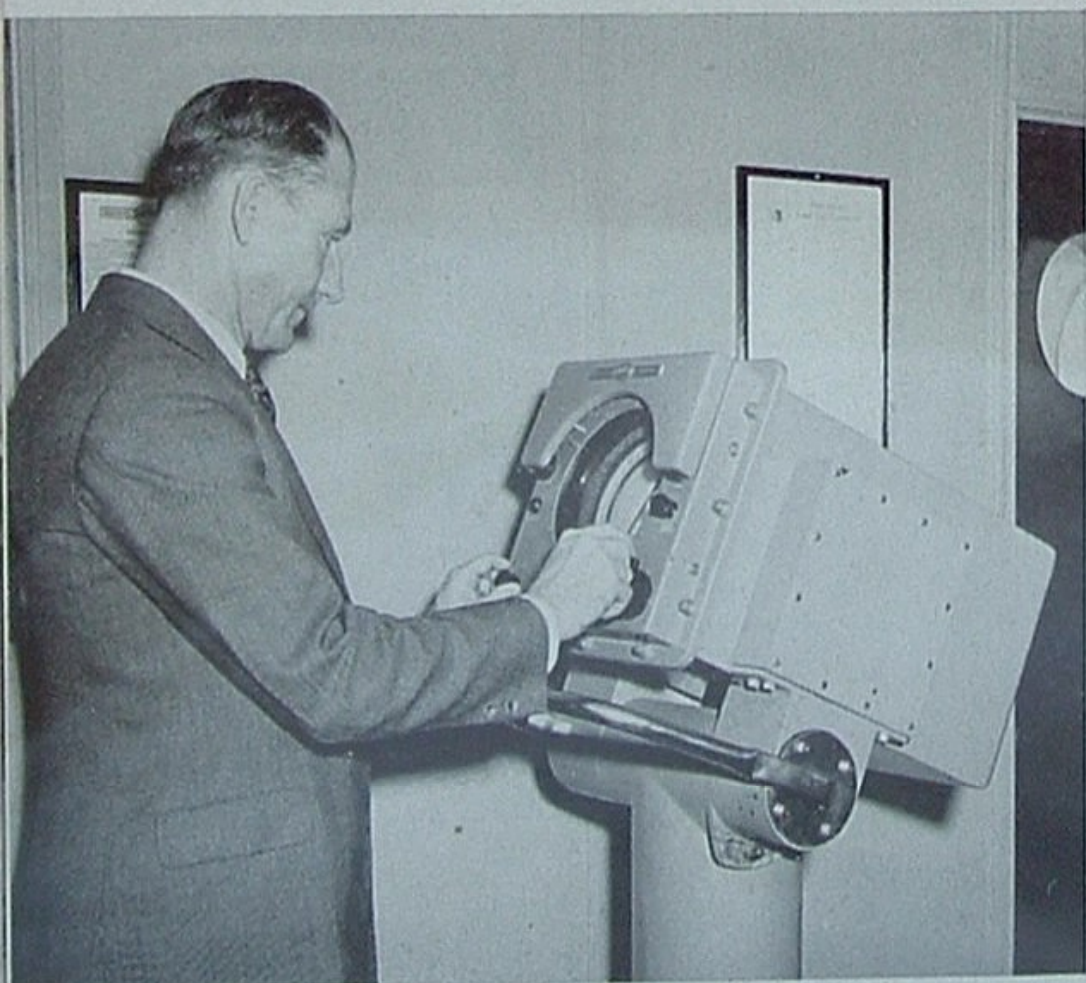
At first an attempt was made to wedge new packing into the breaks with the aid of a clamping collar. This failed.

Next, a two-piece housing equipped with a valve was constructed to fit over the entire flanged area and, with the valve in a closed position, stop the renegade steam. This device might have succeeded except for imperfections in the machined faces of the housing sections.

On the third attempt, at the end of five anxious days, the two flanges were securely connected by welding all bolts and nuts, also the steam-tight sections of the flange periphery. Then two short sections of pipe, each equipped with an open valve at one end, were flattened and shaped at their opposite ends to enclose and give vent to the roaring geysers of hot steam. These flattened pipe ends were then welded to the flanges—the valves were closed—and a costly shutdown was averted.

The feat has earned for the plucky crew that accomplished it our sincerest thanks and congratulations. Theirs was "meritorious service beyond the call of duty."

A new radar viewer aboard the tankship SANTA PAULA is interviewed by Port Captain L. L. Lishman as radar goes to work for Union Oil.



RADAR "SIGNS ON"

Radar, the invaluable "seeing-eye dog" that gave ships of the United States Fleet eyes for battle in dense fog or pitch-darkness during the war, has gone to work for Union Oil.

First of our ocean-going tankers to be equipped with this mechanism are the SANTA PAULA, L. P. ST. CLAIR, OLEUM, LOMPOC and A. C. RUBEL. Installations on other vessels are to follow as soon as purchases and time will permit.

The value of radar on tankers is appreciated most at night or during storms and fog when visibility is lacking or limited. The "beam" will pick up approaching ships, floating ice and other dangerous obstructions, projecting rocks and sandbars, and contours of bays and shorelines. It is a cure for the spells of blindness that have been tormenting ocean commerce for centuries.

Radar is certain to increase our tanker efficiency and lessen the perils of sea-faring.

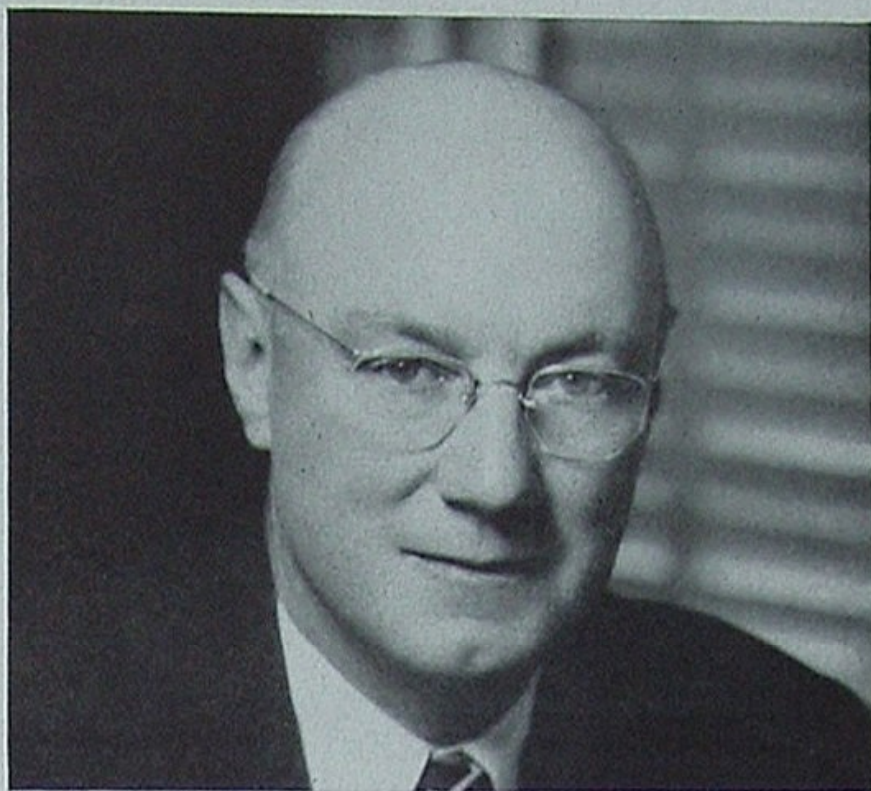
Geologists Compare Notes

The annual conference of the American Association of Petroleum Geologists probably corraled more knowledge of the world's oil future than was ever before included under one roof. Approximately 1500 geologists, representing nearly every important oil producing company and corner on the earth convened in Los Angeles recently. Their purposes, as stated by President Earl B. Noble in his introductory address, included discussion of new scientific developments, new potential oil producing areas, and more especially the gigantic problem of keeping a petroleum-hungry world satisfied with enough of new supplies.

Union Oilers will recognize Mr. Noble as the Company's Manager of Exploration. First employed in 1923 as scout for our San Joaquin Valley Division, he progressed through the gamut of geologic assignments to his present high station in the Company and the industry. He has served during the past year as president of this international association of geologists and presided at the recent meetings.

Other Union Oil geologists also took part in the discussions, making it possible to obtain the group pictures that appear on this page. Ordinarily these men operate individually in areas that are states, continents or oceans apart.

UNION OIL'S TEXAS DELEGATION join Vice President Sam Grinsfelder (seated) in a map study of oil areas. Standing (L-R) are Geologists S. C. Giesey, Midland; E. W. Scott, Shreveport; Lon D. Cartwright, Jr., Houston; Alvin P. Loskamp, Midland.



EARL B. NOBLE, Manager of Exploration, who presided at the annual meeting of the American Association of Petroleum Geologists.

Some of the interesting items discussed at the meeting were possible rich sub-marine deposits of oil in the shallow portions of the Continental Shelf off the Texas, Louisiana and California coasts; and new submarine cameras, fathometers, sediment samplers and "geo-vision" instruments that promise to do what the ancient divining rod could only imagine.

Mr. Noble's speech brought out the significant fact that "some 23 billion barrels, or almost one-half of all the oil produced by man since the beginning of time, has been produced during the past ten-year period."

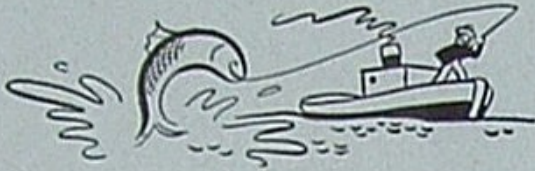
W. W. HEATHMAN (L) of Wichita, Kansas, is regaling R. F. Bauer, Los Angeles, and Max L. Kreuger (R), Laramie, Wyoming, with some amusing (to geologists) stories of the Mesozoic, the Paleozoic, or perhaps even the jolly old Pre-Cambrian age of rock history.



EMPLOYEE NEWS



NORTHWEST TERRITORY NEWS



We seem to have gone athletic up this way—maybe it's the crisp weather that makes one want to get out and do things. That Friday night group who wield a wicked racket in fast rounds of badminton includes CON DEASY, LOIS BECKMAN, FRED BUSH, HAL SCHUYLER, PEG LEARNED, ROY LINDEN, and RUTH CROTH. What with 8 men's bowling teams, two girls' teams, plenty of golf talk and LES FARMER and RALPH CAINEY discussing games of volley ball, we don't do much sitting around in the Northwest Territory. The most persistent rooter for the "76" and "Triton" Girls' Bowling Teams is Bobbie, five year old daughter of CELESTE JOHNSON, a member of the "Triton" team. Bobbie's lusty lungs encourage the girls when all seems hopeless.

A couple of unexpected visitors recently in the Territory Office were W. S. "FIC" NEWTON, JR. from Portland and OSCAR JOHNSON, who has been on an extended sick leave.

Babies born in March seem to inherit the name of "Patrick"—PAT KIERAN has named his son, who arrived March 1st, Patrick Michael. Incidentally, they tell me this young son was born with a southern accent. Guy Patrick Smith, newest

addition to the BILL SMITH household in Portland arrived just a week ahead of St. Patrick's Day.

Speaking of southern accents, you've never heard a southerner from the real "deep" south until you've heard NOYD BROWN, of the Seattle sales force.

ED DITTRICH, District Representative at Tacoma, has moved out to beautiful Lake Louise. The story that is circulating—that he will be renting row boats for 50 cents an hour—is not true. JOAN OLSON found an apartment—that's news anyplace these days.

The Credit Departments are welcoming new people these days—in Seattle we have VIRGINIA NELSON, and in Portland it is DOROTHY LEE SMOLEY. Portland also welcomes JAMES WAKEFIELD, who came from Klamath Falls to join the sales group.

CHET SMITH, of Port Angeles, recently left the Company after 22 years service. The dealers and employees got together and gave him a farewell party at the Port Angeles Country Club, at which time BARR Mc HUGH presented Chet with initiation fee and one year's dues in the Elks in behalf of the group as a token of their long association. V. C. MATHEWS, tank truck salesman of Tacoma, was also honored with a farewell dinner recently. He has left for California, due to ill health. Everyone present at the turkey dinner commented on the delicious food prepared for the gang by MRS. ERNIE AHL, MRS. HUGH LILLQUEST and MRS. LEE BURNETT.

(Gudrun Marie Larsen)



Reading from top to bottom, Hat and Gerry Tooley, Resident Manager, Tacoma.

CENTRAL TERRITORY NEWS



San Francisco Wins Again—The Greater San Francisco sales force gathered Saturday night, March 1, and celebrated its victory in the recent San Francisco District Unoba Campaign. Prize money won in the Unoba Contest furnished the pre-dinner refreshments the gang enjoyed in the rumpus room in the home of E. M. "MAC" McLACHLAN, San Francisco's marine representative. A community sing led by MRS. JOE YOUNG at the piano and our own "Irish Thrust" JACK KENT featured the entertainment. For the remainder of the evening the gang adjourned to Roberts at the Beach for a night of dining and dancing. Charcoal broiled T-bones, broiled lobsters, rumbas, and sambas featured the menu offered by Shorty Robert's chefs and music makers. Those attending the party were, MR. and MRS. SAM A. WATERS, MR. and MRS. JACK GREELY, MR. and MRS. "MAC" McLACHLAN, MR. and MRS. JOE YOUNG, MR. and MRS. JACK KENT, MR. and MRS. JACK COHN, MR. and MRS. DAVE BEAUCHAMP, JACK KENDREE and Sally White.

Loss & Gain—It was Oakland's loss & San Francisco's gain when W. McGREGOR, Plant Supt. Alameda, was transferred to Potrero to fill VIC COX's shoes. San Francisco bids "Aloha" to Vic, who is now Plant Supt. & Retail Representative, Honolulu. Congratulations and good luck.

W. J. VOLLMER, Res. Mgr. Oakland, is proud to have a Marine operating in Oakland breaking beach heads of competition in the East Bay. None other than our JIM ROBINSON, former Specialty man, Public Relations, tank truck etc. We all wish

—and who in Seattle would be honoring St. Patrick if not (L-R) the Dick Markey's, the Wayne Mather's, the Doug Stone's, Mrs. Charles Lind, the George Kelly's—all Irish, of course!



our southern gentleman the very best of success.

"It's A Girl—according to a sign recently tacked on "CHUCK" COMBS' desk. The usual cigars, candy and such were stacked around the sign which also advised her name was Margaret Julia.—BILL JOSSELYN's territory office luncheon pals gave Bill a baby shower in honor of the new male addition to his family, Richard Allen.

San Jose District's BUD BACHMAN from Centerville is also a proud father of a baby daughter, Lauralee Ellen, 6 pounds 1 ounce, born February 27, 1947.

HOWARD GREGERSEN, Monterey, recently stepped into the field of matrimony. We haven't the details, but it must have been a whirlwind romance. A few weeks ago Howard was giving us a terrific build up about the future Mrs. Gregersen and was somewhat concerned about a proposed trip to Switzerland which was to happen before the ceremony could take place. About 10 days later we heard the marriage had taken place. Love is a strange and wonderful thing!

Speaking of romance, here's one for the books! AUGIE TECHERA and his fiancee were recently at the Marriage License Bureau to get a license for their marriage which was to take place a day or so later. In the course of the conversation some one asked, "why not do it now"—so Augie straightened his tie and polished his 76 button, the Judge stepped out of his chamber, and they were married on the spot. No lost time here!

Transferred to Monterey—N. M. "NICK" SINNOTT, Stockton Transport Driver. While greatly missed by his co-workers at Stockton, all wish him many happy days in his new location.—LOU HUNTINGTON is developing a fine program these days. If you happen to pass through Stockton almost any morning at 6:30 you will find



Judging by Frank Schnell's condition, the first twenty-five years of Company service were not the hardest.

the Great Huntington swinging the clubs and in conversation with a different customer every day. We might add—doing business is a pleasure. This is not news but the housing situation in Stockton is still very acute. VERNE WILLARD is living in his garage awaiting completion of his new home—GEORGE ASPLUND is seriously considering the purchase of a house trailer.—J. C. "SCOTTY" SCOTT at Linden recently gave up city life and moved to the country. He reports good fishing in the lake on his ranch, black bass weighing as high as eight pounds??? At a recent meeting in the District Office, the girls were all craning their necks to get a look at our newest Resident Managers—"NEWK" NEWCOMB, DIXON, EVERETT DAVIS, Auburn, and FRANK CALLI, Rio Vista—A surprise shower for Mrs. Louis Cotter, formerly CONNIE CARICO, and MARLYN DUERR was the occasion of a reunion of the former Sacramento Division Office girls at a luncheon at the Copper Lantern Tearoom. Connie's gifts were of the pink and blue variety, Marlyn's for the new home when she becomes Mrs. Herman Heintz on April 12th.—BERNICE HEADINGTON is counting the days until the boy friend returns from Germany. Before his departure he presented her with a gorgeous diamond ring.—VIVIAN KETELS certainly walked into a generous surprise on her birthday. Waldo Schneider invited her in to the Sacramento office Coffee Room for a "coke". Instead, she found the table spread with a beautiful cake as a centerpiece. She didn't have to tell us she was surprised!—CLYDE OWEN, "CLEVE" CLEVELAND's, right hand bower is now a member of the Sacramento Credit Department—Our good friend, HUGH MATIER visited the Sacramento District in March, spreading the usual cheer. (Evertt Smith and Staff)

Al Sayles points to a bullet hole in the window of our Stockton Plant. A traffic officer shot at Al by mistake when the officer's motorcycle skidded at a nearby railway crossing. The near miss caused some apprehension but no bloodshed.

SOUTHWEST TERRITORY NEWS



MARY HOSBURGH, is now home following an operation and is reported doing nicely. She is getting ready for retirement after 30 years of service with the Company, and says she is starting to miss her many friends already.

An extended trip to Scotland, France, England and Ireland lies in the future for AGNES THOMPSON. After flying to New York, she will board the Queen Elizabeth on May 9th. It's a dream come true!

Another trip by air was made by SAM MERRIKEN who flew to Baltimore, Maryland to visit his brother. He also viewed New York City and New Orleans.

"Put that ring on my finger", and he did! GLORIA MCQUELLEN literally sparkled the other day when arriving at the office and is still walking on air. Her ring is beautiful!

MARY MOORE is at the Good Samaritan Hospital undergoing an operation. A speedy recovery, Mary! Our best wishes are with you.

"Home Sweet Home" rings in the ears of two former employees, MARGARET BUCK and HELEN SEXTON, who have dropped their office tasks to take up those of keeping house.

Do you read the Examiner? And did you see C. E. DENTON's picture in it? As Pres. of the Cooperative Club he presented an All American Award to Eugene Tashima, Japanese. The Club was host to School Proteges and presented various members with Athletic Trophies.

Hyde Park is happy to have BEN BROWN back after his successful operation. Hope he recuperates fast.

We have a new "Mrs." in the Co. BARBARA FRANCE MOSER. Congratulations!

Susan Nancy is the name of the new baby girl born to the household of W. M. CARSON. The little girl weighing in at 6 lb. 12 oz. was an Easter present born on Sunday, April 6th.

BOB SPIRO is also very proud of his new daughter, Susan Cathleen, born on March 14, and weighing 7 lb. 4 oz.

Trout fishing was the sport indulged by a group of our anglers who made a trip to Siberia Creek. The amount of fish caught was not mentioned but a good time was had by BILL WHITFIELD, AL FOSTER, STEVE SEPULVEDA, CLAUDE FIDLER, FRANK KEPPEL and H. C. FRANDSEN. The party stayed at Steve Sepulveda's cabin at Camp Angelus.

Wedding bells will ring in Nelson, Illinois for SHIRLEY FRANDSEN in August. The groom to be is John Miller who has a 650 acre farm in Nelson and Shirley will take up the tasks of being a farmerette. Congratulations! (Ruth Anderson)

FIELD DEPARTMENT NEWS



Southern Division

BERT RICO has moved from the Drilling office at Santa Fe Springs to the Production office at Dominguez, and MAURINE HYLAND is welcomed to Union Oil ranks there also.

W. A. (AL) BLEY, Assistant Personnel Supervisor, formerly at Bakersfield and more recently at Santa Fe Springs, is now busy learning pipe line operations in Southern Division Pipe Line.

Last month a crowd of old timers and their wives met at the French Cafe in Montebello for a farewell dinner honoring four men from Montebello area who are terminating their Union Oil careers within a month or so of each other. About 60 guests attended. The honorees were RUSSELL G. BROWN, A. V. (VIC) NELSON, R. W. (BOB) SUPLER, all of Production, and WALT ENGELKE, of Automotive. Among the guests were WILLIS STEELE, ALONZO TUTTLE, and W. E. RAMEY, formerly Production employees, KENNETH VAUGHAN and GEORGE TRIMBLE, of Production and Automotive respectively.

If L. M. (Larry) LEE, Petroleum Engineers, is a little absent minded these days, he's probably thinking how much it's going to cost 17 years hence to put that new daughter, Lorna Kay, through college.

PATRICK GALLAGHER, Richfield Production, who will complete 30 years with the Company on May 2, turned in his service emblem on March 17th with the request that the rubies be replaced with emeralds.

Richfield-Brea Production forces celebrated completion of their new offices on the Stearns Lease (which replaces the offices destroyed by fire a few months ago) by holding open house on the last Friday in March.

Southern Field employees who retired on February 28th are ALEX CORDINER, JOHN E. ANDERSON, HENRY W. BALMES, ERNEST E. STONE, HERMAN J. BALMES, JAMES F. TILL, WILBUR L. NANCE, and ALBERT ANTHONY, formerly Service and Maintenance; CYRUS STULL, ALBERT V. NELSON, RUSSEL G. BROWN, LEE W. HIGGINS, THOMAS T. RISSINGER and WILLIAM B. ELLIS of Southern Production.

A joint crystal shower was given for GLEE CUTHRIE and MAXINE BILLINGTON on March 28. About forty girls, including present and former employees in the Southern Division, were guests. Hostesses were NORMA SMITH, MARY JOHNSON, RUTH MILLER, MILDRED GUMM, and DORIS OPPERMAN.

WALTER A. ENGELKE, of Southern Automotive has joined the ranks of retired employees and returned to his home in Taft.



Six reasons why the Dominguez Lab is deserving of publicity are (L-R) Chas. McGrory, Don Hawks, Chas. Katzenberger, Fred Knowles, Paul Wilson and Scott Temple. (Scott shot the lot).

Malcolm McAllaster, William Blaikie and Paul Wilson, who attended the Credit Union Convention held recently in San Francisco, would like to express their appreciation for the hospitality shown them by Everett Smith of the San Francisco Office, especially for the tour of the building and luncheon at the Dominoe Club. (L. J. Kinney)

Valley Division

HOMER C. JOHNSON, Garage mechanic, is proudly wearing that new father look. The new addition to the family is named David Timothy and the Mother is ARWYN H. JOHNSON, an ex-employee who worked in the Paleo Lab. as a Lab. Ass't.

On the sick list is MARJORIE C. DONALSON, PBX Operator, who recently had an appendectomy. We wish her a speedy recovery.

CLYDE LEDBETTER, Pipeline mechanic, is walking around with his head high these days. His son has designed a supersonic wind tunnel for testing tiny models of plane parts. The tunnel will be built next month at the University of Washington in Seattle. Clyde's son is a graduate of the Aeronautical Engineering department at the University of Washington and is now working under a research scholarship. His wind tunnel, 20 feet long and 4 feet high, will have a tiny testing chamber only 2 inches by 10 inches in size, and will be used mainly for theoretical studies.

DOLLY CRANDALL is our new exploration Dept. steno.

If you can believe what you read in the papers, RAY MOOTHART, Fireman, Pipeline Dept., is \$10.00 on the loser's side since his house was broken into recently.

Believe it or not, J. E. KOOGLE, Land Man and IONA JENSEN, Steno, in the Ex-

plor. Dept. have found a duplex FOR RENT. Mr. and Mrs. Jensen and Mr. and Mrs. Koogle are tossing coins to see which side who will take.

Things must be quiet in the Taft and Kettleman Hills areas as we have no report from either district. (Wm. P. Geisinger)

Coast Division

Now we know why JEANNE "PATSY" BONGARD has been spending so many weekends in the South. On March 10th, PATSY announced her engagement to BARNEY AGGERS, formerly in the Coast Division, but now in the Southern Division. They plan to be married this summer. Congratulations and best wishes.

There are quite a few new faces. BLANCE BRANNAGAN and EMMA TATUM in the Orcutt office; FRANCES PENTER BOLES and PHYLLIS BOYD in the Production office at Battles; and MARY JANE HODGES on the afternoon tour on the switchboard. New fellows in the field are HAROLD MUSCIO, GERALD GRIMES, CLAUDE PIEPKORN, and FRED L. HICKSON. A new face in the Orcutt office, but one that many will recognize, is F. C. BOYD from Santa Fe springs who is relieving during JACK REED's absence. Now that both of the "FRANK BOYDS" are here in this division, the problems of mail direction should be greatly simplified.

HOWARD SAID recently passed cigars and candy to announce the arrival of HOWARD FULMER SAID on March 8th.

PORTER CLEVINGER and RALPH BARTHOLOMEW are going to bowl with the Old Timers Team in the ABC Bowling Tournament in Los Angeles on April 6th and 7th.

In the play-off of the Company Bowling League for first place, RUDY HARTMANN's Westsiders defeated EDDIE BILLINGTON's

Eastside team 3-1. The Garage was in third place and the Office team in fourth. Other members of the play-off teams were: Westside — LEIGHTON RICHARDSON, SAM JENSEN, EDDIE TOMASINI, and JEFF PAGE. Eastside—EDWARD BLACK, M. S. "SI" OPENSHAW, EARL UPCHURCH, and BILL WHIDDEN.

Coast Division is being represented at the American Association of Petroleum Geologists by ADEN HUGHES, CHARLES MANLOVE, and GEORGE FEISTER. Plans are under way for the Association to take a conducted tour of Santa Maria Valley and vicinity in April.

While the baseball league hasn't started as yet, the Oilers are getting into the swing of it with some practice games. Santa Barbara "Independents" were played on March 23rd, and the local team came home with a 5-4 victory. Camp Cooke was beaten March 16th by a score of 10-3. A return practice game with them will be played March 30th at the Cook Street Diamond in Santa Maria.

Talk is on again of the Annual Barbecue to be held in May. Organization meeting will be called in early April. (Lois Johnson)

Glacier Division

One cold morning recently H. R. MCLAURIN wouldn't believe his ears when told it was 27° below zero. Upon his arrival at the office (after walking 15 blocks) we couldn't believe our eyes when we saw Mac's ear. What price to save bus fare— even for a Scotchman!

JIM RITTER, Accounting Department took an early vacation to enter the National Y.M.C.A. Handball Tournament at Minneapolis where he made a good showing.

BILL EGGLESTON and MILAN ARTHUR visited in Great Falls and Cut Bank recently. Milan is doing alright if he can arrange to spend the winter in California and spring in Montana.

MRS. JOE SCHWARTZ, wife of one of our Rocky Mtn. Div. Geologists, is recovering in the Great Falls hospital after a very serious operation.

The smell of cigars and the first day of Spring, March 21, heralded the arrival of a son to LEIF NESS, Gas Field Operator. When questioned, Leif said the boy had been named "Junior" and that both father and son were doing fine.

DEANE SHRYOCK, formerly Production Clerk, replaces HELEN STRAIGHT, Yield Clerk, in the Division office. JESSIE FLOOD is now Production Clerk.

On March 23rd, the bowling event of the season took place when the regular Union Oil Refinery team including E. M. PARKIN, Supt. of Plants, L. M. KELLEHER, Ass't. Supt. of Refinery, WALTER POLLARD, Chemist, LESTER BRENNAN and WALLACE RUETTEN, Lab Testers, challenged a team composed of LLOYD SANDELL, Drilling Supt., E. O. BOYLE, Chief Clerk, BEVERLY BLANKENSHIP, DEANE SHRYOCK and BARBARA WILSON, Office Clerks. Oh, yes, the second team won. (Eva Searing)

REFINERY NEWS



L. A. Refinery

Refinery personnel received an unexpected pleasure the other day when 150 girls from Head Office paid us a visit sponsored by the Head Office Girl's Club. The girls were shown through the Refinery and the Research Buildings then had lunch in the Refinery cafeteria. After lunch the group inspected the new tanker Santa Paula at the loading dock then embarked on a tour of the outer harbor on a water taxi as guests of the Chamber of Commerce of Los Angeles.

On the same day a group of 50 Boy Scouts were also shown through the Refinery. Trainees and members of Research who assisted in conducting the tours did a fine job and we all wish the girls would come back more often. It's rumored some of the boys are already applying for transfers to Head Office.

In the newlywed department we find AARON PALMER, electrician, and CHARLES LAWSON, machinist.

ANNE HONEYWELL was the recipient of a combination going-away party and baby shower thrown by the boys in the drafting room.

In the hobby department we find BILL ROBINSON, boiler plant foreman, working industriously on the 20 foot speedboat he is building in his garage. It is rumored that Bill is now taking applications from the girls to officiate at the christening so get your bids in early, girls.

Little did we know that in our midst is a writer. CHARLIE BROADEN of the Train-

ing Department is sweating out the final stages of his book on the essentials of management before publication by Harpers publishing house. Can't tell you what it's about yet because I might infringe on the copyright.

The Speaker's Club celebrated its 6th anniversary with a big cake at the last meeting. Four of the last five presidents were present along with past members JOHN SALMOND and DENIS BERDINE who came down from head office to attend as guests. DENNY showed his enjoyment by eating two pieces of cake.

Kegler LARRY SMITH of the Production Office did quite a job of sparking the other night when he egged his teammates on by bowling a 277 during one of the refinery league games.

The L. A. Refinery picnic sponsored by the Social Club will be held on Sunday, June 2, 10:00 a.m. at Elysian Park. Bring your own lunch! Coffee, cold drinks and ice cream will be furnished. All employees of Union Oil Co. and their families are invited. (Gale Peterson)

Oleum Refinery

The death of Wharfinger TOM BENNETT on March 25th was a shock to everyone at Oleum, for it can be safely said that he was known by everyone in the Refinery. Hard working, straightforward, plainspoken, and likeable. Tom has been for the past fifteen years a landmark at Oleum's docks. Captains, Mates, Engineers, and seaman all knew Tom and could expect to be greeted by him when docking. During heavy exchanges of shipside wit and humor, Tom, with his distinctive accent and ready wit, more than held his own. All the way from San Pedro to Oleum, Second Mates have been known to work up verbal sallies in hopes of catching Tom once without a ready comeback, but

Oleum's team entry in the ABC tournament found the weather uninspiring (L-R) H. Fifer, M. L. Wanlass, Art Pink, C. Hamilton and George Creed went home "regusted" with scores most of us would brag about.



all have had to admit that Tom was their master in any good natured verbal duel.

Born in the Cumberland district in England, Tom never lost his native accent, though he came to this state as a young man. Before starting at Oleum as a laborer in August, 1928, he was a motorman on street cars between Oakland and Richmond; but at this refinery he decided he liked to work around the docks with all types of ships and the men who sailed them. By 1932 he was a fullfledged wharfinger and no docking seemed official without Tom somewhere on the wharf.

He found time for many employee activities and served two terms as president of the Local Union. Though a shift worker, he was always willing to give his own time if he could help out some fellow worker.

During his last illness, everyone was pulling for Tom, but complications set in that proved too much for him. He left a wife and daughter in Berkeley and a host of grieving friends here and in the Bay Area.

Sports again make the news here as a softball tournament, boosting six teams of outstanding players, rounds into mid-season form. Sports committeemen BUD FITZGERALD and ROY ALAMEDA, are running the games off in big league style.

Good news comes with the report that car bracer SEARS LEWIS will soon shed the cast he's been wearing. He was fortunate in escaping more serious injury when struck by a dislodged boxcar door.

Another visitor, on business bent, was Larry Sweet, who was too busy to enjoy the bracing weather.

The excitement in the women clerks' lunch room late in March marked a farewell party for ETHEL ANDREWS. Her husband promises more news at a much later date.

The Refinery Foreman's banquet at Mira Vista Country Club in March featured songs, steaks, movies, and short talks by Ken Kingman of the Los Angeles Refinery and Herb Hemmen, Oleum Manager. (Clyde Morton)

Maltha Refinery

We regret to report the death of J. M. MAY, March 14th, aged thirty years. Mac, as he was known to his fellow workers, had not been feeling well for a year or two, but kept working until February. He is survived by his widow and two small boys. (Agnes Dougan)

HIGHLIGHTS ON HEAD OFFICE



The open road is going to be a little less open this summer when HARRISON HANNAH begins towing that new collapsible, aluminum, camping trailer hither and yon over the verdant landscape. Several of the past winter months were spent by Harrison in personally fabricating this new gem of transportation.

Instead of laudatory compliments for PAPPY CRESTON HARNOIS upon the advent of his recent daughter, Melinda, he was subjected to such questions as the one HOMER LAW propounded—"Are you requesting a paternity leave of absence?"

Among the stork notes, JACK McDONALD of Disbursements Division, became the proud and happy pappy of six pound, eight and one half ounce Marilyn Yvonne on March 6th, which followed by one day the advent of DOUGLAS CLARK GREGG, JR., the first male in this generation of an illustrious line of Greggs. Young Douglas will probably have a rugged life with his two older sisters to boss him.

After being conservatively and apparently permanently anchored to earth, RAY STINE zoomed by air for Paraguay only to be grounded at Buenos Aires by political disturbances in Paraguay.

The Head Office scene was brightened in a typically gentlemanly way by the return of JIM HALL to the Legal Department following an absence of four years spent in Government work which included extensive service in Abadan, South Iran as a Naval Observer in that oil rich land.

Gentleman Farmer HOLT GREGORY, retired Land Department employee, dropped into the office from his Grants Pass, Oregon home for a visit, without, and this is news, his proverbial bow tie.

The Secretary's Office will not seem the same since JEAN BROCK retired, after many years of faithful service.

Land Department work is not recommended if the recent experiences of SARA CORNYN and MARY BEA ROSCOE are a criterion. Both required hospitalization and appendectomies, but are recovering nicely.

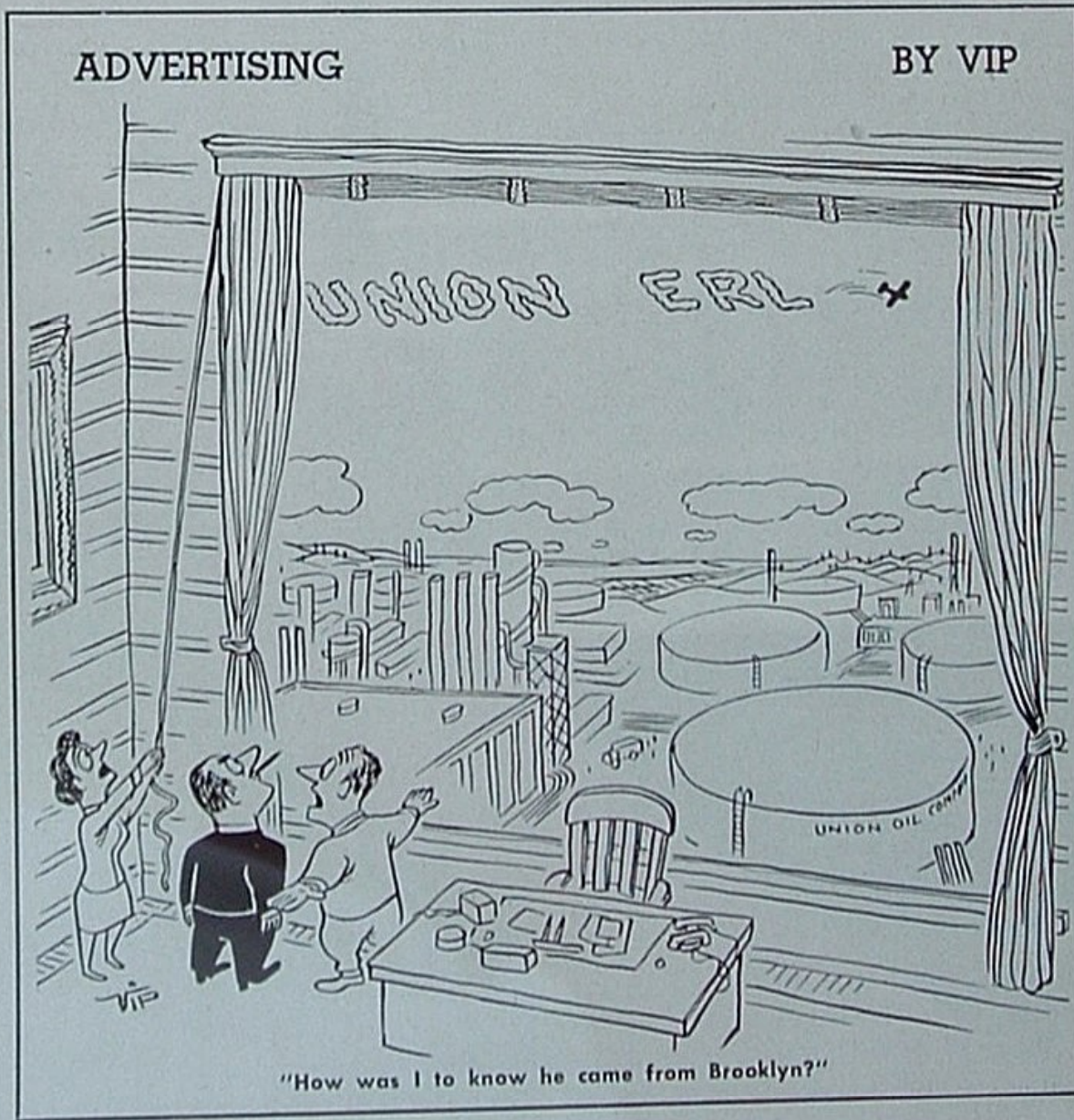
The institution of marriage seems to be popular as witness SHIRLEY JOHNSON of Disbursements Division who on July 20th will marry Bob Strouse, MARILYN SALMOND who on March 4th married Wallace Gunther, ELEANOR BRITTON who agreed to make it for better or worse with Robert Ellis on the 15th of June, and DOROTHY CAHOON wearing the ring of Victor Vigus on that finger, but who has not set the date. Would like to add that ROSALIND KURLANDER surprised the gang on the 20th of March by becoming Mrs. Leonard Aaron.

The many friends of BOB (SHORTY) MAURER, for seventeen years a member of the Union Oil Building staff were shocked at his sudden death on February 16th.

VELMA DANIELS of the Purchasing Department became the bride of ARNOLD EDWARD DEWALD on March 13th at the Capella de San Antonio, Santa Ana. On her return to the office, Velma was presented with a coffee maker by her office friends.

The girls of the Purchasing Department gave a farewell luncheon for JEAN GLISENDORF at Rene & Jean's (no relation) Restaurant, Friday the 24th of February. Jean won't be too far away, having been transferred to the Land Department.

(Ray Teal)



ON TOUR



SERVICE BIRTHDAY AWARDS

MAY, 1947

Thirty-Five Years

Wolff, Lawrence, H. O. Sales

Thirty Years

Dike, Harrison A. Jr., So. America West Div.

Faria, Joe E., Oleum Refy. Mfg.

Gallagher, Patrick, So. Div. Field—P

Hadewig, Ernest P., So. Div. Pipe Line

Mann, Clyde H., Central Territory

Ralph, William R., Southwest Territory

Twenty-Five Years

Everett, A. Frank, So. Div. Field

Foster, Wesley L., Oleum Refy. Mfg.

Hall, Harold A., Oleum Refy. Purch.

Hancock, Homer W., So. Div. Field

Hinton, Howard, So. Div. Pipe Line

Jones, John L., Oleum Refy. Mfg.

Judd, Arthur L., So. Div. Field

McNichols, William H., L. A. Refy. Research

Madsen, Carl F., L. A. Refy. Mfg.

O'Shaughnessey, Hugh E., Purchasing Dept. SLO

Smith, Everett, Oleum Refy. Mfg.

Van Marter, Claude H., H. O. Emp. Rel.

Van Neman, Parker D., No. Div. Pipe Line

Walker, Doris J., H. O. Purchasing

Twenty Years

Beine, Owen, No. Div. Pipe Line

Caswell, Ernest M., Oleum Refy. Mfg.

Kellogg, Frederic H., Central Territory

Lowrey, Paul T., Oleum Refy. Mfg.

Murphy, Louise C., L. A. Refy. Research

Myers, Orin, Northwest Territory

Nelson, Max M., L. A. Refy. Mfg.

Nisbet, John C., L. A. Refy. Mfg.

Fifteen Years

Denton, Conrad E., Southwest Territory

Hays, William I., Oleum Refy. Mfg.

Hofer, Alfred W., Oleum Refy. Mfg.

Keeler, Charles E., Central Territory

Lody, Jose, So. America West Div.

Massera, Arsenio S., No. Div. Pipe Line

Peterson, John T., No. Div. Pipe Line

Upchurch, Harold J., No. Div. Pipe Line

Vidal, Frederick W., Coast Div. Field

Whitlock, Everett L., Northwest Territory

Ten Years

Brown, Anna E., Southwest Territory

Cox, Fred C., Southwest Territory

Davis, Harold McC., Northwest Territory

Denzin, Margaret, H. O. Purchasing

Durkson, Michael, Southwest Territory

Farmer, Joseph, Union Oil Maintenance

Gray, David Elmer, Northwest Territory

Harden, Donald E., Northwest Territory

Krueger, Max L., Reky. Mtn. Div. Wyo.

Mingst, Richard A., Central Territory

Mitchell, Hugh J., Central Territory

Pivaroff, Morris, Southwest Territory

Sanderson, Lyle G., Northwest Territory



IN MEMORIAM

April, 1947

Gilford L. Armstrong	Field Dept., Ventura
Thomas Bennett	Oleum Refinery
Paul L. Bupp	L. A. Refinery
Thomas H. Campbell	So. Divn. Pipe Line
John J. Foulk	Field, Santa Fe Springs
Otto Hilton	L. A. Refinery
Joseph M. May	Maltha Refinery
Nicholas A. Mosier	Field, So. Divn.
John B. Zahner	No. Div. Pipe Line

In my opinion ...

Dear Editor:

1. Do you think it is fair for heads of departments to be against wives working, especially if they are teachers or nurses?

Ans.:—We don't think it is fair or even likely.

2. Would it hurt your executives' feelings if you suggested that, wherever possible, husbands of teachers be given vacations during the teachers' free time? I start my summer vacation June 20th. My husband has his vacation during the first three weeks of June. Barring illness, I just can't take time off then. This, after being separated during the war!

Signed "Mrs. G. Gripe"

Ans.:—It wouldn't hurt the executives' feelings. However, it is a tremendous planning job to schedule several thousand vacations within the May-to-September season preferred by most employees. Company operations must continue. There are many problems in addition to working wives to consider; for instance, employees with children of school age. But department managers generally cooperate 100% in an effort to be fair to everybody.

Dear Ed. (Clyde Morton):—

I received "On Tour" for March today. Those remarks under "Oleum Refinery" were too complimentary; however, they were very pleasing.

As I have stated to some of the boys, "When it comes time to retire, if the boys can truthfully say, 'He was a good guy to work for', then I'll feel well repaid for any efforts to help others."

Am adjusting myself to retirement and enjoying it.

Harry Swaney,
Napa, California.

SO PLEASE REMEMBER

Despite the housing shortage, people are still moving from place to place, much to the annoyance of the man who takes care of the "On Tour" mailing list. "Whyunt they leddus know when they move," he keeps asking.

So please remember . . . If you fail to receive your copy of "On Tour," or if you change your address, we'd appreciate a notice, that we may correct our mailing list.

What's the hardest thing to lubricate?



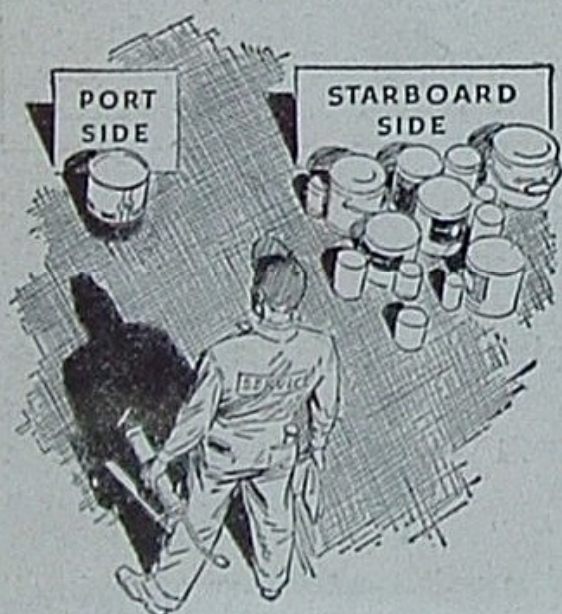
1. The worst enemies of grease are heat, cold, water and vibration. Consequently, one of the hardest things to lubricate is an airplane. Until recently, the only answer was to use a number of different greases—heat-resistant, cold-resistant, water-resistant, etc.—and lubricate the plane frequently.



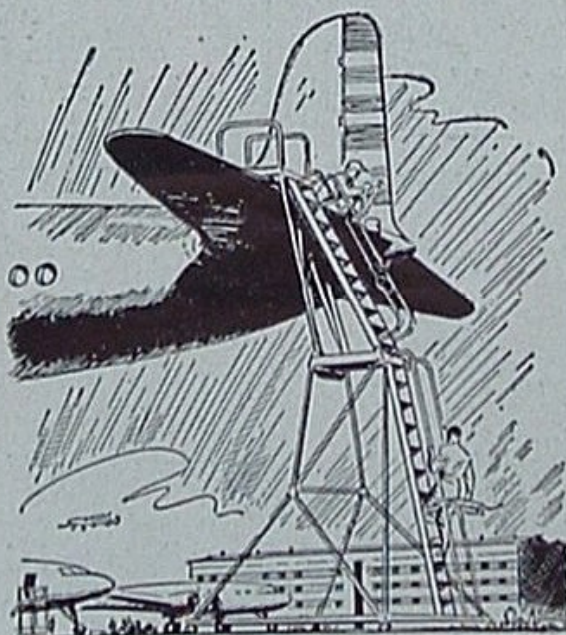
2. Even then, airlines had a high replacement-parts problem due to lubrication failure. Knowing this, our Union Oil engineers realized there'd be an excellent market for a grease that would lick the problem. And since we were in competition, and wanted business, they set out to find one.



3. The result was a strontium base grease we named *Strona*. *Strona* proved to be absolutely insoluble in water. In its two grades it gave maximum protection at any temperature from 300° F. to -40° F. And it would lubricate 90% of the parts on a transport plane—a job which formerly took 8 to 12 different greases.



4. In the first service test made with *Strona*, a leading airline lubricated each of its ships on one side with *Strona* and on the other side with regular greases. During the 10-month test, the *Strona*-lubricated sides of their ships went 7 times as long between grease changes as the other sides.



5. Furthermore, not one part lubricated with *Strona* showed any sign of breakdown during the entire 10 months—the first time in the line's history that this had happened. As a result, that airline and several others are now using *Strona* almost exclusively.



6. Naturally we're happy about this new product. But more important, we believe, are the economic conditions that inspired its development. Under anything but the American system of free, competitive enterprise we would never have had the incentive to put the time and effort we did behind *Strona* or behind the other product research we're continuing to do today.

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.

AMERICA'S FIFTH FREEDOM IS FREE ENTERPRISE