



BEHIND THE BIG TOP

“On Tour”

MAY-JUNE 1952

On Tour



MAY - JUNE 1952
VOL. 14, NO. 5

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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.

WHERE WE

After a Decade of

Average Straight-Time Wage Rates Of Non-Exempt Employees

January 1, 1941 to January 1, 1952

January 1, 1941	\$ 8.00 per day
May 1, 1941	8.50
September 1, 1941	8.90
August 1, 1942	9.30
March 4, 1946	10.97
January 1, 1947	12.596
October 1, 1947	12.97
January 1, 1948	13.37
July 3, 1948	14.37
September 15, 1950	15.24
March 1, 1951	15.82
* January 1, 1952	16.48

* Includes 4.2 per cent increase offered by Company and accepted by two-thirds of employees.

AVERAGE STRAIGHT-TIME WAGE RATES

The first tabulation above, showing average wage rates and their effective dates, requires brief clarification. In arriving at the Company's average rate of pay, it would seem fair to include everybody up to and including the president. But, to permit ready comparison with other published wage information, it was decided to include only the so-called non-exempt employees, namely, those who under the Fair Labor Standards Act are paid overtime for hours worked in excess of 40 per week. The somewhat higher rates of foremen, supervisors, managers, engineers and administrative personnel were eliminated from all calculations. Considerable overtime was worked by men in the non-exempt classification and paid for at premium

E STAND

f Wage Advances

In the belief that Union Oil people should have a clear understanding of current wage problems, the Company's Department of Wage and Salary Administration has prepared the accompanying tabulations. These merit your studious observation. They reveal impassively the gains that have been made by Union Oil wage earners since 1941 — both in take-home pay and in benefits.

Average "Fringe" Wages Paid To Non-Exempt Employees

March 1, 1951 to February 29, 1952

	Per employee per day
Shift differentials	\$.160
* Premium overtime during routine operations310
* Premium overtime for emergency duties045
Holiday pay337
Jury duty021
Sick pay373
Vacation pay715
Rest period pay688
Miscellaneous allowances242
TOTAL per employee per day.....	\$2.89

* Represents premium time only—no straight-time included.

Total Value of Wages and Benefits Paid to Average Non-Exempt Employee in December, 1951

\$15.82	per day in straight-time wages
2.89	per day in "fringe" benefits
2.50	per day in "hidden" benefits
<hr style="width: 10%; margin: 0 auto;"/>	
or \$21.21	per day in total paid-out wages and benefits

rates, but such premium earnings were excluded. In other words, this tabulation shows average rates of pay for straight-time work that were in effect for non-exempt employees from 1941 to 1952.

AVERAGE "FRINGE" WAGES PAID

The average non-exempt Union Oil employee receives, in addition to straight-time pay, numerous extra allowances often referred to as "fringe" wage payments. While each of these allowances alone may appear insignificant, their total adds greatly to Company payroll costs and to the actual value of each day's wages. The second tabulation above itemizes most of such extra allowances in a manner indicating their value per day to the average non-exempt wage earner employed by Union Oil during 1951.

AVERAGE "HIDDEN" BENEFITS PROVIDED

Also, there are other "hidden" allowances that too often go unnoticed in our evaluation of Union Oil jobs—namely, the Company's contributions for group life insurance, termination allowances, pension costs, military leave allowances, Workmen's Compensation, Federal and State payroll taxes, the Employees' Benefit Plan, etc. These hidden allowances amount to approximately \$2.50 per employee per day.

So, in terms of money and cost to the Company of benefits actually provided, the average non-exempt Union Oil employee was realizing in December, 1951, a daily total of wages and benefits valued at \$21.21, as itemized in the third tabulation above.

MONTHLY PAYROLL DEDUCTIONS OF AVERAGE NON-EMPLOYEE

Year	Straight-Time Earnings	Federal Withholding Tax	State Unemployment Tax	Federal Old Age Benefit Tax	Total Deductions Required By Law	Employees' Benefit Plan
1941	\$173.36	Tax paid direct	1.73	1.73	3.46	2.00
1942	196.55	Tax paid direct	1.97	1.97	3.94	2.00
1943	201.53	6.08	2.02	2.02	10.12	2.00
1944	201.53	9.20	2.02	2.02	13.24	2.00
1945	201.53	7.20	2.02	2.02	11.24	2.00
1946	231.65	7.70	2.32	2.32	12.34	2.00
1947	274.78	15.50	2.50	2.50	20.50	2.00
1948	300.56	14.27	2.50	2.50	19.27	3.00
1949	311.40	12.80	1.25	2.50	16.55	3.00
1950	316.82	14.73	1.25	3.75	19.73	3.00
1951	340.65	21.60	1.25	4.50	27.35	3.50
*1952	357.12	26.80	1.88	4.50	33.18	3.50

*Includes 4.2 per cent offered by Company and accepted by two-thirds of Company employees

Payroll Deductions

In preparing the above report, our Department of Wage and Salary Administration again limited their calculations to the straight-time earnings of non-exempt employees. But in order to determine what withholding taxes would amount to, they were obliged to create for us a Union Oiler approaching as near as possible to the Company-wide average. You may be interested in knowing that our Mr. Average Union Oiler is 38 years old—married—the father of two children—and had completed 12 years of Company service at the end of 1951.

On examining the payroll deductions of Mr. Average

Union Oiler since 1941, it is important to note that deductions required by law have increased some 859 per cent in 11 years. These are by far the greatest factors today in reducing our average straight-time income of \$357.12 per month to a net spendable income of \$300.80. Where deductions for Company insurances and benefit programs have increased, there have been proportionate advances in the values of security and services purchased.

Some facts not revealed in these tabulations are essential to the rounding out of a full report:

For many years the average U. S. workman has enjoyed higher wages and a higher standard of living than workmen in any other nation on earth. True, during the

MR. AVERAGE NON-EXEMPT UNION OIL COMPANY EMPLOYEE

Total Deductions Required By Law	Employees' Benefit Plan	Contributory Group Insurance	Disability Benefit Insurance	Employees' Retirement Plan	Total Deductions	Net Spensible Income
3.46	2.00	1.80	1.49	3.25	12.00	161.36
3.94	2.00	1.80	1.34	4.03	13.11	183.44
10.12	2.00	2.40	1.17	4.64	20.33	181.20
13.24	2.00	2.40	1.02	4.94	23.60	177.93
11.24	2.00	2.40	1.15	4.94	21.73	179.80
12.34	2.00	3.00	1.21	5.55	24.10	207.55
20.50	2.00	4.80	1.50	6.54	35.34	239.44
19.27	3.00	6.00	1.74	8.45	38.46	262.10
16.55	3.00	6.00	1.64	9.23	35.17	276.23
19.73	3.00	6.00	1.54	9.23	39.50	277.32
27.35	3.50	6.00	1.44	10.53	48.82	291.83
33.18	3.50	7.20	1.26	11.18	56.32	300.80

past decade, he has had to carry his tax-share of a costly war, of aid to allied and conquered nations, of expensive economic adjustments in his own country. Despite these handicaps imposed on Americans, our average workman has not lost ground—probably he has even gained a few economic strides on the field. At any rate, he remains the world's most envied wage earner.

Our Mr. Average Union Oiler, together with most other U. S. petroleum industry workers, enjoys an even more favorable standing. Since 1941, he has maintained an income position among the upper 30 per cent of all U. S. wage and salary workers. Since his wages have more than kept pace with rising living costs, his stand-

ard of living has steadily improved. He and his family are protected from adversity by the most comprehensive system of insurances and benefits. His conditions of employment are among the best and safest that industry can devise. His opportunities to develop and progress are unlimited.

All of this came about not through accident—or good fortune—or organized demands—or through the generosity of Union Oil Company management. Rather, under closest analysis, it is the result of good workmanship, excellent teamwork, technical advances, higher skills, and unending improvement in the products and services we sell.

BEHIND THE

THE American circus traces its origin—even its name—back more than 2,000 years to the pre-Christian days of Rome. Circus (meaning circle) courses are said to have been built originally by the Romans for chariot racing. Later, these were equipped with stalls for horses and elevated rows of seats for the spectators. Most notable of such early sports arenas was the Circus Maximus, which at one time accommodated a crowd of 250,000 people. Several contemporary courses injected competition into the Roman scene. So undoubtedly the chariot races were gradually augmented with feats of daring horsemanship, acrobatics, wrestling, gladiatorial contests and wild animal fights. This form of sport retrogressed into barbaric spectacles of fighting and human slaughter during Rome's darkest chapter of Christian oppression; then subsided with the Empire.

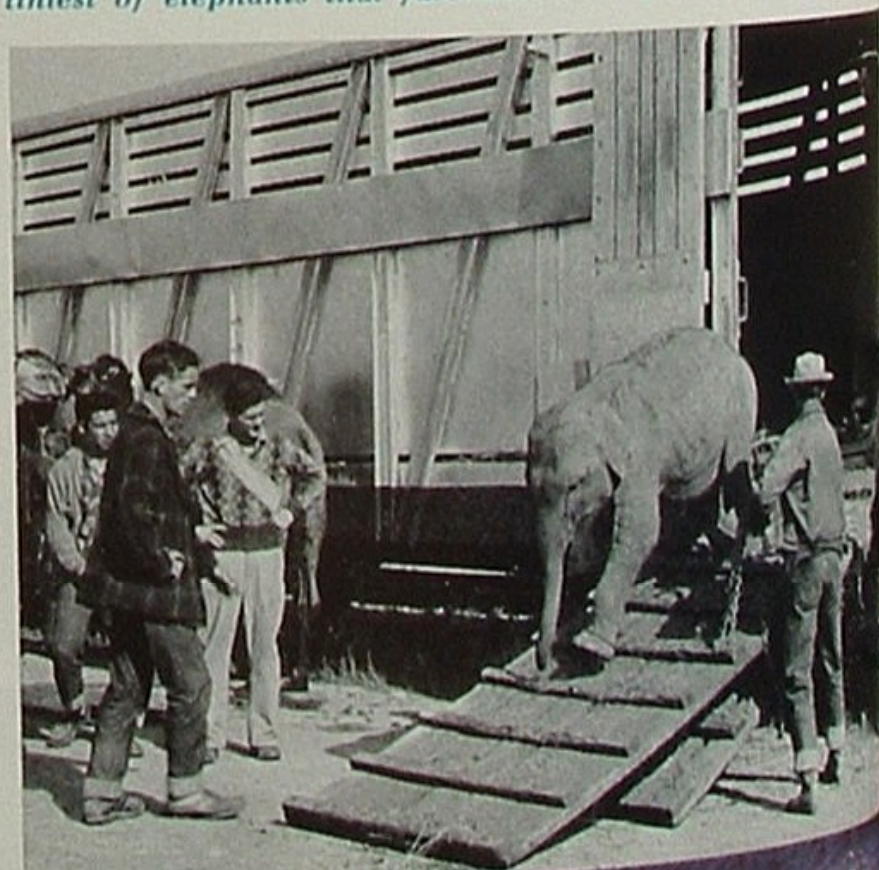
Thrilling feats of horsemanship survived, however, inspiring circus revivals in Europe and America, particularly during the 19th century. The present Hippodromes in London and Paris are of circus pattern. They began with riding exhibitions and Roman chariot racing, but in time opened their stages to every variety of spectacular entertainment known today. Probably the first portable or tent circus performances took place in Europe when small troupes of city performers tried increasing their earnings by putting on summer exhibitions for country folks.

The American circus remained entirely a European importation until around 1818. Then, American-born Rufus Welch began directing a wagon show as well as several theatres. He was followed by the Mt. Pitt Circus

Africa and Asia may keep their ornery, spitting "ships of the desert," left, but there's something about even the tiniest of elephants that fascinates show people.

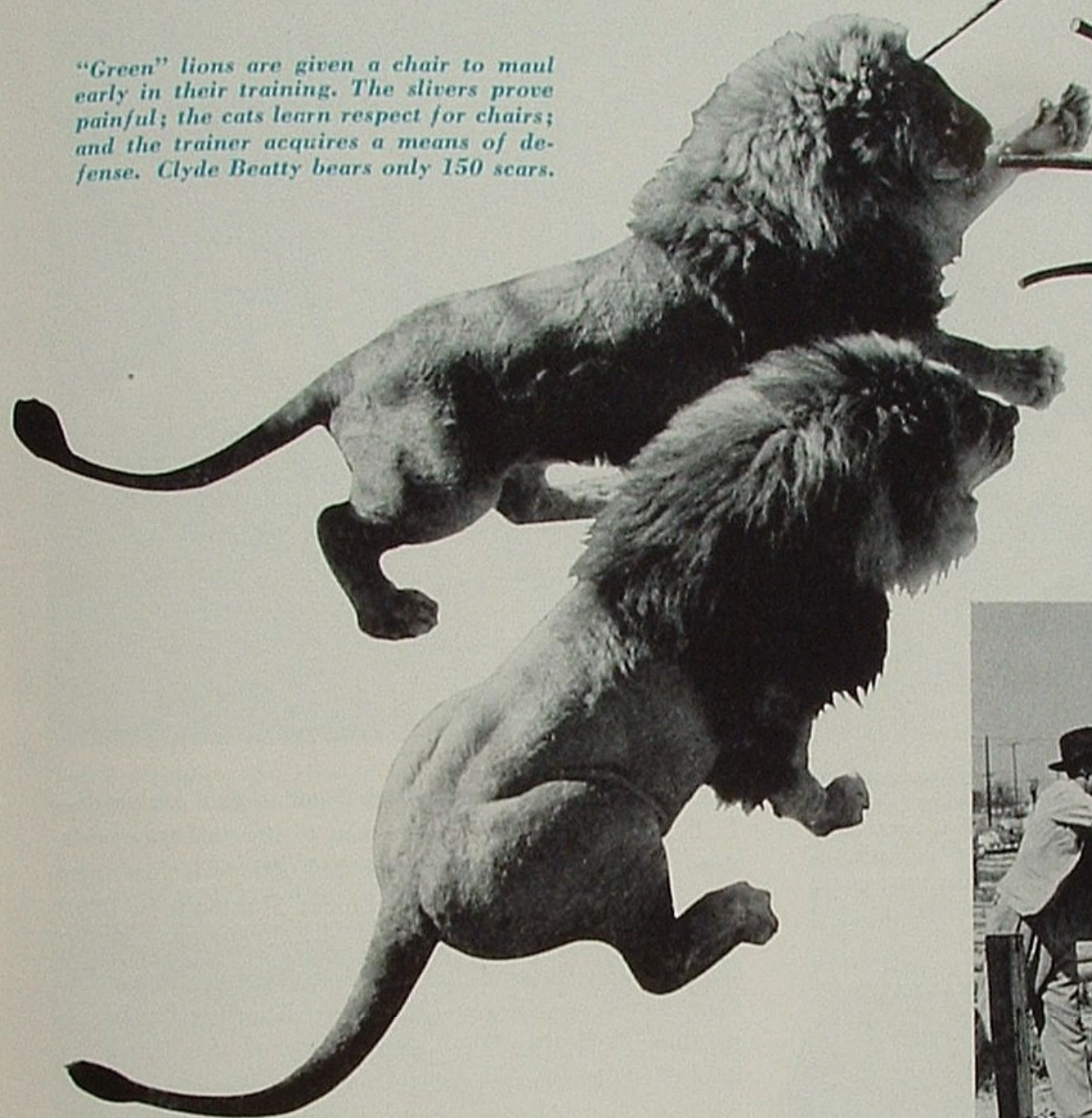


While driver Henry Tempest was busy filling the show's power plant with Diesel, we quietly wandered backstage for a photographic glimpse of circus life. Below, tractors have supplanted horses for unloading.



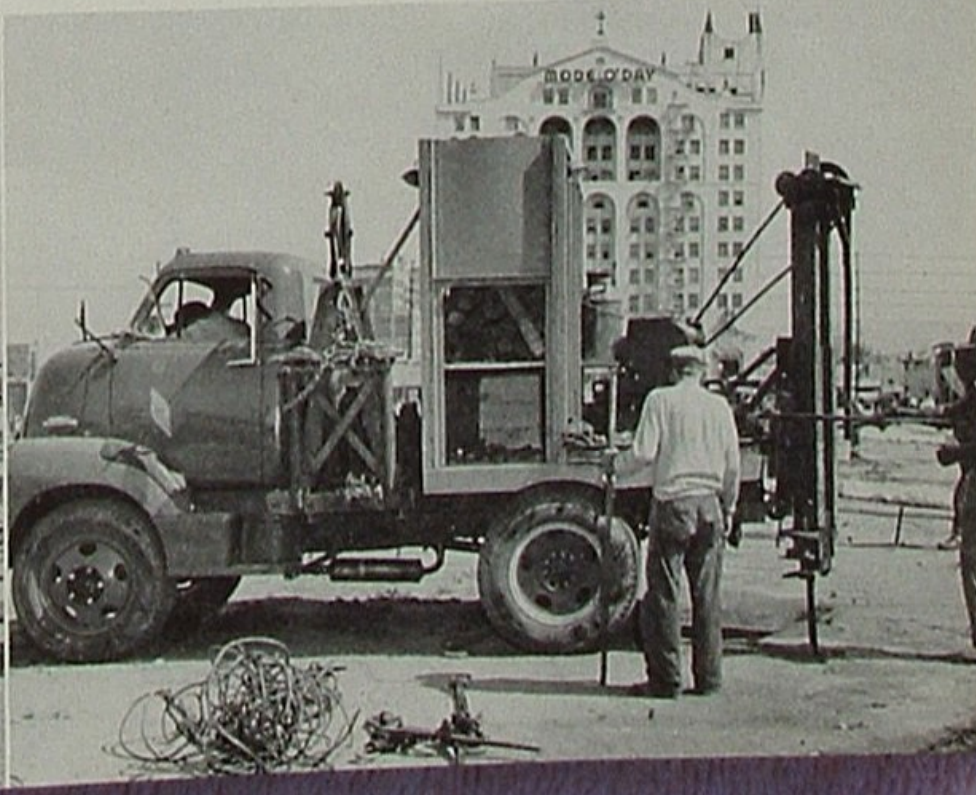
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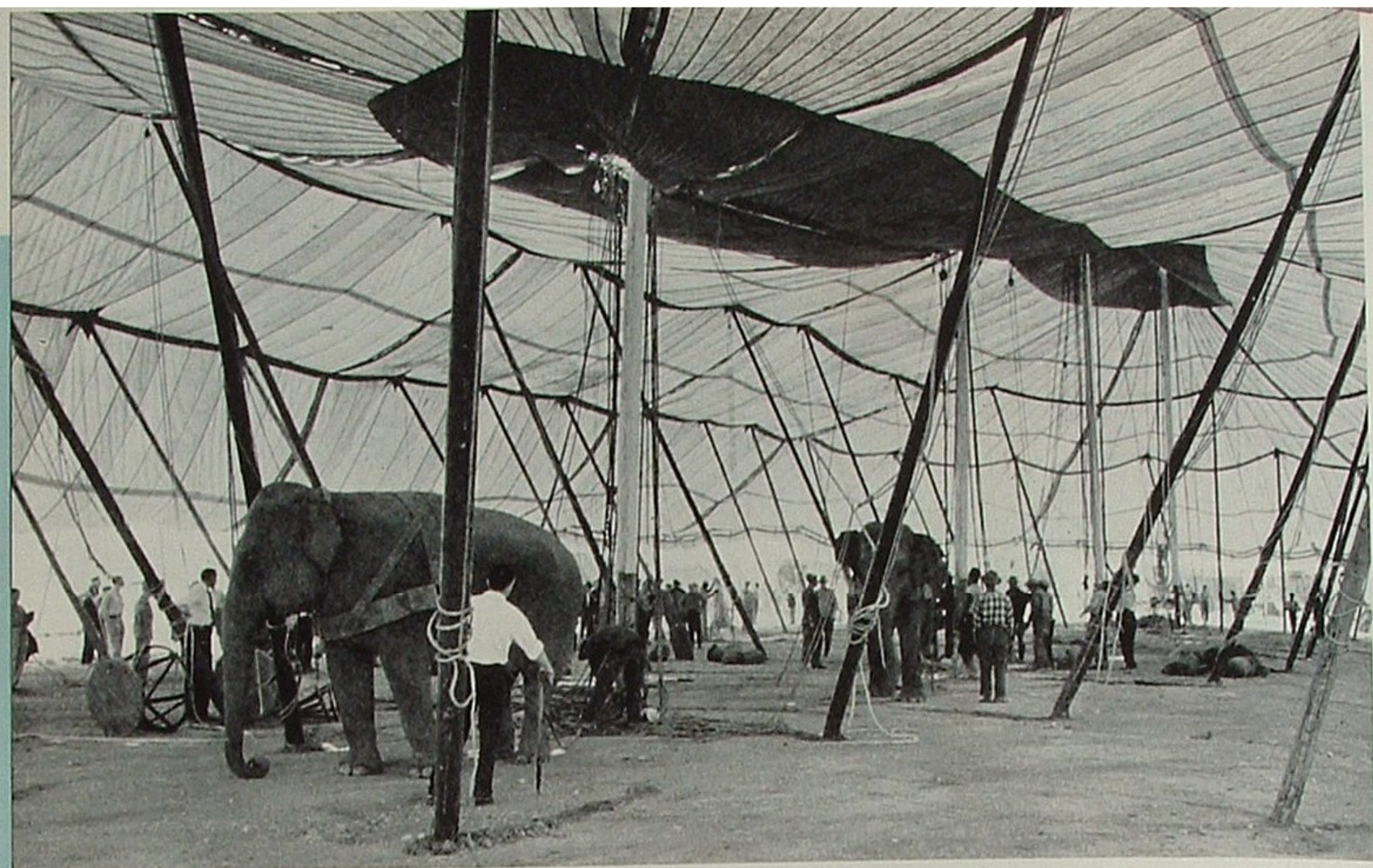
"Green" lions are given a chair to maul early in their training. The slivers prove painful; the cats learn respect for chairs; and the trainer acquires a means of defense. Clyde Beatty bears only 150 scars.



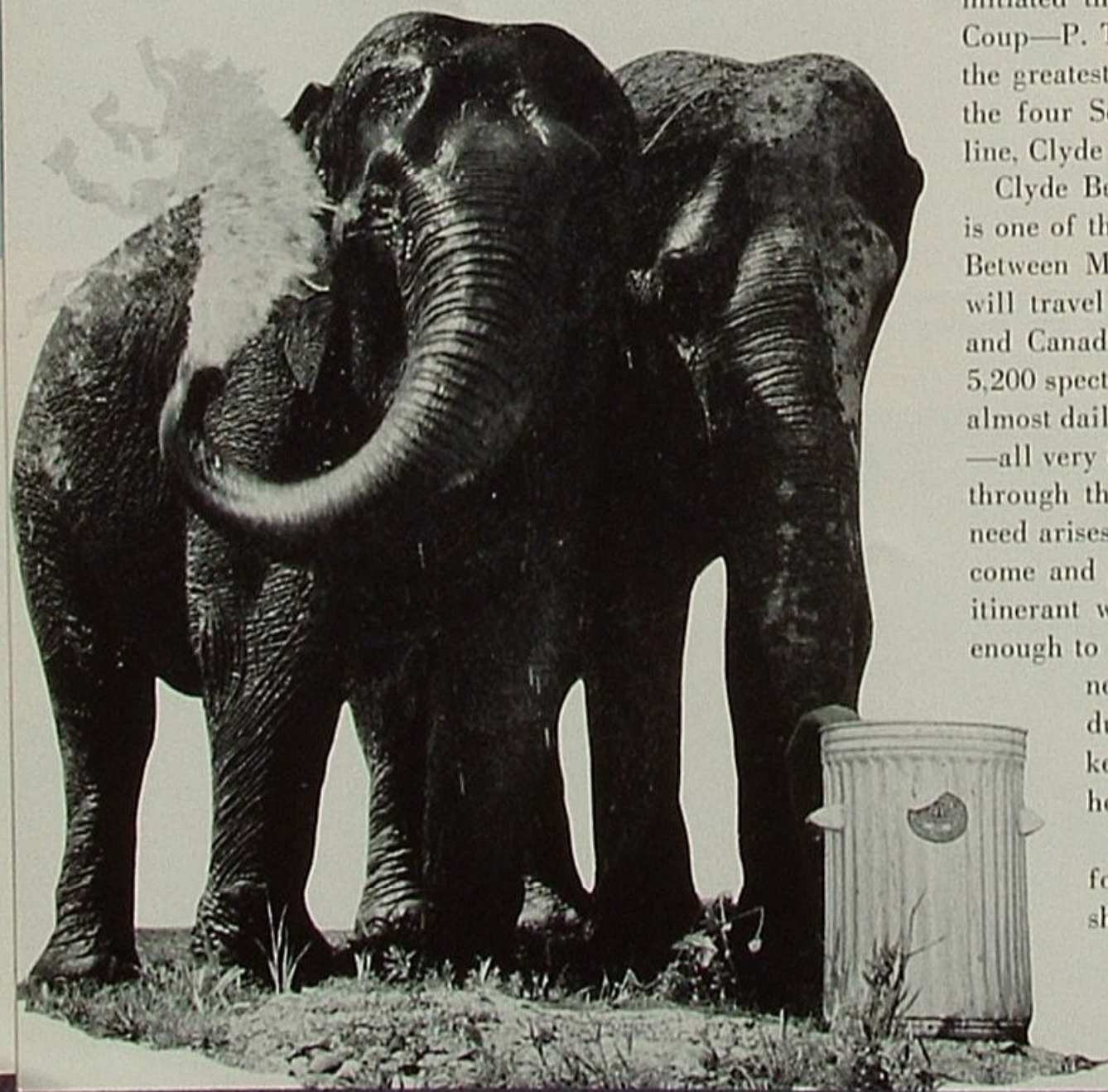
As for adult elephants, they're holding their own on circus lots—spotting the ponderous "prop" wagons and lending tons of pulling power wherever they're needed.

Four sledge hammers pounding simultaneously on an iron stake are fun to watch, but most tent stakes today are driven more efficiently with automatic hammer, below.





An hour or two before matinee, acres of canvas are pulled aloft. While crews are busy finishing the installation of rings and seats, the big pachyderms turn their heads to the entertainment field. A self-administered shower, below, freshens them up for the menagerie and main show.



—“Old” John Robinson—Dick Sands—Van Amburgh—L. B. Lent, the first big showman to use rail transportation—Adam Forepaugh, whose \$10,000 prize for America’s most beautiful woman (Louise Montague in 1880) initiated the modern beauty contest—Dan Rice—W. C. Coup—P. T. Barnum and James A. Bailey, often called the greatest of showmen—the seven Ringling Brothers—the four Sells Brothers—and newest of this illustrious line, Clyde Beatty, peer of the animal trainers.

Clyde Beatty’s Circus, our customer host this month, is one of the two remaining railway circuses in America. Between March 17 and October 10, this colorful train will travel over 15,000 miles through 19 western states and Canadian provinces. The massive Big Top, seating 5,200 spectators, will be erected, lowered and transported almost daily throughout the season. Some 150 performers—all very interesting to meet—will remain with the show through thick-and-thin and even help pitch tents if the need arises. A force of 850 canvasmen and laborers will come and go in droves, as most of them are drifters or itinerant workers who hold their circus jobs only long enough to get several hearty meals and a free ride to the next town. Hard-boiled straw-bosses with saw-dust and tanbark in their blood will somehow keep command of this nondescript army and hold the Big Top together.

As for the performance itself, “Step right up, folks, and treat yourself to one of the greatest shows on earth!”



You'd imagine the clowns' dressing tent to be a riot; actually it's a scene of philosophy, quiet and embroidery.

We chanced upon Mr. Seven-foot-three talking to Mr. Three-foot-seven and a couple of acrobats—in German.



Right while the main show is at its height, the side show performers dine—from left, the Sioux Chief, the Escape Artist, the Bearded Lady, Man with Revolving Head.



You've stood in line and looked at the box office, but did you ever stand in the box office and pray for a line? That's circus business. It takes big crowds to pay the bills and only we elephants are supposed to work for peanuts.

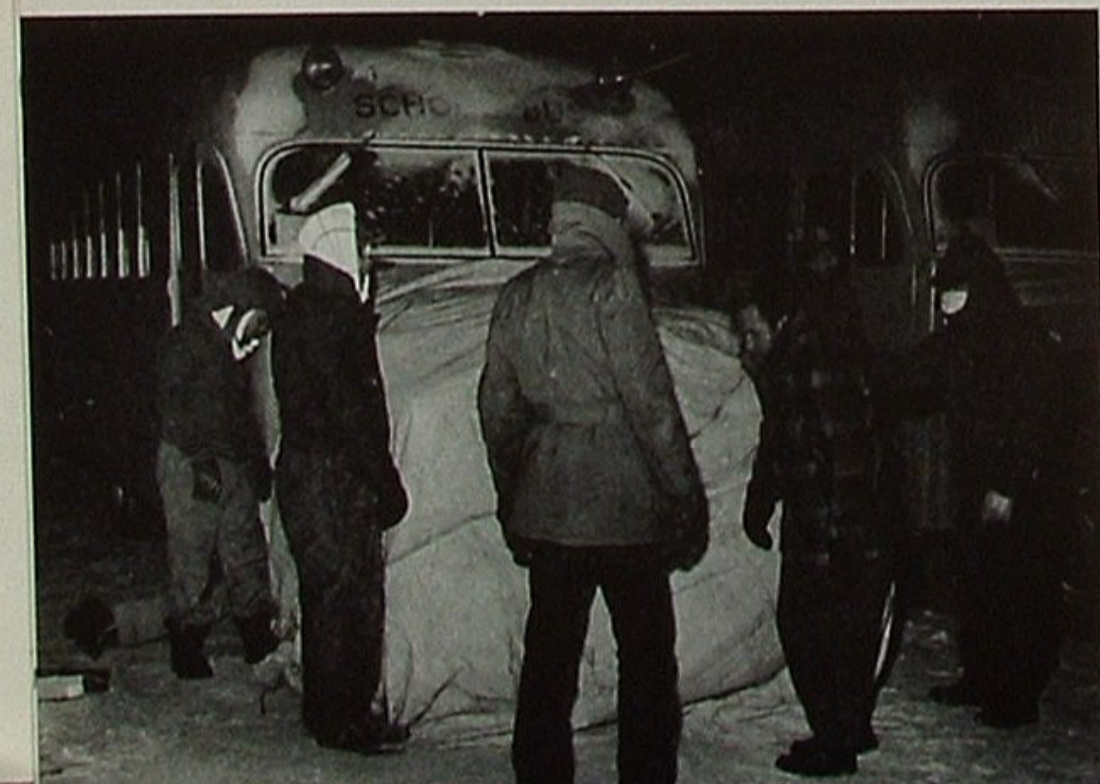




While fuel tanks were being filled at Great Falls, Convoy Captain Elwood Nurse, left, previewed the 2,600-mile trip with Consignee Mike McHenry and Union Oiler Nick Wren of Great Falls. Below, at head, middle and rear-guard positions in the truck-school bus column were three new Union tank trucks, each equipped with two-way radio sets.



Starting the motors at Whitehorse after a two-day stop required an improvised canvas hood heated underneath with blow torches. The drivers started better on coffee.



In British Columbia and Yukon Territory the convoy met its severest trials—50 below zero, ice for pavement, winding roads, dangerous grades, and frozen fuel lines.

Royal Triton stood the test even better than men and machines. It poured readily in the coldest weather and saw every vehicle through without the loss of a bearing.





At temperature of minus-50 or colder, even batteries have to be protected against frost damage. The Ohioans learned to handle such chores with their mittens on.



Blinking headlights frequently signaled a skid-off. Above, the drivers installed chains on a tank truck preparatory to pulling a stalled bus back into line.

NORTHWARD HO!

As told by Gudrun Larsen of Seattle and photographed by Dennis Stock, winner of LIFE photographers' contest.

ALASKA was in urgent need of a dozen large passenger vehicles—11 to initiate bus service for children in the Anchorage Public School District, and one for service on a Palmer Construction job 30 miles north of Anchorage. Also, Union Oil representatives at Anchorage had need for three large tank trucks to assist in handling a sales volume now averaging one million units a month.

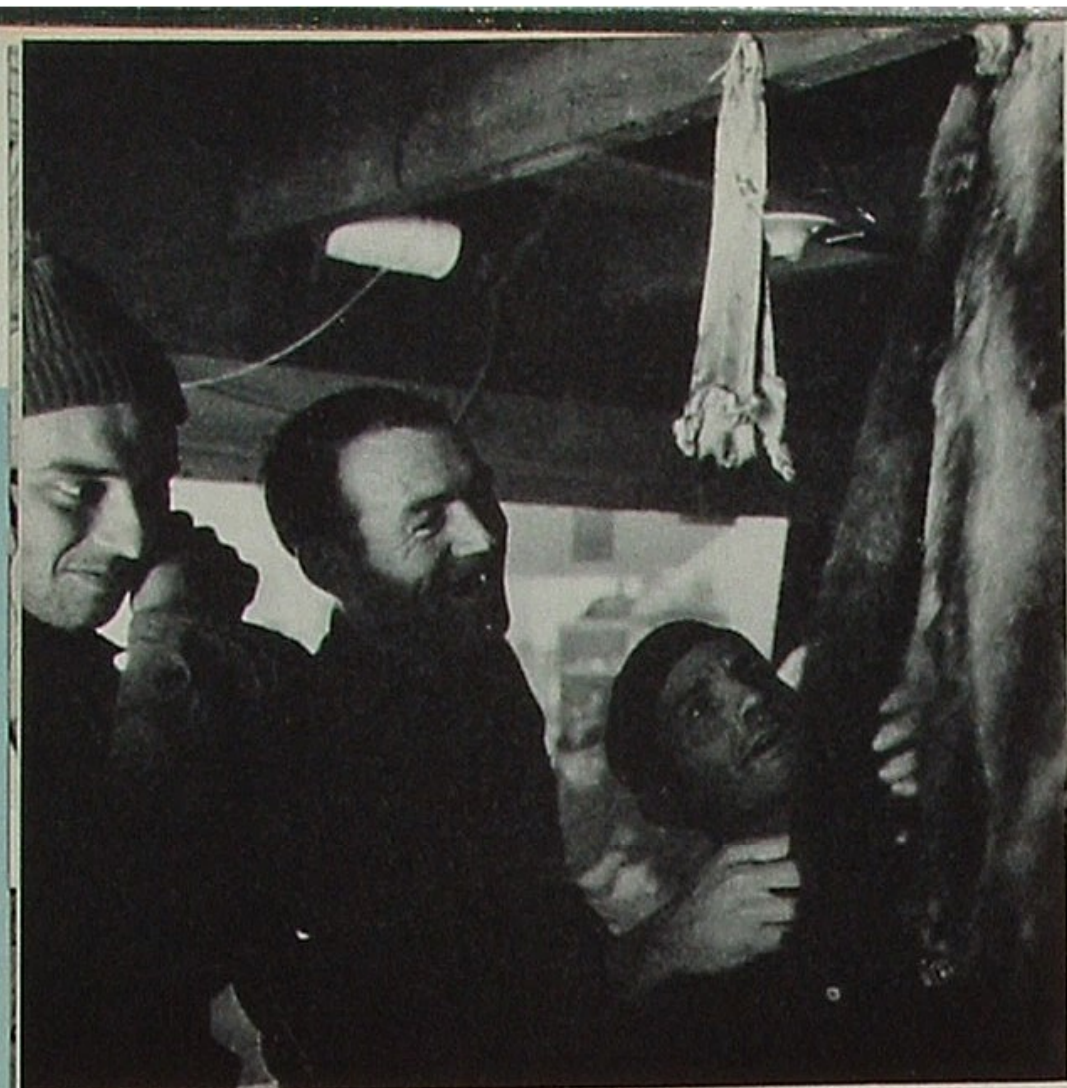
To deliver the vehicles by rail and ship would have required many weeks. So, M. B. Kirkpatrick, president of Alaska Sales and Service—who are Union Oil consignees and General Motors distributors for that part of Alaska—resolved to save a little time. Why not form a motor convoy and bring the vehicles north via the Alaska Highway? A contract was confidently signed. It called for delivery of the buses by December 22.

Great Falls, Montana, was chosen as the point of rendezvous. Here in early December the 12 new buses arrived from Lima, Ohio, and were met by the three Union Oil tank trucks, built by Clough Equipment Company of Seattle. After receiving their first thousand-mile check-ups, the vehicles lined up into what was possibly the most extraordinary convoy ever to head north—buses empty except for the drivers, trucks carrying oil and emergency supplies of fuel for the entire caravan. A tank truck headed the parade, a second was placed exactly in the middle, and a third brought up the extreme end as rear guard.

Manpower for the operation had been recruited in Ohio—18 adventuresome jacks-of-all-trades, each with some good or indifferent reason for making a one-way trip to our Northwestern Frontier. Opportunity—security—good hunting were among the visions that drew them toward the Arctic. They were captained by Elwood Nurse, manager of the automotive agency for Alaska Sales and Service. A veteran of seven Alaska Highway trips, he alone knew the road ahead. To him fell responsibilities of planning the convoy itinerary, issuing driving instructions, arranging for food and lodging, safeguarding equipment against the weather, and, among a hundred other things, recommending “long-handled” union suits to the uninitiated.

Fairly on schedule, December 6, the convoy rolled out of Great Falls and up to the Canadian border. Customs regulations netted 15 bonds to assure that none of the 15 vehicles would remain in Canadian territory; 15 permits to help finance highway maintenance; and three promises that the petroleum trucks would not use their tempting two-way radios in Canadian territory. Then the lads from Ohio, driving 200 feet apart, moved across Alberta's great wheat and oil belt, disappointed perhaps at finding the country hardly more virgin than Montana and Ohio.

At Dawson Creek, four days and a thousand miles later, the scene changed. Here, at Milepost 0 begins the 1500-mile stretch of tortuous road built in eight months



At the Lum-Abner Trading Post of the Far North, drivers made their first acquaintance with fur coats in the raw.



Among the big deals they saw consummated was this one, a pelt sale ably made by three boys of the Beaver Tribe.

The theory that a man can burn on one side while freezing on the other was proven every morning in the Yukon.

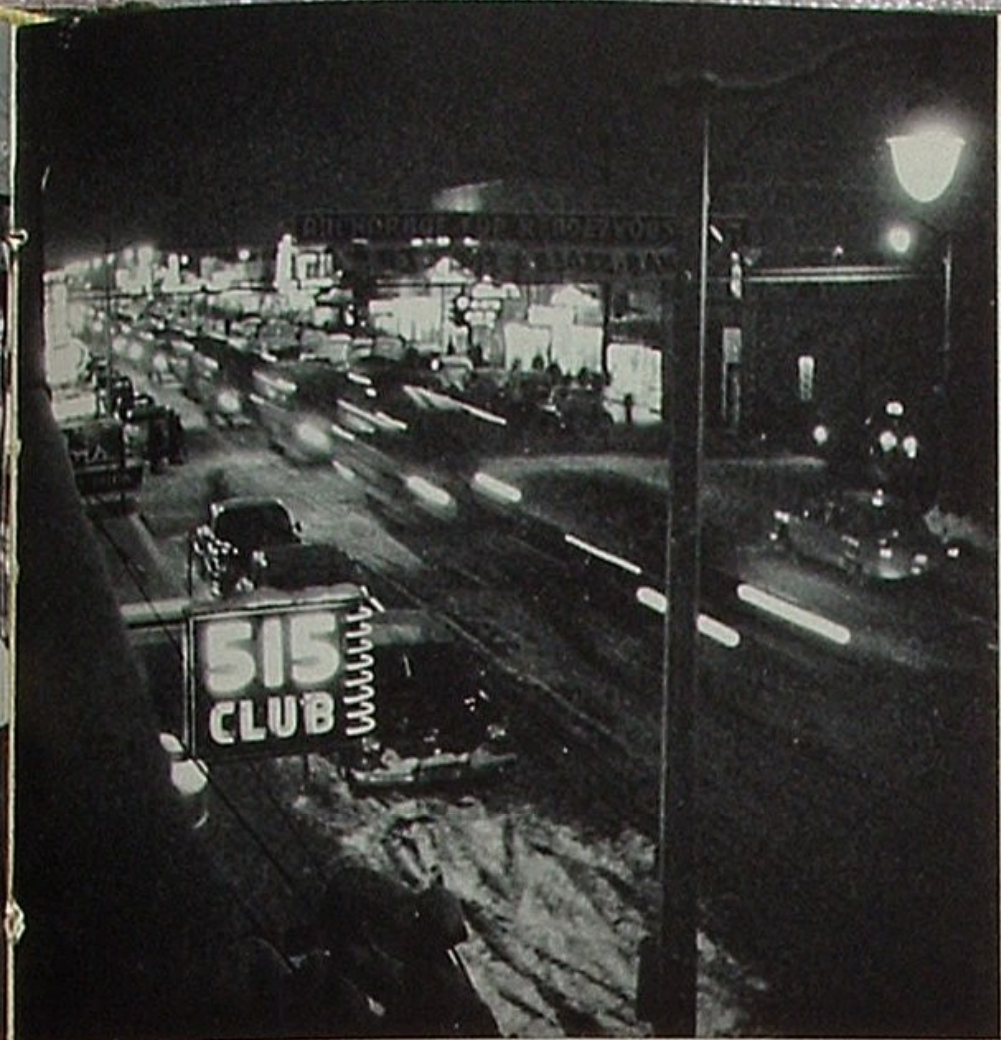


by the U. S. Corps of Engineers, and completed in 1942. Every one of the convoy drivers listened to an old military poem about this road and smiled "Amen."

*"Winding in and winding out
Fills my heart with serious doubt
As to whether the dude that built this route
Was going to hell—or coming out."*

But curves and grades were not the only sources of trouble. The Yukon cold, sometimes capable of a minus-70 degrees, often hit 50 and lingered there. Truck batteries had to be removed at night and placed in warm storage. Engines were covered with heavy tarps when idle, but often refused to start unless pre-heated with a smudge pot. Fuel lines occasionally froze shut on the march, bringing a headlight distress signal from the driver and causing the convoy to halt. Frequently buses would skid on treacherous ice and take to deep snow several feet off the highway. It usually required a chain-shod tank truck and the "Northward Ho!" of 10 men to keep the convoy intact. Once, near Whitehorse, a tank truck rolled on its back—but with no loss of fuel and only minor damage. Collision damage sustained by two of the buses is no doubt already repaired.

Despite all this, Anchorage turned out in the 5 p.m. darkness of December 22 to smile a hearty welcome. For down an American main street, over 2,600 miles northwest of Great Falls, Montana, came 12 nearly brand new school buses, three nearly brand new oil trucks, and 18 very tired but brand new Alaskan sourdoughs from tropical Ohio.



Moving too fast for the camera lens to stop, the convoy reached Anchorage and a hearty welcome December 22nd.



Alaskan school children now claim the bus seats. Girl with glasses is Kathleen, daughter of our consignee.

The garage built by Consignee Kirkpatrick at Anchorage is purposely too narrow. Warm storage causes moisture

condensation in cargo tanks. So, only truck cabs and motors are kept inside during extremely cold weather.





INDUSTRIAL SUMMARY

THE COMPANY has filed an application with the Office of Price Stabilization for an average increase in the price of California crude oil amounting to 60 cents per barrel. The current average price is \$2.35 per barrel.

The application pointed out that total petroleum demand on the Pacific Coast has increased 61 per cent during the past 10 years and is continuing to increase at a substantial rate. California's proved crude oil reserves, however, are not rising rapidly enough to support the steady up-trend in demand.

In order to support the additional production necessary to balance demand, the application estimated that approximately 495,000,000 barrels of crude oil reserves would have to be discovered and developed annually over the next eight years. This would require the drilling of 20,900 wells—or an average of 2,615 wells per year, exclusive of any national defense reserve productive capacity.

Currently the cost of purchasing imported crude oil on the Pacific Coast amounts to from \$1.60 to \$3.50 per barrel more than the present price of comparable California crude oil.

The conclusion of the application reads as follows:

"It cannot be emphasized too strongly that the Pacific Coast petroleum industry and those dependent upon Pacific Coast petroleum supplies face a crucial situation. Unless additional discoveries are forthcoming in this area, the production of crude oil shortly will be insufficient to meet even normal civilian demand, much less possible military requirements.

"The situation can best be alleviated by the drilling of more wells and the increase of marginal production. The necessary incentive can be supplied only through an immediate and much needed increase in the ceiling prices for California crude petroleum and petroleum products."

from Reese H. Taylor

● INDUSTRIAL RELATIONS

The Company has applied for Wage Stabilization Board approval of a general wage adjustment effective May 1, 1952, to increase rates of pay 7½ per cent above

those in effect December 31, 1951, or approximately 3.16 per cent above rates adjusted last January. Application is also being made to increase present shift differentials of 4 cents and 6 cents per hour to 6 cents and 12 cents per hour, respectively. This application is limited to jobs subject to W. S. B. jurisdiction which are outside recognized bargaining units, but excludes service station operating jobs. Although the Company is willing to grant these higher rates, W. S. B. approval is required for any general increase of more than 4.2 per cent over rates in effect December 31, 1951.

As a part of the Company's over-all program for keeping employees well informed, the Industrial Relations Department has for several months assisted departmental managers in the review of various policies and benefit plans. Some 50 meetings have been held with employees in all major locations where the Company operates. As evidenced by questions asked in the meetings, there is a great deal of interest in such subjects. It is urged that all employees again read the booklets on our policies and plans, then discuss with appropriate supervisors any questions that may arise.

Union Oil has completed a five-year study of accidents involving tank vehicles. During the period under observation, our tank vehicles traveled almost 31 million miles and delivered almost two billion gallons of commodity. It was found that vehicles of over 2,500 gallons capacity were more than twice as safe on our highways as smaller vehicles—based on the number of miles traveled.

from W. C. Sterenson

● **MANUFACTURING** Completion of the revised Unisol Gasoline Treating Plant at Los Angeles Refinery means another step forward has been taken in our refinery modernization program. The Unisol Plant is used for treating light pressure distillates produced from both the catalytic and thermal cracking operations. The process removes hydrogen sulfide and mercaptans by the use of methyl alcohol and caustic soda. This plant has a treating capacity of

over 20,000 barrels per day of light pressure distillates, which after treating are blended to motor gasolines.

During May, the Thermoform Catalytic Cracking Unit at Los Angeles Refinery was shut down for tie-in to the new Fluid Catalytic Cracking Unit. The latter is scheduled to begin operation in June of this year.

Also, a new Steam Condensate Recovery Unit and an enlarged Boiler Water Treating Plant have been completed at Los Angeles Refinery.

from K. E. Kingman

● TRANSPORTATION & DISTRIBUTION

The SS SANTA MARIA was scheduled to have her trial run at Baltimore on May 20. Thereafter she was to load a full cargo of natural gasoline at a Gulf of Mexico port and sail for the West Coast.

Approximately two miles of a combination four-inch and six-inch pipe line was installed from Union's new C. C. M. O. and Jewett Leases in the Belgian Anticline Field to McKittrick Station. Oil moves through the line by gravity.

We have completed the installation of 80 new suburban telephone instruments in the Petroleum Building, Los Angeles, for use of Southwest Territory. This completes the automatic telephone system now connecting all Company offices throughout the Southern Division.

from Ronald D. Gibbs

● PURCHASING

Increased production from expanding facilities is bringing large quantities of manufactured goods to the market. As supply catches up with demand, government controls are being revoked or relaxed. Important to our operations are the decontrol of tetraethyl lead, quebracho (used extensively in drilling muds), and rubber, and the anticipated relaxation on use of drums and cans. Other items appearing in greater supply are chemicals, some finished steel products, and miscellaneous M. R. O. (maintenance, repair and operation) items. Oil country tubular goods are still under strict allocation. Tentative allocation for the third quarter is only about one-fourth of our anticipated needs. It is expected, however, that this allocation will be increased to an amount commensurate with our needs.

from E. H. Weaver

● FIELD

New wells completed in California during the first quarter of 1952 were producing an average of 3,400 B/D (barrels per day) during the month of March. Most of this production has resulted from drilling in previously proven zones in old fields.

Recently, two outstanding developments have contributed substantially to our daily oil production. Two exceptionally good wells have been completed on the

Belgian Anticline, a new producing area for the Field Department near McKittrick in the San Joaquin Valley. Following completion of Union Oil Company's C. C. M. O. No. 84-24 for 925 B/D of 36-gravity oil, the offset well on our Jewett Fee property was completed for an initial production of 1,920 B/D.

In the old Torrey Canyon Field southeast of Santa Paula in Ventura County, Torrey No. 83, in drilling to 9,327-foot depths not reached before, opened a new producing zone. This well appears capable of producing from 30 to 40 barrels per hour of clean oil from a section of the Sespe formation approximately 1,600 feet thick.

Each of these new areas is being developed by additional wells, which will delineate the size of these reserves. This development program will continue to add new daily production to our crude oil supply in California.

from Sam Grinsfelder

● MARKETING

An all-time high in Union Oil sales of LPG (liquid petroleum gas) was reached during the first quarter of 1952. This demand was occasioned largely by abnormally cold weather throughout Southern California. Meanwhile, tests were begun with various truckers in Southern California who have converted their Cummins diesel trucks to propane. Five trucks are now on the road for three-months' tests. For the past year, the majority of our motor transports operating out of Rosecrans Terminal have been running on LPG. The fuel has been remarkably efficient and economical, with savings in both fuel and maintenance costs. The conversion will be extended to other Company vehicles if conditions warrant.

During March and April, our bunkering facilities at the Panama Canal Zone continued their high output of fuel oil and bunker diesel oil to contracted customers' vessels. Reflecting these high sales, the Canal accommodated 613 ships in a single month, breaking the previous record of 597 ships established in 1929.

To date, approximately one-third of all new-car dealers in our Western marketing area are participating in the Royal Triton Motor Maintenance program, featuring "America's Finest Motor Oil" and the use of Union Credit Cards for motor maintenance.

Salesmen at our employee-operated service stations changed to the newly approved service station uniform on March 29—white shirts, blue whipcord trousers, and overseas type caps. General distribution of the new uniforms to dealer stations will commence early this summer.

If the demand for Union Oil highway maps is any barometer, 1952 will be a banner tourist year. Alaska in particular appears to be exciting tourist interest. Requests for our excellent "Alaska Road Map and Travel Guide" are coming from all parts of the United States, Canada, and even from England.

from Roy Linden

kindest regards from England

A Letter From E. Stanley Nicholas
Headmaster of Basildon School,
West Reading, Berkshire, England

Gentlemen:—May I express our deep appreciation of your kindness in sending ON TOUR to us regularly each month? We appreciate very much your thoughtfulness in adding us to your mailing lists, for we use the journal effectively in senior History, Geography, Art and English periods, and on senior library tables, where there is a good deal of competition to get hold of each issue. We also receive your MINUTE MAN, by the way. Your illustrations and descriptions are excellent and I do believe that our working knowledge of the American oil industry is considerably increased by our reading of your house journals.

In return, your readers may wish to know something of ourselves. Basildon is a very, very old village in the heart of the Royal County's countryside. A church has stood here on the same spot for over a thousand years, near the river where the monks could graze cattle and catch fish. We have had a school since 1726 and until comparatively recently we were one of the very small

number of privately endowed schools in England.

Jethro Tull, pioneer of the Agrarian Revolution 175 years ago, lived in Basildon and developed many of his inventions that changed the character of husbandry all over the world. Sowing seeds in drills instead of the wasteful method of broadcasting was one of his inventions. He is buried in our parish churchyard.

Captain Alan Gardiner, R. N., founder of the South American Missionary Society over 100 years ago, was born in Basildon.

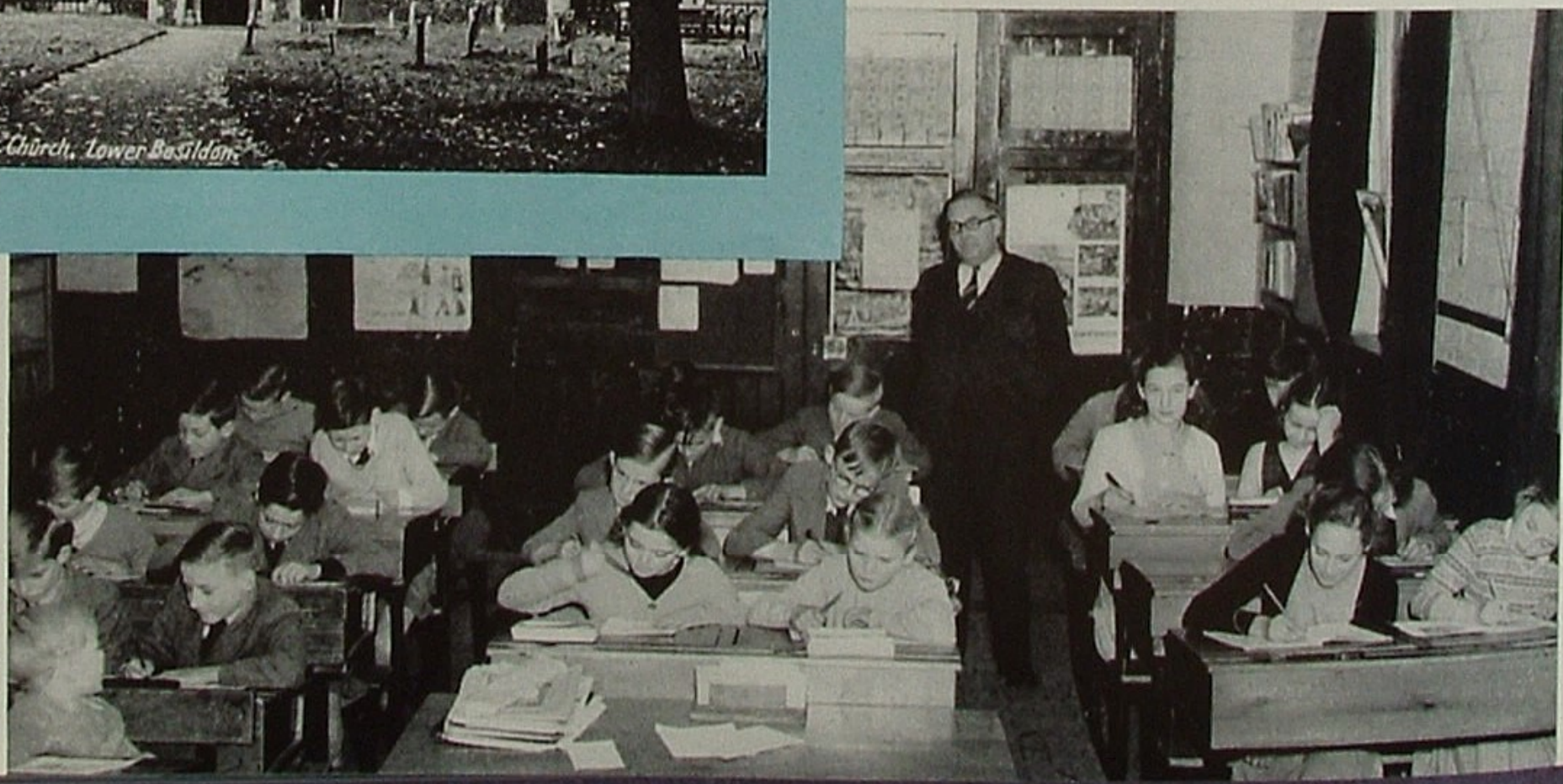
But our claim to fame doesn't rest entirely on antiquity, for we not only have a past but we have a very definite present and the certain hope of a fine future. Basildon today is the home of Messrs. Tenaplas, Ltd., England's premier specialists in extruded plastics. Tena-plas was bombed out of London in the Battle of Britain, 1940—came here to carry on the fight against the Nazis—and has settled in Basildon permanently, bringing happiness, economic prosperity and better living to a country community that hitherto was dependent almost entirely on agriculture.

My school in wartime had refugees from Germany, Austria, France and Holland, as well as evacuees from



At left, the Basildon Parish Church mentioned in "The Domesday Book," where USA troops prayed.

Below, Headmaster E. Stanley Nicholas, our correspondent, is shown with a senior class in England.





As chaplain of Basildon School, Reverend O. J. T. Roberts is concerned with the spiritual development of children.



Gilbert Spencer, world-famous academician, center, tells the seniors about his painting, "A Village Flower Show."

London, Birmingham and Plymouth. We emulated the proverbial sardine in wartime but we got through!

Maybe Union Oil employees remember us, for thousands of USA troops were billeted in Basildon House during the war years and many of them made their way to see me and my school. And good fellows most of them were too—fine chaps doing a fine job of work. We said goodbye to them with great regret. If any Union Oil men would like to get in touch with me again, let them write and I'll do my best to answer. Tell them that Basildon House is absolutely empty now. After war ended, it housed hundreds of German prisoners of war, but, when they were repatriated, no further use was made of the House other than as temporary housing for Irish and Scotch folk who came to work on atomic research at nearby Harwell.

American chaps always were good at helping our children. If they'd like still to help, ask them to send us travel brochures, USA magazines and journals, books, etc., for, other than travel, what better way is there of getting to know a country than by reading its literature?

Speaking of books, how many Union Oil men and their families realize that Basildon Bond notepaper, famed

throughout the world, is named after the lovely picturesque beauty of our village?

I am enclosing several photographs which you may care to reproduce if you find this information suitable for publication in ON TOUR. Please take great care of them and do kindly return them to me. If we get into print, would you send me four or five dozen copies of ON TOUR so that I can pass copies on to the children and friends of the school?

Sincerely,
(Signed) E. Stanley Nicholas
Headmaster

Union Oil Company publications are being sent, on request, to many persons and institutions in foreign lands. This is an effective means, we believe, of bringing about better understanding and peace between peoples divided by geographical and political barriers. Direct communication between the citizens of various countries may eventually achieve more than top-level diplomacy in realizing international goodwill. If Union Oilers have friends or relatives abroad who might want to participate in our two-way communications experiment, ON TOUR will be mailed to the designated foreign addresses at Company expense.

Through the mediums of journals and books from abroad, these young Englishmen prepare hopefully for world peace.



Who's "Cawing" Please?



By Fred Broughton

IT HAPPENED ONE NIGHT—embarrassingly soon after the Company's private telephone system had been rehabilitated. At about 9 o'clock a dispatcher's circuit went dead somewhere between Antelope Pump Station and Bakersfield. Telephone maintenance men, including Fred Philbrick, Harold Martin, Willard Clark and Roy Kreps, went immediately in search of the trouble spot. But before anybody could discover *who, where* or *what*, the line mysteriously cleared again. Something very peculiar was taking place under cover of darkness.

Furthermore, the trouble recurred—frequently—always in the same desolate area—always at night. Just when a tired maintenance man would think about putting the cat out and turning in, the phone would ring and a taunting voice would say, "That dispatcher's circuit is

out again and it's gotta be fixed tonight!" Then, an hour or two later, a *guy* would plug in miles down the country and find the eccentric line working to perfection.

One night Harold Martin slept with his boots on at Middlewater Pump Station. So, hardly had trouble been reported for the 'steenth time before he was moving out into the darkness. In a few minutes he heard the wing beat and raucous crying of crows as they took to flight. Still puzzled but eager to grasp at anything, Martin hauled out his portable equipment and called the nearest exchange. Sure enough, the line had just cleared. Crows were the offenders. But how?

Additional detective work solved the riddle. Crows, of this area at least, have a fad of congregating after nightfall. Some bold leader will start the mischief by alighting on a Union Oil telephone pole. Presently there will arrive a second crow who, in order to alight on the steady pole, must force the first arrival to move over on a wire perch. One by one the other crows arrive, each bullying his way to the pole and being bullied out on the telephone wire. Finally, so many crows assemble that their combined weight causes two lines to come in contact and short out.

Well, our counter-measure consisted of installing insulator brackets of an anti-crow variety throughout this entire night-life domain. But our maintenance men haven't yet learned why birds of this particular feather flock together on San Joaquin Valley pole lines.

"Gopher" a Sequel?

Soon after the heavy rains began this season, six circuits of our telephone cable between Brea Research Center and Brea Production Office shorted out. Water instead of crow was suspected here, as the cable was buried down to five feet underground.

To Ernie Cheatham, Albert Cluster, Bert Dunn and Chet Finstad fell the trouble-shooting. With a device called a Wheatstone Bridge, they reduced their area of woe to a 100-foot strip; dug test holes to further isolate the leak in a 10-foot section; and finally exposed the cable with 10 feet of trench.

Yes, water had seeped through a hole in the cable's lead sheathing and shorted out six circuits. But how come that jagged hole in the sheathing?

A gopher hole provided the only clue. For some un-

known reason, a gopher had gnawed through that plastic outercoating of Neoprene, through the thick lead sheathing, and through several layers of wire insulation.

Apparently, his appetite was satisfied when he finally bit off some choice Research conversation moving through one of the circuits at 48 volts.



A HAPPY EASTER was provided many children in Juvenile Hall, Los Angeles, this year by the Girls' Club of Home Office. Seen adding the final touches to some 90 baskets presented by this charitable group are (l-r) Patricia Perry, Beatrice Wood, Eleanor Murphy, Frances Lawson, Dorothy Burden, Rita Blythe, Velma Warner and Edith Markart. Letters of gratitude and commendation have been received by the club both from Juvenile Hall and from the Superior Court of Los Angeles.



PLANNING a banner year of social events for employees of Seattle and vicinity are officers, past and present, of the Unoco Club. Standing are Otis Tobey and Chuck Flanagan who did an outstanding job at the sports and social helm in 1951. Seated are,

from left, Mal Harris, Blenda Gossard, Joe Hunt (president), and Virginia Huse, present officers who indicate that a big dance in April and a golf tournament in June are only a mild beginning. The club is limited exclusively to Union Oilers.

from Gudrun Larsen



A SHARP ONE with shooting irons, Dick O'Connell, research technician at Brea, has won more rifle and pistol trophies than your grand piano could hold. And now, it is revealed in the Long Beach Press-Telegram, Dick is proving quite as keen in another field. He spends much of his spare time making knives, machetes and bolos—principally for friends in military service. Some of his steel will cut through a nail without damaging the blade.

from Gale Peterson



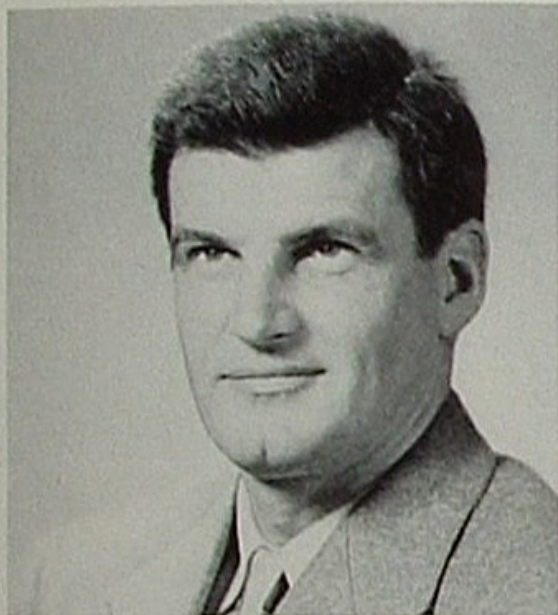
SURPRISED at the Seattle Automobile Show was Roger Levan, Northwest Territory representative, when Queen Eva Beattie and Princesses Myrtle Forseth and Janet Miller of the Washington Daffodil Festival visited the show dressed in white coveralls and jaunty Union Oil Minute-Man caps. Nothing we saw on Easter could have been lovelier.

from Gudrun Larsen

ON TOUR



▶ **MARCH VACATIONS** are wonderful—take it from the H. W. "Hoot" Bragg family of Portland, including daughters Suzanne and Caroline. Let us add quickly, however, that they spent the time so enjoyably in Honolulu, where winter tan originated.
from Gudrun Larsen



▶ **OUTSTANDING** young men, having leadership qualifications and at least 10 years of experience in industry, are being granted Alfred P. Sloan Fellowships for executive training at Massachusetts Institute of Technology. Charles E. Smith, Union Oil division field engineer, is one of 18 Americans so honored.



▶ **"BE IT KNOWN** that Union Oil Company of California is awarded the distinguished service scroll for outstanding achievement in bringing about a better understanding of the American way of life as recognized by Freedoms Foundation Awards for the years 1949-1950-1951." Such was the honor paid to our institutional advertising series on February 22. Seen presenting a similar award to Actress Ginger Rogers for her editorial on religious freedom are Don Belding, chairman, and Reese H. Taylor, member of the Freedoms Foundation board.



▶ **SPARKPLUGS** of a highly successful convention of the California Credit Union League, held in San Jose from March 20 to 23, were Union Oilers, from left, Don Walker of San Francisco, Bill Blaikie of Dominguez, Leonard Rich of Oleum, Taylor Moore of Maltha, Garfield Hocking of Dominguez, and Edgar Sadler of Maltha. Serving as state officers and committee members, these men took leading parts in policy sessions of the convention, headed entertainment and housing committees, and in many other ways helped to make the affair an outstanding one.
from Ethel Cline

▶ **PRIMROSES** are in bloom at Oleum thanks to Rose Marie Jones and Anita Priddy, right, who survived an all-winter ribbing from the Warehouse gang for "culturing cabbage plants." But with the first blossom of spring, all cabbage predictions turned to sauerkraut, and Henry Cardoza of the Pipe Shop even came forward with a sprinkling can.
from John Pollen



ON TOUR

Sports



▶ **HUGH JOHNSON** left, has been winning the Comptroller's Golf Tournament for so many years that ON TOUR might better have saved the original engraving. As surely as two and two equal four, Hugh and his clubs equalled low gross again in April, 1952. Presenting the award is Irving Hancock, while Jack Luther wilts under low-net trophy.

▶ **FLIGHT WINNERS**, etc., of the Comptroller's Tournament were, from left, Al Schenken, Ery Golisch, Bill Zoern, Art Burry, Larry Higbee and Bill Champlin. Ray Webb, not photographed, was given an award largely as a tribute to his dogged and untiring persistence; his remarkable expenditure of energy totaled 171 strokes.



▶ **LOU ACCOMAZO**, left, chairman of the Oleum Fishing Club, and Carl Fausett are polishing up their tackle for a forthcoming bass derby. A major excuse for such fishing clubs is to provide monthly meetings where sympathetic sportsmen will listen to any exaggeration within reason.

from John Pollen

▶ **FIRST CHAMPS** of the first big bowling tournament sponsored at Brea Research Center are, standing, Jack Graham, "Dinty" Moore, George Porter, Cliff Donoho; kneeling, Jim Warren (captain), Ted Eifert and Don Hollowell—collectively known as the Engine Laboratory Team. In 27 weeks of bowling they won 79 points, lost 29.

from Ray Rogers

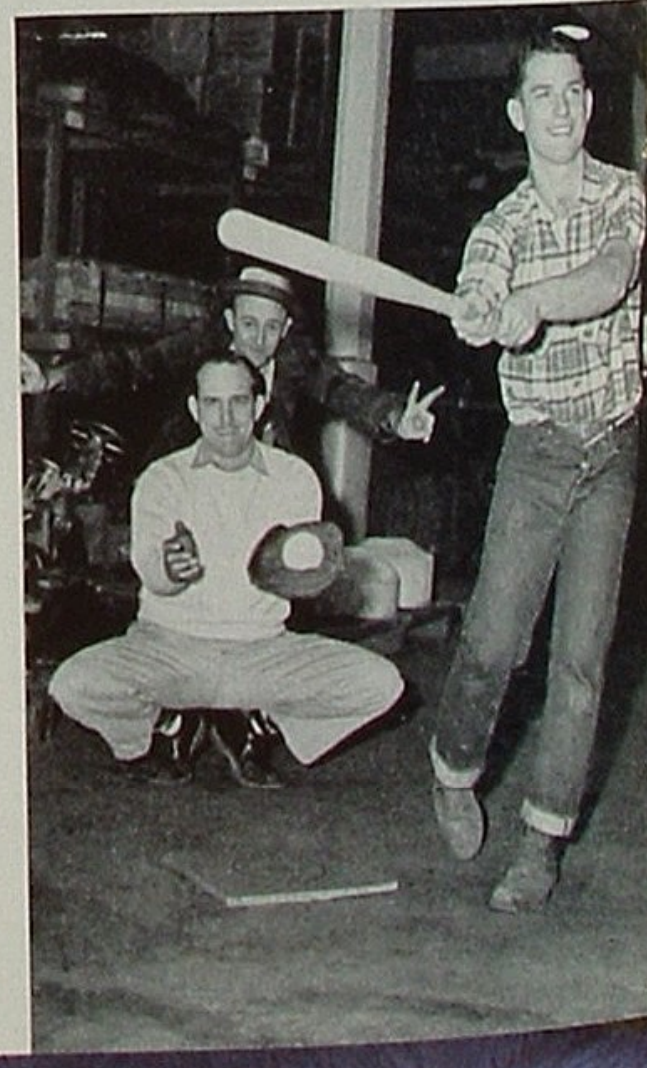


▶ **NOVICE CHAMPION** among figureskaters of the Northwest is Nanette Stranahan, daughter of Seattle Union Oiler Jessie Smith. Taking up skating when she was 13 years old, Nanette has, in less than three years, garnered two championship titles. Her mother's skill with a needle is credited with the attractive costumes worn by Miss Stranahan.

from Gudrun Larsen

▶ **READY FOR THE PITCH** at Oleum are Johnny Sykes at bat, Leonard Olsen catching, and Bill Hays umpiring. These men were getting an early jump on other baseball enthusiasts at Oleum by taking their spring training each noon under cover of the refinery warehouse.

from John Pollen





SERVICE BIRTHDAY AWARDS

MAY 1952

Department	Location	Years
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MARKETING

Wolff, Lawrence, Home Office	40
Ralph, William R., Los Angeles	35
Dike, Harrison A., Jr., Central America	35
Kellogg, Frederic H., San Francisco	25
Myers, Orin, Seattle	25
Brandenburg, Neil, Astoria	20
Denton, Conrad E., Los Angeles	20
Keeler, Charles E., Fresno	20
Brown, Anna E., Los Angeles	15
Cox, Fred C., San Diego	15
Davis, Harold McC., Coos Bay	15
Durkson, Michael, Los Angeles	15
Gray, David E., Jr., Seattle	15
Harden, Donald E., Seattle	15
Mitchell, Hugh J., Tulare	15
Pivaroff, Morris, Los Angeles	15
Sanderson, Lyle G., Portland	15

MANUFACTURING

Foster, Wesley L., Oleum	30
Hall, Harold A., Oleum	30
Madsen, Carl F., Wilmington	30
Smith, Everett, Oleum	30
Caswell, Ernest M., Oleum	25
Lowrey, Paul T., Oleum	25
Nelson, Max M., Wilmington	25
Nisbet, John C., Wilmington	25
Hays, William I., Oleum	20
Blackwood, Robert G., Oleum	10
Cordes, Herman C., Sr., Oleum	10
Dallas, Lawrence B., Oleum	10
DeMartile, Elmer F., Oleum	10
Hannaman, Jack R., Home Office	10
Madison, Charles A., Oleum	10
Page, John F., Oleum	10
Page, William H., Oleum	10
Ratto, Andrew A., Oleum	10
Villalobos, Antonio R., Oleum	10
Walden, Carl Ray, Oleum	10
Zuniga, Michel A., Home Office	10

EXPLORATION & PRODUCTION

Gallagher, Patrick, Richfield	35
Everett, A. Frank, Ventura	30
Hancock, Homer W., Dominguez	30
Vidal, Frederick W., Orcutt	20
Dyrdahl, Allen C., Cut Bank	10
Skelton, Frank M., Orcutt	10

PIPELINE

Van Neman, P. D., San Luis Obispo	30
Beirne, Owen, San Luis Obispo	25
Massera, Arsenio S., San Luis Obispo	20
Petersen, John T., San Luis Obispo	20
Upchurch, Harold J., San Luis Obispo	20
Barba, Henry P., San Luis Obispo	10

INDUSTRIAL RELATIONS

Van Marter, Claude H., Home Office	30
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PURCHASES

Denzin, Margaret, Home Office	15
Carlson, Gertrude B., Orcutt	10

COMPTROLLERS

Mingst, Richard A., San Francisco	15
Andrews, Donald G., Home Office	10

BUILDING

Farmer, Joseph, Home Office	15
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MARINE

Boman, John S., Wilmington	10
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RESEARCH & PROCESS

Fort, Kenneth W., Brea	10
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June, 1952

Department	Location	Years
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MANUFACTURING

Brundige, Charles A., Oleum	35
Faria, Frank G., Oleum	35
Irwin, Edward H., Wilmington	30
McBride, Gregg B., Wilmington	30
Wilson, Harold V., Oleum	30
Aita, Robert, Oleum	25
Cline, Norbert R., Wilmington	25
Croctic, Othell, Wilmington	25
Hendricks, Edgar A., Wilmington	25
Maderos, Frank, Oleum	25
Martin, Nicholas, Oleum	25
Nelson, Lester E., Wilmington	25
Stutting, Justus T., Wilmington	25
Micoli, Albin, Oleum	20
Frederickson, Vernon W., Oleum	15
Alverson, Erwin W., Wilmington	10
Andrews, Fred J., Oleum	10
Bernardin, Joseph M., Oleum	10
Breamer, John G., Wilmington	10
Brown, Robert M., Oleum	10
Chak, Andrew, Oleum	10
Deal, John M., Home Office	10
Gordinier, Jack R., Wilmington	10
Gudgel, Doyal T., Edmonds	10
Hale, William D., Wilmington	10
Harvell, Lee C., Oleum	10
Hopkins, John M., Home Office	10
Leaper, Harry P., Wilmington	10
Messenger, Edward H., Wilmington	10
Moore, Gene D., Edmonds	10
North, Joseph O., Oleum	10
Snuffer, John R., Wilmington	10

MARKETING

Ruppert, Ida, Seattle	35
Bonner, James G., Seattle	30
Lory, Genevieve, Seattle	30
Merriken, Samuel A., Los Angeles	30
Seeley, Harold D., Home Office	30
Swanson, John S., Los Angeles	30
Barss, Sydney C., Paso Robles	25
McMillan, William D., Ventura	25
Murray, Leonard D., Seattle	25
Park, Herbert M., Phoenix	25
Foster, James S., Home Office	20
Rich, Wilmer E., Los Angeles	20
Spencer, William L., Home Office	20
Ullerich, Herbert W., Long Beach	20
Blair, Winifred S., Seattle	15

EXPLORATION & PRODUCTION

Alger, Harry, Richfield	35
Lemmon, Roy, Richfield	35
Blanchard, Benj. F., Jr., Ventura	30
Edwards, Raymond E., Santa Fe Springs	30
McLucas, Solomon A., Taft	30
Hughes, Harry B., Orcutt	25
Haliburton, Edward M., Orcutt	20
Burns, Russell W., Canada	15

Manlove, Chas. F., Home Office	15
Carlson, Charles G., Coalinga	10
Fagerland, Elmer A., Cut Bank	10
Peek, John O., Richfield	10
Quick, Jonah, Jr., Orcutt	10
Schaeffer, Roy O., Cut Bank	10
Stave, Henry L., Orcutt	10

RESEARCH & PROCESS

Morlock, Max Geo., Brea	25
Linford, Hooper, Brea	20
Mount, Edw. F., Brea	15
Josendal, Virgil A., Brea	10
LaFortune, Judith I., Brea	10

COMPTROLLERS

Parker, Chas. F., Home Office	20
Pichler, Frank J., Home Office	15
Eaton, Gertrude W., Home Office	10
Snelson, Winfield B., Home Office	10

AUTOMOTIVE

Soper, Geo. E. M., Portland	25
Bressler, Benj. F., Santa Fe Springs	20

TREASURY

Maloney, Francis J., Home Office	30
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PURCHASES

Pollock, Charles E., Home Office	30
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MARINE

Howell, Fred, Wilmington	25
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INDUSTRIAL RELATIONS

Bernard, Joseph A., Home Office	20
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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:

RALPH E. BRAVO

Northwest Territory
Employed 10/1/18—Retired 5/1/52

HERCHEL C. WEST

Southern Division Field
Employed 5/24/26—Retired 5/1/52

ROBERT K. CLAY

Southern Division Field
Employed 4/16/21—Retired 6/1/52

WESLEY L. FOSTER

Oleum Refinery
Employed 4/26/22—Retired 6/1/52

JOHN G. BOUSLOG

Southern Division Field
Employed 2/18/18—Retired 6/1/52

HENRY P. HOLBROOK

Los Angeles Refinery
Employed 3/22/43—Retired 6/1/52

ROY O. NELSON

Central Territory
Employed 6/22/13—Retired 6/1/52

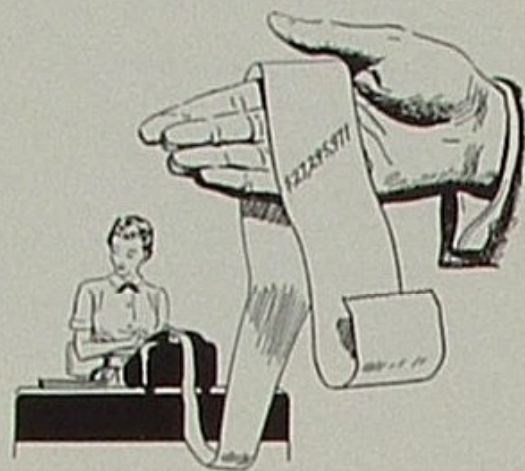
WALTER T. OGLESBY

Southwest Territory
Employed 4/13/22—Retired 6/1/52

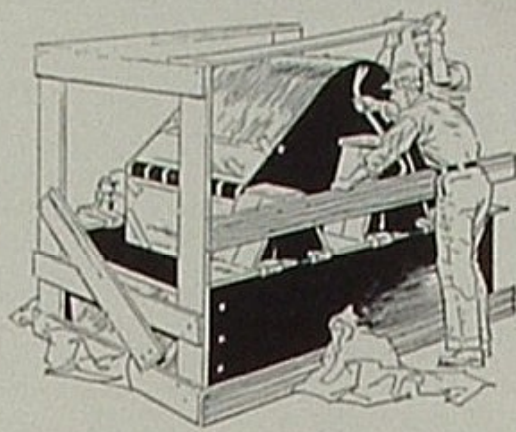
CATHERINE DIMOND

Southwest Territory
Employed 4/12/27—Retired 6/1/52

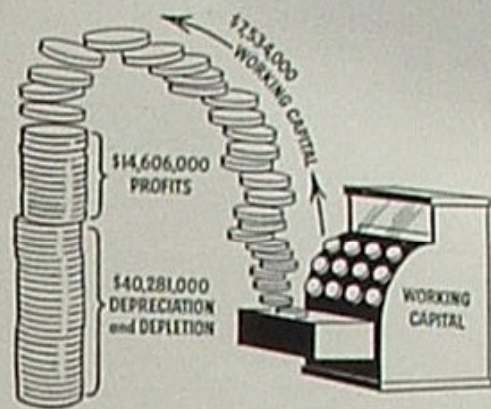
How you can make a profit of \$27,295,971 and go in the hole!



1. According to our accountants, Union Oil made a net profit during 1951 of \$27,295,971. If this bookkeeping profit represented the company's actual "take" our 88,347 common share owners would be overjoyed. But after paying dividends of \$11,444,259, we actually ended up on the minus side of the ledger to the sum of \$7,534,000 in working capital.



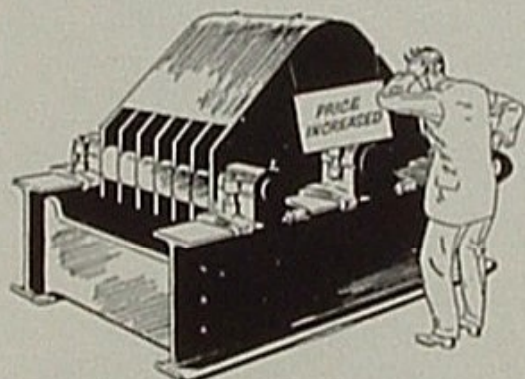
2. Here's the reason: In 1951 we had to spend \$62,421,000 for replacement of worn-out equipment and oil properties and to enlarge our facilities to meet the greatly increased demand in the West for petroleum products. This money came from three sources.



3. \$40,281,000 of it came from the "depreciation and depletion" allowance. (The sums a corporation sets aside each year to replace equipment and oil properties when they're worn out.) \$14,606,000 of it was made up out of profits. \$7,534,000 of it was taken from working capital—the "checking account" a business keeps on hand for day-to-day expenditures.



4. We obviously can't keep dipping into our working capital indefinitely and stay in business. For if we do we'll eventually run out of money to carry our receivables, inventories, etc., and pay our daily operating expenses. That's why something has to be done about a situation that affects not only us but every U. S. corporation.



5. Briefly it is this: The sums the tax collector allows you to set aside for depreciation and depletion are based on what things cost *when you acquired them*—not what it costs to *replace them today*. Since these depreciation funds aren't adequate to replace equipment and oil properties at today's prices, we have to make up the difference somewhere—or go out of business.



6. On top of this, extremely heavy taxes on corporate earnings make it almost impossible to retain enough profits to make up the difference. So we have to take it from working capital. That's why we must have a tax policy that will permit corporations to earn enough for the replacement and expansion necessary to maintain the productivity and economic growth of the nation.

UNION OIL COMPANY OF CALIFORNIA

INCORPORATED IN CALIFORNIA, OCTOBER 17, 1890

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