



"On Tour"

FEBRUARY 1952

On Tour



VOL. 14, NO. 2
FEBRUARY, 1952

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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.





Wildcat Country

PICO CANYON is less than a ten-minute drive from where Highway 99 zooms through the Newhall-Castaic area of Southern California. Yet, scarcely anyone ever visits the canyon. Nor could they, in fact, for its entrance is barred by a padlocked steel gate.

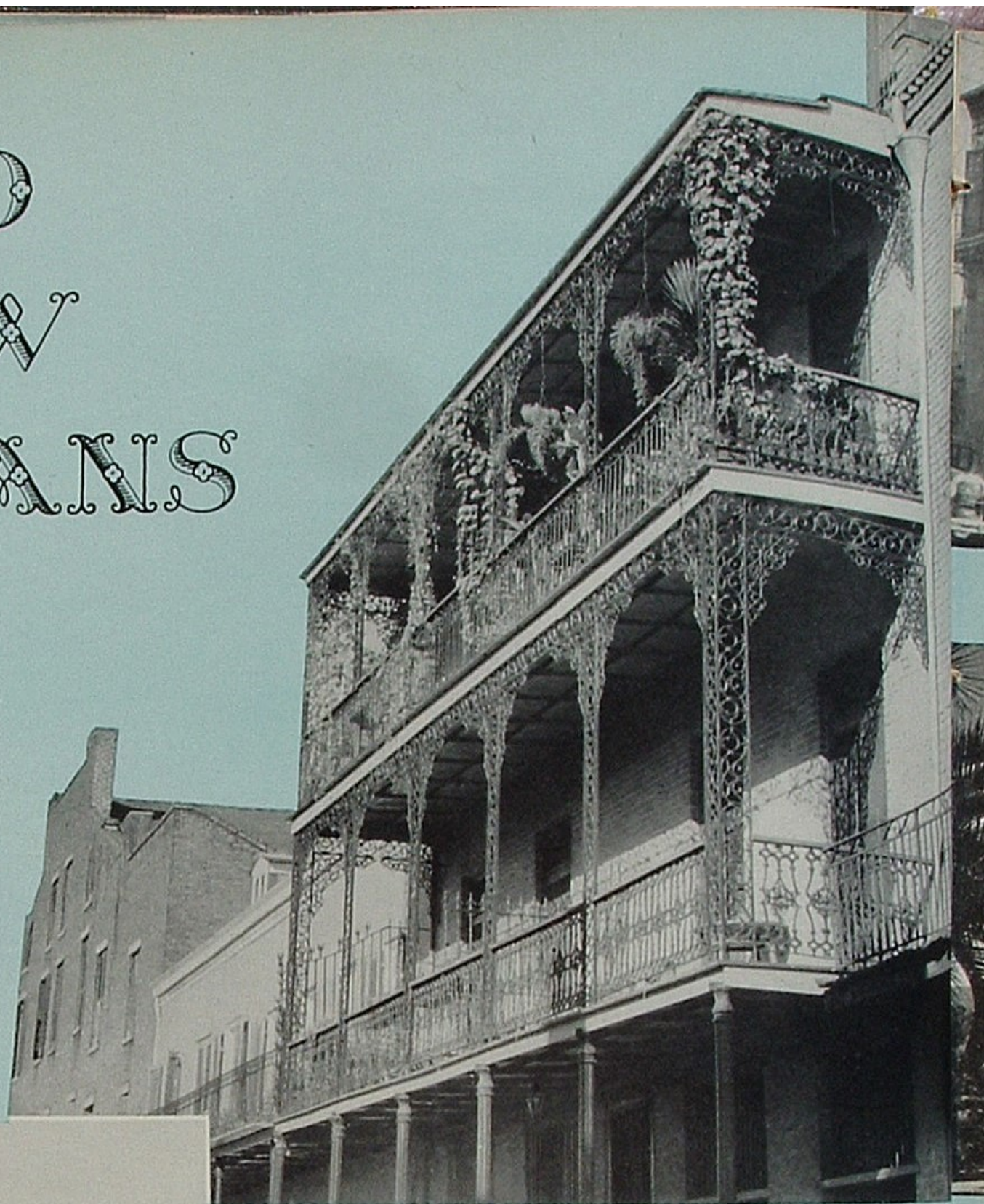
It isn't particularly beautiful—unless you're a photographer and can catch something like the ancient *bull wheel* on our cover page. But Pico Canyon is a fascinating place. Old wooden rigs cling to precarious footings on steep hillsides. Others lie where they fell 10 to 70 years ago.

This is *wildcat* country, and has been for three-quarters of a century. It was named for General Andreas Pico who, as early as 1855, dug pits in the Canyon, waited for them to fill with tar, and sold the product at San Fernando Mission. Sanford Lyon, C. C. Mentry and D. G. Scofield came in the 1870's, followed by dozens of others. It was here, beginning in 1883, that Stewart and Hardison drilled five successive dry holes and only on their sixth try found enough oil to sidestep bankruptcy. Nearly every oil figure of the old West has stubbed his toe in Pico Canyon.

However, today a \$50,000 road, wandering through a graveyard of wooden rigs, leads to our wildcat well shown at left. Hope for new discoveries overshadows the risks involved as we continue the search for oil.

OLD NEW ORLEANS

Below, on Royal Street of the old French Quarter, is a "Streetcar Named Desire," the inspiration of Tennessee Williams' recent stage sensation.



Old New Orleans is famous for its lace-like balconies of wrought-iron, dating back to reconstruction days of 1795.



MANY a gay blade, seeking to meet present-day Belle Orleans for the first time, has been detained at the front door by her aging yet surprisingly vivacious grandmother. The old dowager owns nothing less than the heart of New Orleans; wears a jeweled Spanish comb in her well-groomed hair; speaks three languages fluently, with a French accent; and likes nothing better than to sit and recall her romantic past. During her three happy marriages—first to a Frenchman, then to a Spanish noble, and finally in 1803 to an astonished Yankee—she has been a faithful wife, never a subservient one. She has remained body and mind herself, a Creole. Never have her most beautiful daughters or granddaughters excited more admiration and gossip.



The Old Absinthe House, where General Jackson and Pirate LaFitte are said to have met, nearly succumbed to Prohibition Era, above. Today, the bar is on stream again.



The Cabildo, erected in 1795 as a seat of Louisiana government, serves now as a state museum. Horse-drawn carriages compete here with automobiles for tourist favor.



De Pauger's original park of 1722 remains, but is now called Jackson Square and bears a statue of the famous general. St. Louis Cathedral, background, dates from 1727.



For over 200 years the Creoles of New Orleans have been enjoying their favorite French-drip coffee at this open-air cafe near old produce wharves of the Mississippi River.

And if the young visitor is not exceedingly wary, he'll find himself courting the grandmother instead. Her eyes still sparkle, her conversation is intoxicating, and the black-lace flounce of her petticoat enhances rather than conceals.

New Orleans was founded in 1718, long before the American Revolution, by Bienville. Venturing 100 miles up from the Gulf of Mexico, he selected high ground in a great bend of the Mississippi as site of a capital for the new French colony in Louisiana. Four years later, Adrian de Pauger, at Bienville's invitation, swept barracks, tents and frontier cabins from their squatter's foothold and planned a city in keeping with French tastes. It included a central park or square, with public

buildings round about, and beyond these, row upon row of stores and shops whose proprietors in those days lived conveniently overhead.

Though more than two centuries have passed and the city has mushroomed up and beyond the dreams of its founders, the French Quarter, called Vieux Carre (Old Square) locally, stands its ground. Disastrous fires in 1788 and 1794 nearly erased it, but every shop was reconstructed, this time with Spanish courtyards and patios added to modify the summer warmth. Then also came the fan-windows and lace-like wrought-iron balconies that so intrigue modern suitors.

Several times since 1800, the outmoded brick buildings and streets paved with ballast stone from yester-



Modern New Orleans, on the other hand, is a city of handsome office buildings, brightly illuminated business districts, and abundant gaiety that reaches a climax during the annual Mardi Gras. Its present prosperity is linked with excellent transportation of all types, bounteous soil, an influx of new industries, and oil.



Creole No. 9 Fire Station, at Decatur and Esplanade, stands within a half-block of city's former slave market.



year's sailing vessels have deteriorated into slums and back alleys. But each time an aroused pride comes to the French Quarter's rescue. Today, several old brick and wrought-iron exteriors house elegantly furnished apartments, surrounded by shabby tenements. Across the street from a world-renowned cafe you may pay three prices for the world's worst entertainment. Cadillac wheels race with winos to dispose of cigarette butts freshly discarded in the narrow streets. Yet, that Creole pride will win in its fight to preserve the French Quarter is an excellent hope and a fairly even bet.

The history of Vieux Carre is a stirring narrative, describing duels between spirited men and wars between covetous nations. The most famous and infamous men of five continents have been leaving their imprint here for many generations. Memorialized in stone and literature of the city are most of the good deeds that mankind has done; while by no means forgotten are a thousand tales of intrigue and piracy.

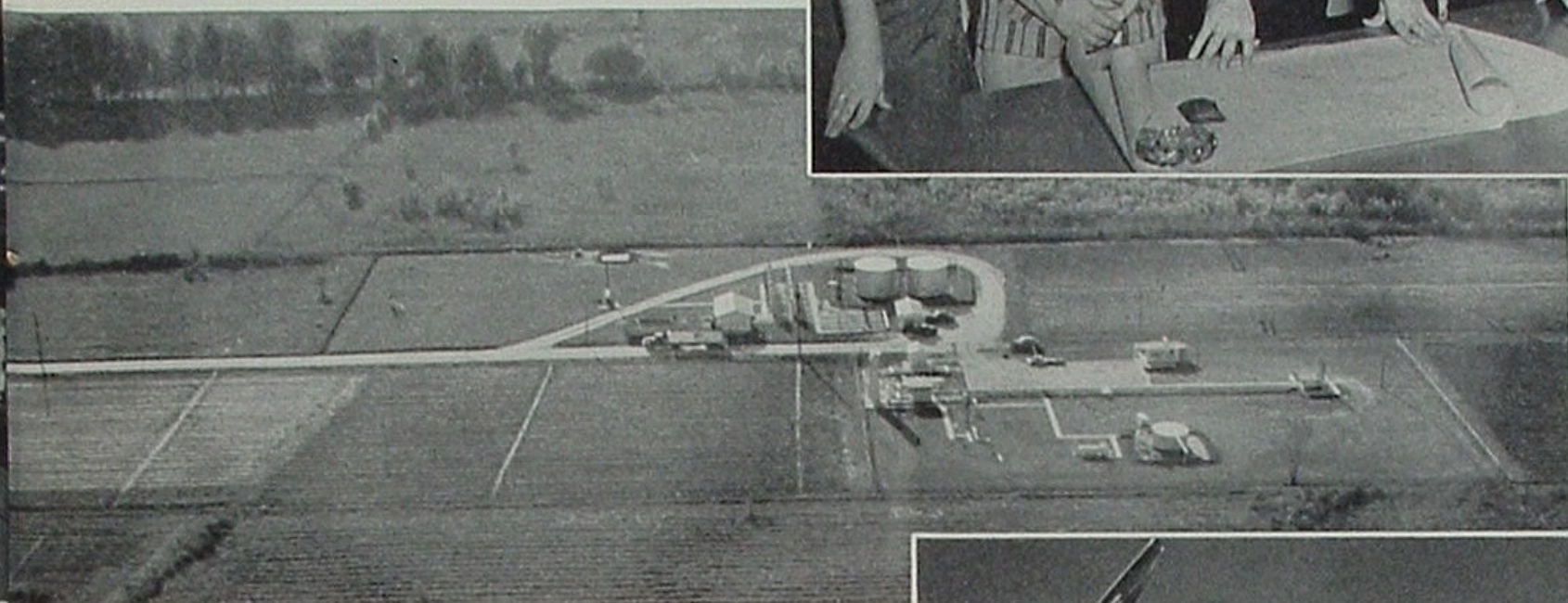
Nothing more should be said of New Orleans, for no one tells the story quite as colorfully as the old dowager herself. And of course in these days of easy miles and paid vacations it is only a matter of time until every Union Oiler will check in at the La Salle, Senator, Monteleone, Jung or other popular hotel.

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Proud to be numbered among present-day Creoles are many Union Oil employees and petroleum dealers:

At right, Bea Parker, Thelma Scutt, Cliff Cowan, Gloria Lloyd and Charles Schwartz are members of our Field Department staff in New Orleans.

Below is our Houma plant, a major source of natural gas now going to the city through a 50-mile pipe line.



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At right, Pilot Dan Mitchell and his "76" Widgeon are quite at home either on the city's waterway or air strips.

Below, Dozeta Miller and Clyde Aycock are responsible for Union gas plant and field operations in the Houma area.

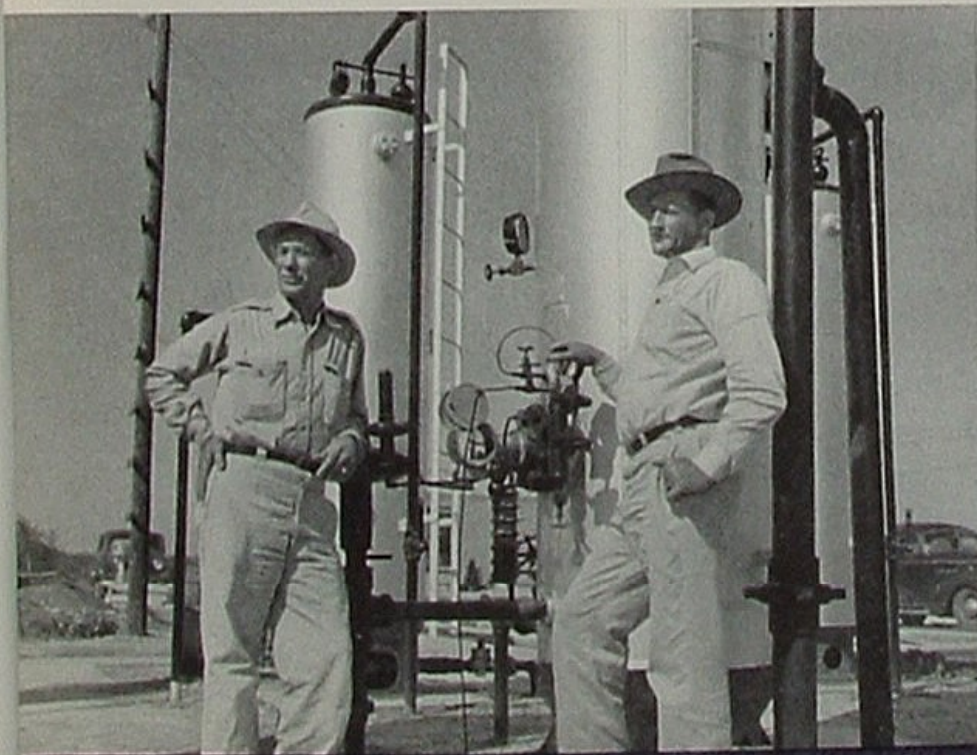
And below, right, are Peter Gagliano and Frank Chalaire, car-dealer and distributor representatives who successfully sell Union Oil products to quality-minded New Orleans.



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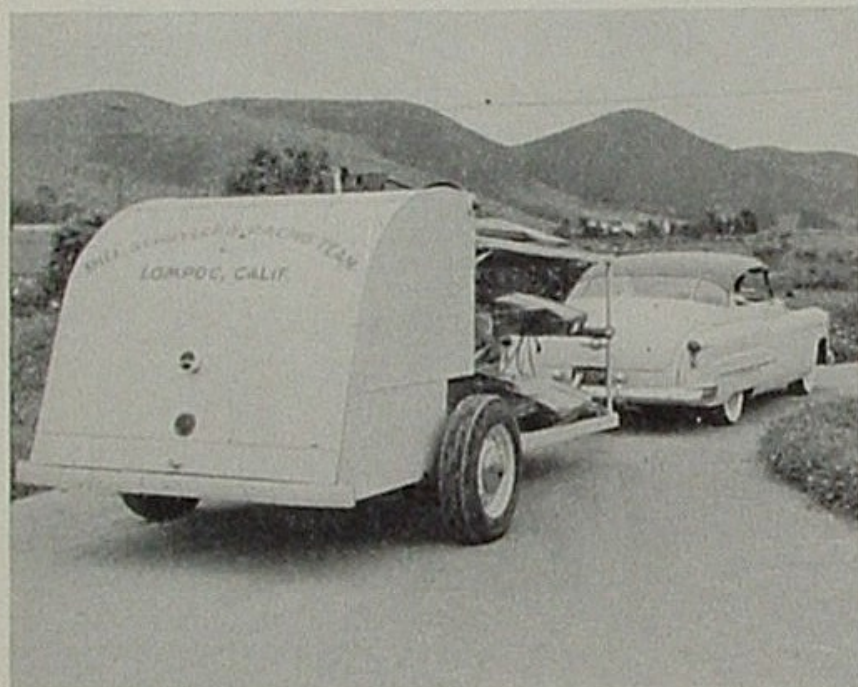
ON TOUR





Schuyler's the Limit

By Clarence Ayers
Retail Representative



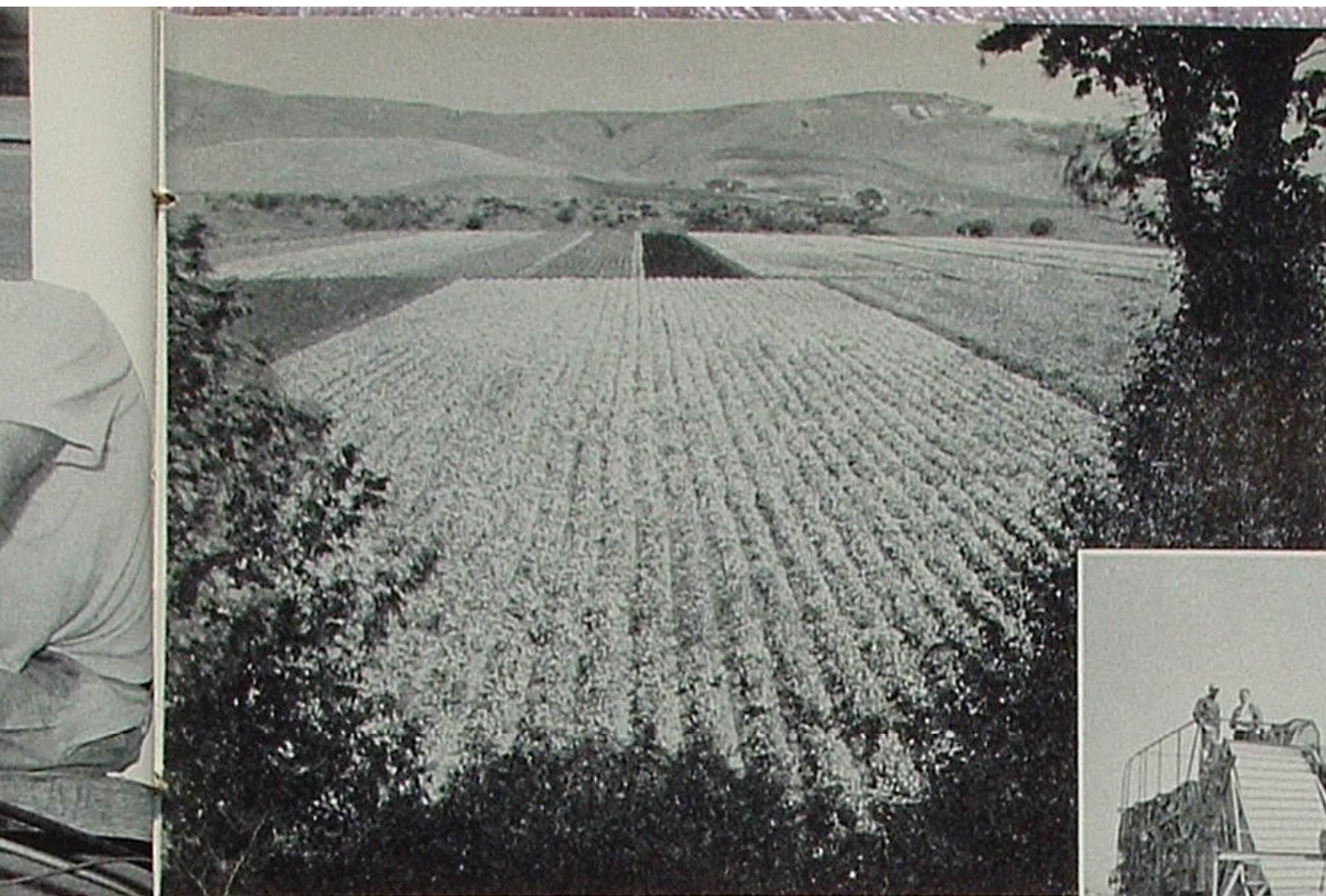
Their departure from Lompoc with a drydock-on-wheels, generally means more trophies for the Schuyler collection. Mrs. Schuyler fashioned the life jackets she, their daughter Laragene, and Bill are modeling in trophy view, below.

MET BILL SCHUYLER, who gets more speed out of his newest motorboat than most of us hope to achieve with an automobile. For the past 20 years he's been a kingpin of the outboard racing boat circuits. But his success isn't entirely limited to boats. With two brothers he keeps 650 acres of farm land busy producing sugar beets, vegetables and flower seeds. And with a partner he operates the Ruffner & Schuyler Service Station, a 100 per cent Union Oil outlet in Lompoc.

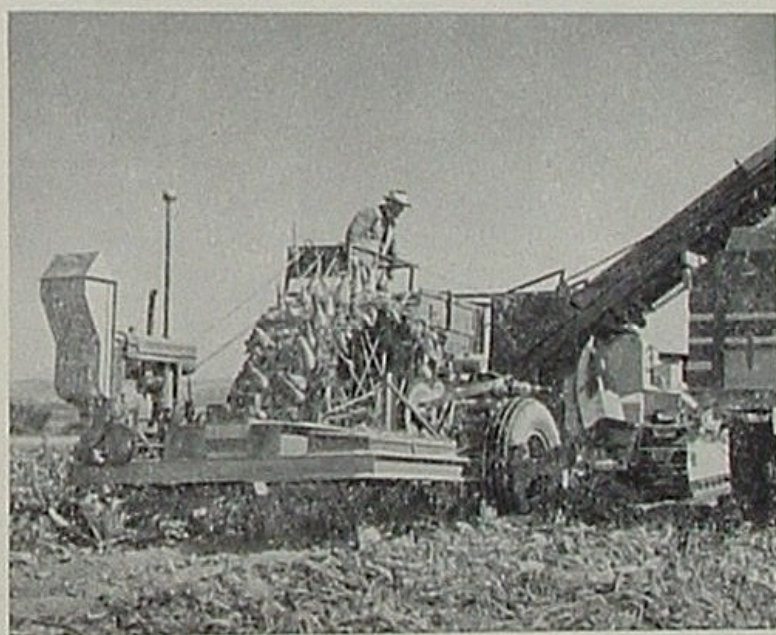
His racing career was born on a November day in 1929 at Santa Barbara, California. While watching the Mid-Winter Regatta there, Bill and his brother were stricken with *outboarditis*. The fever hit them so hard that both were back within a year, this time as competitors. Bill made a triumphant start. Winning four firsts and one second in his first regatta, he was awarded the handsome Barnsdell Trophy.

Then year after year the string of Schuyler victories





Bill's vocational interests, besides a Union Oil Service Station, include farming on a large scale of sugar beets, table vegetables, flower seeds.



lengthened until Bill's trophy case overflowed with 250 prizes. No less than four perpetual trophies, including the Hearst and Union Oil cups, were retired after being won three times by Schuyler boats. And in 1941 a climax was reached. Bill came home to California with the National Outboard Racing Championship.

Determined not to be a boat-racing widow, Mrs. Schuyler joined friend husband on his outboard excursions, studied racing techniques, and eventually tried her hand at the wheel. Result: The same year Bill won Southern California and Western States championships, his wife won identical championships for women pilots.

The "Dollar Bill," newest inboard addition to the Schuyler fleet, turns up to 6500 RPM's and has been clocked at 115 miles per hour. Its engine was specially built by Ed Hallett, named at Indianapolis as the Outstanding Mechanic of 1951. So, don't be surprised if you hear of speed limits being extended by a Schuyler.

Of course, foremost among Schuyler fans are (l-r) J. V. DeGroot, Union consignee; Clarence H. Ayers, retail representative; Bill Pendley, tank truck salesman; Clarence Morris and Ronald Williams, Bill's service station operators.



ON TOUR

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Our title? Oh, that's the name of this beautiful new Japanese tankship, shown making her maiden voyage to San Francisco for Union Oil products. The NISSYO MARU has an oil cargo capacity of over 150,000 barrels, at top speed of 15 knots.



Interested Marine Department visitors were Burke Whitney and Tom Catherwood, discussing charts with chief mate.

The captain's rare Ming tree attracted Eugene Cartwright, Charles Brundige and Martin Manders, recently from Japan.



Captains Torsten Fisher, T. Nitta and D. L. Povey pooled their nautical talents to reach safe anchorage at Oleum.

Meanwhile, Frank Jacobs, right, was busy completing the big oil deal between Far East and Oleum representatives.



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"FILL IT, PLEASE," is music to the ears of a service station salesman when his customer drives in. But a similar order from a tankship officer, pulling into Oleum with six million gallons of cargo capacity, requires a bit of hustling and doing—especially in oil-hungry 1952.

Arrival of a brand-new motorship in San Francisco Bay on January 8, with orders to pick up a full cargo of Union products for Idemitsu Kosan Company of Japan, touched off a most interesting series of events:

Port Captain Darrell Povey and Tom Catherwood, his assistant, boarded the trim vessel with government representatives soon after it anchored inside Golden Gate Bridge. After exchanging American handshakes for deep Japanese bows, the Union Oilers sat down to business with the tankship's officers. It was agreed that the tanker would anchor off Treasure Island, then proceed at midnight toward Oleum under pilot command of Captain Torsten Fisher, veteran Union Oil skipper.

Meanwhile at our San Francisco office, Frank Jacobs of Foreign Sales was wangling a difficult commitment out of Oleum. Apparently, the Japanese knew everything the refinery was short of and wanted some. But Oleum has ways of achieving the impossible, and promised not to keep the customer waiting.

Next morning, Captain Fisher heaved an extraordinary sigh of relief as the ship's final line was secured to Oleum's dock. The current is always swift and tricky in Carquinez Straits. Also, a new ship and Japanese ears are not ideally responsive to Yankee commands. However, during a lifetime at sea the skipper had learned to leave enough slack in the rope for other people's mistakes, and not a particle of new paint was scratched.

Soon Oleum hoses were bolted to Japanese cargo tanks. All that remained was to get the fine ship loaded with its first shipment of oil and out to sea again—in time to accommodate three more tankships.



Open house in the captain's lounge found Oleumites George Culp, Jerry Dunkleberger and John Pollen admiring art.

A peek into the immaculate officers' mess revealed that democracy has made no inroads on rice, tea, chopsticks.



Hosts at the ship's reception were Ray Robinson, Sr., H. Teshima and Captain Nitta—all representing the customer.

And at reception's end, departing guest Jane Osterberg receives gift boxes from one of the NISSYO's officers.





INDUSTRIAL SUMMARY

INDUSTRIAL RELATIONS

Effective January 1, 1952, rates of pay for employees whose services had not been terminated prior to January 15, 1952, were increased 4.2 per cent. Company officers, employees represented by an authorized bargaining agent, marine seagoing personnel and employees in foreign service were not included in this authorization. However, similar increases in rates of pay were offered to employees represented by authorized bargaining agents, and these increases are being negotiated individually with the interested unions. The 4.2 per cent figure represented the maximum increase permitted as of January 14, 1952 (date of the announcement), under published Wage Stabilization Regulations.

The Safety Board has appointed an engineering committee to assist it in the study of specific fire and safety technical problems of interdepartmental interest. Members from the various departments are R. H. Bungay, H. G. Cooper, Fred Hartley, J. E. Hill, Harold Keans, Don McFadden, C. H. Van Marter and Sam Taber.

In April, 1952, a program was announced requesting submission by employees to the Company of birth certificates, or other satisfactory evidence of age where birth certificates are not available. This program was designed to establish each employee's correct age, primarily to assist the Company in administering its various benefit plans. It was recognized that such evidence would also be beneficial to the employees because it would assure establishment of satisfactory proof of age.

The survey is now 90 per cent completed. To date a total of 406 employees have offered age data prompting corrections in Company records. Unquestionably many of the remaining employees are having trouble producing proper documents to establish correct age. It is requested that these employees redouble their efforts to supply data necessary to complete their personnel records.

FIELD

Few of us in temperate climates realize the effect winter may have on some of our operations in the Company's widespread search for oil. Usually the advent of cold weather hampers operations; however, "it's an ill wind that blows no good." For instance, in northern Alberta, where we are conducting an active exploration program, it is not possible to operate until the vast bogs are frozen over, thus permitting transportation of crews and equipment to remote locations. When spring comes, such work has to be shut down for the season.

The accompanying picture of our North Tangent



wildcat well reveals what can happen during extreme winter conditions. The well was drilled early last year by Hudson's Bay Oil and Gas Company, for the joint account, in the Peace River area of northern Alberta. The well blew in from a high pressure gas zone. Before control measures could be taken, the weather closed in, accompanied by blizzard conditions and temperatures of 30 degrees below zero. For six weeks the well was out of control, blowing gas and salt water. Freezing of the salt water produced the remarkable effect shown in this picture.

Our Rocky Mountain Division is another area that bears the brunt of extreme winter weather. Recently we abandoned a wildcat well, Frontier-Union Government No. 1, drilled on the White River Dome in northwestern Colorado. A temperature of 37 degrees below zero was recorded on the day the well was abandoned. We literally had to blow up the sump with gunpowder in order to effect its abandonment.

Production from our Cut Bank leases in Montana was affected by a storm recently which left two feet of snow on the ground, making it impossible for production crews to get to the wells.

Oil, they say, is where you find it. So, no matter how disagreeable the weather may be, we do not recognize it as an unsurmountable obstacle.

from Sam Grinsfelder

● **COMPTROLLERS**

During the first three years of our Voluntary Plan for Disability Benefits under the California Unemployment Compensation Act, benefit payments have totaled \$172,353.47, approximately \$17,000 more than would have been paid had we remained under the State Plan. This amounted to an average of \$20 more for each California employee receiving benefits, yet the premium cost was one-half that charged under the State Plan.

Chief territory auditors Harold A. Tobey, Seattle, and Orrin D. Houx, San Francisco, have been assigned to corresponding positions at San Francisco and Los Angeles, respectively. Horace A. Skinner, former assistant chief field and refinery auditor at Los Angeles, has been transferred to Seattle as chief territory auditor. Robert L. Cain, former chief territory auditor at Los Angeles, has been assigned special auditing duties under the direction of H. A. Lapham, assistant comptroller.

from Irving J. Hancock

● **MANUFACTURING**

For the first 11 months of 1951, the quantity of crude oil processed in Union's California refineries increased about 10 per cent over the quantity refined dur-

ing the same period in 1950. Finished products naturally reflected a similar increase.

Construction of the new Fluid Catalytic Cracking Unit and new Crude Distillation Unit at Los Angeles Refinery is progressing as scheduled, although shortages of construction materials may delay their completion.

Government limitation on use of steel for containers is seriously affecting our packaging of petroleum products. To make the best of this situation, it is now necessary to repair all salvageable containers.

from K. E. Kingman

● **PURCHASING**

Line pipe, scheduled to go under allocation the second quarter of this year, will be added to the long list of purchased items under government control. To date, 94 directives have been issued limiting the purchase and use of many important commodities used by the Company.

In applying to government agencies and placing orders for such materials, it is necessary for Purchasing to certify the end use, the fact that substitutes are not available, and that the amount ordered will not be more than a normal stock. Other questions have to be answered pertaining to the need and use of the material for defense purposes. Closest coordination is required with our operating departments so that true facts can be established.

We solicit the continued cooperation of all departments in supplying this essential information.

from E. H. Weaver

● **RESEARCH & PROCESS**

A number of major railroads are considering main line road evaluation of Triton RR Diesel Engine Oil, and one large railroad company has already begun tests.

In cooperation with the Manufacturing Department, Research has developed an improved production procedure for Aristowax 130/134, resulting in a marked increase in the oxidation stability of this commodity.

from C. E. Swift

● **TRANSPORTATION & DISTRIBUTION**

Our entire fleet of 619 tank cars has been sold to the General American Transportation Corporation effective February 1, 1952. This concern owns and operates in excess of 40,000 tank cars and has contracted to supply, under lease agreement, all tank car equipment required to handle our distribution of petroleum products.

The installation of gas engine driven shipping pumps, replacing steam equipment, at Dominguez Station has been completed and the pumps are in operation. When modernization of facilities is completed at this location, the steam plant will be eliminated, after which Dominguez Station will no longer exist.

Effective January 1, R. A. Nevens was appointed assistant crude oil purchasing agent, reporting to A. L. Quackenboss; and W. J. Dill, Jr., was appointed supervisor of oil exchanges, reporting to E. L. Hiatt.

from Ronald D. Gibbs

● MARKETING

From December 10 to 14, meetings were conducted at the Brea Research Center to better acquaint Marketing representatives with railroad equipment and its lubrication. The meetings were keynoted on December 10 by Vice President A. C. Stewart, Lawrence Wolff and L. C. Monroe. Valuable information on specific phases of railroad technology was provided at later sessions by M. W. Mount, field engineer of the Electro-Motive Division of General Motors Corporation, L. Fritter, Southern Pacific diesel engine instructor, and L. L. Laughlin and H. A. Davis of the Harbor Belt Line Railroad. J. L. Broughten, research engineer, served as principal instructor and was ably assisted by other members of our Research and Process Department, including W. Mertes, W. L. Kent, L. S. McLennan, W. A. S. Wright, C. C. Moore and F. Crowhurst. This seminar emphasized the Company's interest in providing the best in products and services to the railroad industry.

McKale's, Inc., retail marketers of Union Oil products at Seattle and San Francisco, opened their first Portland service station on January 1. They expect to

Among participants in Marketing's railroad industry seminar at Brea were, l-r, A. R. Ousdahl, R. Burns, F. Crowhurst, C. B. Frain, T. Tully, W. H. Jamieson, B. Schwalm,



have additional stations operating in that area during the next few months.

The gasoline gallonage record of Service Station No. 3442, a new experimental retail outlet on an access road to Highway 40 between Sacramento and the Bay area, is very gratifying. December sales exceeded 1,000 gallons daily.

In competitive bidding, based on quality and price, we were successful in receiving the award as exclusive supplier during 1952 of lubricating oils and greases required by all departments of the State of California.

Sales totaling over 1,000,000 gallons of lubricating oil stocks were made to jobber-refiner accounts in December for delivery in the immediate future.

J. H. Moulton, who has been with the Japan Oil Storage Company since June, 1949, is now a member of the Refinery Sales staff and will henceforth be concerned primarily with sales to jobbers and refiners in the Los Angeles basin area.

Acceptance of the Company's New-Car Dealer Program, featuring Royal Triton and permitting the use of Union Credit Cards for motor maintenance charges, is attested both by the large number of franchises signed and the large quantities of Royal Triton purchased by dealers. A number of dealers have inquired voluntarily about the program even before Company representatives had an opportunity to call on them.

from Roy Linden

J. L. Broughten, L. L. Laughlin, H. A. Davis, H. Smith, F. H. Ott, J. Bassett, R. O. Snodgrass, D. Mabon, F. Lanning and A. E. Fraser.

Editorials



... worth repeating

Enemy of Liberty

Of all the enemies of public liberty, war is perhaps the most to be dreaded, because it comprises and develops the germ of every other. War is the parent of armies; from these proceed debts and taxes; and armies, and debts, and taxes are the known instruments for bringing the many under the domination of the few. In war, too, the discretionary power of the Executive is extended; its influence in dealing out offices, honors and emoluments is multiplied; and all the means of seducing the minds are added to those of subduing the force of the people . . . (There is also an) inequality of fortunes, and the opportunities of fraud, growing out of a state of war, and . . . degeneracy of manners and morals . . . No nation could preserve its freedom in the midst of continual warfare . . .

(It should be well understood) that the powers proposed to be surrendered (by the Third Congress) to the Executive were those which the Constitution has most jealously appropriated to the Legislature . . .

The Constitution expressly and exclusively vests in the Legislature the power of declaring a state of war . . . the power of raising armies . . . the power of creating offices . . .

A delegation of such powers (to the President) would have struck, not only at the fabric of our Constitution, but at the foundation of all well organized and well checked governments.

The separation of the power of declaring war from that of conducting it, is wisely contrived to exclude the danger of its being declared for the sake of its being conducted.

The separation of the power of raising armies from the power of commanding them, is intended to prevent the raising of armies for the sake of commanding them.

The separation of the power of creating offices from that of filling them, is an essential guard against the temptation to create offices for the sake of gratifying favourites or multiplying dependents.

from James Madison—1795

Guess When

"The poorer citizens have captured the government and have voted the property of the rich into the coffers of

the state for redistribution among the voters. Politicians have strained their ingenuity to discover the new sources of public revenue. They have doubled the indirect taxes, such as customs due on imports and exports. They have continued the extraordinary taxes of wartime into peace times. They have broadened perilously the field of the income tax as well as the property tax. One of our wisest says, 'When I was a boy, wealth was regarded as secure and admirable—but now a man has to defend himself against being rich as if it were the worst of crimes.' Athletics have become professionalized; young citizens who once thronged the playgrounds or the gymnasium now exert themselves vicariously by witnessing professional exhibitions. Philosophy has struggled to find in civic loyalty or in a national ethic some substitute for the divine Commandments and the surveillance of God."

from Isocrates—353 B. C.

Self-Interest?

Continental Oil Company and Western Natural Gas Company recently were awarded the Audubon Society's citation of merit—and back of that highly unusual event lies quite a story.

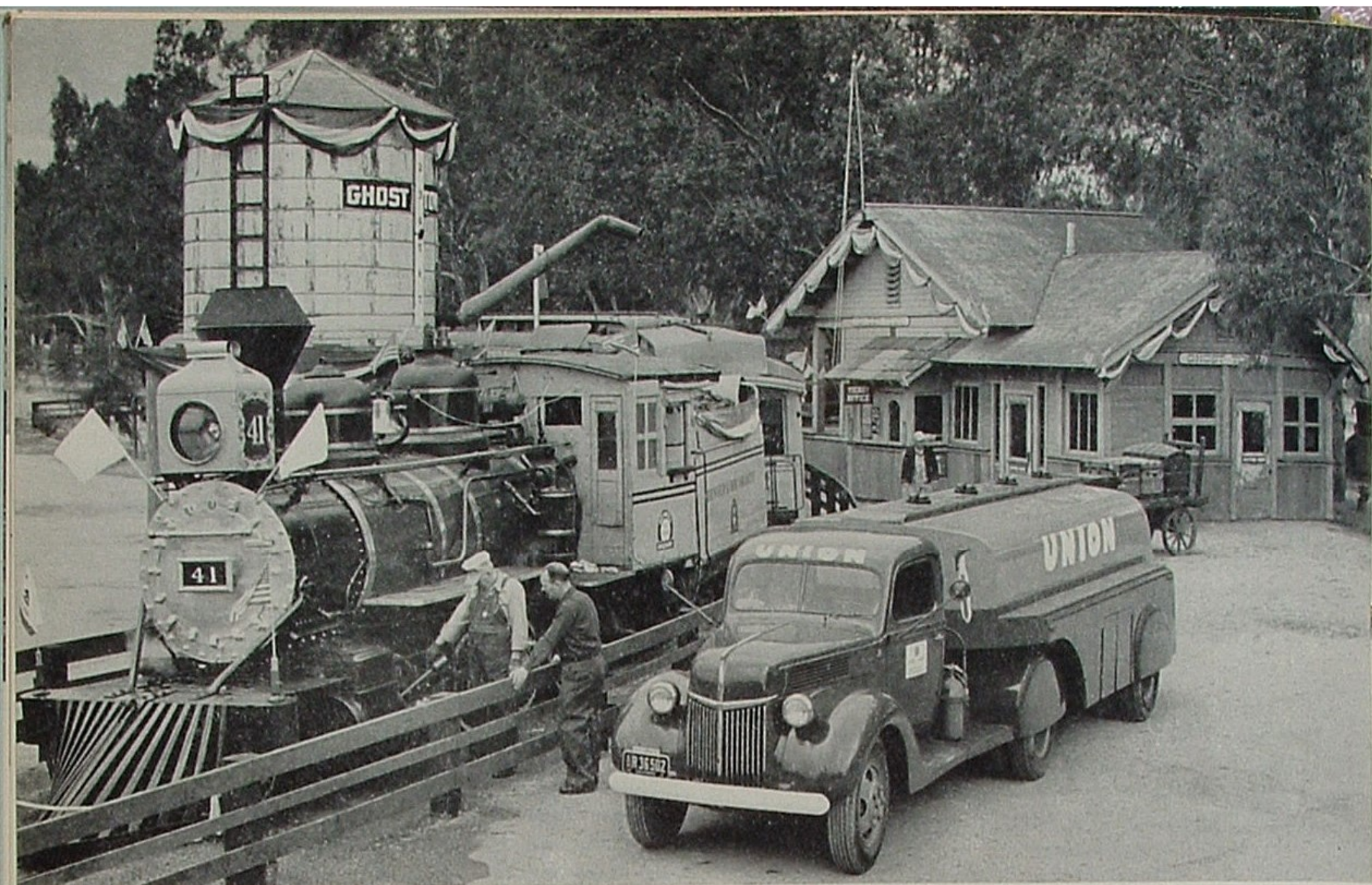
The whooping crane is now almost extinct. Only 32 of these gigantic birds are known to exist and they are extremely timid. Their winter sanctuary lies in an area leased by the oil and gas concerns. Company officials pledged that they would do everything possible to avoid frightening the birds.

A few months ago drilling crews moved in to sink a test well. They discovered that a mother whooper was hatching an egg in the vicinity. So all activity stopped and the men spent their time bird-watching until nature took over and the crane departed to summer in the far north.

The well was sunk, and proved to be an extremely fine producer. Other wells were drilled, and plans were made to build a canal, road, dock and other facilities to move the oil from the field to refineries. Then the engineers found that the proposed route would run smack through the cranes' winter sanctuary. So orders went out to abandon the original plan, and to lay out a route which will skirt the area and leave the cranes untroubled.

No one knows whether the whooping cranes will survive, or whether they are destined to go the way of the dodo and the passenger pigeon. In any event, a couple of supposedly hard-boiled American business concerns have gone all out to help them survive.

from INDUSTRIAL NEWS REVIEW—1951



And now to Walter Knott's famous Ghost Town comes Engine No. 41 of the Calico Railway, a locomotive of 1880,

authentic in every respect except that its coal tender yields Union fuel oil to avoid causing smog in smoke sensitive '52.

Workin' on the Railroad

"WIN" MILLER, manager of Southwest Territory, made a speech that was short and to the point. Said he: "We have a particular interest in being here today. You see, this is one of the few railroads that operate 100 per cent on Union Oil products."

His remark, made January 12 at the Golden Spike Ceremony of the Ghost Town & Calico Railway, pleased several hundred people standing in the rain and countless thousands watching over television. For the railroad to which he referred is less than a mile in length and boasts five pieces of rolling stock—an engine and four coaches, all of 1880 vintage.

Yessir, Walter Knott has added another great American heirloom—a genuine and working narrow-gauge railway train of 1880—to his priceless Ghost Town collection near Buena Park, California. There, with other authentic relics of the Early West, the train will not only be seen by hundreds of thousands annually, but will carry all who wish to take a ride in it. Undoubtedly,

Ghost Town offers the finest opportunity in the world for people to move through the closed pages of pioneer history—enroute to a delicious chicken dinner.

Engine No. 41 is deserving of just such a retirement. Built, with its present four coaches, in 1880, it began service on the 47-mile Silverton-Durango line in Colorado. For many years it pulled a mixed passenger and freight train through the tortuous gorge of the Rio de las Animas de la Perdita (River of Lost Souls). Until very recently, it freighted ore from mines of the San Juan area in southwest Colorado. And now, in place of being consigned to the scrap pile, it will keep fit by circling the Knott's Berry Farm oval, coaches loaded with the happiest of travelers.

Union Oilers are proud to be identified with the new Calico Railway and honored for having been invited to participate in the Golden Spike Ceremony. And to Walter Knott, builder and president of the road, we say with all sincerity, "Congratulations!"



Thousands watched in person and via television as railway executives, movie stars and Union Oilers joined the Knott

family in dedicating their new-but-old narrow-gauge road. Genuine prospectors and Indians participated as of yore.



Western actor Stewart Hayden drove the golden spike, with Laura Elliott of "Denver & Rio Grande" kibitzing.



The real "McCoy" are Engineer John Fuss, semi-retired, and Prospector R. W. McDonald from Utah diggings.

Union Oilers Fraser, Greaves, Denton, Polizzotto, Hansen, Fisher, Boyd and Miller were honored parlor-car guests.

The Knott family—Marion, Russell, Toni, Mrs. Knott, Walter Knott and Virginia—ponder new railroadin' careers.





Union Oiler youngsters and their parents, 900 strong, convened at Los Angeles Refinery December 21



to see a real magician; to hear the "Foremen Four," composed of Lightfoot, Fields, Hartley, Zirnite

'Tis Better to Give

NOWHERE do Christmas lights shine more brightly or Christmas bells ring more clearly than in the eyes and ears of children. And to make certain that not a single child was slighted, a great many Union Oilers in December, 1951, turned their energies toward giving rather than receiving.

At Los Angeles Refinery, the Supervisors' Association sponsored and financed a December 21 party for the children of all Refinery and Research employees. An estimated 900 children and parents were in attendance.



Girls' Club members of San Francisco were harbingers of cheer to crippled children of the May T. Morrison Center for Rehabilitation. Identifiable in the photo background at left are "Pat" Clark, Elsie Marson and Ruth Cohl of Central Territory.

ON TOUR



to laugh-'til-it-hurt at the antics of professional entertainers, including a clown



and, lastly to meet Kris Kringle, whose manner reminded some present of a cracking foreman named Bill Cresswell.

Besides the jolly, bearded reindeer driver and his gifts, there were musicians, clowns, puppets and a magician to thrill the small guests.

In San Francisco, the Central Territory Girls' Club provided both gifts and givers at a December 19 party in the May T. Morrison Center for Rehabilitation. The youngsters feted are all victims of polio, cerebral palsy, industrial accidents, and so on.

At Home Office, the Girls' Club provided three des-

titute Los Angeles families, recommended by the Los Angeles Church Federation, with food, clothing, toys and other material resources of a joyous holiday. The gifts were made possible through generous donations of money and merchandise by numerous Home Office people. One tenant of the building gave a check of \$150.

The true spirit of christianity rarely manifests itself in a more praiseworthy cause. And those who gave testify that they never had a merrier Christmas.

Girls' Club members of Home Office, Los Angeles, were Angels of Mercy to three destitute families. Seen wrapping gifts at right are, from left, Velma Warner, Rose Pelous, Alice Nelson, Nancy White (front), Barbara Caldwell and Lois Baumann.



ON TOUR

OUR



SEATTLE MEETING

They say, oil is where you find it. But the men who sell Union Oil today are to be found nearly everywhere and, according to photographic evidence offered here, are planning an even greater future. The sales meeting above, held on November 30 at the Washington

Athletic Club in Seattle, was devoted to discussions of legal problems, credit, properties, operations, personnel, etc. The retail representatives present came from all parts of our Northwest Territory. They conferred with District and Territory managers as well as members of the Industrial Relations staff from Home Office.



EVERETT DISTRICT MEETING

A similar Northwest Territory meeting for consignees and employees of the Everett District was held on November 14 at Hope Island Restaurant on Puget Sound, a scenic point near the famous Deception Pass bridge. Within sight of this restau-

rant is an Indian reservation whose people preserve the totem pole, still fashion war canoes from cedar logs, and retain the skill of their forefathers in building and using Indian fish traps. As the meeting took place, purse seiners could be seen taking advantage of a silver-salmon run in the adjacent Puget Sound channel.

TOKYO MEETING

Another November meeting took place at the Head Office of Maruzen Oil Company, Ltd., in Tokyo. Among those present were (front row, l-r) Y. Iwase, managing director, and K. Okasaki, president of Maruzen; Union Oilers J. W. Graham and H. R. Greatwood; and M. Numbu, Maruzen's managing director of general affairs. This organization is among the largest petroleum marketers in Japan; handles "76" products along with its own "Z" brands; and will open its second refinery in April.

HONOLULU MEETING

Ishii Garden, an attractive Japanese Tea House, was the scene of a Union Oil dealer meeting in Honolulu on November 13. Approximately 75 dealers were in attendance. According to an ancient belief that mainlanders haven't endeavored to modify, no meeting can be successful without music and *hula*. Accordingly, a 442nd Veterans' Club quartet was engaged to accompany Charlotte Kamaka and Madeline Kahele in songs and dancing. Thorns among the orchids are (l-r) Bremner, Rath, Lange.



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ON TOUR

Union Oilers



HOME SWEET HOME

Though the Korean War may seem only a year or so old to us lucky ones, every day of it was as ten to those who really bore the brunt. They who have fought and returned safely have a deeper and more abiding love for their flag, their freedoms and their native soil. Happy to be back on the job at Los Angeles Refinery are the group of veterans at right, from left, P. A. Davis, F. H. Rogers, J. R. Bledsoe, James Oliver, J. G. Cameron, O. A. Pearson, R. W. Child and A. A. Totten. We're proud of them!



TEA IN TEXAS

At the Midland Country Club on December 5, Blanche Kelley, enroute back to her Home Office assignment from a Desk and Derrick Club convention in New Orleans, was honored by Union Oil women of our West Texas Division. At the luncheon were, clockwise, Anita Tindle, Jo Bennett, Miss Kelley, Marguerite Fine, Betty Ford, Naomi Bradley, Mary Turner, Bernardine Henson, Irene Craig, Frances Yager, Margaret Dougherty and Genevieve Deatherage. A new Desk and Derrick Club in Midland was also addressed by Miss Kelley, who is first vice president of the entire North American association of these clubs.



HIS HONOR AND OIL

It's a good thing to remind the public, including ourselves, of the great part oil is playing in furthering human progress. Otherwise, humanity would be inclined to take too much for granted and, through indifference, fail to encourage greater blessings that lie in store. So, the industry endorses such informative programs as Oil Progress Week. In San Francisco, this resulted in Mayor Elmer Robinson's signing of an oil proclamation. Shown with him are, from left, Warren Parsons of Joseph L. Castor Co., L. E. McDonnold of General Petroleum, F. T. Garesche of Standard Oil, and R. T. Carrington of Union Oil.





BETTY McDONALD operator of an Elliott-Fisher machine in our Seattle office, is an inspiration to the handicapped. Due to scarlet fever, Betty suffered impaired hearing early in life and, two years after joining the Union Oil family, became totally deaf. Moved by her determination to succeed regardless, the Company decided to wait and watch. To the amazement of everyone, Betty's work did not suffer. She quickly mastered lip-reading so well that persons talking face to face with her are often not aware that she is deaf. For 20 additional years she has carried a full bookkeeping job as efficiently or more so than the average bookkeeper. In addition, she is building her own weekend cabin at Lake Desire near Renton, Washington. At Company dances, she is a popular dancing partner, keeping time with the music by sensing its vibrations through the floor.



LEA KEELER who retired in January, comes very close to approaching the ideal of American womanhood. She came to work for Union Oil during World War I, when her husband was in military service. In fact, her name appears in the very first issue of "Bulletin No. 1," forerunner of ON TOUR, which began publication in March, 1921. Leaving the Company at war's end, she spent the next few years rearing a daughter and son. She returned to Union Oil in 1936, after her husband's death, and patiently added to an enviable record as chief telephone operator up to the time of her retirement.



MAUDE ANDERSON another outstanding example among Union Oil women, also has left the Company via retirement. She was first employed in 1922 as a temporary stenographer, but, after some 30 years of steady service, concluded that someone must have been rather pessimistic regarding her qualifications. She has worked all of this time in Southwest Territory, handling asphalt and fuel oil sales for many years and later going into wholesale sales promotion. Her record of attendance, dependability and cooperativeness is worthy of emulation.

HONORED It is a tribute to the skill and merit of Union Oil people that so many are being called to positions of leadership throughout the nation:

Executive Vice President **W. L. Stewart, Jr.**, was re-elected vice president for refining, for the American Petroleum Institute, during November. **John T. King** of our Industrial Relations Department is the newly elected president of the Southern California Industrial Safety Society, a non-profit cooperative organization made up of approximately 400 safety engineers. **Dr. T. F. Doumani** of Research was elected program chairman for 1952 by the American Chemical Society, Southern California Section, and automatically becomes chairman for 1953. **R. D. Smith**, assistant to the president, has been elected a member of the executive committee of the Rocky Mountain Oil and Gas Association for 1952. **Frank Lammerman**, superintendent of our Cut Bank Refinery, has been elected a director of the Chamber of Commerce at Cut Bank, Montana. **Sam A. Waters**, Union Oil consignee at Oxnard, California, was elected to a similar Chamber of Commerce post in that city and now heads its industrial committee. **Frank M. Jacobs**, Company foreign representative, was elected 1952 president of the World Trade Association of the San Francisco Chamber of Commerce. **Maurice Sklar**, Valley Division geophysicist, was elected secretary-treasurer of the Society of Exploration Geophysicists, Pacific Coast Section, in November.

continued →



SERVICE BIRTHDAY AWARDS

FEBRUARY 1952

Department	Location	Years	Department	Location	Years
PIPELINE					
Canet, Earl H.,	San Luis Obispo	40	Watts, Forrest T.,	Wilmington	10
Jones, Hugh H.,	Santa Fe Springs	25	AUTOMOTIVE		
EXPLORATION & PRODUCTION					
Jones, Ernest V.,	Dominguez	35	Carey, Clifford R.,	Oregon	30
Nott, Wm. A. B.,	Orcutt	35	MARKETING		
Shanahan, John J.,	Santa Fe Springs	30	Flannigan, Edmund G.,	Bakersfield	25
Barber, Arthur P.,	Dominguez	25	Graham, John W.,	Home Office	25
Mikesell, Jesse J.,	Santa Fe Springs	25	Hunter, Dean P.,	Sacramento	25
Adams, Ernest H.,	Orcutt	20	Wasser, Lee E. S.,	Edmonds	25
Messinger, Len I.,	Home Office	15	Florence, Wm. U.,	San Francisco	20
Ball, Frank C., Jr.,	Texas	10	Reid, Gordon K.,	Monterey	20
Bauer, Robert F.,	Bakersfield	10	Suit, Roscoe J.,	Seattle	20
Chasteen, Lawrence W.,	Home Office	10	Wakefield, James R.,	Klamath Falls	15
EXECUTIVE					
Newlin, Gurney E.,	Home Office	35	Franks, Robert B.,	Long Beach	10
MANUFACTURING					
Blackford, Horace,	Oleum	30	Sanderman, Milton E.,	Seattle	10
Dennis, Harry W.,	Oleum	30	White, James A., Jr.,	Sacramento	10
Herrod, Fred,	Oleum	25	RESEARCH & PROCESS		
Wycoff, J. Ray,	Wilmington	25	Anderson, Ben T.,	Brea	20
Hill, Raymond A.,	Wilmington	20	Edwards, Eugene M.,	Brea	15
Hemmen, George H.,	Oleum	15	Worth, Harry J.,	Brea	10
McKee, Eugene A.,	Wilmington	15	COMPTROLLERS		
Hutchinson, David G.,	Wilmington	10	Bowles, Leslie A.,	Sacramento	20
Kirkpatrick, Willis J.,	Oleum	10	INDUSTRIAL RELATIONS		
Meiners, Henry C.,	Oleum	10	Clay, M. Genevieve,	Home Office	20
MARINE					
			Faulkner, Warren W.,	Wilmington	10

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:

EARL R. HARPER

Central Territory
Employed 7/5/23—Retired 1/1/52

ROBERT J. STAFFORD

Oleum Refinery
Employed 6/19/20—Retired 1/1/52

THOMAS C. BOSANKO

Los Angeles Refinery
Employed 11/20/19—Retired 2/1/52

JOHN CZARNIECKI

Northwest Territory
Employed 4/16/11—Retired 2/1/52

GEORGE A. GRESHAM

Oleum Refinery
Employed 10/3/22—Retired 2/1/52

JOHN F. GRIFFIN

Southwest Territory
Employed 4/1/43—Retired 2/1/52

HENRY SEIBERT

Oleum Refinery
Employed 4/8/42—Retired 2/1/52

IN MEMORIAM

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

On December 21, 1951

EDWARD L. RUTKOSKE
Los Angeles Refinery

On January 2, 1952

ALFRED F. MUELLERWEISS
Central Territory

On January 10, 1952

LUTE E. MARTIN
Cut Bank, Montana

On January 11, 1952

JAMES A. SPOTTS
Marine Dept., Oleum

On January 20, 1952

JOHN M. STEWART, JR.
Los Angeles Refinery

On January 22, 1952

WESLEY E. DANA
Los Angeles Refinery

LETTER TO THE EDITOR

January 12, 1952.

Dear Editor:

Just received my copy of the latest ON TOUR, and noted that I'm way behind in getting my address corrected. I would appreciate it if you could send future issues to the new address shown herein.

By the way, I note that Union Oil loaded the DALFONN recently at Wilmington. That was rather interesting to me because I just recently loaded her here at Bahrein in the Persian Gulf

from Lt. Roy M. Barnes, USNR

Note—ON TOUR is being mailed to all Union Oilers in military service. Please notify us promptly of any such changes in address.

John C. Hazzard, William R. Moran and John E. Kilkenny of Home Office Exploration presented technical papers at the annual meeting of the Pacific Coast Section of the American Association of Petroleum Geologists, held at Los Angeles in November. Company informants and hosts of the Orange County Fire Chiefs, during their November 15 tour of the new Brea Research plant were **Martin Gould**, **George Gussenbauer** and **John T. King**.

Lionel R. Edwards, Southwest Territory credit man, has recently received the Fellow Award, highest honor bestowed by the National Institute of Credit on persons who have chosen credit management as a business career.

A MESSAGE FOR NINETEEN FIFTY-TWO

MY CREED

I do not choose to be a common man. It is my right to be uncommon — if I can. I seek opportunity — not security. I do not wish to be a kept citizen, humbled and dulled by having the state look after me. I want to take the calculated risk; to dream and to build, to fail and to succeed. I refuse to barter incentive for a dole. I prefer the challenges of life to the guaranteed existence; the thrill of fulfillment to the stale calm of utopia. *I will not trade freedom for beneficence nor my dignity for a handout.* I will never cower before any master nor bend to any threat. It is my heritage to stand erect, proud and unafraid; to think and act for myself, enjoy the benefit of my creations and to face the world boldly and say, this I have done. All this is what it means to be an American.

by Dean Alfange

