

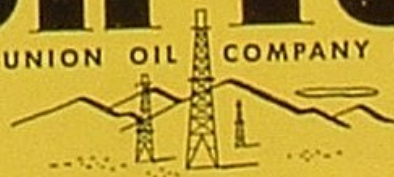


**"JUDGES
SPECIAL
TROPHY"**

F E B R U A R Y 1 9 5 4

On Tour

WITH UNION OIL COMPANY OF CALIFORNIA



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Volume 16, Number 2
FEBRUARY 1954

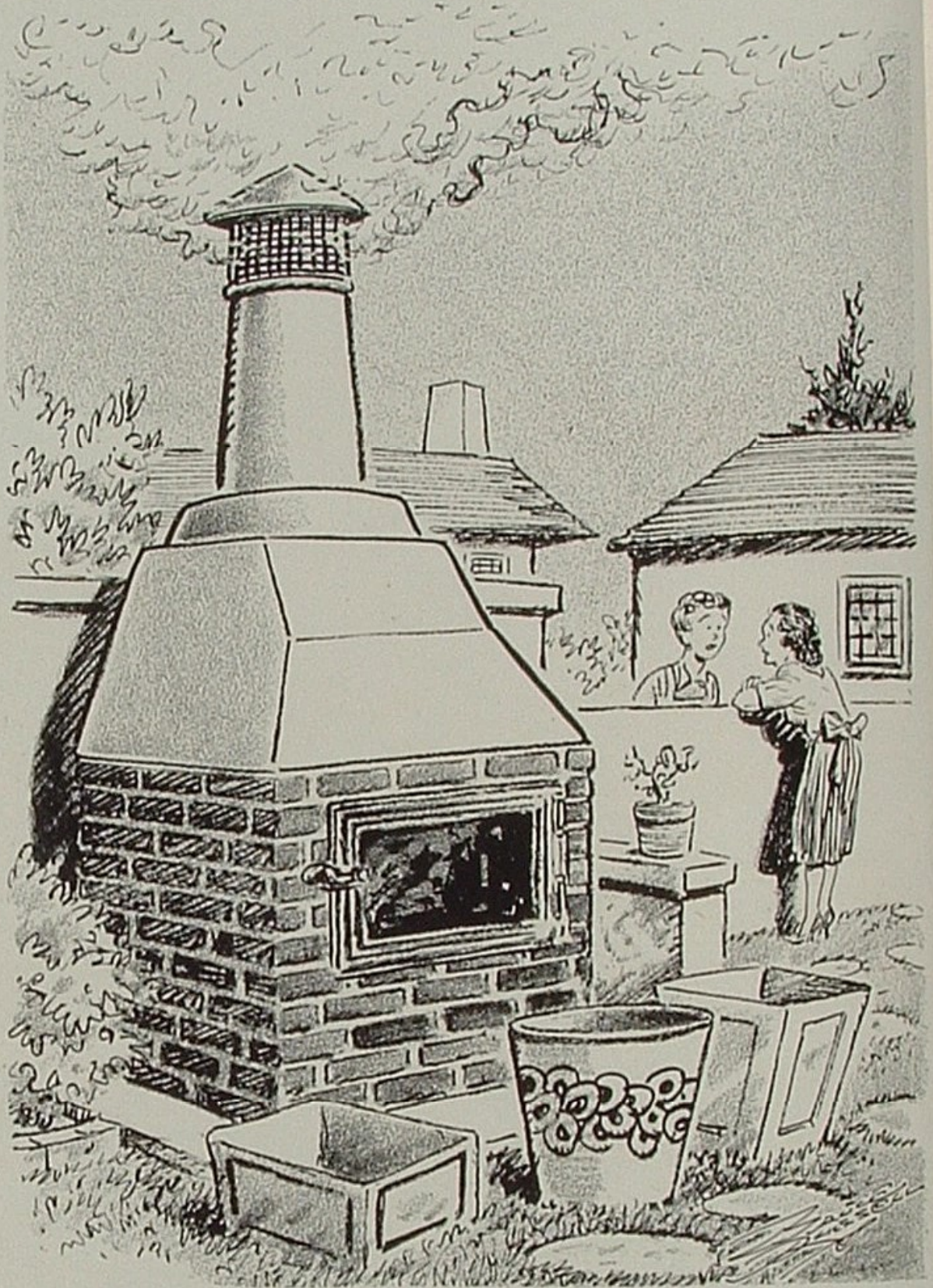
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"ON TOUR", pronounced "on tower," is an oil field expression meaning "on duty." Our magazine by that title is published monthly by Union Oil Company of California for the purposes (1) of keeping Union Oil people informed regarding their Company's operations and progress, and (2) of recognizing and encouraging the fine accomplishments of employee groups and individuals. We invite communications from our employee readers, whose thoughts, interests and opinions are carefully weighed in determining editorial policy. Address correspondence to ON TOUR, Union Oil Building, 617 West Seventh Street, Los Angeles 17, Calif.

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

Editorial



"Why don't they do something about smog?"

Printed through courtesy of The Los Angeles Times and Cartoonist Bruce Russell

THE COVER

Union Oil's entry in Pasadena's 1954 Tournament of Roses became the first float in Tournament history to win the Judge's Special Trophy. Photographer Rod Daley shot the picture for Union Oil people just as Uncle Wiggily started his march down Colorado Boulevard.

STOPPING for Union Oil service next to our Petroleum Building in Los Angeles recently, E. E. "Bud" Iverson of Minneapolis had his 1952 Nash Ambassador filled with gasoline—but commented that he was aiming at 200,000 miles before making his first oil drain.

What's more, Mr. Iverson revealed to a skeptical Union Oil observer, the engine, with 167,000 miles of service behind it, was consuming less than a quart of oil per 1,600 miles—almost exactly its rate of consumption when the car was new. Furthermore, the mileage was accumulated under harder-than-normal driving conditions—on all types of roads in 40 of the 48 states and in Canada.



a ROYAL performance

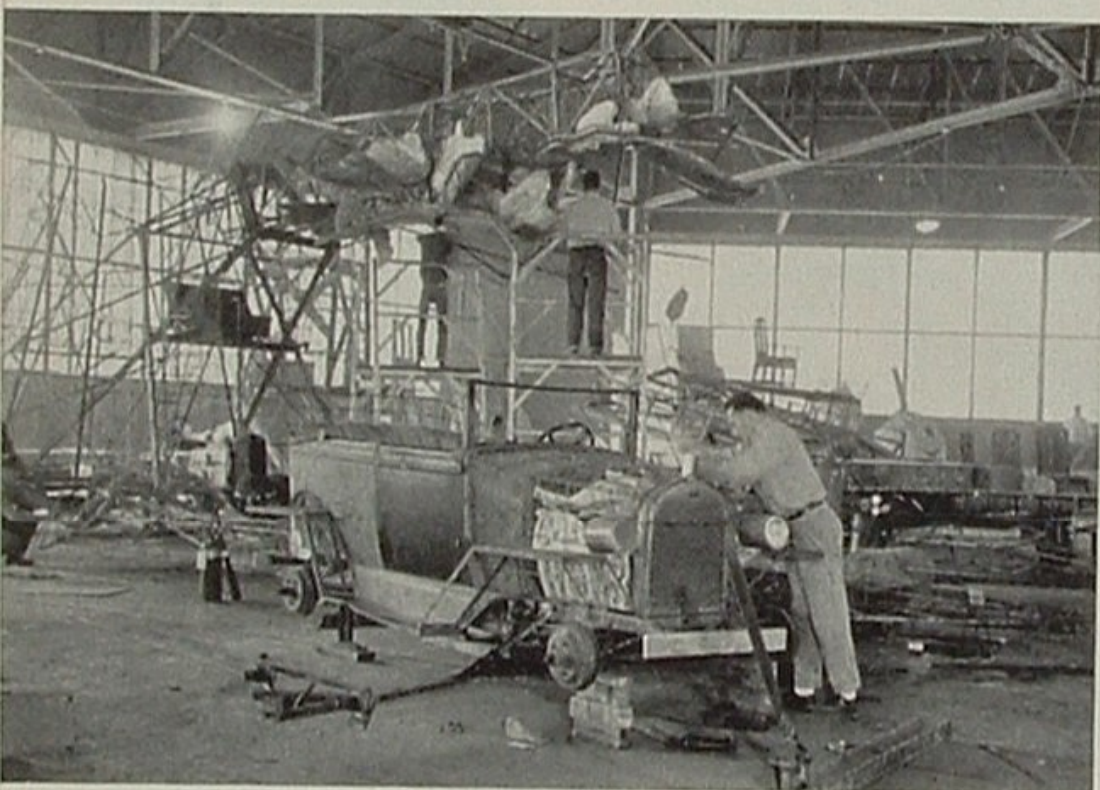
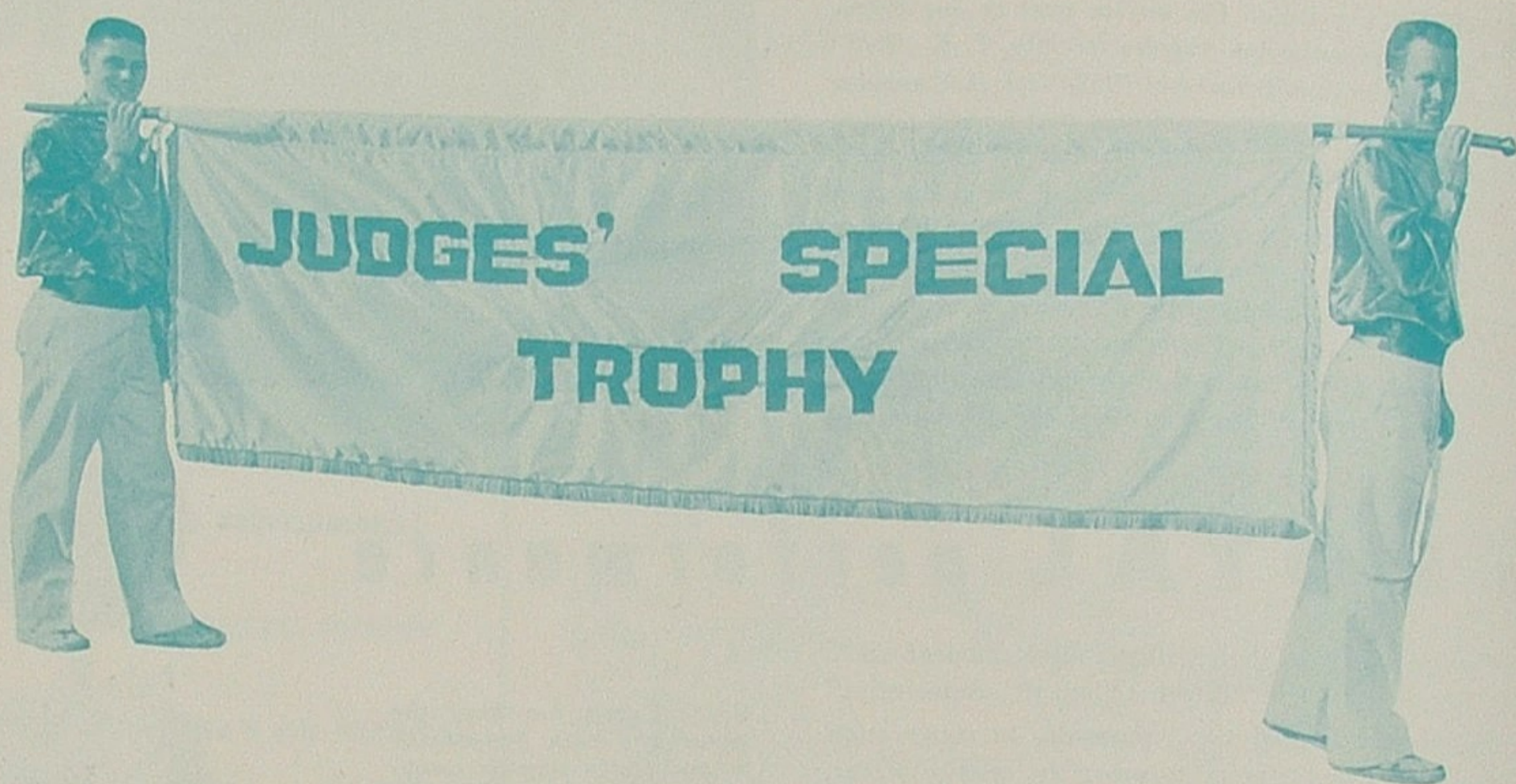
Then, in answer to the question, "What kind of oil?" Mr. Iverson answered, "Royal Triton 10, exclusively!"

The impressive road test was made, in cooperation with several manufacturers, to prove the quality of car, tires, battery, spark plugs, as well as the Iverson oil filter and fuel pressure control meter. Royal Triton was chosen for the experiment as the oil with the best lubrication and endurance characteristics. Mr. Iverson is confident that the motor, when torn down at 200,000 miles and measured for wear, will show little variation from its original factory condition.

Our company, while proud of Royal Triton's selection and performance in this instance, does not recommend that every car owner conduct a private oil-endurance test. Nor do we believe that it is sound business policy to encourage too-frequent oil drains for the sake of sales volume. Rather, we try to conform strictly with the recommendations of car manufacturers. If someday the automobile manufacturers themselves recommend 200,000-mile oil drain intervals, the makers of Royal Triton will still be in the market with *the finest*.

Royal Triton has kept the motor of a Nash Ambassador in practically new-car condition throughout 167,000 miles of cross-country driving. Above, owner E. E. "Bud" Iverson of Minneapolis advises Station Manager Bill Orr that the car's oil consumption has held steady throughout the test at under one quart per 1,600 miles.





The skeleton of Union Oil's Tournament of Roses prize winner included a Ford touring car of Model A vintage.

With the parade only hours away, the skilled hands of many extra workers are needed to put blossoms in place.



In shops of the Valley Decorating Company, Alhambra, workmen find Uncle Wiggily's house complicated indeed.

Designer Bart Pragnell and Builder Matt Offen figure they have a winner as the float starts for the parade.

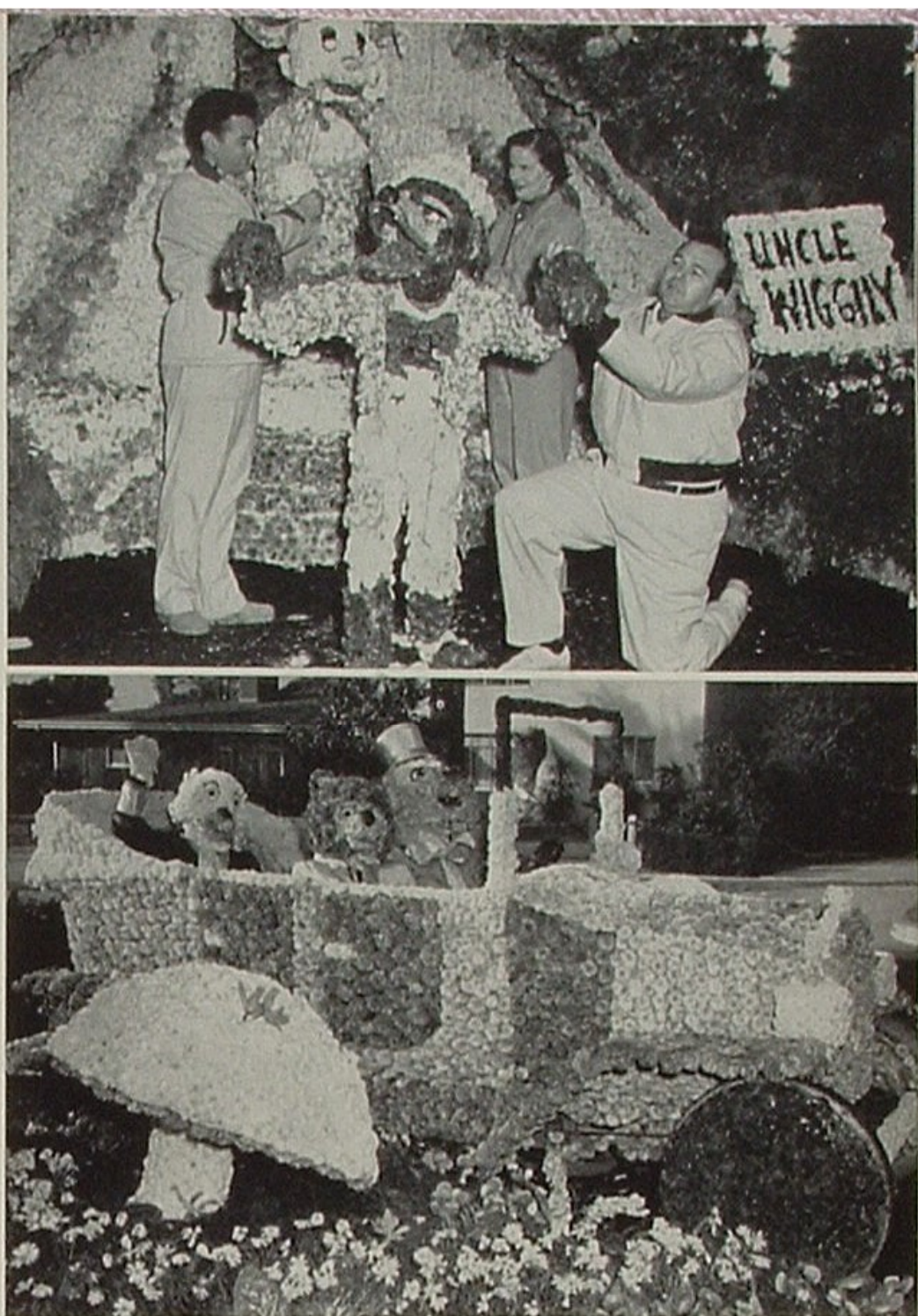


FIRST Tournament of Roses entry ever to be awarded the Judges' Special Trophy was Union Oil's 1954 float "Uncle Wiggily." It so impressed the judges from the standpoint of "originality and inspiration" that they promptly initiated the new trophy, announcing that it might henceforth take its place along with Pasadena's other major Tournament awards.

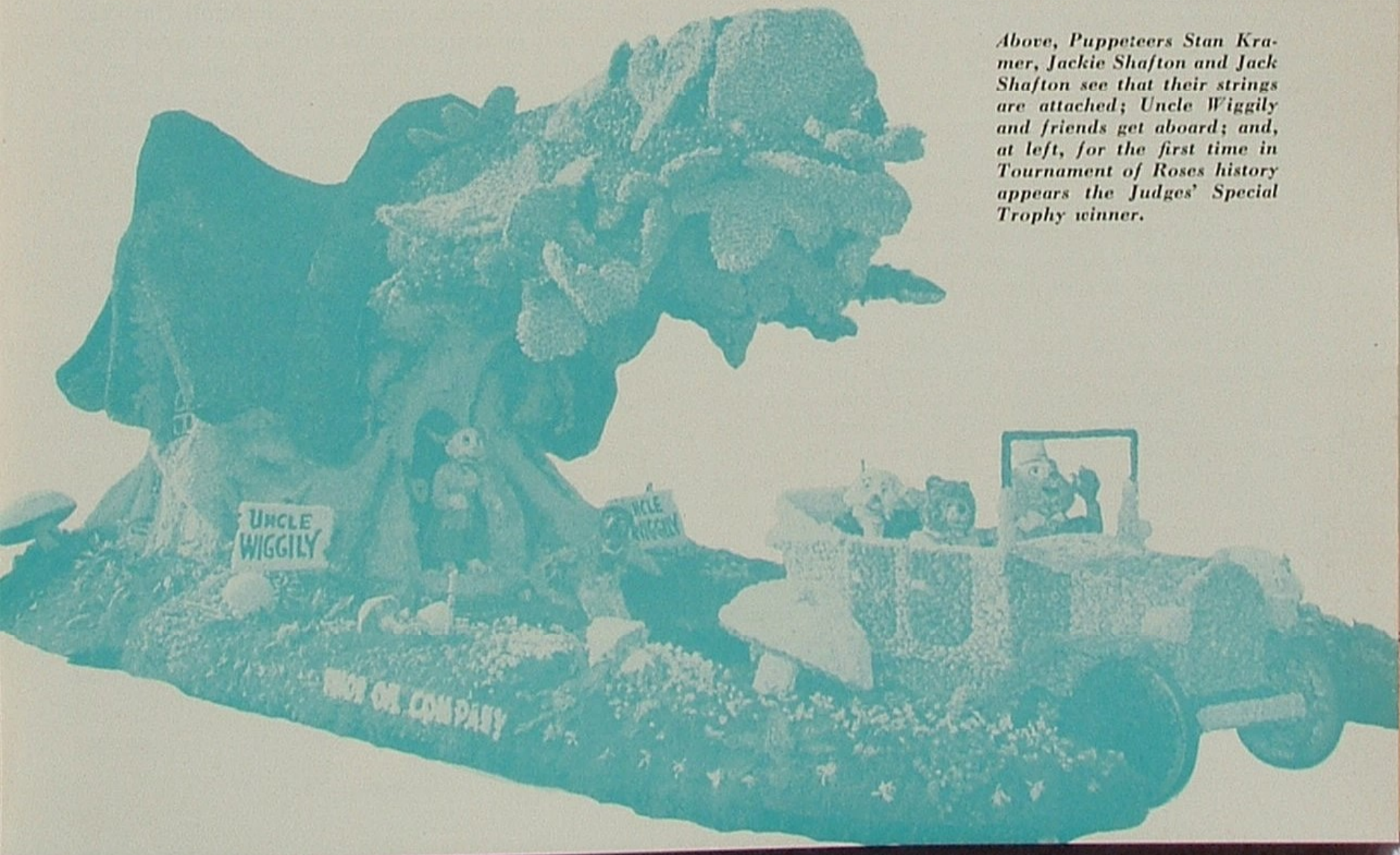
The float, featuring Uncle Wiggily of child-book fame, depicted the hero and two of his friends fleeing by auto down Colorado Boulevard, closely pursued by "bad chap" wolf and urged on by a tree-house full of sympathetic relatives. The car occupants were persons in floral disguise. But all other characters seen on the float were puppets animated by the nationally famous Jack Shafton and his assistants.

To create the fantasy required some of the most complicated engineering in Tournament history. And the magnificence of the floral display had to be counted to be comprehended—300 catalaya orchids, 100,000 disbud Kramer mums, 100 antherium, 72 bird-of-paradise, 300 croten leaves, 50 red tea leaves, 200 bunches of sweet peas, 1,500 French heather, 1,200 candy tuft, 3,000 daisies, 60 ginger blossoms, 30,000 Vanda orchids, 3,500 roses, 2,000 gardenias—all artistically pasted on by hand.

At the parade, seen by 2,000,000; at Victory Park, visited by 800,000; and through television and motion pictures seen by countless millions—a nation applauded.



Above, Puppeteers Stan Kramer, Jackie Shafton and Jack Shafton see that their strings are attached; Uncle Wiggily and friends get aboard; and, at left, for the first time in Tournament of Roses history appears the Judges' Special Trophy winner.





The Rockies, called "shining mountains" by early French explorers, form a majestic wall to the west of Cut Bank.

UNION OIL PEOPLE ARE MOVING AHEAD

On Montana's Oil Frontier

Written with the assistance of R. J. Gertzen, F. N. Lammerman and D. B. Hayes

CIVILIZATION has more than scratched the surface of Glacier County in northwestern Montana. Yet even today it doesn't take much stretch of the imagination to see what this challenging area looked like a century ago.

Stand atop a hill almost anywhere in the Blackfeet Indian Reservation during summertime and you'll see a green carpet of buffalo grass covering most of the surrounding plain. There are few fences. Cattle herds of the modern Blackfeet Nation are fairly authentic stand-ins for the vanished bison. Where a stream is etching its way across the rolling plain, you can follow its course by noting the outcroppings of bare earth, called *cut banks* by the early plainsmen. Deer, elk, antelope, mountain sheep and grizzlies are by no means extinct. And men living in this area—both Indians and their white brothers—like nothing better than to mount a good horse and head toward the snow-spattered Rockies, known to early explorers as "the shining mountains." The process of domesticating such country has been slow and tough.

The city of Cut Bank, which takes its name from adjacent Cut Bank Creek, is the county seat of Glacier County. Not far from the city is a monument marking the northernmost point reached by the Lewis and Clark Expedition in 1806. Only a few miles from the marker Captain Clark and several of his scouts met a hunting party of either Blackfeet or Grosventre Indians. Circumstances were such that neither party could avoid the other without *showing the white feather*. So they boldly met, shared meat over the same camp fire, and bedded down for an uneasy night. Toward morning a guard posted by Clark shook the other white men out of their slumbers. Their horses had already disappeared and

the Indians were now bent on borrowing a few rifles. In the skirmish that followed two Indians bit the dust. But Clark and his men saved their rifles, counter-borrowed some Indian ponies to replace their missing animals and, during the next 24 hours, rode 120 miles in the general direction of St. Louis.

It was late in the 1880's before white men showed serious inclination to settle in this part of Montana. However, when the Great Northern Railway bridged Cut Bank Creek, a freight siding was thoughtfully installed. Ranchers began using the siding in their cattle and sheep enterprises. Stores, warehouses and homes began to appear. By 1911, when homesteading had reached its climax, the town was incorporated. But as recently as 1930 a census revealed only 845 persons living in the county seat.

OIL

The discovery of petroleum is credited with bringing Cut Bank the highest ratio of growth among cities of Montana and a present-day population of 4,200. Cut Bank Field first attracted interest in September, 1926 when Sandpoint Oil Company drilled a small gas producer. Three years later, Montana Headlight Oil Company obtained some oil production on the west flank of this gas field. But it was in October, 1930 before the field's first commercial gas well was completed, and 1932 before oil was found in profitable quantity.

Montana Power Company, previously an electric power company only, acquired the gas field in 1931 and quickly completed 18 gas wells, a gathering system and approximately 250 miles of pipe line connecting the field with Butte, Anaconda and 12 other distributing points. Soon the gas was found to be *wet*, meaning that it contained liquid oil fractions. Accordingly, a gasoline absorption

plant was built near Cut Bank in December, 1932.

With development of the gas field further revealing the presence of high-gravity crude oil in the Cut Bank Field, Montana Power formed a subsidiary, Glacier Production Company, to handle all phases of the expanding petroleum business. Their crude at first was sent to Canada for use as fuel oil. Then, in 1937, when the Canadian oil market became oversupplied, Glacier Production entered the manufacturing field. They purchased a pipeline gathering system from the Toronto Pipe Line Company and, in September, 1939, completed a refinery next to the gasoline absorption plant. By 1945, Glacier was operating 178 oil wells in addition to their gas producers. In 14 years the company had forged ahead to a position of major importance in the fuel and power economy of that state. And Cut Bank had become Montana's leading oil center.

UNION BUYS GLACIER

With Montana Power Company expressing an inclination to get out of the oil business, Union Oil Company of California bought the properties and facilities of Glacier Production Company. The purchase, completed by January of 1945, included Glacier's refinery and absorption plant—172 oil wells—4,000 acres of fee lands—the mineral rights under approximately 90,000 acres of prospective oil lands—40 miles of pipe-line gathering system—and Glacier's distribution and whole-

sale marketing facilities throughout Montana. Most of Montana Power's natural gas wells were not included in the sale, but Union Oil contracted to operate them.

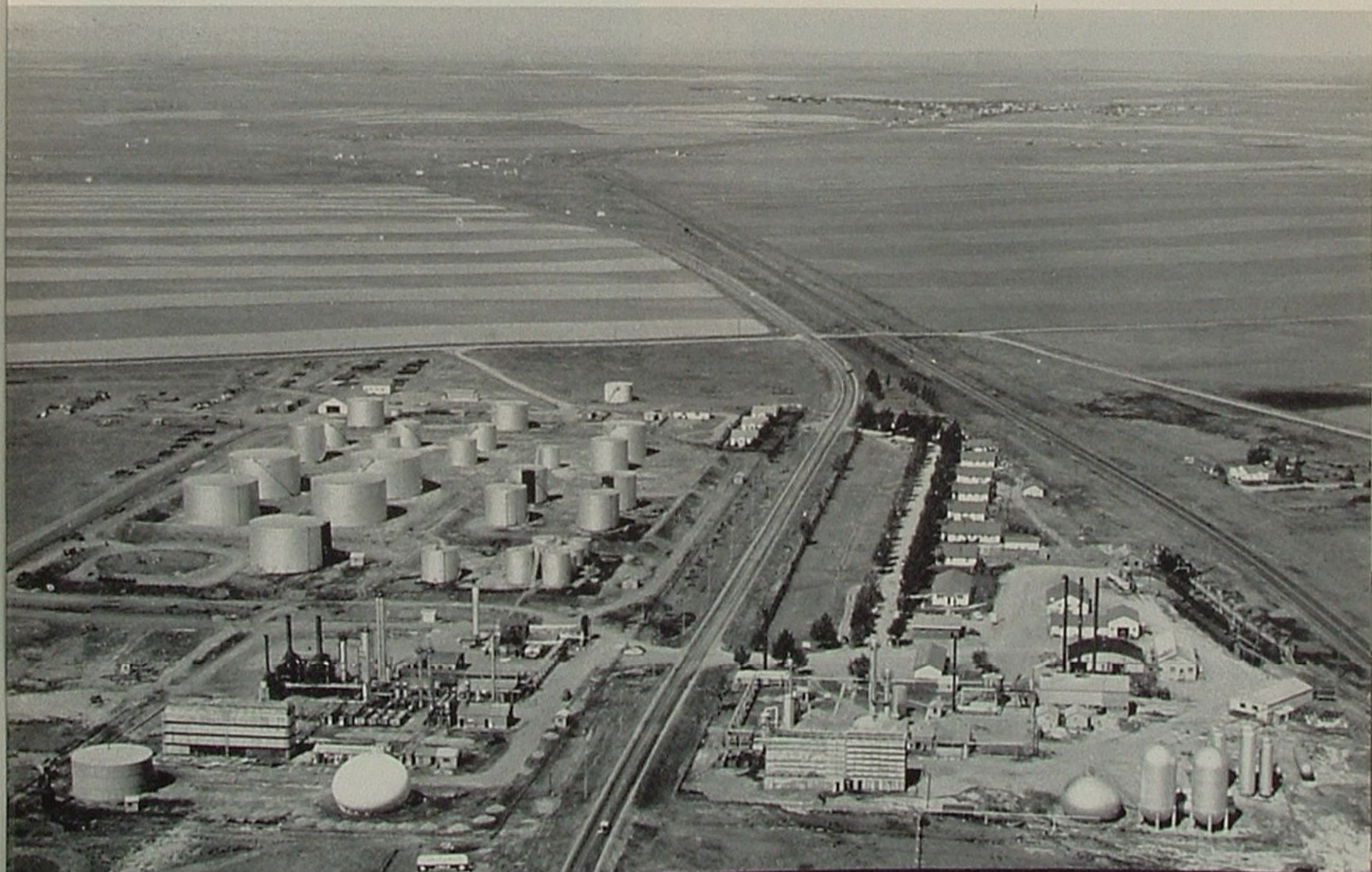
An important provision of the purchase was that Glacier Production employees would be transferred to Union Oil without loss of seniority and fully eligible for membership in Union's various benefit and insurance plans. Among those transferring were such Montanans as R. D. Smith, now Assistant to the President; Superintendent Frank C. Ball and J. H. McCourt of the Rocky Mountain Division; James T. Wamsley, Manager of Lands for our Williston Basin Division; E. M. Parkin of Los Angeles Refinery; as well as many introduced photographically on these pages.

FIELD DEVELOPMENT

Cut Bank Field, one of the last oil fields to be fully developed by *cable tools*, has undergone several interesting changes since 1945. Good all-weather roads now connect most of the wells, whereas the trails formerly in use were often made impassable by snow in winter or by mud during wet periods of the spring and summer. The former open-prairie surface of the field has changed to rectangular alternating strips of wheat and summer fallow. Rotary drilling rigs are in evidence wherever tests are being made beneath the field's original 3000-foot oil-producing sands. Only the winters have failed to undergo much of a change.

Union Oil's refinery and absorption plant adjoin the main highway and Great Northern Railroad four miles east of

Cut Bank. Besides being Montana's foremost oil area, this region is important for barley, wheat, cattle and sheep.





Our Cut Bank employees are supervised by Frank N. Lammerman (plants), left, and R. J. Gertzen (production.)

Below, D. Y. Wilson from Great Falls is division personnel supervisor, and Leo J. Pfennigs is head clerk, Cut Bank.



Below (standing) are Lester F. Brennan and Leo C. Zarn, testers, and (seated) Philip F. Ticer, laboratory foreman.



Probably Union's most notable success has taken place some 30 miles from Cut Bank, in the Reagen Area of the Blackfeet Indian Reservation. Our second well here, Tribal 194 No. 5, tapped 170 barrels per day of high gravity crude in 1948 and is still flowing at a 30-barrel per day rate. Development has continued to the point where we now have 28 producing wells in this field with a net daily production of 750 barrels. The Reagen Area is reached via a gravel-surfaced road built with Glacier County assistance, and is served by pipe line.

Drilling results elsewhere in the Cut Bank area have been less encouraging. Tests at Antelope Springs, Coyote Springs and in deeper zones of the Cut Bank Field proved unproductive. Two deep tests in the Devonian limestone also were dry holes. But on a small acreage of the Stufft Area we have been rewarded modestly. Far from being discouraged by failures, the Company is proceeding with exploration and development work in five portions of this former buffalo realm.

In the important technical phases of oil field development, our Montana engineers have resorted to two measures with good results. An attempt to repressure one of the fields by injecting natural gas developed into more of a recycling operation, which, however, has already increased the field's potential by an estimated 100,000 barrels. In 1950 an electric bottom-hole heater stepped up production from the first well in which it was tried.

L-r, Carl W. Rehmer, Cora Seefeldt, Storekeeper Marshall V. Turf and Robert E. Young operate Cut Bank warehouse.



Below from left are Peter W. Hughes and Glen G. Green, well pullers; Ardis Miller, Pat Copelan and Dorene Nordgaarden, who handle clerical and communications duties.



Fifty such heaters are currently in use.

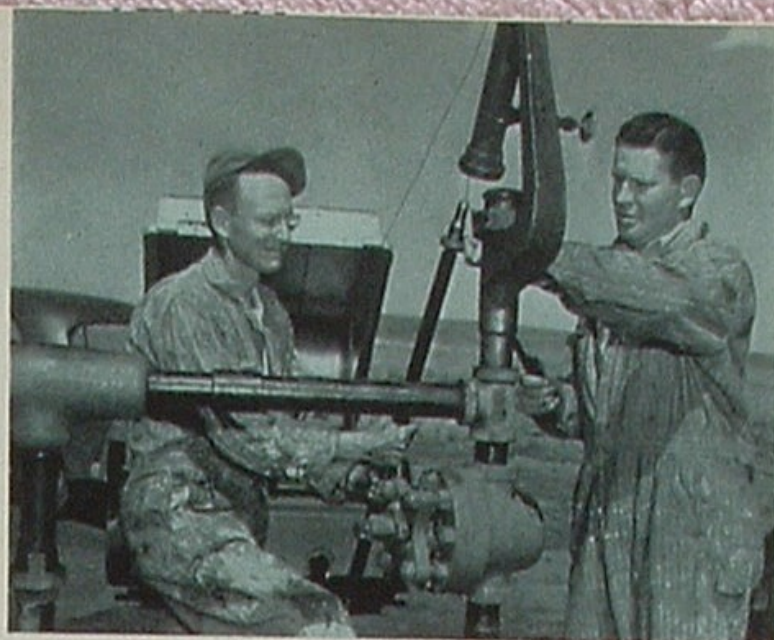
It can be concluded that Union Oil, after nine years of operation in the Cut Bank area, has made progress. From 269 wells we are now realizing 2,270 barrels of daily production. The oil is of excellent quality. It is also of sufficient quantity to supply most of the present manufacturing and marketing needs of Glacier Division.

REFINING

The refinery and absorption plant purchased from Glacier in 1945 adjoin the main highway and Great Northern Railway four miles east of Cut Bank.

The absorption plant has a capacity of 60 million cubic feet of gas per day. Its function is to extract propane, butane and natural gasoline from *wet gas* produced in the Cut Bank area. When operating at capacity, the plant extracts some 50,000 gallons of liquid product per day. The *dried* gas proceeds via a 20-inch pipe line to the homes and industries of northeastern and central Montana at rates varying from 6 to 60 million cubic feet per day, depending upon weather conditions. A Union Oil revision of the plant in 1946 has increased the volume of liquid products thus extracted.

Our Cut Bank Refinery, built in 1939, consists of a crude distillation unit, a thermal cracking unit, a polymerization unit and a gasoline treating plant. Its crude oil capacity is approximately 3,600 barrels per day. From the crude are manufactured 7600 and 76



Above, Petroleum Engineers Norman H. Warberg and Walter J. Mansbridge are measuring the bottom-hole pressure and temperature of a Company well on the Tribal Lease.



Richard A. Higgins, left, is district engineer and James R. Ellis is assistant production foreman at Cut Bank.



Conferring at left on our Tribal Lease of the Blackfeet Indian Reservation are Assistant Production Foreman Allan E. Dyrdahl and Pumpers Walter J. Dumontier and Joseph B. Stone, Sr. The latter two men, of Indian lineage, are at home on ground that once thundered the buffalo chase.

Below from left, Well Pullers Walter J. Kjeldahl, William Christiansen and Vernon C. Swenson are seen on the job with Production Foreman Thomas F. Farris, Cut Bank.



Handling car and truck loading responsibilities at the refinery are, above, Russell L. Sewell and Edwin H. Miller.

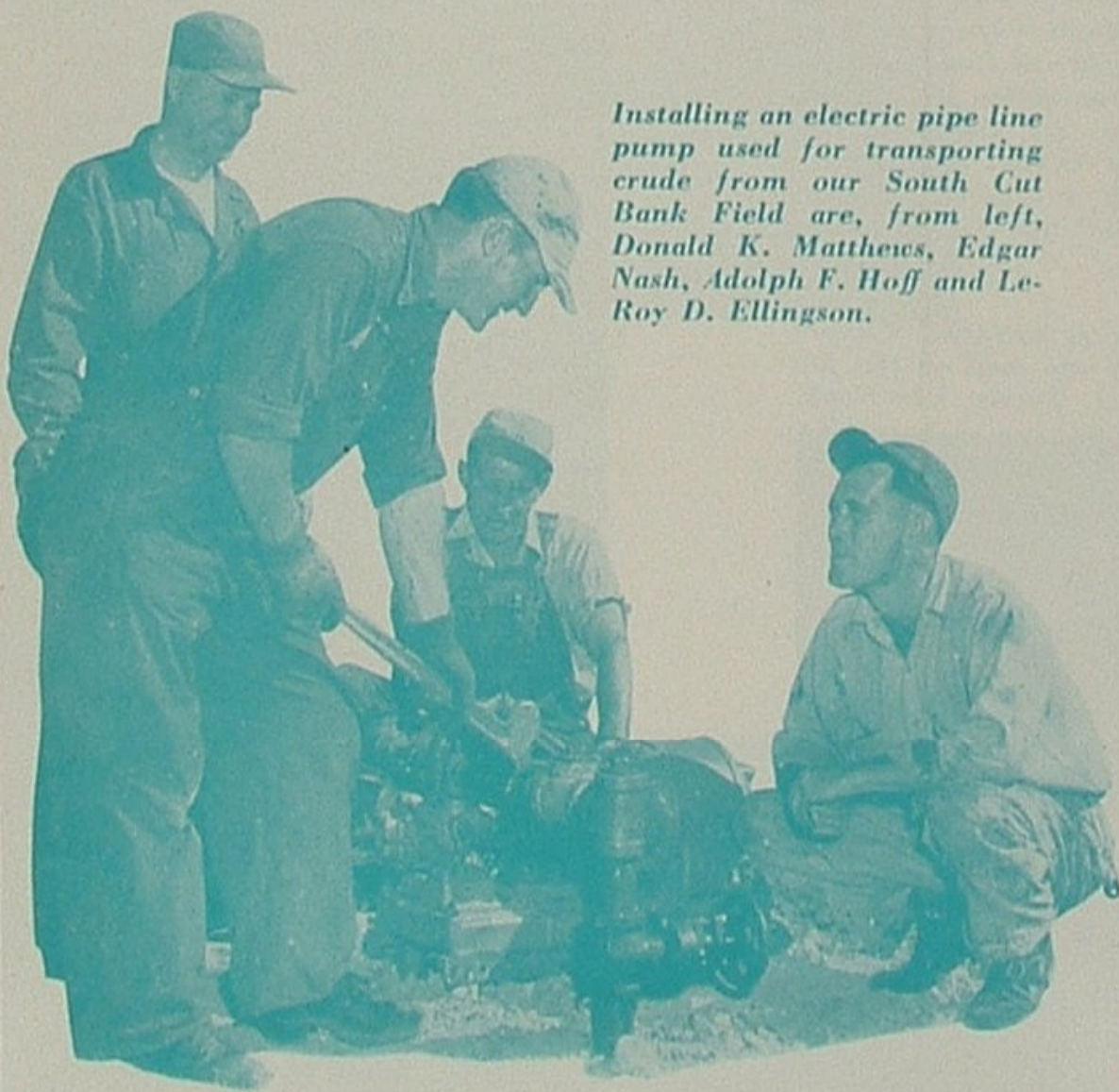
motor gasolines, stove oil, diesel fuels and residual fuel oil. These are shipped to all parts of Montana and to portions of North Dakota, Idaho, Washington and Alberta, Canada.

Numerous refinery improvements made by Union Oil Company include a 600-barrel per day catalytic reforming unit now being constructed. This facility will convert low-knock-rating straight-run gasoline fractions into high-knock-rating fractions required in the manufacture of 7600 and 76 gasolines. The new unit is scheduled for completion in September, 1954.

MARKETING GROWTH

Union Oil's sales position in Montana and vicinity gained considerable impetus in 1948 with the purchase from a competitor of 18 distributing stations. Between 1948 and 1952 (the last year for which complete figures are available), Glacier Division increased its consignees in number from 9 to 29, its distributors from 14 to 16, and its retail dealers from 94 to 212. Product-wise during this same period, the Division's annual sales of gasolines doubled in volume, sales of lubricants were tripled, and even more impressive gains were shown in fuel oils, solvents and technical products. Percentage-wise, Union now sells 9 per cent of the gasoline consumed in Montana, whereas in 1948 we sold only 3½ per cent.

As stated in an earlier chapter of this report, Montana has given of its treasures grudgingly, requiring a day's work for a day's gain. So far we have stayed on the job through nine winters, learning as well as earning our way into the pioneering traditions of a great and untamed state. Who knows?—maybe a treasure Lewis and Clark never dreamed of lies waiting deep in the Devonian of Cut Bank, or of Williston Basin, or of some other area under the broad skies of the Upper Missouri.



Installing an electric pipe line pump used for transporting crude from our South Cut Bank Field are, from left, Donald K. Matthews, Edgar Nash, Adolph F. Hoff and LeRoy D. Ellingson.



L-r, Foreman Dean Humphrey "takes five" with Harry V. Montgomery, Robert D. Ready, Charles M. Dobson, Robert Dobrovolny, Adolph Podoll and Ernest C. McLaughlin, members of the absorption plant operating crew, Cut Bank. Below, Charles Kane, Harry D. Kays and John A. Lundin overhaul one of the absorption plant's gas engines.



Above, Welders Anton J. Miklich, Vernon E. Owen and John D. Christenot complete their work on a pipe weld.

Below are Foremen Michael J. Ward and Dean Humphrey, Assistant Superintendent K. Byron Ljung, and Foremen George F. Higgins and Frank J. Kilminster of Cut Bank.





The group above, composed principally of charter members of the Santa Paula Employees Federal Credit Union, met to elect (seated right) Paul Wilson, treasurer, and E. O.

Tudor, president. Other participants (standing) were, from left, Wann Wilks, Harold Matthews, Clarence Froome, Marcelien Bradford, Michael Galvin and Jerry Rickels.

SANTA PAULA EMPLOYEES FORM

13th Credit Union

By W. Edgar Sadler

DURING the evening of October 21, 1953, Union Oil people at Santa Paula formed the thirteenth credit union to be wholly owned and operated by Company employees. The group had applied for Federal charter No. 7600, but had to be content with No. 8900 when it was learned that the Union Oil trade symbol was already in use elsewhere.

On hand to assist Santa Paulans with the opening formalities were credit union officers from Bakersfield, San Luis Obispo and Dominguez, in addition to several

invited participants from outside the Company. In the discussions it was revealed that Union Oil employees lead the Pacific Coast in the number of credit unions operating within a single industrial group.

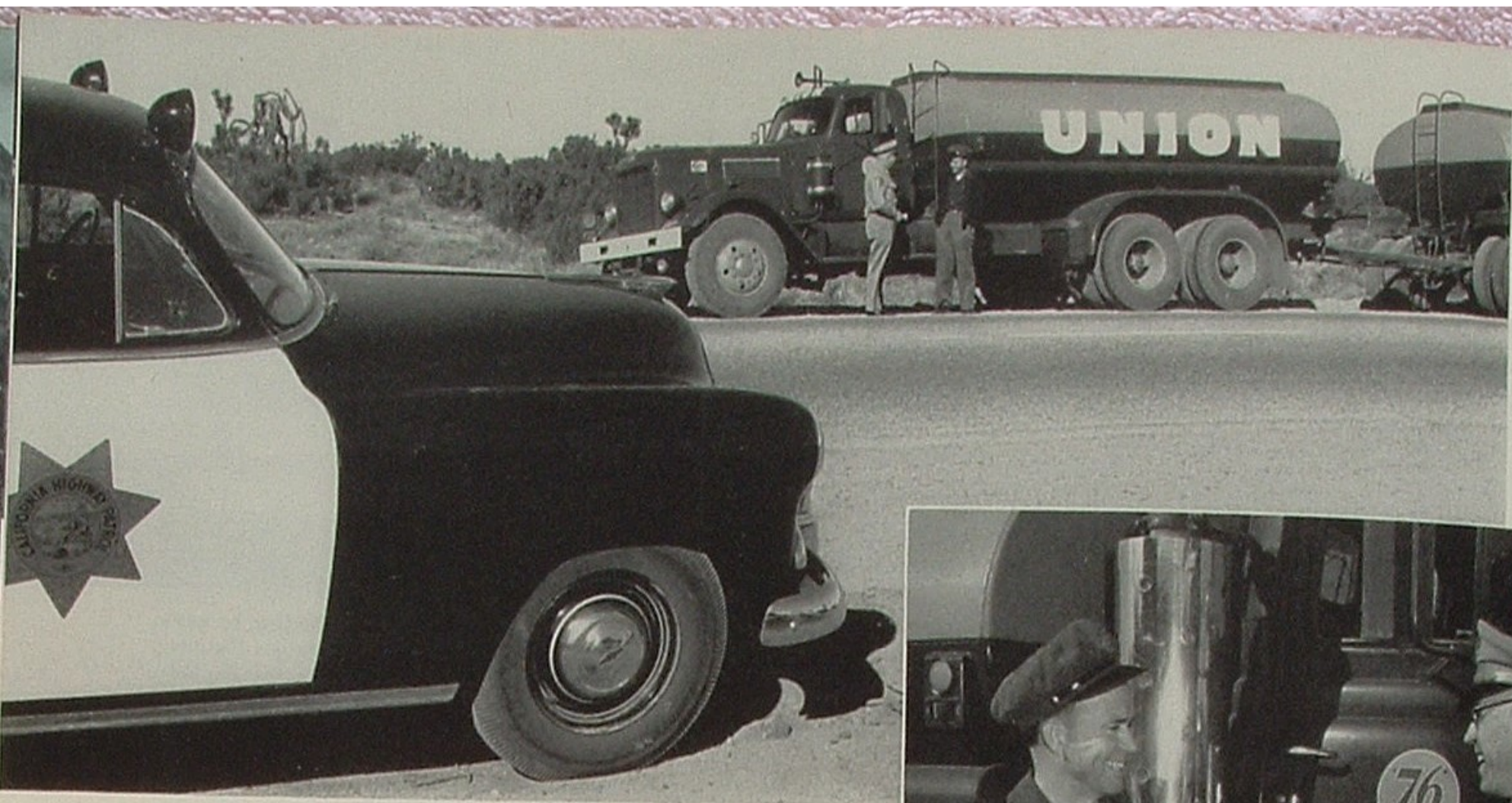
The success of this cooperative movement is indicated by a few figures: The first Union Oil credit unions were formed in 1935. Today, 12 of the 13 organizations (figures from one were not immediately available) report a total of 4,877 members; assets of \$2,021,364; and loans to members of \$1,626,671. Members may borrow money at an interest rate usually of 1% per month on the unpaid balance, or may build up savings accounts and receive interest for the use of their funds.

A recent insurance safeguard adopted by several of the groups comes to the rescue of a borrower or his dependents, in the case of death or permanent disability, by assuming the unpaid balance and granting life insurance benefits.

Santa Paula employees heard from a number of experienced credit union guests including, below from left, W. G.

Blaikie, Laura Abbott, F. G. Ludwig, Faris Davis, B. F. Bressler, Edgar Sadler, C. A. Moisling and J. P. Nielsen.





Cited for Skill ON THE HIGHWAYS

27 November 1953

Union Oil Company
13500 South Broadway
Los Angeles, California
Attention: M. S. Imes

Dear Sir:

We are happy to be able to advise you that, through an excellent job of driving by one of your employees, a very serious traffic crash has been avoided.

Yesterday evening, 26 November, about two miles northeast of Cajon Summit, a thoughtless motorist attempted to pass one of your rigs while same was negotiating a right-hand turn and meeting an oncoming string of high-speed traffic. Your driver, Leonard M. Jones, must not only have been alert to traffic in front of him but also to traffic to his rear. The ease and speed with which he maneuvered his heavily loaded truck and trailer out of danger was amazing, and to him should go credit for preventing a traffic crash which most certainly would have resulted in multiple fatalities.

Mr. Jones has demonstrated his ability to concentrate on the job at hand. We congratulate you for selecting a man of his demonstrated ability, and to Mr. Jones goes our salute for a job well done.

Yours very truly

**B. R. Caldwell, Commissioner
California Highway Patrol**

(Signed) **F. G. Yoder, Captain**



The "ticket" issued, above, to Driver Leonard Jones by Captain F. G. Yoder made no one unhappy. It was the letter, below, commending Jones for courteous driving.

THE incident described in Captain F. G. Yoder's letter, at left, occurred on Highway 91 between Los Angeles and Las Vegas, where some 80 traffic deaths were recorded during 1953. Driver Leonard Jones of our Rosecrans Terminal was somewhat surprised to receive the officer's commendation—first from Captain Yoder personally on November 26, and later through the letter to Superintendent M. S. Imes. Said Jones: "I was only doing what every transport driver has to practice daily—defensive driving. Most people are good and courteous drivers. But some have no business driving a car, and even the best of 'em get careless once in a while."

While on the subject of driving courtesy and skill, ON TOUR conducted a search for other outstanding Union Oiler driving performances. As a result, we introduce some of the men who have maintained faultless accident records throughout many years of truck and transport driving. If there are others who have equalled these performances, we should like to be so advised.

R. J. "JIM" SUIT and RALEIGH S. CHAMBERS of our Seattle Terminal started their driving assignments in 1932 and 1931 respectively. Handling all types of delivery equipment daily since those employment dates, Jim



R. J. "Jim" Suit and Raleigh S. Chambers



I. R. "Bert" Swearingen



C. D. Hopfield

is cited for 21 years and Raleigh for 22 years without a chargeable accident.

I. R. "BERT" SWEARINGEN is a sort of test pilot for Los Angeles Refinery. New pieces of equipment such as the street sweeper, the skip loader and the straddle truck are placed in his care at least until other drivers can be trained. During 10 years and an estimated 10,000 miles per year of refinery travel, his accident record has remained unblemished.

C. D. HOPFIELD of our Willbridge Terminal in Oregon is said to have the best memory for names and faces among Northwest Territory employees—also the best driving record. He has accumulated 23 years without a chargeable traffic accident.

MARTIN J. NELSON of the Production Department at Cut Bank travels about 35,000 miles per year over the oftentimes dangerous roads in Montana's oil fields. Throughout 18 years of driving he has maintained a perfect record of safe vehicle operation.

GEORGE N. CARMAN of Oakland, California, is probably the champion of Union Oil champions. Since 1922, when he was first employed, he has driven heavy equipment daily through all types of Bay Area traffic—not once during those more than 31 years meeting with a chargeable accident.

Union Oil is sincerely proud of these men—human symbols of courtesy and skill on the public roads.



Martin Nelson

George N. Carman





INDUSTRIAL SUMMARY

• MARKETING

Under title of "The New Look" Marketing is presenting all retail dealers with a preview of the Company's sales promotion, advertising and product plans for 1954. Featured at this year's meetings are the superior qualities of Royal Triton 5 20, Royal Triton 10-30 and the New 76. Three teams—one each in our major marketing territories—consisting of personnel from the Research Division, Sales Promotion Department and local District or Territory, coordinate their talents in showing the dealers how these improved products benefit the motorist from both a performance and cost standpoint. Plaques honoring dealers having five or more years of association with Union Oil Company are also awarded at these meetings.

With the New 76 we are providing western motorists with the highest quality non-premium gasoline they can buy. New 76 is higher in octane quality and provides faster warm-up than any of its competitors. It satisfies the octane requirement of from 45 to 50 per cent of newer cars on the road, whereas the average regular gasoline satisfies only 20 per cent. Similarly, an engine using New 76 will warm up 13 to 25 per cent sooner than it would on conventional non-premium gasoline. To the customer this means smooth, full-power acceleration more promptly after starting his engine.

With the improved 76, our dealers are in a position to do for millions of non-premium gasoline customers what they have done for others requiring the extra-quality of 7600.

For the first time since its organization, the Eastern Continental Territory held a meeting of its five regional managers in Los Angeles, during January. Visits to Brea Research Center, Los Angeles Refinery and other Company installations were arranged in the agenda.

Contracts closed with Armed Services for the first six months of 1954 cover a total of 46,500 barrels of petroleum per calendar day, consisting of 22,400 barrels a day of various aviation and motor fuels, 4,300 barrels a day of diesel fuels, and 19,800 barrels a day of residual fuel oils.

Sales Promotion and Sales Training activities have

been combined under one supervisor, W. M. Sopher, effective January 11. With the title of supervisor of sales promotion and training, Mr. Sopher will continue to serve as a member of Head Office Sales Services.

Glacier Division has expanded its marketing operations by establishing a consignee at Salmon, Idaho.

from Roy Linden

• RESEARCH & PROCESS

A licensing agreement has been concluded with the Southwest Grease & Oil Company of Wichita, Kansas, for the manufacture of barium grease. The licensing agreement, negotiated jointly by the Patent and Commercial Development Divisions, is based on research work over a period of many years.



Dr. W. Smith Dorsey



Dr. C. E. Wilson



F. S. Scott

Dr. W. Smith Dorsey has been appointed research supervisor, with responsibility for all problems relating to petrochemicals. Dr. C. E. Wilson and F. S. Scott have been granted the newly established title of senior research associate, denoting outstanding professional achievement.

from C. E. Swift

● FIELD

A \$7,500,000 exploration program for the first half of 1954 provides for the most extensive drilling of wildcat wells by Union Oil in some time. The experience of our company, as well as the oil industry, proves that the majority of wildcats drilled are dry holes. It is recognized also that an ever increasing number of exploratory holes have to be drilled for each discovery.

Aware of the increasingly larger amounts of money required for exploratory drilling, the Exploration Department is under constant challenge to see that the money is spent wisely and most economically. At the very least, a wildcat well is a search for knowledge with which to evaluate a prospect. It is obviously a waste of money to continue drilling after that knowledge has been gained. When to test, when to core, when to abandon are questions of real money-saving importance. A skillfully conceived wildcat well is not a total failure, even though a dry hole, if the information gained from it is properly used. It may point the way to subsequent drilling and the discovery of a new field.

from Sam Grinsfelder

● MANUFACTURING

Aristowax production at Oleum Refinery reached an all-time high of 1,500 tons during December, 1953. New blending facilities at Oleum now permit the blending of several Aristowax grades to meet our customers' special requirements.

Authorization has been given for the purchase of 3,200 acres of coastal land located about 14 miles south of Port San Luis, California. This land will be used for the installation of a coking plant to process Santa Maria crude. A new well on the property assures a fresh water supply of 1,500 gallons per minute.

Oleum Refinery has completed the removal of about 80,000 cubic yards of silt accumulation from an area west of Berth No. 2. Completion late in 1954 of the new wharf, which extends to deep water, is expected to eliminate the need of periodic dredging.

A five-year option has been taken for the purchase of 726 acres of land adjacent to the eastern boundaries of Oleum Refinery. This land will provide for possible future refinery expansion.

A decision has been made to rebuild the Los Angeles Refinery Isomerization Plant. The plant was closed after operating during World War II to supply isobutane for the production of aviation gasoline. Its rehabilitation will provide Los Angeles Refinery with a better and more economical utilization of butanes needed for the production of aviation gasoline.

from K. E. Kingman

Note—The editor's "slip was showing" last month when we misspelled the new gasoline desulfurization process as "Unifying." Correctly it is "Unifining."

● PURCHASING

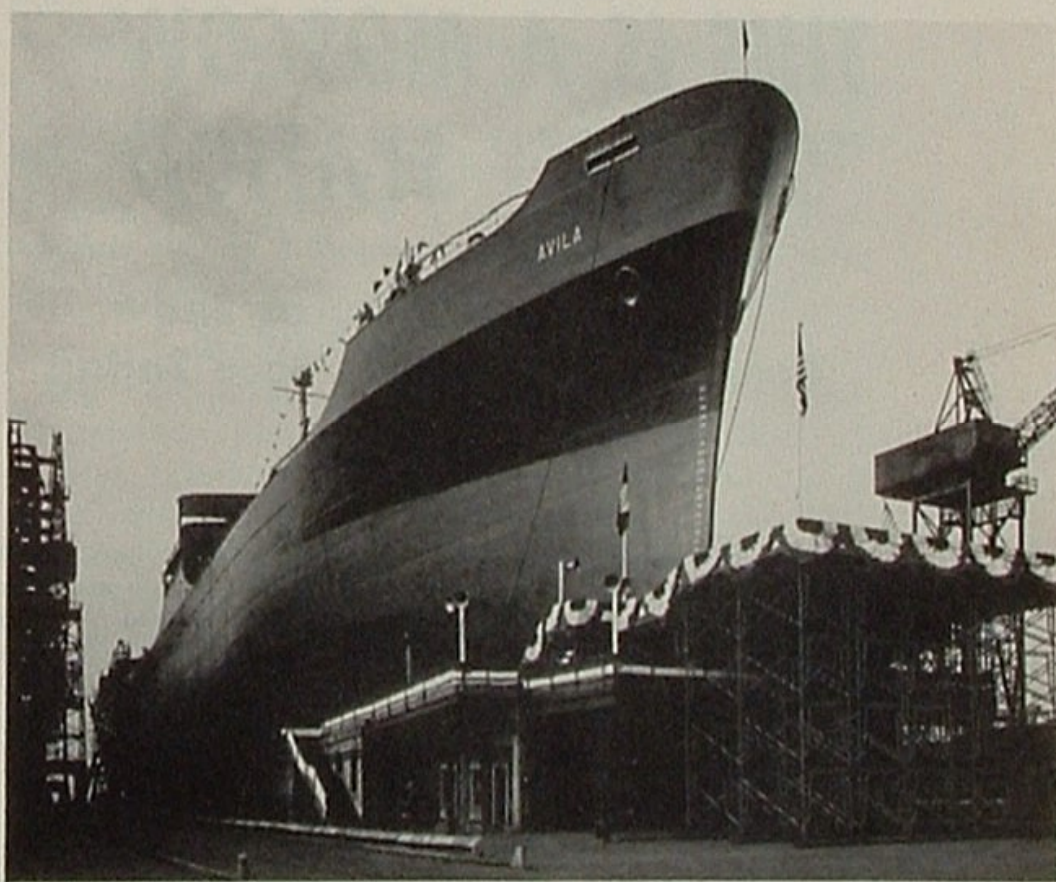
Settlement of a labor dispute involving major can manufacturers is rapidly bringing conditions in this market up to normal. Because of our policy of dividing our can requirements among several suppliers, we experienced neither a shortage of containers nor a disruption of canning operations.

It has been the policy of Purchasing to provide alternate suppliers for large-scale purchases. This practice has helped us to obtain supplies during emergencies and has brought about the better services and lower prices usually resulting from competition.

from C. S. Perkins

● TRANSPORTATION & DISTRIBUTION

The AVILA, newest addition to the Union Oil Company fleet, was launched at Sparrows Point, Maryland, on December 16, 1953. Mrs. Frederic H. Brandi, wife of Director Brandi, was the sponsor. The vessel, having the same design characteristics and multiple cargo-handling facilities as her sister-ship SANTA MARIA, will join the fleet in mid-March.



At Torrance Tank Farm, 21 pontoon-type floating roofs have been replaced with modern welded-type floating roofs. The older roofs had been in service for 25 years on 100,000-barrel steel tanks used for storage and as working tanks by Los Angeles Refinery. The replacement, begun in 1950, complies with recent regulations, for storage of petroleum products, passed by the Air Pollution Control Board of Los Angeles County.

from E. L. Hiatt



"FILL'ER UP"—SOVIET STYLE. Rare photograph shows Russian driver filling his own gasoline tank at one of Moscow's 5 "service" stations. Station attendant offers no

service. He merely collects rationing coupons and rubles. Sign on state-owned station doesn't announce a brand of gasoline. It just says: No Smoking.

THIS IS A MOSCOW "SERVICE" STATION

**Unretouched Pictures Show
Conditions Motorists Face Today
In Russia**

ANOTHER VIEW OF same "service" station points up Russian motorist's daily problems. Car in foreground has broken down—owner usually must fix it himself. With only 5 filling stations for all of Moscow's 5 million inhabitants, cars have to wait in line.



FROM behind the Iron Curtain come recent photographs of a typical Moscow "service" station showing what the Russian motorist is up against.

American editors who recently visited Russia report that even the fortunate few who *do* own cars have serious motoring problems. (Only 1 out of every 3,000 Russian families owns a car, while America has more cars than there are families.)

At the few filling stations service is non-existent and gasoline is rationed. Black market gasoline, for those who can afford it, costs \$1.00 a gallon. Travel outside city limits is almost impossible if you aren't a party official.

Conditions like these are what you can expect under a system where all industry is controlled by the State and where there is no competition for the motorist's business.

It's far different over here! Americans are used to having many independent service station operators compete for their business by offering them the world's finest oil products at reasonable prices. U. S. gasoline today, for instance, costs about the same as gasoline did in 1925—only the taxes are higher.

This contrast between conditions here and in Russia shows once again how important it is to all of us that America's system of privately-managed industry be continued.

**Oil Industry Information Committee
AMERICAN PETROLEUM INSTITUTE
50 W. 50th St., New York 20, N. Y.**

Red Infiltration of Labor Unions

BY J. EDGAR HOOVER, DIRECTOR FEDERAL BUREAU OF INVESTIGATION

THE American labor unions have long been singled out by the Communist Party as a primary object of infiltration. A desired goal of the Communist is the domination of the labor movement in our country. Infiltration into labor leadership is their strategem; their weapons are lies, trickery and deceit.

The great god of Communism, V. I. Lenin, stated, "It is necessary to be able to withstand all this, to agree to any and every sacrifice and even—if need be—to resort to all sorts of devices, maneuvers and illegal methods, to evasion and subterfuge, in order to penetrate into the trade unions, to remain in them, and to carry on Communist work in them at all costs."

The titular leader of the Communist Party of the United States, William Z. Foster, in 1932 wrote, "The Communist Party bases its work directly upon the mills, mines, and factories. Its principle is to make every shop a fortress for Communism. It follows closely the life of the workers in the industries, adapting its immediate program of struggle to their needs."

These statements, made long ago, are observed daily in their practical application. The Communists seek the cover of labor unions and the support of the laborer solely to carry out their aims of communizing and regimenting the lives of the workers.

The Communists only recently set forth the latest strategy to be followed in their program of infiltrating into the labor unions. The theme of their "Party Line" is that the Party will now fight for "united labor action," and this fight must take place everywhere, although the tactics of the fight may vary in different areas. They say that "united labor action" is the decisive pattern through which "organic unity" can be achieved. They state that "organic unity" is the most desirable, most necessary and the highest form of labor unity.

By "organic unity" the Communist Party means that the labor movement must unite into one federation consisting of the "right, left and independents." The role of the Communist Party in the fight for "organic unity" in the labor movement will be:

1. As a party, to explain to the workers this purported need for unity.
2. To help organize the fight for this unity on a basic industry, city and area level.
3. To develop class consciousness.
4. To recruit new Party members.

The Communists are taught that a disciplined minority group can win control of a union by capturing key positions. This constitutes the heart of their plan of infiltration. One of their techniques in capturing a union consists of sending a small group of Party mem-

bers to obtain employment in a plant represented by the union they seek to capture. They are instructed to do nothing initially to attract attention. Gradually, they become very active in union affairs and try to gain a following among the union members. The Communists strive for friendly relations with those members who are interested in leadership. They encourage them to take active part in union affairs and even to run for office. They work diligently, day and night, to win support in the union. The Red group urges each of its minions to mold his or her following into a unified voting bloc.

These Communists may very well assume an anti-Communist attitude and make anti-Communist statements. Whatever their guise, they will, nevertheless, attempt to control all policy decisions. They will be schooled in parliamentary procedure and will attempt to gain the floor at union meetings in order to advance their cause and to obstruct the measures of the opposition.

Even the physical seating arrangement at union meetings is taken into consideration. The Party members and followers will be scattered strategically throughout the hall; concerted action, whether of applause or loud shouting, will follow at a prearranged signal. Such strategic seating arrangement may give the appearance of a definite majority for or against any proposal.

ATTENTION TO DETAILS

The Communists select, in advance of the meeting, the members who are to place before the union the motions favorable to their cause. Those who are to second the motions are also hand-picked. If the Communists can place one of their own in the position of chairman, they can effectively silence the opposition. This is accomplished simply by the refusal of the Chair to recognize a known non-Communist speaker. With such systematic planning, a motion can be rushed through an unprepared and disorganized opposition; the affairs of a union can be dominated.

The same techniques are followed in electing their fellow Communists to the various offices of the union. At all union meetings, and especially at elections when the ultimate control of the union is at stake, every parliamentary trick is used. Motions are rushed through without debate; the Communists have been known to tamper with the ballot boxes.

DISTURBANCE TECHNIQUES

Non-Communist members are some times denied the opportunity, because of the raucous shouting of the Communists, to present their side of an issue to their fellow members. If these techniques should fail or serious opposition develop, the session is allowed to drag on

and on. Finally, the opponents of the Communists depart either through disgust at the Reds' evasive techniques or through sheer exhaustion. This leaves the Communist minority in control, with enough of their supporters present to constitute a quorum.

A typical Communist plan of action currently being used to infiltrate into labor unions involves the building of as many caucuses in as many unions as possible. The influence of the party in those unions is to be increased. The sale of Party literature to union members is to be stressed. Industrial unions and "right-led unions" are to be primary targets. Such tactics of infiltration bear all the earmarks of carefully formulated and skillfully executed military campaigns.

MOTIVES ARE CLEAR

The motives of the Communist Party in organized labor are clear. The Communists seek to destroy the American way of life with its unparalleled standard of living. Victory is sought through domination of the labor field. The work of the Communists in labor organizations is part of the same international scheme of conquest as is their aggression on foreign fields by force of arms. The Communists cry "peace in the world," but they obstruct efforts to have peace. So, on the labor front, they incessantly clamor that they seek only the betterment of the workers. Yet, their tactics are only to disrupt, and in those lands where their system has stolen control of the reins of government, labor has suffered.

Contrast the motives of the Communists with the legitimate aims of unions dedicated to the advancement of labor. The objective of a non-Communist labor union is to secure stable economic benefits for its members. This is sought through establishing mutually compatible relations with management. The tactics of the Communists are geared to interfere with constructive labor relations. They nurture and exploit periods of unsettled labor problems.

Their disruptive tactics, accompanied by chicanery and trickery, expose the pretended claim of the Communists who say they are striving only for labor's economic betterment. Their ever-changing techniques of obstruction, of false claims for propaganda purposes and their acts of war while spouting slogans of peace, make a mockery of their very slogans and propaganda. Our heroic dead in Korea bear mute testimony to their concept of peace and the deceit they practice.

The Communists have never truly sought the economic betterment of the individual. The improvement of working conditions is to them a slogan which is but a means to an end—power. Power in the hands of the Communists means the destruction of the heritage which is ours—freedom from want, freedom from fear, freedom of worship and speech. The destruction of these freedoms behind the Iron Curtain, more than anything else, has demonstrated to the American people the true meaning of Communism.

The leaders of labor have not been oblivious to this tyranny. The late great labor leader and labor presi-

dent, William L. Green, declared: "No organization can be free under Communism because it is compelled to subordinate the interests of the workers to those of the Communist Party."

The fight is not an easy one. The Communists continue to preach their insidious doctrines of class warfare, of a "natural and unceasing" hostility between labor and management. Many leaders of labor organizations have met these falsehoods by demonstrating the existence of mutual understanding between labor and management. These leaders are bargaining collectively in an atmosphere free of armed troops, controlled national government elections and government-directed puppets.

It is not surprising, therefore, that the Communists should accuse these labor leaders of a failure to defend the interest of the workers. William Z. Foster called for an "enlightened leadership" in labor organizations of the same character as in some foreign countries "where union leadership has passed into the hands of the Communists." The steps taken by many American labor unions to guard against Communist infiltration and Communist indoctrination might well serve as a guide not only for labor, but for all organizations whose influence upon the lives of the people indelibly stamps them as an objective of Communist infiltration.

TRUTH IS OUR WEAPON

Intelligent labor leadership has refrained from fighting Communism with the deceitful tactics employed by the Communists. Instead, this leadership has utilized a weapon unknown to the Communists, yet more deadly than any the Communists have ever devised. That weapon is truth, before which Communism cannot survive—truth about our national institutions, truth about our economic problems, truth about the leadership necessary in labor and management, and, finally, truth about the manifold lies and distortions utilized by the Communists and the system they espouse.

The power of truth in the fight against Communism is demonstrated in the bitter struggle engaged in by one union to drive the Reds out of positions of leadership. The president of the union said the Reds were on the point of capturing the union and using it as a wedge for greater gains in labor. He said they fought the Communists by relying on the intelligence and the integrity of the union members. Union members in each factory and each union local were contacted. The falsehoods of the Communist cause were pointed out to them. At the outset, only a few took up the fight against Communism. Then, by the thousands, the union members, including many former Communist sympathizers, joined forces against the Communists and now form a determined opposition to them.

The strongest counterforce against the attempts by the Communists to seize control of labor is labor itself. Labor must continue to meet this challenge. Constant vigilance by rank and file union members and by labor leaders against Red infiltrations is the price that must

be paid on the home front for the preservation of our Democratic mode of living.

FREEDOM'S REWARD

Sacrifice it does entail, but the reward is freedom for the individual, his family, his fellow citizens and all posterity. Just as labor and management can work together to solve economic problems, so too they can work together to render impotent the threat of Communism. Both responsibilities should and must be shared.

This threat of Communism does not concern labor alone. It is a problem to be faced squarely by all Americans. The Federal Government, in the services of the people, continues its relentless fight on the common enemy. The FBI is charged by Congress with the investigative responsibility of preserving the internal security of the United States against subversive movements. FBI investigations are conducted concerning espionage, sabotage, and related subversive activities. The most important single menace today is Communism.

We of the FBI have also been a target for Communist attack. A favorite allegation is that the FBI investigates labor and labor unions. The truth is the FBI never has and never will concern itself with the employer-employee relationship, nor do we investigate labor unions and their members. The FBI has no intention of interfering with organized labor. Great numbers of our personnel come from the homes of men and women who have long been active members of labor unions. We have, however, investigated instances of Communist infiltration into labor unions. To a non-Communist, there should be and there is a vast difference between the investigation of a union and the investigation of Communist infiltration into a union. In fact, it can now be revealed that able, loyal labor union members and leaders have asked the FBI to investigate Communist infiltration in their ranks. The Communist infiltration into unions, especially unions working in industries essential to our national defense, offers the greatest danger of sabotage and disruption of our defense efforts.

The primary emphasis of the Red infiltration program has been on the heavy and strategic industries, since control of these is useful for the accomplishment of their ultimate purpose—the overthrow of this government by force and violence. Such industries as railroads, shipbuilding, atomic energy, steel, communications, the electrical and automotive industries have long been the targets of Communist infiltration.

RED CONTROL A PERIL

Communist control of any union is a matter of serious concern. Communist-inspired strikes not only injure the interests of labor and management but also hurt the general public welfare. The Communist-controlled union has an opportunity to promote factional disputes, dissatisfaction among union members and a general feeling of hostility and unrest.

A second spurious allegation of the Communist is that the FBI violates civil rights. This too is typical of the Communist method of attack. The FBI is essentially

an investigative agency. In our responsibilities to the Nation, we strive to get the facts. We do not establish policy, nor do we make decisions as to prosecutions—that is solely the responsibility of the Attorney General, his assistants and the various United States Attorneys.

Any honest and fairminded individual can easily observe that the FBI is constantly working to protect civil rights. During the fiscal year 1952 the number of civil rights investigations conducted by the FBI reached an all-time high when 1,841 such investigative matters were handled. During the first nine months of the fiscal year 1953 there were 1,579 such investigative matters handled by the FBI.

The jurisdiction of the FBI is fixed by Congress and by Presidential Directives. Our investigators are trained Special Agents. They entered under an educational requirement that they be graduates of an accredited law school or accounting school with practical accounting experience. Their investigations are objective and impartial; their investigative methods scientific, pointed and conducted so as to preserve inviolate the civil rights of the individual.

Communism recognizes no rights at all. The Communists place their trust in their Soviet masters. American labor has rejected and must continue to reject the ruthless creeds of a Communist state. The strength and hope of America lie therein.

HITLER'S BLUEPRINT

In 1927, Adolf Hitler completed his two-volume work "Mein Kampf," explaining the aims of his movement and portraying its development. He said that "for the uniform and unified propagation of a doctrine, its principles must be laid down for all time."

He wrote that "Whatever Heaven's purpose with us may be, people must know us even by our visor." The tyranny of his movement and the treachery and cruelty seen through their visors by the armored columns of his forces as they carried out the dictates of "Mein Kampf" were halted only through untold sacrifices by free peoples. But, through all the years of his transgressions, in periods when he pretended peace and made treaties only to break them; when he kidnapped and murdered the opposition; when he cajoled and lilted overtures of friendship and international cooperation, never once did he renounce the doctrines spelled out in "Main Kampf."

The Communists, too, have their "Mein Kampf"—the Communist Manifesto—written a hundred years before the flames of World War II. "Communists . . . openly declare that their purpose can only be achieved by the forcible overthrow of the whole extant order." Like Hitler, our Red Fascists have an outline of their movement. Like Hitler, they alter tactics from time to time, hiding their true aims behind beguiling promises which merely veil the treachery lurking behind. Only fools would be deceived. Despite tactical measures adopted by them for temporary ends, they, like Hitler, have never repudiated their basic doctrines. The lesson of Hitler is one to give us pause.

(Continued on Page 23)



Union Oilers



CHRISTMAS, though a pain in the purse to most of us taxpayers, was its merry old self to Union Oil children. At Maltha Refinery, 24 youngsters **1** attended by 44 adults turned out for their annual renewal of faith in Santa Claus. At Oleum Refinery **2**, the Employees' Recreational Association, with Lou Accomazzo presiding, entertained more than 700 with clown acts, community singing, gifts, and several numbers from Oleum's own group of choral singers. At Los Angeles Refinery **3**, over 1,000 attended the Annual Supervisors' Association Christmas Party, at which William "Kris Kringle" Cresswell of Thermal Cracking held the Yule bag.

A STELLAR ATTRACTION at the recent Waialua Agricultural Company Fair in Honolulu was a complete Union Oil marketing station

and oil derrick **4** constructed by Industrial Sales Engineer R. L. Linder. The builder is shown operating the exhibit for an attentive audience.

AS LUCK WOULD HAVE IT 5 Mary Gray of the Seattle Credit Department, who lives in the north end of town, recently won 50 pounds of frozen food, only to realize that she had no deep freeze in which to store it. Simultaneously, Madelyn Dotterer of Northwest Territory's IBM section, who lives in the south end of town, won a deep freeze filled to the brim with nice cold storage space. Best advice we can offer the ladies is to pool their luck and invite Howard Webb out for dinner.

EX-POW RETURNS 6 Back home in Fullerton after a long enforced stay in Red China is Herman F. Stanfill, former inspector in the Los Angeles Refinery Inspection Laboratory. Welcoming him on his first reappearance in the lab were Ed Hardin, left, and Floyd Anderson, right, who expressed a gratitude





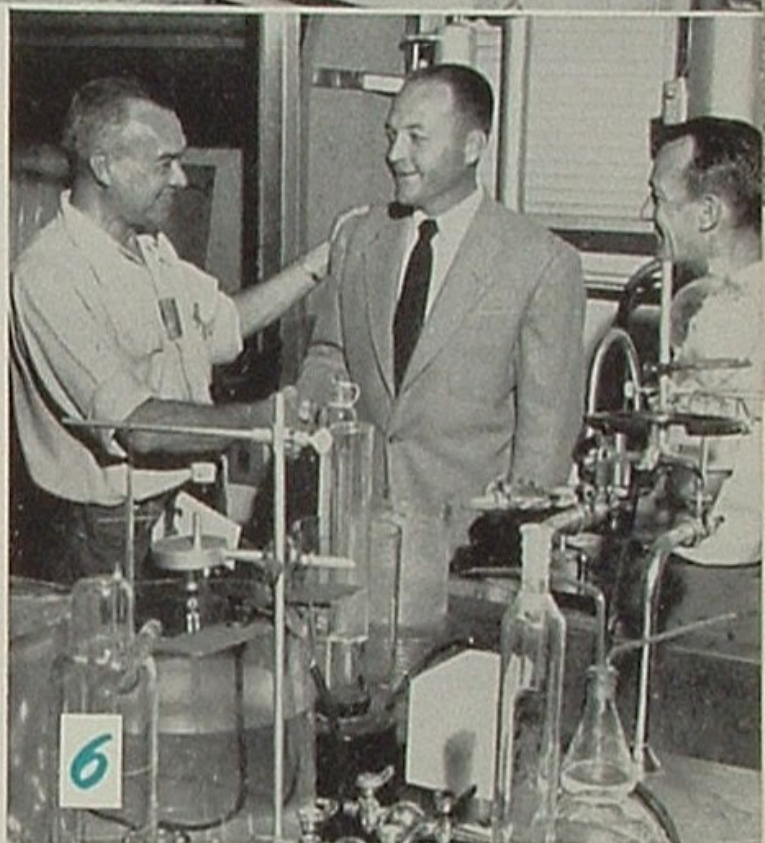
that is certainly Company-wide. Serving as a Marine Corsair pilot during World War II, Lt. Stanfill was recalled to duty with the 1st Marine Air Wing and went overseas in September, 1951. He was shot down a month later, in October, 1951, while flying a F4U Corsair Fighter on a ground support mission, and was captured by the Chinese Communists. After nearly two years of war prison confinement behind Red lines, he was released at Panmunjom with a group of some 100 other prisoners. Stan is becoming reacquainted with his joyous wife and two young sons while awaiting new orders from the Marine Corps.

WELCOMED ABOARD Union Oil's PAUL M. GREGG when that tankship arrived in Honolulu on November 19 with a history-making first shipment of aqua ammonia were many prominent business leaders of the Hawaiian Islands. **7** Assisting Captain E. N. Eriksen of the GREGG as hosts were Union Oilers Captain

L. L. Lishman, Charles Gardner and Eugene Platt of Brea Chemicals, Inc. and District Sales Manager C. E. Rathbone.

NEW CITIZENS Irene M. Murray, **8** secretary in the Exploration Department at Santa Fe Springs, is shown with her parents, Mr. and Mrs. Thomas A. Murray, shortly after all three became new citizens of the United States. The parents, born in Scotland, and Irene, born in Peru, took their oath of allegiance on October 14 in Orange, California.

A STYLE SHOW of growing Union Oil significance was repeated at the Christmas dance of Central Territory Girls' Club in San Francisco. Hats of astounding architecture **9** were designed and modeled by, from left, Eva Hall, Laverne Minkle, Ethel Ugart, Elizabeth Kay, Lucille Scoff, Zada Reed and Laurette Luce. Winner of the queen's crown and a bottle of champagne was Eva Hall **10** whose animated 76 service station overwhelmed the judges.





UOWGC stands for Union Oil Women's Golf Club, which was recently organized in Los Angeles and sponsored its first tournament at the Western Avenue Golf Course on November 21. Planning a tournament a month throughout 1954, the ladies intend to play nearly every course in the Southland and eventually issue a few challenges. Pat Milloy, president, Gene Clay, Bea Engum and Ruth Mallory are the charter officers. Swinging nifty niblicks in the first tournament were 28 contestants, including, from left, **11** Vivian Smith, Loretta Kranich, Dorothy Brogan, Evelyn Eaton, Annis Tully, Isabelle Hill; **12** Bernice Bay, Bea Engum, Nancy Groff and Betty Coombs.

THREE DECADES of uninterrupted Company employment caught up

with Bonnie Pate **13** of Home Office Manufacturing during December. Her service pin (right shoulder), orchid (left shoulder) and smile (center isle) reflect the high esteem in which she is held by her Union Oil associates.

JUSTICE OF THE PEACE Alex Hatherell, who retired from Union Oil service at Cut Bank in November, had a hunting rifle thrust upon him by well-wishing CIO and Company fellow-workers. His perplexity **14**, though centered on the trigger, was prompted by demands for a speech. Mrs. Hatherell sits beside him.

OIL PROGRESS WEEK found Oleum's Stanley Thomson among a panel **15** of experts selected to tell the world some facts about the oil industry.



OIL... at your service

STANLEY THOMSON
MANUFACTURING

C.B. McGLASHAN
MARKETING &
PUBLIC RELATIONS

HARRY W. STEWART
MODERATOR

ARTHUR L. LYMAN
RESEARCH &
DEVELOPMENT

J.H. McMASTERS
EXPLORATION

OIL-AT-YOUR-SERVICE



SERVICE BIRTHDAY AWARDS

FEBRUARY 1954

MARKETING

| | |
|--------------------------------------|----|
| Harris, Arthur G., Sacramento | 35 |
| MacLean, Chester E., Los Angeles | 35 |
| Olinger, Linneus E., Rosecrans | 30 |
| Ashby, Wilbur E., Great Falls | 25 |
| Bremer, Frederick, Jr., Los Angeles | 25 |
| Longnecker, Wm. A., Riverside | 25 |
| Pace, Russell K., Los Angeles | 25 |
| Williams, Charles W., Seattle | 25 |
| Chapman, John W., Santa Maria | 20 |
| McGinnis, Charlotte A., Seattle | 20 |
| White, Randle K., Redlands | 20 |
| Armstrong, Raymond M., Phoenix | 15 |
| Martinez, Francisco, Central America | 10 |
| Naylor, Wilbur S., Los Angeles | 10 |

MANUFACTURING

| | |
|--------------------------------|----|
| Fay, Maynard R., Oleum | 30 |
| Cassingham, Wm. O., Wilmington | 30 |
| Darrow, Wallace H., Oleum | 30 |
| Ingrum, Daniel C., Wilmington | 30 |
| Cook, Vivien E., Oleum | 25 |
| Ray, Lawrence J., Oleum | 25 |
| Brooks, James H., Oleum | 20 |
| Turcanik, Martin F., Oleum | 20 |
| Gregg, Howard J., Wilmington | 15 |
| Chirrick, Ross R., Wilmington | 10 |
| Durham, Charles L., Wilmington | 10 |
| Evans, Henry, Wilmington | 10 |
| Harris, John F., Wilmington | 10 |
| Horton, Sidney V., Wilmington | 10 |
| Lynch, Beulah M., Wilmington | 10 |
| O'Toole, John F., Wilmington | 10 |
| Truelson, Erik N., Wilmington | 10 |
| Winter, O'Dell, Oleum | 10 |
| Ljung, Kenneth B., Cut Bank | 10 |

EXPLORATION & PRODUCTION

| | |
|---------------------------------|----|
| Capitani, Joe, Orcutt | 30 |
| Forrest, James G., Home Office | 25 |
| Andersen, Donald J., Dominguez | 20 |
| Hocking, Garfield T., Dominguez | 20 |
| Marsh, Alfred E., Orcutt | 20 |
| Browne, Milton J., Home Office | 15 |
| Allen, Ures C., Orcutt | 10 |
| Clark, Norman B., Bakersfield | 10 |
| Desormeaux, Elea, Louisiana | 10 |
| Ike, Benjamin C., Orcutt | 10 |
| Lappin, Thomas E., Dominguez | 10 |
| Vaughan, Auguste J., Louisiana | 10 |

PIPELINE

| | |
|-------------------------------------|----|
| Heggie, A. Leslie, Santa Fe Springs | 30 |
| Johnson, Lester C., San Luis Obispo | 25 |
| Nelson, Palmer S., San Luis Obispo | 10 |
| Riggle, Edison E., San Luis Obispo | 10 |

AUTOMOTIVE

| | |
|------------------------------------|----|
| Boller, Lewis M., Santa Fe Springs | 30 |
| Davis, Lewis M., Santa Fe Springs | 15 |

RESEARCH & PROCESS

| | |
|----------------------------------|----|
| Walters, Chauncey C., Wilmington | 25 |
| Hafner, Elizabeth A., Brea | 10 |

COMPTROLLERS

| | |
|-----------------------------------|----|
| Griffiths, Wilbur R., Home Office | 25 |
|-----------------------------------|----|

TRANSPORTATION & DISTRIBUTION

| | |
|----------------------------|----|
| Page, Mary C., Home Office | 20 |
|----------------------------|----|

RED INFILTRATION — from page 19

A foreign inspired movement is among us. Its sinister aims should not be underestimated. Its fervor and burning hatred of our cause should be realized. Its sniping and underhanded tactics should be intelligently exposed. It is a malignant growth which is nurtured in darkness; it cannot survive where there is light. Truth will defeat it. All of us must so conduct ourselves that truth is freed and is allowed to counteract and remove this cancerous growth.

LABOR IS VIGILANT

The ranks of labor have been and will continue to be an inestimable help. Indeed, vigilant labor can be the main bulwark against which all the frenzied surges and furtive moves of Communism strike in vain. It is in the field of labor where the major Communist issues will be fought on a day-to-day basis. American laborers are not dreamy, timid and confused men. American laborers are practical, courageous and clear-thinking people. They are not easily fooled and victimized. They have, in many instances, met Communist deceit with forthrightness and honesty. Again and again this has meant defeat for the Communists. It must always spell this defeat until Communism, like the noxious weed it is, has been torn out of the field of organized labor, root and branch, and consumed by its own poison. Free American laborers will insure the freedom of America.

ON TOUR

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:

YANCY PAULSON

Field Department
Employed 12/7/17—Retired 1/1/54

WILLIAM C. PARDEE

Field Department
Employed 10/26/21—Retired 1/1/54

WILLIAM A. SHEPHERD

Los Angeles Refinery
Employed 7/13/23—Retired 1/1/54

JOHN J. FITZPATRICK

Northwest Territory
Employed 8/21/23—Retired 1/1/54

WALTER H. LOCKWOOD

Field Department
Employed 3/14/24—Retired 1/1/54

THOMAS W. GARDINER

Comptroller's
Employed 6/1/28—Retired 1/1/54

In Memoriam

On October 30, 1953

STANLEY H. JONES

Southern Field
Retired 10/1/38

On November 8, 1953

CHARLES PINEAU

Communications
Retired 3/31/44

On November 14, 1953

FRANK B. COLLIER

Oleum Refinery

On November 30, 1953

ANTONE L. MOREIRA

Oleum Refinery
Terminated 6/7/50

On December 1, 1953

HIRAM H. RICHARD

Oleum Refinery
Retired 5/1/49

On December 6, 1953

MARION WALLACE McAFEE

Southern Division Sales
Retired 8/1/39

On December 19, 1953

GASTON J. VARIS

Cut Bank Refinery

On December 21, 1953

CHARLES H. SHERMAN

Field Department
Retired 3/1/39

On December 22, 1953

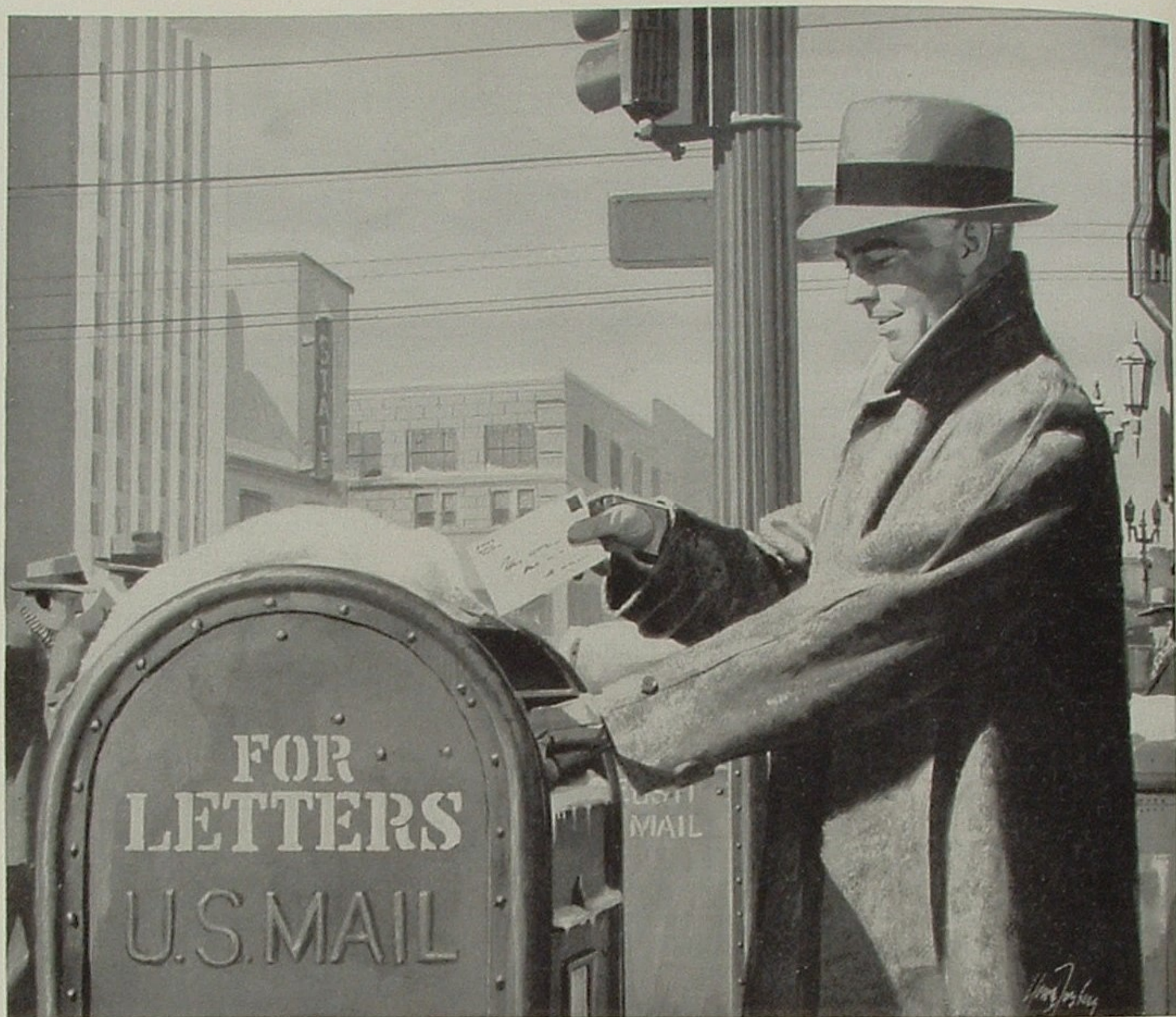
ERNEST H. HOSKINS

Central Territory

On December 30, 1953

JAMES CHARLES BOYES

Los Angeles Refinery



Picture of a man changing his motor oil

It's hard to believe now, we know.

But several years back—before you could buy Royal Triton in most any city—some people who had discovered the amazing purple motor oil on a visit to California were in the habit of ordering it by mail after their return home.

When a product earns this kind of loyalty you think twice before you do anything to it, even to improve it.

Yet we have just announced Royal Triton motor oil in two new all-weather, all-climate grades: Royal Triton 5-20 and Royal Triton 10-30. They lubricate with the thoroughness of a light winter oil, protect with the toughness of a heavy summer oil.

This is only one of hundreds of times since the end of World War II that we have improved a

product you, the customer, were more than happy to keep right on buying as it was.

Why don't we wait until you *demand* these new and better things? Because we can't afford to. We are competing for your business, and if we don't constantly better our products our competitors will better us.

Obviously, no matter which oil company comes in first in this race, the real winner is...you.

UNION OIL 76 COMPANY
OF CALIFORNIA



Buy American and protect your standard of living