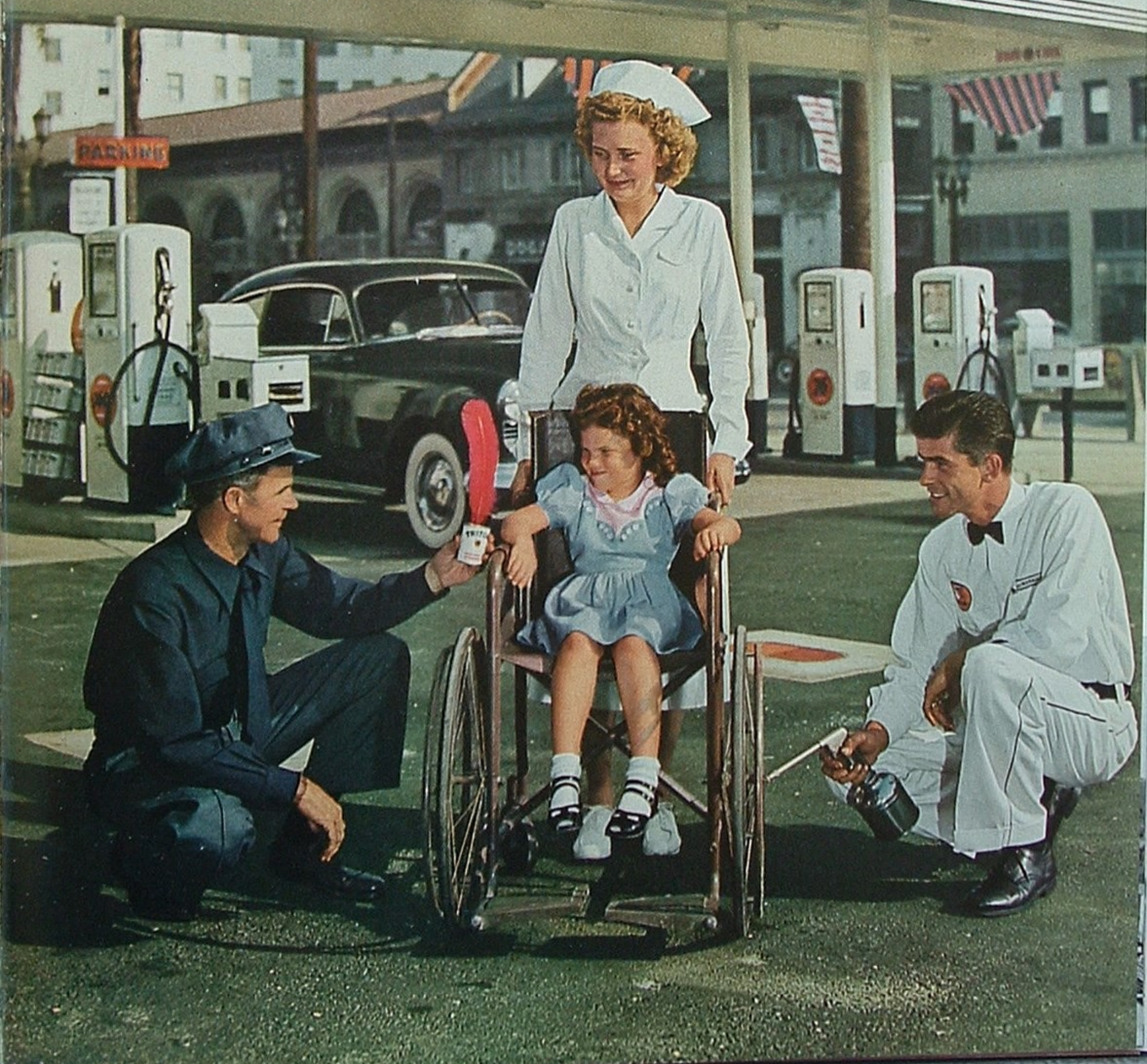


"On Tour"

UNION OIL SERVICE



On Tour

NOVEMBER 1949
VOL. 11, NO. 11

In This Issue

LET US SERVE HUMANITY

By giving at least a day's pay to the Community Chest is the implied appeal of Union Oilers Russ Wilder and Ross Bartlett. Mae Rupert and Judith Ann Olsen, in the roles of nurse and patient, express the thanks of many you will aid.....Front Cover

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T. D. Collett.....Editor
R. C. Hagen.....Asst. Editor

ON TOUR is published monthly by Union Oil Company of California for the purpose of keeping Union Oil people informed regarding their company's plans and operations. Reader participation is invited. Address communications to ON TOUR, 617 West 7th Street, Los Angeles 14, California.

Baksheesh, Sahib!

"BAKSHEESH, SAHIB!" is one of the commonest cries of the Far East. In India it is heard daily and from millions of throats. Its literal meaning is "Alms, master!" Every traveler who steps from a ship or train at Calcutta is certain to run the gauntlet of several hundred beggars and hear this appeal cried endlessly. Most of the beggars, ranging from small children to the aged, are obviously deserving of help. They are the maimed, the blind, the starving, the diseased.

India's more fortunate people have evolved a rather interesting way of aiding the helpless. A charitable Brahman, for instance, rarely ignores the cry for alms, but drops a coin into nearly every outstretched hand. His offering is generally an Indian *pie*—a small copper coin of such meager value as to be worth less than one-sixteenth of an American cent. Thus, the needy during the course of a long day may often eke out enough to sustain life; the would-be professional beggars are encouraged to seek honorable employment; the alms are distributed among many; and the alms giver is able to accommodate several hundred petitioners in a day without seriously draining his resources.

However, to American travelers—who have run India's gauntlets of want, misery and suffering—there are several good reasons for not attempting such a solution here:

Thanks to our hundreds of charitable organizations, there is little evidence of—and no need for—any American citizen descending to the status of a beggar. Despite a few remaining flaws in his social system, Uncle Sam has about become the world's best "Good Samaritan."

Thanks to the Community Chest, we can measure misfortune and prepare for it in advance. We can weed out undeserving grafters and increase our service to fellow citizens who are genuinely in need. We can be assured that our gifts will be handled frugally and wisely. In short, the Community Chest offers us the best way of doing the most good at the least cost.

And thanks to the big-heartedness of American working people, this system of being our "brother's keeper" has not yet failed.

There are 1,880,000 men and women employed directly in the petroleum industry. From this staunch army must come much of the financial support behind Community Chests in 1950. If every Union Oiler will give a little more than he can afford during the current drives, that will mean a new high in Union Oil Service!

Baksheesh, sahib!

OLEUM is Geared for Greater TRITON Future



DURING the past year or more, Oleum Refinery has been undergoing a series of major changes, referred to collectively as the Triton expansion program. The improving of existing facilities and the construction of new units were made necessary by steadily increasing sales of Triton Motor Oil.

As the program neared completion, ON TOUR suggested to our Manufacturing Department that pictures and a non-technical description of the units would be of interest and value to all employees. As a result, we are indebted to Oleum and J. R. Hannaman in particular for the following:

Crude Distillation Unit 67

Unit 67 is the first plant employed in the manufacture of Triton Motor Oil. San Joaquin Valley light refining crude is fractionated at this unit into crude gasoline, stove oil, Diesol cracking stock, and a residuum composed of asphalt and lubricating oil. Basically this is accomplished in the two large columns shown in the background of the accompanying picture. The light fractions are distilled overhead, leaving the residuum.

Unit 67 was originally placed in operation during 1937. Under the Triton program an additional fired heater (left) was supplied the unit, increasing its capacity from 15,000 to 21,000 barrels per day.



CRUDE DISTILLATION UNIT 67



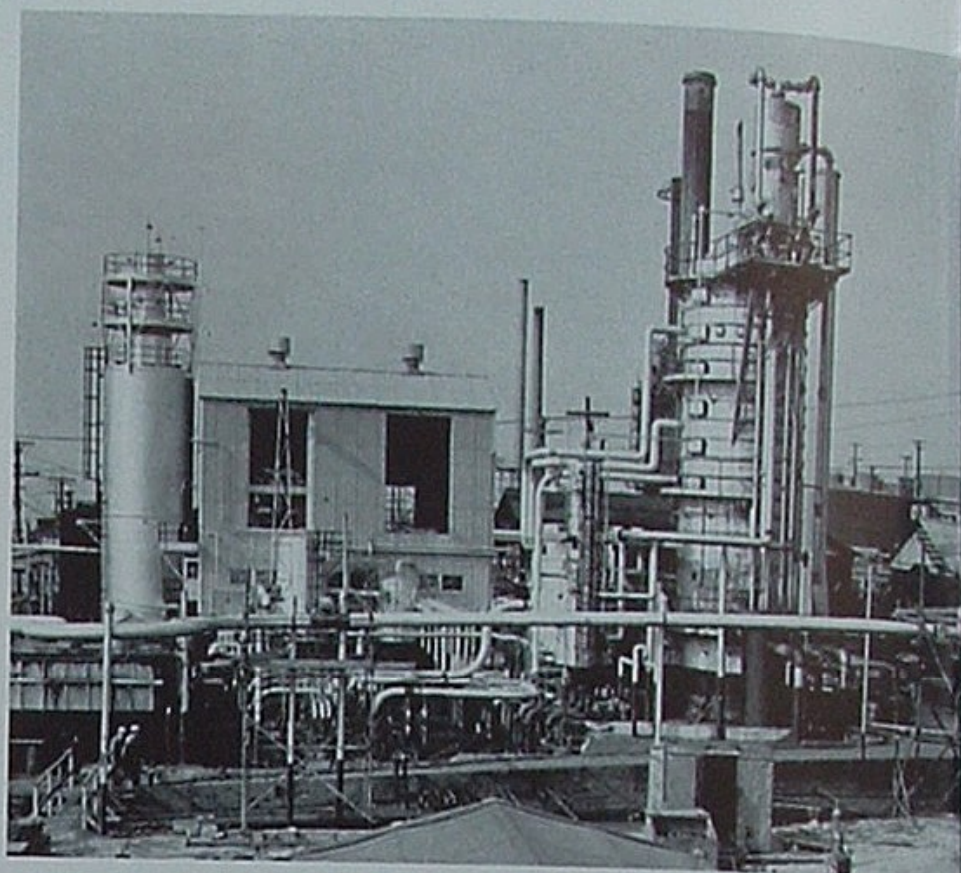
GASOLINE REDISTILLATION UNIT 215



DUO-SOLVENT TREATING UNIT 220



DEWAXING UNIT 210



FILTROL FRACTIONATING UNIT 105

Left to right, Operators Marcus Roe and Simmie Nix take note as Harold Martin, instrument repairman, adjusts one of many automatic devices used at Unit 215.



Gasoline Redistillation Unit 215

The second plant employed in Triton manufacture is Unit 215. Here the crude gasoline from Unit 67 is fractionated into finished or semi-finished products. Production includes fuel gas, propane, butane, 7600 gasoline blending stock, 76 gasoline blending stock, cleaners naphtha and cleaning solvent. The plant actually consists of three separate units, which were built during the war for the production of toluene.

Duo-Solvent Treating Unit 220

Third of the Triton facilities is the entirely new Unit 220. Here the residuum production from Unit 67 is solvent treated for separation into two phases. One phase consists of a mixture of wax and lubricating oil and is called "raffinate." The other consists of asphalt and other non-lubricating components and is called "extract." As indicated by the name of the process, two solvents are used to accomplish this separation. One is liquid propane, which has the property of asphalt removal. The other solvent, known as "Selecto," consists of a mixture of cresylic acid and phenol. "Selecto" is used to dissolve the non-lubricating fractions other than asphalt from the residuum.

The plant basically consists of a series of horizontal vessels where the solvents and residuum are mixed and the extraction takes place. Fractionating columns shown in the picture are used to recover the solvents for further use. Duo-Sol Unit 220 is a new plant at Oleum and initially went on stream in September of this year.



From left, J. R. Hannaman, C. E. Peterson, G. J. Culp, V. H. Taylor, R. G. Fairfield, G. H. Hemmen, H. C. Meiners, J. H. Brooks, H. R. Fifer, R. C. Diehl and H. G. Clark, Oleum supervisors, initiate their new conference room.

Dewaxing Unit 210

The next and fourth step in the production of Triton Motor Oil is the removal of wax from the Duo-Sol raffinate. This is accomplished at Unit 210. Here liquid propane is mixed under pressure with the raffinate. The pressure is then released allowing the propane to evaporate, which in turn chills the raffinate to approximately 50 degrees F. below zero. At this temperature the wax crystallizes and is removed by filtration.

Dewaxing Unit 210 was originally placed in operation in 1934. The plant's capacity was increased under the Triton program by installation of additional propane compressors and two new rotary drum type filters.

Filtrol Fractionating Unit 105

At Unit 105 the dewaxed raffinate is further processed for decolorization and fractionation into stocks required for blending the several Triton S.A.E. grades. Clay, which has been ground to very small sized particles, is mixed with the heated raffinate. Traces of color bodies, which have carried through the other processes causing the raffinate to appear dark, are absorbed by the clay, leaving a bright, clear Triton stock. This hot clay-oil mixture is then fractionated into blending stocks and the clay is removed by filtration. The name of this process is derived from the Filtrol Corporation, who developed this method of lubricating oil-clay treatment.

Unit 105 was originally placed in operation in 1934 for production of lube oil distillates. Under the Triton



Juan Bercenes, first cook, takes a "side cut" from the steam-pressure unit in refinery's sparkling cafeteria.

Feed stocks from crude distillation proceed through this line to customer storage—terms cash on barrel head.





"We invested a lot of dough in this electric oven, but look at the golden dividends" quipped Myrtle Fisher.



Sally Taylor smiled on condition that we name the mechanical husband on her left as official dishwasher.

program the service of the unit was converted to the above process by addition of clay handling and filtration facilities.

Blending, Filling, Shipping

Also revamped under the Triton program were the Oleum plants where Triton is blended, packaged and shipped. In the Lube Oil Blending Plant finished stocks are blended into several S.A.E. grades and incorporated with anti-corrosion and detergency additives. This is accomplished in a series of pumps and tanks.

The Package Filling and Shipping Plant has been fully modernized. Here barrels returned from customers are fully reconditioned and refilled. Approximately a

Salads cut a pleasing figure with Lucile Lee, Bertha Ward, Anita Priddy, Thelma Prairo and Bonnie Lobato.



mile of roller conveyor efficiently moves the containers and protects their appearance. A high-speed rotary filler packages Triton in the attractive new cans, which are then automatically cased for shipment. The oil can now be loaded into either truck or box car for shipment to the Company's various distributing points.

Editors' Supplement

Let us not overlook Oleum's shiny new Vitamin Unit A to Z. Here crude proteins, starches and carbohydrates are both distilled and fractionated; seasoned with tropical additives; garnished with catalytic parsley; and dispensed through a new self-service unit to delighted employees at a saving of far greater than five cents!

Proof of the pudding is in the eating—and that applies not only to food but to the future of Triton Motor Oil.



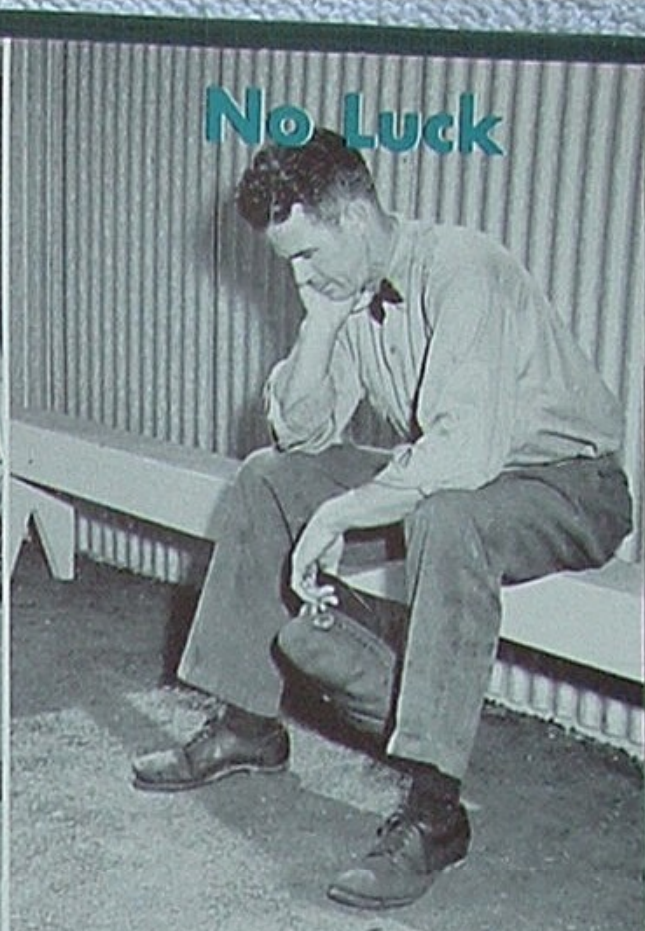
No Sale



No Smile



No Luck



An Idea



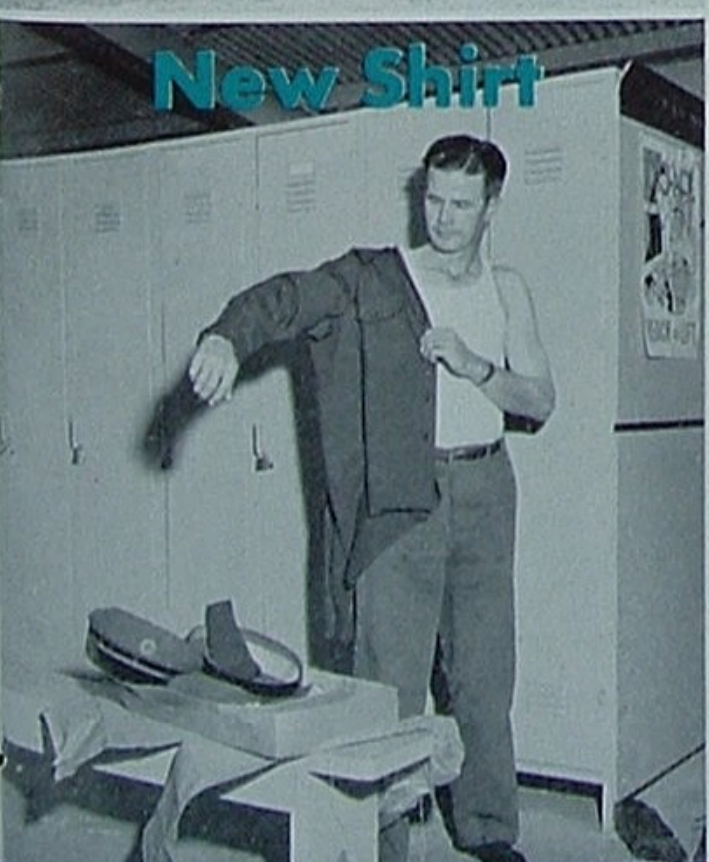
A Purchase



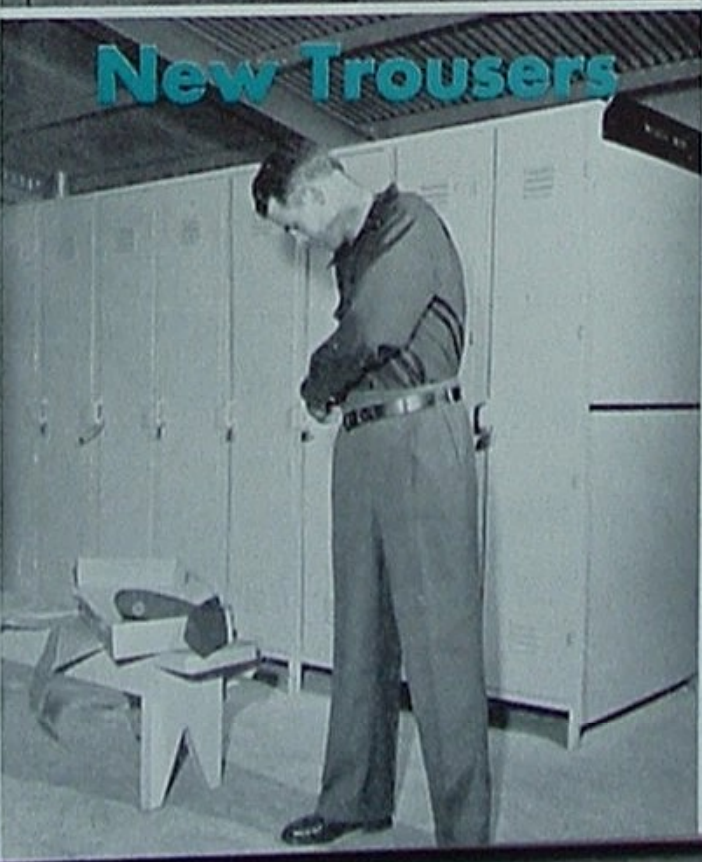
A Change



New Shirt



New Trousers



New Cap and Tie



NATTY IS THE WORD for the smart new uniform that will distinguish Union Oil marketers as the best-dressed of 1950.

It so happens that the United States Air Force, by coincidence, recently completed an exhaustive series of tests on uniforms. They concluded that a soft shade of light blue trousers and a dark blue shirt and tie provide an ideal color combination. To meet rigid Air Force specifications, the trousers had to be made of 16 to 16½ ounce wool serge or whipcord or 8.5 ounce cotton twill; shirts had to be all wool worsted of 9½ to 10 ounce weight or Simpson Navy Poplin. These, cut, tailored and pleated according to the latest ideas of style and practicality, are considered to be the handsomest uniform of the U. S. military.

Seeking garments to replace the forest-green and tan Marketing uniforms—now out-moded both as to style and color—Company buyers learned of the Air Force experiments and began conducting their own independent tests. Their conclusion was that Uncle Sam's airmen have exquisite taste—even to the extent of adopting Union Oil's institutional blue for a color. As a result our truck and transport drivers, marketing station personnel, and no doubt a lot of envious Union Oilers in plants and offices will soon be perfectly groomed and flying high.

Here are the details:

The new colors and fabrics do not soil, show dust or wrinkle readily—those being three of the reasons for Uncle Sam's selection.

All of the wool garments are cold water shrunk; they must be dry cleaned. The cotton items, being sanforized and color-fast, can be laundered with a minimum of fading.

Cotton and whipcord trousers are of plain, rugged, economical, industrial patterns. The 100 per cent wool serge trousers are cut according to the latest slacks pattern with pleated waistband, offset pockets, zipper with extension tab and regular cuffs.

The wool shirt is full cut with pleated



MR. UNION OIL OF 1950

action back and two patch-pockets with button-down flaps. Both the cotton and wool shirts have convertible collars, which can be worn open or with the dark blue wool Air Force fore-in-hand tie.

A truck-driver's style visor cap will accommodate matching blue covers of whipcord or cotton and can be protected with an oil-silk rain cover. The only Union Oil identification on the entire uniform will be a cap badge, supplied on request by the Company without charge.

Two waist-length jackets are available. Both have zipper fronts and match the dark blue shirts. One is a light weight windbreaker style, affording protection against rain and wind. The Melton jacket, made of heavier material, offers added warmth during cold weather.

The new 1950 Model uniform is comfortable, practical and economical. It should be the most popular uniform ever recommended for Union Oiler use because it is a complement to any man's wardrobe and can be worn with pride either on duty as a uniform or off duty for informal dress.

Although the garments are intended for Marketing Department drivers, truck salesmen and warehousemen, there is no objection to purchases being made by other personnel throughout the Company. Judging from the enthusiasm already manifested by those who have examined the uniform, it will be in widespread demand.

The prices charged employees and the employees of consignees are the best obtainable through competitive bidding. Nothing is added to the vendor's prices except postage and tax where it applies.

Individual employees of the Union Oil Company's Marketing Department may have the cost of uniforms deducted from their earnings at \$10 a month, or orders may be placed on a C.O.D. basis.

Consignees and their employees may order C.O.D., or the consignee may authorize deductions through his Company account for purchases made by himself or his employees.

Revised Uniform Order 475-B is being distributed to all marketing stations.

The garment manufacturers will begin filling orders during the latter part of November.

The 1950 Uniform Price List

(These prices are subject to change.)

Item No.	Description	Price
U-50	CAP, less cover. Truck driver's style visor cap with blue cotton twill head band, less cover. (Color matches trousers.)	\$1.29
U-51	CAP COVER. 16 to 16½ oz. blue whipcord, 8-point construction. (Color matches trousers.)	1.56
U-52	CAP COVER. 8.5 oz. blue cotton, 8-point construction. (Color matches trousers.)	.87
U-53	RAIN COVER for cap—oil silk.	.25
U-60	SHIRT. 9½ to 10 oz. 100% wool worsted, dark blue (Air Force Specifications), industrial construction, long sleeve.	9.00
U-61	SHIRT. Poplin, dark blue (Air Force Specifications), industrial construction, long sleeve.	3.05
U-70	TROUSERS. 16 to 16½ oz. 100% wool serge, light blue (Air Force Specifications), dress construction.	15.25
U-71	TROUSERS. 16 to 16½ oz. wool whipcord, light blue (Air Force Specifications), industrial construction.	10.50
U-72	TROUSERS. 8.5 oz. cotton twill, light blue (Air Force Specifications), industrial construction.	3.13
U-7	JACKET, Melton. 32 oz., Lot #690, dark blue with zipper front. (Color matches shirt.)	4.65
U-8	JACKET. Windbreaker. Dark blue with zipper front. (Color matches shirt.)	5.08
U-90	TIE. Fore-in-hand, dark blue Air Force wool worsted. (Color matches shirt.)	.67
U-10	BELT. Leather, black, with concealed buckle.	.99

OUR PICTURE CAST

Transport Driver.....G. Russell Wilder
 Customer.....Harold G. Cooper
 Girls.....Dolly Mandella and Betty Burry



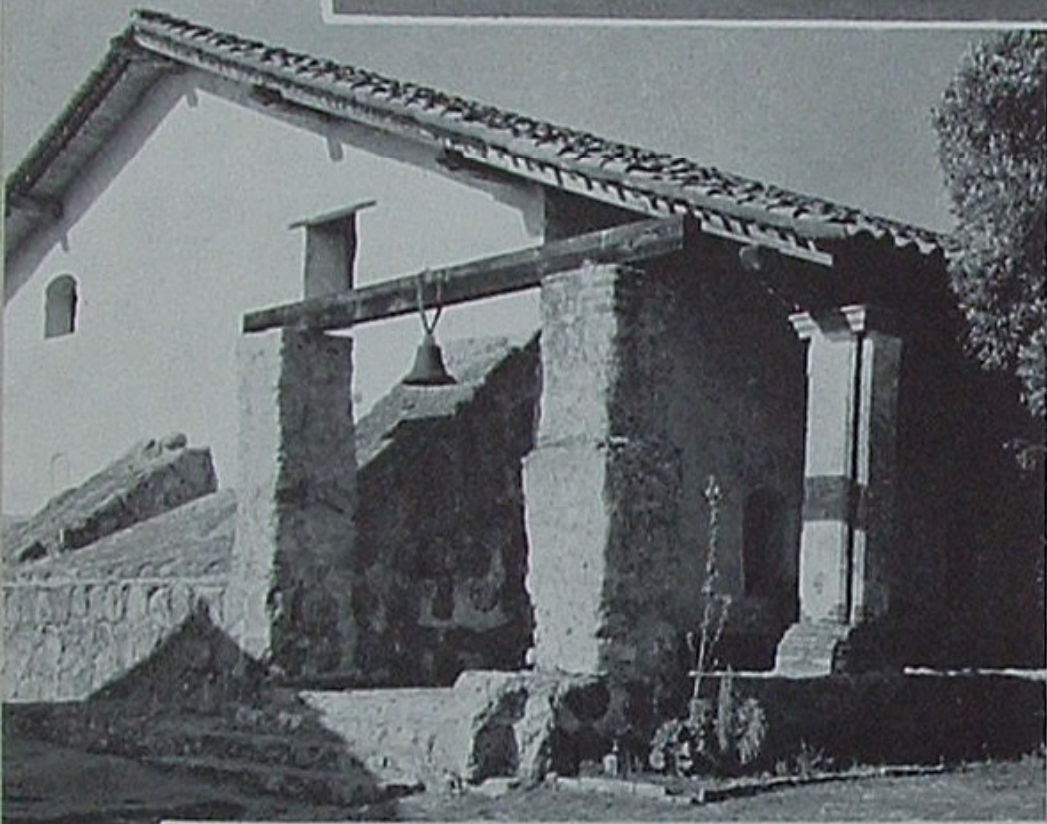
Our new office building, above, at Orcutt harmonizes architecturally with nearby La Purisima Mission, left, which incidentally was restored in 1934 by CCC workers largely through Company gifts of property to California.

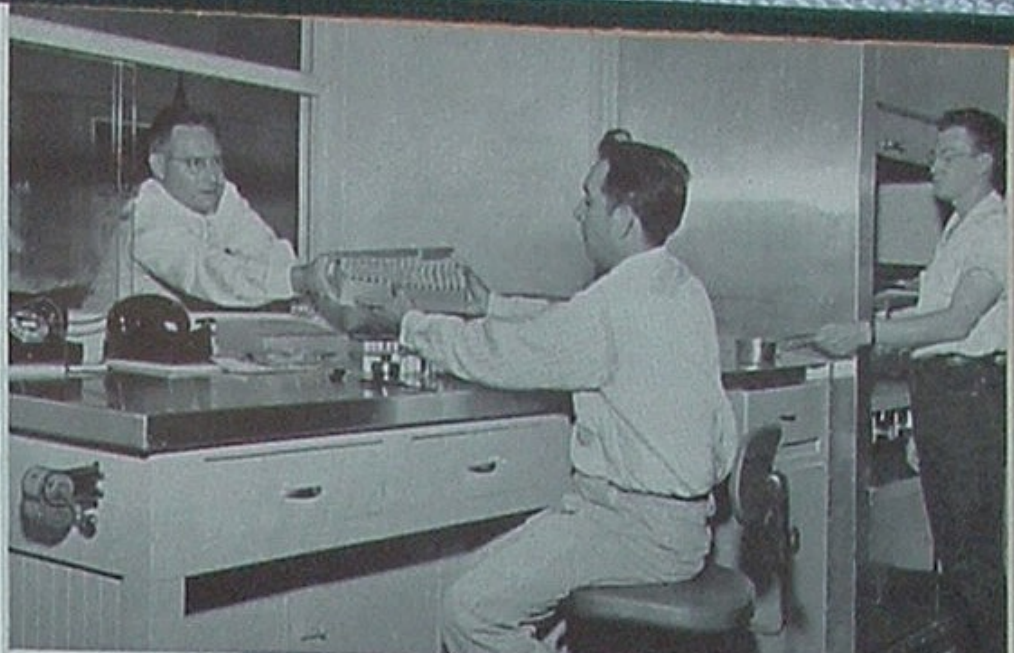
Attractive Offices Opened at Orcutt

THE COMPANY owes much to Orcutt and the Santa Maria Valley, and vice versa, for they have literally grown up together since Union Oil drilled Graciosa No. 2 here in 1902. Production men estimate that the area surrounding Orcutt has produced 270 million barrels of oil during the past 47 years. From this immense yield has come much of the prosperity that the people of Santa Maria Valley and Union Oil enjoy.

Our most famous oil well at Orcutt is Hartnell No. 1, which in 1904 began flowing at the record rate of 12,000 barrels a day and, still a good producer, is credited with 2,775,559 barrels of crude. Another great well, Hill No. 4, flowed continuously under its own gas pressure from 1906 to 1948, producing 1,317,477 barrels. Today it is pumping at the rate of 100 barrels per day.

Left, Patricia Trefts and Gertrude Carlson admire the "76" welcome mat enroute to their new headquarters. Below, (L-R) W. R. Jurinjak, W. D. Whidden, C. A. Henderson, B. B. Brison, D. F. Dunlop, A. P. Parker and A. S. Luttrell study oil problems in a modern setting.





At top of page we introduce (L-R) Blanche Brannagan, Mae Ball, Aden W. Hughes, Ray Najar and Bob Martens, already hard at work in the building's stainless steel "bug lab," where core samples undergo analysis.

The pleasant "voice" of Orcutt is often either Chloe Kies or Fern Wickham, above. Below, Yvonne Ferini, Ada Hammons, Eleanor Goebel and Lois Johnson appear well pleased with inner porch and patio.

Altogether, Union Oil operates 243 wells in this valley on some 37 leases, good for a daily yield of 10,000 barrels. The crude is a heavy asphaltic type varying from about 18-gravity downward to a 6-gravity oil that has to be thinned before it can be pumped.

Orcutt, located only a few miles from Santa Maria and named in honor of the late W. W. Orcutt, vice president and famous geologist, is practically a 100 per cent Union Oil town. Here the Company has maintained Field headquarters for nearly half a century. And it was at Orcutt that a handsome new office building was officially opened on September 30, indicating the Company's desire to extend its valley sojourn for many years.

The building borrows heavily from nearby La Purissima Mission for its pleasing architectural exterior. But within, its arrangement and furnishings reflect the most modern of comforts and conveniences. Private offices, a conference room, a complete "bug" lab, a reception foyer, a patio, kitchen, restrooms, etc., are the best that \$175,000 could buy.

At bottom of page are D. E. McFaddin, J. J. McCullough, C. F. Manlove, A. W. Hughes, H. K. Said, John Adams, C. A. Davis, R. L. Talley, Ernest Miller, B. R. Griffith and W. O. Butler, supervisors who are responsible for Union Oil's future success in rich Santa Maria Valley.





● **FIELD** Union Oil Company's first attempt for production in Cuyama Area is being undertaken through the drilling of Bell-Union Johnson No. 21-1. This well is in the South Cuyama Field and is a diagonal offset to the recently completed Richfield Oil Corporation Hibbard No. 18-36.

On the west end of the East Coyote Field, in the Los Angeles Basin, Sunny Hills No. 4 has made a good completion for 170 B/D. This is the first well we have drilled on this recently acquired property.

Picardville No. 1 on the Bath Creek Prospect, 30 miles north of Edmonton in Alberta, Canada, has encountered approximately 25 million cubic feet of gas per day at a depth of 2,800 feet. This well is to be drilled to 5,000 feet to test the Devonian Reef horizons.

A stratigraphic test is being drilled on our holding of 1,700,000 acres in North Dakota. We have disposed of one-half interest in these holdings to Signal Oil & Gas Company and the Hancock Oil Company of California, who will share the exploration and development expense with us.

The Washington well, State No. 3, is testing, but has not developed commercial production as of October 11.

In Vermillion Bay in south-central Louisiana, a wild-cat well has been completed as a new discovery at South Tigre Lagoon. This well, a gas condensate producer, was drilled to a total depth of 11,822 feet. Orderly development of this prospect is being programmed.

from Sam Grinsfelder

● **MARKETING** The Territory sales organizations are featuring a new-type, low-cost gear lubricant dispensing unit which will be offered in combination with our All-Purpose gear lubricants. The expected popularity of the unusual transfer pump should provide a marked stimulus to gear lubricant sales.

For the first time since before the war, all of the Com-

pany's lubrication engineers were called into Los Angeles for a conference on September 13, 14 and 15. Representatives of Marketing, Manufacturing and Research joined in a discussion of Company products with the primary objective of developing improvements in product quality and service to the customer.

from Roy Linden

● **MANUFACTURING** After successfully keeping our Marketing Department supplied with 76 and 7600 gasolines during the summer season, the refineries are now turning their attention to the demands brought on by coming winter. Gasoline quality is being tailored to provide easy starting in cold weather. This is accomplished by utilizing more of those light ends in gasoline which are otherwise sent to the alkylation process for conversion into aviation gasoline stocks.

Supplies of stove oil and Diesol appear adequate for the colder season, and production of these commodities will be increased to meet demand. Excess quantities of heavy fuel oil are being shipped by tanker to the East Coast, where there is an apparent shortage of this commodity.

The over-all program for increasing production of Triton oils is rapidly nearing completion. This consists of enlargement and addition to the Triton facilities at Oleum. Additional quantities of Triton Motor Oil are already being made available to Marketing.

Los Angeles Refinery received some newspaper attention as the result of a flash fire at Reformer Unit No. 20. The fire was caused by failure of a slip blank. Quick action on the part of the refinery fire-fighting crew and the Los Angeles City Fire Department held damage to a low figure. Two workmen received burns from the initial flash but are now completely recovered.

from K. E. Kingman

Organization Changes

A series of organization changes during the past few weeks has taken place in the Company's Exploration, Field, Marketing and Manufacturing Departments, resulting in the following supervisory appointments:

Exploration

Vice President A. C. Rubel has announced the following changes effective October 1:

E. B. Noble has been appointed the Company's general manager for Canada, with headquarters in Calgary. He has been with Union Oil since 1923, starting out as a roughneck and rising through a long list of Exploration assignments to his present responsibility.

Lon D. Cartwright has been appointed chief geologist for all Company operations. After 12 years of experience as a petroleum geologist with other companies, he joined Union Oil in 1939 as division geologist, Gulf Coast. In 1944 he was made chief geologist of the Texas Gulf Division.

R. G. Green has been appointed manager of exploration, Pacific Coast. His service record dates from 1925 but was broken between the years 1934 and 1943. Previous to his recent promotion he served as a geologist and more recently as manager of lands, Pacific Coast.

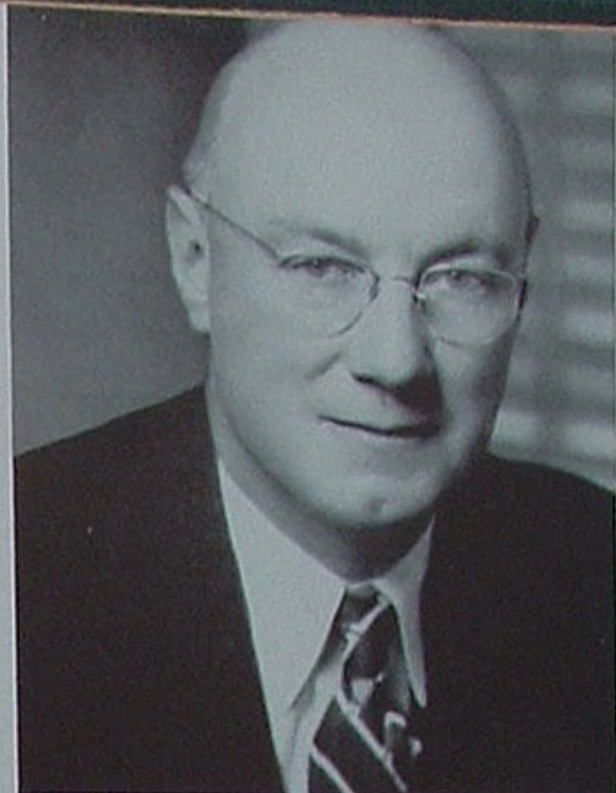
E. R. Atwill is now manager of our Rocky Mountain Division, having replaced Max Krueger whose resignation is effective November 15. Atwill joined the Company in 1926 as a junior draftsman, later became a geologist, and was assistant chief geologist, Pacific Coast, just prior to his latest appointment at Laramie.

Stanley Wissler is the new chief geologist of our Pacific Coast area, replacing L. N. Waterfall, who has resigned to enter consulting practice. Wissler joined the Company in New York in 1925 as a paleontologist. He has been instrumental in establishing our paleontology laboratories and was made chief of this work in 1930.

Field

Basil Kantzer, manager of field operations, Pacific Coast, has announced two appointments effective October 1:

E. C. Babson is now assistant chief petroleum engineer. Since joining the



E. B. NOBLE



LON D. CARTWRIGHT

R. G. GREENE

E. R. ATWILL

STANLEY WISSLER





E. C. BABSON

Company in 1933 as an apprentice engineer, he has earned a series of promotions in petroleum engineering. His service continuity was broken for several months in 1946 when he entered private business.

Milan G. Arthur has been appointed staff engineer; his duties will include the coordination of reservoir reserve data and property evaluation studies pertinent thereto. He started as an apprentice engineer in 1941 and had advanced to division production engineer prior to this latest promotion.

Both men will report to W. S. Eggleston, chief petroleum engineer.

Manufacturing

Executive Vice President W. L. Stewart, Jr., has announced the appointment of Kenneth E. Kingman as manager of Manufacturing, effective October 4. Kingman was first employed by the Company as a research chemist at Wilmington in 1929. He held important engineering and supervisory assignments at the Los Angeles and Oleum Refineries prior to 1945, when he was made manager of Los Angeles Refinery.

He is now assuming the Head Office duties of Basil

R. J. BONTEMPS



MILAN G. ARTHUR



KENNETH E. KINGMAN

Hopper, vice president, who is on leave of absence.

On October 5, it became one of the first duties of the new manager of Manufacturing to announce his successor as manager of Los Angeles Refinery. Recipient of the promotion and appointment was Elmer B. Palmer, former assistant manager, whose picture appeared in a recent issue of ON TOUR.

Marketing

Vice President A. C. Stewart has announced the appointment of Roy Linden as vice president and sales manager, Head Office, effective September 1. Immediately following this change, supervision of Marketing was realigned, with W. L. Spencer being appointed assistant to the sales manager, and five supervisors being selected to handle Head Office staff activities relating to our various classifications of sales. Pictures and biographies of Messrs. Linden and Spencer were published in ON TOUR during February and July, hence are not being repeated in this issue.

George S. Smith (see August issue) is the new supervisor of refined oil sales.

C. A. Goughnour, now supervisor of lubricating oil

J. H. MCGEE



W. J. VOLLMER



and grease sales, was previously district manager at Phoenix. He joined the Company as a service station salesman in 1928 and has worked in many sales fields, including Panama.

Paul H. Boyd (see July issue) is the new supervisor of fuel oil and asphalt sales.

Fred T. Holt, now supervisor of retail sales, has been district sales manager at Sacramento for several years. His Company career started in 1934 on the pump island of a service station.

H. D. Seeley, as administrative supervisor, completes this organization group.

Also affected by these changes are A. E. Grogan, former assistant manager of Sales Services, now Refinery Sales representative; and Paul Goodwin, aviation representative, who now reports to the manager of Refinery Sales.

All marketing departments, including the three marketing territories, the New York and Chicago offices, Foreign Sales and Refinery Sales, are now coordinated under the management of Roy Linden, vice president. The work of the former Sales Services and General Sales Departments has been delegated and these departmental titles are no longer applicable.

To replace the district sales managers involved in this reorganization, W. A. Newhoff, J. W. Miller and F. K. Cadwell, territory managers, have announced the following promotions:

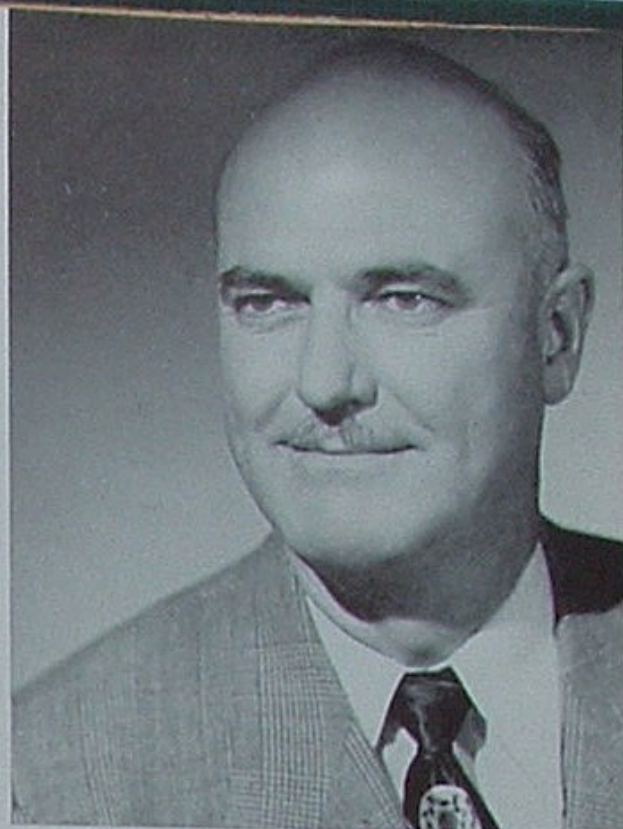
W. V. Criddle is the new district manager at Sacramento. He was employed in 1934 as a clerk at Seattle and worked his way up through a number of wholesale marketing jobs to district sales manager, Medford, in 1947.

R. J. Bontemps is appointed district sales manager at Spokane. He joined Union Oil in 1934 as a service station student salesman and was a retail representative at Seattle preceding this promotion.

J. H. McGee, now district sales manager at Everett, has made rapid strides in the Company since coming to work in 1945. He has had experience as a plantman, truck driver, salesman and resident manager in the Northwest.

J. H. Fisher has been promoted to district sales manager, Medford. He started as a tank truck salesman at Redding in 1935; moved up to agent at Petaluma in 1941; then, after four years in the U. S. Army, returned to the Bay Area and was made district representative, Oakland, in 1946.

(Continued on Page 19)



C. A. GOUGHNOUR



FRED T. HOLT

J. H. FISHER



W. V. CRIDDLE



L. C. BURKLAND





FISHIN' FOR THE BAILER

As Told By Jack Reed

WELL, gentlemen, the best part of working for the same company for 45 years is that a fellow accumulates so many good friends. I sure appreciate this nice party tonight—but instead of making a speech I'm going to go back a few years and tell about some of the lighter ends of the oil business.

It's an extra treat to see Mr. Frank Hill here tonight. I always call him mister because he was one of the bosses when I came to work back in 1904 and I was a boy of only about 18.

I'll never forget the first time I met Mr. Hill. He came up with some other Union Oil officials to hunt ducks on a ranch where I was working as a cowpuncher. About the time they got their camp set up and their shotguns loaded, I rode over and told 'em they'd better change their minds if they figured on eating duck for dinner. My cattle were feeding pretty close to the ponds and I didn't intend to see any of 'em get shot—the cattle, that is.

But I soon found out these men were a swell bunch of sports and pretty fair hands as poker players. So, shortly before sun-up the next morning, I agreed to herd the cattle back in the hills and show the hunters where they could get their limit of ducks. As I recall, the limit was 50 birds apiece in those days.

That was the beginning of quite a long friendship. About the third time these men came back for more ducks, Mr. Hill said, "Say, Jack, how would you like to go to work for Union Oil Company as a rig builder up on Orcutt Hill?"

"Don't know a thing about oil or rig buildin', Mr. Hill," I said, "but I'm sure tired lookin' at the hind

quarters of these cows. When do I start?" And that's all there was to getting a job with Union Oil Company back in 1904.

One of the first drillers I ever worked with was quite a character. He was a great hand for "paying the rent," which was our expression in those old 12-hour days for taking a short nap on Company time. He got so used to 'napping on the bellows that one day he said,



Jack Reed, whose 45 years of continuous service is a Union Oil record, had the unusual pleasure of being congratulated by Frank Hill, left, the friend who hired him, and Bill Butler, right, the friend who retired him.

"Jack, I ain't gettin' my proper rest lately. Wonder if we couldn't rig up a set of these bellows down in the bunkhouse?"

It used to take a long time to drill an oil well in those days and sometimes we made hole so slow that the superintendent would get sarcastic. One day on a particularly slow job we saw the boss coming up the hill red-eyed. Guessing what was coming, the driller took most of the wind out of the boss's sails by saying: "Yes-sir, beyond doubt this is the slowest drillin' I've ever met up with. See that crowbar standing over in the corner?—It was just a cold chisel the day we spudded in."

It was this same driller who overslept one morning and found himself getting out of bed about the time he should have reported for duty. In order to save the situation, he grabbed up the boarding house phone and, calling the field office, said: "Say, this is So-and-So, the driller on No. 4. Take down this order for tools and try to get some action outa the warehouse. We need 'em up here in a hurry."

Unfortunately, however, the rig on No. 4 had burned down during the night, a fact that was already well known at the office. When the driller arrived on the job and saw what had happened, he walked very thoughtfully to the nearest phone. Calling the office again, he reported, "Say, there's been a fire up at No. 4—better cancel those tools.." Then he hung up real quick like.

A few months later we were working on another well up one of the nearby canyons. The rig was built on a hillside and looked down into a deep ravine. One night while bringing the bailer out of the hole something went wrong with our gear and the bailer kept going right on up out of sight into the derrick crown. We couldn't shake it loose, so finally the driller said, "Aw shucks, let's just leave 'er there till daylight."

Early the next morning when we looked up, a broken cable was hanging from the crown, but the bailer had disappeared. "Well, what d'ya know," said the driller, "that bailer has tore loose and dropped back down the hole!"

Well, we ordered up some fishing tools and the next 24 hours were spent in trying to fish out the bailer. But neither the day crew nor our graveyard tour met with any success.

Finally, as the sun came up the second morning, I leaned out of the rig and spotted our missing bailer sitting high and dry between two clumps of bushes at the bottom of the ravine. When I pointed it out, to the driller, he scratched his head for a minute and said, "Jack, hurry on down there and hook on with the sand line. We'll report fishin' 'er out."

Oil is a great business. The Union Oil Company has been a fine outfit to work for. And I hope to enjoy many years yet with all of you good friends.





↑ **THE INTER-WHI-FOR** would be a pretty good name for this good looking truck bearing an unofficial Union Oil number 7600. But down in Paraguay's Chaco the boys refer to it as the "WIF Schmosmobile."

Perhaps we had better explain. The name "WIF" is derived from a conglomeration of junked White, International and Ford parts that appear well coordinated above. Believe it or not, the truck includes a rebuilt Ford motor, an abandoned seismograph cab and chassis, a written-off White transmission and flat bed, and an

↓ **HALL OF FAME** of Helms Athletic Foundation now has Union Oiler Earl Cooper's name heading the list of racing history's ten foremost drivers. Shown participating in the election ceremonies below are (L-R) W. R. Schroeder, managing director of the Foundation; L. F. Bothwell, president of the Horseless Carriage Club; and famous veterans of the speedways Eddie Hearne, Ralph De Palma, Peter De Paola and Earl Cooper. Three times the A.A.A. champion and always among the leaders on every type of track, Earl was also honored for his contributions to the advancement of automobile design.



Union Oilers

International differential and brake system. The result is a sturdy 12-ton, 24-foot bed semi-truck that has behaved very well on the Chaco's tough proving ground.

The truck was literally built from junk by Wright "Schmo" Provost, our shop superintendent in Paraguay, who often resorts to ingenuity rather than waiting for shipment of parts across 10 thousand miles of water.

Other notable achievements in Paraguay recently included record road building and rig moving operations. In the short space of 44 days—our Picuiba well was abandoned—a complete standard rig was dismantled—a camp including portable houses, kitchens, tents, power plants and other equipment accommodating 70 men was dismantled and placed on wheels—45 miles of new road was constructed—the rig, camp and men were transported across 375 miles of primitive country—then everything was rigged up again, and on the 55th day Orihuella well was spudded. Of the 375-mile roadway, 300 miles have been built by Union Oil.

↓ **MEET VICE ADMIRAL ROBERT MUNROE**, who is a special consultant to Union Oil Company and is now on lend-lease to the Los Angeles Community Chest. His secretary is Union Oiler Margaret Dodge.

He joined the Company after a distinguished 43 years of service in the Navy. After a year in command of the battleship Mississippi, he was made an admiral in 1940 and headed the Third Battleship Division. At the close of World War II, he was in command of the United States Fourth Fleet.





▲ **IT'S BACK TO SCHOOL** for many truck salesmen and warehousemen since the installation of our IBM system. The machines insist on the Nth degree of accuracy, particularly in the preparation of delivery tickets, Form 187.

Above are some typical scholars in session at San Jose, from left, Lawrence Cambra, Fred Christensen, Henry Eales, Finley Rhodes, Homer Widener, Henry Acquistapace, Roger Clark, Ralph Chandler. A half-hour class each morning brought Grade A accounting.



▲ **RUBY THE CAMEL** recently reported for duty on the pump island of our new service station at Hollywood Boulevard and Sycamore—the idea being that everyone who had a camera might like to come and take her picture. Imagine our public relations glee when more than 500 amateur and professional cameramen converged on the spot and started shooting. Hollywood loves animals! The girl? Oh, pardon our oversight! She's Starlet Jackie Waldron. And inspecting the Prest-O-Lite battery connection is Minute Man John Sheehan.

ORGANIZATION CHANGES — cont. from page 15

W. J. Vollmer has moved up to the responsibility of district manager, Arizona District, with headquarters at Phoenix. He was first employed by Union Oil in 1931 as a construction laborer. Later he gained sales experience as a tank truck salesman and district salesman in the Bay Area. After a private business venture in 1942, he returned to Oakland in 1943 as industrial service rep-

resentative, and was appointed resident manager there in 1945.

L. C. Burkland has been appointed district sales manager at Salem, after a successful marketing career that began in 1936, when he came to work as a tank truck salesman. He has served Southwest Territory also as an assistant agent, retail representative, resident manager and property representative. From 1942 to 1944 he assisted Uncle Sam in the U. S. Army.

SERVICE BIRTHDAY AWARDS

NOVEMBER 1949

Thirty Years

Bosanko, Thomas C., L. A. Refinery Mfg.
 Bultmann, Robert A. W., So. Div. Field
 Collins, Cornelius, Northwest Territory
 Cummins, Michael, Oleum Refinery Mfg.
 Donovan, Robert E., Northwest Territory
 Fitzgerald, Jasper, Oleum Refinery Mfg.
 Grant, James C., L. A. Refinery Mfg.
 Hemmerling, Ben, So. Div. Field
 Hoskins, Ernest H., Central Territory
 Lane, George S., Head Office Field
 Parry, Sam E., So. Div. Field
 Teal, Raymond M., H. O. Comptroller's

Wheeler, Vester, So. Div. Field

Twenty-Five Years

Bassett, James S., Northwest Territory
 Collins, Thomas J., No. Div. Pipe Line
 Kunz, Homer F., Central Territory
 Tunstill, William O., So. Div. Pipe Line

Twenty Years

Eisenzapf, Gustav J., Central Territory
 Green, George W., Oleum Refinery Mfg.
 McDonald, Eliz. T., Northwest Territory
 Pickens, Lee E., L. A. Refinery Mfg.
 Riding, Walter M., No. Div. Pipe Line

Sopher, William M., Southwest Territory
Terry, John L., Purchasing Whse.-Orcutt

Fifteen Years

Courtney, Howard T., Coast Div. Field
 Hunt, James P., So. Div. Field
 Moffitt, William M., So. Div. Field
 Smith, Myron E., H. O. Treasury-Credit

Ten Years

Amott, Earl, Research-Oleum
 Cook, James F., Research-Wilmington
 Pelous, Rose Anne, H. O. Marine
 Reed, Homer C., H. O. Plant Process Mfg.

FLYERS STAY IN AIR 46 DAYS!

Jongeward and Woodhouse break world's endurance record. Last month in Yuma, Arizona, the world's endurance flight record was broken by Woody Jongeward and Bob Woodhouse. They ended their flight after 1124 hours in the air, beating the old record by 116 hours!

Plane flies almost 90,000 miles without oil drain. Union Oil Company is proud of the part it played in setting this record. The engine of the endurance plane—*The City of Yuma*—was lubricated with Union's famous purple oil—ROYAL TRITON (designated to the aviation field as T5X Aero Oil). Though the plane flew almost 90,000 miles, the oil was never completely changed! Engine wear was negligible. Throughout the grueling flight oil consumption remained less than 1 quart in 400 miles—considered minimum oil consumption for this type of engine! *The City of Yuma* was powered with Union Oil's 7600 Aviation Gasoline.



EX-NAVY PILOTS Woodhouse and Jongeward are a tired but happy pair at the end of 1124 hours in the air. They received a tremendous ovation from a crowd of 10,000.



TRAVELING AT 75 M.P.H., the refueling crew hands up gasoline to the flyers. They used more than 9000 gallons of 7600 Aviation Gasoline.

Same oil that protected plane engine available for automobiles. The same purple oil that gave *The City of Yuma's* engine perfect protection for 89,920 miles is available throughout the West as ROYAL TRITON.

Automotive version of gasoline sold throughout the West. Union Oil Company has led the field in developing aviation-type fuel for automotive use. 7600 Aviation Gasoline—adapted for automobile engines—is available at Union Oil stations in the West. 7600 is the finest fuel ever offered to the motoring public.

No other oil or gasoline has equaled this record. Union Oil Company of California has led in the development of fine petroleum products for 59 years. The performance of ROYAL TRITON and 7600 in keeping the engine of *The City of Yuma* running without failure speaks for itself. These products offer the same power, protection and performance for automobile engines.

**Royal Triton Motor Oil • 7600 Gasoline
UNION OIL COMPANY OF CALIFORNIA**

