

MARCH 1953

"One Tour"



Above, 114 miles from Tok, Alaska, this sod-roofed log cabin and stilted food cache are still in daily use.

Above right, the mighty Yukon River plunges through Miles Canyon, recalling an early obstacle to Klondike miners.

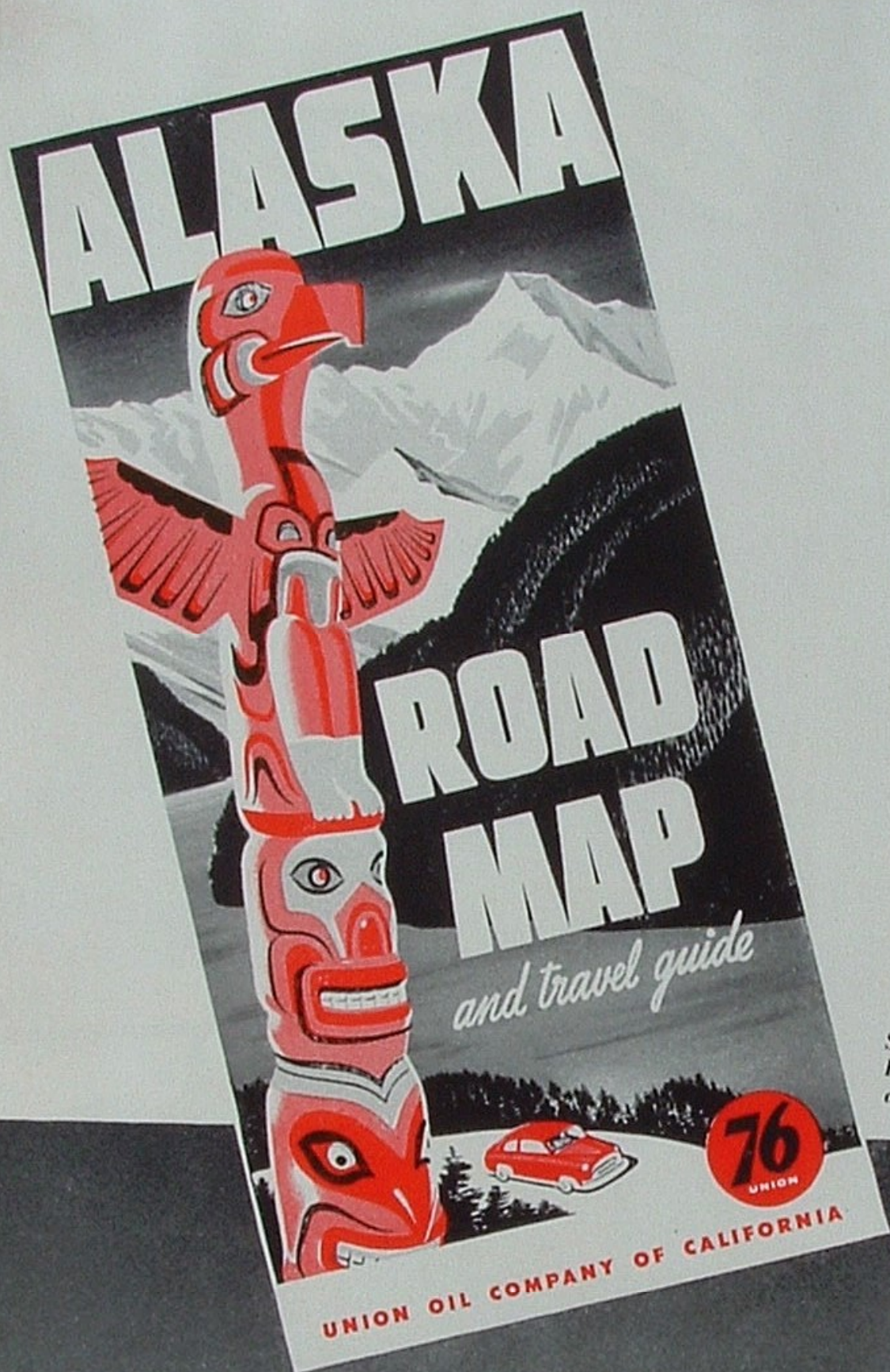
Right, Lake Atlin in British Columbia marks an area of glacial beauty, excellent fishing and abundant big game.



Left, even the highway itself, bordered with brilliant fireweed at Mile 914, is an open invitation for venturing motorists



To Alaska

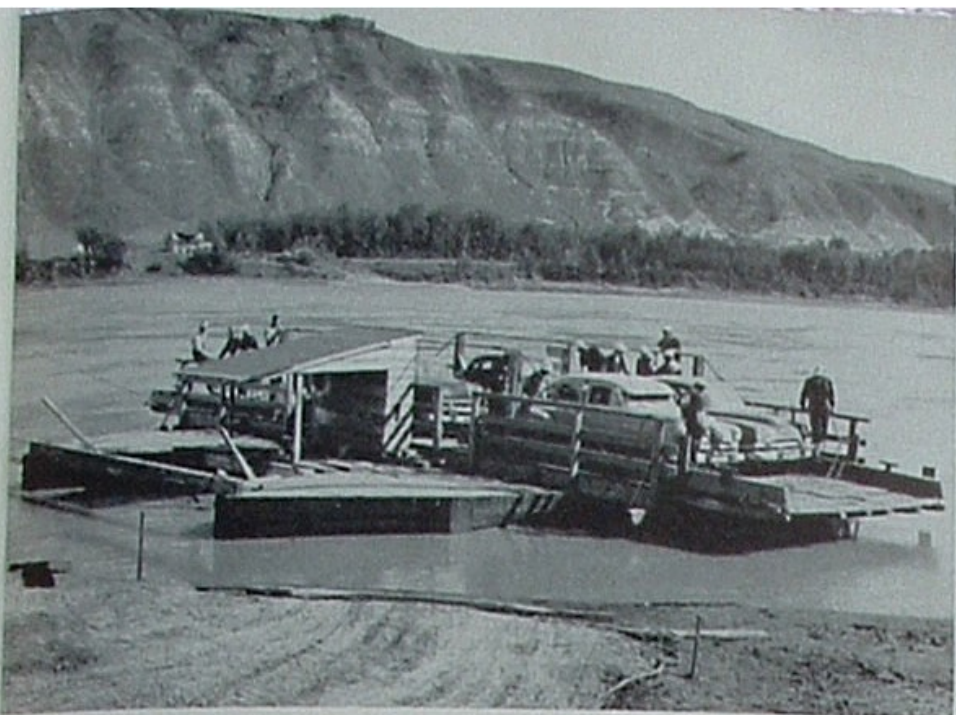


More than 70,000 requests are made yearly for Union Oil's Alaska road map, one of which is being presented by Anne Hand of Home Office. A similar courtesy of one year ago prefaced Frank Ubhaus' following auto trip "To Alaska."

To Alaska

Starting near Heaven's Peak, below, of Glacier National Park in Montana, the trans-Canada trip to Alaska presents a varying panorama of the largely unexploited North.





At Dunvegan, Alberta, a free ferry crosses Peace River toward Grand Prairie using the force of the river's current as its sole motive power while crossing in either direction.

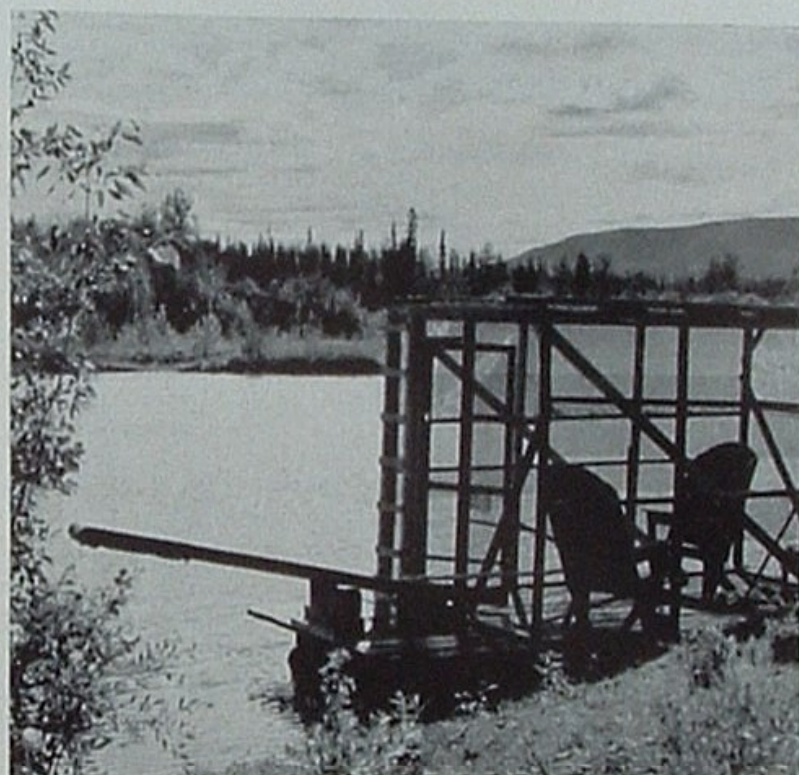


During mosquito season, Scotty Willer and family of Alberta prefer their wigwam to a frame house nearby. Smoke from a small fire keeps the wigwam insect-proof.

TOURISTS, softened by years of service and macadam on U. S. highways, complain a little about the Alaska Highway—its washboard surfacing of gravel over long stretches, its dust, its mosquitoes, its changeable weather, its frequent lack of modern plumbing and, in the far northwest, its high prices. But of two things no one has yet complained—the scenery and our “Alaska Road Map and Travel Guide.” The scenery of course is of divine or natural origin. But the map came into being in 1949 through the grace of Union Oil Company, who for more than three score years now has taken pride in getting there first with the best.

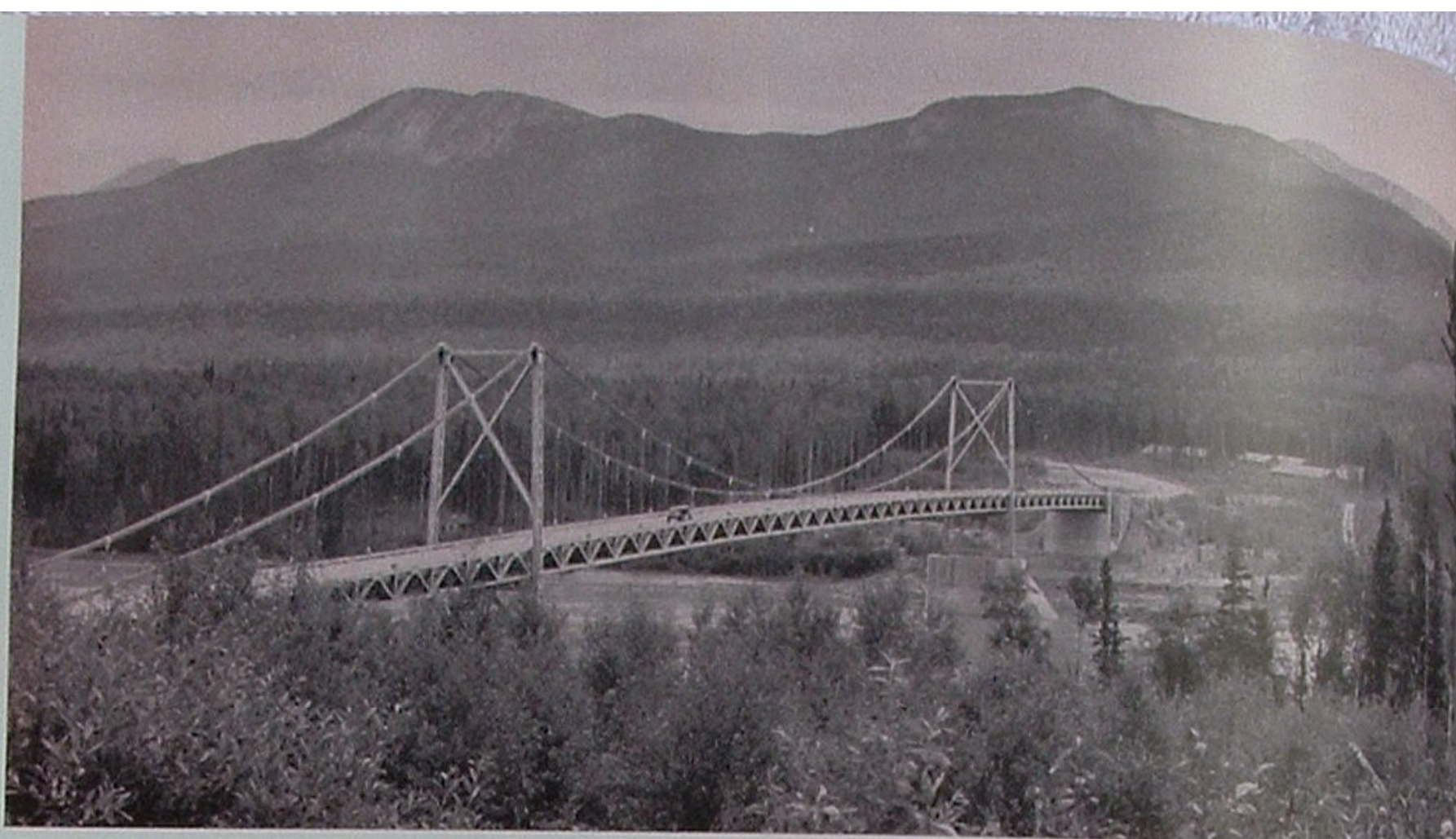
Of the more than 70,000 Alaska maps we now print annually, 50,000 are distributed in Northwest Territory and

Dawson Creek, B. C., marks an end of the Northern Alberta Railroad and starting point of the 1,500-mile Alaska Highway built by the U. S. Corps of Engineers in 1942.



Above, another defense against insect pests is this screened-in diving and sunning raft designed and built by a determined citizen of British Columbia.





One of many fine bridges along the route spans the Liard River 496 miles northwest of Dawson. An abandoned construction camp is seen on the far bank. Steel for one bridge was salvaged from "Galloping Gertie."

10,000 in our Glacier Division, Montana. Thousands of additional requests are handled each year by Central Territory, Southwest Territory and Home Office. Among those preferring the "76" brand of direction toward the arctic are government agencies, travel bureaus, transportation companies and countless individuals.

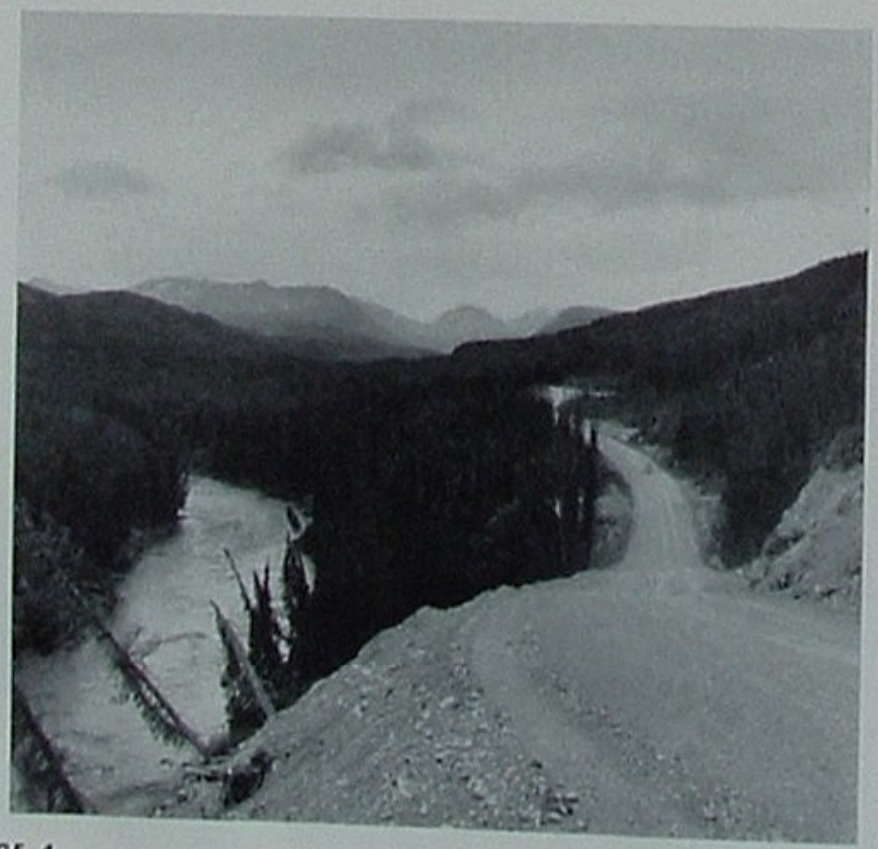
A few months ago, Frank H. Ubhaus, a skilled Alaskan photographer, was one of those to call on Union Oil for travel information. He and his wife were en-route back to Anchorage to resume his work with the Alaska Railroad. The Company receptionist who waited

on him probably extended no more than routine courtesy. However, Alaskans can seldom be outdone in this regard. In the mail recently came Frank's complete report of the journey, including the pictures appearing here and on this month's cover. He reasons that people who go to so much bother making maps for other folks ought at least to have a glimpse of the scenery.

Of the trip generally, Frank writes:

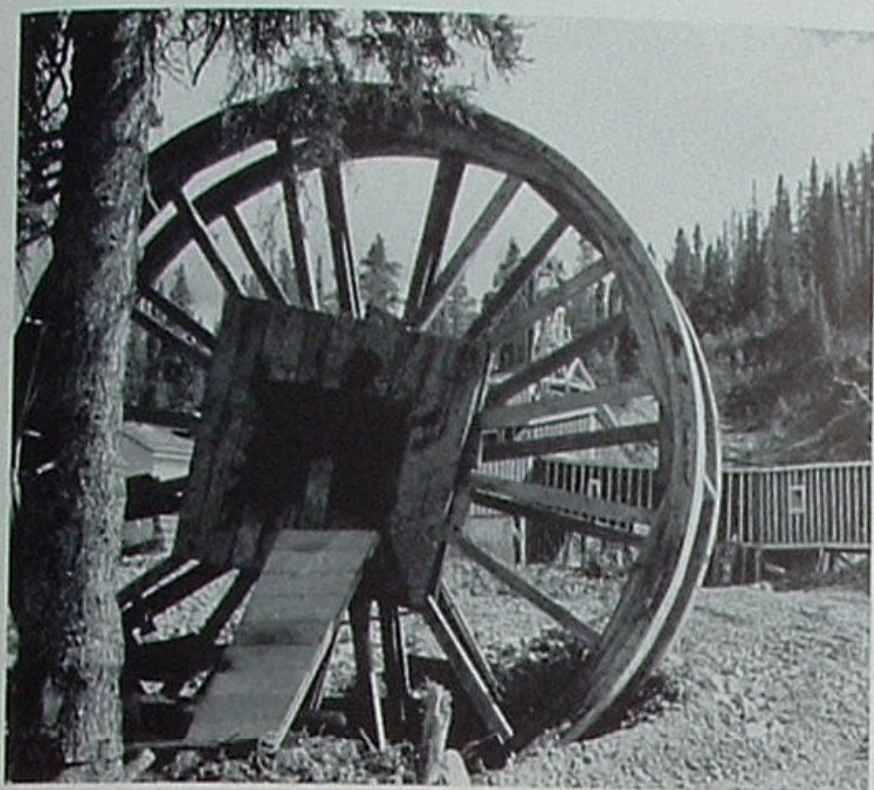
"In starting out from Montana to Alaska, it is wise to have your car in top mechanical condition. Good

The North, as we imagine it, comes into view at Mile 696, near divide of Mackenzie and Yukon river systems.



Mile 634 at Watson Lake is just within Yukon Territory. Here are signs to everywhere and an airstrip for flyers.





Relic of old mining days is the pump wheel at Spruce Creek Mine, Atlin, B. C. Shaft-house is in background.



The Dunlops are old-timers. Mrs. Dunlop arrived in Atlin in 1900, gave birth to first child born there.

mechanics are rather far apart, and considerable delay and expense are apt to attend a breakdown.

"Tire troubles along the route appear to be exaggerated. I put on a new set of U. S. Royal Air Wheels before we left Seattle and they're still intact. A good set of tires and a good spare or two are sufficient. One character we met brought along six extra tires and left them all in storage at Dawson Creek.

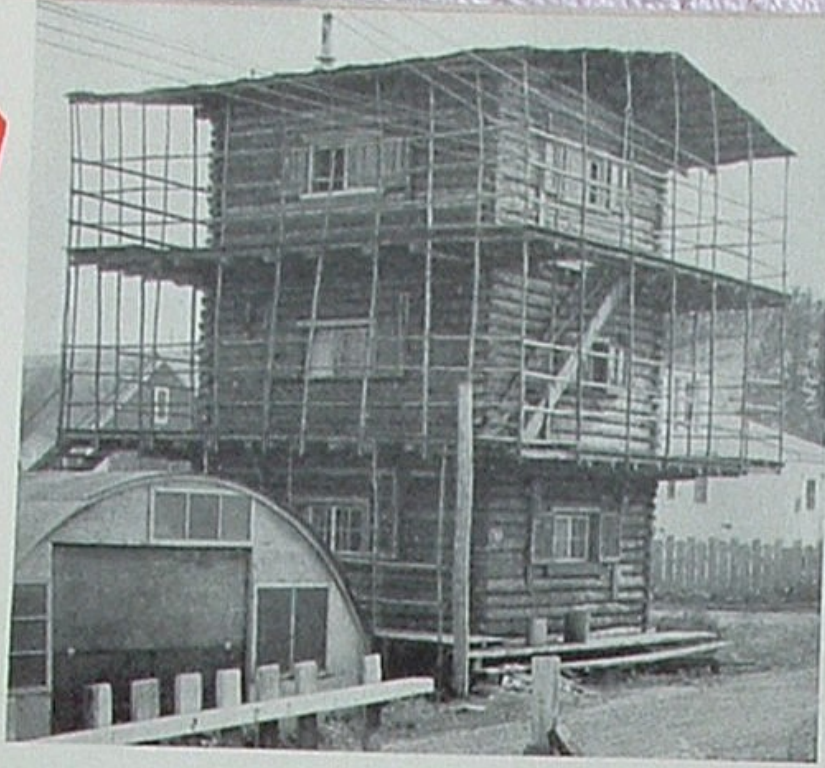
"We found highway hazards—curves, steep hills, bumps, bridges, etc.—well marked. No deep ruts were encountered. But washboard and chuck holes plague the

city motorist all the way, and severe storms can nearly obliterate portions of the highway overnight.

"Gasoline is available at reasonably convenient intervals along the road. In Canada, where fuel is measured in Imperial gallons (five Imperial gallons are equal to six U. S. gallons), prices ranged from 40.3 cents per Imperial gallon at Edmonton to 65 cents at Atlin in British Columbia. In Alaska proper we paid 29.8 cents per U. S. gallon at Haines, 50 cents at Scotty Creek and 40 cents at Eureka. Union Oil credit cards are honored wherever your products are represented, affording a

Whitehorse Rapids of Yukon River near Mile 914 were a formidable obstacle to Klondike gold seekers. Many gambled for time against the raging waters and lost both boats and provisions. The careful portaged around.





Flanked by a frame house and quonset hut is this unique three-story log cabin in Whitehorse, Yukon Territory.



Also in Whitehorse is the original "Sam McGee" cabin, which recalls the robust writing of Robert W. Service.



A roaring fire and skins of brown bear and wolverine typify many a lobby interior of the North country.

most appreciated convenience to travelers.

"Food and lodging fluctuate more and more in price and quality the farther northwest one proceeds. In Canada good family-style meals could be had for less than U. S. prices. Hotels and cabins were generally clean and comfortable, although here and there stood many a forerunner of modern plumbing.

"Any early visions of a thrifty trip dissipate as the road unrolls and are better to be forgotten by the time Alaska is reached. Here the minimums are about \$5 for a filet mignon, \$1.25 for ham and eggs, \$1.15 for a hot beef sandwich, and 40 cents for a quart of milk. You see no white men with braids, even with haircuts retailing at \$2.50.

Placed on the unemployed list by new roads are these two boats, which formerly did freighting up the Yukon.





On the Glenn Highway, inside Alaska proper, a log church guards the receding Indian village of Eklutna.

“Only candidates for a psychopathic ward would attempt to make the roundtrip to Alaska during a two weeks’ vacation. It is over 2,600 miles from Great Falls, Montana, to Anchorage. We consumed nearly three weeks going just the one way. Of course, our objective was to see ‘the broad land way up yonder’ rather than break all existing speed records in crossing it. Even then we could have lingered a few hours longer beside some of the trout streams and beautiful lakes.

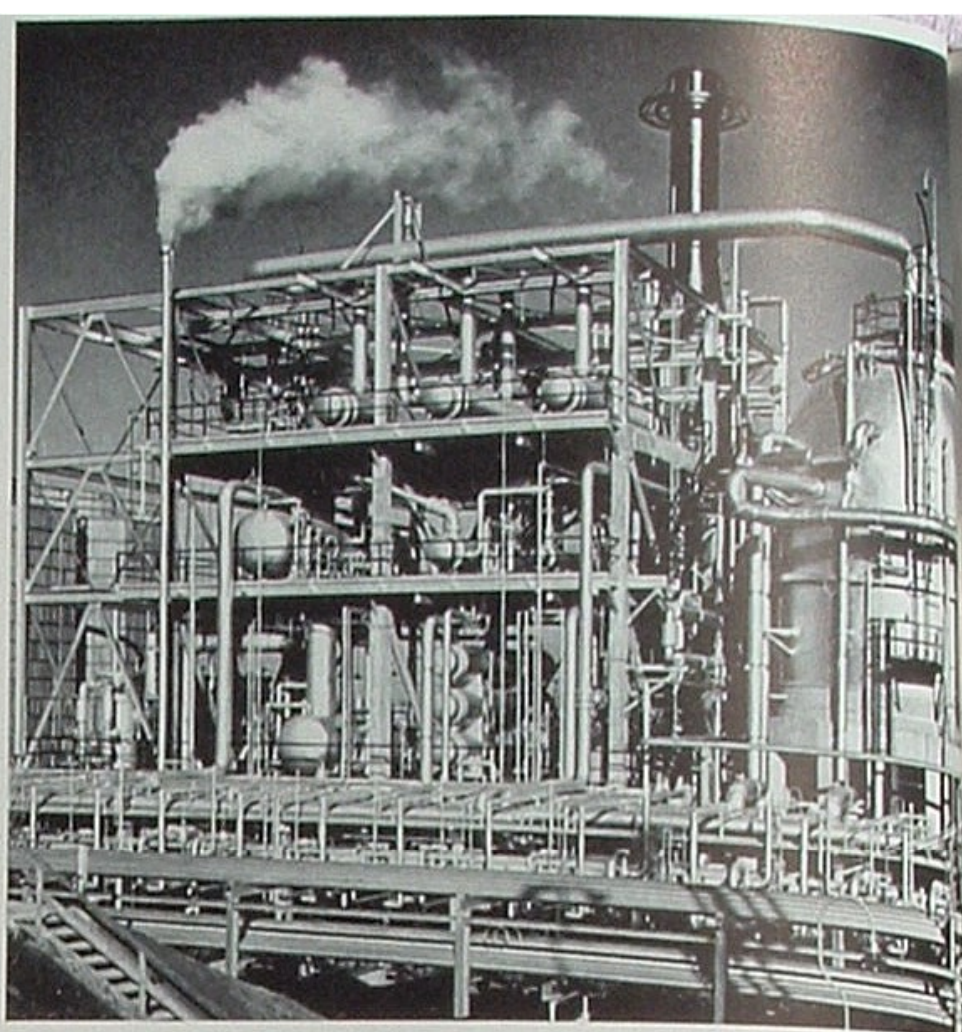
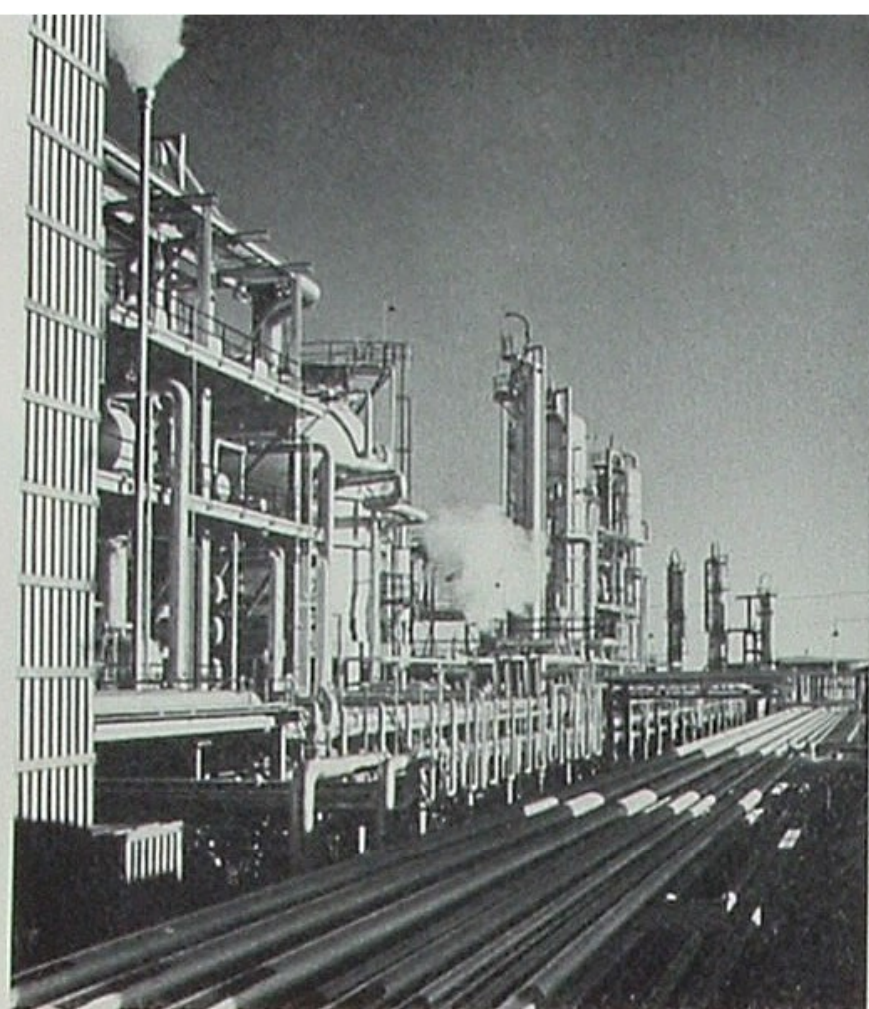
“The scenery was wonderful. So were the people we encountered in Alberta, British Columbia, Yukon Territory and Alaska. And to help prove our assertions, we’re sending along a few photographs taken under the seldom bald skies of God’s great north country.”



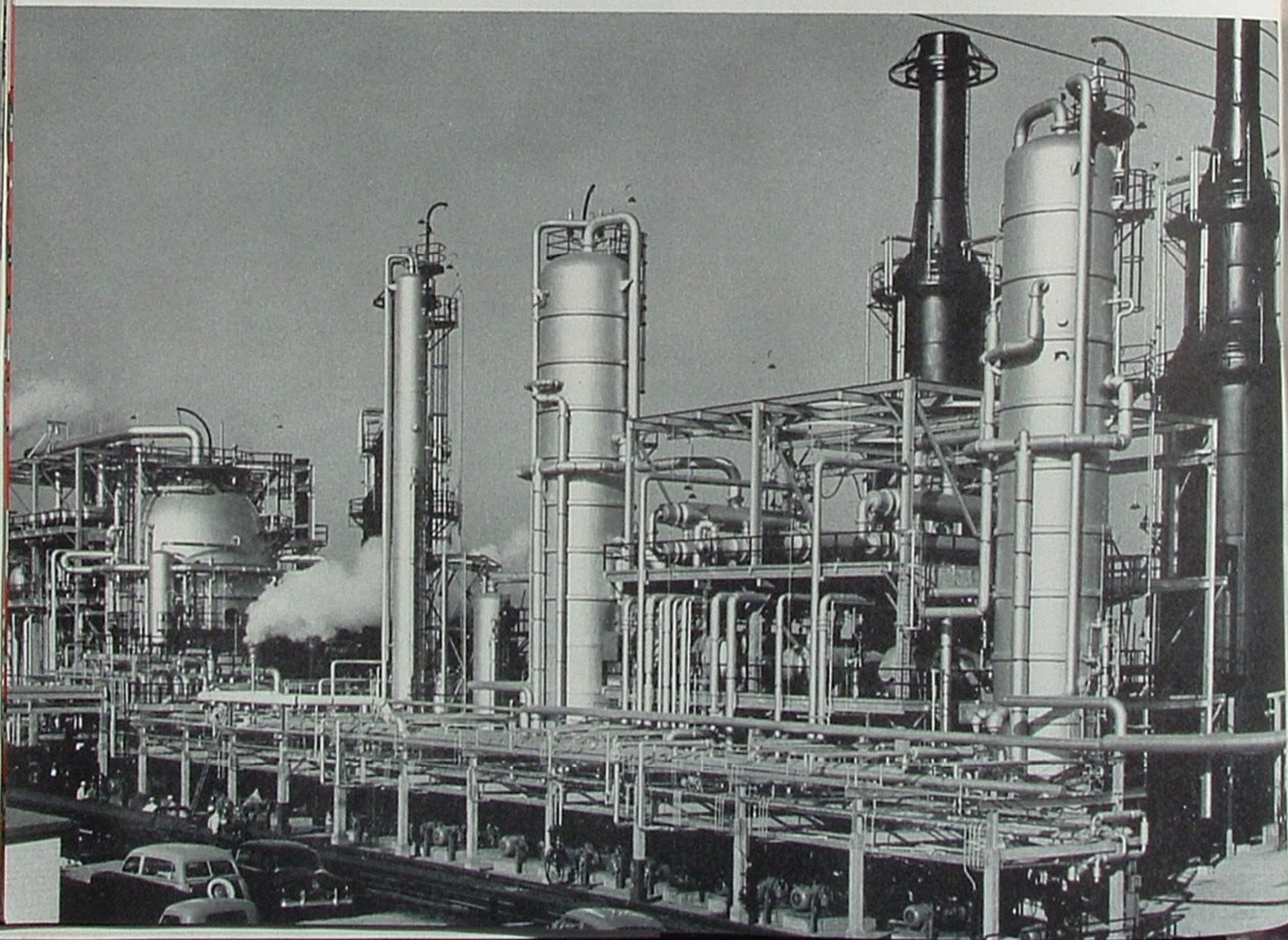
The Matanuska River and Chugach Mountains appear unconquerable to would-be settlers of interior Alaska.

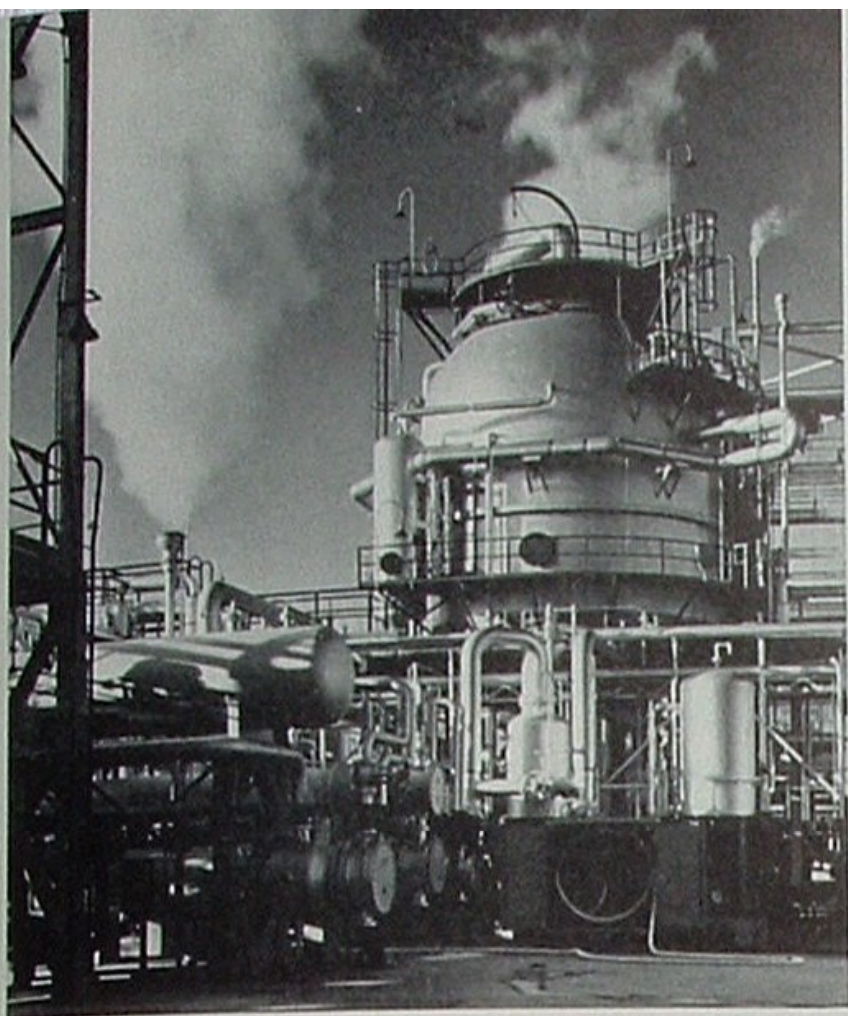
Back home in Anchorage, Frank looked up Fourth Avenue to find a 14-story apartment built during his absence.



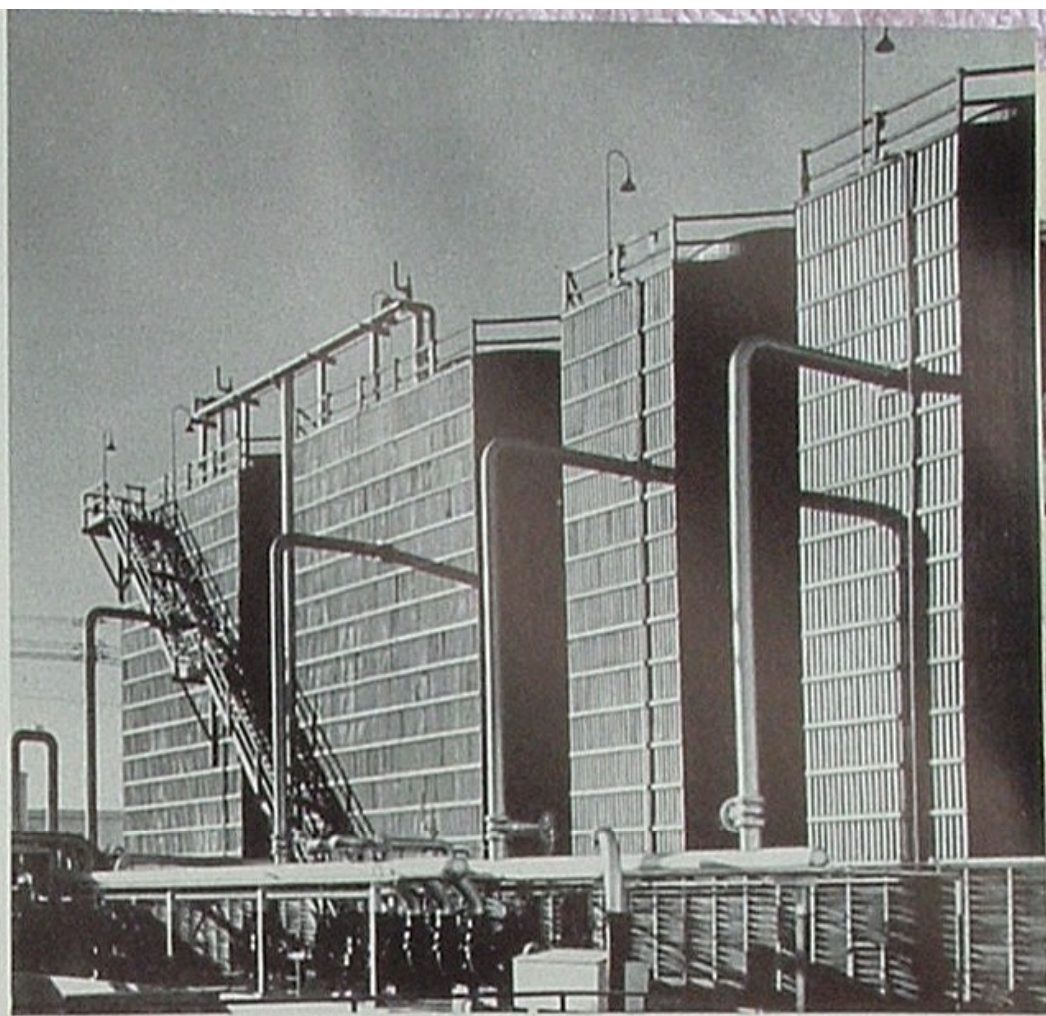


Above and below are views from three different angles of Los Angeles Refinery's new Crude Topping and Vacuum Flashing Units 25-26-27. Capable of processing 40,000 barrels of crude oil per day, these facilities increase LAR's daily capacity to approximately 100,000 barrels, greatly strengthening our gasoline and mid-barrel products supply.





Unit 27's vacuum flashing tower, one of the largest in the United States, helps to squeeze a higher percentage of gasoline and other light products from each barrel of crude.



Huge fans in these cooling towers circulate air to cool incoming hot water, which in turn cools gasoline and gas oil before they are pumped on to refinery storage tanks.

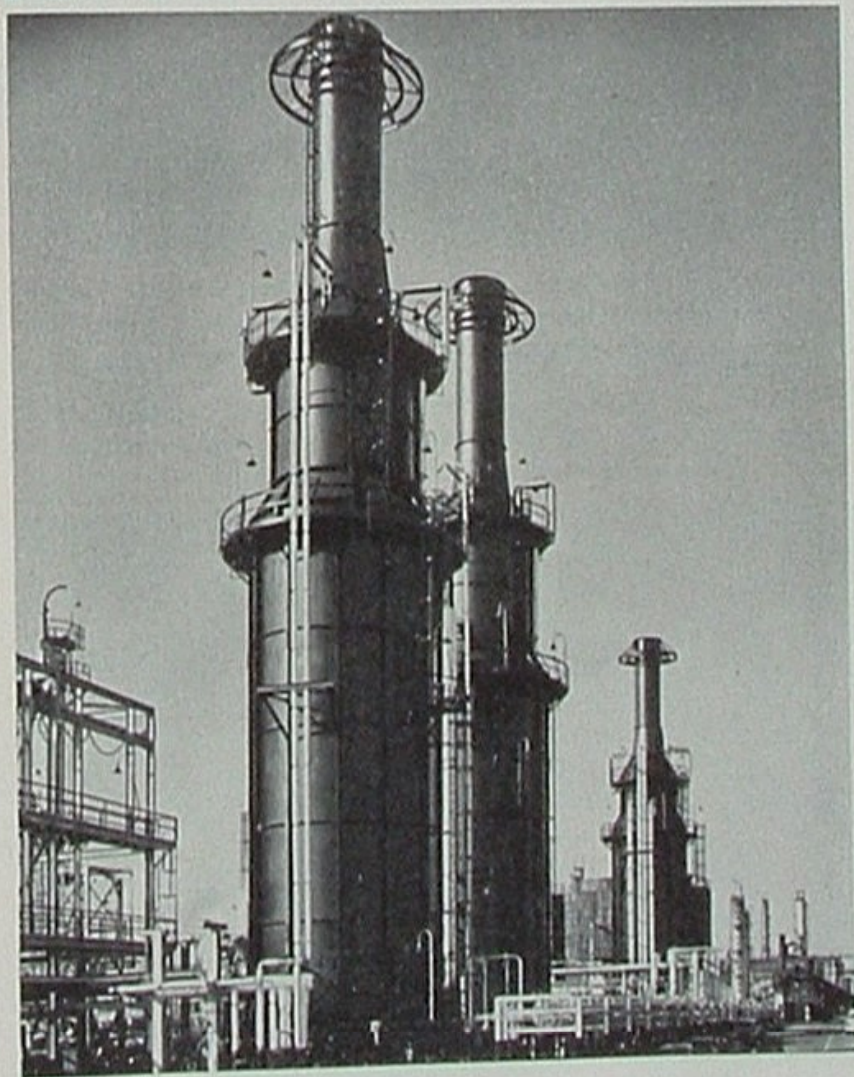
Geared to the Future

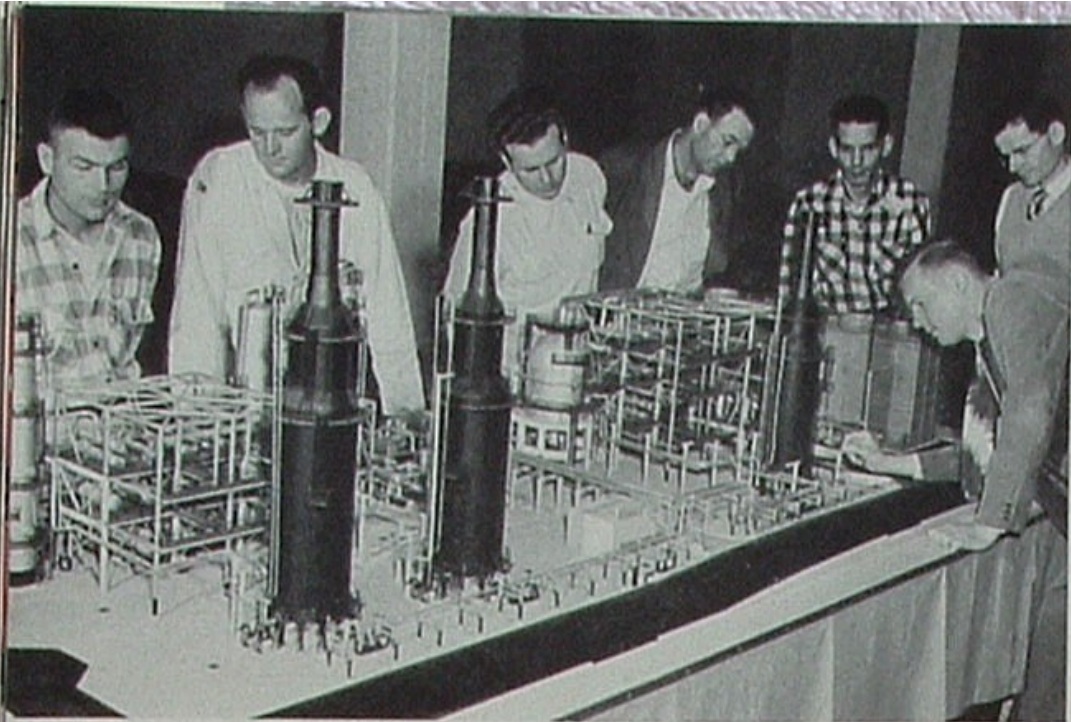
IN 1950, the Company began a major program of refinery modernization and expansion. The project was officially labeled "RP-104." It had as its major objective the gearing of Union Oil's manufacturing facilities to the future market, which we anticipate will call for increasingly higher volumes and proportions of high-grade gasolines and mid-barrel products.

The first phase of RP-104, representing an investment of \$26,500,000, was nearing completion on February 7, 1953, when the new Crude Topping and Vacuum Flashing Units 25-26-27 went on stream at Los Angeles Refinery. These facilities, as their numbers imply, are actually an integrated combination of three units.

Units 25 and 26 are designed to *top* 20,000 barrels per day each of crude oil. One unit handles a blend of heavy San Joaquin Valley crude and heavy coker gas oil from Oleum. The other is built specifically to process either light crude or asphaltic-type crude from Los Angeles Basin. In both units, however, the feed stock is heated to around 800 degrees F. and pumped to a fractionating column. Here about 50 per cent of the feed

Three Petro-chem heaters serving the new units burn either gas or fuel oil. They heat incoming feed stocks to proper vaporizing temperatures of about 800 degrees F.



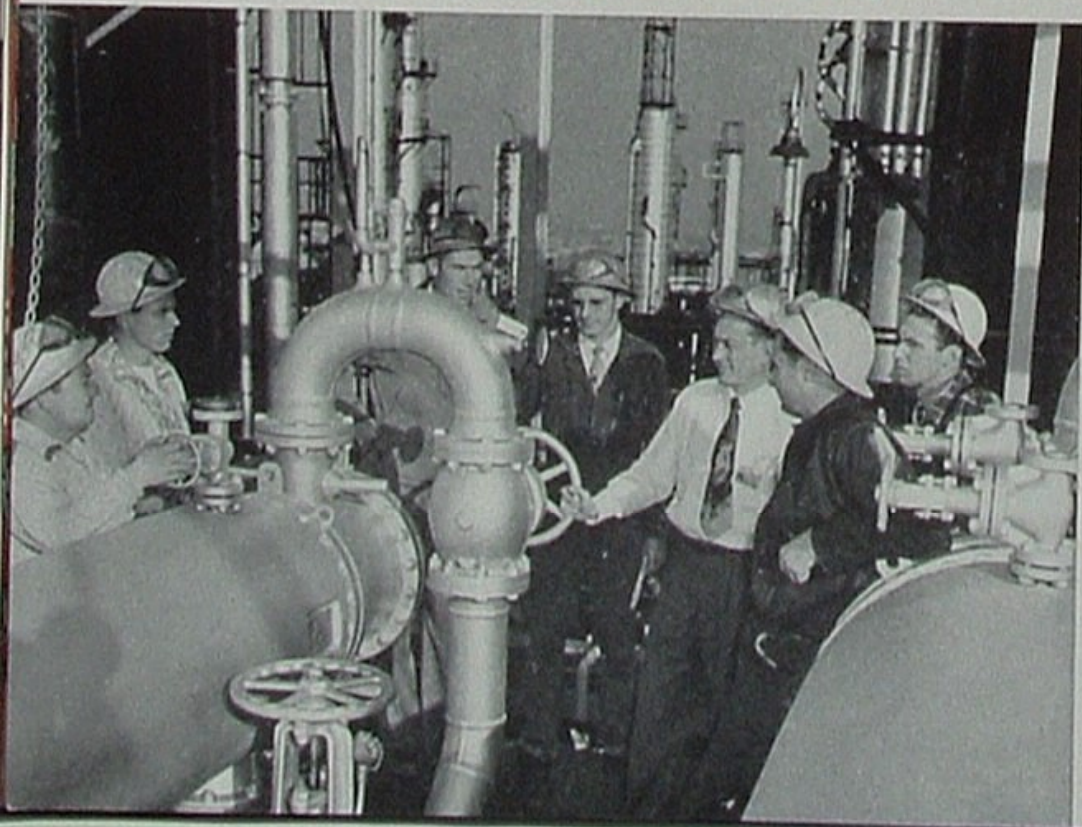


From left, William Newhall, Harry Logan, Bob Parker, Oren Orr, Gene Commander, Pete Noss and Dick Robb study a Fluor Corp. model to master operation of units.



From left, Cecil Tiffin, Bernard Wendrow, Elden Turner, Gene Weillert, Morley Pence, Larry Grisham and Instructor Herb. Bowerman meet in pre-startup classroom exercises.

Below are P. Durham, Homer Rue, Harry Bourgeois, Hal Jones, Bill Page, Ed. Edwards and Dale Davis getting the "feel" of the units during their final stages of construction.



vaporizes and on overhead trays is condensed into two fractions—gasoline and gas oil. Gasoline goes to storage for subsequent treating and blending. Gas oil is sent as a feed stock to catalytic cracking units. The residuum bottoms, while still at a temperature of around 700 degrees F., are sent immediately to the new Vacuum Flashing Unit 27.

The advantage of vacuum distillation is that oils will vaporize in a vacuum at much lower temperatures than would be necessary under atmospheric or heavier pressures. And extremely high temperatures are avoided during initial crude processing in order to prevent loss of gasoline and other valuable mid-barrel products through unplanned *thermal cracking*.

Accordingly, Unit 27, using a vacuum column, further distills the residuum from Units 25 and 26 at a temperature no greater than 800 degrees. Forty-five per cent of the residuum feed is flashed off overhead as heavy vacuum gas oil, suitable for catalytic cracking processes. The remaining 55 per cent emerges from the vacuum column as tar bottoms, which are sent to a vis-breaker unit for thermal cracking.

These newest additions raise the throughput or refining capacity of Los Angeles Refinery from 65,000 barrels to very nearly 100,000 barrels per day. They provide ample feed for other units constructed under the RP-104 program. To the West they mean that future demands for Union Oil products will be met—both as to quality and quantity.

Union Oilers in charge of this startup are Arthur F. Stribley, Jr., chemical engineer, and Loren F. Grandey, assistant superintendent of thermal cracking. Herbert F. Wilkinson, chemical engineer, is in charge of processing problems.

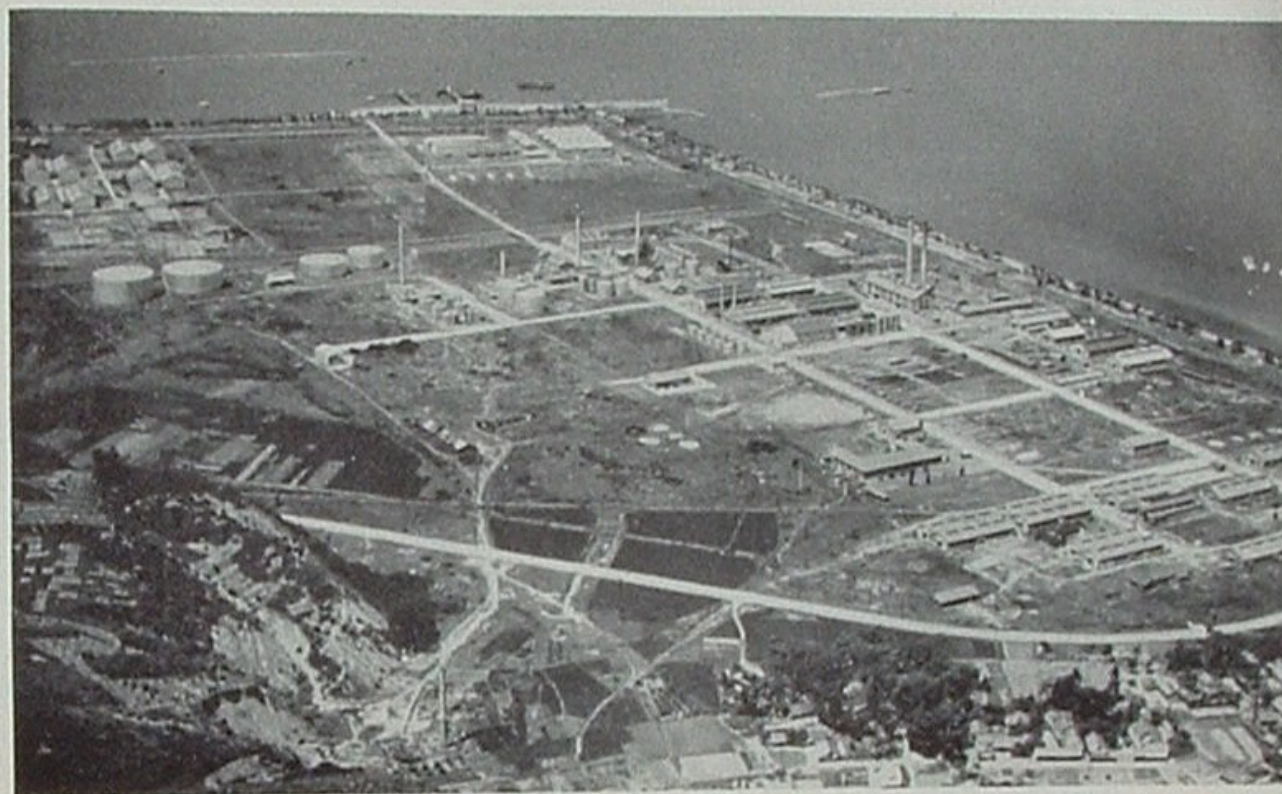
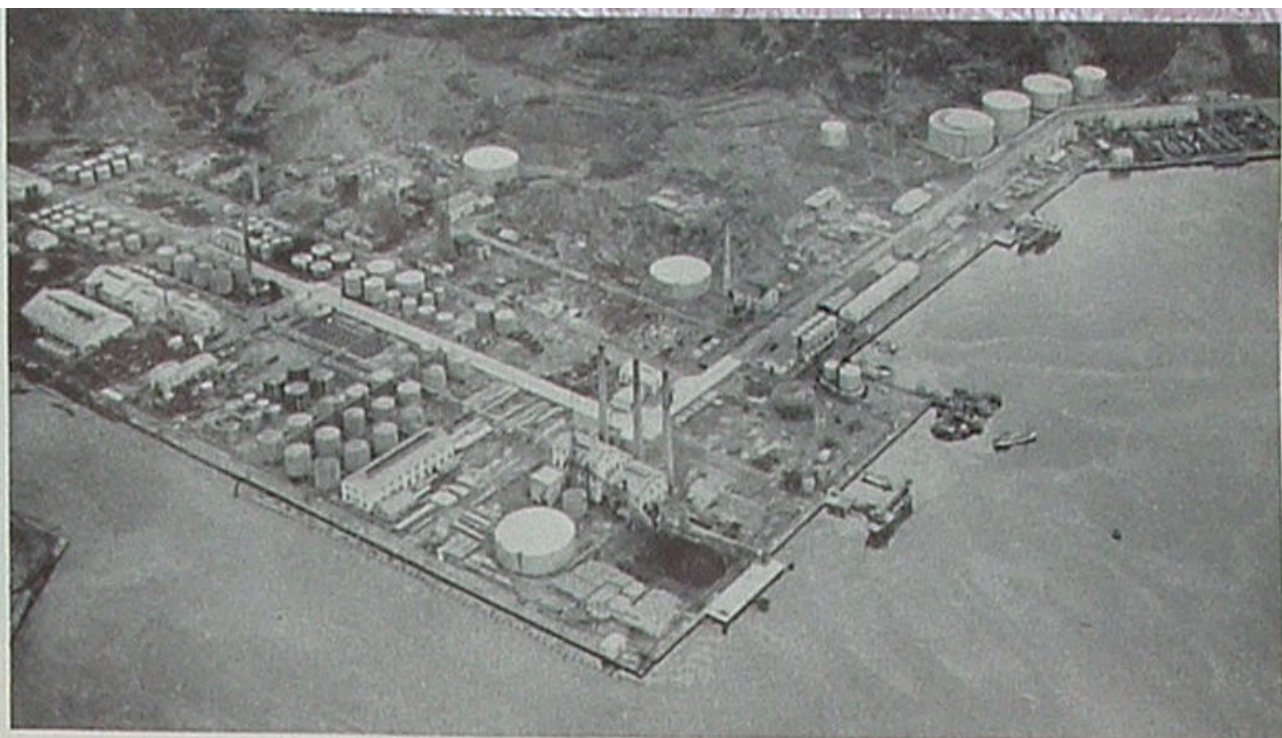
From left, Wally Wilcox, Jim Crawford, Les Nelson, Malcolm Hull and Joe Silvis study the new control room, which uses painted replicas of units to facilitate instrument control.



T E S T I M O N I A L F R O M J A P A N

Maruzen Oil Company, Limited, distributors of Union Oil lubricants in Japan, are also operators of the Shimotsu, above, and Matsuyama, below, refineries, rebuilt since the war.

From J. W. Graham



MARUZEN OIL COMPANY, LIMITED, have made important contributions to Japan's oil economy through the recent rebuilding and operation of their Matsuyama and Shimotsu refineries. However, it is upon Union Oil Company that Maruzen have been depending for the manufacture of high-quality lubricants. As Union Oil distributors, they import considerable quantities of our lubricants and distribute several under Union brand names.

From these friends across the Pacific was forwarded recently an interesting testimonial regarding the superior performance of Royal Triton motor oil. The statement is a quotation from "Daily Fuel Reports" appearing in Japan under date of November 23, 1952:

"A television station is scheduled to be constructed on Mt. Hici, situated on the border of Sakyo-Ku, Kyoto Prefecture and Shiga Prefecture.

"Nittsu (Japan Express Transport Company) Ishiyama branch undertook to perform the painstaking task of carrying the construction materials up the mountain, which is noted for its steep slopes. Accordingly, the branch set to work, using a U. S. Army G. M. C. car,

laden with 1.2 tons of iron frame. (On a level road the car can be laden with 3 tons.) But when the vehicle began to climb, it came to a standstill, unable to move further.

"As it turned out, the trouble was the oil used. Immediately all sorts of domestic oils now in the market were used to find out one equal to the tough job.

"All of them, however, failed under the influence of high temperature.

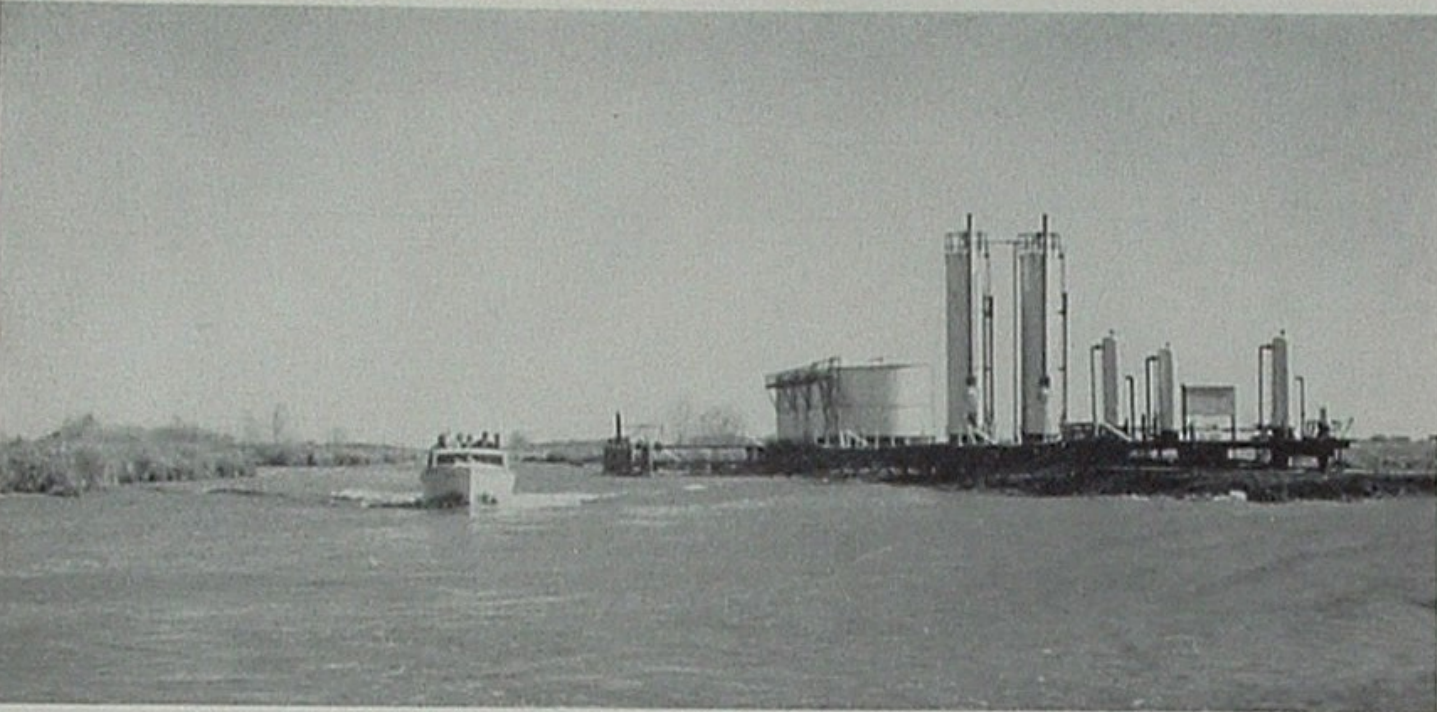
"After much pondering, Royal Triton 30 was put to use, which showed an excellent performance, to much surprise and wonder on the part of Nittsu engineer who witnessed the function of this finest motor oil in the world. He said: 'The quality of Japanese oils appears to be comparable to that of imported oils on the surface at least. However, this is true only where the car runs on a level asphalt road, with engine moderately cooled by the speed of the car and the wind. When the car climbs up a steep mountain, as in this case, with speed dropping and the engine heated, the domestic oil gives way. In view of the fact that cars do not always run on easy level roads, the quality of domestic oils must be improved for such emergency'."



The "76" air fleet—a B23, Grauman Widgeon, and DC3—carried the Board of Directors on some of their longer hops during January inspection of Gulf Division properties.



Our new Field Department was reached by bus from the Company's producing fields.



An hour's ride from Forked Island by fast launch brought the inspection party to Company field storage tanks and gas separators handling production of East White Lake Field.



Directors Dwight Whitman Stewart and James R. Peck of both the tour and the meeting.



Seen "walking the plank" between drilling and boiler barges of West White Lake drilling rig is Frederic H. Brandt of New York, newest member of Union Oil Board.

DIRECTORS VIEW

(Photos by ...)

THE growing importance of Union Oil's operations in Louisiana, East Texas and other portions of the South extending eastward to Florida was reflected when our Board of Directors chose Houston, Texas, as the locale of their January 26th meeting.

For two days prior to the meeting, Board members visited Company properties in the area as guests of Gulf Division employees. On Saturday they were taken by airplane from Houston to Lafayette, Louisiana, thence by bus to our new field office in Abbeville and to Forked Island Terminal, and by launch to several producing properties in the vicinity of White Lake. On Sunday the party again journeyed by airplane to inspect Vinton Field and accept a dinner invitation from Miss Matilda Gray at her beautiful home in Lake Charles, Louisiana.



...ice at Abbeville, Louisiana,
...yette airstrip. Nine of the
...re in vicinity of Abbeville.



Messrs. Reese H. Taylor, Francis S. Baer and Dudley Tower
are aboard a launch at Forked Island Terminal, important
oil barging and supply center for oil fields in marshes.



...troll W. Sanders, Arthur C.
...lect the Boards endorsement
...Division's accomplishments.



Clockwise from left, Messrs. Page, Brandi, Tower, Lowrey,
W. L. Stewart, Jr., Whiting, Niven and Sanders enjoy a
lunch prepared by Union Oilers at East White Lake camp.

GULF DIVISION

(A. C. Rubel)

Miss Gray qualifies as an outstanding Union Oiler. It is on her 50,000 acre cattle and rice tract in Calcasieu Parish that the Company leased mineral rights and developed deep production in Vinton Field. Furthermore, she has been most gracious and hospitable toward the many Union Oil people who have had occasion to meet her.

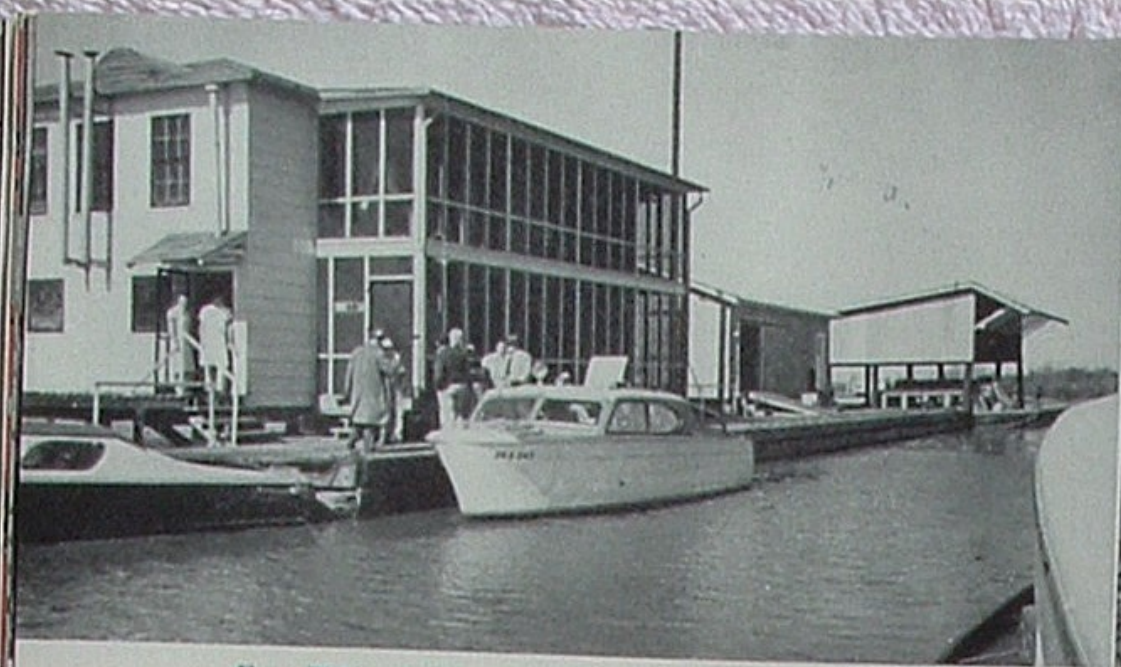
On arriving in Houston, each director was handed a well-prepared booklet of maps and facts pertaining to the Gulf Division. This information seems well worth passing along to all Union Oil people:

The Division, starting from zero in 1939, today embraces approximately 410,000 square miles of principally marsh land along the Gulf Coast. Union Oil has 605,000 acres here under lease and is gradually adding to the total. Within the area we are active in 19 produc-



Photo by Alan Lowrey

Always a generous and pleasing hostess, Miss Matilda Gray invited Board members to Sunday dinner at Lake Charles, La., following their trip through Vinton Field.



East White Lake camp is reached only by launch or amphibious airplane. For several years it has been a home away from home for employees working deep in marsh lands.



Edward E. Sands, left, is division superintendent and George Veazey is production foreman of Abbeville area. They escorted the visitors to drilling and producing sites.



Upholding Louisiana's fame for good food and Cajun coffee are Percy LeBlanc, Raymond Choate and Leonard Veazey, chefs who prepared lunch for directors at East White Lake.



The skilled hands of Pilot Charles C. Wheeler and Copilot L. T. Williams were at DC3 controls during the flights to Houston and other oil centers of the South.

ing oil fields, of which 12 are Company discoveries. From 142 oil wells and 52 gas-condensate wells in the 19 fields, we are now realizing a gross daily oil production of approximately 19,000 barrels and a daily gas yield of 145 million cubic feet. In addition to more than 40 million barrels of oil and 100 billion cubic feet of gas Union Oil has produced in the Gulf Division since 1939, our estimated reserves here have climbed to 67½ million barrels of oil and one trillion cubic feet of gas.

All of our Texas-Louisiana production is at present being sold—the oil to refineries within convenient transportation reach, and most of the gas to gas distributing concerns. However, some of these sales are in effect exchanges, giving us the privilege of buying crude oil closer to our refineries in California.

Our initial discovery along the Gulf Coast occurred in July, 1940. The next 10 years or so found the Company plowing back early profits into development projects

and further exploration. Today the Division appears to be entering into a promising era of success.

There are 187 employees working in the Gulf Division. Of these, 35 are handling exploration and geological assignments from district offices located at Corpus Christi, Tyler and Houston in Texas and at New Orleans in Louisiana. Seventeen employees are engaged in land and lease work in Louisiana, Texas, Mississippi and Arkansas. Production and drilling in the oil fields are handled by 112 roustabouts, pumpers, foremen, engineers and supervisors. Fifteen members of the Comptroller's group and eight administrative staff members, headquartered at Houston, complete the organization.

To these Union Oilers the Board members have already extended their highest commendations—both for what has been accomplished since 1939 and for having arranged a most informative and pleasant inspection of properties.



● INDUSTRIAL RELATIONS

Safe Driver Award committees throughout the Company are completing their review of safe-driving statistics. By this means the eligibility of employee drivers for honorable recognition will be determined. Certificates of wallet-size will be awarded to qualifying drivers of Company passenger cars, while to qualifying drivers of commercial vehicles will be given gold pins in addition to certificates. As the Award Plan is retroactive to January 1, 1948, top honors this year will go to employees who have driven for five consecutive years without a chargeable accident. A five-year safety record is certainly "no accident" either, considering the skill and alertness required to contend with increasing vehicle traffic in most of the Company's operating areas.

When Wage and Salary Stabilization regulations became effective in 1951, it was reported through ON TOUR that Union Oil Company, having operated since 1935 under our own formalized wage and salary administration plan, would be permitted to continue making normal compensation adjustments to individuals, with little or no interference from such government controls. It follows that suspension of Wage and Salary Stabilization regulations by President Eisenhower on February 6, 1953, will have no effect on the Company's normal pay practices.

from W. C. Stevenson

● COMPTROLLER

A supervisory training program has been instituted recently for members of the Comptroller's Department. Helpful assistance in planning was given by G. G. Chappell, supervisor of training in Industrial Relations. The program is similar to those conducted in Manufacturing, Field and other departments of Union Oil for the benefit of supervisory and certain other personnel. The conference-type meetings, of which eleven have been scheduled for bi-weekly presentation, are being moderated by L. L. Sweet, supervisor of manufacturing accounts.

from Irving J. Hancock

● PURCHASING

It is probable that many Union Oil people are not familiar with the Purchasing Department's extra-curricular activities. From time to time through this column we plan to make known services that are available in addition to the department's primary purchasing functions.

First, let's discuss tests. It is our desire to provide a central file and experience record on tests of materials and equipment. Through purchasing research, which involves exploring markets and discovering substitutes and new items on the market, information is passed on to the operating departments. The new item, if it is thought a test is required, is periodically checked for results, and all interested departments are informed accordingly.

In a company, such as our own, with widely scattered operations, it is quite possible for one department to be using a cheaper or more efficient article without other departments being aware of the saving available. Therefore, it is urged that all tests be recorded in the Purchasing Department. This will prevent a duplication of tests and will be the means of providing all departments and areas with essential test information.

Although the Company is interested in and solicits data on new materials and equipment that will produce savings, this does not mean that we attempt to be a general proving ground. Tests are expensive. Therefore, we must restrict them to products that appear to have merit.

from E. H. Weaver

ATTENTION EMPLOYEE SHAREHOLDERS

Your proxy is your vote. If you do not plan to attend the Annual Shareholders Meeting on Tuesday, April 14th, your vote can be evidenced by signing and returning the proxy card which was mailed to you recently. No employee should regard his or her holdings as being too small for representation at this meeting.

● FIELD

Several significant developments in western Canada give reason for Union Oil optimism regarding the outcome of exploratory efforts in this division:

As of February 13, Union's Fairydell well, drilling on a prospect north of Edmonton in central Alberta, gives indication of being an oil discovery in what is known as the D-2 and D-3 zones of the Devonian. The importance of this discovery has yet to be determined. It will be, however, the Company's first success in prospecting for oil in Canada.

Gas reserves we have found aplenty. In several fields in the Peace River area in northern Alberta and in the Fort St. John area in eastern British Columbia, we now have interests ranging from one-eighth to one-half in very large gas reserves, estimated by some to be as high as a trillion cubic feet. These reserves will be increased by additional development.

Gas in this outpost area has no value, of course, until it can be utilized. Definite progress is being made in marketing this natural resource. Sales contracts have been made with Westcoast Transmission Company, who have been granted a gas export permit by the Province of Alberta and by the Dominion Government. Our Federal Power Commission will act soon on Westcoast's application for a permit to import Canadian gas into the United States. If the application is approved, a gas pipe line will be built connecting Peace River fields with cities in the Pacific Northwest.

The Company's extensive land holdings in Canada embrace ownership or a working interest in approximately 2,375,000 acres in Alberta, 850,000 acres in British Columbia, 210,000 acres in Manitoba, and 380,000 acres in Saskatchewan—a total of 3,815,000 acres. These holdings are only in the early stage of their evaluation.

from Sam Grinsfelder

● RESEARCH

Philip McCutchan and D. A. Young have written a paper on the "Micro-determination of Flash Point on Petroleum Products," which has been published in "Analytical Chemistry." The very useful method they describe was developed in Union Oil laboratories to meet special needs. Judging from the number of inquiries received from the U. S. and abroad, availability of the method is a subject of general interest.

Under the chairmanship of George Lake, the API Subcommittee on Nitrogen Determination has published a report, also in "Analytical Chemistry," on the "Determination of Nitrogen in Petroleum and Shale Oil." Incidentally, Mr. Lake of our Research Department was recently installed as the 1953 chairman of the Southern California Section of the American Institute of Chemical Engineers.

from C. E. Swift

● TRANSPORTATION & DISTRIBUTION

Prior to the Company's recent discovery of a new producing zone in the Torrey Canyon Field, production from this field was handled through a two-inch pipe line that was installed some 50 years ago. The inadequate old line has now been replaced with an eight-inch pipe line, which crosses the Santa Clara River near Torrey Canyon and connects with an eight-inch line east of Piru. The new line will handle production from both the Torrey Canyon and Oakridge Fields, at present yielding 5,500 barrels per day.

A mobile radio communications system has been completed and placed in operation for the Production Department in San Joaquin Valley. The system consists of a base station located at the Production Department office in Bakersfield, with vehicular radios installed in 12 Company cars and two units installed in portable dog houses used in drilling operations.

from E. L. Hiatt

● MARKETING

Studies are in progress to determine the advisability of installing lubricating oil blending facilities at our Willbridge Terminal in Portland. Installation of such equipment would permit the shipment of bulk oils by tanker and effect substantial freight savings. Also, we would be in a better position to serve the growing Northwest market with base stocks and processing oils.

Our new service stations are featuring an improved type "76" sign in place of the current neon-lighted, flat face porcelain identification. The new sign, five feet in diameter, is made by a formed plastic process. This forming gives the face a curved surface and makes the letters stand out, resulting in a much more impressive display. Since the colors are derived from the plastic rather than the lighting, true color identification is provided both night and day. Upkeep is simplified through the use of Slim-Line lighting, which can be maintained by station personnel.

Retail marketing in Utah was further advanced with the formal opening in February of Paul J. Cox's new service station. Mr. Cox is Union Oil's distributor in Salt Lake City, and the new station extends Union products into the city proper. Several additional stations are planned by Mr. Cox for the Salt Lake City area.

Since the opening of our New York offices some 12 years ago, we have occupied space in the RCA Building in Rockefeller Center. To accommodate the demands of our increasing activity in the Eastern market, additional office space was required and we have had to move. The new Union Oil address in New York City is Room 1060 of the International Building in Rockefeller Center, at 45 Rockefeller Plaza. Here we have 60 per cent more floor space and a better marketing arrangement.

from Roy Linden



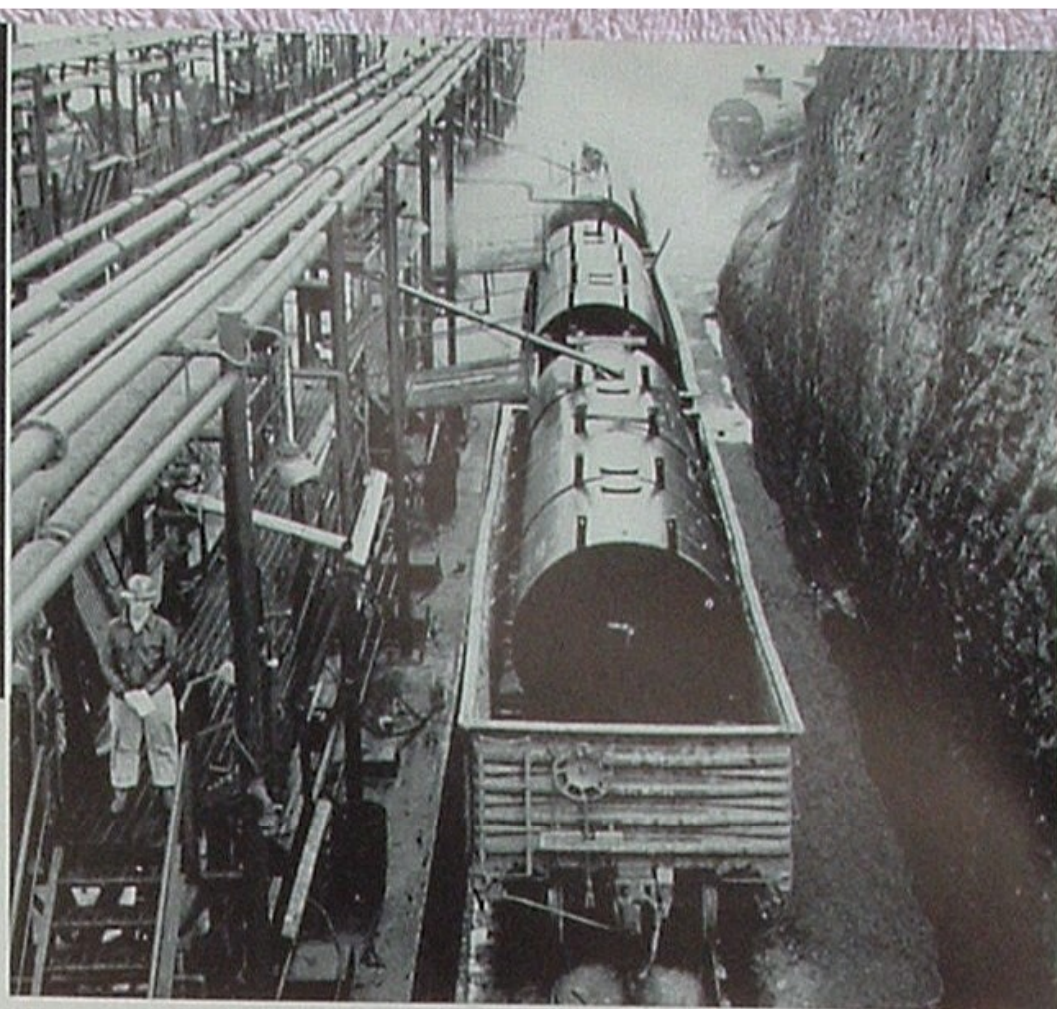
Asphalt Foreman Art Smith, left, and Loading Foreman Harold Wilson size up the first 3,000-gallon asphalt container to be filled at and dispatched from Oleum.

OLEUM PIONEERS NEW ASPHALT TANK

From J. H. Pollen

SOMETHING very new and time-saving came to Oleum recently when a trio of railway gondolas, each containing three 3,000-gallon containers, halted at the refinery's asphalt loading rack.

The new type containers are designed for long-distance transportation of asphalt by rail, ship, truck or a combination of all three. Like the conventional tankcar, they eliminate the cost that attends packaging and handling large quantities of this product in hundreds of small containers. Their advantage over the tankcar is that each container can be lifted easily by crane from its



railway gondola to the hold of a ship, deck of a barge or aboard any other type of transport. In addition, they somewhat reduce package weight in relation to the net weight of product being shipped. Emptied containers are returned to the owner or to refineries for refills.

Heavy asphalts, which are loaded hot and in liquid form, tend to cool and solidify in transit. The new tanks are equipped with steam coils, which permit quick reheating and unloading of the commodity at journey's end.

Transit Tank Company of San Francisco are suppliers of the new asphalt containers and deserve credit for initiating this progressive idea. And Union Oilers at Oleum were among the first to pioneer the container's use.

Kindergarten Seminar

From D. W. Nichols

THE Frederic Burke Kindergarten School recently asked for permission to introduce their prospective scientists to a few basic facts about petroleum.

As a result, never did Driver L. B. Barker, left, and

Lessee Dominic Cericola, right, of San Francisco work under closer or more unrestrained observation. Any fumbling was subject to mirthful criticism from the future superintendents. By the same token, every display of strength and skill was genuinely admired.

Teacher Patricia Kessler's charges started a trend that may bolster Union Oil-kindergarten relations.



THE ULTIMATE IN *Farm Mechanization*

From Ethel Cline

IN 1935, two brothers, Fred and Joseph Heidrick of Woodland, California, decided—in spite of a nationwide surplus of farm products at the time—to become farmers. They had very little except willpower to start out on—no land whatever, no money with which to buy it, and only an item or two of equipment, including a used tractor.

But two young men and a *Cat* tractor can accomplish miracles—and that is what the Heidrick brothers began doing. Leasing, on a crop-sharing basis, a strip of idle land in the Woodland area, they cranked up their *Cat* and went to work. Soon the land was prepared and planted, and in the course of time the boys had their first crop.

From this small beginning has grown one of the outstanding successes in American farming. In 1952, Heidrick Brothers of Woodland had under lease nearly 20,000 acres of improved land. Of the total, 6,000 acres was summer-fallowed, that is, purposely left idle to better prepare it for the next year's crop. The remainder included 5,000 acres of rice, 4,000 acres of barley, 1,000 acres of wheat, 1,500 acres of alfalfa, 500 acres of sugar beets, 400 acres of tomatoes, and 400 acres of Sudan grass.

Also during those 17 years of growth, the original *Cat* had mothered quite an offspring. A 1952 inventory of farming equipment on Heidrick jobs listed 15 track-layer tractors, 8 wheel tractors, 9 grain harvesters, besides such a miscellany of attachments, service vehicles and trucks that the *barnyard* appears seriously cramped for parking space. Probably no farm in the world is more highly mechanized.

Though both of the Heidrick brothers are enthusiastic about machines, Joe is usually pointed out as the mechanical wizard of the two. His associates say he reads every new mechanical device like a book—unbolts its pages—memorizes its new parts—and usually puts it together again with improvements welded on the margin.

The Heidricks actually have invented and built from the ground up a number of new farming machines. Their most noteworthy creation is a grain harvester, which does an exceptionally fast and thorough job of harvesting and is easily handled by one operator. Joe designed it by scratching his plans in the dirt of a workshop floor and instructing his mechanics to build the harvester accordingly. Many another device on this unusual farm either is a Heidrick invention or carries improvements dreamed up by one of the two brothers.

From the petroleum standpoint, Heidrick Brothers' herd of horsepower develops a hefty appetite. In 1952, their machines consumed approximately 150,000 gallons of diesel fuel, 70,000 gallons of gasoline, 10,000 gallons of lubricating oils, and 70,000 pounds of grease.

"And that ain't exactly *hay*," smiles George Wharton, Union Oil consignee at Woodland, who proudly suggested introducing Union Oilers to the Heidricks—one of our largest 100 per cent farm accounts.

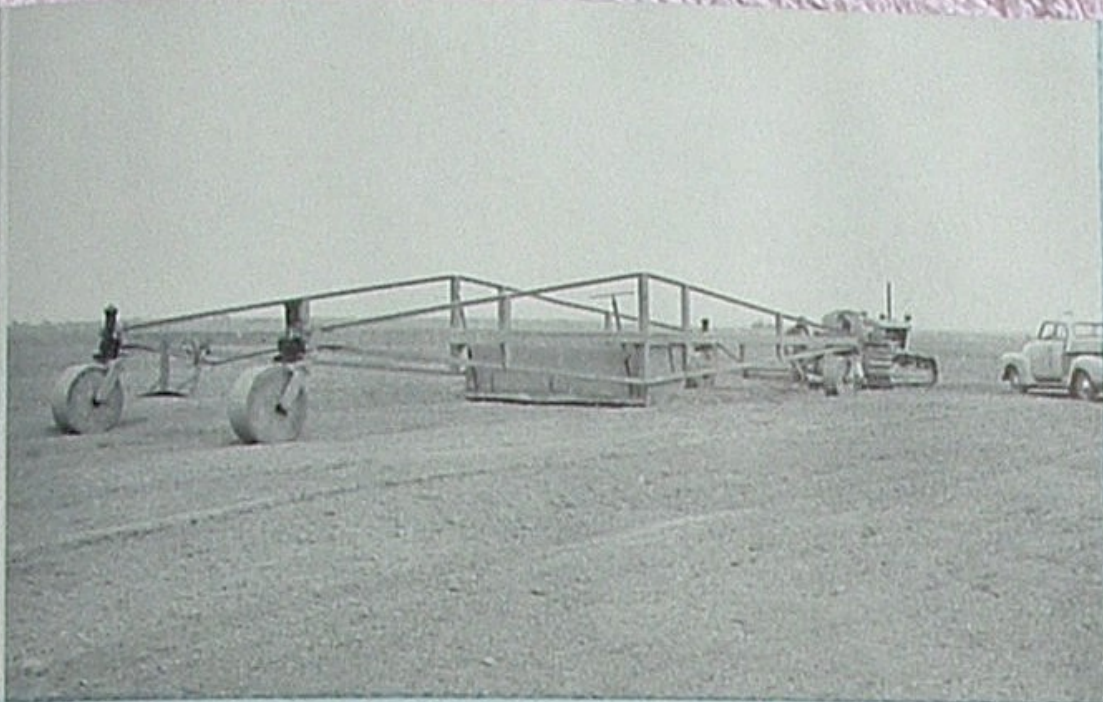


Heavy earth-moving equipment is used by Heidrick Brothers of Woodland, Calif., in preparing rough terrain for the cultivation of rice crops.



Prior to planting, a rice-checker molds the curving levees, called checks, that partition a rice field into its graceful, water-controlling contours. This one-man-operated grain harvester was designed by the Heidricks in their own shop.





A tractor-drawn land plane appears to impart table-top levelness to the fields; actually it provides enough slope to keep irrigation water moving slowly through growing rice.



The welder, upper right, works on a new Heidrick invention. His Quonset workshop, above, also serves as a maintenance and repair base for all machines used on this mechanized farm.



Brothers Joe and Fred Heidrick, above, use a portable two-way radio when in urgent need of petroleum products supplied by Mel Hardman and Consignee George Wharton of our Woodland plant.

Their 1952 bumper harvest of rice, below, moves mechanically from bank-out wagon to trailer, thence by truck to elevators.



Union Oilers



THE OCTANE CLUB was organized by and for members of our Comptroller's Department, Home Office, in 1945. The intention of its founders was to promote a better understanding of the petroleum industry through monthly meetings and field trips. During the past eight years, the group has been addressed by members of top management as well as a number of prominent outside speakers. The club's most recent tour, shown in accompanying photos, took place aboard the tankship SS SANTA MARIA on January 29th. Sixty were present.



THE HIGH NOON CLUB in our Brea-Richfield District was never organized—just grew. But when something as important as a golden wedding anniversary comes along, the Brea warehouse takes on a high-noon atmosphere of festivity. Paper table coverings and single-tripper utensils appear. Lucky horse players supply the coffee, potato salad and beans. And practically everybody who works or ever worked at Brea-Richfield drops in. It's wonderful!

from Harold Keans



MAKING HISTORY at Yorba Linda during the election campaign is Lucille Rowland, stenographer at Brea Research. To her fell the honor of helping to welcome the Richard Nixons back to the town where the Vice President was born.

from Pat Milloy

ALOHA, a Hawaiian expression of affection, was tendered Mr. and Mrs. John Martins at a recent Union Oiler dinner in Honolulu. John has been a very popular plant superintendent there. Special Hawaiian entertainment was furnished by Mr. and Mrs. Clarence Hoku and Earl Wylie. At right is Mrs. Robert H. Rath.

from Ethel Cline



VICE PRESIDENT for 1953 of the Cut Bank, Montana, Chamber of Commerce is Frank Lammerman, superintendent at our Cut Bank Refinery. He had just previously been elected a director of this organization. Tom Branch, operator of Tom's Union Service Station, is the Chamber of Commerce president.

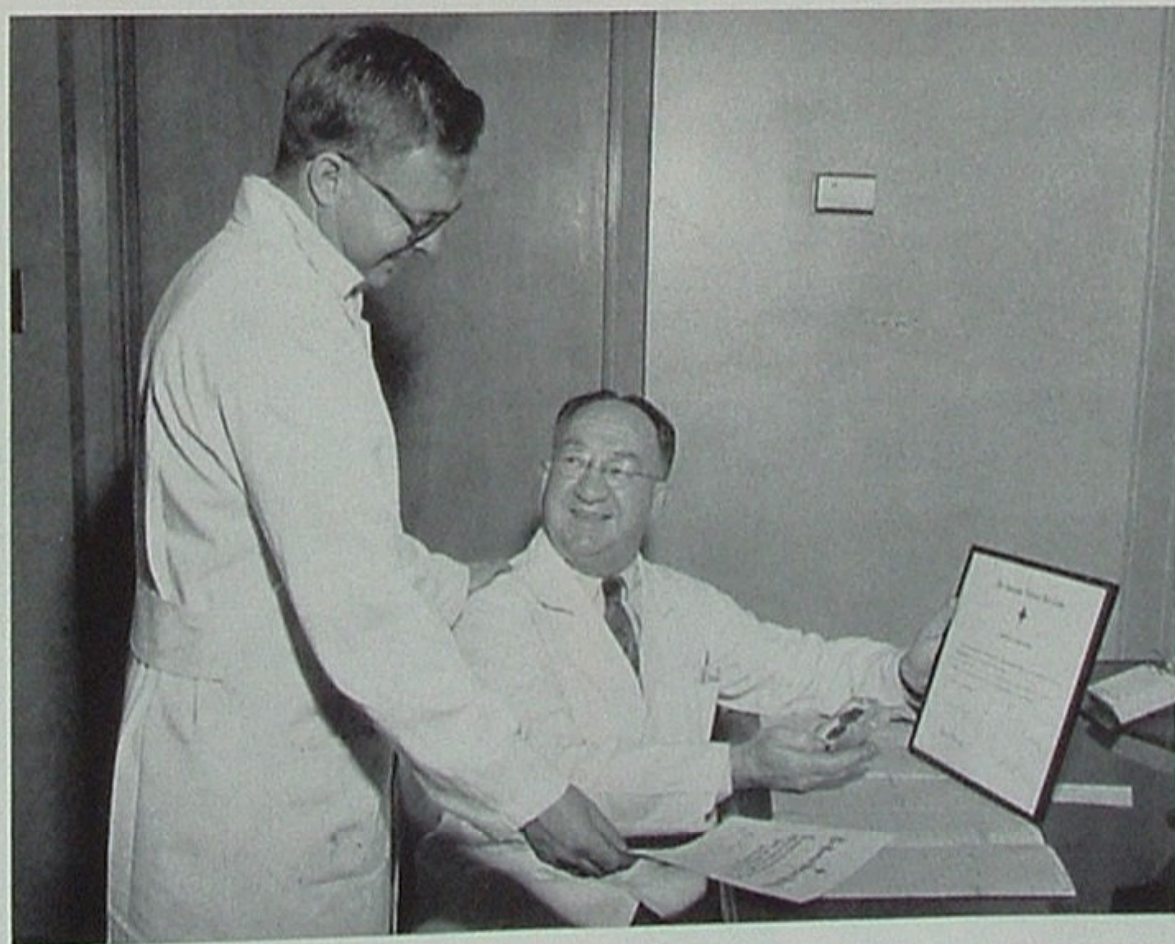
from Helen Chamberlain

AWARDED a handsome gold watch for outstanding services as president of the Southern California Industrial Safety Society during 1952 is John T. King, safety engineer in our Industrial Relations Department.



SERVICE TO HUMANITY became the spare-time resolve of Research Technician Francis O. Bartella in 1925 when skilled First Aid men at Los Angeles Refinery attended to his broken back. Francis dedicated himself to the training with such zeal that, during World War II, he was in demand every evening and many Saturdays and Sundays teaching Red Cross techniques to hundreds of others. At his desk at Brea, he is showing Research Assistant Gordon E. Moores some of his most prized awards, including a Red Cross certificate signed personally by President Franklin D. Roosevelt and a gold medal for "Five Years' Service to Humanity."

from Ray Rogers





◀ **"QUOTA BUSTERS"** in this year's Welfare Chest Drive were members of the Los Angeles Refinery Social Club. From left, Chairman Al Reckling, President Henry Anderson and Wilma Wills are seen receiving from William C. Bullock of the Harbor Area Community Chest an Award of Merit for exceeding quota.

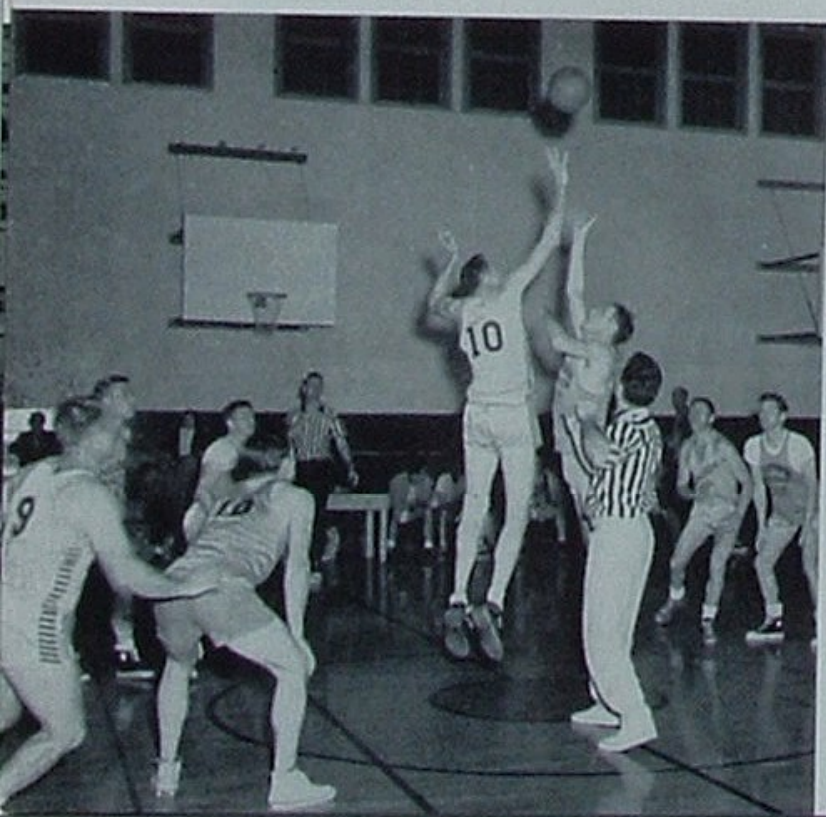
from Jim McDonald

Sports



▶ **1954 CHAMPS** is the optimistic description of Union basketballers (standing) Bob Reichert, Maurice Bowman, Francis Barker, Les Rasmussen, Tommy Stoy; (kneeling) Kenny Brunot, Don Gladden, Stewart Collister and Bob Ingram. They have won about half their games at Bakersfield. But look out next year!

◀ **1953 CHAMPS** without a doubt, however, are the Research Department's (standing) Roy Apel, Tex Inwood, Doug Harline, Abe Bullington, Jerry Lamb; (kneeling) Bud Heath, Gordon Poucher, Clint Herron, Dick Stegemeier and Art Mays. They have won 10 out of 10 games in an industrial league sponsored by the Recreational Department of Anaheim. The team is managed and coached by Joe Bard. Players Bob Burns and Dee Keaton are also not shown in photo.



ON TOUR



SERVICE BIRTHDAY AWARDS

MARCH 1953

COMPROLLERS

Anderson, George H., Home Office.....	40
Arbogast, Mary M., Home Office.....	30
Decker, Cleda A., Home Office.....	20
Lansman, Francis R., Home Office.....	15
Sikes, Sylvia, Home Office.....	10

PIPELINE

Brown, Alvord E., San Luis Obispo.....	35
Wickham, Thomas, San Luis Obispo.....	30
Arnold, William G., San Luis Obispo.....	25
Cantwell, Claude M., San Luis Obispo.....	25
McQuaid, Bernard, San Luis Obispo.....	25

EXPLORATION & PRODUCTION

Domingues, Colbert A., Orcutt.....	30
Heathman, Walter W., Canada.....	30
Colley, John P., Bakersfield.....	25
Bryant, James E., Texas.....	20
McMahan, Harry D., Whittier.....	20
Martin, Charles S., Orcutt.....	20
Ellis, James R., Cut Bank.....	15
Clemons, Sylvester G., Orcutt.....	10
Cosner, Lorraine, Bakersfield.....	10
Hollingshead, Elmer A., Orcutt.....	10
Leonard, John M., Louisiana.....	10
Smith, David A., Orcutt.....	10

MANUFACTURING

Morin, Glen I., Oleum.....	30
Buchanan, James G., Oleum.....	30
Blakesley, Hollis V., Wilmington.....	25
Everley, Earl W., Wilmington.....	25
Fuller, Walter G., Wilmington.....	25
Silva, Ernest R., Oleum.....	25

Brandt, Harry M., Wilmington.....	15
Bateman, Albert G., Oleum.....	10
Clark, Ubel W., Oleum.....	10
Dickeson, Dan, Edmonds.....	10
Dillon, Vern E., Wilmington.....	10
Ford, Rayburn M., Oleum.....	10
Peterson, John G., Cut Bank.....	10
Relva, Manual G., Oleum.....	10
Roberts, Isaac, Oleum.....	10
Silveria, Edward E., Oleum.....	10
Montgomery, Harry V., Cut Bank.....	10

MARKETING

Archibald, Fred S., San Francisco.....	25
Felts, Mildred I., Seattle.....	25
Hayland, Wm. I., Seattle.....	15
Whitaker, Harry W., Fresno.....	15
Anderson, Fred E., Oakland.....	10
Nyberg, Erland W., Tacoma.....	10
Smithem, Stanley P., Sacramento.....	10

AUTOMOTIVE

Wehnau, Elmer, Santa Fe Springs.....	20
La Coste, Justin E., Santa Fe Springs.....	10
Meyer, Charles F., Santa Fe Springs.....	10

RESEARCH & PROCESS

Lange, Albert H., Brea.....	15
Coe, Clarence S., Brea.....	10

MARINE

McCleary, George H., Wilmington.....	15
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INDUSTRIAL RELATIONS

Osteraas, Margaret, Home Office.....	10
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Retirements



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

WILLIAM STOCKERT

Purchasing Department
Employed 1/29/16—Retired 3/1/53

FORREST F. FLOWER

Southwest Territory
Employed 1/4/18—Retired 3/1/53

CHARLES F. CALDWELL

Pipe line Department
Employed 3/1/19—Retired 3/1/53

LEROY C. KOENEKE

Purchasing Department
Employed 12/9/21—Retired 3/1/53

JAUN BARCENAS

Oleum Cafeteria
Employed 1/15/25—Retired 3/1/53

MARGARET G. KEARNEY

Treasury Department
Employed 3/29/26—Retired 3/1/53

CHARLES R. GROSS

Southwest Territory
Employed 9/1/35—Retired 3/1/53

IN MEMORIAM

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

On January 4, 1953
EDWARD H. BERRY
Marine Department
Retired October 1, 1938

On February 7, 1953
HERWALD J. TERRELL
Valley Production

On Tour



VOL. 15, NO. 3
MARCH 1953

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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.

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

What did we do with Miss Hidden's money?



*Miss Elizabeth Hidden
lives in Redlands, California,
and is a Professor of Education
at the University of Redlands.*

1. In 1949 Miss Hidden bought 100 shares of Union Oil stock. Last year she invested in 30 more shares, bringing her total to 130, which is our shareowner's average. By these purchases, Miss Hidden became one of the millions of American capitalists who own stock in American corporations. What did we do with her money?



2. Like the amounts entrusted to us by our 40,301 other shareowners (half of whom are women), Miss Hidden's money has gone mainly into new "tools" for our business—things like drilling rigs, pipe lines, refinery equipment, and into our research laboratories and the work we do in developing new wells. All these things take money.

3. Because we put Miss Hidden's money to work in these productive ways, we were able, under the American system of free enterprise, to *earn something* with it. That is, we made a profit. Miss Hidden participated in this profit, along with our other shareowners. In 1952 she received dividends amounting to \$260. She could sell her stock at any time, but chooses to remain a part owner of our business.



4. This example shows how most American industry is financed today. It also illustrates one of the great and fortunate facts of our economic system. In investing with us, Miss Hidden is of course considering her own personal interests. But at the same time she is helping in

the vital development of U.S. oil resources, the expansion of refining facilities, the making of new jobs, the increase of worker income, and the creation of more and better petroleum products for everyone. She is contributing to a higher standard of living and to a stronger America.

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, California.