

# "One Tour"

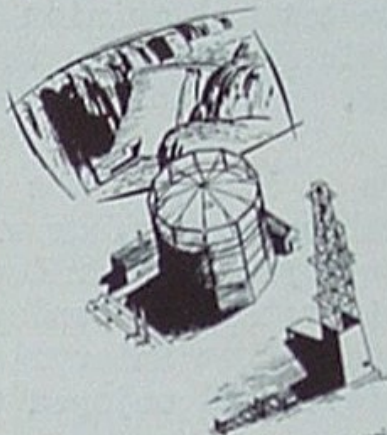
LOEW'S STATE

WALKER BROS. CO.

## "The Pacific Coast has its problems, too"



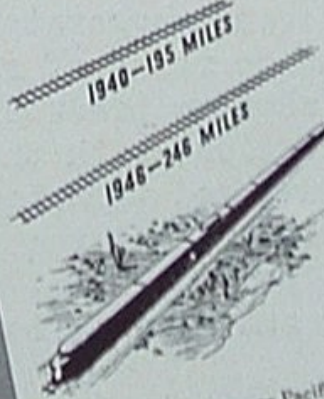
1. Every time you light the furnace, start your car, plug in the vacuum cleaner or step into an elevator, you consume energy. And since this energy furnishes heat and power that would otherwise have to come out of your own heart and muscles, the energy a people consume is pretty important.



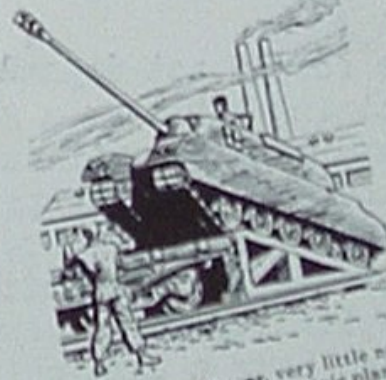
2. On the Pacific Coast our three primary sources of energy are hydroelectric power, natural gas and petroleum. During 1940, the people of Washington, Oregon and California consumed more than 1 quadrillion, 46 trillion, 396 billion B.T.U.'s of energy from these three sources.



3. That means the average Pacific Coast person consumed enough energy in one form or another during 1940 to move a 15-car streamlined Diesel passenger train 156 miles. That's quite a bit of energy. But look what's happened since. By 1946 we had more tools to help us work — more money to help us live.



4. As a result, the average Pacific Coast person in 1946 consumed enough energy to move that same train 246 miles — an increase of 26%. On top of this, our population increased 30%. So more people, each using more energy, increased our total consumption 64%! If times had been normal, we could have built facilities to meet this demand.



5. But during the war, very little new construction on hydroelectric plants, steam plants, pipe lines, etc., was allowed. Consequently the Western oil industry has had to produce more petroleum this year than during the peak years of the war. And the Western utility companies have been scraping the bottom of the barrel.



6. So far, we've made out. I increased the energy output — largely over 64% in 7 years — largely free, competitive American given all of us the incentive that output. But our situation of dislocations brought on by the war. That are no one's fault. But it is the American people some patience to work them out.

**UNION OIL COMPANY**  
OF CALIFORNIA

INCORPORATED IN CALIFORNIA, OCTOBER 17, 1899

This series, sponsored by the people of Union dedicated to a discussion of how and why A functions. We hope you'll feel free to send us or criticisms you have to offer. Write: The P Company, Union Oil Building, Los Angeles  
**AMERICA'S FIFTH FREEDOM IS PEACE**

# UNION OIL COMPANY OF CALIFORNIA

UNION OIL BUILDING

LOS ANGELES, CALIFORNIA

REESE H. TAYLOR  
PRESIDENT

July 31, 1947

To: Union Oil Company Employees

Subject: LABOR LEGISLATION

Undoubtedly many Union Oil people have been reading newspaper and magazine accounts of the "Labor Management Relations Act, 1947" and have been wondering what effect, if any, this new law will have on Company relationships with employees and labor organizations.

It is the current opinion of your management that this new law will have no appreciable effect upon the existing relationships between management and employees.

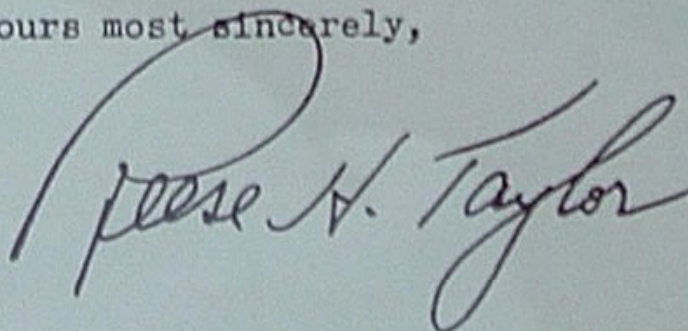
For years it has been the policy of Union Oil Company to bargain in good faith with employees, or with representatives of labor organizations chosen by the employees. Your Company believes that this policy is a fair and democratic method of conducting its business, and that it is a necessary part of the "Free Enterprise System," through which the American people have achieved and enjoyed the highest standard of living of any nation on the earth.

It is the firm conviction of your management that fair and reasonable people, representing both management and employees, can and will continue to work out problems affecting their mutual welfare to the best interests of all concerned.

We should not depend to an exaggerated extent upon legislation or the bargaining table as a genuine means of raising our standards of living. We can have more only if and when we produce more. Therefore our mutual goal should be greater production, with the recognition that important contributors to this end are advanced techniques. To acquire better "tools" to take advantage of improved techniques requires an ever-increasing amount of capital to be invested per employee. Those furnishing that capital must also have a continuing and growing incentive to do so.

Finally, there is no substitute for hard and intelligent work on the part of each and everyone of us to continue to raise our standard of living.

Yours most sincerely,



# ADVISING AMERICA



For a number of years a skillful campaign has been developed and waged to sell the American people on the idea of discarding our system of free enterprise. The part we know that business has played in developing America has been talked down and blackened. The contribution free enterprise has made to our high standard of living has been ignored. And the people have been told over and over again that some form of state control is the answer to any and all problems.

The fact remained that our American system had given this country the highest standard of living in the world—far higher than the living standards of countries where industry is state controlled.

In a democracy it is the People who make the final choice and determine a common course of action. Rarely have the People decided unwisely, if they were first given all of the facts on which to base a just decision.

It seemed to Reese H. Taylor and other Union Oil executives that the American people had a right to be told and an obligation to understand the facts about American business. And no one was better qualified to tell the facts than industry itself. Given this true picture, the People would again make the correct choice and the American way of life that built this country would be maintained.

More as a gesture of public service than in an effort to sell merchandise, Union Oil began in March, 1943, with an attractive Pacific Coast ad captioned "1942 Net Profit \$174,947". By this means we informed John Q. Public for the first time that Union Oil was owned by

31,652 shareholders, not by a dozen or so capitalists.

Other equally important and interesting revelations followed.

The ad, "How to drill an oil well for \$2.08," explained how multiple ownership had helped to achieve the world's highest standard of living.

"The inside story of 100 octane gasoline" gave American competition full credit for the development of the best aviation gasolines.

The value of a free competitive system was further stressed in such understandable advertising essays as:

"Man never runs as fast against time as in race."

"Where will gasoline prices be lowest after the war?"

"How good is the best?"

And there were other stimulating ads that told what makes business in a democracy click, such as:

"You can't eat a stock certificate."

"Sometimes it's good to make customers dissatisfied."

"Portrait of a capitalist."

"Each Union Oil employee has a \$38,000 kit of tools."

"There's only one way to raise wages."

"Don't look now but your gasoline is frozen."

The most revolutionary characteristic of this advertising was that it made no obvious attempt to sell Company products. Instead it was reselling America to Americans. It was pointing out the folly of abandoning the best system before a better one has been devised and tested. It was proving that competitive free enterprise is the essence of America's greatness.



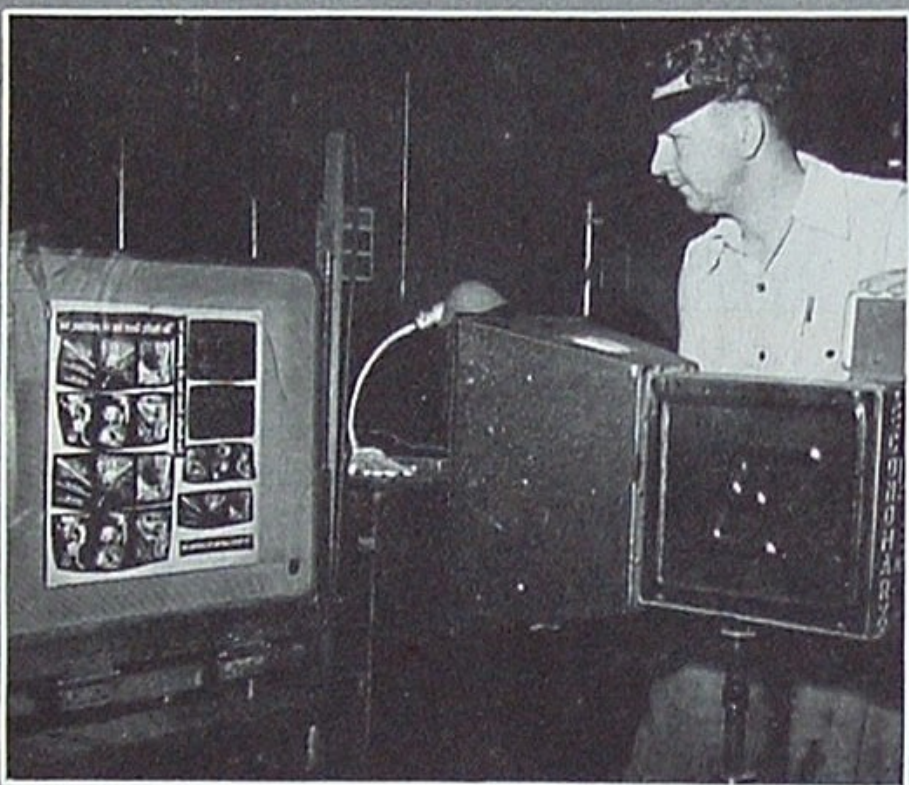
1

**INSTITUTIONAL AD IDEAS** are created by Foote, Cone & Belding's Jack Smock (r) aided by Union Oil executives. Here he discusses the "rough" with Bob Freeman, the agency's art director.



2

**THE FINISHED ART WORK** is the product of Don Easton, freelance artist. Guided by the "rough sketch," he skillfully transforms ideas into clear illustrations that aid in telling the story.



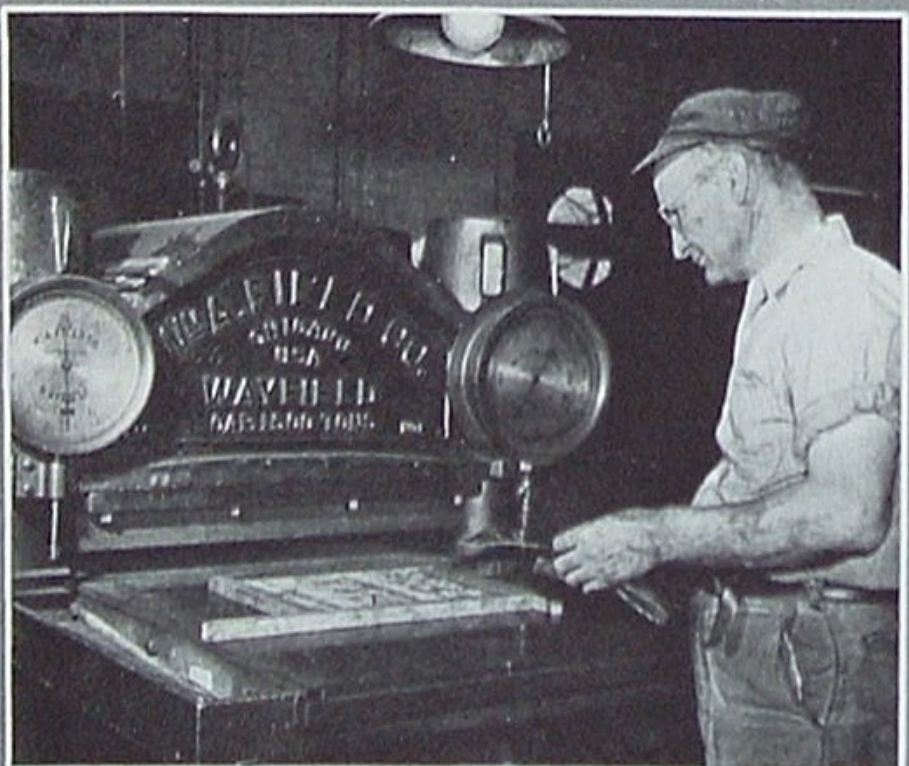
5

**A ZINC PLATE**, sensitized with "cold top" enamel, is placed behind the negative and exposed to light. Where the light penetrates the negative, the enamel becomes acid-resistant.



6

**ETCHING** is done by agitating nitric acid against the zinc plate. The blank metal is eaten away, bringing the enamel-protected portions into a raised cameo-like printing relief.



9

**TO PROVIDE ENGRAVINGS** for many publications, the original plate is reproduced by electrotyping, the first step being to make molds by impressing the plate on sheets of "Tenaplate."



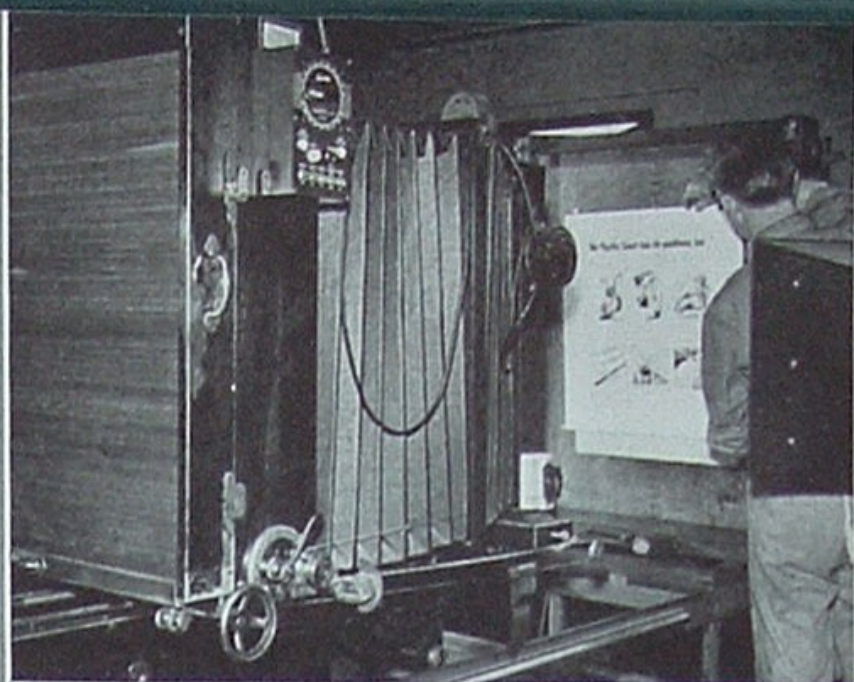
10

**THE "TENAPLATE" MOLD** is placed in a "battery," a tub containing blue-stone solution and copper bars. Electrolysis transfers copper from bars to mold, forming a thin copper-shell casting.



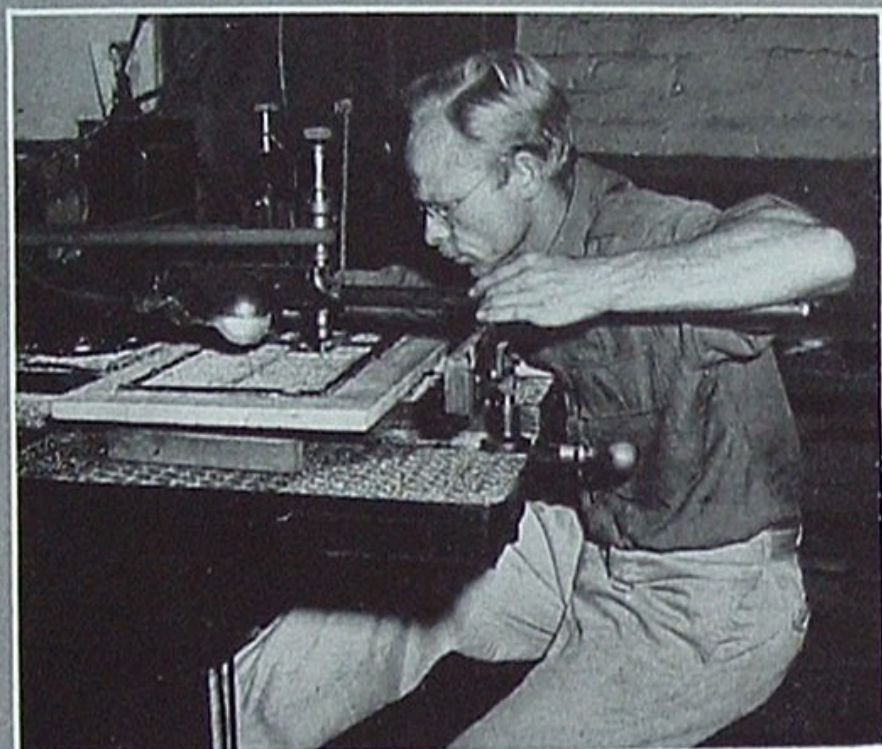
3

THE "GALLEY PROOF" is a printed sample of "copy" that has been hand-set by a typographer. Ward Ritchie, agency production manager, and Estelle Caro here assemble art and type.



4

MAKING A "LINE NEGATIVE" of the caption and art work is not unlike making any photographic negative, except that the 24-inch camera (above) is capable of a most exact reproduction.



7

UNWANTED AREAS of the plate are removed with the aid of this "routing machine." The finished engravings are fastened on type-high blocks of wood or metal and sent to the typographer.



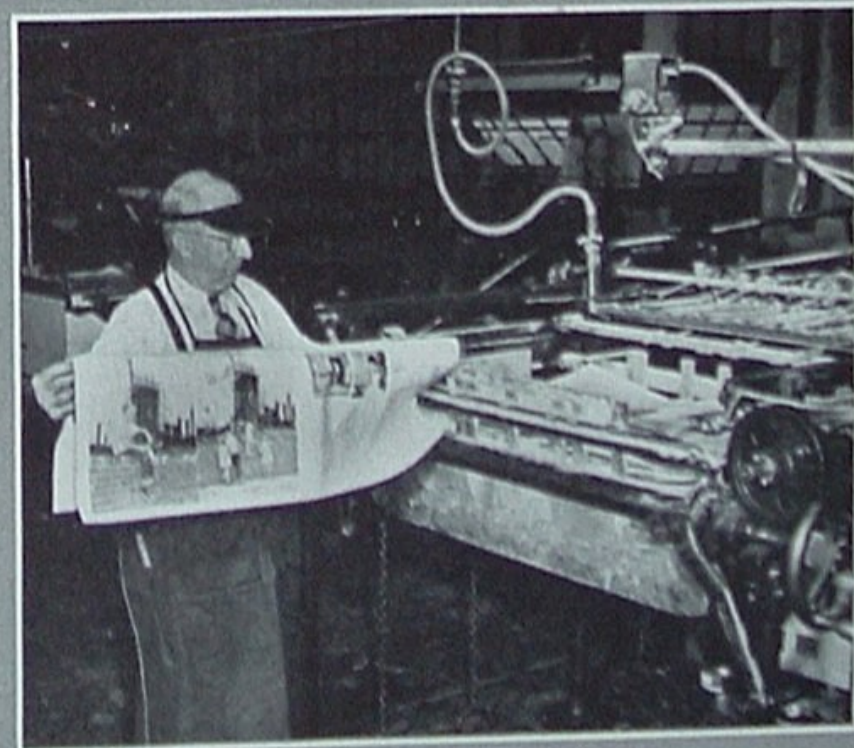
8

THE TYPOGRAPHER, who has set the type and printed "galley proofs," now combines type and engravings, locking both in a metal frame or "chase." From this, final page proofs are made.



11

THE COPPER SHELL, backed by  $\frac{1}{4}$ -inch of lead alloy, is called an electrotype. It is used on magazine presses or impressed against a paper matrix (above) to produce "mats" for newspapers.



12

FINALLY, as "On Tour" rolls off the press, a veteran printer, H. H. Stephens, becomes the first of many interested Americans to understand why "The Pacific Coast has its problems, too."

## THE RESPONSE

Appearing monthly in every Pacific Coast daily newspaper where Union Oil Company markets its products, and in such national magazines as "Life" and "The New Yorker", these ads have contributed a new value, public enlightenment, to advertising.

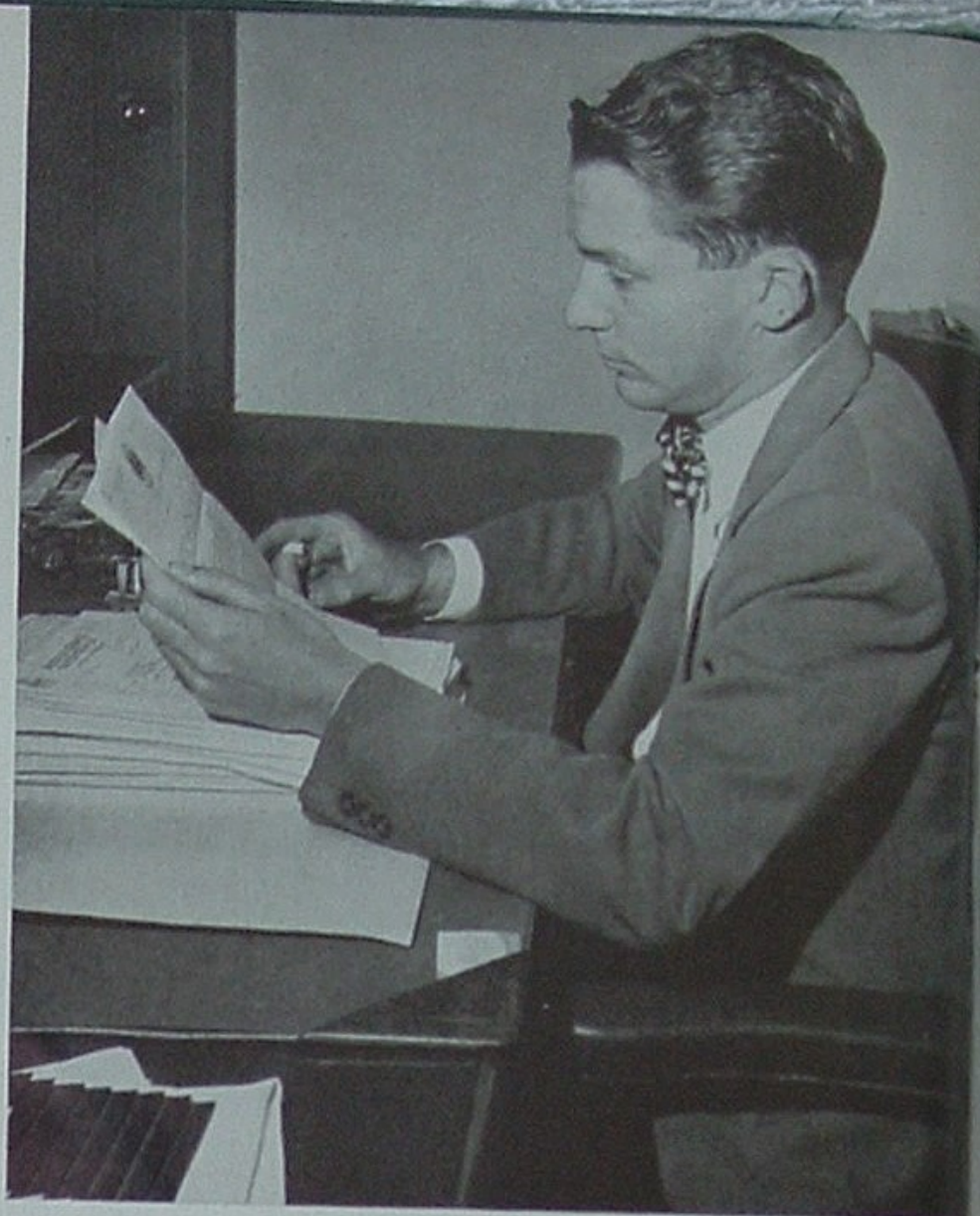
How effective the campaign has been can be measured partially by the response it inspires. Every ad bears the invitation, "We hope you'll feel free to send in any suggestions or criticisms you have to offer". Thousands of people have accepted this invitation. Their number includes—yes, bankers, executives, stockholders and capitalists; but also economists, teachers, journalists, editors, doctors, lecturers, students, workmen, salesmen and nearly all other types of Americans. Hundreds of brochures have been requested for use in college classrooms or by business and social groups.

Of the many letters received by the President, about 80 per cent warmly praise the campaign. Another 10 per cent request additional facts or ask permission to use the ads for lecture or classroom purposes. A small number echo the catcalls and arguments of the unconfirmables, of which there is one in every crowd.

This fan mail is given every possible attention and courtesy. President Reese Taylor personally reads every letter and writes many acknowledgments. To people, particularly students, who have asked clarification of a point, he frequently has written explanations of several pages.

The results of this modern advertising technique have been exceptionally gratifying. It is known to be sincere, straight-forward, informative, educational. Professional advertising men call it the most convincing copy of its kind. It has greatly enhanced the Company's reputation on the West Coast. Even outside of our marketing areas Union property and field men find their company is well known and highly regarded.

And sales of Union products were never better!



HAINES FINNELL, Company public relations representative, browses through some ad-inspired fan mail. The letters come from all points of the compass, as indicated by the Denmark response (below).

TIDSKRIFT FOR FØRRETRINDELSE, PRODUKTION, HANDEL, BØRN, VEJLØSE [Erhvervsliv]  
 BOKSERNUMMER 11 (1947), BOKS PÅLØB, BOKSNUMMER 2, TEL. 14444, POSTBOKS 3333

15, Noryergade,  
 Copenhagen, Denmark.  
 8th April 1947.

Reese H. Taylor, Esq.,  
 President, Union Oil Company,  
 Los Angeles, California,  
 U.S.A.

Dear Sir,

In the February issue of "Sales Management", James H. Collins wrote a very interesting article about the "Free Enterprise Advertising Campaign" sponsored by the Union Oil Company.

The editors of "Erhvervsliv" (Danish Journal of Production and Management) should like very much to bring a similar article about this series of advertisements and we should be grateful, if you would send us pulls of the ads and any other printed matter enabling us to show Danish industrial leaders how the problem was tackled.

The pale ghost of nationalization is haunting the minds of many an enterprising industrialist in the Scandinavian countries and we feel, that your straightforward defense of the free enterprise system should be brought to their knowledge.

Will you help us?

Faithfully yours  
 ERHVERVSLIV.  
 E. Willike,  
 Editor-in-Chief.

Es/LA.



At the cry of "Come and get it!" everybody hung back bashfully and the serving committee had time on their hands—obviously!



The new cooking and sporting facilities road-tested perfectly. The park is open to all Union Oilers anytime for the asking.

## SOUTHERN DIVISION FIELD BARBECUE

Well outnumbered by their guests, employees of the Southern Division Field Department gathered at Stearn's Lease near Brea for the annual fun harvest. The festivities initiated new picnic grounds and barbecue pits. The site has everything, including bountiful oil production, to make it a favorite recreation spot for many years to come.

Doing their Northern Division pace-setters one better, the southerners put on a rod-wrenching contest that pulled no punches. They used a genuine oil-plated well, full-length rods, and portable derrick equipment that does rod-pulling for a living. As a result, the time was considerably slower than the record achieved at Orcutt, and there were no alibis worth repeating. The winner was Milton Barry in the unbeaten time of 4 minutes, 33 seconds.

Just how the committee inveigled so many Company officials into the cooks' and waiters' brigade has not been told. But it is doubtful if better steaks were ever barbecued by a more distinguished panel of petroleum heavy-weights.

If it ain't overdoing things a trifle, may we mention in closing that the Aggers' "Angels" forced Busby's "Bombers" to a crash landing on the softball field, score 10 to 3.

ON TOUR



Winner of the genuine "McCoy" rod-wrenching contest was Milton W. Barry (left), aided by A. M. Throop and G. A. Ledbetter (r).

Al Bley of the food committee bribed a smile from a pretty little Miss with an offering of top sirloin. That's a woman for you!



## cool under FIRE



These men moved the L. P. ST. CLAIR in twenty minutes. (L-R) Seamen Dave Allison, Mack Walker, John McCoy, William Brown; 1st Pumpman Marion Plummer; Seamen Clifford Clayton, Stanley Hobbs; 3rd Assistant Engineers Fred Waite, W. E. Merrill; (kneeling) Chief Engineer F. H. Howell.

Too close for comfort to the MARKAY when that tankship exploded at Shell Oil Company's Wilmington docks on June 22nd at 2:05 a.m. was Union Oil Company's L. P. ST. CLAIR. In the process of discharging Port San Luis crude at the Company dock, the ST. CLAIR lay far enough distant to escape serious harm from the explosion's shock. But burning gasoline, spreading rapidly across the channel to Union's and American President Lines' docks, made her position precarious.

Aboard the ST. CLAIR at the time were Second Mate William H. Thompson, Chief Engineer F. H. Howell, First Pumpman Marion Plummer, and eight seamen who had signed on the preceding evening.

Thompson, who was in charge, was on deck and saw the initial sheet of flame bolt skyward. He immediately ordered pumps shut down and hoses disconnected, sent seamen forward and aft with axes to chop the mooring lines. Howell sped to his station in the en-

gine room to prepare the ship for a quick getaway. Plummer maintained order and action on deck and later steered the tanker down the channel. Within twenty minutes the ST. CLAIR moved out into the stream and safely away from the burning area.

This crew, under Thompson's command, have been acclaimed by port, city and Company officials. Wrote Frank Higbee, Warden of the Port for the City of Los Angeles: "The decision to move the L. P. ST. CLAIR, and its swift execution, may have prevented a grim disaster to westward of the MARKAY." Damage to Union Oil Company properties was confined to the eastern tip of our dock.

A second Company tankship, the VICTOR H. KELLY, was anchored in the outer harbor at the time of this explosion. Captain T. R. Fischer got her underway within twenty-five minutes and steamed away until it was determined that the fire was limited to the inner harbor.





Second Mate William H. Thompson (above), stood in about this location aboard the ST. CLAIR when the MARKAY (background) exploded.



This night photograph of the Wilmington disaster shows the ST. CLAIR silhouetted against the flames as she moves to safety.



Crossing the channel from the MARKAY (right), the fire destroyed American President Lines' docks adjoining Union Oil terminal.



The costly fate of the MARKAY might have fallen also on the ST. CLAIR had not these employees stuck to the job and moved her.



MR. AND MRS. GEORGE W. WEBB

## Exodus

Unrelenting Time has just closed the shop door on the oil careers of nine fellow employees. Hardest hit by this large number of retirements is the Production and

Transportation Departments, from which six men with a service total of 143 years have taken their departure. One employee each from Oleum, Los Angeles Refinery and Honolulu Marketing has walked out to challenge post-workday horizons.

FRANK A. BROWN, a senior engineer at Antelope Pump Station, came to work in 1916 as a boiler washer at Gaviota. Most of his 31 service years have been spent in the pump stations of San Joaquin Valley. A devotee of salt water fishing, gardening and black cigars, he will find only the doctor's three-cigars-a-day limitation interfering with complete contentment.

RUDOLPH HARTMANN has been progressing with the oil business since the old cable-tool days of 1910. He joined Union Oil in 1922 as a production foreman in the Los Angeles Basin. Following the oil tide from Long Beach to Orcutt, thence to Kettleman Hills, he came to the evening of his successful career in the pleasant Santa Maria Valley. He is looking forward to some postponed reading, travel and idling at home.

ROBERT B. POWERS, who started as a roughneck at Santa Fe Springs in 1923 and remained in field and production work for 24 years, thinks this job was easy compared to the rearing of his two daughters and three sons. The three sons were simultaneously officers in the U.S. Navy during World War II. Mr. Powers also has four grandchildren with whom to spend new-found leisure.

HARRY C. MARSHALL graduated from Lehigh University and 17 years of hydro-electric engineering experience before coming to work for Union Oil as an engineer in 1923. At the time of retirement he was senior engineer in the Gas and Natural Gasoline Department.

RUDOLPH HARTMANN

CHARLES L. GRIFFIN

HARRY C. MARSHALL



If photography, wood working and two young grandchildren do not occupy all of his time, he has some Pacific Coast travel and fishing ideas.

GEORGE W. WEBB is the third 24-year man on this month's retirement roster. His entire career has been devoted to engineering problems on Company pipe lines in both the Northern and Southern Divisions. With enviable foresight George took up a real estate hobby several years ago, and today, in this world of housing famines, he finds himself with three bungalows. He is certain to keep busy for a year or two evading prospective tenants.

ROBERT J. FELSENTHAL, a well known and well liked member of the Oleum Refinery guard force, will be missed keenly by the hundreds of visitors and employees who have paused at the gate to be identified. He combined police efficiency with an endless thread of good humor. Before joining the Company at Oleum in 1925, he saw service in the U.S. Navy during the Philippine Insurrection of 1900, and in the U. S. Army during World War I.

CHARLES L. GRIFFIN has remained loyal to the electrician's trade and to Los Angeles Refinery since his employment date in 1926. With plans already well advanced for a "fix-it" shop at the rear of his Wilmington home, he will undoubtedly continue for many years to keep the world in good repair, electrically.

ELMER H. MANKINS, whose continuous employment dates from 1932 but who did work for the Company as early as 1918, has served exclusively in the Orcutt District as a roustabout, well puller, truck driver, and field operator. His favorite hobby is fishing, with emphasis



ROBERT B. POWERS

on the Chinook variety of salmon taken from the Klamath River.

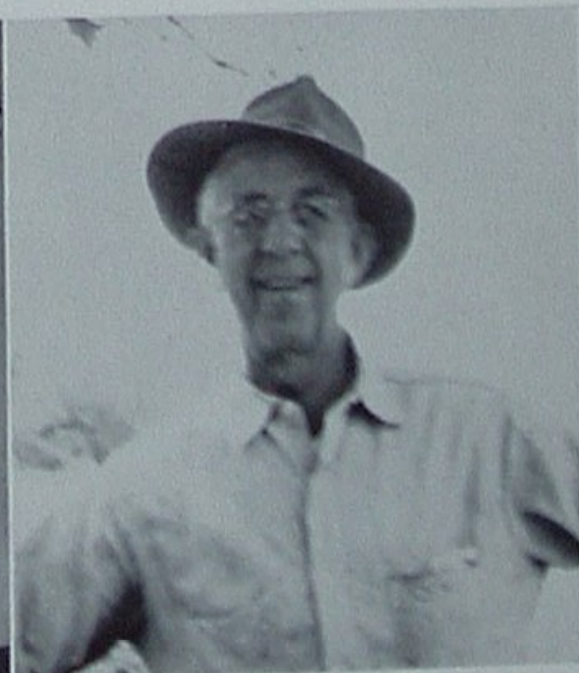
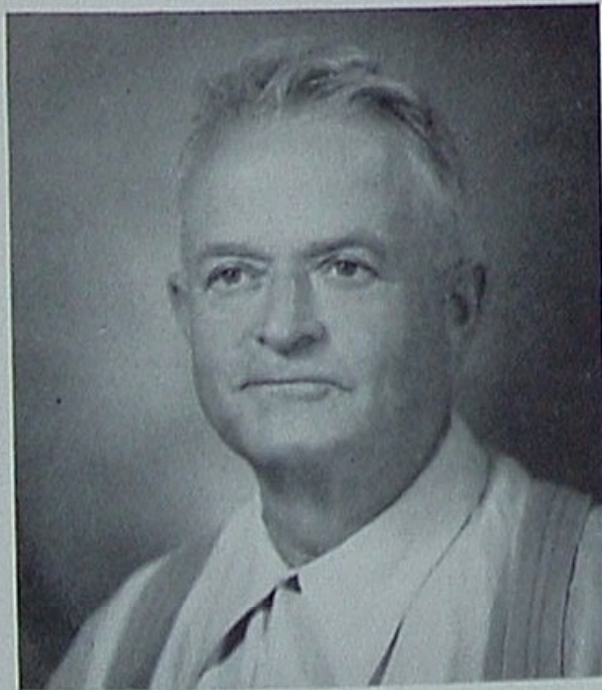
JAMES JOHNSTON entered the service of the Company in 1934 as resident manager at Hilo, Hawaii. His 13 years have been spent in marketing Union products from this famed paradise of the Pacific. His wise and final resolve was to remain in Hilo and let bounteous Nature take its course.

Pleasant memories to all of you from all of us!

FRANK A. BROWN

ROBERT J. FELSENTHAL

ELMER H. MANKINS



MANUFACTURING,  
INDUSTRIAL RELATIONS,  
TRANSPORTATION & DISTRIBUTION  
RESEARCH, PATENTS, PURCHASES

**MANUFACTURING**  
Directed by Basil Hopper

**INDUSTRIAL RELATIONS**



**HOMER REED**  
Chief Engineer



**JOHN SALMOND**  
Supt. of Refinery Operations



**W. C. STEVENSON**  
Asst. to Executive Vice President



**G. H. HEMMEN**  
Manager Oleum Refinery



**K. E. KINGMAN**  
Manager L. A. Refinery



**HOMER AMBROSIER**  
Supt. Maltha Refinery



**J. P. ROCKFELLOW**  
Manager Employee Relations



**DENIS BERDINE**  
Manager Wage & Salary Administration



**L. L. LISHA**  
Port Capt.

MANUFACTURING,  
INDUSTRIAL RELATIONS,  
TRANSPORTATION & DISTRIBUTION,  
RESEARCH, PATENTS, PURCHASING

Continued on Page 13

TRANSPORTATION &  
DISTRIBUTION  
Directed by R. D. Gibbs



J. B. STENE  
Manager Marine Operations



W. W. HAY  
Manager Pipe Lines  
and Communications



L. C. MONROE  
Manager Distribution



J. W. SINCLAIR  
Manager Automotive



L. L. LISHMAN  
Port Captain



J. B. PATE  
Supt. So. Div. Pipe Lines



J. H. ROBINSON  
Supt. No. Div. Pipe Lines



J. D. REARDEN  
Traffic Manager



R. F. LABORY  
Asst. to Mgr. Automotive



P. BARRETT  
Asst. to Vice President

# ...Meet the Management

*This second in our series of picture-charts and biographical sketches presents the men who supervise Union Oil's Manufacturing, Industrial Relations, Transportation and Distribution, Research and Patents, and Purchasing departments.*

## **HOMER C. REED** **Chief Engineer**

. . . Born June 10, 1908, in Salt Lake City . . . Educated at Salt Lake High School, Glendale High School, California Institute of Technology . . . Worked as a construction engineer for Gibbons & Reed Company of Salt Lake City and as chief engineer for Vegetable Oil Products Company of Wilmington . . . Joined Union Oil Company November 6, 1939, as a supervising engineer; was appointed process engineer in 1941, and chief engineer in 1945. Supervised the designing and building of the 100-Octane Plant, TCC Plant and new buildings at Los Angeles Refinery . . . Is presently chairman of the Southern California Section of American Society of Mechanical Engineers, member of Los Angeles Engineering Council, member of Los Angeles Chamber of Commerce Scientific Committee.

## **JOHN SALMOND** **Supervisor of Refinery Operations**

. . . Born March 1, 1891, in Glasgow, Scotland . . . Educated at Vermont Academy, University of Vermont, University of Minnesota, University of Chicago . . . Served as a pilot in the U. S. Army Air Corps during World War I . . . Joined Union Oil Company February 7, 1919, working on an oil dehydration unit at the old Brea Refinery. A few weeks later he was transferred to the Gas Division at Stewart and Montebello. At Los Angeles Refinery he was appointed night foreman in 1919, refinery foreman in 1920, superintendent in 1926, and manager in 1932. His appointment as supervisor of refinery operations, Head Office, dates from March 5, 1942.

## **W. C. STEVENSON** **Assistant to Executive Vice President**

. . . Born August 10, 1899, in Boise, Idaho . . . Educated at Boise High School, Stanford University . . . Worked as a civil engineer for the Idaho State Highway Department, and as an electrical engineer for the City of Los Angeles . . . Joined Union Oil Company May 27, 1925, as a utilities inspector at Oleum Refinery. In 1928 was appointed technical assistant to manager of refineries, Head Office. Returned to Oleum in 1929, becoming foreman of lube treating department in 1930, assistant superintendent of refined oil division in 1931, assistant superintendent of lube oil operations in 1936, assistant superintendent of distillation in 1938, and su-

perintendent of distillation in 1939. He was appointed superintendent of distillation at Los Angeles Refinery in 1940 and manager of that refinery in March, 1942. In December, 1942, he returned to Oleum as manager. His present assignment, assistant to executive vice president, dates from April 1, 1946.

## **J. B. STENE** **Manager of Marine Operations**

. . . Born October 13, 1901, in Borge, Norway . . . Educated in the community schools at Borge . . . In his early youth began sailing before the mast to many distant ports and in various craft including sailing ships . . . Joined Union Oil Company May 10, 1925, as an able-bodied seaman; became a 3rd mate in 1928, 2nd mate in 1930, chief mate in 1933, master in 1935, marine representative at Wilmington in 1939, port captain in 1940, acting supervisor of marine operations in 1942, and manager of marine operations March 23, 1945 . . . He has served on many Company ships, but principally aboard the DEROCHE, SANTA MARIA, WARWICK and MONTEBELLO.

## **W. W. HAY** **Manager Pipe Lines and Communications**

. . . Born September 29, 1888 in Great Britain . . . Educated at the Coleraine Academy, Ireland . . . Joined Union Oil Company June 7, 1915, as a Pipe Lines Department dispatcher at San Luis Obispo. In Los Angeles was appointed superintendent of pipe lines in 1923, manager of pipe line operations in 1936, and manager of pipe lines and communications in 1940 . . . Is also presently a director of Outer Harbor Dock & Wharf Company.

## **L. C. MONROE** **Manager of Distribution**

. . . Born October 2, 1896, in Arkansas . . . Educated at Los Angeles and Polytechnic High Schools . . . Worked for the Union Pacific Railroad Company, Los Angeles, and the United Verde Copper Company, Clarkdale, Arizona . . . Joined Union Oil Company May 9, 1921, as rate clerk, Head Office; became traffic representative in 1927 and assistant traffic manager in 1939. He was appointed traffic manager of the Northern Division, Seattle, in 1942; manager of distribution, Head Office, in 1944; manager of Northwest Territory, Seattle, in 1945; and manager of distribution, Head Office, February 1, 1946.

## **J. W. SINCLAIR** **Manager Automotive**

. . . Born August 7, 1895, in Fort Smith, Arkansas . . . Educated at Central High School, Fort Smith; Univer-

*(Cont. on Page 14)*

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RESEARCH - PATENTS

PURCHASING



C. E. SWIFT  
Manager Research  
& Patent Counsel



C. S. WIMPRESS  
Asst. to Exec. Vice President



E. H. WEAVER  
Manager of Purchases



B. T. ANDERSON  
Executive Supervisor  
of Research



W. E. BRADLEY  
Asst. to Mgr. Research



R. J. GAROFALO  
Asst. Patent Counsel



ALFRED PAGET  
General Storekeeper



C. S. PERKINS  
Asst. Manager  
of Purchases

## MEET THE MANAGEMENT, Cont.

(Cont. from Page 12)

sity of Illinois, Urbana . . . Worked for Southwestern Bell Telephone Company; Phillips Petroleum Corporation, Phillipsville, Oklahoma; Marland Refining Company, Ponca City, Oklahoma . . . Joined Union Oil Company July 8, 1924, as inspector of automotive equipment, Head Office. Was appointed supervisor of automotive equipment in 1934 and manager of automotive department December 1, 1938 . . . Is also presently national chairman, Central Committee on Automotive Transportation, American Petroleum Institute; director, National Council of Private Motor Truck Owners, Inc.; vice chairman, Society of Automotive Engineers, Southern California Section.

### C. E. SWIFT

#### Manager of Research and Patent Counsel

. . . Born October 17, 1892, in Rapid City, South Dakota . . . Educated at Huntington Beach Union High School, University of Southern California . . . Joined Union Oil Company December 3, 1926, as a senior inspector in the Research Department, Wilmington, becoming a junior chemist in 1927 and an assistant chemist in 1930. In the Patent Division, Head Office, he was appointed chemical engineer in 1930, patent engineer in 1934, patent attorney in 1935, assistant patent counsel in 1938, and patent counsel in 1939. At Wilmington he served as patent counsel from 1939 to 1947, when on July 1st he was appointed manager of research and patent counsel.

### C. S. WIMPRESS

#### Assistant to Executive Vice President

. . . Born May 18, 1885, in England . . . Educated in English private schools . . . Worked for twenty years as accountant for Riverside Orange Company, Ltd., and for Mexican Petroleum Company and affiliates in Mexico, Louisiana and New York . . . Joined Union Oil Company August 27, 1926, and in November of that year became assistant to vice president. Was appointed supervisor of oil purchases and exchanges in 1931. From 1941 to 1945 served as secretary of the Refining Committee for District 5. His appointment as assistant to executive vice president dates from October 31, 1945.

### E. H. WEAVER

#### Manager of Purchases

. . . Born April 11, 1894, in Philadelphia . . . Received high school education in Brooklyn, New York, and took special courses of study at University of Southern California, University of California, University of Washington . . . Worked for Singer Sewing Machine Company in New York, and for Bureau of Power and Light and General Petroleum Corporation in Los Angeles . . . Joined Union Oil Company July 3, 1918, as a buyer in the Purchasing Department, Los Angeles. In Seattle

was appointed assistant purchasing agent in 1921, district purchasing agent in 1924. In Los Angeles became district purchasing agent in 1937, assistant manager of purchases in 1941. Went to San Francisco as assistant manager of purchases in 1944. His present assignment, manager of purchases, Head Office, dates from April 1, 1945 . . . Is also presently chairman of the Educational Committee, Purchasing Agents' Association of Los Angeles; and serves on several committees of the National Association of Purchasing Agents.

### G. H. HEMMEN

#### Manager Oleum Refinery

. . . Born December 21, 1912, in St. Louis, Missouri . . . Educated at Seattle College High School and University of Washington . . . Worked as a messenger and clerk for Western Union Telegraph Company . . . Joined Union Oil Company February 1, 1937, as a chemist at Los Angeles Refinery. In the Wilmington Research Department was appointed a junior engineer in 1937 and a junior research engineer in 1941. At Los Angeles Refinery became assistant superintendent of distillation in 1941, engineer in 1942, assistant superintendent of operations in 1943. At Oleum Refinery he was appointed superintendent of distillation in 1944 and manager of Oleum Refinery April 1, 1946.

### K. E. KINGMAN

#### Manager Los Angeles Refinery

. . . Born February 7, 1908, in Riverside, California . . . Educated at Alhambra High School, Alhambra, California; California Institute of Technology, Pasadena . . . Worked as a laborer for California Edison Company, as a chemist for R & H Chemical Company, and as a chemist for the Texas Company . . . Joined Union Oil Company December 12, 1929, as a junior chemist in the Research Department, Wilmington, advancing through several assignments to junior engineer in 1932. From 1932 to 1935 he served as an engineer in the Development Department. At Los Angeles Refinery he was appointed assistant superintendent of operations in 1935. At Oleum he was assistant superintendent of distillation in 1937, assistant superintendent of lube operations in 1938, superintendent of operations in 1940, and superintendent of compound and shipping in 1944. He was appointed manager of Los Angeles Refinery May 1, 1945 . . . He is also at present clerk of the Board of Trustees, Palos Verdes School District; and a trustee of the Neighborly Church, Palos Verdes.

### HOMER AMBROSIER

#### Superintendent Maltha Refinery

. . . Born May 5, 1888, in Kellerton, Iowa . . . Educated



in the Kellerton public schools . . . After several years of farming experience joined Union Oil Company March 20, 1911, as a fireman on crude stills at Oleum Refinery. At Oleum became a steam stillman in 1913, a re-run stillman in 1915, a crude stillman in 1916, night foreman in 1918, day foreman in 1919. Was appointed superintendent of Maltha Refinery June 1, 1926 . . . Recalls that he also worked for the Company as early as 1909 helping to load a sailing vessel with barrels of asphalt.

**J. P. ROCKFELLOW**  
**Manager Employee Relations**

. . . Born December 3, 1898, at Tombstone, Arizona . . . Educated at Tombstone and Tucson High Schools, University of Arizona . . . Worked for the Coast and Geodetic Survey, Alaskan Division; also had mining and cattle ranching experience . . . Joined Union Oil Company February 1, 1924, as a roustabout at Dominguez; for four years served as a truck driver, rotary helper and gas lift operator; was an insurance and personnel representative at Brea and Santa Fe Springs in 1928, and personnel supervisor at Los Angeles Refinery in 1930. At Head Office he was appointed personnel supervisor in 1933, manager of industrial relations in 1941, and manager of employee relations in 1943 . . . He is a member of the American Petroleum Institute Vocational Training Committee, a member of College Placement Officers & Industrial Recruiters, a director of the University of Arizona (Southern California) Alumni Association, a veteran of World War I.

**DENIS BERDINE**  
**Manager Wage & Salary Administration**

. . . Born November 5, 1914, in Hoquiam, Washington . . . Educated at Elma High School, Elma, Washington; St. Martin's College, Lacey, Washington; University of Washington, Seattle . . . Worked as a laborer in logging and sawmill operations; service station attendant; construction worker; craftsman helper; chemist in a pulp mill . . . Joined Union Oil Company June 12, 1939, as a junior engineer at Los Angeles Refinery, becoming technical assistant in 1940 and personnel representative in 1941. Was appointed personnel supervisor, Oleum Refinery, in 1942. At Los Angeles Refinery was appointed assistant superintendent of distillation in 1943, assistant superintendent of operating and treating in 1944, superintendent of personnel, fire and safety in 1945. His present Head Office assignment, manager of wage and salary administration, dates from May 15, 1946.

**L. L. LISHMAN**  
**Port Captain, Los Angeles Harbor**

. . . Born September 9, 1896, in Illmo, Missouri . . . Educated at Polytechnic High School, Long Beach; Long Beach Junior College; General Motors School of Engi-

neering, Flint, Michigan . . . Served in the United States Navy from 1917 to 1919, and reinstated in Navy submarine service from 1920 to 1922. After several years of experience aboard steam schooners on the Pacific Coast, served as a mate aboard tankers of the General Petroleum Corporation . . . Joined Union Oil Company April 21, 1935, as 1st mate aboard the La Purisima. He was appointed master of this ship in 1939, marine representative at Oleum in 1941, and port captain at Los Angeles Harbor in 1942 . . . He is a past-president of Toastmasters International.

**J. B. PATE**  
**Superintendent Southern Division Pipe Lines**

. . . Born November 6, 1902, in Toyah, Texas . . . Educated at Artesia High School and New Mexico A. & M. . . . Worked as a pipe line foreman for Southern California Gas Company and Continental Oil Company, and as an assistant superintendent of pipe lines for West Texas-Skelly Oil Company . . . Joined Union Oil Company March 8, 1929, as a roustabout, Long Beach. Was made an assistant gauger in 1929, relief dispatcher in 1930, senior dispatcher in 1936, chief dispatcher in 1940, assistant superintendent in 1942, and superintendent July 1, 1943.

**J. H. ROBINSON**  
**Superintendent Northern Division Pipe Line**

. . . Born January 29, 1896, in Los Angeles . . . Educated at Los Angeles Polytechnic School and through International Correspondence Schools . . . Worked as a gas maker and mechanic for Los Angeles Gas & Electric Corporation, and as a mechanic for Wilmington Iron Works . . . Joined Union Oil Company January 29, 1920, as a roustabout in Los Angeles. Became a fireman and engineer at Stewart Pump Station six months later; next a head roustabout at Norwalk and Huntington Beach in 1921, a Southern Division welder in 1922, a foreman at Stewart in 1923, a Southern Division assistant superintendent in 1931, a superintendent in 1940, and superintendent of the Northern Division Pipe Line April 1, 1943 . . . He has given generously of his services in San Luis Obispo as a president of the Rotary Club, a trustee of the Presbyterian Church, a director of the County Boy Scouts.

**J. D. REARDEN**  
**Traffic Manager**

. . . Born January 12, 1885, in Smartville, California . . . Educated at Polytechnic High School, San Francisco . . . Worked as a rate clerk in the traffic department of Standard Oil Company . . . Joined Union Oil Company September 1, 1906, as a clerk in the Traffic and Marine Department, San Francisco. In San Francisco became a chief clerk in 1906, acting traffic manager in 1909, traffic manager in 1910. Since 1914 he has served as traffic

manager, Head Office . . . Is also now president, American Institute of Traffic Management, California Chapter; director, Los Angeles Traffic Managers' Conference; member of Committee on Rail Transportation, American Petroleum Institute; member of Los Angeles Chamber of Commerce; chairman of Tariff and Harbor Rate Committee, Western Oil & Gas Association.

**R. F. LABORY**

**Assistant to Manager Automotive**

. . . Born June 13, 1907, in Los Angeles . . . Educated at Manual Arts High School and University of California at Los Angeles, California Institute of Technology, Pasadena . . . Joined Union Oil Company October 29, 1932, as a tank truck driver at Oleum marketing station. Was appointed assistant agent at Walnut Grove, California, in 1933, and equipment clerk in the Central Division Office, San Francisco, in 1934. At Head Office he served in various automotive clerical assignments from 1936 to 1943. After nearly three years duty in the Navy, returned to Head Office June 1, 1946, as assistant to manager automotive.

**P. BARRETT**

**Assistant to Vice President**

. . . Born February 3, 1896, at Minersville, Utah . . . Educated at Wasatch Academy, Mt. Pleasant, Utah; Westminster College, Salt Lake City; Southwestern University, Los Angeles . . . Following service in the U. S. Marine Corps during World War I, worked as a chemist for Amalgamated Sugar Company in Utah . . . Joined Union Oil Company April 5, 1923, as a chemist in the Gas Department, Santa Fe Springs; at this location became a division clerk in 1924 and chief inspector in 1925. At Head Office was appointed assistant chief clerk in 1926, chief clerk in 1934, and assistant to vice president November 1, 1945.

**B. T. ANDERSON**

**Executive Supervisor of Research**

. . . Born December 3, 1909, in Chico, California . . . Educated at Oakland Technical High School and Stanford University . . . Joined Union Oil Company February 11, 1932, as a junior chemist at Oleum Refinery. In 1934 was transferred to Los Angeles Refinery as an inspection chemist, and in 1936 was appointed assistant foreman of the inspection laboratory. In the Research Department at Wilmington he was appointed junior chemist in 1936, assistant chemist in 1937, junior research chemist in 1940, research chemist in 1942, and assistant manager of research in 1945. His present assignment, executive supervisor of research, was announced in 1947 . . . In the Society of Automotive Engineers, Inc., he is a member of its board of governors and vice chairman in charge of Fuels and Lubricants Activity, Southern California Section.

**W. E. BRADLEY**

**Assistant to Manager of Research**

. . . Born November 28, 1907, in San Francisco . . . Educated at San Diego High School, San Diego State College, Stanford University, University of California at Berkeley, Loyola University, Los Angeles . . . Served with the Public Works Department of the Navy doing marine surveying; later received a teaching fellowship in organic chemistry at University of California . . . Joined Union Oil Company April 27, 1931, as an assistant chemist at Wilmington. In 1934 was appointed an assistant chemist at Oleum. Subsequently at Wilmington was appointed assistant research supervisor in 1937, research supervisor in 1940, assistant to manager of research in 1943 . . . Is also presently a member of the Executive Committee, Petroleum Division of the American Chemical Society.

**R. J. GAROFALO**

**Assistant Patent Counsel**

. . . Born May 23, 1901, in New York City . . . Educated at Cogswell High School, San Francisco; University of California, Berkeley; Los Angeles College of Law . . . Worked as an engineer for Marchant Calculating Machine Company, later for Byron Jackson Pump Company . . . Joined Union Oil Company March 15, 1926, as a patent clerk, Head Office. Was appointed senior inspector in 1926, associate engineer in 1930, patent attorney in 1934, and assistant patent counsel in 1943 . . . His duties include the protection by patents of all inventions made in research, field and other departments of the company.

**A. PAGET**

**General Storekeeper**

. . . Born October 18, 1898, in England . . . Educated at Santa Cruz High School, University of California at Berkeley . . . Worked for the Celite Products Company and later for Instograph, Ltd. . . . Joined Union Oil Company April 10, 1931, as a clerk at Oleum Refinery, where he was advanced to senior clerk in 1936, general clerk A in 1937, senior clerk A in 1941, storekeeper in 1944, and warehouse superintendent in 1945. He came to Head Office as general storekeeper September 16, 1945.

**C. S. PERKINS**

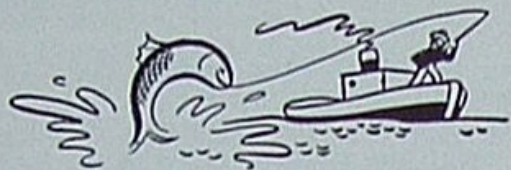
**Assistant Manager of Purchases**

. . . Born August 8, 1906, in Los Nitos, California . . . Educated at Whittier High School, Whittier, California . . . Worked for National Supply Company . . . Joined Union Oil Company August 11, 1926, as a clerk in the Comptroller's Department, Santa Fe Springs. At this location became a drilling tool clerk in 1927, drilling tool foreman in 1928, salvage foreman in 1931, assistant general storekeeper in 1935, district purchasing agent in 1939. His present Head Office assignment, assistant manager of purchases, dates from June 1, 1945.

# EMPLOYEE NEWS



## NORTHWEST TERRITORY NEWS



BOB SWENSON, of Walla Walla, is pretty proud of that new daughter—Bet his chest didn't expand as much as LES LARSEN's though. The first granddaughter arrived in his family—and believe it or not, the celebration candy had "Union" stamped on it. Your eyes aren't deceiving you—that's a brand new bright green Buick LYLE SANDERSON is driving around the streets of Walla Walla and adjacent country these days. No staying around home for DAISY SHOMBER when vacation time comes around. She boarded a train for Chicago, New York and Washington, D. C.

Can't help wondering what ever happened to the stick of dynamite BETTY McDONALD put in the refrigerator to keep it cool.

HARVEY DAVIDSON, of the Spokane Plant, spent his vacation driving just as far as he could in one week—then spent the other week driving back. Got as far as the Dakotas. OLIVER LEEDY is puzzling over why RAY MORSE was hoeing weeds at the Spokane Plant on his day off. We wonder too. Welcome to new tank truck salesman LLOYD MCKINNEY and DOUG DAY (not Dennis) at Spokane.

The D.S.M.'s were all in Seattle for the annual Golf Tournament held June 14th. Most of them were pretty tired after the two-day meeting and had trouble getting the little white pill around the course—but TOM WISE, of Salem, must have had a good night's rest as he galloped through to win low gross with a score of 73. MILT OWSLEY walked off with a tremendous trophy and low net winner. He earned it too, swinging the club exactly 131 times during the 18-hole tour. By playing the blind holes

A. H. RHODE made the longest drive of the Seattle tournament (450 miles), coming all the way from Medford.

right, he came up with a handicap of 74. RUTH GROTH was again winner in the Women's Division with a low gross of 90; and MINNIE MITBO carried off the trophy for low net. TOM FITZPATRICK was "Chef" and the hot dogs he turned out to the hungry golfer were mighty good. We recommend that Mrs. F. let him take over the cooking duties in the future. JACK KORTE couldn't keep his mind on driving a golf ball, as he had a brand new Dodge to drive—We passed him on the way to the club, and he had a car full of beautiful gals with him—Maybe that's why his mind wasn't on driving—golf, we mean. ROY LINDEN's foursome only had time for nine holes—KEM CADWELL held them up for a considerable time looking for his ball in a cow pasture. We rushed a photographer over to take pictures of this, but we couldn't find Kem for the cows. "FIC" NEWTON, from Portland, played boy scout and caddied for CHARLIE BODE and RUTH GROTH. Other out-of-towners present were BARR McHUGH (Pt. Angeles), JIM MCGEE (Olympia), AL PETRIE (Tacoma); RAY BONTEMPS (Olympia); and DWIGHT LOGAN (Yakima). LOIS BECKMAN drew the pre-game bulletins which resulted in the large turn-out—so large, in fact, that the committee had to rush out for extra food. Thanks to CON DEASY and the other members of the committee for a good time.

Our "76" Fast Ball Team is, at this writing, tied for first place—STEVE SEFFERMAN is carrying the pitching load alone since our other hurler is walking around with his arm in a cast—out for the season. JIM BELL, sturdy third baseman, took time off the week of June 6th to wed VIRGINIA SIBON. We always wondered what the coach and catcher said when they went out to talk to the pitcher—We're still wondering. TOM NORMOYLE and BILL BEMISS won't tell.

LEO ROSENBERGER, of Juneau, is puzzling over the new Form W-4 he has to prepare on a new daughter, while KEN LEA was busy passing out "seegars" in celebration of a brand new son in his family. (Gudrun Marie Larsen)

MINNIE MITBO, with a low net score of 90, led the Women's Division of Northwest Territory's annual golf tournament.



## CENTRAL TERRITORY NEWS



Bright and early Thursday morning, June 12, the San Francisco Sales Force turned out en masse to greet the four cars and drivers of the Royal Triton Caravan. All assembled at the famed Fairmont Hotel "Breakfast on Nob Hill" Radio Program. EARL COOPER, leader of the caravan; SAM WATERS, San Francisco District Sales Manager; and JACK GREELY, San Francisco Resident Manager, sent their mellifluous voices out over the ether with telling effect. JACK KENDREE, San Francisco's contribution to the caravan, reports that he handled several important deals during the trip from Southern California to Vancouver. BILL JAMIESON also was an added attraction to the breakfast.

Love was in bloom as June Wedding Bells rang out the news of the marriages of BETTY FOIN of the Fresno Office and MILDRED COLE of the Territory Accounting Office. ED OLSON, Reno Assistant Resident Manager, is no longer among the eligible bachelors, having said "I do." The best of everything to you newlyweds. . . . Strenuous, this becoming a father. DON NIELSEN, Central Territory Distribution Office, says it's a boy; while AUSTIN WALLEY, San Francisco Service Station Salesman, is the proud papa of a girl. A daughter born to BILL, Tank Truck Salesman, Sacramento, and Mrs. PRETZER on June 12 was just in time to qualify Bill for Father's Day.

'Tis summertime and picnics are the order of the day. Mr. MORSHEAD's estate was again opened to the San Francisco Territory Office Girls Club for their annual picnic. The usual sunny weather prevailed and all agreed it was one of the most successful picnics ever held. . . . Limping employees were unspoken reminders of the Baseball Game staged at the picnic of the Sacramento Marketing and Distribution Department on June 8 at William Land Park. Captains were TED TETZ, Assistant Resident Manager, Sacramento, and BOB KNEDEL, Marketing Station Clerk, Sacramento. Wild enthusiasm was displayed by families and friends in the stands who supported their favorite teams. The picnic committee, OLE OLSEN, Plantman, Sacramento, JIM WHITE and JIM SIBLEY, Tank Truck Salesmen, Sacramento, and BOB KNEDEL, did an excellent job in providing good entertainment for all present. The only out-of-town guests were PAT PATTERSON, Marysville Resident Manager, and his family. . . . Roseville employees picnicked at Del Pasco Park recently and HAROLD BENSON, Resident Manager, reported the fried chicken and trimmings were delicious. Tank Truck Salesman JOHNNY BRANTON stole the show with his stunts and various pranks.

CHARLES BRADLEY of the Central Territory Construction Office made his initial visit to the Reno district, and we understand that the one-armed bandits had no allure. Maybe it was because of business before seizure. . . . HAROLD GILL, Tank Truck Salesman, Reno has been ill and is now on a milk and cream diet. Harold would greatly appreciate locating a small cow that could be carried in the barrel rack. . . . W. A. SPENCE, Reno District Representative, is now the proud owner of a brand new Pontiac.

All employees of the Central Territory want to express their deepest and most sincere sympathy to BUD RUSSELL, Tank Truck Salesman, San Jose, and his two sons, and JACK RITTER, Retail Representative, Salinas, and his two daughters, who recently lost their wife and mother.

FRANK GOULD, Resident Manager, Centerville, is vacationing on the beach at Carmel. It takes something like Carmel fog to pep up a man for another 51 or 52 weeks' production. . . . STAN SILVERSTONE, Resident Manager at Watsonville, has finally traded his hotel room for a brand new home. . . . PALMER JENSEN, Retail Representative, San Jose, is on sick leave at his doctor's insistence. We sincerely hope that the prescribed rest corrects Palmer's condition. CARL WILLS will take over Palmer's duties with headquarters at San Jose. The shortage of houses in San Jose is giving Carl a bad time. JACK RITTER replaced Carl at Salinas but due to housing difficulties is temporarily working out of Soledad. RAY THOMAS will now be known as the new Resident

Manager at Soledad. . . . GEORGE COLLINS, Resident Manager, Salinas, worked day and night to make the Salinas Rodeo a success, which it was. George was on the housing committee finding rooms for contestants and visitors. . . . BARBARA JEAN EPP has replaced JANE BROWN, secretary to BIFF HOFFMAN, D.S.M., San Jose. Jane is trading her typewriter for a scrub board and bottle sterilizer. Barbara is carrying on the office duties very efficiently. . . . ART TAYLOR, one of San Jose District's most efficient Resident Managers, is taking over the King City Marketing Station as Consignee.

Chico District Picnic was held at Redding on May 25th. The excellent work of the Steering Committee headed by "TOUCHY" KEELER, Retail Representative, and "BUD" MEALIFFE, Resident Manager, in handling the event was reflected amply in the food, refreshments and good time enjoyed by the large turn-out. Probably no such affair could be held without the inevitable softball game between the North and the South. ROSCOE KIMBLE's northern team proved to be a strong hitting ball club and ran over PAT PATTERSON's southern boys with considerable ease in spite of such outstanding stars as Ed MONAHAN, Tank Truck Salesman, Marysville. . . . GEORGE SMITH, D.S.M., took advantage of the District Picnic gathering to present C. E. KEELER, Retail Representative, Redding, with his 15 year service pin. Keeler states that the big item is the extra week's vacation that goes along with the 15 year's service. He feels sure he can now catch up with that Mule-Tail Deer that he has been chasing over the mountains all these past years.

After an extended sick leave, EARL WARD, Oroville, has resumed his duties as Resident Manager. Earl remarks that he is as "good as new" and happy to be back. Nice going Earl—we know you've come out on top after a hard battle.

(Evertt Smith and Staff)

## SOUTHWEST TERRITORY NEWS



An office romance will soon lead to the altar for PAT O'NEILL and FRED FIEDLER. Her engagement was announced at a buffet supper given by her parents. The couple plan to be married on Sept. 20. Congratulations!

Aug. 3 was the date set for JESSIE LYNN to become Mrs. Charles Atkinson. She and her husband will make their home in Culver City. Our very best wishes, Jessie!

RACHEL SKURDAL recently announced her engagement to Lester Walton. A fall wedding is now being planned.

JOHNNY NEWTON took the vows this month and is now wearing the little gold band that denotes he is no longer a bachelor.

These are the days for vacations—MARY PRENEVOST is having a merry time in Mexico City. Grand Teton was the destination point for PEGGY JURANITS. TED LAIDLAW is making plans and reading up on how to catch fish before he journeys down to Ensenada. RUTH ANDERSON spent a little time at Yosemite and San Francisco. ANN PETERSON has taken a month's leave and is spending it in Oregon. Says she is having such a grand time she wishes she could stop the clock for a while. Catalina is a popular spot and several of our Union Oilers were seen over there. NELLIE NARDINI, ELAINE LAWSON and W. J. WALKER were just a few. Yellowstone is the place where M. K. CARTER is having some fun.

From the city of the Golden Gate, we have in our office EVELYN QUARNHEIM. Another transfer is ARLETTE THOMAS (LEE) who left Seattle on June 16, arrived in LA and was married on June 30. Best wishes!

We're glad to have BETH EDWARDS back with us on vacation relief, also RUBY KENNEDY and JOHNYE FORDHAM.

BERNICE BIRNEY was in a short time ago with her six weeks old baby, Caran. It's nice to know we're not forgotten.

(Ruth Anderson)

## Oleum Refinery News



BUD FITZGERALD, Personnel Department, is vacationing in Santa Cruz; those daily rounds of golf on Paso Tiempa should lower that handicap. RALPH E. MYERS, Stillman, has transferred to the Central Division Sales Department. BOB ANNAND and W. J. O'NEIL, recipients of 35 year pins just recently, have planned for what should be most interesting trips; BOB plans to visit his home land, Scotland, and BILL plans a tour of his home state, Washington. Right behind them comes CHOP BRUNDIGE, 30 years, who has no definite itinerary for those five weeks. Recent additions to the Union Oil Company families include: a boy in the BILL PAGE family; a girl in the JOHN DALESSI family. Among those missed from their respective departments recently are JOHN TERRY, Warehouse, who has been sick and JIM BRODERICK, who suffered burns while working at the Lube Clay Plant. It was a pleasure to Oleumites to see retired employees JACK CURRAN, HUGH FORREST, HARRY SWANEY, and C. C. OLSEN recently.

Former Oleumite Lt. COL. HERBERT FREULER received the Navy Cross, Air Medal and Gold Star in lieu of a second air medal, the Citation for heroism in aerial flight as pilot of a fighter plane in Marine Fighter Squadron 211 when he attacked two squadrons of Japanese planes at Wake Island, destroying three ships. Five Oleumites—HOWARD E. BAKER, DAVID G. BIDDINGER, MANUEL J. BRAZ, JOHN E. ANDERSON, GENE D. MOORE—who have been attending college under the G. I. Bill of Rights have returned to the Refinery for summer work. DAVID E. OAS, Laboratory, has just returned from Reserve Officer Training school.

The League Bowling season ended in a three way tie with Maintenance, Boiler Shop and "Ohm Bugs" (Electric Shop), all confidently predicting victory in the roll off. The rivalry between the Machine Shop and Pipe Shop over who has the better softball team is reaching new heights. The Pipe Shop boys refused at first to take the heckling of the Machine Shop seriously but they finally accepted the challenge and a game was arranged. To the Pipe Shops surprise they were defeated and they are now screaming for revenge. Everyone is keyed up and practicing for the return engagement. BILL WALDREN, Machine Shop, was practicing his pitching the other day with rocks and one of his slants veered off and hit a bystander, SAM NEELY, in the back. It is a good thing Sam wasn't the Pipe Shop star slugger.

It was with regret that we learned of the recent death of M. L. Boxell, former Supervisor of Asphalt Operations.

(R. H. McGough)

## Los Angeles Refinery News

Members of the Summer Bowling League received quite a shock recently. It seems a number of the teams have found sponsors for the league so the D.A.'s, not to be outdone, walked into the alley in bright pajama tops. Query disclosed that their sponsor was either Beauty Rest or Simmons Mattress. The splashy display so unnerved the other team that the D.A.'s took two games. Members of the opposing team, and other teams in the immediate vicinity complained of feeling drowsy all evening.

Any member of the Road Runner's bowling team will tell you that the reason they have only won one game in the summer league is because their "sparkplug" RAY DANIELS has been ill. A trip to the hospital substantiated the statement. Ray looks healthier than the lead-off man but the Doctor says he can't start bowling again for some time. If anyone has a spare sparkplug the Road Runners could sure use him.

RAY FLECK, Research, and WARD HOWLAND, Chem. Lab., came back from their two week vacation sprouting full growths of "chin spinach" and sideburns. They believe in the old adage about "When in Rome do as the Romans" and during their sojourn through the Indian country of Nevada, Colorado, New Mexico and Utah they avoided all barber shops.

The annual Refinery Foreman's Association Picnic held at Santa Fe Springs on June 29th was a big success. About 90 Foremen obtained permission from the better-half to attend. Those who couldn't make it missed a wonderful day of eating, drinking beer, and having fun.

A kangaroo court declared DENNY BERDINE, WES DANA, KENNY JOHNS, and JESS MARSHALL guilty of atrocious crimes, such as "talking shop" and punishment was meted out in the forms of a blindfolded boxing match using pillows, and an unevenly matched game of "Are You There, Mike." Following this were a number of contests, among them balloon busting, tilting, sack race and beer drinking out of baby bottles.

JOHN TOWLER took home a portable radio as first prize in the raffle. Other prizes were: a pressure cooker won by BILL STEVENSON, an electric clock, by BILL PICKENS, a case of beer, by TED SLUDER, and a number of oil changes.

The baseball game was the day's main event and ELMER PALMER captained the winning team. A giant six foot trophy in the form of a baseball bat was presented to the winners. But what about the hole in the bat, Elmer?

The following day the foremen were lined up six deep in the dispensary awaiting medical treatment.

Did any of you notice the big bandage on the right flipper of RED SKONBERG recently? It seems he was fishing and in the course of removing a hook from a 3 lb. bass, the fish flipped and the hook entered the back of his hand just behind the fourth knuckle. This is one time when the fish really caught the fisherman.

RAY FLECK really didn't have jawbreakers or walnuts in his mouth as appearances indicated recently. He just had all four wisdom teeth pulled at the same time. Personally, we'd rather let ours fall out.

Latest deserters of the bachelors ranks are RICHARD SULLIVAN, Payroll—DON SOGARD, Machine Shop—and LESLIE BAKER, Refinery Service Unit.

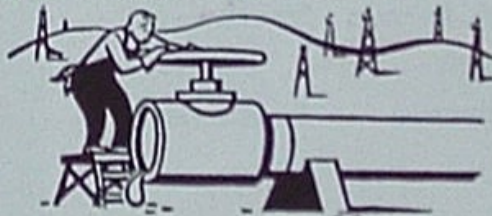
There are a lot of boys-bustin' buttons around here this time. The female population received the greatest boost and the fathers are BARNEY BARNETT, VIGORITA ARCANGELO, MARION KNIGHT, VICK OVERMAN, GUNNER ANDERSON and BILL RUBESAMEN. Father of the boy is HERB BOWERMAN.

Engagements this month are RONNIE TISH, Personnel and JIM McDONALD, Trainee, also, ZOLA TAYLOR, Labor Foreman's Office, to MEL ADAMOLI, Rigger.

Winner of the portable radio at the Jinx Dance, June 13, at Lakewood Country Club was PHYLLIS RICKETTS of Long Beach who was a guest of JOHN ALLBRIGHT from the loading dock.

(Gale S. Peterson)

## FIELD DEPARTMENT NEWS



### Southern Division

It's a new baby daughter for FRANK RUSSELL WADE at Dominguez. That makes 2 girls and 2 boys . . . a nice house-full!

FLOYD A. CUFF, who left Southern Division Pipe Line in 1943 to enter military service, was graduated in June from the Naval Academy. Floyd's father is HENRY M. CUFF, formerly in Service & Maintenance.

And JIM BLANKENSHIP wants us to know that he and his wife were the first to dance in the Brea Office the night of the Southern Division picnic. (Lloyd Kinney)

### Valley Division

A Barbecue was held recently at the Taft Field Office for anniversary men of the year with 25 years of service represented. Anniversary men were as follows: C. W. PAULSON, 11-27-21; L. W. HUTCHSON, 1-12-22; H. C. KINKADE, 1-18-22; S. A. Mc-LUCAS, 6-28-22; H. F. BARNES, 11-27-22; F. D. MORRIS, 1-17-22; J. M. LENNINGER, 11-22-22; all 25 years; I. S. WEAVER, 1-29-32; E. M. HALIBURTON, 1-29-32; 15 years. Also present for delayed anniversary greetings were, O. O. IRWIN, 3-28-19; W. A. LOCK-

# On Tour

**Mike Collett**  
Editor

**Margaret Burnell**  
Assistant Editor

## Associate Editors:

### FIELD

<b>W. P. Geissinger</b>	<b>Valley</b>
<b>Al Luttrell</b>	<b>Coast</b>
<b>Lloyd Kinney</b>	<b>Southern</b>
<b>H. L. Stuckey, Jr.</b>	<b>Texas-Gulf</b>

### MANUFACTURING

<b>C. R. Fitzgerald</b>	<b>Oleum</b>
<b>Agnes Dougan</b>	<b>Maltha</b>
<b>Gale Peterson</b>	<b>L.A.</b>

### MARKETING

<b>Gudrun M. Larsen</b>	<b>Northwest</b>
<b>Evertt Smith</b>	<b>Central</b>
<b>Ruth Anderson</b>	<b>Southwest</b>

### GLACIER DIVISION

<b>Eva Searing</b>	<b>Great Falls</b>
<b>Barbara Wilson</b>	<b>Cut Bank</b>

### HEAD OFFICE

<b>Ray Teal</b>	<b>Los Angeles</b>
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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.

WOOD, 3-14-24. Friends and families of the above men attended. The chefs, H. W. MARTIN and W. P. KNICK cooked beef and beans.

L. C. (Less) JOHNSON, Kettleman Hills Foreman, is being transferred to the Coast Division. He is being replaced by ROBERT L. TALLEY.

J. E. (Barney) KOOGLE and RALPH (Firp) MCGOEY are getting up these mornings before breakfast doing a few spins, somersaults and what have you. They are taking a nine weeks course in flying which was approved by the Veterans Administration.

The following men comprised the Bakersfield team in the Burnham Trophy Playoff. W. P. MOREHEAD, average 175; JOHN BEESON, average 171; TOM BENNETT, average 171; ED MILLER, average 169; ROY OCKEY, average 168. (Wm. P. Geissinger)

### Glacier Division

Effective June 1st, F. C. BALL assumed the duties of Production Superintendent, thus consolidating supervision of the Production & Engineering Departments. J. H. McCOURT will answer to the title of Petroleum Engineer and L. D. SHRYOCK became Drilling Superintendent, consolidating the supervision of the Drilling and Service and Maintenance Departments.

Geologist WALT BROWN and JERRY SALSBUURY of Laramie, Wyoming conferred with R. W. BURNS, Division Geologist in Cut Bank the middle of June before continuing to Hines Creek, Alberta, Canada on a summer's assignment for the Company.

A procession of cars and honking of horns at the Union Oil Refinery on June 21st, announced the marriage of OWEN KOHLER to STELLA JOHNSON of Minnesota.

A recent new employee of the Company is IAN COOK, Canadian Geologist with headquarters at Calgary, Alberta.

The recent exchange of money in the Refinery Department was prompted by bets won and lost after the arrival of a son Alan Wayne, to ERNEST DES LAURIERS on June 18th.

FRED L. HARTLEY, Head Office Manufacturing, combined business with pleasure and spent several days in Cut Bank conferring with E. M. PARKIN, Superintendent of Plants, before he and Mrs. Hartley left for Calgary, Alberta to spend their vacation. (Eva Searing and Barbara Wilson)

### Texas-Gulf Division

Our sympathy to Jay Bourret and his family in the passing of his father, Mr. J. J. Bourret.

Texas sunshine accompanied our California visitors recently, Mr. Grinsfelder, Mr. Taylor, Mr. Rubel and Mr. Lowrey.

Lon D. Cartwright and wife have a 'pair of queens' now with the arrival of their daughter Mary Justa.

Wishes for a speedy recovery goes to Grace Schaumburg. We are glad to have Fauncine Martin with us after her recent operation. Also Charles Stuckey is at work again after tussling with his daughter's sand box which resulted in a strained back.

In case you all are wondering who is giving with the lyrics, "That's How Much I Love You," coming from the Production Department, it's none other than Buford McBride, our new Production Clerk. Welcome, Mac.

The question most asked around the office is 'Know where I can find a place to live?' Three of our Union Oilers, Beth Dunn, O. S. Hervey and "Bulldog" Drummond, have found the answer by buying houses. Hervey, wearing a worried frown, was certain his roof would fall in as he was to sign the papers on Friday 13th and pay a figure in the 13's, luckily it didn't. Speaking of houses and such, when are you going to finish that garage, Bill Bennett?

"Every day a different way Simons" is Freda's new alias. With warm weather here to stay we await Freda's arrival each morning with wonder and expectation as to how her up-swept coiffure will be arranged.

Birthday tidings to Buford McBride and Charles Rogers.

Vacations this year are taking our employees near and far. Nick Carter is painting his house between summer showers, Ester Glenn has gone to the Ozark Mountains, Dave Fretz spent a week in Kerrville, Ed Sands was the handy man around the house his two weeks, Don Hoffmann has planned a trip to Louisiana his last week and Bob Meers has planned a few days at Bandera. We should be able to furnish some tall tales as a result of these trips next month. (H. L. Stuckey, Jr.)



## SERVICE BIRTHDAY AWARDS

AUGUST 1947

### Thirty Years

Botts, William T., L. A. Refinery Mfg.  
Dinnes, Bert T., Coast Div. Field  
McAllister, Wm., Northwest Territory  
Mercer, Wm., No. Div. Pipe Line  
Roberts, Robert D., Southwest Territory

### Twenty-Five Years

Alt, Harold L., Oleum Refinery Mfg.  
Angell, Robert F., L. A. Refinery Mfg.  
Moitza, Joseph B., Oleum Refinery Mfg.  
Rogers, Joseph, Oleum Refinery Mfg.  
Rushton, Arthur G., So. Div. Field  
Young, Leslie H., H. O. Land  
Zumwalt, Willis B., So. Div. Field

### Twenty Years

Alexander, Alfred, Oleum Refinery Mfg.  
Anderson, Leo F., No. Div. Pipe Line  
Champlin, Wm. A., H. O. Comptroller's  
Compton, Carl F. Jr., Central Territory  
Fletcher, Marion R., L. A. Refinery Mfg.  
Garner, Joseph T., No. Div. Pipe Line  
Haskens, Zella R., So. Div. Pipe Line  
Hines, Chas. J., L. A. Refinery Mfg.  
Kenck, Walter C., So. Div. Automotive  
Painter, Harry L., Central America  
Steiner, Carl A., So. Div. Field  
Weir, Casper J., No. Div. Pipe Line

### Fifteen Years

Niven, Robert F., H. O. Secretarial  
Van Horne, Helen M., H. O. Treasury

### Ten Years

Aseltine, Arthur W., Southwest Territory  
Collett, Thiel D., H. O. Wage & Salary  
Adm.  
Karberg, Wm. A., Research—Wilmington  
Kilminster, Frank, Cut Bank, Montana  
King, John T., H. O. Emp. Rel.  
Leeper, Lyle L., Southwest Territory  
McLaurin, Harrison, Great Falls, Montana  
Moore, Francis H., H. O. Comptroller's  
Ranum, Ben N., Cut Bank, Montana  
Rinaldi, Virginia H., Central Territory  
Schmidt, Ethan R., Research-Wilmington  
Sinnott, Nick M., Central Territory  
Smith, George O. Jr., Southwest Territory  
Webb, Arthur W., Southwest Territory

### HIGHLIGHTS ON HEAD OFFICE



It might stimulate appreciation by the generous gals and guys of Head Office if they knew that their nickels and dimes spent through the vending machines on all floors, plus periodical candy sales, contributed to the fund from which \$389.00 was disbursed the past year by the Union Oil Girls Club to many recognized worthy charities.

"Old Grad" STAN H. ANDERSON received a shock recently while exchanging reminiscences with a fellow employee, also a graduate of Redondo High, as is Stan. When Stan mentioned the year of his graduation, the girl replied, "Gee, that's the year I was born!" Time creeps up on us all.

A weekend fishing trip to Lake Arrowhead cost JERRY BAKER a conservative \$10.00 per fish for two eight inch catfish, same being his total catch. Something is wrong with the commercial end of that trip.

BETTY HAMMA of the Purchasing Department became Mrs. LEE L. BASSO on Wednesday, the second of July, at the Chapman Park Oratorio on Wilshire Blvd. We were all pleased when Betty announced that the long wished for apartment had been found and the wedding date set. Our best wishes to the happy couple.

KAY CUDLIP decided it was time she gave her entire attention to the gentle art of keeping house.

FRANCES GRUNEWALD, who used to be RAY STINE's secretary is now pounding the keys for ELMER ROGERS.

Formerly head of the Disbursements group of P. & T., JOHN EUSTON is now devoting his talents to the Auditing Staff.

SICK WARD! On the road to recovery from her recent operation, FERNE BROWN will soon be back on the job. LOUISE STRACK, we're happy to see, is back at her desk after her seige in the hospital.

IRENE SABO WEBSTER is back from a perfectly wonderful honeymoon in Canada.

MARGUERITE LOMAX is no longer to be found on the 12th floor, she's now employed full time at the Lomax residence (a brand new home in Southgate) pushing brooms, whisking dust cloths about and preparing meals in a house wifely manner.

RHUBEN BROWN and TOM RAGLAND of Head Office and RAY JUDY of Santa Fe Springs took up their poles and went fishing out of Balboa Harbor off of Santa Catalina Island intent on catching a mess of tuna. The result, no tuna was caught but this was compensated with a fine catch of barracuda.

(Ray Teal)



*In my opinion ...*

Dear Editor:

According to reports I have read, Union Oil's net profit per share of common stock rose from 38 cents during the first quarter of 1946 to \$1.02 in 1947, and from 72 cents during the first half of 1946 to \$1.73 in 1947.

Now, why haven't common stock dividends gone up in proportion?

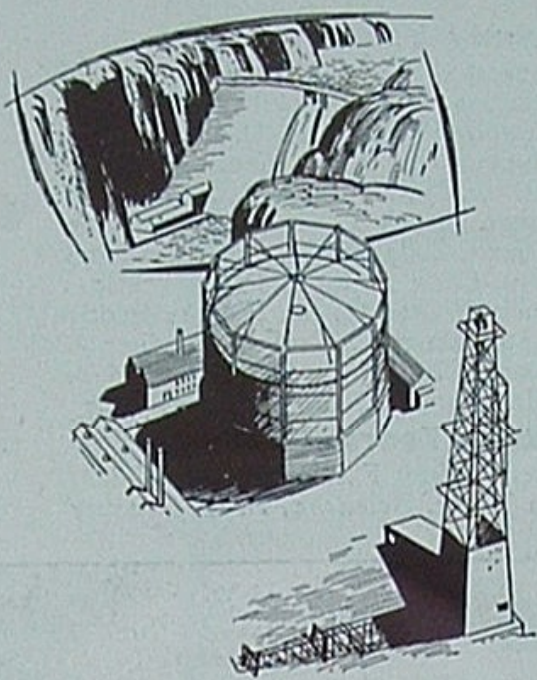
Employee Shareholder

*Answer: As explained by President Reese H. Taylor in his July 28th report to shareholders and employees, "Fortunately, these figures indicate a substantial improvement over the same period of 1946, for today additional capital must be earned and retained in the business if adequate provision is to be made for replacement of raw materials and plant facilities as they are needed in the future. While it is true that sums are set aside for this purpose through the depreciation and depletion reserves, these provisions are not based upon present-day costs. They reflect only the original cost in dollars and make no provision for the tremendous increase in all building and raw material costs in the last few years. Since the Company will be spending more and more to maintain its supply of crude oil, to construct pipe lines to more distant fields, and to replace tank ships, refinery units, and other facilities, a major portion of our earnings must be retained in the business."*

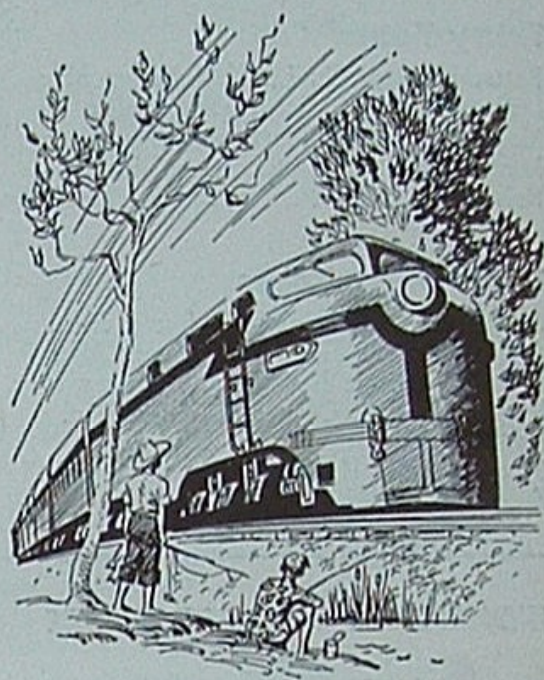
# "The Pacific Coast has its problems, too"



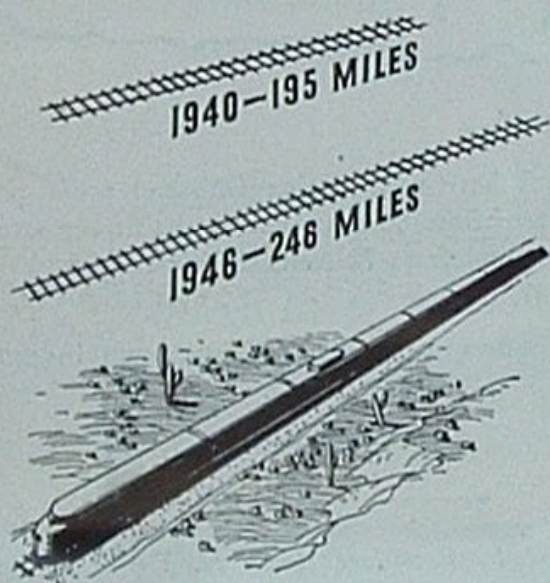
**1. Every time you light the furnace, start your car, plug in the vacuum cleaner or step into an elevator, you consume energy. And since this energy furnishes heat and power that would otherwise have to come out of your own heart and muscles, the energy a people consume is pretty important.**



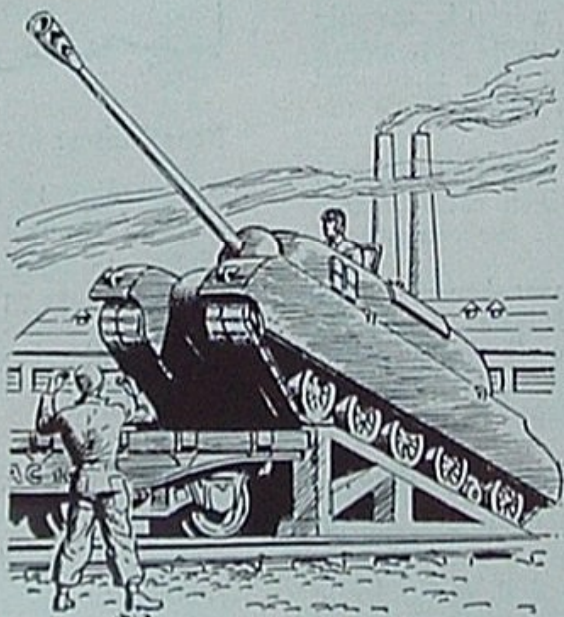
**2. On the Pacific Coast our three primary sources of energy are hydroelectric power, natural gas and petroleum. During 1940, the people of Washington, Oregon and California consumed more than 1 quadrillion, 46 trillion, 396 billion B.T.U.'s of energy from these three sources.**



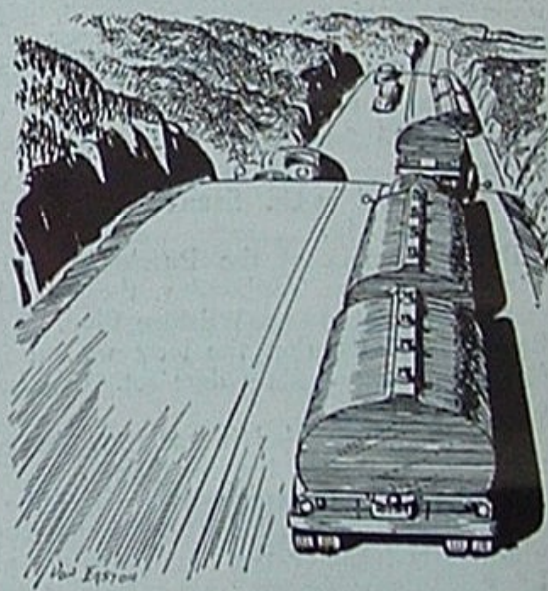
**3. That means the average Pacific Coast person consumed enough energy in one form or another during 1940 to move a 15-car streamlined Diesel passenger train 195 miles. That's quite a bit of energy. But look what's happened since. By 1946 we had more tools to help us work—more money to help us live.**



**4. As a result, the average Pacific Coast person in 1946 consumed enough energy to move that same train 246 miles—an increase of 26%. On top of this, our population increased 30%. So more people, each using more energy, increased our total consumption 64%! If times had been normal, we could have built facilities to meet this demand.**



**5. But during the war, very little new construction on hydroelectric plants, steam plants, pipe lines, etc., was allowed. Consequently the Western oil industry has had to produce more petroleum this year than during the peak years of the war. And the Western utility companies have been scraping the bottom of the barrel.**



**6. So far, we've made out.** In fact, we've increased the energy output on the Coast over 64% in 7 years—largely because our free, competitive American system has given all of us the *incentive* to increase that output. But our situation is typical of dislocations brought on all over this country by the war. These dislocations are no one's fault. But it is going to take the American people some time and some patience to work them out.

**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 Building, Los Angeles 14, California.*

**AMERICA'S FIFTH FREEDOM IS FREE ENTERPRISE**