



SEPTEMBER 1951

"On Tour"

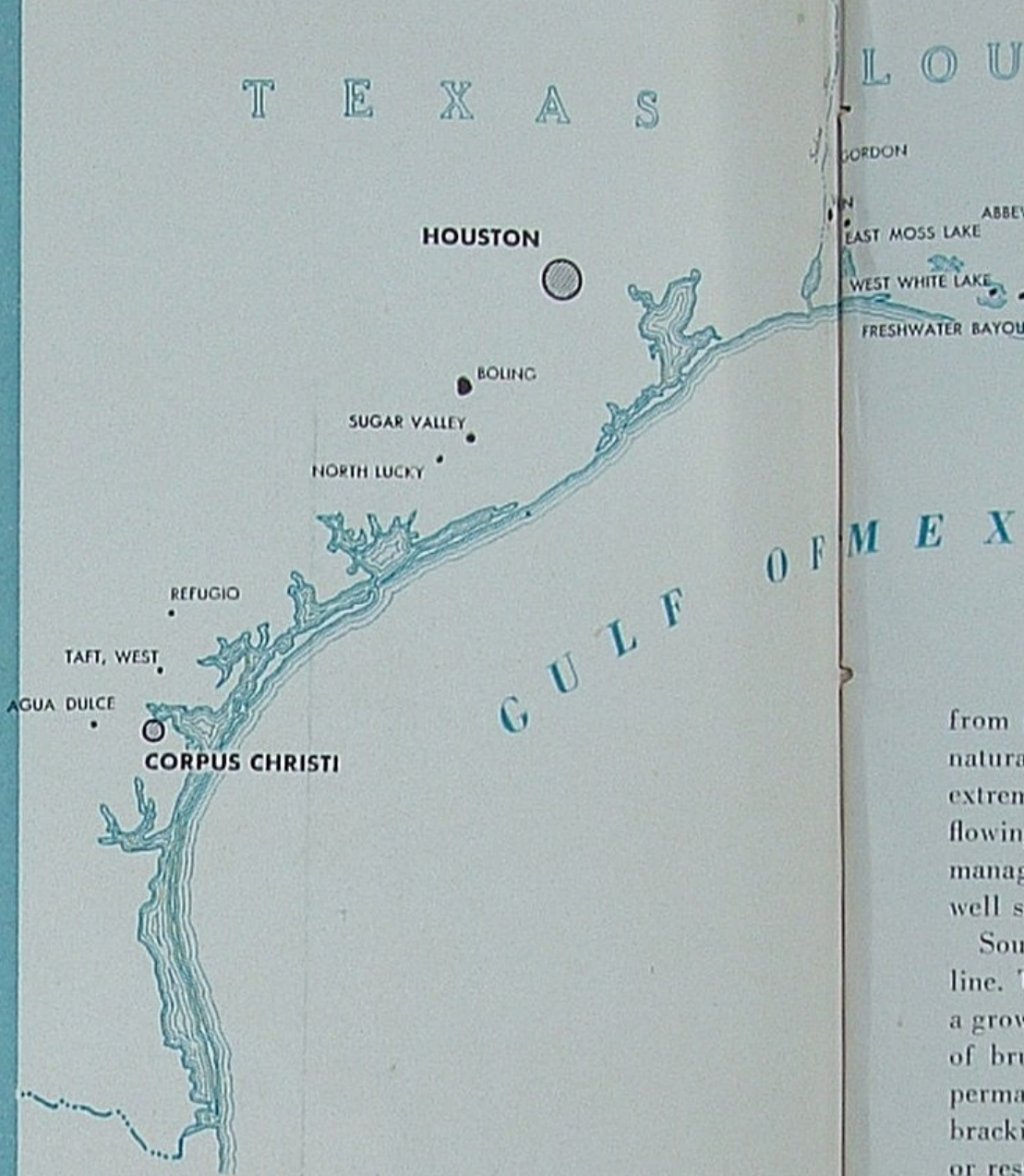


In This Issue

UNION OIL DRILLING OPERATION WEST WHITE LAKE, LOUISIANA	Front Cover
LOUISIANA'S TREASURE HUNT	2
EAST WHITE LAKE	4
WEST WHITE LAKE	5
SALT DOME	6
VINTON FIELD	7
A PIPE DREAM COMES TRUE	8
NOT ACCORDING TO PLAN	12
OFF TO A CLEAN START	14
ROYAL TRITON'S DOMINION EXPANDS	16
INDUSTRIAL SUMMARY	18
UNION OILERS	21
RETIREMENTS — IN MEMORIAM	22
SERVICE BIRTHDAY AWARDS	23
CORPORATION TAXES AFFECT YOU, TOO!	24

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Louisiana's Treasure Hunt

Ever since the days of Spanish Main pirates and buccaneers, tales have been told concerning fabulous treasures lying buried along shores of the Gulf of Mexico.

Ironically, such stories are being dwarfed by the truth. For if all estimates of buried loot were lumped into one, their total would hardly represent a dividend on the amount of petroleum treasure annually being recovered along Louisiana's coast. And to see the oil hunt that is taking place there today is to witness an epic quite as exciting as anything dreamed of in fiction.

The margin of coast where oil is likely to be found begins in Florida and follows a thousand-mile arc westward to the Rio Grande River. Extending to more than 50 miles in width and surfaced to a great depth with silt

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Alligators are among the oldest claimants to surface rights in the oil-rich swamps of Louisiana's coast.

from some of America's largest rivers, the top of this natural treasure chest is almost perfectly flat. Also it is extremely wet, for, if streams from the north are not flowing through or over it to the sea, tides from the Gulf manage to keep every clump of sod either under water or well saturated.

Southerners have two words to describe their shoreline. They call it *marsh* if the quagmire supports only a growth of reeds and marsh grasses, or *swamp* if patches of brush and trees have locked branches and gained a permanent foothold. Either description implies that a brackish water table either covers the sod completely or rests only a few inches underground.

It's a wonderful country for ducks and geese which, during the busiest part of their winter sojourn, rise from some of the lakes in flocks estimated to number hundreds of thousands. Here too thrive muskrats, mink, otter, coypu and other aquatic fur-bearers in such numbers as to make Louisiana the foremost fur-producing state in the Union. Among less appreciated inhabitants of the area are mosquitoes, alligators and the unpopular cotton-mouth moccasin snakes.

Appearing from the air as if they had been ruled across the green mantle with a gigantic T-square and silver chalk are numerous canal lines, some extending from horizon to horizon, but others coming to a short stop. Fly a little lower though and you're almost certain to find either a drilling rig or a producing oil well near the end of each branch canal.

Elsewhere on the mud flats, canal banks and far offshore on the lakes may be found other equipment of the oil industry—gas traps, absorption plants, tank installations, and bunkhouses for the treasure hunters—all elevated above the water table by piling-supported platforms.

Now and then you'll see a broad-wheeled swamp bug-

gy picking its way between lakes and bayous. A seismograph crew working near it may be earning their reward while standing waist-deep in some brackish slough.

The straight canals and meandering bayous are seldom without traffic in the form of tugs, supply barges, oil tows and swift little launches. Through a buoy-marked channel in the Gulf, large steamers may be seen leaving or approaching the port of New Orleans. Airplanes crisscross the marsh in several directions, some of the amphibian craft settling down on canals or lakes near the oil installations.

What you don't see is equally important. Union Oil Company holds no monopoly in this watery realm. Dozens of large oil companies and a hundred independents are drilling or going over the marshes with a fine-toothed exploratory comb. The most promising acreages of mud and muskrats are already leased, and a scramble for mineral rights will continue until the region has been thoroughly explored.

ON TOUR's impression of the marshes was gained enroute to our Pelican Lake wildcat, above, in the "76" Widgeon.





Company wells in the East White Lake Field are reached via a labyrinth of canals. Employee camp is in foreground.



The camp, two hours by launch from the nearest town, is enjoyed by both field operators and visiting officials.



Above, oil storage and gas treating facilities at East White Lake; below, discovery well of this field being serviced.



East White Lake

The aroma of delicious steak brought Union Oilers (L-R) Gene Winch, Gene Loper, O'Neal Copell, Howard Brussard, Garby Veazey (cook), Dave Ellis, Elmer Hardin, Buford Veazy, Jesse Bourque and Bill Best in for a midday snack at East White Lake camp. Duck is served in season.



The first of Union Oil's successful treasure hunts in Louisiana occurred at East White Lake in 1940.

Although located a mile or more from the lake shore, this field is hardly high and dry. Its 31 oil wells and three gas wells can be reached only by launch or barge, and from the camp's front porch Company employees have spent their *off tour* catching fish, shooting ducks and listening to the bellow of nearby alligators.

Formerly the field operators stayed at camp, working 12 hours on and 12 hours off for 3½ days, then going home by boat for a 3½ day rest. Now several of the men commute daily across 25 miles of marsh in "mud boats" to Pecan Island.

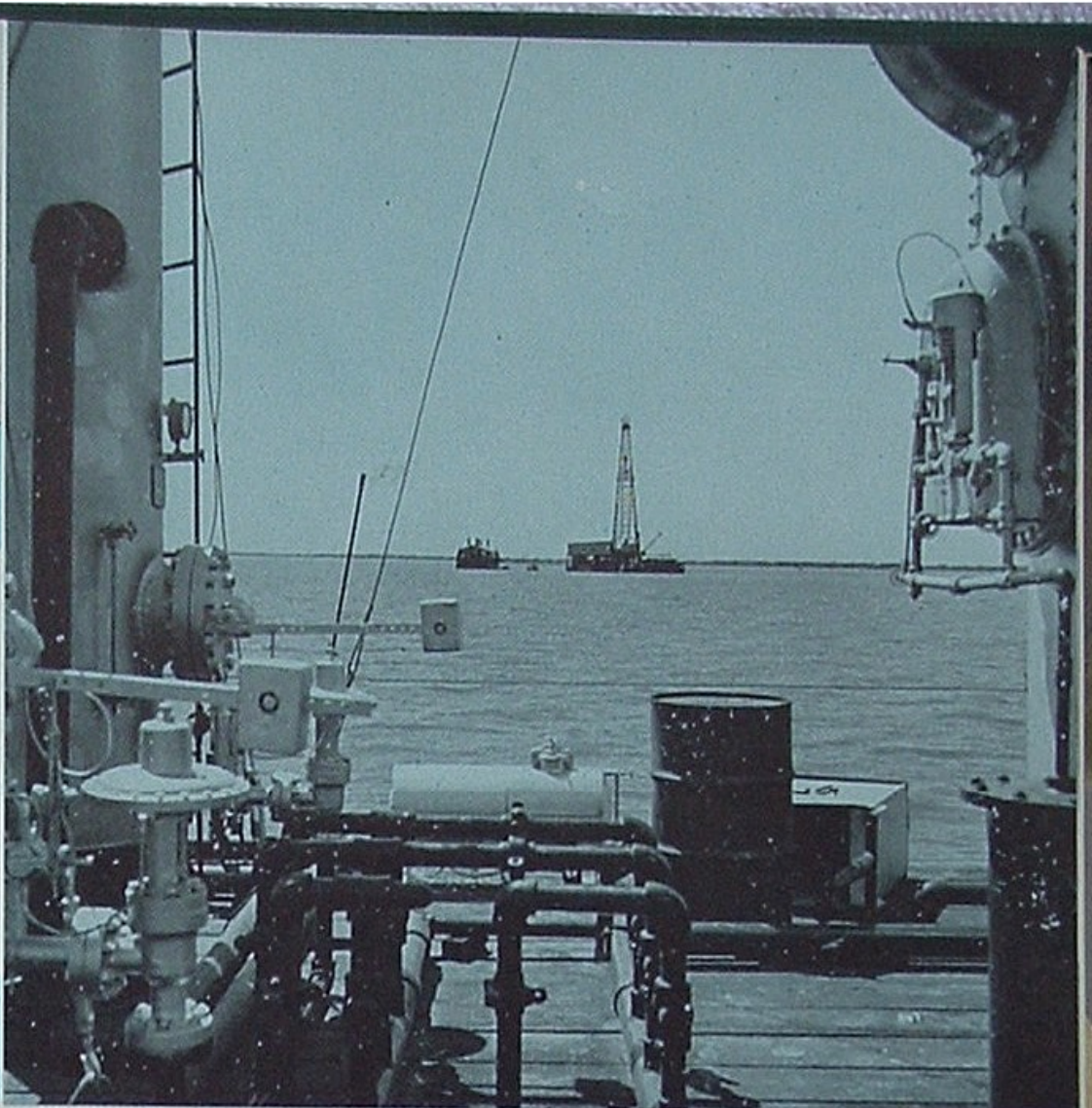
East White Lake is a good field. From sands between 5,000 and 10,500 feet deep it is producing 4,000 barrels of 36-gravity oil and 1,500,000 cubic feet of natural gas daily. The oil is picked up in shallow-draught barges for shipment to Forked Island.



Above, a barge leaves West White Lake with 3,000 barrels of crude; below, even trucks are obliged to thumb a ride.



Fast launches carry men and supplies along canals and bayous or across lake, below, to West White Lake Field.



The drilling barge in distance and on this month's cover was finding rich new gas sands in West White Lake Field.

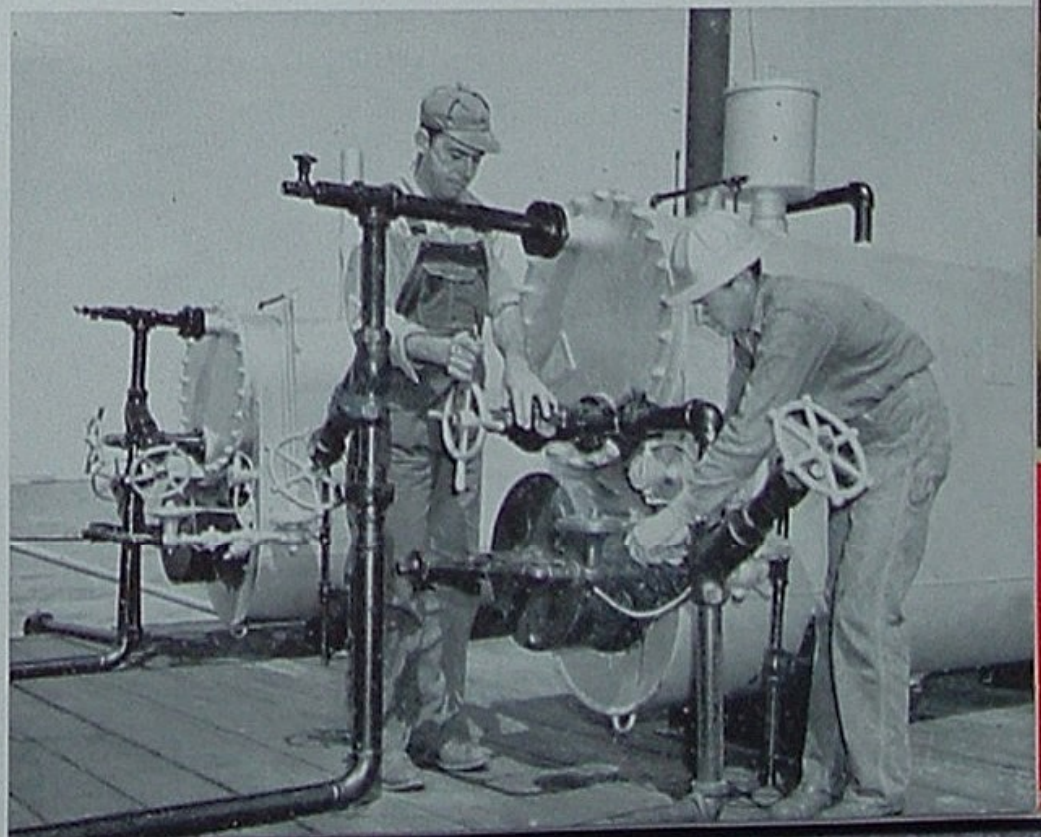
West White Lake

West White Lake Field lives up to its name in every sense. Its productive sands and equipment are well offshore, being under, in and on a lake too wide to see across. Union Oilers who cross the lake daily describe its shallow water as being super-sensitive to wind and oftentimes too rough for a launch to venture on.

Discovered by Union Oil in 1944, this field so far has five producing wells, two of which were producing 3,000,000 cubic feet of gas while three others yielded 200 barrels of 41-gravity crude daily. However, within the past few weeks the drilling rig shown above at right encountered new gas sands at 11,570 feet, adding 6,500,000 cubic feet of gas to these daily figures.

Standing on a platform in the lake are tanks where the oil is gathered pending shipment by barge. Here also the wet gas is stripped of its distillate before being dispatched by pipe line to market.

Sherman Ditch, pumper, and Joseph Hebert, roustabout, are the operating crew on duty at West White Lake. Using heaters and glycol scrubbers, they see that water and distillate are removed from the field's production of natural gas. The dry gas goes to market by pipe line.



Vinton Field

The most famous salt dome in the world is Spindletop at Beaumont, Texas, where on January 10, 1901, the Lucas gusher blew in. This well ran out of control for nine days, disgorged perhaps a million barrels of oil into hastily built catch-basins, and finally taunted its discoverers by catching fire. Like Union Oil's famous Lakeview No. 1, the Texas well made a great deal more history than money. It was the Gulf Coast's first salt dome discovery.

Almost within sight of Spindletop Dome and just over the Texas line in Louisiana, a more fortunate discovery was made in 1910. This was Vinton Field, also one of the earlier salt dome finds. Vinton has produced continuously since that date, and a portion of it, called Green Acre, has yielded one of the greatest per-acre volumes of crude in U. S. petroleum history. But by 1939, when Union Oil began to take action in Gulf Coast prospects, the field's profitable era appeared to be ending.

Company prospectors, prominent among whom was Sam Grinsfelder, now one of our vice presidents, were confident that Vinton was worth another try. Early production had all come from a domal structure above the salt plug. They reasoned that more oil might be found at greater depths along the sides of this salt core.

Property was leased from the owner, Matilda Gray of Lake Charles, Louisiana, and a wildcat well was drilled on the north flank of Vintom Dome. It was a dry hole, as was also the second well. But on the third try in 1942, oil came gurgling up through an eighth-inch choke at the rate of 140 barrels a day. It was welcome news to Union Oilers and a surprise to veteran competitors leaning on their derricks only 200 yards away.

Development of our acreage in the field since 1942 has resulted in 54 producing wells. Their average depth is 5,500 feet. The daily allowable yield amounts to over 7,000 barrels of excellent 33-gravity crude plus about 3,000,000 cubic feet of natural gas.

As transportation costs to our California refineries would be prohibitive, the oil is sold to Gulf Coast refiners. Gas from the field is treated in our facilities and sold into the new Transcontinental Pipe Line.



Vinton Field is high and dry north of the marshes. Our new office is within stone's throw of old 1910 wells. Below, gas plant compresses gas to Transcontinental Pipe Line pressure of 800 pounds preparatory to shipping.



Below, Harry T. Barrios, assistant production foreman, Ford A. Bankston, production foreman, Kelley C. Carson, production clerk, and Harry C. Voss, field engineer, are proud of Vinton's production costs—under 3 cents a barrel.





A Pipe Dream Comes True

Side-boom tractors lift a 250-foot section of pipe onto small railway cars as first step in the laying of Union Oil's new submarine pipe line nearly a mile offshore from Ventura, California.

Jim Baird, Company engineer, explains that the line is coated inside and out with concrete as protection against corrosion and to give it anchorage on the ocean bottom.



Steel-mill lengths of pipe were welded on the beach into 250-foot sections. Here workmen are covering welded ends with tar paper, canvas and molten asphalt.



LYMAN STEWART, one of the founders of Union Oil Company, was credited with many revolutionary ideas in the 1890's or thereabouts—one of them being a scheme to transport crude oil by pipe line from Newhall to tidewater near Ventura. Most of his ideas, including the pipe line, proved economically sound. In fact, pipe was brought around the Horn in sailing vessels, transported by wagons over the mountainous trails toward Newhall, and in 1886 Stewart & Hardison's was the world's first oil pipe line to "go down to the sea in ships." Eventually, our oil production in the area dwindled

and the old line, having served its purpose, was abandoned in 1926. But so right was Stewart's original idea that Union Oil is all but using it for a blueprint in progressive 1951. New steel pipe is being installed today to connect our oil fields in the Santa Paula area with Company tankships nearly a mile offshore from Ventura. While taking aboard crude oil through a large 20-inch submarine line, ships will simultaneously pump gasoline ashore through a parallel 8-inch line. Thus, both commodities will be transported at minimum cost.

The new pipe, extending out 4,800 feet from shore, is



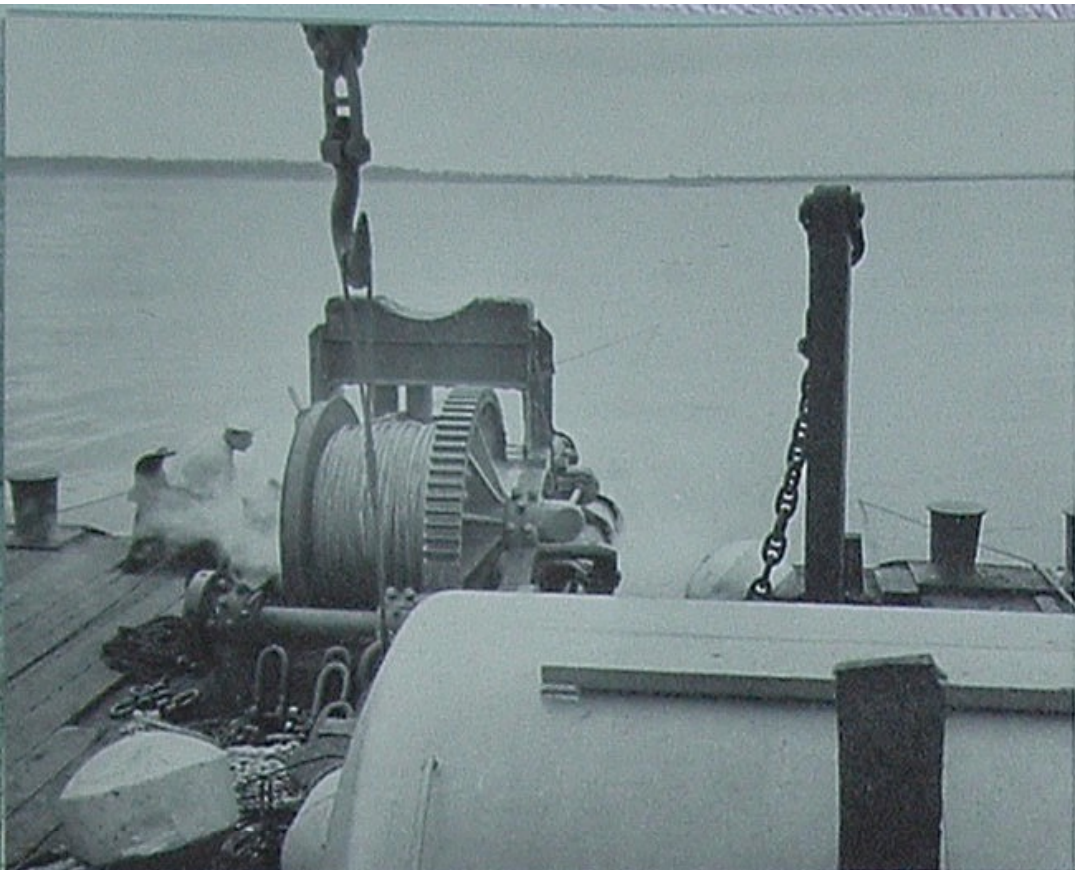
A hand-applied covering of concrete over the final canvas wrap gave the pipe uniform weight and protection.

Sealed at both ends, the long pipe sections were subjected to hydrostatic pressure to insure against leaks.

Finally, with 4,800 feet of 20-inch and 4,600 feet of 8-inch line assembled by the ocean

. . . the tug and barge of Havaside Company came down from San Francisco to handle the offshore installation.





Pulling of the line seaward was done entirely by powerful winches operating from the securely-anchored barge.



Greatest drag on the pipe occurred across a shoulder of beach where neither rail cars nor water lift could help.



During installation, welders and wrappers joined the 250-foot sections into two continuous lines, the larger for out-going crude oil, the smaller for in-coming gasoline.



With the last section of 20-inch line being pulled and lifted into place, Howard Mollenkopf, Union Oil foreman, indicates by radio and gesture that a big job is done.



Most pleased with having installed the Pacific Coast's longest submarine oil line are B. L. Haviside, Howard Robinson of Union Oil, and H. T. Haviside, experts all.



Seaward, however, a job remains to be done and the Costanti brothers, Mitchell and Pete, get dressed for it. An hour later, two buoys pop to the surface and Pete phones from 60 feet down that a pipe dream has come true.

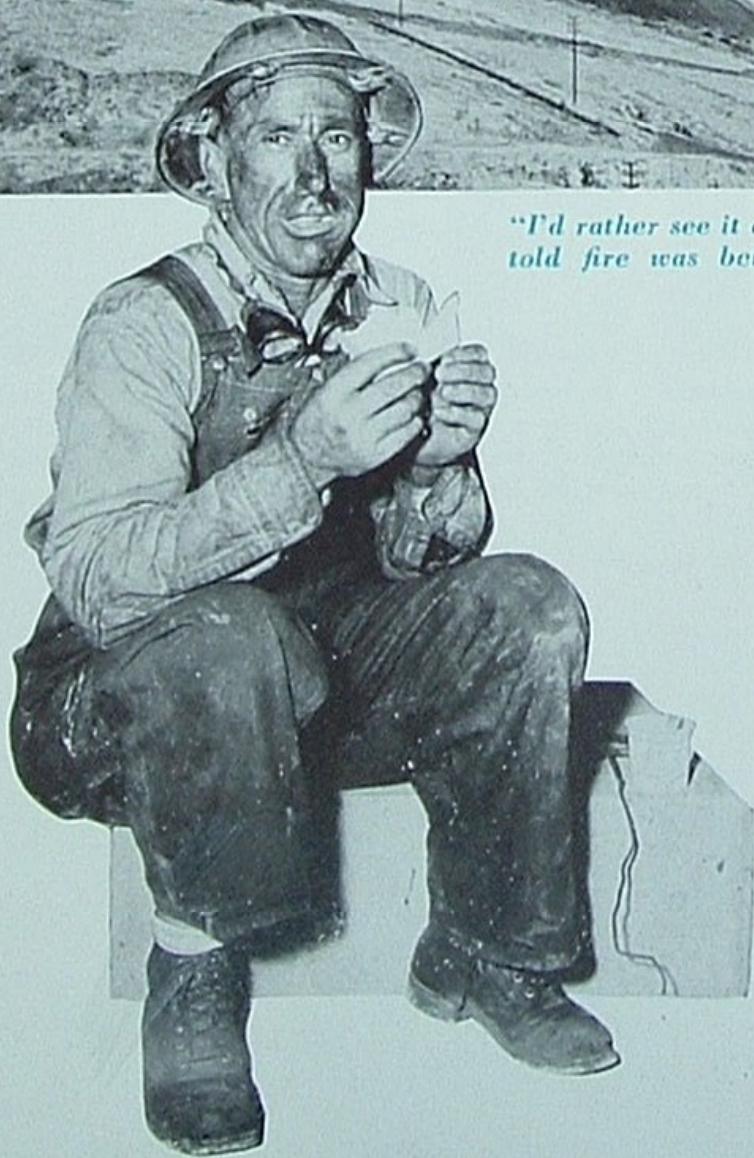


now the West Coast's longest submarine oil line. It has an inner lining of concrete three-fourths of an inch in thickness and an exterior coating of asphalt and concrete. These coverings, while providing a measure of protection against damage and corrosion, are intended principally to give the empty pipe greater weight than the sea water it displaces. Actually, the line is anchored to the ocean floor by a weight margin of five pounds per lineal foot.

Laying operations, which began the afternoon of June 18 and were completed in about 40 hours of working time, attracted many Company employees and spectators from Ventura. All seemed enraptured by the modern techniques used in doing such a job—just as Lyman Stewart would have been had he lived to see this second fulfillment of his old pipe dream.



"I'd rather see it on television too," said Ray Ballester when told fire was being telecast.



Mixing over 300,000 pounds of foam powders with water, refinery workmen manufactured a lake of fire-smothering foam beyond nearby dyke to keep flames from spreading.



Not Acco

Not According to Plan

By James E. Hill
Training & Safety Supervisor

At approximately 2 p.m. on Thursday, July 12, a rumbling explosion ripped off the roof of Tank No. 100, starting a major gasoline fire at our Los Angeles Refinery. Impact of the roof, as it fell into an adjoining pipe trench, broke several large pipe lines and fittings, thereby releasing gasoline from the exploding tank as well as others nearby. As a result, large ground fires developed swiftly, causing additional pipe line failures. Within 40 minutes, six 80,000-barrel gasoline tanks were involved. This was the largest refinery fire in Union Oil history.

Skillful and persistent human effort, backed by years of employee training for such emergencies, undoubtedly prevented a greater disaster. Immediately employee fire fighters went into action to confine the flames to facilities already involved. From several points in the Los Angeles City area came portable apparatus bearing firemen who had received their oil-fire training at this same refinery. The Army, Navy and Coast Guard promptly volunteered the help of their fire-fighter units. All groups were used and coordinated under the direction of Union Oiler Jesse Marshall and his refinery fire brigade.

Helpful neighbors—including General Petroleum, Richfield, Texas, Standard, Wilshire, Shell, and Time oil companies—sent foam powder and equipment to augment refinery supplies. And valuable assistance was also given by Dow Chemical, United Barging and several other companies.

Supporting the industry's contention that oil fires need not be perilous to human life if understood and handled

properly, there was no loss of life nor serious injury in this instance. Only three potentially serious injuries occurred—these when fire hose got away from a team of five men, injuring three of them. The injured men, one with a broken ankle and one with a broken wrist, were hospitalized only a day or two.

Tank and ground fires behaved in the conventional manner. Only Tank No. 100 exploded. The others burned uniformly without risk of rupture. Closely adjacent gasoline and diesel fuel tanks were so successfully cooled by water streams that only minor paint damage resulted. If at the start broken pipe lines had not been involved, probably only the one tank would have been ignited and its flames might have been extinguished.

By pumping 55,000 barrels of gasoline out of one involved tank during the fire, oil losses were reduced to 175,000 barrels, valued at about \$760,000. Complete destruction of three tanks and pipe lines and severe damage of two similar units represent an additional loss of about \$785,000. The total loss, exclusive of refinery shut-down costs during the fire, is estimated at \$1,685,000.

Probably no similar incident in oil-fire history ever gave greater consideration to the public's interest. Newspaper and newsreel men, after receiving safety advice and helmets at the gate, were granted maximum "freedom of the press." Television cameras were set up near the blaze, allowing millions of Californians to watch the spectacle from their homes. As a consequence, few errors crept into the reporting and a great deal of mutual goodwill developed among all concerned.

After careful consideration of possible causative factors, it is believed that static electricity was the source of ignition. Specific operations being carried on at the time are common throughout the industry and have taken place at Los Angeles Refinery for many years without incident. But intensive study is being given the problem to avoid any repetition or similar trouble in our operations.

Reese H. Taylor, president, Fred L. Hartley, general superintendent operations, and Homer Reed, chief engineer, were planning reconstruction even as the fire raged.

The fighting technique consisted of keeping surrounding tanks cool with up to 14,000 gallons per minute of water while fuel in the three burning tanks was being consumed.

s with water,
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m spreading.





OFF TO A CLEAN START



Peerless Laundry of Los Angeles, largest in U. S., was among first to observe advantages of our new S-76 Solvent. At left, Stanley Shaner, manager of dry cleaning department, and Union Oiler Harry Fackler discuss more S-76.

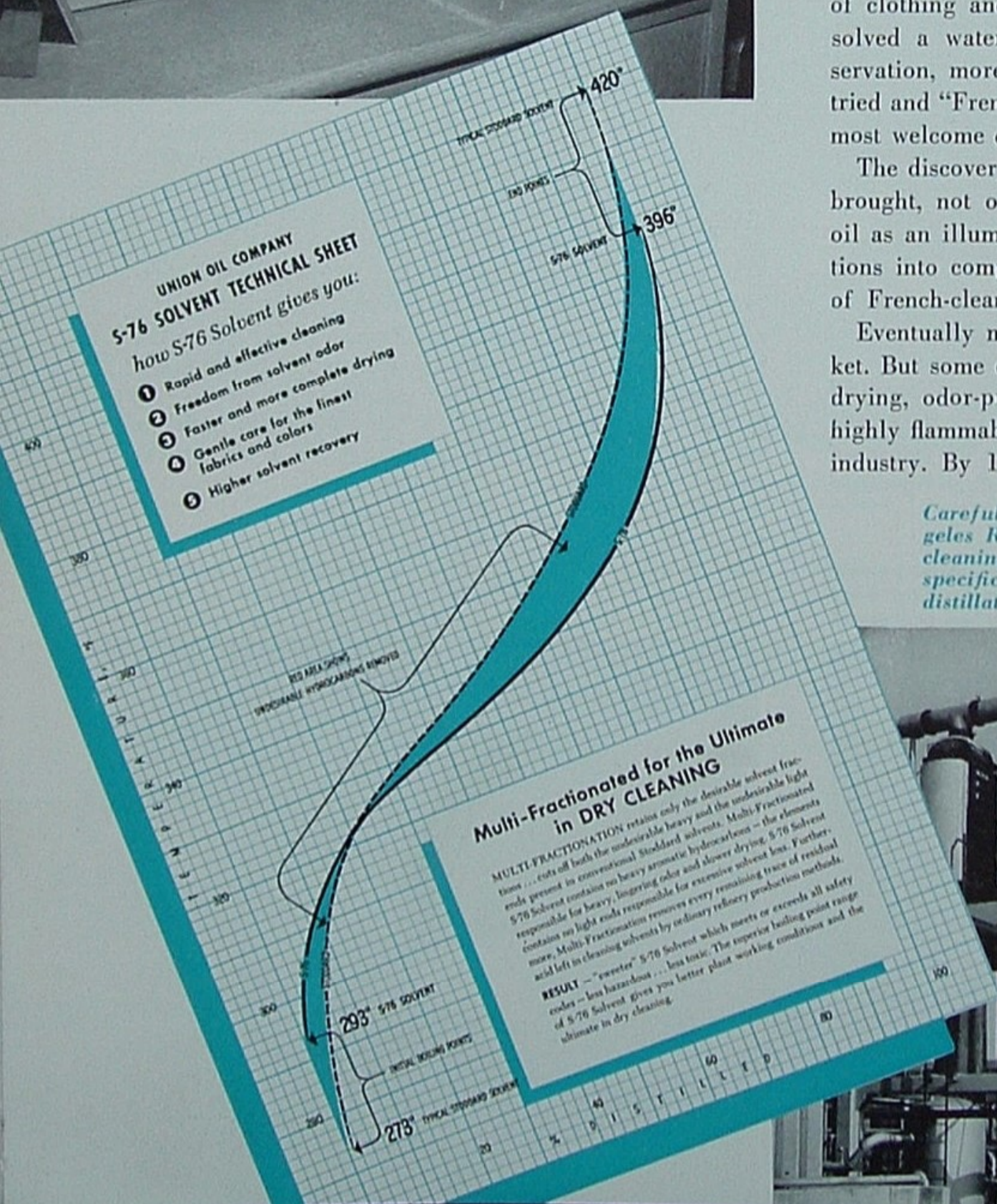
A good example of how civilization is benefiting constantly from industrial research and competition is contained in the story of dry cleaning.

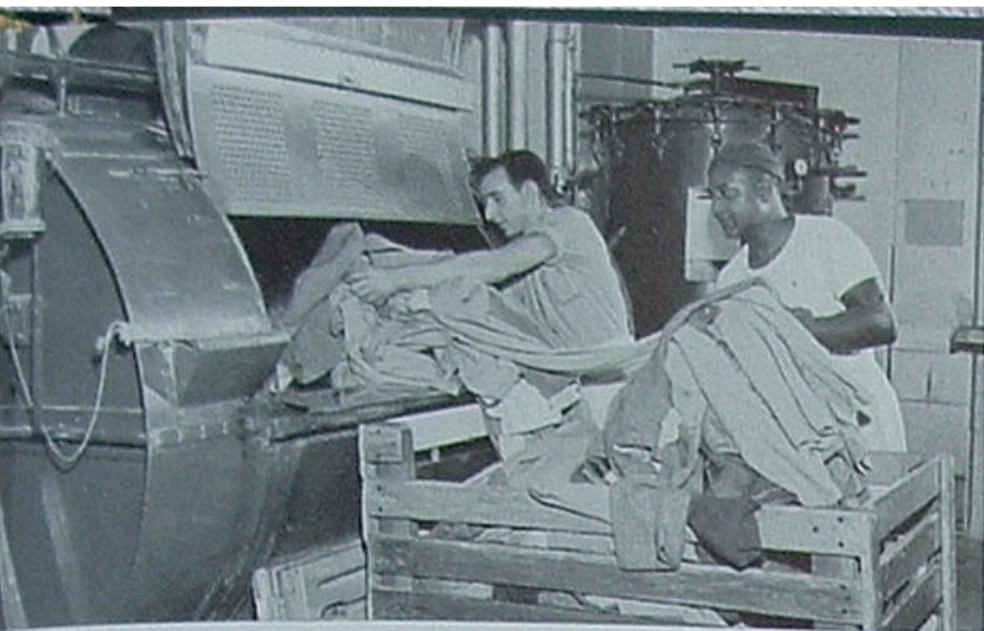
The dry cleaning industry was founded in France about the middle of the 19th Century. It is said that a French servant accidentally spilled coal oil on an article of clothing and noticed that the oil quite readily dissolved a water-resistant stain. After that humble observation, more highly refined coal-tar substances were tried and "French" cleaning became one of the Century's most welcome discoveries.

The discovery of oil fields in America soon thereafter brought, not only kerosene into competition with coal oil as an illuminant, but also petroleum's benzene fractions into competition with coal's benzol for the favor of French-cleaning establishments.

Eventually many cleaning solvents came on the market. But some contained objectionable amounts of slow-drying, odor-producing fractions, while others were so highly flammable as to nearly burn out the dry-cleaning industry. By 1927, the National Association of Dyers

Careful acid treating and distillation in Los Angeles Refinery's Unit 67, below, produces a dry-cleaning product greatly superior to Stoddard specifications, as indicated by a comparison of distillation curves on the chart at left.





Modern dry cleaning is done in 200-pound capacity washers. Clean solvent in a continuous stream is circulated through each batch of garments for about 35 minutes.

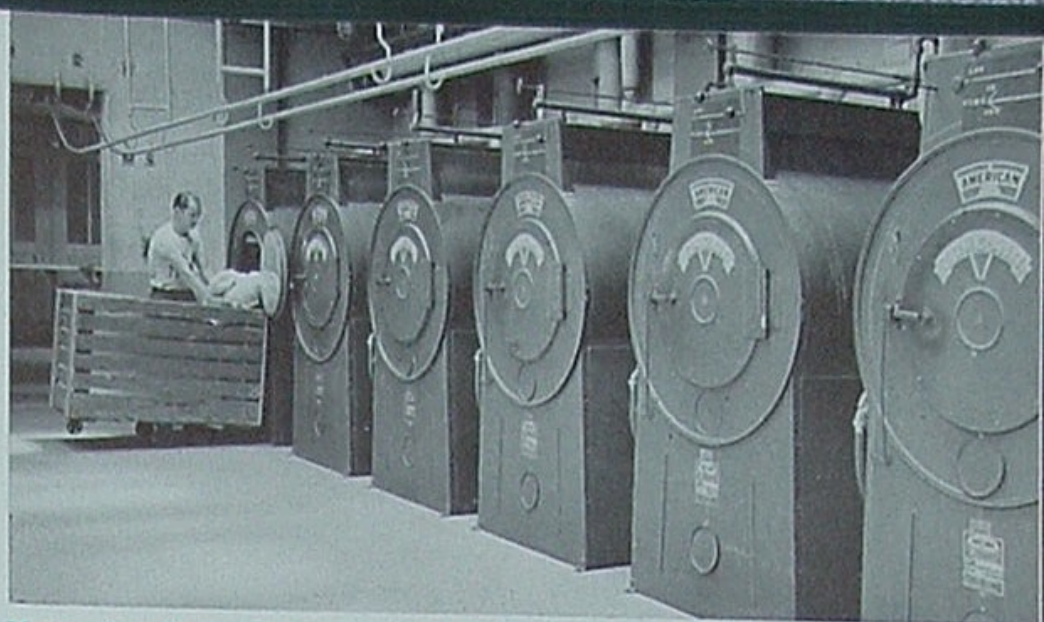
and Cleaners adopted solvent specifications recommended by one of their members, W. J. Stoddard of Atlanta, Georgia, as their commercial standard. Stoddard solvent thereby received its name and Stoddard specifications have remained the standard of quality for both the cleaning and oil industries.

Union Oil was the first company on the Pacific Coast to meet Stoddard specifications of 1927 and improvements announced through the U. S. Department of Commerce in 1940. But competitors were quick to follow our lead, and during the past few years a spirited race has developed for first place in the quality market.

The recent introduction of S-76 Solvent establishes a new high in the field of dry-cleaning agents. Our new product is made from straight-run gasoline. It is acid-treated prior to final distillation to remove color and odor bodies. A most careful final distillation has resulted in an odorless, fast-drying solvent, which also cleans effectively, is non-injurious to colors and fabrics, and has considerably fewer of the light ends that formerly caused evaporation losses and bad fires.

Peerless Laundry of Los Angeles, largest concern of its kind in America, was one of the first customers to congratulate Union Oilers on our outstanding product.

Solvent can be used over and over again endlessly by treating it in clay-filter and redistillation equipment that are important parts of today's modern dry-cleaning plant.



Most of solvent is recovered when clothes are spun in extractors; then driers, above, remove final vapors.

Fabric stains that resist solvent respond to various chemicals and steam applied by skilled spotters.



After being pressed, above, and inspected, below clothing proceeds by automatic conveyor to delivery room, trucks, branch agencies and homes. This plant's 110 employees handle dry-cleaning of more than 25,000 garments a week.





Royal Triton's Dominion Expands

EVIDENCE of Union Oiler success in marketing our premium motor oil throughout the United States is contained in pictures of dealers and representatives recently received from the East and South.

1. Among enthusiastic dealers in St. Louis is the Fred F. Vincel Oldsmobile Agency, whose lubrication expert, Ray Mosberger, is shown filling a crankcase with the finest.

2. Abell Auto Sales Company of Baltimore are using this pleasing window display to good sales advantage.

3. In Detroit, Tom Taylor (center), Desoto-Plymouth dealer, became the first Michigan dealer to stock Royal Triton exclusively. Shown with him are John Cook (right), his general manager, and Union Oiler R. J. Brandon.

4. North Florida Motors, Lincoln-Mercury dealers of Jacksonville, Florida, have an excellent service reputation and are maintaining it with *America's finest*. From left are H. A. Moshell, general manager, Union Oiler F. V. Register, and J. D. Harris, service manager.

5. Left—"Thought all good grade oils were the same until we tried Royal Triton," testifies Jack Moleterno (left), service manager, and Joe Berka, lube manager, of King & Lambert, Cleveland's largest Desoto-Plymouth dealers.

5. Right—Henry Hanzaki's Triton enthusiasm won him a promotion to assistant service manager with the Whyte Chevrolet Company, progressive dealers of Cleveland.

6. Left—Palumbo Motors, Inc., owned by Frank Palumbo, famed restaurateur of Philadelphia, finds women customers curious about the oil's attractive color, according to Al Gadio, service manager.

6. Right—Philadelphia's Ronan Motors is owned by Thomas Ronan (center) and Edward Ronan, now president of the Philadelphia Automobile Trade Association. George Borshell (left), service manager, and Jerry Ascolese, assistant service manager, inspect a shipment from Oleum.

7. Left—"Sounds wonderful—send us an order," remarked McDonald Stephens, president, and Morris Bourg, service manager, in response to salesman Frank Chalaire's solicitation of the Stephens Buick Company account.

7. Right—Frank Chalaire, left, also found Peter Gagliano of Chive Motors, New Orleans, enthusiastic about their Studebaker-Royal Triton relationships.

8. Customers are treated to a royal welcome at Conley-Rissman Motors in Chicago, where Benjamin Grogan, lubrication expert, and Union Oiler William Novak are shown discussing a lube room display.

9. Homestead Motors, Inc., Cadillac-Pontiac dealers of Pittsburgh, have gone over to Royal Triton 100 per cent in all new and late model cars serviced in their shop.





5. Cleveland



6. Philadelphia



7. New Orleans



8. Chicago

9. Pittsburgh



INDUSTRIAL SUMMARY

RESEARCH CENTER DEDICATION PLANNED

Formal opening of our \$5,000,000 Research Center at Bréa tentatively has been set for the early part of fall. Open House will be held for employees, special guests and the general public Thursday, Friday and Saturday following the dedication ceremonies. Staff members began moving into their new quarters in July.

OIL TAX COLLECTIONS ARE UP

Collections from the three Federal oil taxes amounted to \$665,072,792 in 1950, topping 1949's \$603,145,384 by more than 10 per cent, the Internal Revenue Bureau has reported. The collections included \$551,449,723 from gasoline, against \$504,063,429 in 1949; \$91,747,997 from lubricating oils, against \$80,317,326; and \$21,875,071 from pipe line transportation, against \$18,764,629. Last year was the first time pipe line levies went over \$220 million. These Federal taxes were only a part of the \$3 billion tax bill levied on petroleum products and services.

INSURANCE FOR ADEQUATE FUTURE OIL SUPPLIES

In the past five years, the American oil industry has successfully met as arduous a test as any enterprise has ever faced. In that period, passenger car registrations rose 54 per cent; truck registrations, 70 per cent. The number of farm tractors increased 47 per cent, and the number of oil burners used for home heating more than doubled.

In those five short years, Americans have increased their annual consumption of oil products by the huge total of 580,000,000 barrels. Yet there has been no important shortage of any major oil product. Barring all-out war, the future will see more petroleum products available for civilians than ever before.

It is now necessary for the industry again to greatly expand its production capabilities. This will cost at

least \$3 billion—considerably more than the industry's total profits in its best year. The industry will do all in its power to carry out this program.

NEW MARKETING STATION FOR VALDEZ, ALASKA

Construction will commence shortly on a \$382,000 marketing station on Prince William Sound at Valdez, Alaska. Valdez is the most northerly ice-free port in the Territory, as well as the closest port to Fairbanks, 366 miles due north over the all-weather Richardson Highway. It is the natural port for supplies going into the interior by highway. The station's six tanks, with a total capacity of 32,070 barrels, will be served by a six-inch line from the wharf.

from Reese H. Taylor

● **FIELD** The number of development and exploratory wells now being drilled by Union Oil represents a large increase over one year ago—30 strings of tools today as against 13 at the same time last year. These accomplishments become more noteworthy when it is remembered that the Government placed rigid allocation controls on steel for use in the oil industry shortly after the outbreak of war in Korea. Continuance of our present rate of activity will depend on the Federal Government's future allocations of steel.

Del Valle Field of Ventura County, California, is one of several locations where increased drilling has produced results. The Havenstrite properties in this field, when purchased last December by Nassau Associates, Inc., were producing approximately 1,850 barrels per day. Since Union Oil Company is operator of the field, the crude produced flows into our stream of daily production. Through installation of modern production facilities combined with an active development and well repair program, we have increased production to 2,850 barrels per day. Our drilling program is continuing at Del Valle and we have every reason to believe that additional production over and above the normal decline of producing wells will be realized.

When the Havenstrite transaction took place, Union purchased the Del Valle gasoline plant, which processes gas produced from Nassau wells and by other operators. Our installation of additional compressor and gas gathering facilities, combined with the modernization of gasoline plant equipment, has increased the Del Valle production of liquid products from 43,000 to 53,000 gallons per day.

from Sam Grinsfelder

● MARKETING

Our new S-76 Solvent has met with wide-spread public acceptance since it was introduced two months ago. Dry cleaners especially are complimentary about its rapid drying characteristics, effective cleaning power, and the absence of residual odors in S-76-cleaned garments . . . Our new railroad diesel engine lubricating oil—Triton RR Diesel Engine—has been accepted by the Alaskan Railroad for use in their diesel locomotives . . . Sales of Royal Triton continue to grow in both local and Eastern markets. During the first half of 1951, nearly 6,000 retail outlets in 27 Eastern states purchased Royal Triton for resale . . . Use of Union Oil products is not restricted to the United States. High in the mountains of Bolivia, Union diesel fuel is being used in connection with a large road construction project; it reaches the scene of use via Company tanker shipment to our storage at Antofagasta, Chile, thence goes by tank car over the Antofagasta-Bolivia Railroad to Sucre, Bolivia. In Portugal, Union Oil products are becoming known through the aggressive activity of Monteiro & Reynolds, Union Oil distributors at Lisbon, to whom we have recently shipped over 10 carloads of Triton and Unitec.

from Roy Linden

● INDUSTRIAL RELATIONS

Approximately one-third of all Company employees have responded promptly to the program started in April—that of requiring everyone to submit birth certificates or other satisfactory evidence of age to their supervisors or personnel offices. An important reason for this requirement is to avoid any delay in the payment of Federal benefits when employees retire. If no acceptable evidence of birth date exists at that time, or there is a conflict of dates on existing records, the government cannot grant benefits until the insured's correct birth date is established. Postponement often results in difficulties and delays. If you are having trouble securing evidence of your age, please consult your supervisor or personnel representative immediately—he may be able to help you.

from W. C. Stevenson

● MANUFACTURING

Oleum Refinery's Wharf A is to be extended from 432 feet to 576 feet to accommodate Union's new tanker scheduled for delivery early in 1952, and to permit berthing of our larger tankers at Berth 2. The cost of this work is estimated at \$270,000.

During the recent fire at Los Angeles Refinery, an emergency shutdown of all distillation and other production units was necessary. In spite of numerous start-up problems and severe losses of essential facilities, the refinery was in full operation within four days after the fire was extinguished. Los Angeles Refinery employees merit a *well done* for the quick recovery to capacity operations.

LETTERS

July 17, 1951

Union Oil Company of California

Gentlemen:

On behalf of the San Pedro Chamber of Commerce we wish to express our regret of the disaster that you experienced at your Wilmington plant. At the same time we should like to congratulate you and your men who worked so efficiently with the various fire fighting companies to bring the conflagration under control truly averting a greater catastrophe.

Sincerely yours,

C. F. Dickinson

Secretary-Manager

San Pedro Chamber of Commerce

President of Union Oil Company

Dear Sir:

We wish you to know how deeply we regret your loss in the recent tank fire. We also wish to congratulate you and all employees for their fine work in controlling said fire which threatened our community.

Very truly yours,

Mrs. Fred Stringfellow

Recording Secretary

San Pedro Chamber of Commerce

An exploratory water well is being drilled at Oleum Refinery. It is anticipated that a source of industrial fresh water will be obtained to supplement water now being purchased.

New asphalt truck loading facilities at Oleum are now in operation. With asphalt production at new high

levels, all packaging and shipping facilities are operating at maximum capacity.

from K. E. Kingman

● TRANSPORTATION & DISTRIBUTION

Installation of 10,000 feet of six-inch pipe line for delivering oil from Orcutt Station to the Bradley Lease in Santa Maria Field has been completed. Production methods on Bradley No. 2 require the use of diluent in order to produce the heavy viscous crude. The lighter Orcutt crude has proved to be a satisfactory diluting agent. Now, by moving it to the Bradley Lease by pipe line instead of in trucks, substantial savings in transportation will result.

Six 37,000-barrel steel tanks at Orcutt No. 2 Station have been sold by Purchases Department on an exchange arrangement that will give the Company additional tubular goods for development operations. A similar exchange involving five idle 55,000-barrel tanks at Coal-inga Station is being negotiated.

from R. D. Gibbs

● PURCHASES

Shortages of steel products, especially tubular goods, continue to be the chief concern of Purchases. The so-called free market of steel products, represented by pipe, tank plate and other items obtainable without priority ratings, is rapidly disappearing.

The Petroleum Administration for Defense, to which our requests for controlled materials must be presented, has established a steel bank account for the petroleum industry. Every project approved by PAD is a check drawn against the total amount of steel available to the industry. Unlike a bank account, however, PAD approval does not automatically make the required materials immediately available. Such approval means merely that we have the authority to look for a vendor who has the material available or has the mill time free for its production. Orders already are being placed for tubular goods for the first and second quarters of 1952.

from C. S. Perkins

Organization Changes

Robert R. Spiro was appointed special representative at Chicago effective July 1, replacing S. A. Waters, who has resigned to become Union Oil consignee at Oxnard, California. Replacing Mr. Spiro in his former position of district sales manager, Spokane, is W. J. Vollmer, who on July 1 was transferred from his district sales managership of the Arizona District. Newly appointed to the top Marketing assignment in Arizona is W. M. McClure. A change of title only has made W. M. Sopher manager, rather than assistant manager, of Sales Promotion, Home Office.

Exploration Department realignments have moved R. G. Greene to manager of Exploration, Western Area. He will be responsible for all exploration and land ac-

quisition in the Pacific Coast, Rocky Mountain and Canadian Divisions. Similar responsibilities in the Gulf, West Texas and unassigned areas will be retained by Lon D. Cartwright, who will also handle exploration research, special activities such as reef studies, photo-geologic work, and liaison with United Geophysical Company. Stepping up into Mr. Greene's former post as manager Exploration, Pacific Coast Division, is John R. Sloat.

Note—Pictures of Management Organization appointees are being printed in ON TOUR in sizes that will permit superimposing them on pages of our special organization issue of July, 1951. Except when line alterations occur, all departmental charts may be kept up to date.

Replaces
S. A. Waters
Marketing & Distribution



R. R. SPIRO
Special Representative
Chicago

Replaces
R. R. Spiro
Northwest Territory



W. J. VOLLMER
District Sales Manager
Spokane

Replaces
W. J. Vollmer
Southwest Territory



W. M. McCLURE
District Sales Manager
Arizona

New Assignment
Exploration Department



R. G. GREENE
Manager Exploration
Western Area

Replaces
R. G. Greene
Exploration Department



JOHN R. SLOAT
Manager Exploration
Pacific Coast Division

Union Oilers



Honored —*Lawrence Wolff*, executive assistant to Vice President A. C. Stewart, has been elected president of the Port of Los Angeles-Long Beach Propeller Club, a nationwide organization that is working to improve waterways and support the development of an American Merchant Marine... *Ben Anderson*, executive supervisor for Research, has been elected chairman of Southern California Section of Society of Automotive Engineers... *Dr. T. F. Doumani* of Research gave one of the principal addresses on July 6 at a meeting of the American Chemical Society in Southern California. His subject was "Hydrocarbon Reactions of Refinery Conversion Processes"... *Gene Schluter* of Research lectured also on July 6 before employees of the Applied Research Laboratories on the occasion of their annual banquet at the Oakmont Country Club. He told how the emission spectograph is applied to oil industry problems... *Blanche Kelley*, secretary to Vice President Sam Grinsfelder, has been chosen 1st vice president of the Association



Edward Norgaard

18 years of continuous service... *Ed Norgaard*, lead warehouseman at San Francisco, under whom many Company salesmen and supervisors have served their Marketing apprenticeship, accepted retirement two years ahead of schedule in order to speed his recuperation from recent surgery. Ed will spend the earned leisure at his home in Millbrae with his wife, two sons and three grandchildren... Many Research employees are locating in the vicinity of Brea prior to the opening of our handsome new Research Center. *J. T. Lang*, warehouse foreman, has a new home at Fullerton and plenty of garden tools for all weekend visitors. *Dorothea*

Nilsen, registered nurse, will also commute to the new plant from Fullerton. *Johnny Condon* has chosen Yorba Linda as the ideal spot for any Research man with avocado ambitions on the side... *Einar Eriksen*, who as loading officer at Wilmington for the past six months has supervised the loading of nearly 13 million barrels of oil in a most commendable manner, is returning to sea as chief mate of our SS PAUL M. GREGG. *Dale A. Dickinson*, chief mate of the VICTOR H. KELLY, succeeds him at Wilmington.



Chief Mate Einar N. Eriksen



Blanche Kelley, 1st Vice President of Desk & Derrick

of Desk and Derrick Clubs of North America, an organization devoted to helping women of the petroleum industry become better acquainted with each other and with problems of the oil world. Other Union Oil girls who are officers of local Desk and Derrick Clubs are Evelyn Woods of Denver, Alma Neilson of Calgary, Frances Allday of Shreveport, and Evelyn Fox of Bakersfield.

Migrating —*Gordon Reid*, who has handled numerous Marketing assignments at San Francisco and Home Office, was appointed resident manager at Monterey, just in time to enjoy the air-conditioned summer there... *Bill Gobby*, has taken over a Company consigneeship at Hollister, California, after

Yankees Abroad

—Anchoring of our SS LOMPOC at Yokosuka, Japan, during her chartered voyage for Military Sea Transportation Service, inspired a re-Union dinner aboard for all Company employees and our Japanese business associates in

that area (see accompanying photo)... Before the flames were hardly extinguished, there came in the mail from Korea battlefields a "Pacific Stars and Stripes" newspaper clipping describing our Los Angeles Refinery fire in front-page detail. The clipping was forwarded by *S. Sgt. George O. Smith, Jr.*, now on military leave from Southwest Territory.

At re-Union aboard LOMPOC off Yokosuka, Japan, were (l-r) *E. E. Cartwright of JOSCO, an unidentified guest, W. Posch of Maruzan Oil Co., H. R. Greatwood, Union Oil manager, Y. Takahashi, president of Maruzan, Captain H. Kostowal of LOMPOC, T. Hanada and Y. Kakisaka of Maruzan, and R. W. Adamson of Josco. All are Union Oilers or affiliates.*



Vacations

—We've heard of at least three this year that were something to write home about.

Hub Anderson, resident manager at Oakland, celebrated his 25th year of Union Oil service by taking the missus on an air tour of southern Europe and northern Africa. Renewed some World War II friendships; observed that war-ravaged countries, except England, now provide an excellent cuisine; and, since his return, has been in demand as a public speaker at civic club luncheons in the Bay Area...

Bill Schaefermeyer, foreman of the Research Analytical Lab, dug out a fine collection of fossil bones and semi-precious stones during his vacation trip to Utah...

W. J. Dill, head of our wholesale book-keeping department in San Francisco, donned his Lieutenant Colonel's uniform and spent all two weeks with the 49th Infantry Division of the California National Guard.

Sports

—**Betty Colvin**, secretary for Director Leigh Battson and member of the brilliant LAAC diving team, won

third place nationally this year in the 33-



Betty Colvin among world's best divers

foot platform event. Two of her team-mates placed first and second. . . . **William Rebella**, tank truck salesman, is one of the top bowlers in San Jose, having placed near the top in the ABC Tournament singles held in Oakland recently. . . . **Joe Rodrigues**, is managing a Little League Baseball team in San Jose, and has hope of entering his stars, all boys under 13 years of age, in the Little League World Series in Pennsylvania.

OCTOBER ISSUE

Due to many requests, "76 VIEWS OF REFINING" that appeared serially in ON TOUR are being reprinted in one 48-page issue. This informative picture-story of how gasoline is manufactured will be mailed to the homes of all persons on our mailing list during October.

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 B. BRYANT, Oleum Refinery
Employed 1/15/15—Retired 9/1/51

CHESTER HERRIMAN, Southern Field
Employed 6/26/24—Retired 9/1/51

RANSOM HUNTER, Los Angeles Refinery
Employed 3/24/43—Retired 9/1/51

MYRA LAMPLUGH, Comptroller's
Employed 2/7/23—Retired 9/1/51

LYDA McNEIL, Coast Field
Employed 3/21/44—Retired 9/1/51

GEORGE NIELSON, Southern Field
Employed 8/10/21—Retired 9/1/51

IN MEMORIAM

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

On June 15—OSCAR F. DRITSCHHELL, Southern Division Field
Employed September 29, 1926
Retired January 31, 1940

On July 11—LEE A. SARTER, Northern Division Pipe Lines
Employed April 5, 1926

On July 18—AUGUST LOHRBERG, Northern Division Pipe Lines
Employed March 8, 1921
Retired March 20, 1942

On July 22—HARRY A. BIRCH, Cut Bank Refinery, Montana
Employed March 21, 1941

On July 30—WILLIAM G. McKELVIE, Southern Division Field, Dominguez. Employed December 14, 1920



SERVICE BIRTHDAY AWARDS

AUGUST 1951

Department	Location	Years
PIPELINE		
Collins, Patrick J.	San Luis Obispo	40
Blankenship, Leroy	Santa Fe Springs	30
Smith, Elwyn J.	San Luis Obispo	25
Wood, Glen C.	San Luis Obispo	25
MARINE		
Josefsen, Benjamin	Wilmington	30
MARKETING		
Linden, Roy	Home Office	35
Rogers, J. Hal	San Francisco	30
Apaka, Wm. A.	Honolulu	25
Cartwright, Eugene E.	Japan	25
Hansen, Frank C.	Seattle	25
Newell, Robert W.	Fresno	25
Williamson, Wm. R.	San Francisco	25
Chambers, Raleigh S.	Seattle	20
Cole, Russell B.	Portland	20
Gibson, Webster A.	San Bernardino	20
Schuler, Herndon A.	Sacramento	20
Wise, Thomas G.	Seattle	20
Parker, Glen G.	Long Beach	15
Bounds, Willard W.	Portland	10
Bradley, Donald L.	San Francisco	10
Lindstrom, Alvin L.	Seattle	10
Middleton, Harold M.	Portland	10
EXPLORATION AND PRODUCTION		
Nielson, George F.	Dominguez	30
Atherton, Ralph B.	Whittier	25
Eggleston, Wm. S.	Home Office	25
Gillingham, Otto N.	Rosecrans	25
Fraser, John R.	Dominguez	15
Walters, Edward O.	Orcutt	15
Arthur, Milan G.	Home Office	10
Pimentel, Alfred E.	Orcutt	10
MANUFACTURING		
Calori, Cleo A.	Oleum	25
Cox, Michael	Oleum	25
Ozenberger, LeRoy	Oleum	25
Waller, Arthur	Wilmington	25
Willis, Robert T.	Oleum	25
Wilson, Harry L.	Wilmington	25
Schleibaum, Frank J.	Wilmington	15
Babcock, Dale L.	Oleum	10
Cox, William E.	Oleum	10
Furst, Lester C.	Oleum	10
Irwin, Eugene H.	Wilmington	10
Kinsman, Harold E.	Oleum	10
Wright, Ross E.	Wilmington	10
RESEARCH & PATENTS		
Condon, John F. Jr.	Wilmington	25
Tanner, Robert J.	Wilmington	25
PURCHASES		
Perkins, Charles S.	Home Office	25
INDUSTRIAL RELATIONS		
Miller, Charles	Home Office	25
Law, Homer J.	Home Office	15

COMPTROLLER'S

Foster, Burdette R. Home Office 15

AUTOMOTIVE

Miller, John B. Santa Fe Springs 10

SEPTEMBER 1951

PIPELINE

Parsons, Geo. L. San Luis Obispo 35
 Glynn, Peter San Luis Obispo 25
 Fleming, Lulu E. Santa Fe Springs 20

MARKETING

Hammond, Wm. C. Tacoma 30
 Jeffery, Cecil A. Los Angeles 30
 Kroeger, Alice Los Angeles 30
 Loughery, Don L. Pasadena 30
 Rothwell, Norman H. Seattle 30
 Stephenson, Carl P. Los Angeles 30
 Anderson, Hubbard B. Oakland 25
 Sidford, James P. Los Angeles 25
 Sigler, Harland R. Cornelius-Ore. 25
 Weir, Louis G. Long Beach 20
 Astley, May D. Los Angeles 15
 Mullins, John A. Bakersfield 15
 Shomber, Daisy A. Seattle 15
 Walker, Dorothy B. Los Angeles 15
 Brooks, Roy F. Honolulu 10
 Jackson, Shirley L. Salem-Ore. 10
 Kjeldahl, Walter J. Great Falls-Mont. 10
 Pretz, Kathleen M. Cent. America-Balboa 10
 Whitehill, Chas D. Los Angeles 10

COMPTROLLER'S

Lapham, Horace A. Home Office 30
 Burgess, Keith Home Office 25
 Johnson, Hugh G. Home Office 20
 Povah, Derek S. Home Office 15
 Seavey, Arletta R. Home Office 10
 Wedig, Virginia Home Office 10

MANUFACTURING

Bragg, Verne C. Oleum 25
 Chapin, Edward M. Wilmington 25
 Duysen, Bernhard A. Wilmington 25
 Harris, John M. Wilmington 25
 Williams, Harry S. Oleum 25
 Petersen, Clarence L. Oleum 20
 Fulp, Raymond M. Wilmington 15
 Jensen, Raymond K. Wilmington 15
 Howard, Harrison W. Wilmington 10
 King, Leonard N. Oleum 10
 King, Lester M. Wilmington 10
 Page, Carl F. Oleum 10
 Pearce, Hershel Wilmington 10

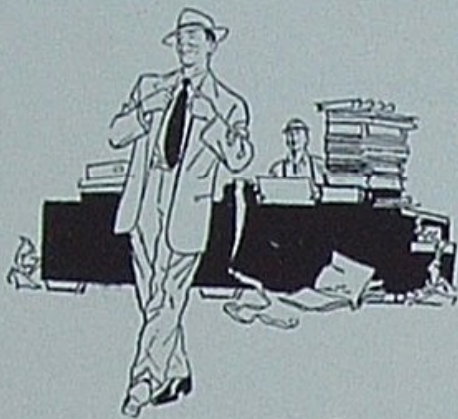
EXPLORATION & PRODUCTION DEPT.

Bond, Lawrence L. Dominguez 10
 Howey, Richard W. Richfield 10

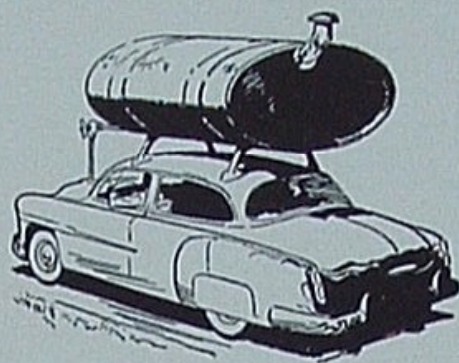
RESEARCH

Crog, Richard S. Wilmington 10
 Wood, Fred C. Wilmington 10

Corporation taxes affect you, too!



1. Most of us figure that corporation taxes are someone else's problem. Maybe that's because we never pay them directly. Actually, we all pay some corporation taxes *indirectly*—in the price of things we buy. But there's more involved in corporation taxes than just paying them. Here's an example:



2. The average U. S. automobile uses 648 gallons of gasoline per year. So for each new car that is added to the American total, some American oil company has to invest about \$521 in new facilities.* It takes about that much in producing, refining and distributing equipment to supply the additional gasoline.

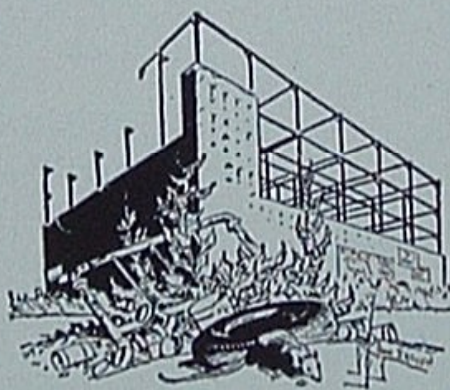


3. If we added only 2 or 3 cars to our American total each year this wouldn't present any problem. But last year we added almost 3 million. Naturally the oil companies, big and little, are always happy to build the new facilities that these new customers require. For it means new business.

*Sources: O. I. L. C., "Report on Supply and Demand of Oil Products in 1951"
A. P. I., "Petroleum Facts and Figures," 1950



4. At Union Oil, for example, we plan to spend \$60 million in refinery improvements alone during the next 4 years. For our economists estimate that we will need 23% more capacity by 1960 to meet our customers' needs. But here's the rub: Traditionally, about 80% of American oil companies' expansion has been financed out of profits.



5. Today those profits are being taxed at such a high rate, this expansion may be seriously curtailed. In fact, it might be slowing down already. Certainly, if taxes are raised much higher, two things will happen: (1) There won't be enough profits left to finance additional facilities; (2) the earnings of oil companies—and all U. S. corporations—won't be high enough to attract new capital for the purpose.



6. Without either profits or new capital, expansion of all U. S. corporations will simply have to stop. If that happens the whole nation's economic growth will be stunted—and *your standard of living* (along with everyone else's) will steadily decline. So corporation taxes aren't just "someone else's problem." They affect each individual in the nation too.

UNION OIL COMPANY OF CALIFORNIA

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This series, sponsored by the people of Union Oil Company, is dedicated to a discussion of how and why American business functions. We hope you'll feel free to send in any suggestions or criticisms you have to offer. Write: The President, Union Oil Company, Union Oil Building, Los Angeles 17, Calif.

Manufacturers of Royal Triton, the amazing purple motor oil