



AUGUST 1951

"On Tour"

On Tour

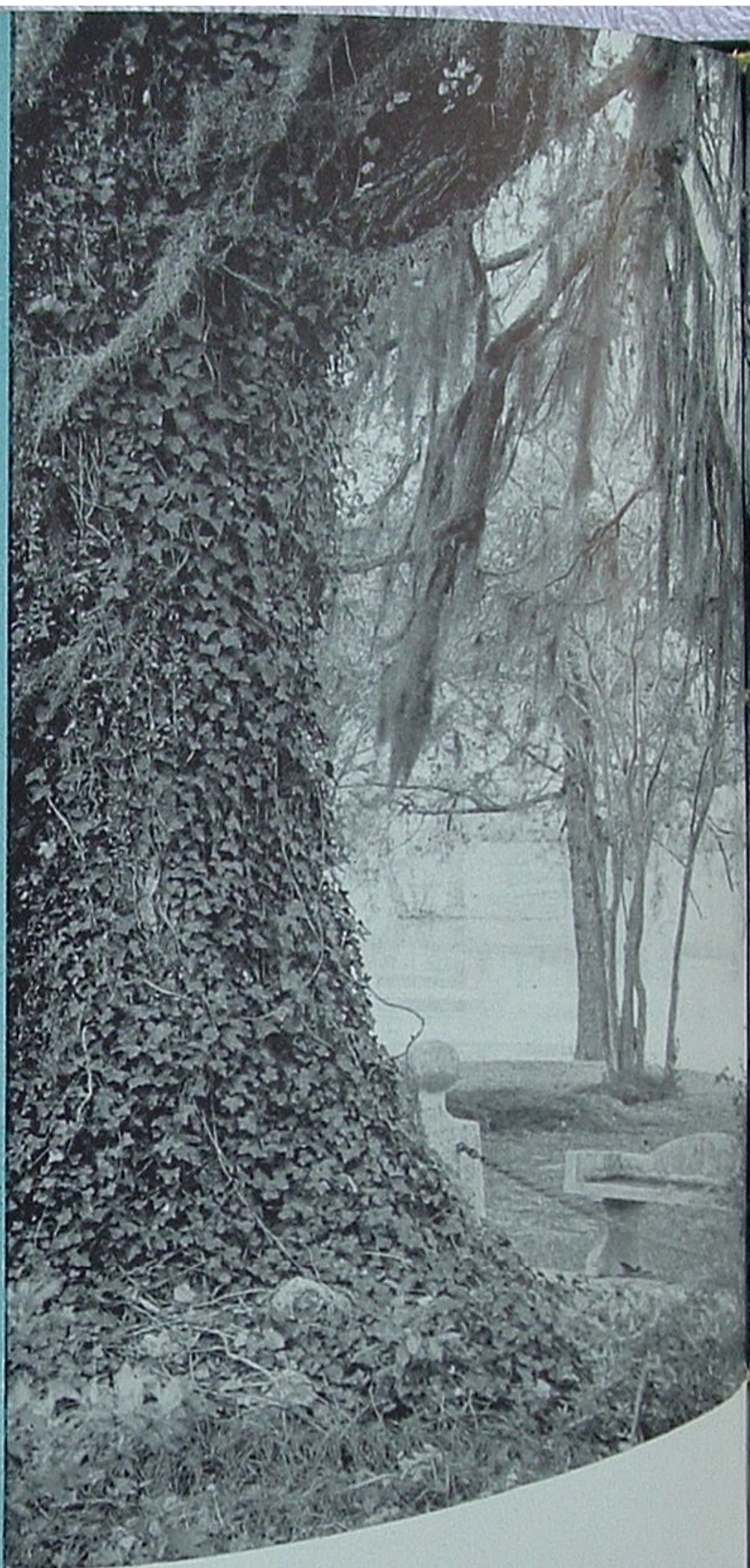
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ON TOUR is published monthly by Union Oil Company of California for the purpose of keeping Union Oil people informed regarding their company's plans and operations. Reader participation is invited. Address communications to ON TOUR, 617 West 7th Street, Los Angeles 17, California.



ONE of the most successful New World colonizations was begun in 1604 by a group of freedom-seeking peasants from France. They came to the then French dominated portion of Canada and settled in Acadia, a picturesque Atlantic province now known as Nova Scotia. Hardy and industrious, these people cleared the Acadian wilderness, erected dikes to hold back the sea from their rich coastal strips of farmland, and within a century achieved an enviable degree of prosperity and independence.



The Cajun Country

Trouble began in 1713 for descendents of these colonizers when, as a result of European struggles for dominion, Acadia was decided by France to England. Apparently the Acadians did not seriously oppose this change of sovereignty. But misunderstandings and distrust arose, due probably to differences of language and religion between the governed and those who were commissioned by England to rule over them.

The climax came in 1755, when a ruthless English governor of Canada issued an ultimatum ordering the

Acadians to "Swear allegiance to the British Crown and forsake your Catholic faith or be expelled from Acadia."

The ultimatum was followed by a meeting between the estranged factions, purportedly to resolve their grievances peacefully. However, British troops appeared as the meeting drew to its conclusion and all Acadian men present were placed under military arrest.

There followed a shameful and heart-breaking expulsion. The disarmed and arrested men were taken promptly aboard waiting vessels. The prison ships sailed with-



Abbeville, location of Union Oil's district headquarters, has developed since 1850 around St. Magdalene Church.

out announcing their destinations or permitting prisoners to arrange a rendezvous with their families. Soon the torch was applied to hundreds of Acadian homes. The homeless, mostly women, children and the aged, were placed aboard other ships. Friends, relatives and families were cruelly separated. None was allowed to carry away personal possessions other than a few items of food and clothing for the journey. For 6,000 innocent people it was a bitter journey of no return.

Captains of the evacuation ships found that getting rid of this wretched human cargo was more of an ordeal than they had bargained for. New World colonies along the Atlantic Coast had economic and political problems of their own in 1755, hence, with the exception of a port or two in Maryland, were opposed to receiving destitute political pawns.

So the Acadians were put ashore in small numbers wherever sanctuary could be found. Many lost their lives due to exposure or the foundering of their ships at sea. Several shiploads were taken across the Atlantic to France. The result, whether calculated by the evictors or not, was that 6,000 people became almost hopelessly



Visitors and Union Oilers who enter our Abbeville office are pleasantly welcomed by Joan Schwarz, stenographer.



L-R, A. Dawson and George Harper, engineers, and J. S. Buchanan, superintendent, of Southeast Louisiana District.

impoverished, confused and separated from families and friends.

It was to Louisiana, another French colonization site, that most of the exiles eventually turned in hope of being reunited and gaining a new start. Toward that area, from many points in America and Europe, they slowly made their way in a migration that lasted for several years. Some walked overland or followed the navigable streams. Others managed to go by sailing vessels through Gulf waters to the port of New Orleans. Chronicles of the period relate that every incoming boat was met by groups of exiles, eagerly seeking a familiar face among the newcomers.

Best remembered of all such reunions was that of Emmeline Labiche and Louis Arceneaux. Sweethearts in Acadia, they had been separated during the expulsion and for several years had no knowledge of each other's fate. Finally, three years after Louis had arrived in Louisiana, Emmeline came by boat up Bayou Teche to the settlement now called St. Martinville. There, Louisiana tradition has it, she recognized Louis standing near an oak tree watching the passengers disembark. Their



At Forked Island Terminal, crude oil, collected by shallow-draught barges from Union Oil wells in surrounding lakes and marshes, is transferred to larger barges for transportation via the Intracoastal Canal to refineries along Gulf of Mexico.



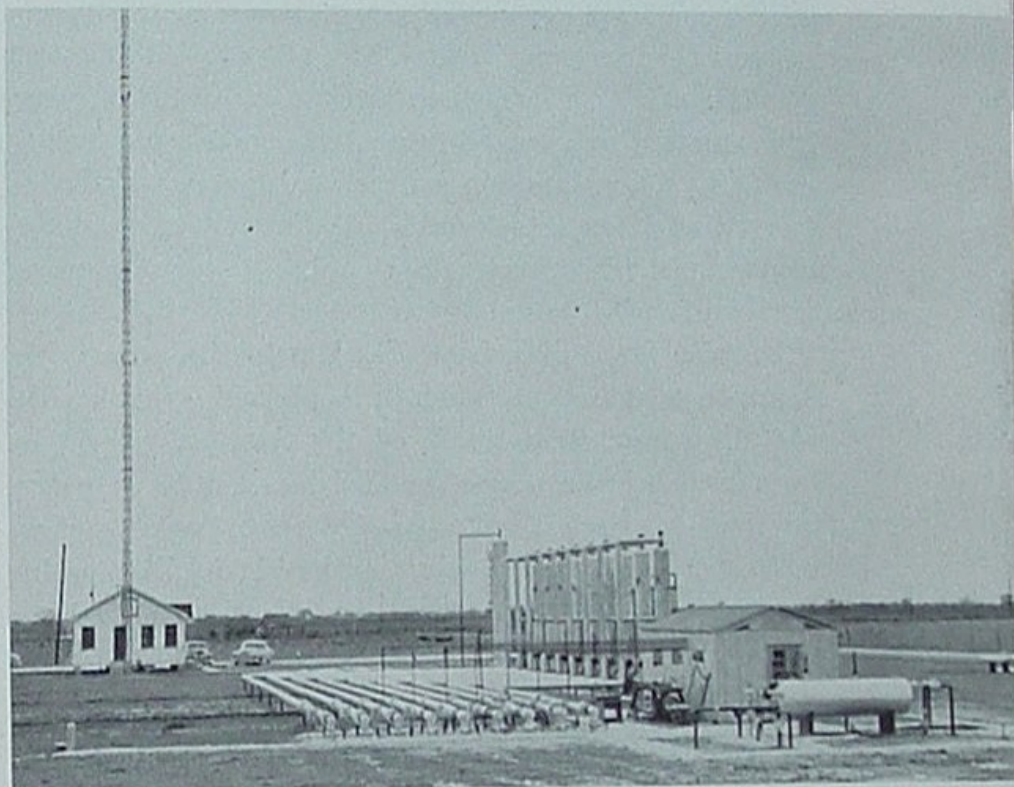
Fred Villien and Harold LeBlanc of Abbeville office staff communicate with distant field workers by two-way radio.

meeting, however, broke her heart, for Louis soon turned away announcing that he was married to another. Emmeline died a few months later in St. Martinville.

Years later, Édward Simon of St. Martinville entered Harvard University and related this tragic love story to one of his classmates, Henry W. Longfellow. Deeply moved by the story, Longfellow later composed his poem "Evangeline," a classic of American literature. According to the poem, in which Longfellow took some poetic license, Evangeline (Emmeline) and Gabriel (Louis) did not meet until the eventide of their lives when she, by then a nun, was called to an almshouse in Philadelphia and there found Gabriel on his deathbed.

Louisiana proved most sympathetic and hospitable toward the Acadians. They were helped with implements and seeds and were invited to take up new lands to the west of New Orleans adjoining the broad coastal marsh.

Here through pioneering and hard toil a new Acadia soon was wrested from the swamps. Rich lands yielded the workers bounteous crops. Streams and bayous abounded with fish and game. Forests provided more than ample timber for building new homes and villages.



Our present 19 Tigre Lagoon wells produce 40 million cubic feet of gas and 2,000 barrels of distillate and black oil daily. The installations above separate free water and distillate from the natural gas, which gas is then dispatched toward New York via Transcontinental Pipe Line. Black oil and distillate, gathered in tanks below, are sent by barge to refineries of other companies via Forked Island.



There was no one to persecute them for their religious beliefs. Here was freedom, opportunity, peace. In such a kindly environment the wounds of exile healed. Aside from occasional pangs when the names of missing loved ones were recalled, the expulsion became only a sad memory.

Today, the Cajun Country, as the Acadian parishes of Louisiana are now called, although well embroidered into our American tapestry, retains interesting vestiges of the past. Cajuns are rarely the first by whom the new is tried. They have clung with pardonable and perhaps wise nostalgia to the good things of the past—an agricultural economy—a belief in God and in a day of worship—a way of life that finds contentment in the home and in the small town. They have clung also to the French language, which some scholars of this tongue say has been preserved better, according to 17th Century standards, in Louisiana than in France. In fact, through conversations overheard in the streets and shops, through the odd pronunciation of names, and through observing many exotic faces, visitors to the Cajun Country today can well imagine themselves as being in some beautiful rural section in France.

Only a few miles from St. Martinville, where the Evangeline epic is prominently enshrined, is Abbeville, another constructive result of the Acadian migration. So named because it was founded by an *abbe* or priest, the town has been a center of commerce, parish government and Cajun worship since around 1850. Dominating the town is the high spired St. Magdalene Catholic church.

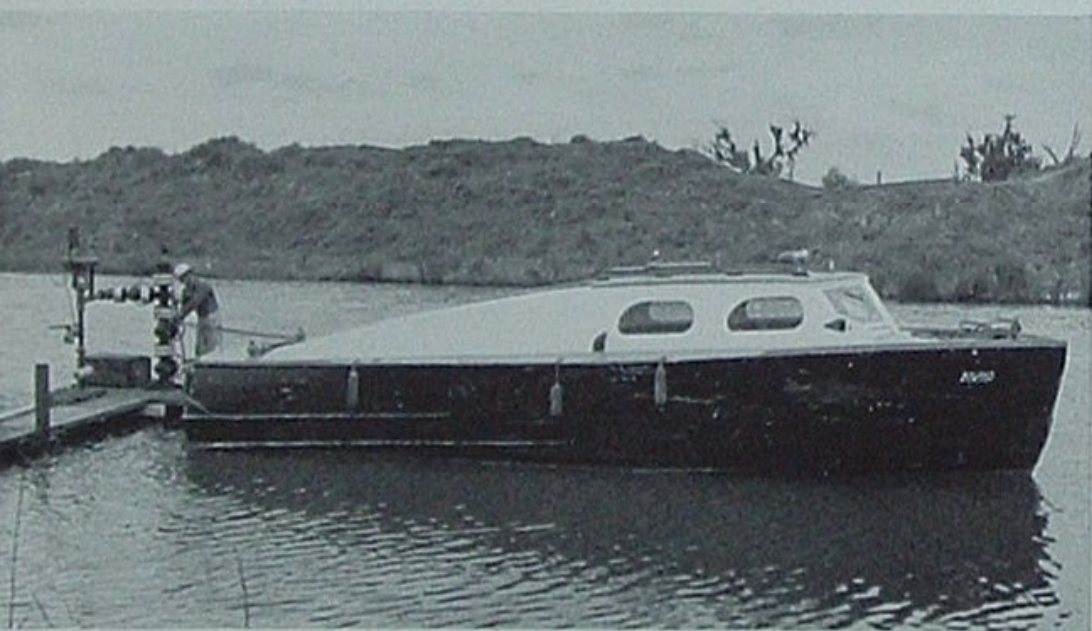
Across a typical French town square from this impressive church a small office hums with activity. Desks are stacked with technical manuals, maps and blueprints. A two-way radio at one end of the office broadcasts the conversations of petroleum engineers and drilling crews working some 25 miles away. A typewriter clicks merrily under the well manicured fingers of a pretty stenographer. This is district headquarters of Union Oil Company's exploration and production activities in Southern Louisiana. You'd know it is an oil office because the door squeaks open and shut every few seconds and everybody is too busy producing oil to think of using any.

Close to Abbeville and reached by shell-surfaced road is Tigre Lagoon. Here in Cajun soil and marshes the Company has drilled a few wells from which 40 million cubic feet of gas and nearly 2,000 barrels of excellent distillate and black oil are flowing daily.

At the end of another short drive from Abbeville is Forked Island Terminal, busy canal intersection where much of the Company's Louisiana crude production changes barges enroute to refineries along the Gulf.

Yes, in the fascinating Cajun Country a new romance is beginning to stir—the romance of oil. Happily, many of the landowners, drillers, engineers, clerks, pumpers and roustabouts who are benefiting from the oil discoveries are descendants of Acadian exiles. Some are being introduced on these pages. Others will make their appearance next month as ON TOUR continues the Union Oil story of Louisiana.

Seemingly, a kind Providence is repaying the Cajuns for an old political injustice.

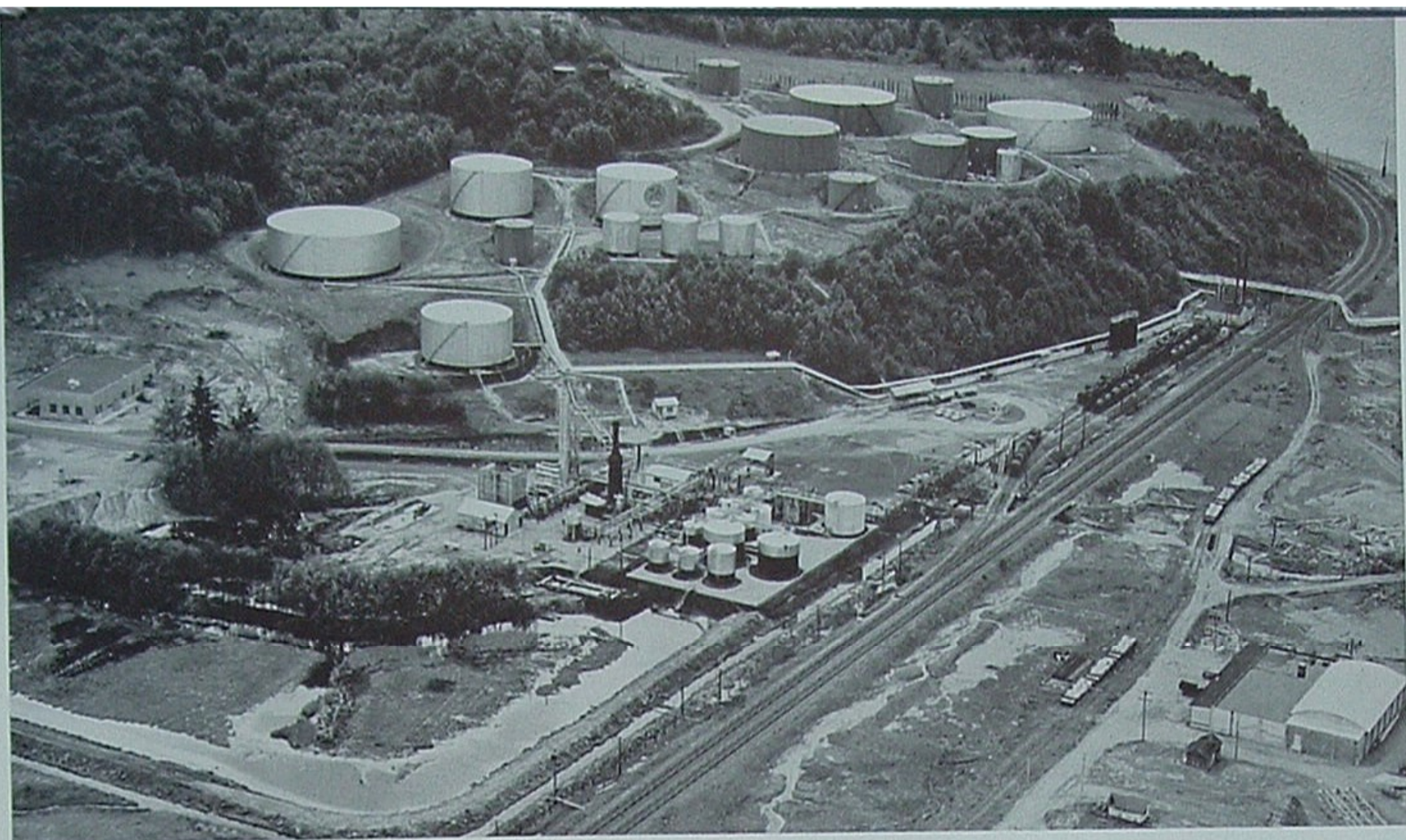


A launch is required to service our Tigre Lagoon discovery well, above. Below, Roy Bandy, engineer and J. C. Brusard, gauger, check performance of a dry-gas meter.



"On Tour" at Tigre Lagoon are, above, A. I. Lafargue, assistant production foreman, William V. Bennett, material control clerk, and, below, H. E. Megison, field foreman.





WELCOMED as a valuable addition to industry in the Seattle area, Union Oil's new asphalt plant at Edmonds was completed and placed in service during May.

The refinery represents a capital investment of \$1,000,000. It will provide the Northwest with an adequate variety and volume of asphalt products and afford the most convenient and economical type of service. It should prove a boon to the construction of new roads and highways, since asphalt is one of the best surfacing materials now being used on such projects. Compared with concrete, which must be poured to a minimum thickness of five inches, asphalt mix will provide a durable and weather-resistant highway surface in thicknesses of only two inches.

The new plant takes advantage of Union Oil's long established marine terminal facilities at Edmonds. Its refinery equipment consists basically of a distillation column, a stripper column, two 60,000-barrel tanks for the storage of incoming crude, and 10 tanks of from 500 to 3,000 barrels capacity for the storage of finished asphalts and road oils.

The 15-gravity crude, brought in by tankship from Santa Maria, is first heated to 650 degrees in a Petrochem heater. On entering the distillation column the heated crude separates into several fractions. Gasoline vapors leave the top of the column, while on progressively lower trays are condensed light naphtha, kerosene distillate, light gas oil and heavy gas oil. Asphalt is drawn off as *bottoms* in liquid fraction form.

From this one heavy liquid fraction, four grades of asphalt are being made by stripping out varying quanti-

ASPHALT PLANT *On Stream* AT EDMONDS

ties of the lighter oils. Stripping is accomplished by introducing steam, which vaporizes and carries off the light oils.

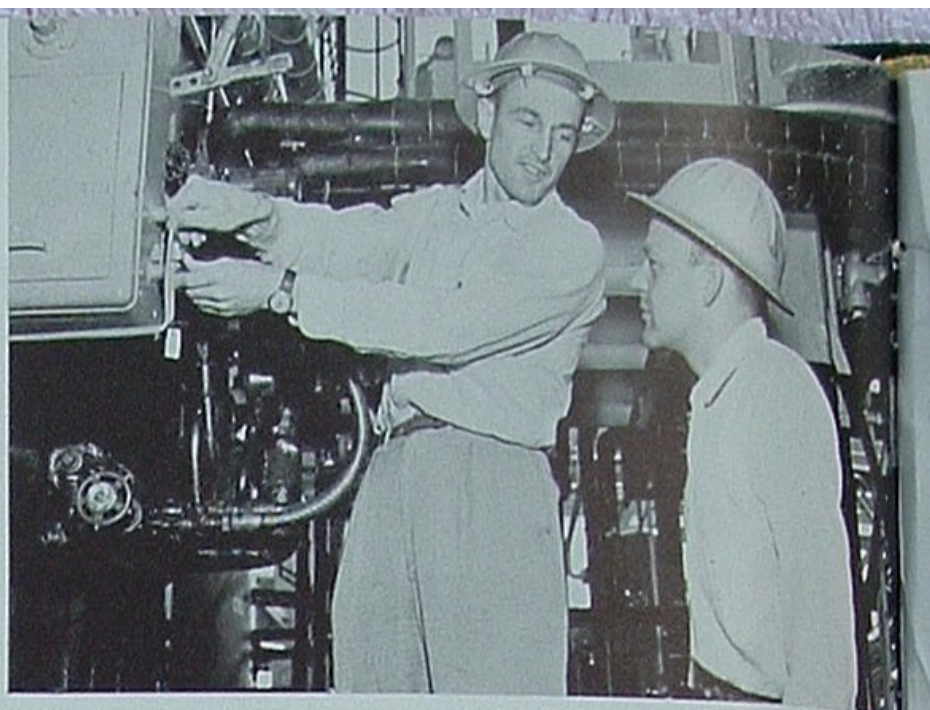
In addition, 20 grades of *cutback* asphalts and road oils can be made by diluting the asphalts with varying amounts of the light naphtha, kerosene distillate or heavy gas oil produced in the distillation column. The remaining unused fractions, including gasoline and light

Tankships serve Edmonds plant via Puget Sound.

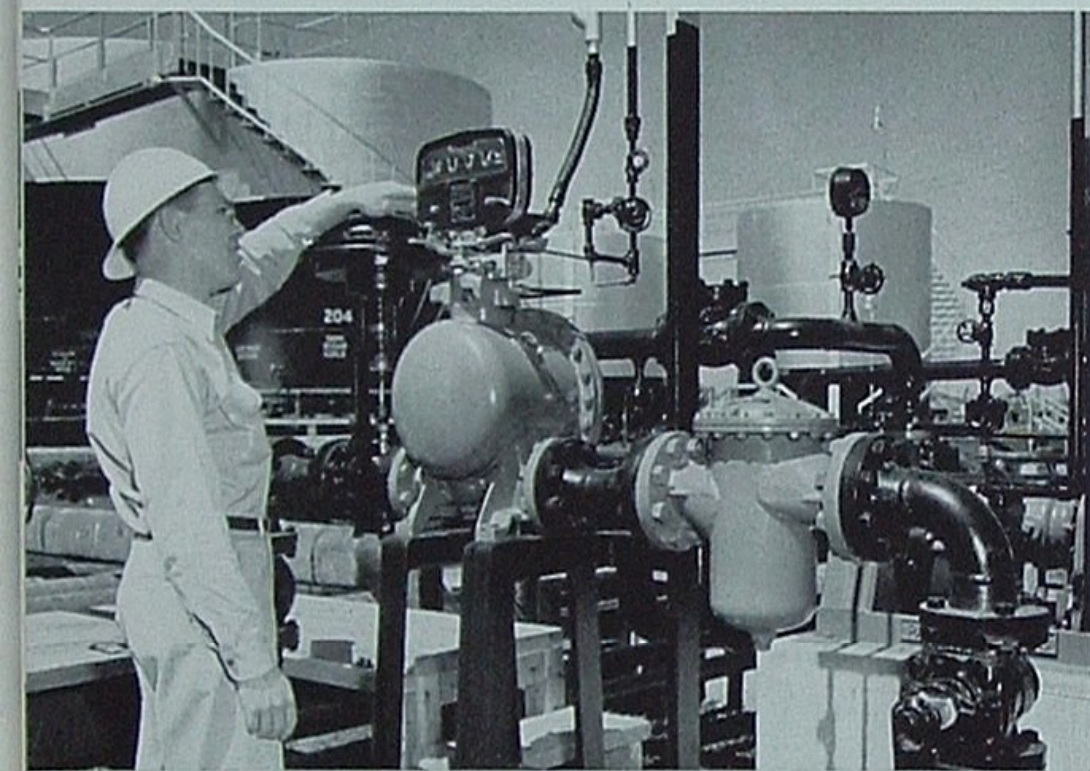




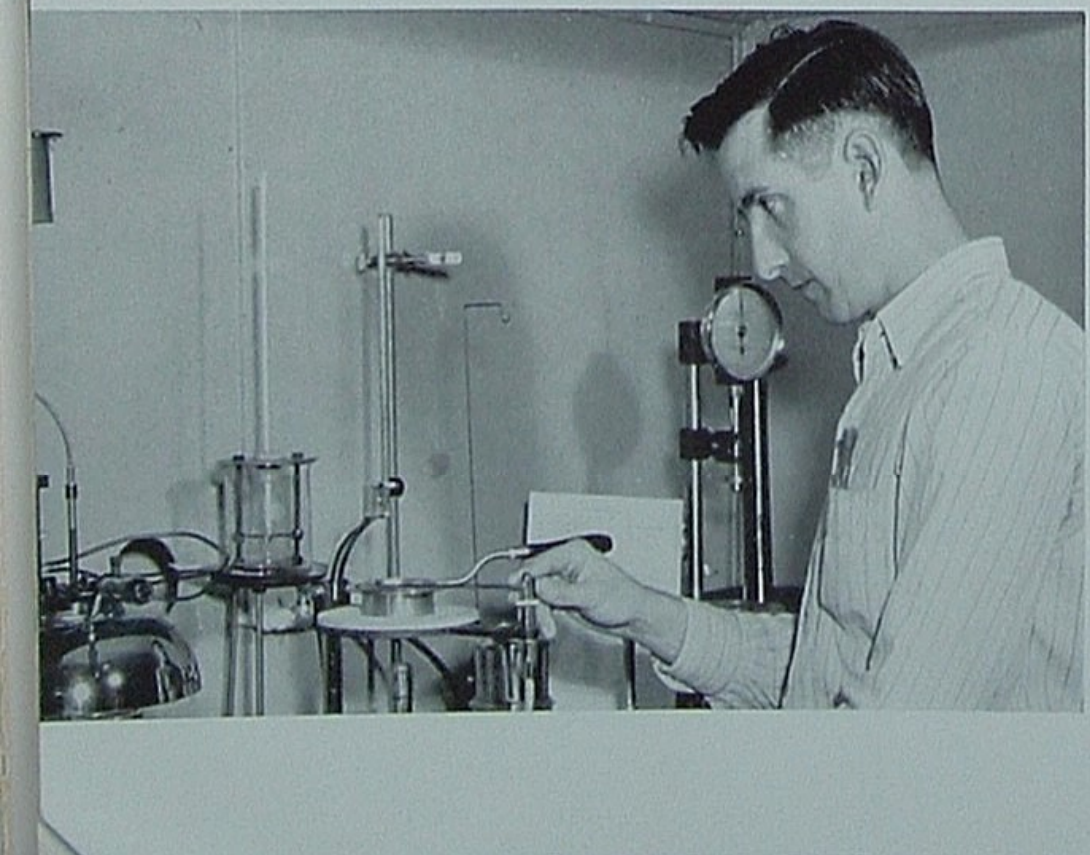
To Jim Hastings, superintendent, fell the pioneering responsibilities of starting the new Edmonds Asphalt Plant.



Roland Deering from Home Office and Warren Peret, loader, start the automatic boiler, source of plant steam.



Above, John Deal, Home Office engineer, was one of several specialists sent from Los Angeles and Oleum for startup. Below, Carman Curtis, laboratory technician, formerly of Oleum, works out some asphalt flash-point data.



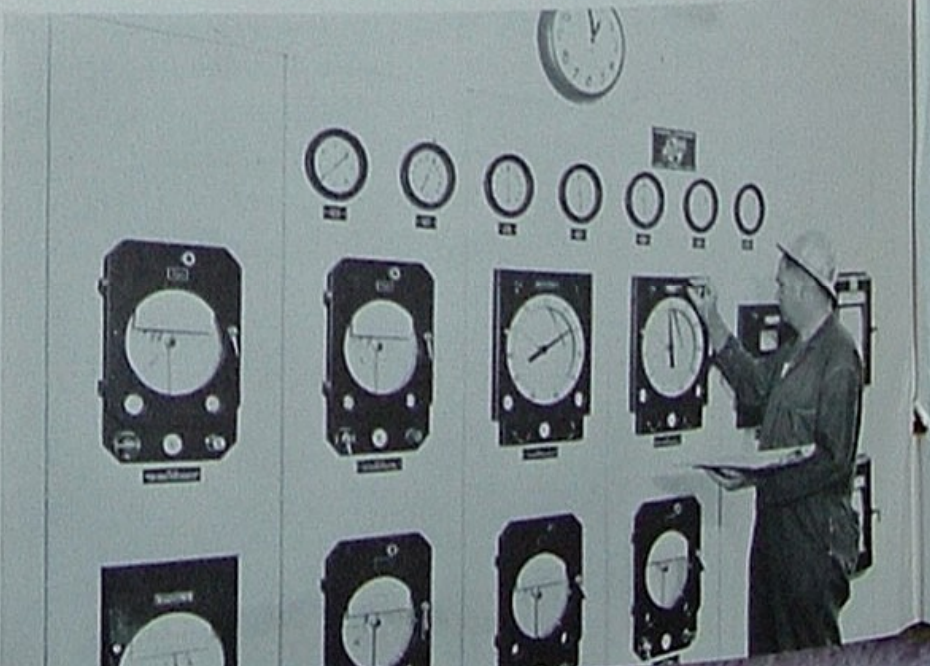
gas oil, are shipped back to California refineries for blending or cracking into finished gasolines.

It has been asked why the Company does not transport asphalt by tankship to Washington instead of building a new refinery. The answer is that we have in the past shipped some of our lighter asphaltic products north by this means. However, heavy asphalt, for which there is large demand, must be kept fluid at about 300 degrees F. to permit marine transportation, and tankships are not insulated and equipped to handle it at a reasonable cost.

About half of the 17 Union Oilers now operating this refinery were recruited from our Northwest Territory marketing people. Their familiarity with local petroleum requirements and conditions made it possible to complete training programs in about 30 days. Stillmen and specialists from Oleum and Los Angeles moved north to assist with training and operating problems.

Design of the new plant, which is unique in several respects and is proving highly efficient, is credited to Home Office process engineers working under supervision of Chief Engineer Homer Reed. Present plans are to operate the refinery about six months a year, during the season of greatest activity in road construction.

The plant's instrument panel, here being checked by Don Link, stillman, makes operation largely an inside job.





Oil Pays 200 Kinds of Taxes

The oil industry is one of the most heavily taxed of all enterprises. The industry as a whole represents 3 per cent of the national income and pays 7 per cent of the Federal, state and local taxes. (According to Platt's Oilgram of February 26, 1951.)

In buying oil products, the consumer actually pays about 200 different kinds of taxes, including severance taxes, pipeline taxes, privilege taxes, pump taxes, and so on, which are levied by 180,000 separate taxing jurisdictions throughout the nation. In 1950, it is estimated the industry's total tax payments came to \$3,500,000,000.

In that same year, the value of domestic crude oil production at the well was \$5,000,000,000 and the wholesale value of all refined petroleum products was about \$8,000,000,000. Consequently, oil's 1950 tax bill was equivalent to 70 per cent of the original value of the basic product, crude, and to 44 per cent of the wholesale value of the products resulting from the crude.

Here is something to keep in mind in considering the price of oil: Some of the most important oil products, such as gasoline, now cost less than they did 20 years or so ago if the tax figure is taken into consideration. And their quality is much better. Taxes, in brief, are a dominant influence on the cost of living.

These figures were compiled by the Industrial News Review of Portland.

from Reese H. Taylor

INDUSTRIAL RELATIONS

Our Company, like many others, is dependent upon a certain amount of research, development and technical know-how to remain in business. This is particularly true in Union Oil's case because we are in a strong engineering industry, and competition obliges us to seek the best manpower available at all times.

We do not dare run the risk of expecting all young scientists and engineers to call at Union Oil's employment offices. Nor could we expect to obtain even our share of potential talent in this manner, for many forward-looking employers literally stand at the gates of

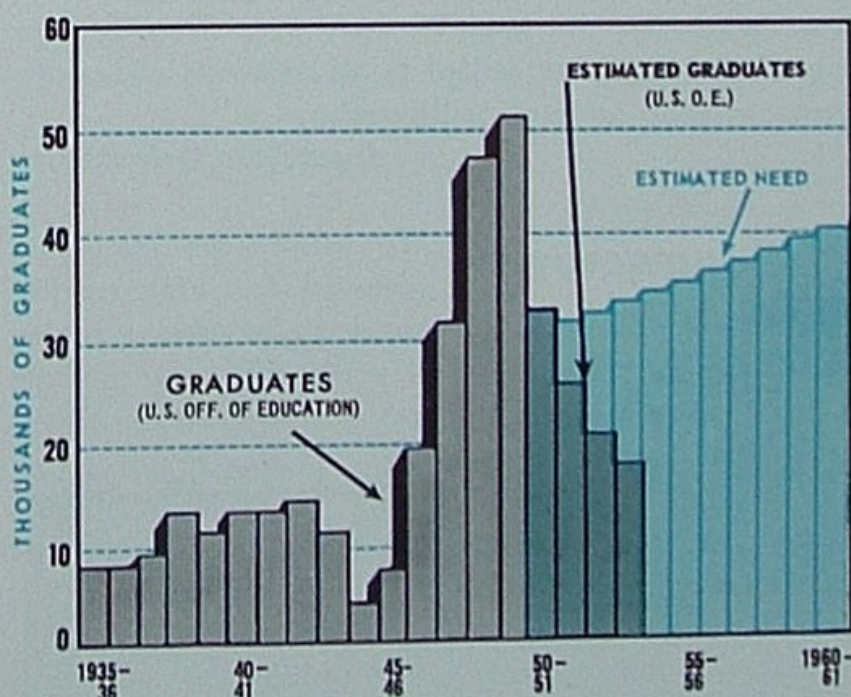
universities and technical schools looking for the best graduates available. As a matter of self-preservation, we must do likewise.

A significant predicament was noticeable in last year's recruitment drive for graduating engineers and scientists. According to the April report of the Engineering Manpower Commission, the record class of 1950, composed of 50,000 engineering students, has been absorbed entirely.

This year the number of graduates dropped to 32,000 and, according to declining numbers in Junior, Sophomore and Freshman classes, it is estimated that our schools will be able to graduate only 17,000 engineers in 1954.

While this shrinkage in the number of young technical graduates continues, the demand for these young people by industry increases beyond anything we have experienced in the past. (See the accompanying chart.) Our country's projected needs for technical help during the next 10 years far exceeds the supply.

from W. C. Stevenson



Critical shortages of engineers are predicted for the next 10 years, according to the U.S. Bureau of Labor Statistics. The above chart indicates the estimated number of engineering graduates (in black) and the estimated need (in color) between 1951 and 1961.

● EXPLORATION & PRODUCTION

The Company's curve of daily crude oil production has moved upward consistently since the early part of 1946. In May of that year, Union Oil's share of net crude oil produced in all divisions was 70,500 barrels per day. Five years later, in May of 1951, this total daily net production had increased to 87,000 barrels. These figures exclude partners' shares and royalty oil. In addition to this amount, the Company, in May of 1951, produced 15,000 barrels per day of controlled crude.

Depleting underground reserves at such a rate has correspondingly increased efforts of the Exploration & Production Department to find additional crude. As a result, during the past month, three interesting well completions have been made in widely separated areas:

In California, Ex-Mission No. 2, a wildcat well on *fee* (Company-owned) property in Weldon Canyon, was brought in at an initial rate of 133 barrels per day. This well, drilled to a total depth of 3,171 feet, is a new discovery.

In West Texas, Campbell No. 1 on the Lake Trammel Prospect, on a lease which heretofore had no production, was completed for 97 barrels per day flowing from 5,331 feet.

In the Gulf Division, on the West White Lake Prospect in Vermillion Parish, Louisiana, State No. 540-7-A was completed in newly discovered gas sands bottomed at 11,570 feet. The initial daily production here through a 1/4-inch choke, with 4,000 pounds flowing pressure, was 6,500 MCF (6,500,000 cubic feet) of gas with a distillate content of 72 barrels.

These new sources of production are the results of a vigorous exploration and wildcat drilling program now under way. On June 26 there were 12 wildcat or extension wells being drilled in all divisions with Company-operated contract drilling rigs.

from Sam Grinsfelder

● MANUFACTURING

To supply the increasing demand for high quality products, Los Angeles Refinery is undergoing a major modernization program. New production units include a Fluid Catalytic Cracking Plant, a Crude-Vacuum Distillation Unit, and a Gasoline Acid Treating Plant. Existing production units such as the Thermoform Catalytic Cracking Unit, Unisol Gasoline Treating Plant, Crude Combination Distillation Unit, and the Hydrogen Sulfide Recovery Plant are being revised and will be integrated with the new plants. In addition, a new steam plant and increased utility services will be required. The estimated cost of this program is twenty-six million dollars, with completion scheduled during 1952.

Triton RR Diesel Engine Oil, Red Line Turbine Oil,

and Triton Truck-Bus Oils are new products. These oils are Triton type oils containing additives selected for their particular service requirements.

Employees at Los Angeles and Oleum refineries have been issued new identification badges. To enter the refineries, all non-refinery employees and visitors must obtain the new type identification badge from the Refinery Personnel Office.

from K. E. Kingman

● RESEARCH

The development of a new line of turbine oils has been completed. In addition to their utility as multipurpose industrial oils, the four lightest grades are being qualified under Military Specifications MIL-L-15017, Grades 2070H, 2110H, 2135H, and 2190T, respectively. Oils meeting this specification are procured chiefly by the Navy.

Unacal Truck Bus Oil has been reformulated and the new "Premium Grade" product will be marketed as Triton TB Oil.

from C. E. Swift

● PIPE LINE

The conversion of Shale Station to automatic operation, our third station to be converted, was completed and the new station was placed in service during May. Oil received from North Midway Field is heated with low pressure steam and pumped to McKittrick Station continuously with gas engine driven pumps. This installation eliminates the periodic operation of Shale Station with high pressure steam pumps and permits the regulation of heat input into the oil to fit seasonal weather conditions.

Construction of the Ventura Marine Terminal has progressed satisfactorily, with completion being scheduled for about August 1. Our Santa Paula area crude oil, amounting to approximately 10,000 barrels per day, will be transported from this terminal to Los Angeles Refinery via tankships.

● DISTRIBUTION

The installation at Los Angeles Terminal of a homogenizer, laboratory facilities and additional storage makes it possible to compound and blend all lubricating oils and liquid greases from six base stocks shipped from Oleum to Los Angeles via tankships. Previously, 42 brands and grades were shipped from Oleum via rail, truck and water. This will result in a substantial saving in transportation costs.

from Ronald D. Gibbs

● PURCHASING

With the advent of the Controlled Materials Plan on July 1, Government Controls are gradually working into an overall

control of steel, copper and aluminum.

Under this plan, the Petroleum Industry is assigned specific tonnages of these materials and records will be maintained of this allocation by the Petroleum Administration for Defense. While some confusion and delay can be anticipated during the third quarter of this year, it is expected that the Petroleum Industry will receive service and sufficient materials for essential operations.

Purchasing now has a full time representative at Washington. This close contact with governmental agencies should be of great value in securing speedy action on applications for material for both current operations and new projects.

from E. H. Weaver

● MARKETING

Two advanced training courses of one week each have been held at Wilmington Refinery for sales representatives. These classes were patterned after the Industrial Sales Engineer courses held earlier in the year, and relate primarily to the application of lubricants.

Two new lubricating oils were recently established, namely, Triton TB, a premium quality, oxidation-inhibited product intended for use of industrial accounts; and Red Line Turbine Oil, a rust and oxidation-inhibited, high VI oil in five grades, designed to conform to major turbine manufacturers' and military specifications. Both lubricants are quality leaders in their respective fields and should meet with enthusiastic reception on the part of the consuming public. Motoreze and Unacal Truck Bus Oil have been discontinued. Union Cleaning Solvent has been replaced by S-76 Solvent.

Foreign Sales has negotiated a distributorship with Stewart Petroleums, Ltd. of Calgary, Alberta, for the sale of our lubricating oils and greases throughout the Provinces of Alberta and Saskatchewan in Canada. This distributor has its own crude production and is currently marketing its own brands of gasoline, tractor fuels and

CANADIAN DISTRIBUTORS of Company products are Stewart Petroleums, Ltd., of Calgary, Alberta. Examining the propane fueled Pontiac brought to Los Angeles by Jackson Stewart (extreme right), managing director of the

diesel oils along with our Royal Triton, Triton, Unitec Oils, Unoba Greases and A.P. Gear Lubricants.

Large shipments of Unitec and Unax B. and E. Oils continued to be shipped to our distributor in Japan as well as a large volume to distributors in the Philippines, Chile and Siam.

With the opening of June business, district headquarters were established at Santa Maria, California, as a part of the Central Territory, including certain stations formerly in the Southwest Territory under the Santa Barbara District.

Company's sales to the military during the first half of 1951 represent over 32 per cent of the total military liftings on the West Coast. The major items from volume standpoint have been Navy Special Fuel Oil and 115/145 Aviation Gasoline.

The new car dealer program in the East has resulted in the introduction of Royal Triton to more than 1,000 car dealers during the first 60 days of solicitation in 12 of the largest cities. Television commercials which are running in all of these cities have been favorably received as has sales promotional material prepared especially for this program. Ten additional cities are on the schedule and an effort is being made to acquire distributors in all these areas.

Sales through established Eastern distributors continue to increase, with Royal Triton now being marketed in approximately 4,600 retail outlets in addition to the new car dealers. During the month of June, a total of 39 carloads of oils were shipped East. To provide closer supervision in connection with this expanding program, the entire marketing area outside of our domestic territories on the West Coast has been divided into three sections with Special Representatives in charge at headquarters in New York, Chicago and New Orleans.

from Roy Linden

Canadian firm, are, from left, D. E. Alcorn, assistant sales manager of Savage-Haldeman Co., Los Angeles, S. W. Pepper, manager of Stewart's carburetion division, and F. W. Ryan, general sales manager of Savage-Haldeman.



Ten Thousand Attend Open House

FOR the fifth consecutive time at Los Angeles Refinery and second time at Oleum Refinery attendance at Open House has broken all previous records. On May 19th, Oleum counted more than 5,500 visitors entering the counting gates for a day of informative sight-seeing. At Los Angeles Refinery, on June 9th, counting devices stalled at 5,000, but the crowd has been estimated considerably in excess of that number.

As usual at both locations, one of the most popular demonstrations of the day was that put on by refinery fire fighters. They mastered every type of fire problem the training grounds had to offer and on several occasions had the crowds more worried than the firemen.

Oleum's "Oomph-meter," which allegedly measures a person's romantic capabilities, proved to be quite cool toward editors and reporters but responded vigorously under the touch of certain unromantic people we know.

High-octane appetites this year accounted for some 14,000 ice cream servings, an equal number of pastry servings, 12,000 soft drinks, 1,500 cups of milk, and 8,000 cups of coffee.

The fact that Open House was planned and presented at a time when both refineries were achieving record production speaks well for all committees involved.



Oleum employees built the above working model of Oleum's Short Line Railroad, which tempted most visitors to try the line itself (top) from coast to coast. Below, Dupont was one of several companies to help with exhibits.



OREGON 8

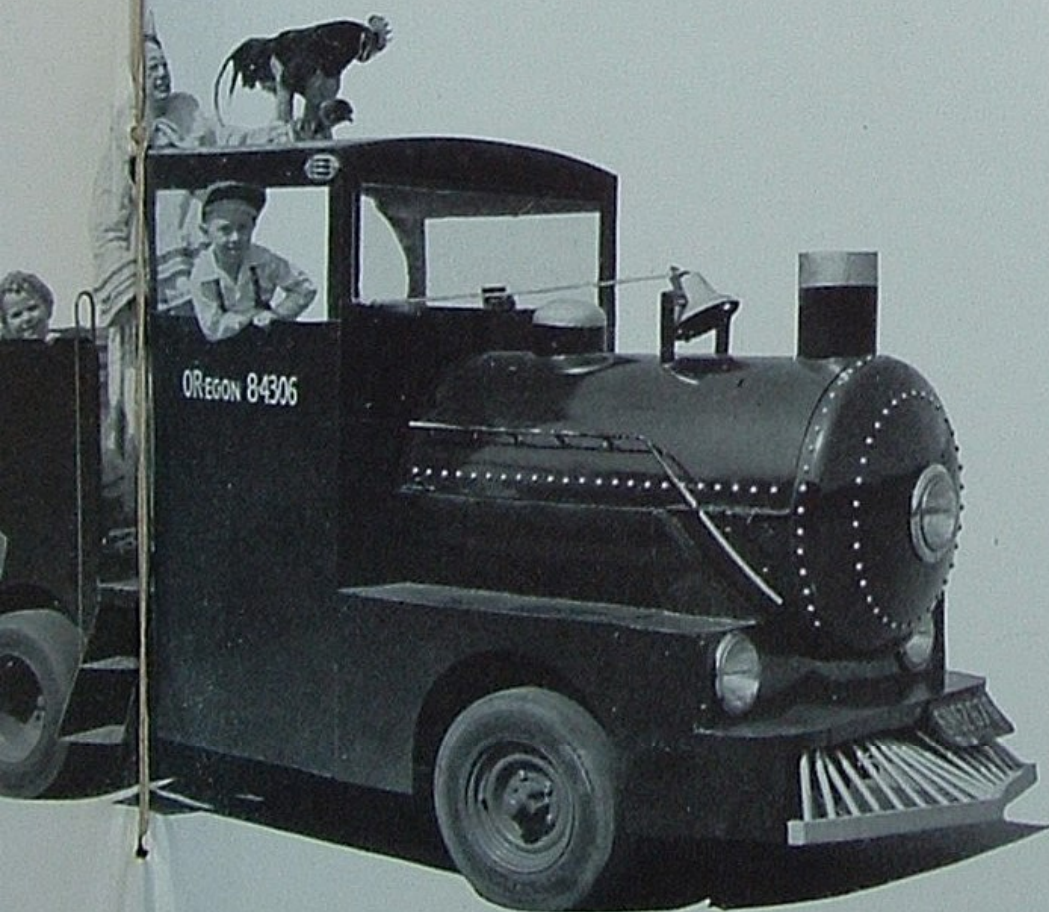


The happy crowd, right, grew tense a few minutes later when Los Angeles Refinery smoke-eaters, below, lit everything on the training grounds afire, then swiftly and methodically put the fires out.



Below, Research, now in the process of moving to their new Brea headquarters, arranged an open-air exhibit. Bottom, interest was shown in new foreign and U.S. cars.

The only railroadin' Los Angeles could dig up was this gasoline powered flyer with Casey Jones, Jr., at throttle.





SITTING PRETTY AT SA

SANTA FE SPRINGS, near Los Angeles, has been an important and colorful oil field ever since Union Oil drilled Meyer No. 3, the discovery well, in 1919. Good for about 100 barrels per day of crude high in gasoline content, this well was followed in 1921 by our first neighboring Bell Lease producer, which began swelling bank accounts at the rate of 4,000 barrels per day.

These successes touched off one of California's maddest scrambles for oil rights in the area. Fortunes were won and lost as competitive bidding sent values of productive and non-productive land alike to previously unheard of heights.

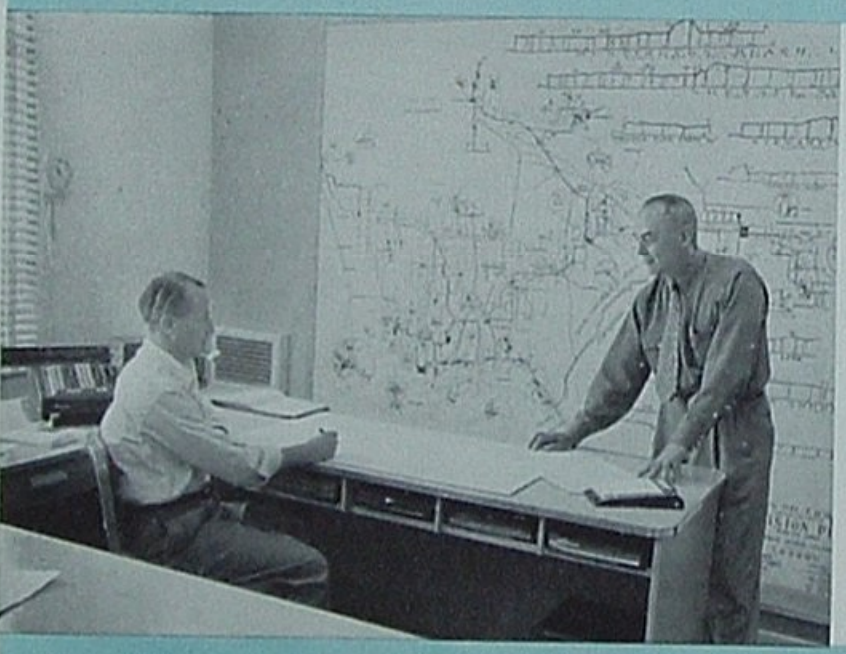
In time the field was defined as being 900 acres in extent. Forested with the derricks of competing oil companies, it has produced well over 500 million barrels of oil since 1919. Its production per acre, estimated in excess of 565,000 barrels, ranks as one of the greatest in petroleum history.

Though admittedly on the decline, Santa Fe Springs may have many more productive years ahead of it.



New Santa Fe Springs office, top, houses Pipe Liners Jack Pate, superintendent, Al Bley, personnel

A Purchasing Department wing accomodates J. G. Rojas, purchasing representative, Nita Lear, secretary



Noel Windes and Les Heggie, pipe line dispatchers, and below, Pearl Bentson and Delta Murphy, stenos.



Betty Oglesby, steno., A. V. Meley, buyer, H. L. Leicy, warehouseman, H. L. Marcy and L. K. Craton, buyers . . .



AT SANTA FE SPRINGS

Secondary recovery methods and modern production techniques are prolonging its life.

Years ago, when Alexander No. 1 was being drilled in this field, the driller saw mud starting to push up through the rotary table. He shouted a warning to the derrickman, then 75 feet up the rig. The derrickman descended 25 feet by ladder and jumped the remaining 50 feet, landing practically unharmed in a mudhole. The reason for his jump was that 900 feet of pipe came hurtling out of the hole, tore away part of the derrick, and landed fully 700 feet from the well head. The gasser flowed out of control for a month. Even today the drilling bit occasionally strikes an area of high gas pressure in this field, giving the well crew a baptism of mud.

Evidence that the Company means to operate at Santa Fe Springs indefinitely is to be observed in our handsome new office building and garage recently completed there. These, fully staffed with an equally handsome group of Union Oilers, are introduced herewith in picture form. Represented are the Pipe Line, Automotive and Purchasing departments.



Southern Division Garage has latest equipment including pneumatic hoist, below, operated by A. N. Sealy.

Neatly quartered also are Della Thompson, Doris Morris, Beverly Clarkson and B. F. Bressler of Automotive Dept.



Below, Mechanic "Frenchy" Lacoste shows newest method of lifting heavy engine into hot Oakite bath tank, right.

R. W. Thompson, superintendent, and L. M. Boller, foreman, inspect a new pipe line maintenance truck.





Above, Art Waller's familiarity with the right number enables Willard Olding, right, to summon rescue crews.

"Dial 8300"



THE title of their home-written, home-acted and home-made movie started out to be "Dial 300." But right in the middle of shooting someone installed a new dial telephone system, changing the important number to 8300. So the cinematographers of Los Angeles Refinery had to do some of their movie making all over again.

You see, 8300 is the emergency telephone number at L. A. Refinery. Everybody on the job ought to be able to dial it without hesitating because, when a man is seriously hurt, each second counts. Dial 8300 and every helpful resource in the plant is directed toward an injured man's welfare. Fail to dial and—well, nobody's going to fail now.

The idea was hatched in a meeting of the Maintenance Department safety committee. Wes Dana, area foreman, suggested it; the other committee members thought it was fine; and "Slim" Everley, shift maintenance foreman, agreed to be the movie technician and cameraman. What the committee wanted was an authentic sound-movie, showing refinery men exactly what to do in case of accident. If the movie could be made right on refinery premises, it would have more punch to it than anything produced on the outside.



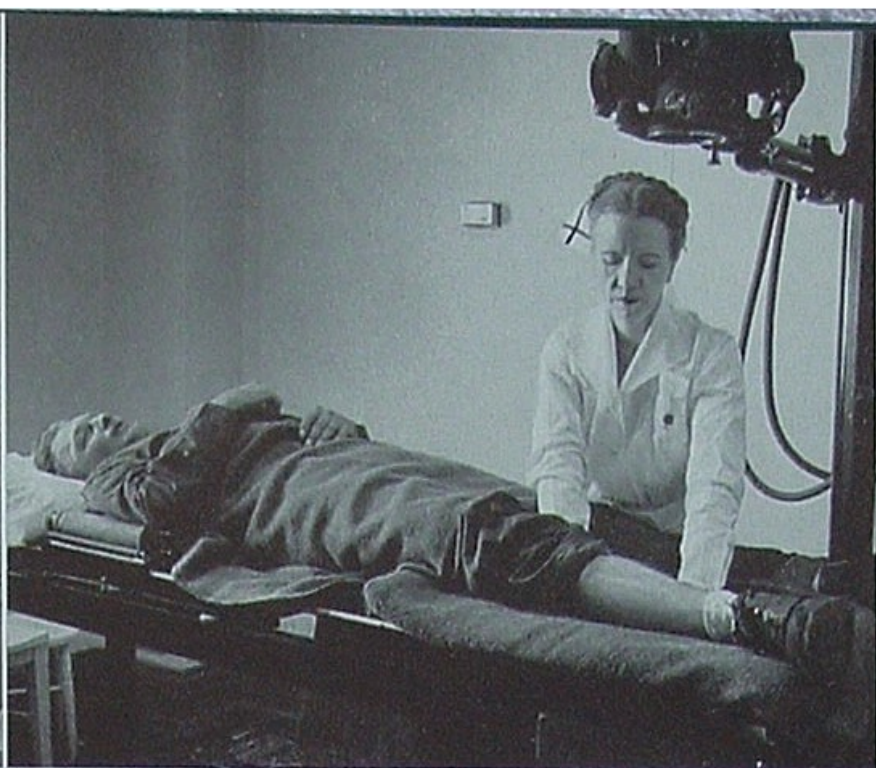
Above, actors George Lunde, accident victim, and Forest Watts, Ken Empey and "Curly" Sisk, rescuers, give professional-like performances in the filming of "Dial 8300."



Working on the script are Earl Everley, Harry Hammer, Paul Gooder, Wes Dana and Russ Coleman, members of the Maintenance Department Safety Committee.



Under the eye of Everley's camera, Art Waller and Ray Curry, victim, go through the agony of a leg injury skit.



At the refinery dispensary, Nurse Ruth Penhale enters the scenario by subjecting the injury to X-Ray technique.

An enthused group went to work. Dana started a script and the committee helped him finish and polish it. Paul Gooder, electric shop foreman, was appointed producer and director. Harry Hammer, machinist foreman, signed on as assistant director. Russ Coleman, boilermaker-welder foreman, showed up at audition with a golden voice and was made narrator. Everley arrived on location with movie camera, lights, reflectors and even a synchronized sound recorder of his own invention. Nearly everybody in Maintenance wanted to or did play a leading role.

Result? One five-star Safety movie entitled "Dial 8300." Originally recorded on 1,000 feet of 16 mm film, it has been cut and edited to 400 feet. It required 600 manhours of time, all of which was donated gratis by the entire movie company. Sound, recorded on 8 mm magnetic tape, is perfectly synchronized with the movie film. Total cost—only \$52!

More than a thousand Union Oilers have seen the film and applauded both it and the Los Angeles Refinery Maintenance Department.



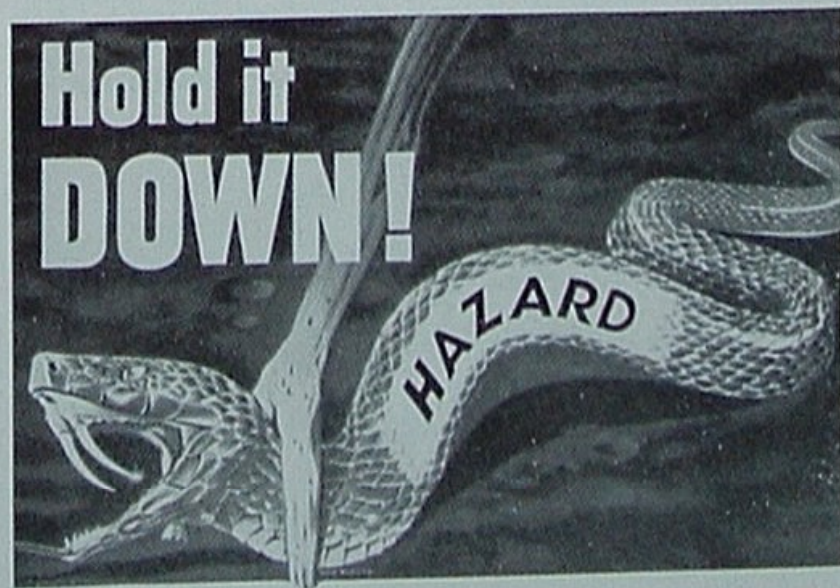
Finally, the sound track is produced by Dana, sound effects, Coleman, narrator, and Everley, sound technician.

HOLD IT DOWN!

An old Yankee farmer used to go over his fields the day before plowing started and kill off every rattlesnake he could find. When asked why he took such extreme precautions, he said, "I've never heard of a snake hunter bein' bit, but I've seen plenty of snake-bitten plow hands. If you look for the rattlers first, they won't be lookin' for you."

It strikes me we could use a similar precaution in regard to that accident hazard. Pin it down before it pins you.

from John T. King



Sports



▲ **CHAMPS** of this year's Burnham Trophy bowling tournament are Art Pink, Jack Betts, George Creed, Bob Blackwood, Duke Wanlass, Mike Matanic, all of Oleum. They swept every team and individual prize offered.



▲ **LEADERS** in their Seattle baseball league are Union Oilers, kneeling, Roland Foss, Fred Forester, Bob Sims, Norm Buvick, Steve Sifferman; standing, S. L. Mcnamara, Wayne Jessen, Bill Knight, Ray Hedcell, George Donovan and Chuck Flanagan.



▲ **TOP-NOTCHERS** of the 25th Annual Golf Tournament, Company-wide, were Chuck Berdrow, left, of Rosocrans Terminal (71 gross) and Vance Jenkins, right, of Research (75 gross). Bill Stewart awarded cups.



▲ **PLAYING FOR KEEPS** in the 1951 Comptroller's Golf Tournament, Hugh Johnson won third and final leg on the coveted low-gross trophy, also the congratulations of Comptroller Irving Hancock, left.

▼ **WINNERS ALL** in our opinion are these tournament golfers of the Home Office Girls' Club, L-R, Dorothy Burden, Margaret Radspinner, Patricia Hohnsbeen, Pat Milloy, Eleanor Murphy (low-net winner), Jo Sagal (chairman), Barbara Ulmer (low-gross winner), Rita Sork (low-net winner), Muriel Volby, Velma Warner, Aurelia Langefort, Maxine Hollenback, Lois Galpert and Jane Elsaesser.





▲ **MOST FUN** was had at Redmond, Washington, on June 9th, when Northwesters, left, Celeste Johnston, Gudrun Larsen, Wayne Jessen and H. E. Flectwood breezed to the Territory's highest golfing awards. Committee mem-

bers, seated, Mary Schock, Mary Taylor, Kay Kesner; standing, Ruth Groth, Otis Tobey, Peg Flanigan, Chuck Flanigan (no relation), Virginia Huse, Wayne Jessen and Joe Hunt took a bow for their perfect planning.



▲ **SAFE DRIVER AWARDS** have been presented by Herb Hemmen (second from left), manager of Oleum Refinery, to Tom Bryant, Bud Fitzgerald and Al Lewis.

In nearby Oakland District, similar awards were given to, from left, S. Smithem, A. R. Clegg, R. S. Simpson, J. G. O'Shaughnessy, O. F. Roberts, D. R. Smith, N. J. Marinovich, J. K. Hendryx, D. Clark, R. F. Rotondo, E. S. Varnau, A. Figone, G. N. Carman, C. E. Wilson, A. E. Armstrong, G. O. Keating, R. N. Solum and W. Phillips. Supervisors who participated in presentation were, continuing from left, W. V. Criddle, H. B. Ashton, E. H. Wentland, J. H. Rogers, H. B. Anderson, J. Clark and J. H. Fisher.

Union Oilers



▲ **FOR SERVICE TO YOUTH**, Union Oil has received a 1951 Patron Membership Award from the YMCA of Los Angeles. President Taylor is shown receiving recognition from Greg Barnett and Richard Volk of Y.





➤ **CHARMING VISITORS** who have signed the guest register at Los Angeles Refinery this year include the Home Office Girls' Club. With guides Dennis Koch and Bill Evans, the sightseers above are, L-R, Alice Lee, Josephine Sagal, Muriel Volby, Ruth Arvin, Jeanne Benne-

witz, Juanita Jullien, Ruth Bishop, Evelyn Eaton, Ruth Diehl, Rose Pelous, Marjorie Ruthledge, Ina Buell, Alice Kroeger, Blanche Hackett, Jane Doe, Dorothy Dreyer, Dolores Kvaal, Jean Shaffer, Betty Widin, Nancy White, Elizabeth Burgart, Lee Mackenzie, Katherine Vorrhies, Marie Heintz and Alice Nelson.



EDITH ANDERSON



DONNA SPRAGG

➤ **SCHOLARLY** as well as pretty are Edith Anderson, winner of the Glendale High School Donichy Award for the senior girl who is outstanding in scholarship, citizenship and leadership, and Donna Spragg, named outstanding senior woman at University of Redlands and awarded a \$1,200 scholarship to University of Denver.

Edith's father is K. C. M. Anderson, assistant to manager of field operations, Pacific Coast Division. Donna is the daughter of Donald J. Spragg, field operator No. 1 in our Dominguez District.



➤ **COMMENDED** for designing equipment to be used in monitoring aircraft flights in the Western Aid Defense area is Sgt. Eugene L. Schoneborn, right, now on military leave from a Southwest Territory retail assignment. Capt. Paul Coad made the presentation.

➤ **GRADUATES** too, from a two weeks' advanced training course for industrial sales engineers at Los Angeles Refinery, are: Left, front row—H. R. Kottler, C. B. Frain, E. B. Lien, B. W. Schwalm, E. A. Nyman, C. F. Choate; standing—B. E. Lindsey, J. G. Myer, E. G. Me-

Laughlin, E. G. Flannigan, R. O. Snodgrass, Ward Jamieson, W. K. Bowman. Right, front row—I. Bergsteinsson, E. M. McLauchlan, H. Green, O. G. Gilbert, L. V. Penny, F. C. Crowhurst, R. F. Burns; standing—L. D. Lavinger, F. W. Van Amburgh, J. Dickman, S. L. Jackson, C. C. Kinsey, F. M. Schlegel, F. H. Ott, C. M. Hoag.



Labor Sees the Light

(Many Americans and our cousins "over there" hold the opinion that labor unions are hotbeds of socialism and would like nothing better than to see our major industries under government control. The facts are, however, that not a few labor groups are standing shoulder-to-shoulder with industry in the fight against nationalization. One of the first labor organizations to place an exploratory finger on nationalization and draw back a burned hand was the Utility Workers Union (CIO) of America. Their national president, Joseph A. Fisher, has made these significant observations:)

"Government control is no longer 'just around the corner.' It is, with us, an actual fact in a large number of plants in which we work, and is marching on with alarming speed toward the capture and control of them all.

"We know from experience that our members employed by Government-sponsored co-ops of the Rural Electrification Administration, as well as those employed by municipalities which run their own light and power business, work under conditions inferior to those enjoyed by our members employed in private industry."

For Mr. Fisher's conclusions and full text, read his "Reader's Digest" article, "Labor's Case Against Public Ownership," a reprint of which is inclosed with this month's issue of ON TOUR.

Fed Up

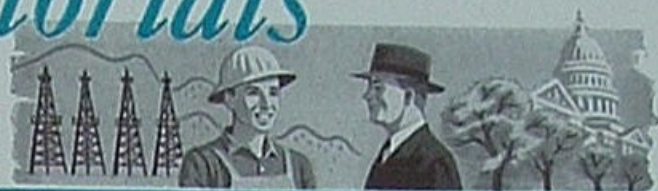
(Being widely reprinted and read is Ernestine Adams' editorial, originally printed in the "Petroleum Engineer," the following portions of which we people in the oil industry can ill afford to overlook.)

I'm getting tired of hearing about those "rich oil companies." Tired of Columnist Drew Pearson shuddering piously every time he mentions an oil company or an oil man. I'm getting tired of the implication that for an oil company to exist is an affront, and that for one to be rich is sinful.

Will someone tell me what is wrong with being an oil company or with an oil company's being rich? How long do you think an oil company would last if it didn't handle a lot of money? It takes barrels of the stuff just to keep a company going.

And who is going to find and produce and process oil if not oil companies? The Socialists' answer is—the government, but no government yet has been able to build a successful oil industry although lots of them have tried. The Soviet Government, for instance, has the greatest potential oil resources in the world, and it runs its own industry as you have probably heard. Do you know how much gasoline you would get for your car if all our cars were in Russia and you got a full share of all that was made? You would get less than five gallons

Editorials



a year! That's a year—not a week or a month. Now how would you like that? Actually you wouldn't get a gallon because it is all reserved for government and the war machine. In the U. S. you buy on the average 700 gallons of gas a year for your car and there is no shortage to stop you.

Where do the oil companies get their money? Out of the earth? Oh, no. That's where a lot of people make a mistake. Oil brings wealth only as it is transformed into useful goods. The oil companies get their money right out of your pockets. They coax it out of you with the biggest bargains on the face of the earth. You can have all the gasoline you want and at the world's lowest prices. You can have varnish and insect spray, synthetic rubber and machine oil, nail polish and floor wax. You can have gas in your house and your factory, and if the pipe line doesn't connect, you can have liquid gas in tins to hook on your stove or refrigerator.

You get some products you didn't even know had petroleum in them . . . soap, detergents, nylons, lipstick, book covers, raincoats, shoes, medicine, paper and on and on.

In fact, let's face it—you pay the oil companies billions of dollars a year—about \$7 billion last year—for all kinds of things that make it easier to live.

And what do these bloated capitalists do with those buckets of greenbacks, you'd like to know. First they have almost 2,000,000 employees who get the biggest dip into the kitty.

The Oil Information Committee says there are 36,000 companies in the industry. And these 36,000 companies pay 7 per cent of Uncle Sam's taxes. And yet President Truman screams for more. Does he want to kill the hen that laid the golden egg?

Since the war, the oil industry has spent \$12 billion making improvements and expanding facilities. In the U. S. the oil industry now has an investment of \$32 billion, or \$200 for each man, woman and child in the nation.

Do they expect to make this towering investment pay? In time, yes. And then what will they do with the buckets of dough they will make, these rich oil companies?

What they've been doing all along. Drill more wells and find more oil so we won't run short in peace or war. Build bigger and longer pipe lines from fields to refineries and from refineries to customers so the supply is always available. Construct better refineries to make fancier products that will fill more needs in your life.



SERVICE BIRTHDAY AWARDS

JUNE 1951

Department	Location	Years
MARKETING		
Laidlaw, Theodore R.	Home Office	35
Barr, Fred C.	San Francisco	30
Clifford, Raymond C.	Seattle	30
Croce, Fred L.	San Francisco	25
Scott, Harry S.	Redlands	25
Benson, Elmer L.	Watts	20
Cleveland, Elmer C.	Oleum	20
Garrison, James H.	Whittier	20
Telford, Elsie E.	Home Office	20
Couts, Louis A.	Home Office	15
Durbin, Ralph A.	San Diego	15
Keiser, Glenn W.	Hollywood	15
Neupauer, Joseph	Seattle	15
Ott, Francis H.	Home Office	15
Raabe, Joseph T.	Sacramento	15
Shaughnessy, Harold A.	Seattle	15
Spiro, Robert R.	Seattle	15
Waggoner, Howard K.	Sacramento	15
Hurley, Michael H.	Whittier-Alaska	10
Johnson, Eileen E.	Home Office	10
Kilday, Paul D.	Riverside	10
Mori, Kiyoto	Honolulu, T.H.	10
O'Shaughnessy, Jack G.	Oakland	10
Petersen, Jack M.	Hyde Park	10
Ruiz, Juan F.	Panama	10
Scanlon, Alice R.	San Francisco	10

EXPLORATION AND PRODUCTION

Lewis, Coin W.	Ventura	30
Arnold, John	Orcutt	25
Billington, Franklin H.	Dominguez	25
Knick, Wm. P.	Bakersfield	25
Paulus, George L.	Orcutt	25
Plumb, George F.	Richfield-Brea	25
Coats, Melvin W.	Orcutt	15
Simmons, Fred J.	Whittier	15
Bunkelman, Robert G.	Orcutt	10
Meers, Robert J.	Houston-Texas	10
Patterson, Samuel E.	Orcutt	10
Pimentel, Arthur L.	Orcutt	10
Randall, Forest U.	Santa Fe Spgs.	10
Wade, Franklin R.	Santa Paula	10

RESEARCH & PATENTS

Moore, Chas. C.	Wilmington	30
Lang, James T.	Wilmington	25
Wilson, Chester E.	Wilmington	15
Broughten, John L.	Wilmington	10
Hanson, Ross A.	Wilmington	10
Mertes, Richard W.	Wilmington	10

PURCHASES

Lavorin, Frederick	Home Office	30
Zell, Raymond C.	Home Office	25
Turf, Marcell O.	Cut Bank-Mont.	15
Reeder, Donald E.	Los Angeles	10
Wiley, Mary E.	Home Office	10

MANUFACTURING

Bower, Charles H.	Oleum	25
Bradshaw, Elmer	Oleum	25
Devine, Frank J.	Oleum	25
Fultz, Edward C.	Wilmington	25
Wescott, Arthur L.	Oleum	25
Downey, Harry F.	Oleum	20
Swanson, Paul R.	Oleum	20
Bath, Eldredge J.	Oleum	15
Sharpe, Charles T.	Home Office	15
Creed, George B.	Oleum	10
Damskey, Louis R.	Oleum	10
Fairfield, Robert G.	Oleum	10
Heckel, Frank	Oleum	10
Hinkley, Alfred O.	Oleum	10
Keller, Vernon W.	Oleum	10
Kinsella, Harry E.	Oleum	10
Nunes, Albert A.	Oleum	10
Whipp, James V.	Home Office	10

COMPTROLLER'S

Lenzen, Clarence A.	Home Office	25
Milne, Jane	Home Office	25
Walker, Frank E.	Home Office	10

TRANSPORTATION & DISTRIBUTION

Fanshier, Von A.	Midway	25
Vidal, Jose	Wilmington	15
Hughes, Emel G.	Santa Fe Spgs.	10

EXECUTIVE OFFICE STAFF

Adams, Marjorie	Home Office	10
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DIRECTOR

Wallace, George M.		10
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JULY 1951

Department	Location	Years
EXPLORATION AND PRODUCTION		
Pressey, Fern O.	Ventura	45
Carlson, Frank O.	Orcutt	25
Craig, Leonard A.	Dominguez	25
Powell, Lawrence D.	Orcutt	25
Cole, Elsworth D.	Orcutt	20
McCourt, James H.	Cut Bank-Mont.	20
Moore, Milton L.	Santa Fe Spgs.	15
Stainbrook, Harry G.	Orcutt	15
Chadband, Colin H.	Santa Fe Spgs.	10
Watson, Elizabeth A.	Home Office	10
MARKETING		
Kipper, Alma H.	Home Office	30
Maxwell, Maurice H.	Los Angeles	30
Savage, Josephine E.	Fresno	25
Louderback, Ethan A.	Pomona	25
Bybee, Myrtle	Home Office	20
Blakeslee, Robert R.	San Francisco	15
Brady, James A.	Los Angeles	15
Fiske, Lewis W.	Los Angeles	15
Flanigan, Margaret E.	Seattle	15
Knoetig, Martha I.	Home Office	15
Mansell, Alick G.	Seattle	15

Van Auken, Horace M.	San Francisco	15
Baker, Josephine	Home Office	10
Beatty, Elmer H.	Los Angeles	10
Dalzelle, Charles J.	Salem-Ore.	10
Huse, Virginia M.	Seattle	10
O'Neill, Ruth E.	Home Office	10
Pasma, Hans E.	Astoria-Ore.	10
Stalker, Robert A.	Coos Bay-Ore.	10
Wait, Norris L.	Home Office	10
Watson, Otis E.	Honolulu, T.H.	10

MANUFACTURING

Dalessi, John M.	Oleum	25
Owens, Joe D.	Wilmington	25
Richaud, Nathan A.	Oleum	25
Reed, William H.	Wilmington	15
Albright, Ernest W.	Oleum	10
Curtis, Carman J.	Oleum	10
Deering, Roland F.	Home Office	10
Denney, Larry H.	Oleum	10
Fleshman, Woodrow W.	Oleum	10
Gardner, Robert L.	Oleum	10
Jones, Trevor D.	Oleum	10
Mulcahy, Laurence N.	Wilmington	10
Selvester, Raymond H.	Oleum	10
Warnecke, Jack G.	Oleum	10

TRANSPORTATION & DISTRIBUTION

Clark, Willard L.	San Luis Obispo	25
Perry, William O.	Santa Margarita	25
Kreps, Roy F.	San Luis Obispo	20
Downs, Elwood	Santa Fe Spgs.	15
Brown, Patrick C.	Avila	10
Snow, James M.	Wilmington	10

COMPTROLLER'S

Talbott, Roy M.	Home Office	20
Neill, Henrietta	Home Office	15

RESEARCH & PATENTS

Arthur, Russell J.	Wilmington	15
Sherborne, John E.	Wilmington	15

COMMUNICATIONS

Keeler, Lea	Home Office	15
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INDUSTRIAL RELATIONS

Brown, Mabel J.	Home Office	15
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MAY 1951

MARKETING

Lanning, Francis S.	Riverside	30
Myer, James G.	Los Angeles	20

COMPTROLLER'S

Reed, Arthur L.	Home Office	25
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PURCHASES

Raffi, J. A.	Home Office	25
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ON TOUR

Retirements



A grateful Company and hosts of well-wishing employees are bidding farewell to the following Union Oilers who have concluded long careers of Company service and are retiring:

THOMAS R. COVENEY, Southwest Territory
Employed 7/6/33—Retired 7/1/51

THEODORE OWEN, Comptroller's
Employed 10/9/33—Retired 7/1/51

JOSEPH SALVATORI, Automotive Department
Employed 4/21/20—Retired 7/1/51

BERGER SALVESEN, Central Territory
Employed 4/27/24—Retired 7/1/51

WILLIAM T. KOLAR, Southwest Territory
Employed 4/27/24—Retired 7/1/51

GEORGE H. ALGER, Southern Field
Employed 9/8/19—Retired 8/1/51

HELEN ARTHUR, Southwest Territory
Employed 4/12/27—Retired 8/1/51

LINDSAY HOLLIDAY, Field—Drafting
Employed 3/18/35—Retired 8/1/51

EDWARD NORGAARD, Central Territory
Employed 6/3/25—Retired 8/1/51

IN MEMORIAM

With deep regret and with earnest sympathy toward their families and intimate associates, we report the death of the following employees:

On May 18—Lloyd Thomas Erps
Manufacturing Department, Oleum
Employed October 28, 1948

On June 1—Walter A. Manis
Southern Division Production Department
Employed August 1, 1919
Retired May 31, 1947

On June 10—Frank Niel Ward
Marketing Department, Ellensburg, Washington
Employed February 21, 1945

On July 3—Joseph Jefferson Bryan
Division Geologist, Bakersfield
Employed January 24, 1944

Award

to On Tour
of Union Oil Company of California

*In recognition of exceptional accomplishment
in achievement of purpose, excellence of
editorial content and effectiveness of design*

C. S. Bolen

PRESIDENT ICIE

William J. Miller

CONTEST CHAIRMAN ICIE

INTERNATIONAL COUNCIL OF INDUSTRIAL EDITORS

1951

BEST, but

We have a problem. ON TOUR, garnering 97 out of a possible 100 points, recently was chosen as the top employee publication of America in a contest sponsored by the International Council of Industrial Editors. Next, our capable Marketing representative, Al Grogan, was invited to speak before a convention of editors in Chicago on the subject of "How We Did It." Finally, compliments have poured in from everywhere and copies of the winning magazine have been requested for display even at this year's fair in London.

But here's our problem: Editors of ON TOUR know better than anybody else that the publication's success is due largely to the help, suggestions and co-operation of many Union Oil people. Now, if we were to stick out our chests and brag about being the best, what would be the result? Somebody might rest on his oars and let the magazine float back down stream.

That's why we have decided to minimize the 97 points and emphasize the missing three. With the continued help of Union Oilers everywhere, we'll try to exceed the best next time.

The Editors