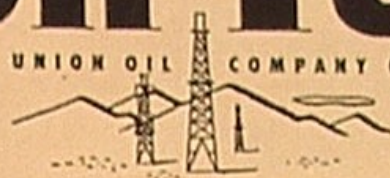


NEW 76 SHAFT IN SAN FRANCISCO CLIMAXES
The Rise of Rincon Hill

NOVEMBER - DECEMBER 1955

On Tour

WITH UNION OIL COMPANY OF CALIFORNIA



The Rise of



TO ALL EMPLOYEES:

The traditional Holiday Season we approach is a warm and personal time, bringing many pleasant opportunities to delight in our families, our friendships, our faith.

This is a time to renew and refresh our attitudes, our beliefs, our confidence in ourselves and mankind, all in the light of a Greater Wisdom. We may then turn to the challenge of the coming year with optimism and good spirit.

It is my sincere wish that each and every individual associated with Union Oil may find the holidays rich in this tradition.

W. E. Eddy



THE name "Rincon," of Spanish origin, has had various applications. Originally it was used to describe a circular valley in which a house or village was located. However, as a term used in defining some of the old Spanish land grants, a rincón was the interior angle formed by the junction of two walls or lines, hence a corner. And on some of the earliest charts of the Pacific Coast, a point of land projecting into the sea was called a rincón.

W. E. Eddy probably had this latter definition in mind when he prepared the first official map of San Francisco in 1849. To the southeast corner of a crescent-shaped tideland, then claiming the Embarcadero area as far inland as present-day First Street, he gave the name of Rincon Point. Thus the high ground behind this point became known as Rincon Hill—one of the first named of San Francisco's famous promontories.

Once the scrub-oak habitat of bears and Indians, this hill, where the sun beams down warmly when other parts of the peninsula are shrouded in fog, became the hub of a spectacular development. Rincon's first known dweller was Dr. John H. Gihon, who pitched his "country home" tent on its summit in 1849. Following him came thousands of other Forty-niners, whose city of wagons and tents one time looked down upon the masts of 500 sailing vessels anchored in San Francisco Bay.

By 1859 and for two decades thereafter Rincon Hill was the most fashionable residential section of the new city. In its handsome mansions lived the West's elite—cattleman Henry Miller, wheat king Isaac Friedlander, brewer John Wieland, the Selbys, the Sathers, the Garnetts, the Tallants, the Donohoes and the Donahues. To their doors came world-famous personalities—titled Europeans, empire builders, actors, artists, writers, and undoubtedly quite an assortment of masqueraders.

But the pace was swift. Fashion danced over to Nob Hill, out to Pacific Heights, or "down the peninsula." Fire and earthquake erased some of the Rincon mansions, and a generation of rough seafaring men began flying their dungaree pennants from surviving windows and porches. Even the hill itself narrowly escaped at least partial removal—once when the builders of New Montgomery Street threatened to cut through it from the north—and again when cables of the Bay Bridge were spun to and from Oakland. However, New Montgomery was stopped unexpectedly at Howard, and the bridge missed Rincon's summit by inches.

The current come-back to prominence of this famous

MAXES

Rincon Hill

old San Francisco landmark dates back to around 1940. In that year Union Oil bought Dr. Gihon's original tent site and broke ground for a new building. The idea was sound, but the building proved somewhat unequal to our Central Territory's unprecedented growth. So, recently down came the tower and out came the north end of an otherwise fine structure.

Today Rincon Hill rises to the greatest height, prominence and importance in its colorful history. It is crowned by Central Territory's three-story office building, adequate for many more years of Union Oil growth. A four-level garage added to the north end caters to the swift-moving covered wagons of another progressive generation.

The building's porcelain-faced, triangular shaft—rising 200 feet into the blue—supports a 65-foot aluminum flagpole, an aircraft warning light, and an immense American flag. Three large 76 numerals on their 44-foot orange discs were placed there of course to sell the petroleum products and services we market under that symbol. But the famous date has a special significance to San Franciscans. Not only was the United States of America born in '76, but in that same year a handful of Spanish soldiers, sailors and priests began building their presidio and mission—the foundations of America's most fascinating city.

Perhaps designer of the shaft, George Hunt, the architect Ralph Kerr and the builders and the owners had no such coincidence in mind when they erected the numerated shaft on Rincon Hill. Nevertheless, it so happened!

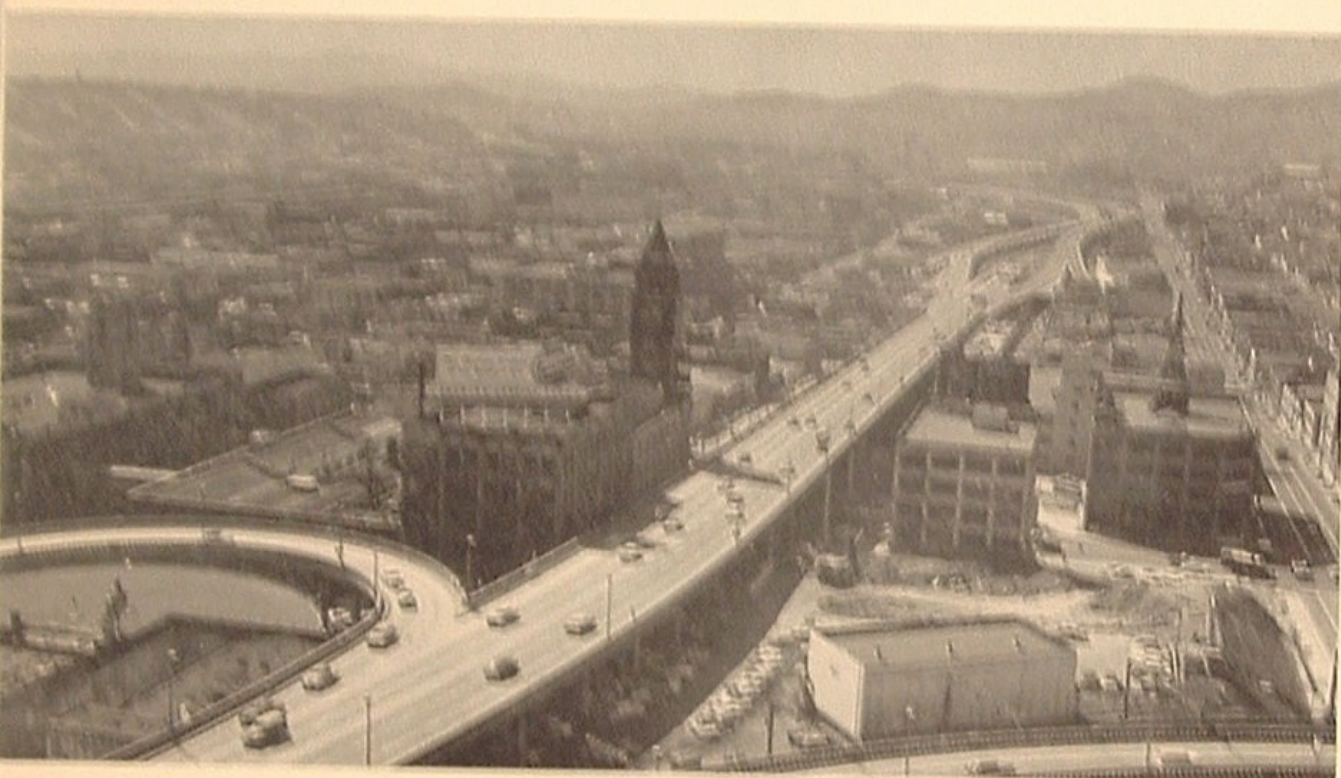




NORTHWESTWARD



NORTHWARD



SOUTHWEST



view from the summit

Among the first Union Oil people to catch a view of San Francisco from the new triangular summit of Rincon Hill were (center photograph) Patricia Norin, Lenore Griffin and Patricia Frank of Central Territory.

The scene, like most other hill-top views in the Bay area, is remindful of a vigorous past and suggestive of vastly greater changes that may take place here during our era. By following the camera clockwise from the photo above, you can share the civic pride of San Francisco's Union Oilers.

SOUTHWEST of our Rincon shaft extends part of the city's industrial area—warehouses, factories, assembly plants, foundries—yards for the storage of lumber,

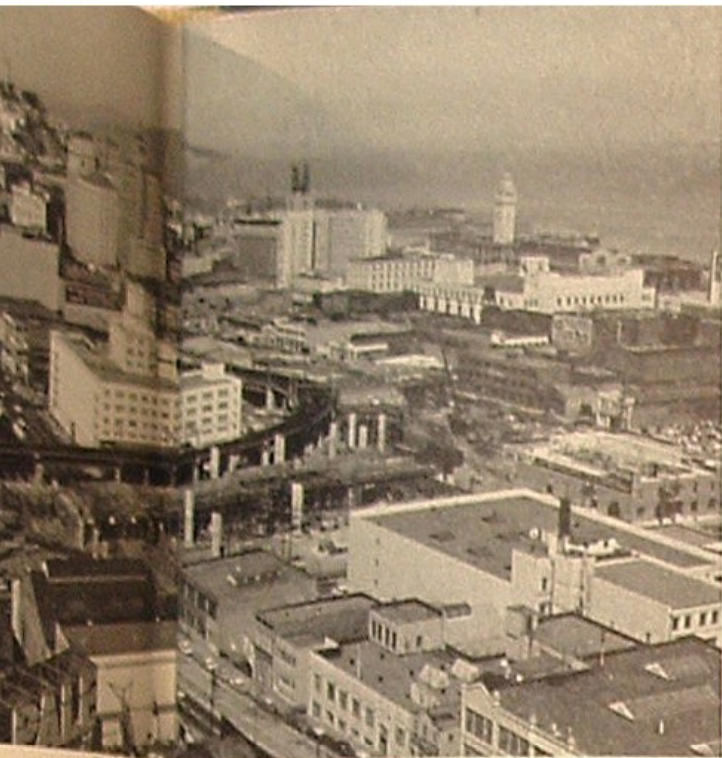
brick, stone and aggregate—railroad shops, petroleum terminals and packing plants. On the hilly perimeter beyond, thousands of unique homes stand inseparably attached as if daring time or another earthquake to shake them down. Once called "South of the Slot," because of its location in respect to the cable car slots, this area was a melting point of many nationalities. A few of its elder sons are said to have lived their lives within these few square miles, satisfied that no other spot on earth offered anything better or as much. The Bay Bridge approaches, curving into San Francisco streets or joining the new south-bound freeway, are apt to attract another civic transformation.

NORTHWESTWARD rises the skyline so reminiscent to many travelers of New York's. Here are San Fran-

cisco's ma-
and apar-
Nob Hill,
Here drov-
giving pla-
by busines-

NORTH
shaped tid-
debris, dre-
to become-
edge by pi-
Rush an a-
Telegraph-
ging of 50-

EASTW



EASTWARD



SOUTHEASTWARD

cisco's major office buildings, financial institutions, hotels and apartment buildings—some of them heightened by Nob Hill, Russian Hill and other natural elevations. Here drowsy Yerba Buena yawned and disappeared, giving place to a tempo of life now kept nearly sleepless by business, entertainment and conventions.

NORTHWARD from Rincon Hill a former crescent-shaped tideland has filled in with ships' hulls, ballast, debris, dredgings, excavated earth, and finally buildings, to become valuable city footage, buttressed on its outer edge by piers of the Embarcadero. Once during the Gold Rush an agile monkey could have swung direct to yonder Telegraph Hill (beneath Coit Tower) through the rigging of 500 deserted sailing vessels.

EASTWARD arches the Bay Bridge to Yerba Buena

Island, thence to Oakland, Berkeley and a score of other cities whose size and importance rival that of the parent metropolis. Centuries of life, in peace and at war, have brought no other change to this picturesque marine roadstead. Like all ships before them, the ferry and the tug with its oil barge in tow leave only a momentary ripple and wake.

SOUTHEASTWARD continues the Embarcadero—its ships moving quietly in and out with a wealth of cargo labeled to and from everywhere. The not unpleasant smell of roasting coffee carries with it also vagrant whiffs of new lumber, spices, perfume and hemp.

Such is the impression from Rincon Hill. And from such floss is being woven the ever changing tapestry of vibrant San Francisco.



RINCON HILL continued

the inside story

Ever since 1888, when Hardison and Stewart, two of the founders of Union Oil, sought a market for their Southern California oil in San Francisco, Union Oilers have pitched in to aid the Bay Area's development. If we couldn't find a market for our products, we made one—as, for example, when Lyman Stewart persuaded the shipping interests to convert to fuel oil from coal.

During our 65 years of residence in the area, Company tankships have passed through the Golden Gate on countless thousands of voyages; one ship, the LYMAN STEWART, is buried there. We have built a great refinery at Oleum and modernized it from year to year. Our distribution system—including marine terminals, marketing stations and hundreds of retail outlets—is recognized as a most welcome asset to Bay Area communities. And the thousands of people who earn their living directly or indirectly through these Union Oil activities have added substantially to the development and character of their neighborhoods.

Furthermore, it has just been announced by our president that Union Oil has explored for and discovered for the first time commercial oil production in San Mateo County—right at San Francisco's doorstep.

Therefore, the attractive new shaft on Rincon Hill merits its conspicuous place in the city's skyline. And beneath it—in excellent offices and with the most modern facilities—several hundred San Franciscans are carrying on in the finest tradition.



Union Oil Building's new entrance lobby



Entrance to executive offices

Beautiful new Board of Directors room

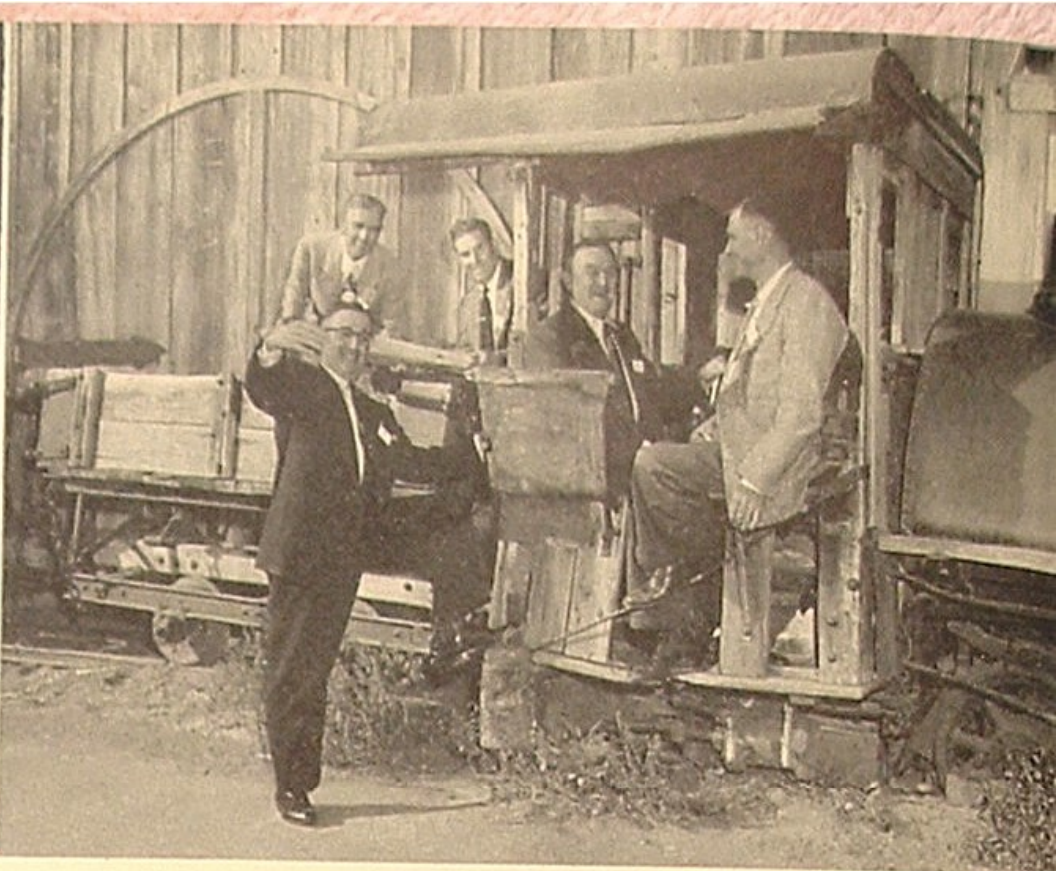




Our Sutro Tunnel shaft as seen from Nob Hill—by day and by night

The Union Oil people who work in San Francisco





The Company's honored birthday guests for 1955 were W. P. Ahern, P. J. Baker, J. N. Bateman, E. C. Beck, G. C. Bissett, R. L. Black, Clara Boggeman, T. F. G. Boyd, H. E. Butler, Henry Cardoza, R. P. Chansler, J. H. Clark, P. S. Clevenger, L. V. Critton, R. R. Drake, O. R. Dunham, R. V. Dysinger, L. R. Ellis, R. P. Estrada, M. L. Fiske, W. H. Hamilton, I. J. Hancock, G. S. Hanmore, J. E. Harrington, C. G. Harely, R. W. Henderlong, L. W. Henderson, Arah Hesser, C. R. Hiatt, N. G. Hinkle, C. C. Humphrey, J. C. Ivy, L. S. Kelsey, C. C. Kinsey, C. L. Kirkham, H. B.

Kueny, C. K. Layton, R. W. Mauerhan, Grover McEwen, W. E. Melton, D. L. Mentzer, T. G. Miller, Minnie Mitbo, W. A. Monteith, H. B. Moore, S. A. Moran, Irene Neylon, J. A. Paes, E. B. Palmer, W. H. Peterman, Fred Philbrick, Ervin Price, W. V. Rebella, Antone Rebello, A. R. Richardson, Howard Robinson, Rudolph Ruoff, Arthur Schmidt, W. R. Skinner, L. G. Stats, E. C. Stevens, W. A. Summers, H. V. Thompson, R. W. Thompson, G. A. Trimble, G. M. Vincent and V. E. Washbon. In the photos above and below they enjoy the attractions of Knotts Berry Farm.





SIXTY-SEVEN EMPLOYEES HONORED

At Union Oil's 65th Birthday Observance

THIS IS AN ANNIVERSARY OCCASION. It is a dual commemoration of longevity and loyalty.

"We are gathered here to honor you men and women who have been on the job with the Company for 35 or more years. It is particularly fitting that we do this while observing the 65th birthday of Union Oil Company, as it is your accomplishments and loyalty—spanning over half the life of the Company—that account in large measure for Union Oil's success.

"It is the wish of all Union Oil people everywhere that the memories of this day may linger with you pleasantly throughout many more happy years."

So addressing 67 employees who assembled in Los Angeles on November 7 as the Company's honored guests, President Reese H. Taylor, official host, keynoted the largest observance of its kind in Union Oil's 65 years of corporate life.

The celebration, postponed from the actual birth date of October 17 in order to assure fullest attendance, included a special tour of Company properties and facilities in the Los Angeles area; lunch at famed Knott's Berry Farm; a visit to the site where the immense Union Oil Center is beginning to rise; and a delicious birthday dinner at the luxurious new Beverly Hilton Hotel.

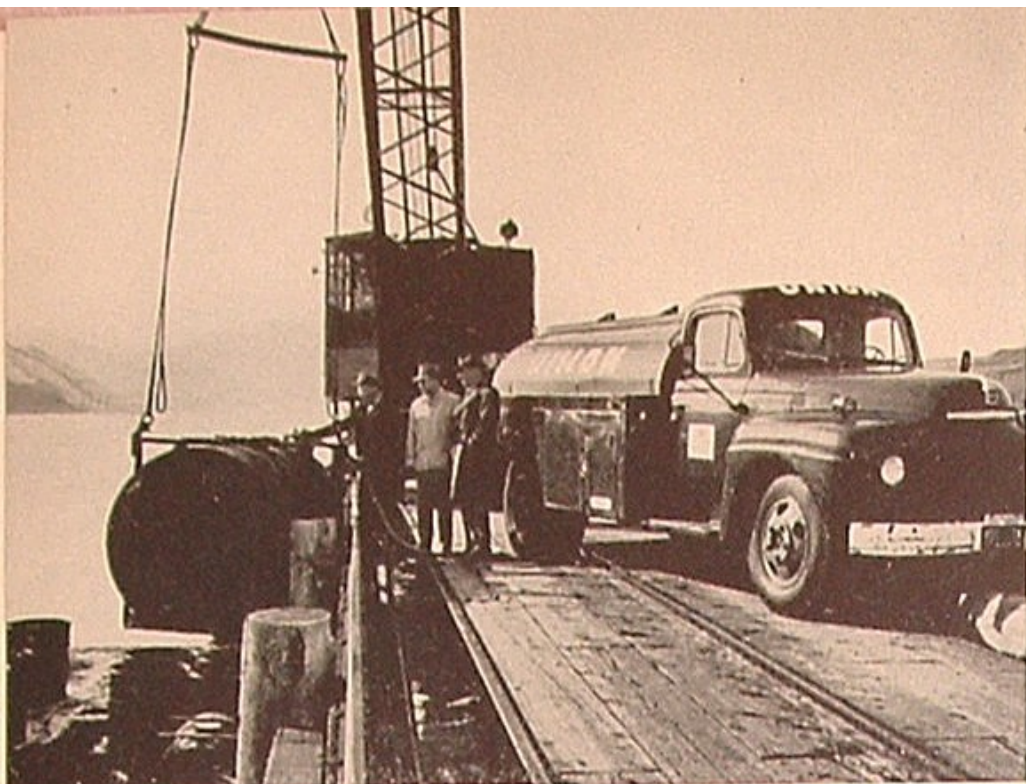
Comprising the honored participants, including 4 women employees, were 57 who this year attained 35 years of continuous service, 8 who attained 40 years of service, and 2 who reached the 45-year mark. One of the guests, Jack E. Harrington of the Pipe Line Department, has the longest service record (nearly 46 years) of all employees actively on the job.

ON TOUR



The birthday observance was climaxed by a dinner at the Beverly Hilton Hotel, where all 35-year employees were introduced by their department chiefs and presented with gold watches by President Reese H. Taylor, official host.





Consignee Dick Worden's job is practically completed when he finishes loading petroleum products aboard the Howe Sound Company's Supply barge at Chelan, Washington.



To check on product performance, Dick occasionally takes a boat ride, above, on Lake Chelan to the mine, where during a typical winter, below, 320 inches of snow falls.



THE HOWE SOUND COMPANY,
CHELAN DIVISION, IS

Washington's Major Copper Producer

From C. J. Dalzell, District Sales Manager



Receiving a warm though wintry welcome by Mine Manager Jack Roper (4th from left) are Union Oilers R. T. Carrington, C. J. Dalzell, W. L. Worden and C. B. Mallory.

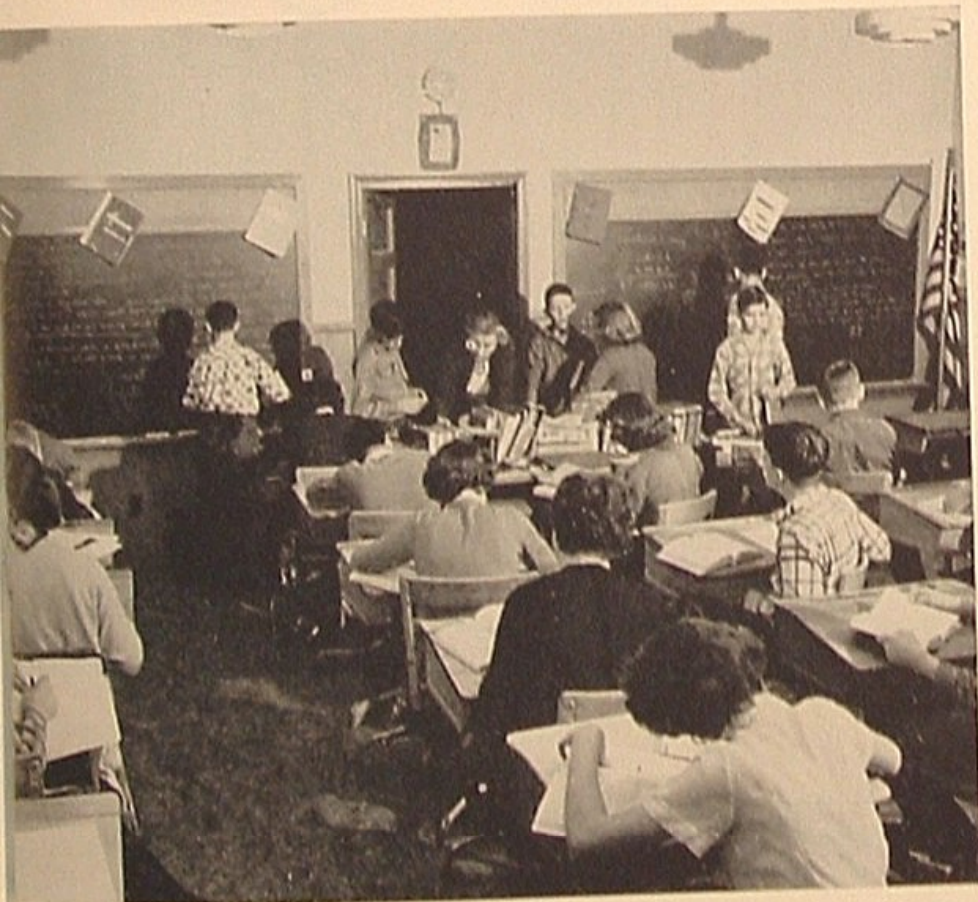
THE end of many a Union Oil tank-truck delivery oftentimes marks the beginning of an industrial accomplishment quite as important and fascinating as our own. A case in point occurs at Chelan, Washington, where Union Oil Consignee Dick Worden supplies the petroleum requirements of Howe Sound Company for their Holden Mine operations. The Consignee's job is practically completed when he finishes loading an order of gasoline, diesel fuel, oil and grease aboard the mining company's supply barge at Chelan. However if Dick wants to check on product performance at the mine, he occasionally takes a 40-mile lake voyage aboard the passenger boat; views mountain scenery rivaling that of the Swiss Alps; disembarks at the miniature port of Lucerne; and, after an 11-mile bus ride, arrives at the Alpine-like village of Holden.

Here the year around, despite an average annual snowfall of 320 inches (461.5 inches in 1950-51), some 600 people live an obviously useful and very happy life. The principal object of their industry is Copper Mountain, near whose summit a railroad location engineer, Major Roberts, first noticed an outcrop of ore in 1887. The Major's prospector friend, J. H. Holden, was handed a sample of the ore and, after making a more thorough

inspection of the outcrop, filed claims on the prospect in 1892. Soon thereafter, miners *packed in* with tools and supplies to exploit the claim; but it took many years, several companies and the labor of hundreds of men before the prospect became a producing mine.

Present development of the Holden claims dates from 1928. Later, in 1937, Howe Sound Company erected a mill to concentrate the ore and constructed their Holden-Lucerne highway to facilitate the transportation of ore, supplies and personnel. The Holden Mine has produced about 200 million pounds of copper, 40 million pounds of zinc, 2 million pounds of silver and a half-million ounces of gold.

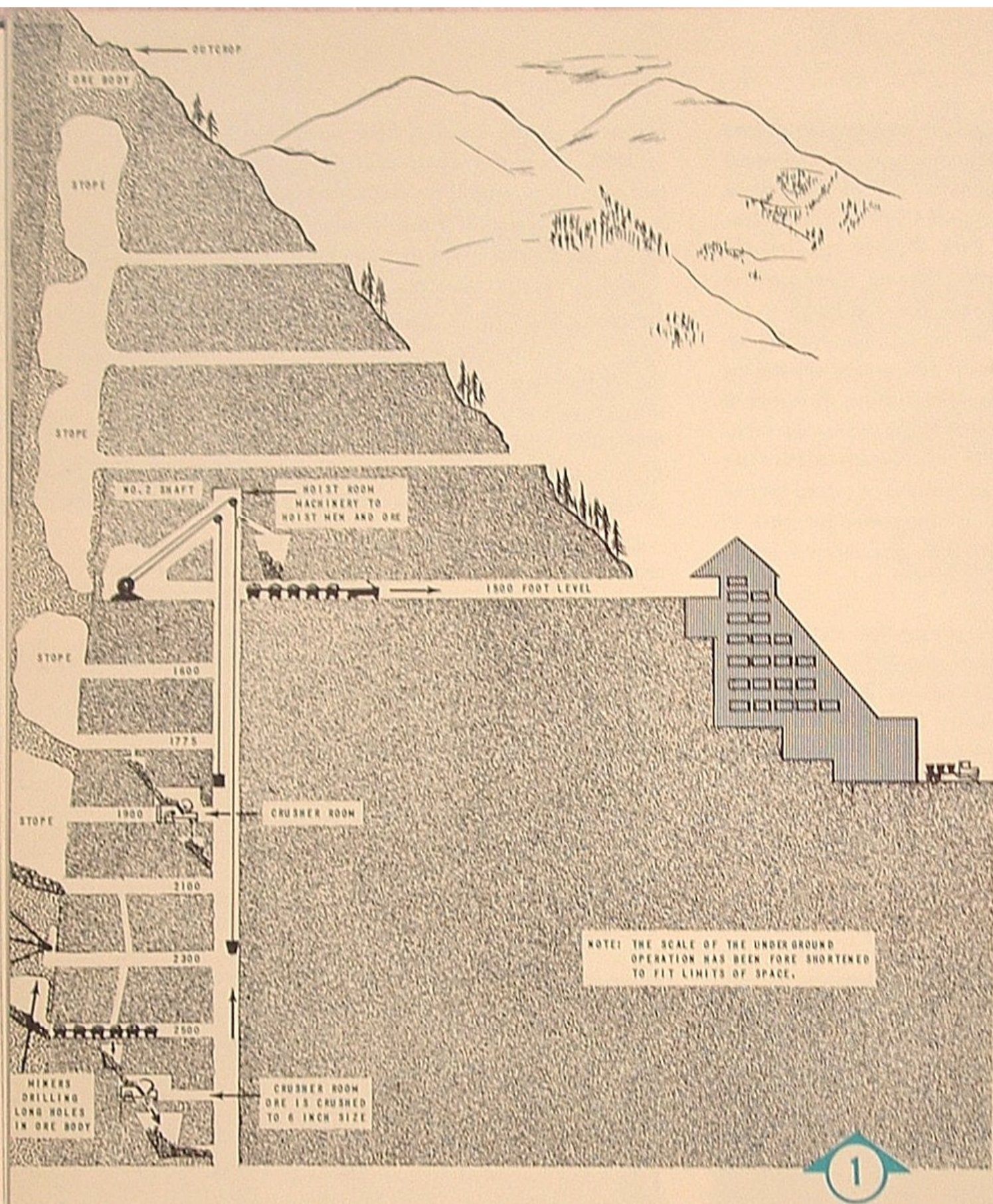
Consignee Worden lacks words to express his enthusiasm for the Lake Chelan area—the beauty of its scenery, the hospitality of its people, the attractiveness of its hunting and fishing, and the importance of its major mining industry. But, with the assistance of Photographer Roger Dudley of Seattle, he offers readers of ON TOUR an excellent picture portrayal of life during the wintry season in Holden. Also, on the following two pages, he explains photographically the Howe Sound Company's method of extracting valuable minerals from Copper Mountain.



With a population of 600, the mining town provides good social facilities for its people, including a school where youngsters prepare for greater challenges of tomorrow.



Undmindful of Holden's snowfall, miners are working deep within Copper Mountain. For a description of their mining methods, please turn to the following two pages.



HOLDEN MINE OPERATIONS

The mining method employed by Howe Sound Company at Holden consists of driving *crosscuts* (Illustration No. 1) to an ore body extending downward at a nearly perpendicular slant through Copper Mountain. The ore is drawn from *stopes* and moved (2) to large crushers installed inside the mine. Through a vertical shaft connecting the various horizontal tunnels, the crushed ore is hoisted by *skips* to the 1500-foot level and transported in ore cars (3) from the mine.

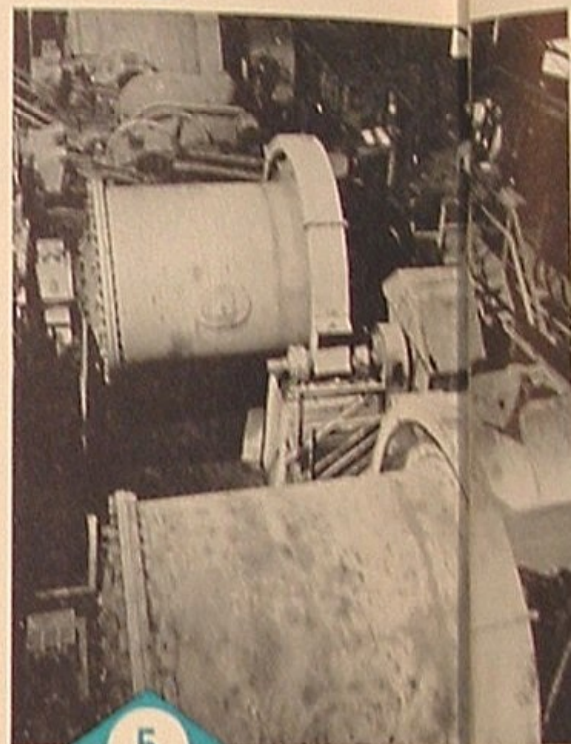
Mill operations begin by further crushing the ore in gyratory cone crushers (4), then pulverizing it to almost powder form in a series of ball mills (5), so named because steel balls, kept in motion inside the rotating mills, accomplish this final powdering of the ore.

The *flotation* process is said to have originated when a miner's wife noticed small particles of metal adhering

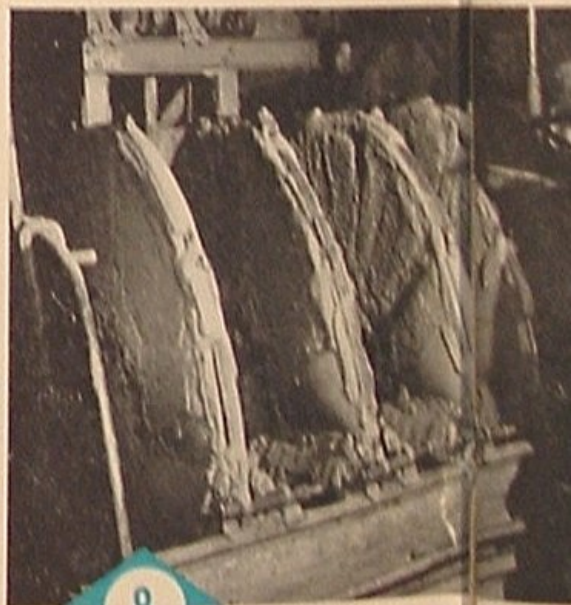
to soap bubbles in her washing machine while she was washing her husband's work clothing. At any rate, *flotation*, as applied extensively in the mining industry, consists of agitating the powdered ore in the presence of water, air and a chemical frothing agent. Somehow the resulting froth or foam attracts practically all bits of metal present, lifting them to the surface of the flotation cells, where they are floated off (6) much like



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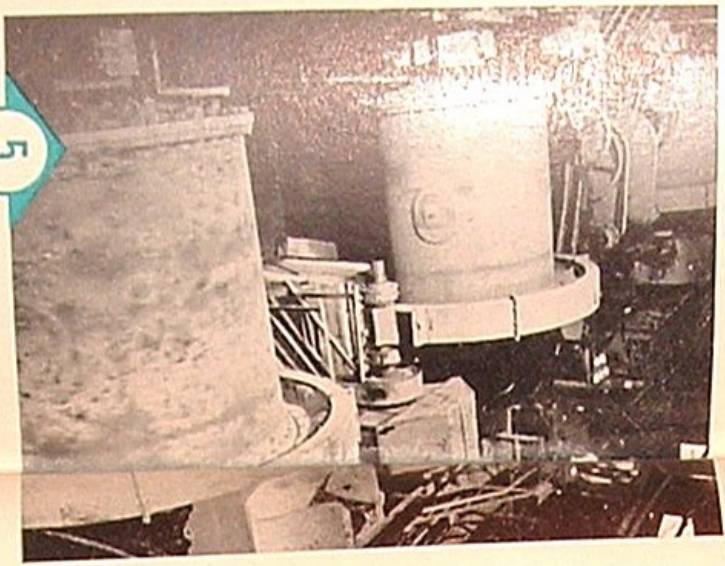
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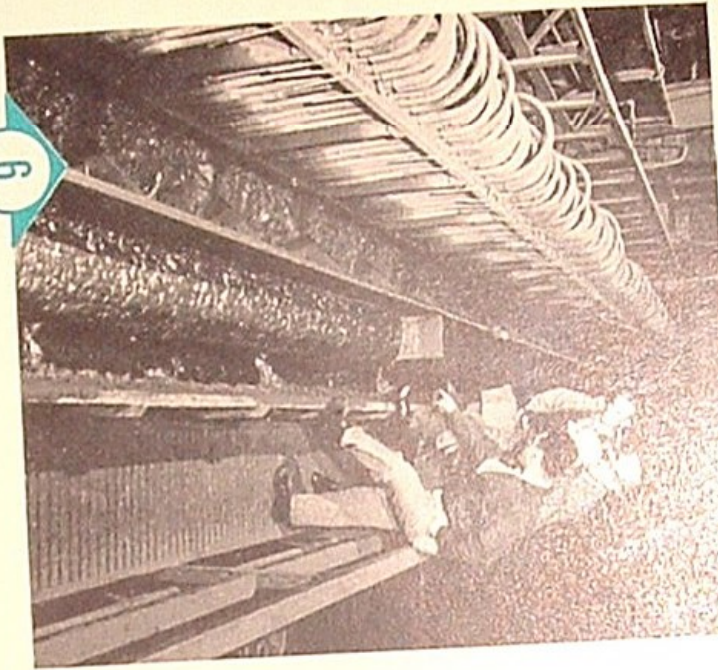
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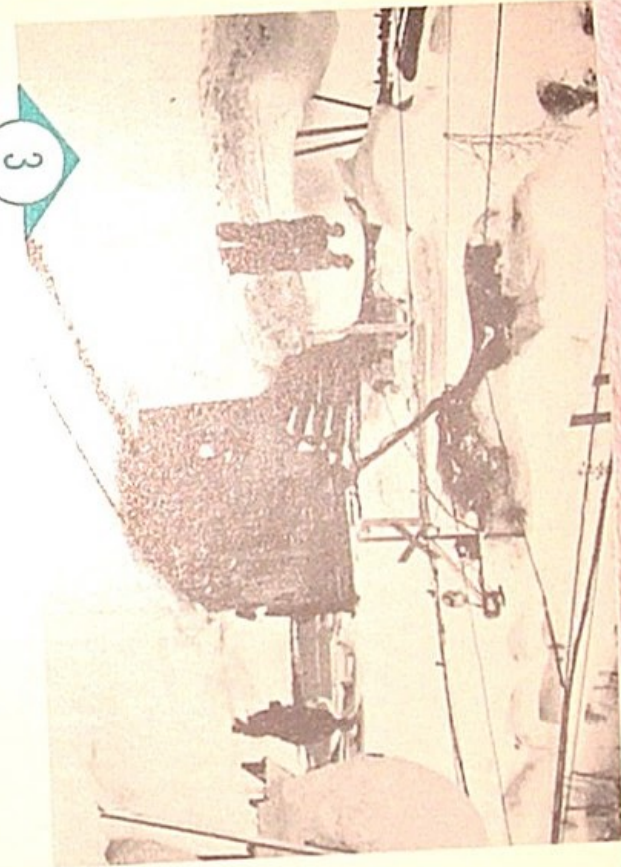
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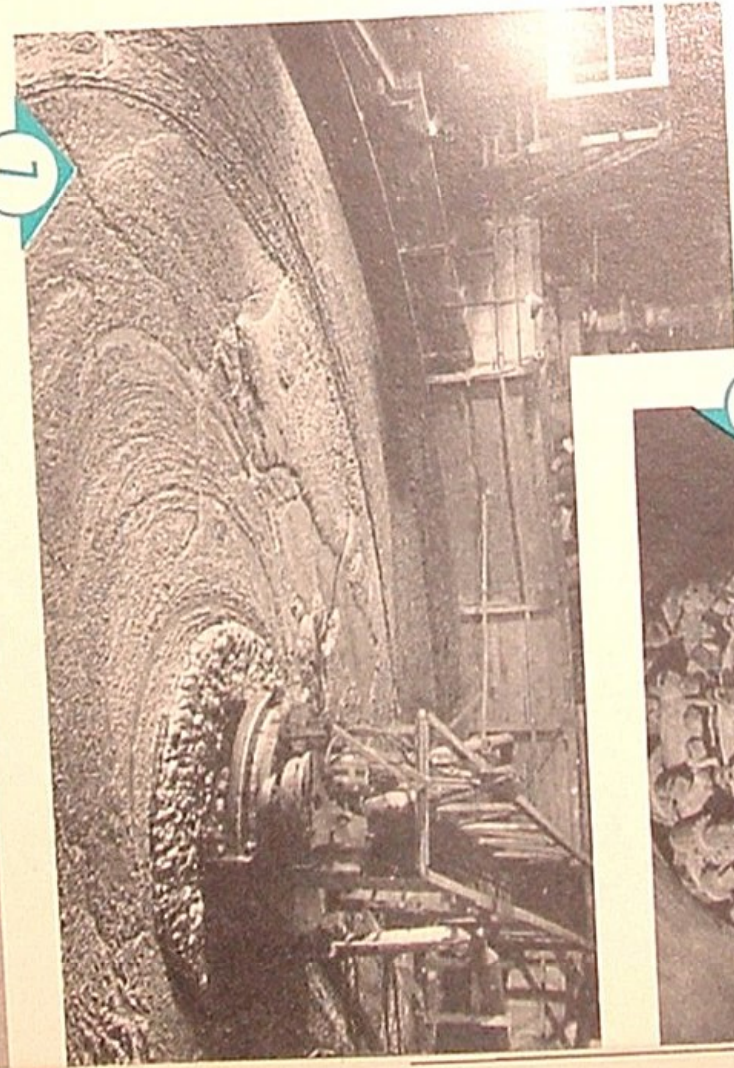
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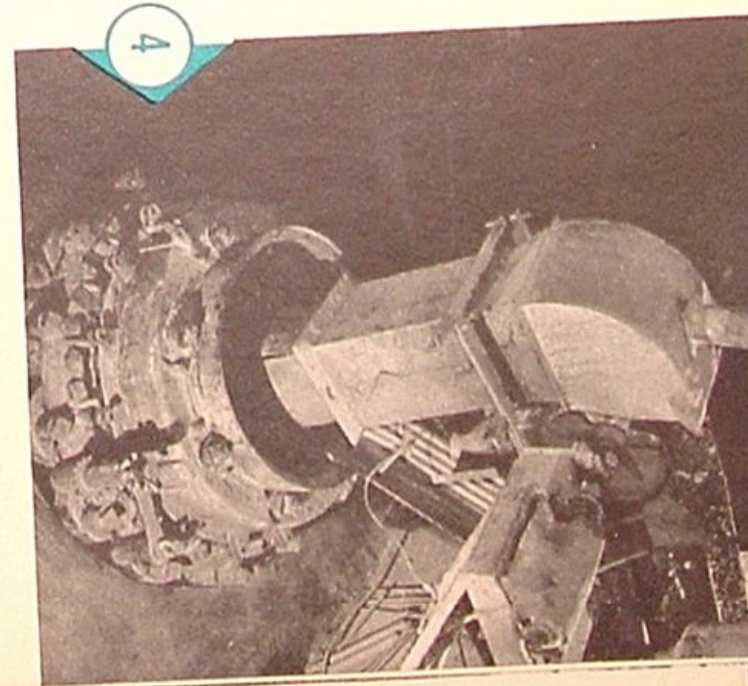
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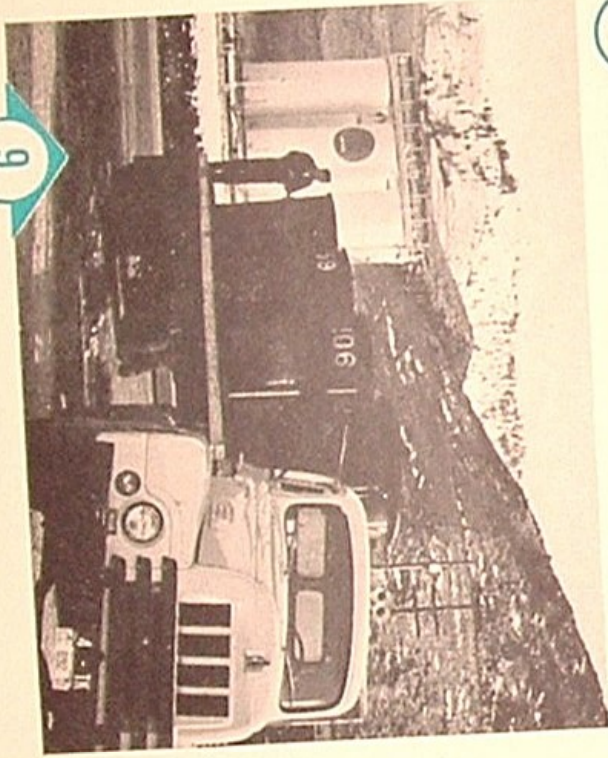
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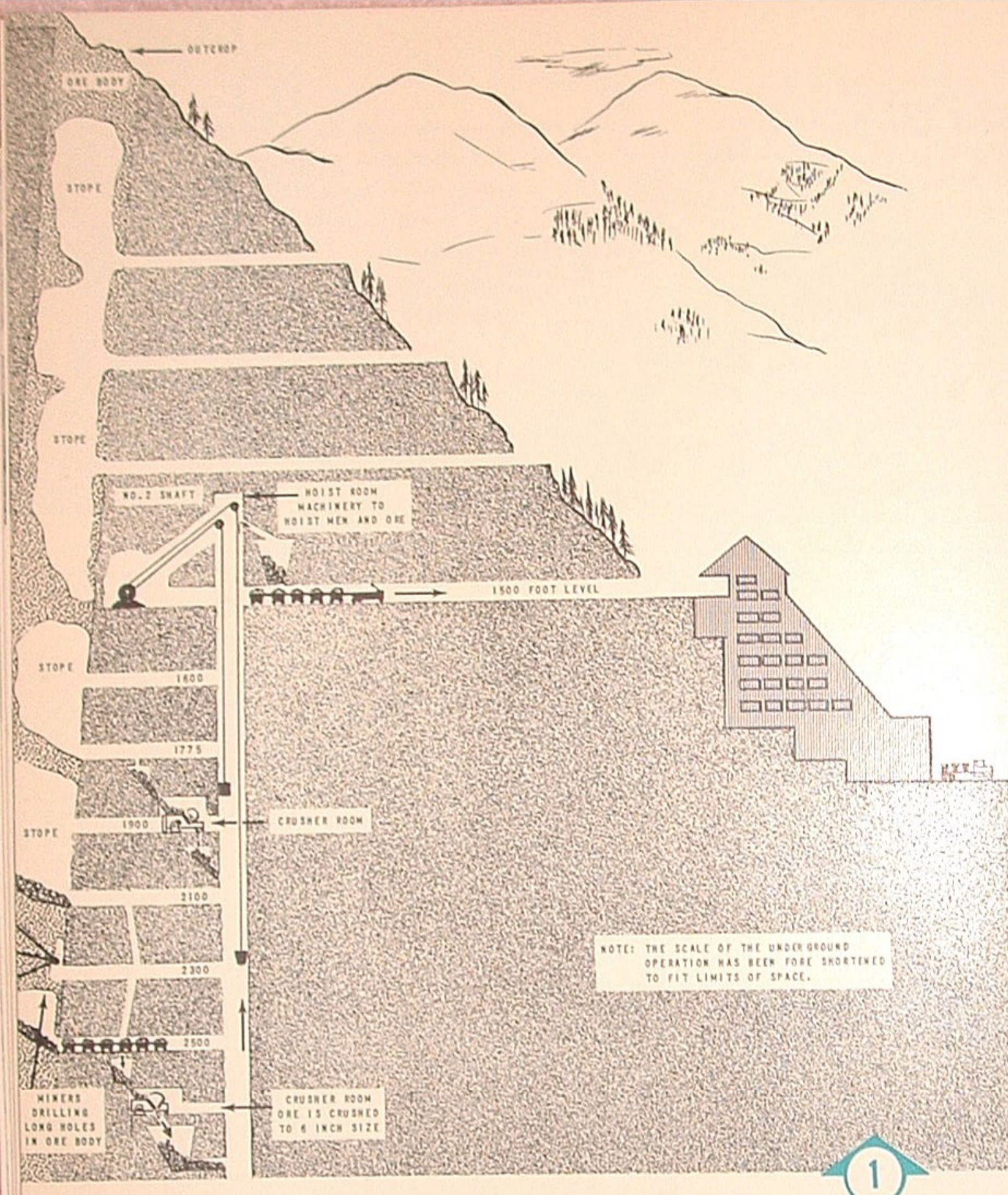
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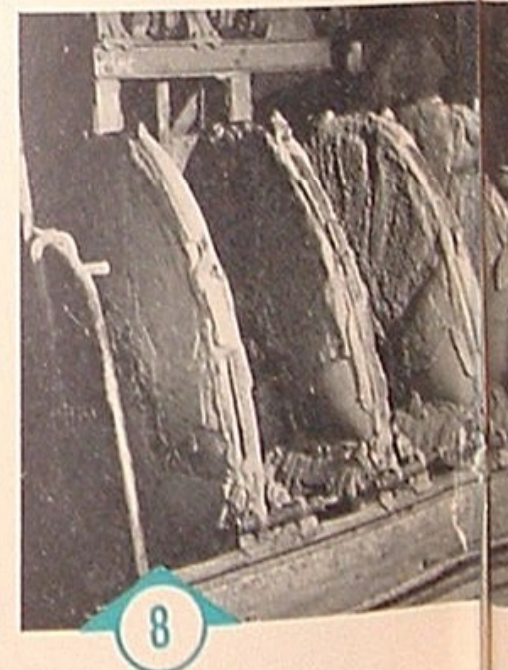
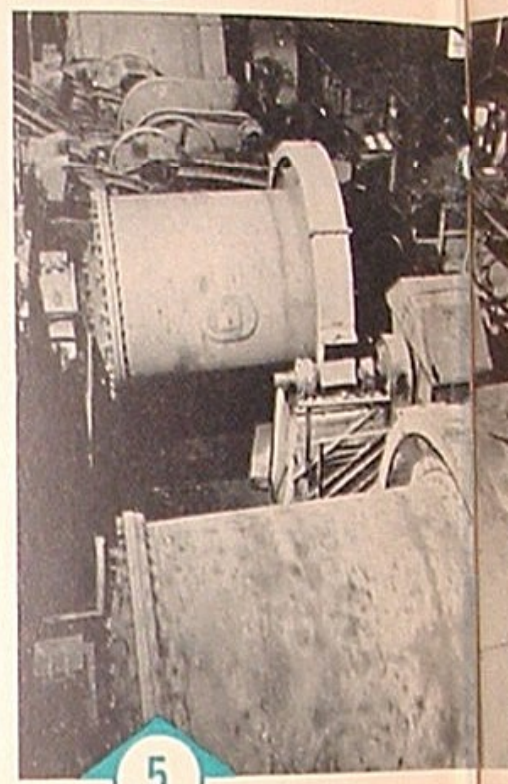
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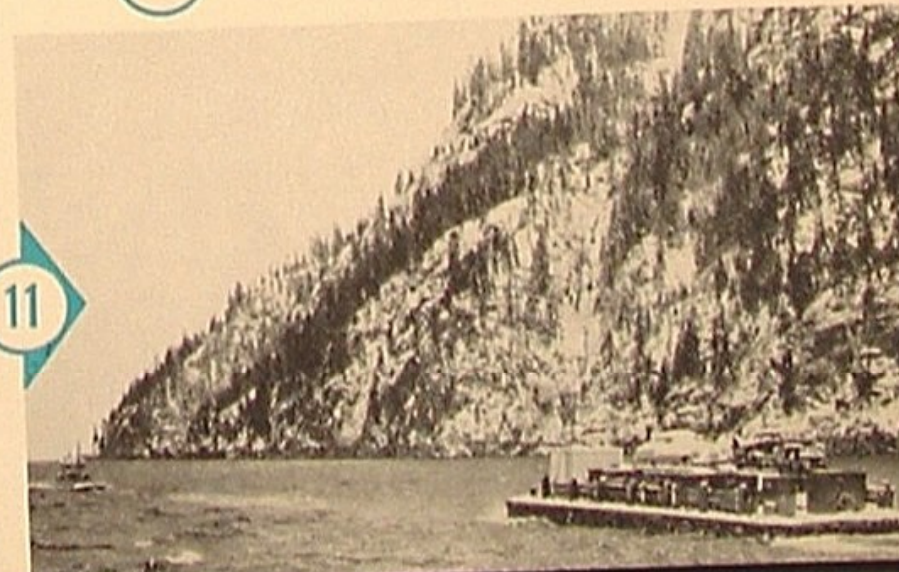
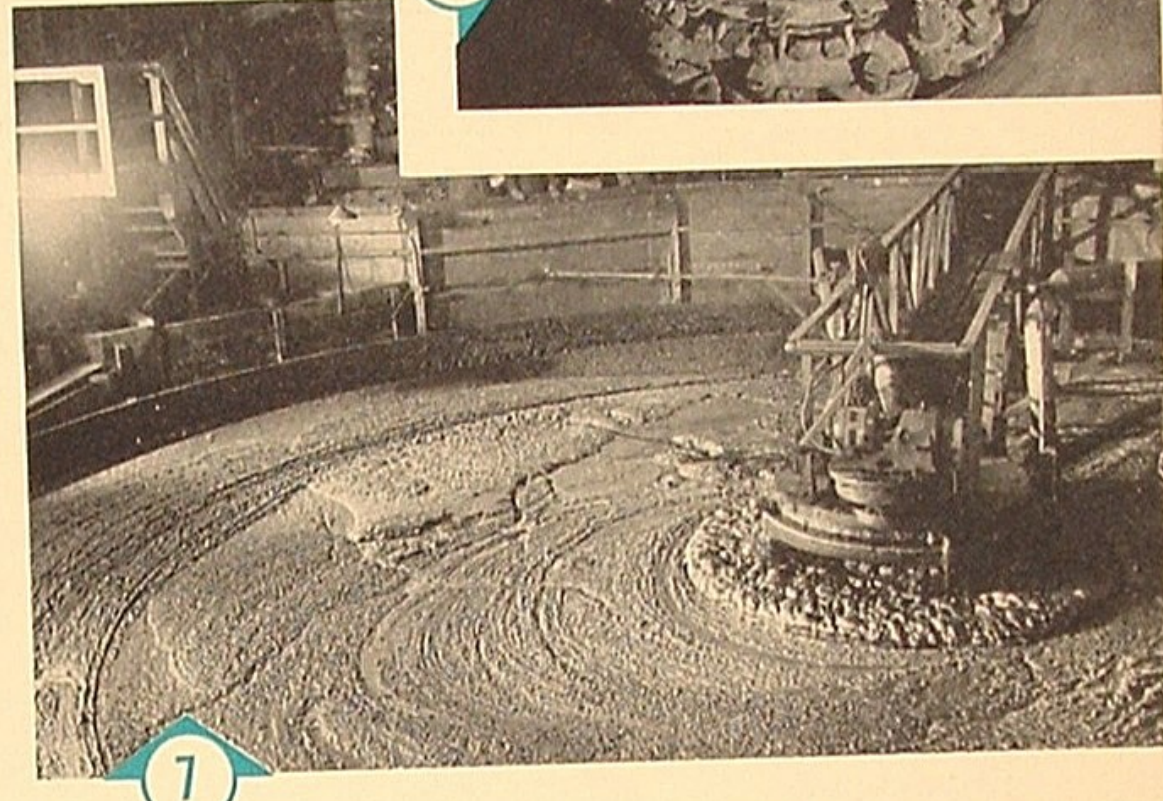
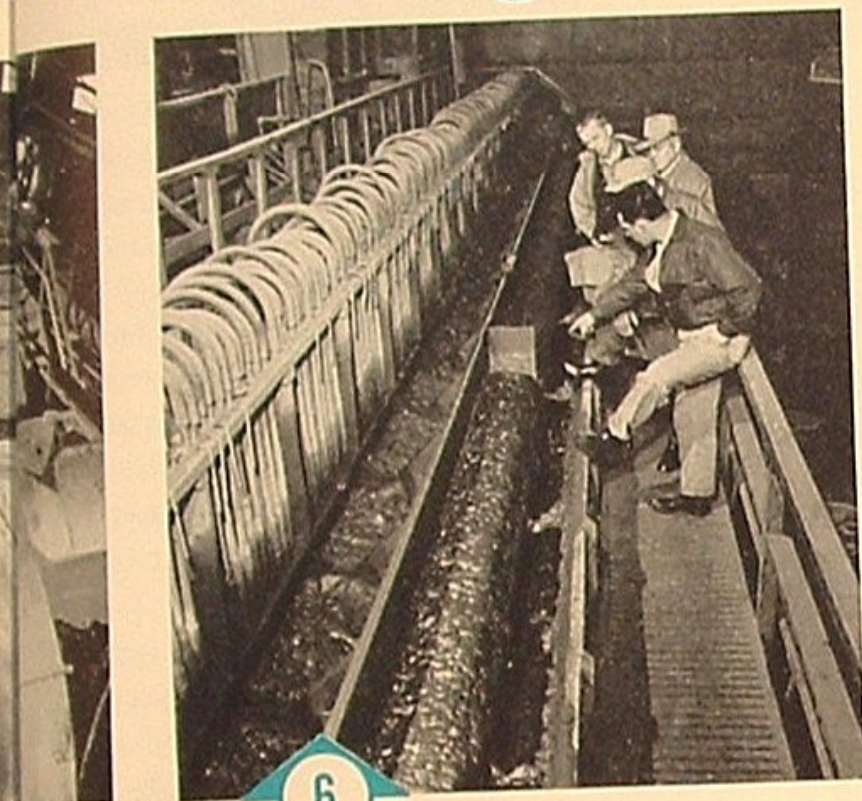
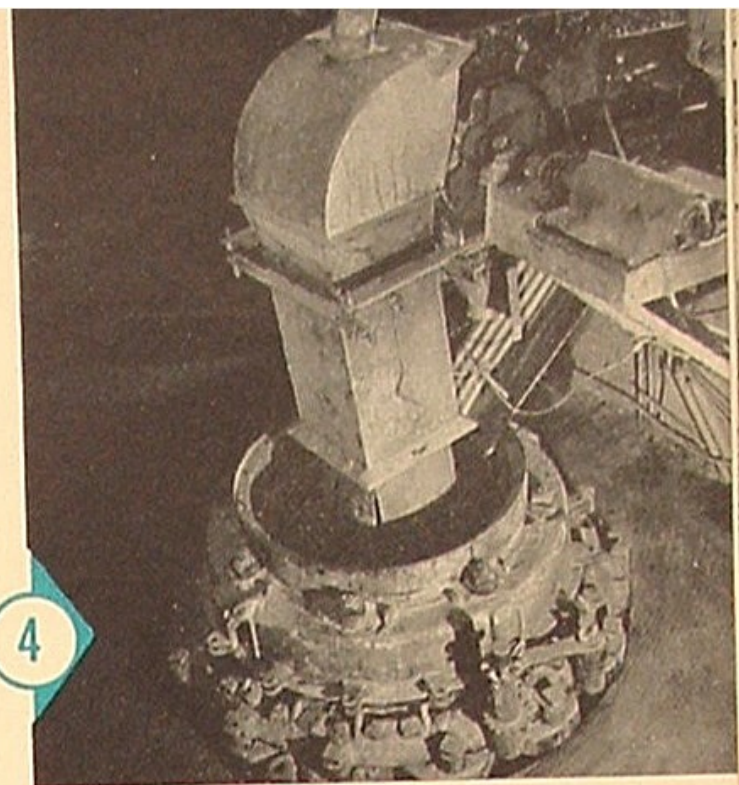
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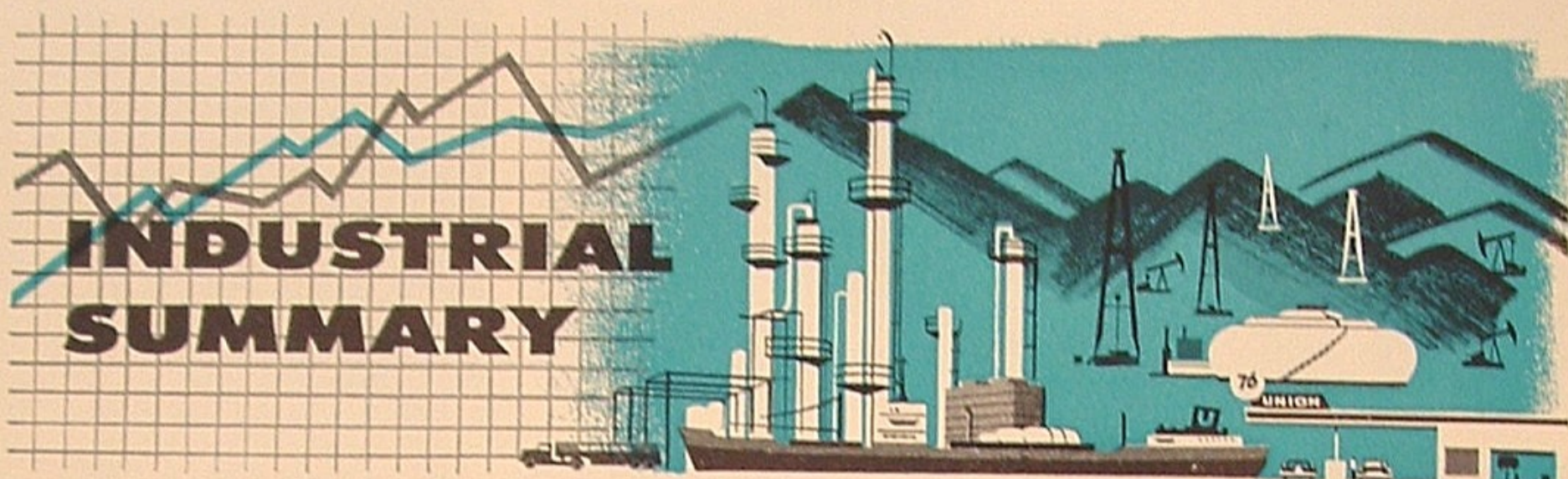
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oil from a skim pond. Then by means of a *thickener tank* (7) and filters (8), the ore, now called *concentrate* and containing about 24 per cent copper and other metals, is dehydrated.

Enroute to the smelter at Tacoma, the concentrate, in five-ton buckets, is moved by truck (9), crane (10) and barge (11) before being emptied into gondola railway cars at Chelan.



INDUSTRIAL SUMMARY

● INDUSTRIAL RELATIONS

There are 72,200,000 licensed drivers in the United States who drive regularly to and from work or in the course of their occupations or recreation. The resulting accident toll amounts to one of our worst national tragedies. In 1954, for example, vehicle accidents in this country accounted for 36,000 deaths and 1,250,000 disabling injuries.

It is estimated that at least 95% of the Company's employees are among these 72 million drivers. During 1954 Union Oil people drove Company vehicles 24,187,395 miles—had 590 accidents—but achieved a 10% reduction from the 1953 accident record. During the first six months of 1955 we realized an additional 10% reduction in the number of vehicle accidents per 100,000 miles.

Some credit for our improved driving performance goes to the Safe Driver Award Plan, which honored 1,578 drivers for no-accident records during 1954; also to the mobile driver training service—now in its third year—which has provided tests and training for about 4,000 employees. But much depends upon our individual skill and alertness. Guard against making driving errors. Make allowance for the possible errors of others. Be extra mindful of bad weather and road conditions. It's better to carry on than be carried out!

from W. C. Stevenson

● EXPLORATION

The high-gravity oil discovery made by the joint test, Union-Richfield Costa 1, in San Mateo County, California, has redirected attention to one of the oldest oil areas in the United States. The Santa Cruz Mountains-Half Moon Bay area, in which the well is located, has been prospected sporadically for oil and gas since 1867. Small sub-commercial production was developed at different times from Pliocene formations. The oil produced was of uniform high quality and was refined locally.

There was very little drilling activity in modern times until 1951, but in the last few years a number of wild-cats have been drilled without success, including several by the Company. In spite of repeated discouragements, our geologists continued to study the complex structure and stratigraphy of the area. The results of this study localized an anticlinal feature appearing to have more merit than those drilled in the past. It was on this structure that the joint wildcat was drilled, discovering commercial production from an Eocene sand in the interval from 2,060 to 2,216 feet.

Location of the well is about 30 miles south of San Francisco and more than 100 miles north of the nearest commercial oil production. The well site is in heavily forested redwood country, in marked contrast to the barren lands where so many of California's oil fields are located. Preservation of the natural beauties of the surroundings will be a definite policy in development of the field, which has been given the name of Oil Creek Field.

The discovery will undoubtedly lead to a re-examination of a prospective oil province of considerable size. However, it is known to be an area of extreme geological complexity, marked by much folding and faulting. The job of resolving the complicated sub-surface will not be an easy one.

from Sam Grinsfelder

● MANUFACTURING

Oleum Refinery is installing a unique conveyor system similar to the pneumatic tube systems used in some department stores for transmitting sales invoices and money to a central cashier's office. The system at Oleum, connecting Marine Terminal and laboratory, will transmit quart samples of oil to the laboratory for quality analysis, thereby aiding in the quick dispatch of tankers.

Construction work on the new Los Angeles Refinery Marine Terminal is progressing as scheduled. Eight new tanks totaling 415,000 barrels of storage space are about

50% completed. Concrete piling for the new wharf is being driven. Completion is expected during the summer of 1956.

A general inspection was made of the Unifiner (desulfurization) Unit at Oleum after it had been in operation for nine months. Results of the inspection were very gratifying both to Manufacturing and other departments whose efforts made this Union Oil process possible.

from K. E. Kingman

● PRODUCTION

With the possible exception of untapped sources off the California coast, a major part of future crude oil reserves in this state will almost certainly be found in or adjacent to proven fields. More oil will be discovered by extending proven areas, by drilling into new fault blocks in existing fields, and by devising methods to produce the crude remaining in depleted reservoirs, which cannot be recovered by present producing methods and therefore is not included in present calculated reserves.

In recognition of this, two programs are being conducted vigorously by the Field Department. One involves a constant and searching study of subsurface conditions in producing fields by our subsurface petroleum engineers. The other is the application of new production techniques, known as secondary recovery methods, in depleted or partially depleted reservoirs.

The Company in recent years has done a great deal of work in evaluating "waterflooding" as a means of secondary recovery under reservoir conditions as found in California fields. The method consists of injecting water into depleted formations and driving the oil toward adjacent producing wells. We are currently operating or participating in 12 waterflooding projects in California. While it is too early to evaluate results in the majority of cases, several of these projects appear encouraging.

The value of continuing extensive engineering studies of proven fields was demonstrated dramatically recently when a well drilled in the central portion of Dominguez Field, Los Angeles County, was completed by the Company. It flowed approximately 1,000 barrels of oil per day, with pressures comparable to those in wells drilled during the early life of the field, more than 30 years ago. The well had discovered a new fault block, proving up additional reserves.

from Dudley Tower

● TRANSPORTATION & DISTRIBUTION

A new six-inch crude oil pipeline 2½ miles in length has been installed to connect the Beverly Hills oil field with our recently completed Torrey-Los Angeles main line. This lateral

line will handle purchased crude oil being produced on the 20th Century-Fox Studio property.

Our Wilmington Tank Farm reservoirs have been emptied and cleaned in preparation for abandonment. This tank farm, consisting of five 750,000-barrel earthen reservoirs, has been used for the storage of fuel oil since 1922.

To meet the requirements of Brea Chemicals, Inc. for transporting ammonium nitrate solution, a new product, we have leased six special-service tank cars from Union Tank Car Company. These cars have welded aluminum tanks with stainless steel fittings and fiberglass insulation.

from E. L. Hiatt

● MARKETING

Marketing expansion continues at an accelerated pace. Included in 200 new service stations constructed by the Company during 1955 is a new unit adjacent to popular Disneyland in Southern California, our first Type 140 station in Alaska at Fairbanks, and a new "frontier" station at Williston, North Dakota. In addition, we have acquired and are lease-operating 31 up-and-going stations in the Northwest and 29 in the Southwest, and, by the close of 1955, will have rebuilt and modernized 40 of our older units.

Construction will start soon on pipeline terminals at Colton, California and Phoenix, Arizona to handle petroleum products deliveries from Southern Pacific Company's new California-Arizona pipeline. In addition to receiving and storage facilities at the Phoenix Term-

By popular demand, Los Angeles Refinery's gigantic Jack-o-lantern made its fourth consecutive appearance on Halloween, 1955. The story made four national magazines, radio, television and a newspaper syndicate.

from B. L. Bear



inal, six miles of four-inch line will connect the terminal with transport-loading equipment at our Phoenix plant.

Preparation of schedules, scripts and other material for the 1956 Dealer Meetings in the West and Distributor Meetings in the East is well under way.

from Roy Linden

● PURCHASING

Two booklets entitled "Policy Manual" and "Welcome to Salesmen" were recently published in their second edition by Purchasing to facilitate our contacts with a multitude of vendors—all of whom are customers or potential customers of Union Oil. It is both interesting and gratifying that requests for the booklets have come from 22 states, our national capitol, four foreign countries, educational institutions, professional associations, and representatives of practically every industry. The two publications with our "76" emblem prominently displayed have evidently qualified for the "best seller" class.

from C. S. Perkins

● RESEARCH

Union's Shale Research Program, which includes the demonstration of retorting processes, is progressing. Stearns-Roger Manufacturing Company, general contractor, has commenced construction at the plant site on Parachute Creek, about 12 miles north of Grand Valley, Colorado. An access road from the valley floor to the site for strip mining of oil shale is complete. Coring work has defined the mining location, and an aerial tram is being purchased for transportation of oil shale down the mountainside. The plant site has been graded and a service building is under construction. Design details of the crushing and conveying systems and the retorting system are well along.

Cooperatively with one of the large transcontinental railroads, Union Oil has adapted the use of a dual-fuel system to diesel locomotives. This system now makes it possible for railroads to reduce fuel costs by using the low-cost, residual-type fuel oil. Extensive tests have shown the residual-type fuel oil to be efficient under medium-load and high-load engine operation. Under low-load conditions, where combustion of the heavy fuel is not good, a mechanism has been developed to switch automatically to the all-distillate diesel fuel. Although locomotives operate about 40% of the time under low-load conditions, this period consumes only about 15% of the total fuel. The use of the heavier residual-type fuel is so attractive that the railroad has ordered 50 of the dual-fuel units, and plans to order many in addition. Other railroads are interested in this also.

from Fred L. Hartley

letter

Mr. Reese H. Taylor, President

Dear Reese:

The generous contribution by your company to the health and welfare charities participating in the AID program has been received, and I am sure that you know the other members of the Board of Directors of AID join me in thanks to you and the officers of your company for this continued support of the program.

If one-half of the companies in this community took as much interest in meeting the charitable needs of our increasing population as do your company and your employees, our problems along these lines would be completely solved.

As AID continues to grow, the participating charities will benefit from larger allocations and this should result in more effective assistance to our less fortunate neighbors in this area.

Our thanks again to you and your officers for your generous gift and for your confidence and support of the AID program.

(Signed) Robert J. Cannon, President

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(Signed) Robert J. Cannon, President

'Dirty Gas' Cleared of Smog Blame

THE GLENDALE NEWS-PRESS, in an attempt to answer the confusion in the minds of citizens who have written to the paper about alleged causes of smog made in talks by a Glendale resident, Chandler Phillips, wrote to the Los Angeles County Air Pollution Control District for the facts.

Said the News-Press letter:

"As you may know, Mr. Chandler Phillips, a resident of Glendale, has been giving speeches in which he states dirty gasoline is responsible for smog.

"The Los Angeles area, he has claimed, has the dirtiest burning gasolines in the entire nation, and that smog can be cleaned up if this situation is changed.

"Because of the publicity that has been given this claim at various times when he has spoken throughout the country, we are sure that the APCD has investigated his claims.

"We, therefore, request the official opinion of the APCD on the charge that smog can be cured by the control of dirty burning gasolines. We also ask you to provide us with answers to the following specific points."

Following are the News-Press questions, and the official Air Pollution Control District answers:

Q. What is the official opinion of the Air Pollution Control District on the charge that smog can be cured by the control of "dirty burning" gasolines?

A. There is absolutely no basis scientifically, technically, or logically, based on our present research for the conclusions Mr. Phillips has reached about the Los Angeles smog problem.

Q. Are "dangerous sulfur and nitrogen compounds" which contribute to smog being left in gasoline sold in the Los Angeles area? Is it true that refineries used to treat gasolines with sulfuric acid to remove

impurities and that this is no longer done?

A. All gasolines contain sulfur, but the amount of sulfur put into the air from automobile exhausts is inconsequential. It cannot be considered dangerous by any stretch of the imagination. Auto exhausts contain the oxides of nitrogen, but this is caused by the burning of gasoline, not by any "dangerous nitrogen compounds" in the gasoline itself. Sulfuric acid treating in refineries has been superseded by more modern and more effective methods. A research effort on sulfur in gasoline shows that 1954 gasolines have no more sulfur than 1934 gasolines (when sulfuric acid treating was commonly used).

Q. Does the air in Los Angeles have "the highest sulfur and nitrogen in the nation?"

A. No, Los Angeles does not have the highest sulfur concentration in its atmosphere. In fact, research studies have shown that sulfur (as sulfur dioxide) concentrations here are lower than most cities. Nitrogen is the most abundant of any element or compound found in the air. Dry air consists of about 78 per cent nitrogen by volume. This does not vary significantly from city to city. Los Angeles has no more or no less.

Q. Are chemicals such as lead, bromide, chlorine, and tricresyl phosphate emitted to the air by the burning of gasoline? If so, are the quantities emitted dangerous to health?

A. Such compounds are emitted to the air when gasoline is burned. However, they are not emitted in quantities dangerous to health.

Q. What are the "dirty tail ends" to which Mr. Phillips refers? Are they pollutants, or do they produce air pollutants when burned?

A. The term "dirty tail ends" is a phrase apparently quoted from an advertisement of an Eastern oil

refiner. It is neither a scientific nor a technical term, and is not used in either the oil industry nor the air pollution control profession.

Q. Are the catalytic crackers at oil refineries a major cause of smog?

A. They are not a major cause of smog. Catalytic crackers in Los Angeles are equipped with air pollution control devices. Emissions from catalytic crackers are now being reviewed in the District's reevaluation program.

Q. A piece of printed material circulated after a speech by Mr. Phillips says, "Clean up the refinery, and clean up the refinery products, and you clean up smog in our town." Is this true? In your opinion, what pollutants from refineries in this area need "cleaning up?"

A. The refineries in this area are well on the way to complete control. We are now in the mopping up stages. Just to be sure that they are under control, we are now engaged in a large research effort where every possible source of emissions from refineries will be re-checked and reevaluated. But we know that refinery emissions of hydrocarbons, the materials which help form smog in the air, have been reduced to a fraction of the emissions from automobiles which are now the biggest uncontrolled source of smog constituents. If all oil refinery operations in Los Angeles were completely stopped, we would still have smog.

Q. Have oil refineries in this area refused to put proper controls on catalytic crackers, as claimed?

A. No oil companies have ever refused to comply with the rules and regulations of the Air Pollution Control District.

Reprinted Through Courtesy of

Glendale News-Press



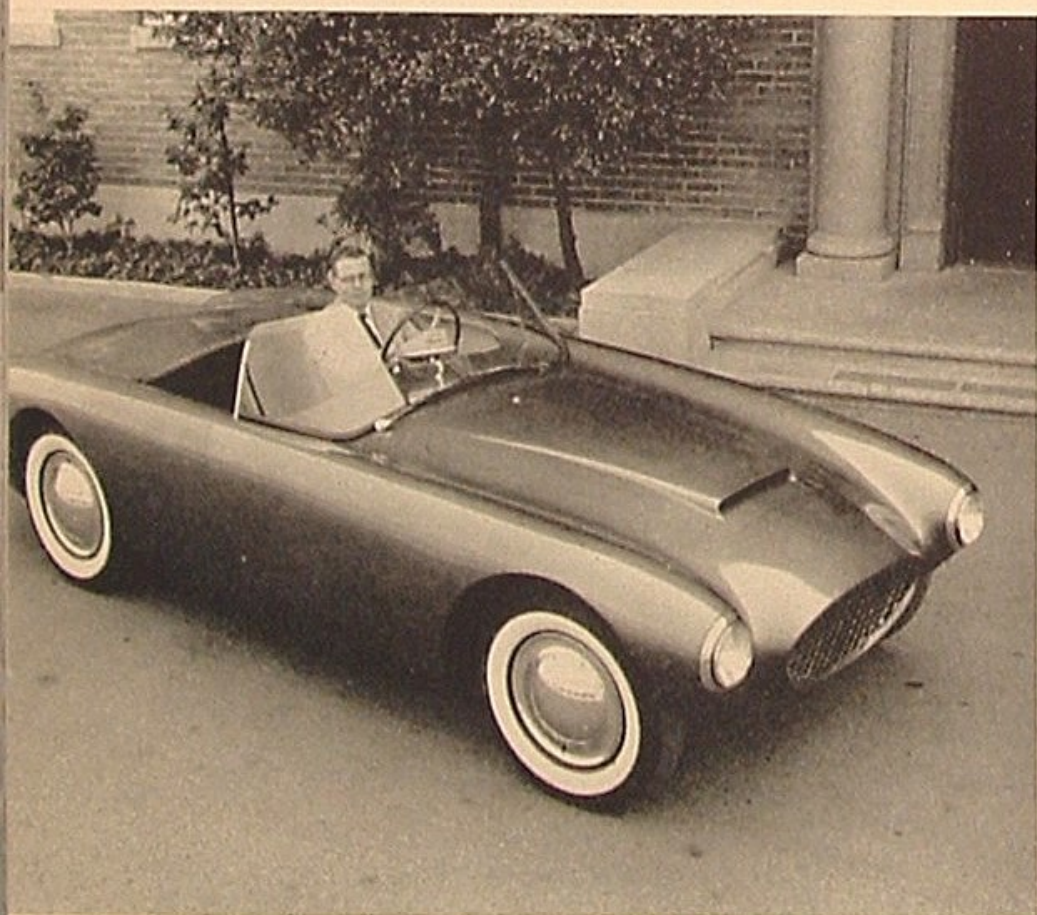
At Dinuba, California, Union Oiler H. H. Isheim, left, admires the "horseless carriage" fleet of Herman Bear and Fred Bear, Sr., accompanied by Consignee Carroll Riggs and J. Ferguson of Firestone. At right are 11 of 21 ancient autos located and restored by the Bears.



UNION OIL PEOPLE AND PRODUCTS EXCELL IN

Evolution of the

Ray Baird built his own Royal Purple sportscar.



One of the largest and finest collections of antique automobiles to be found anywhere is the property of Fred Bear and his son Herman Bear of Dinuba, California. Starting out in 1941 with a 1905 Reo, these two men, whose grape-producing enterprise is also one of the largest in the state, have collected a fleet of 21 automobile museum pieces. The hobby has entailed thousands of miles of travel and an unbelievable variety of craftsmanship in home-manufacturing obsolete parts. Today every unit of the fleet looks as factory-fresh as it did 40 to 50 years ago. And Consignee J. C. Riggs, who introduces the Bears as one of his most loyal Union Oil accounts, claims the old horseless carriages become almost self-cranking at the hint of "76" oats.

from Paul E. Ethridge

Despite the current do-it-yourself trend, where could you hope to find a man with gumption enough to build his own "dream" car? The answer is Los Angeles Refinery. Ray Baird, member of our Process Group at this location, set out 10 months ago to build, during his spare time, a type of car no one offered for sale. Mounting a 1955 Chevrolet V-8 engine on a Ford frame and enclosing both under a fiber-glass body, he produced approximately one ton of handsome sportscar on a 100-inch



XCELL IN

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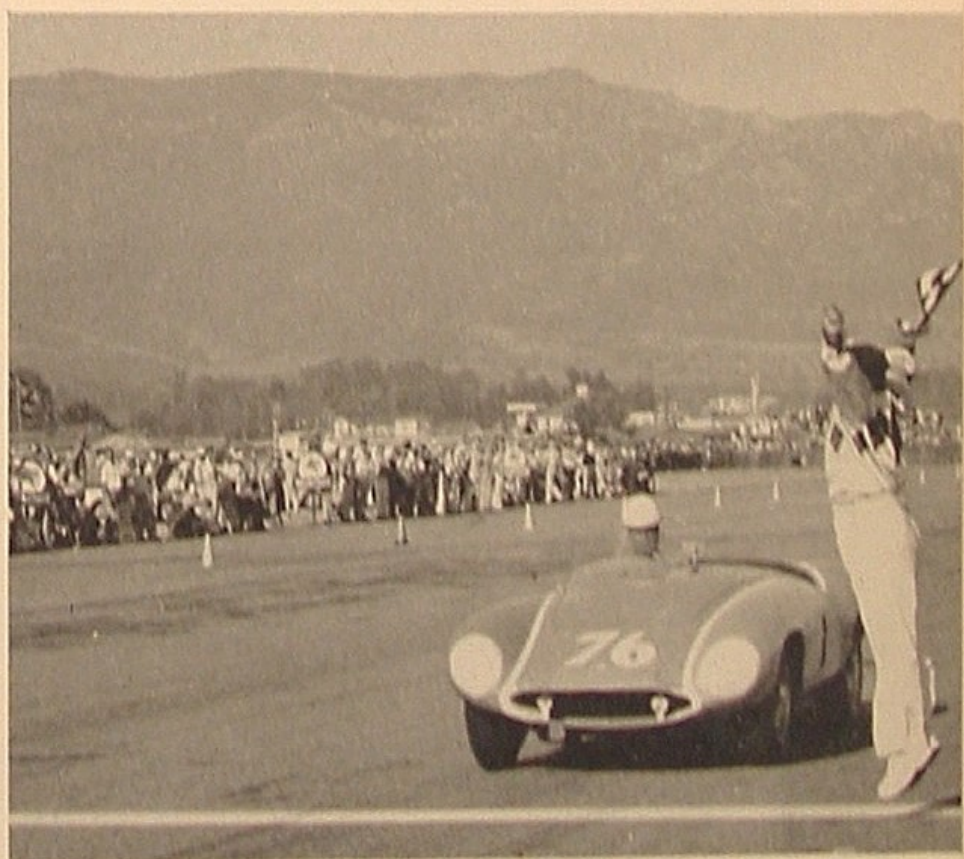
wheel base. It not only holds its own with some of the foremost 1956 models out of Detroit but was accorded a trophy in the recent Los Angeles National Motor Review at Pan Pacific Auditorium. As evidence of Ray's loyalty to the Company, his creation is lubricated, powered and painted with Royal Purple.

from B. L. Bear

William H. Doheny, a member of Union Oil's Board of Directors, has developed quite a racing-car hobby during the past three years. In March of this year, intent on capturing some of the top amateur trophies, he imported one of those hot Italian cars, a Ferrari. Hard luck seemed to hound the machine at first: It broke down during its initial race at Sebring, Florida; met with a highway accident while crossing Louisiana; and arrived in Los Angeles with anything but a good reputation. At that point Bill Doheny resorted to the West's leading brand of petroleum products and gave his car the corresponding numeral—76. Not since that strategem has the Ferrari settled for less than first place. Driver Ernie McAfee drove it to three successive wins during recent major sportscar competitions at Santa Barbara and Hansen Dam in Southern California.

from Reese H. Taylor

Ray McAfee wins third in a row with "76" Ferrari.





Horseless Carriage

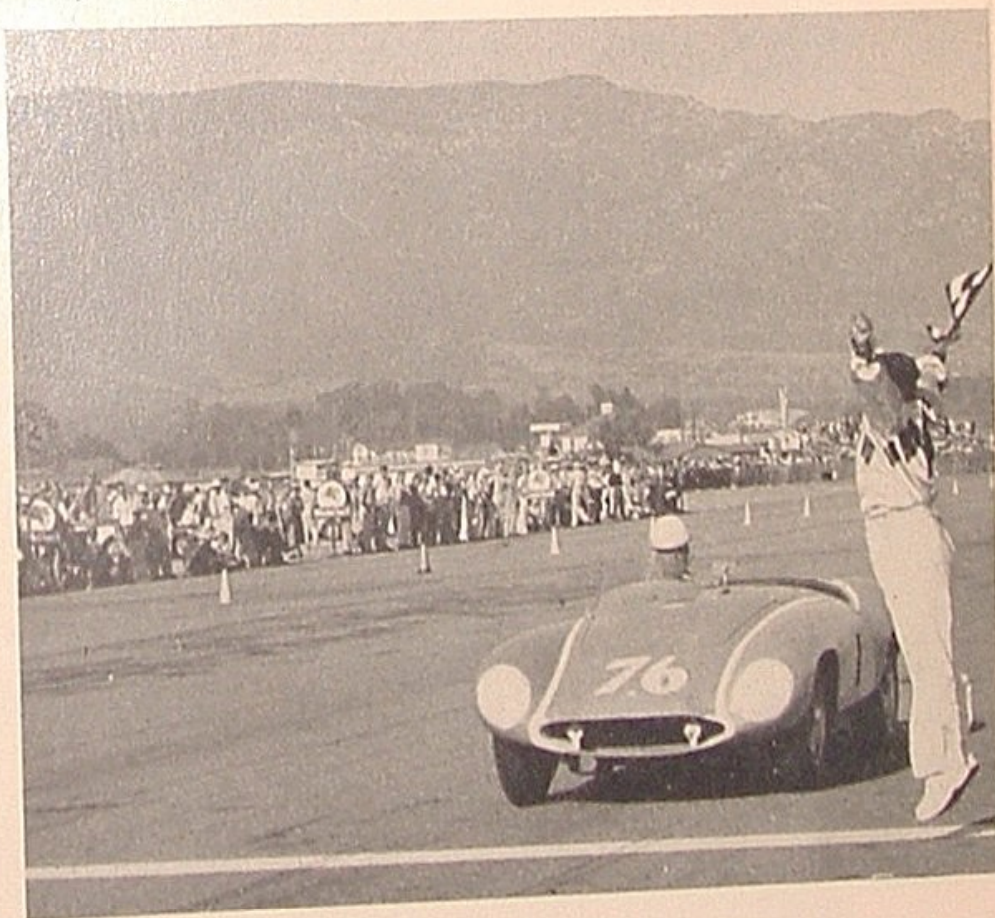
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from Reese H. Taylor

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➤ **FRED B. BREMER** shown at right receiving the gavel from Bank of America's L. B. King, is currently serving as president of the Los Angeles Chapter of the National Institute of Credit. Fred, with 26 years of Union Oil credit experience, is now credit manager for our Southwest Territory.

from L. R. Edwards



➤ **E. L. HIATT**, vice president in charge of the Transportation and Distribution Department, addressed the San Francisco Kiwanis Club October 11 on the subject "Progress and Petroleum." At the speaker's table with him were, from left, Union Oilers R. H. Rath and L. J. Wyatt, Kiwanis President Thomas Sutton and Kiwanis Secretary Philip Sheridan.

from Pat Clark

➤ **FRED L. HARTLEY**, left, general manager of our Research Department, has received the California Natural Gasoline Association's Annual Award for Meritorious Service. He has been active in this association for several years and served as its president during 1953-54. Committee Chairman Grove Lawrence presented the plaque.

from Paul Doyle



➤ **MARILYN SWENSEN** of Seattle's Sales Services Department hands over to L. C. Burklund and J. E. McCaffrey 330 approved applications—her prize winning performance in a credit card campaign sponsored by the Northwest Territory office. Marilyn accomplished the feat in one month and was commended for the accuracy and completeness of her entries.

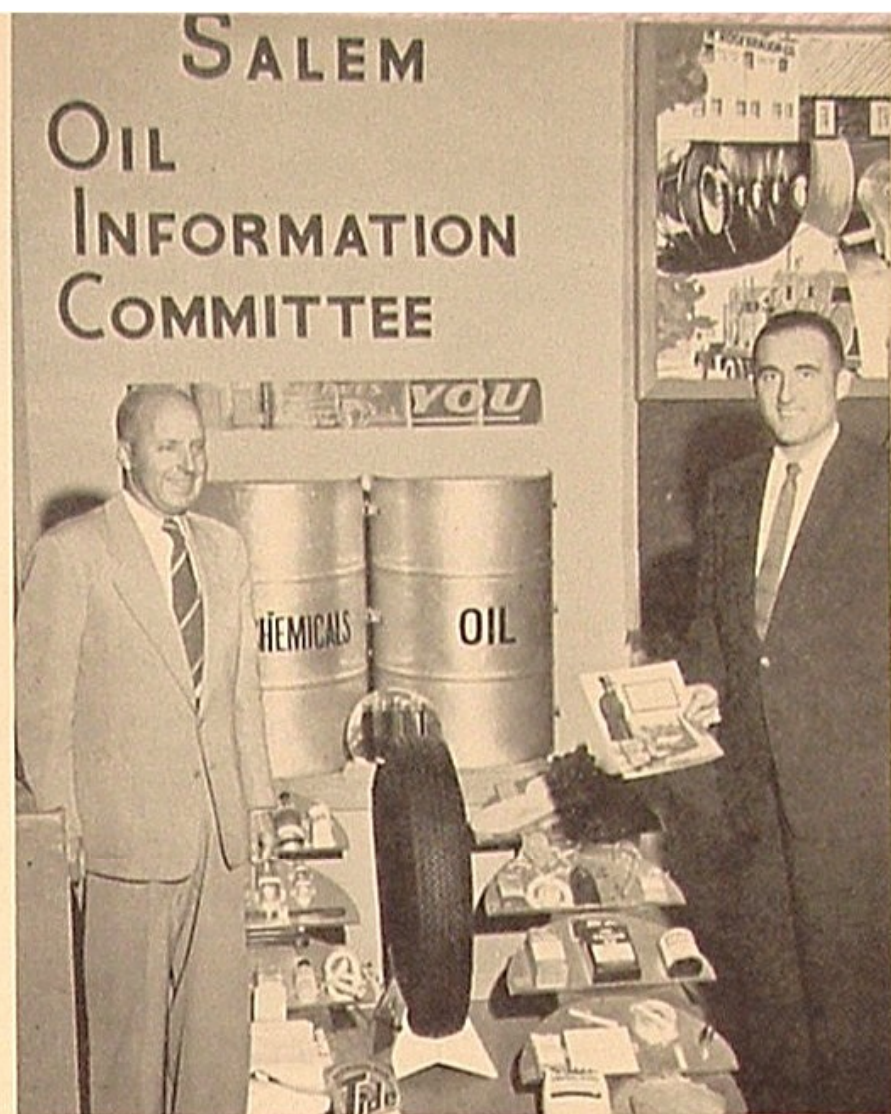
from R. J. Sandercock





▲ **OIL PROGRESS** was combined with Fire Prevention when the Great Falls Fire Department cooperated with major oil companies of Montana on October 8 to stage a big parade. Both the uses and misuses of oil were highlighted. Glacier Division employees, above from left, A. D. Adolphson, L. J. Torkelson and Art Porche saw that Union was well represented.

from R. R. Blakeslee



▲ **AMBASSADORS** of good will in Salem during the Oregon State Fair were Union Oilers L. G. Sanderson, left, and George C. Alexander, who employed this attractive booth to emphasize some of the lesser known uses of petroleum. Hundreds of other Union Oilers contributed similar public-relations services during Oil Progress Week.

from R. J. Sandercock



▲ **SALLIE DANIELS**, right, who is an engineer's assistant in the Company's Bakersfield office, is seen in her role of "Miss Oil Progress 1955" explaining a cracking plant to Allen Sugden of the Central Library and Evelyn Fox, who works in our Scouting Department besides serving as Kern County women's activities chairman. Sallie was voted the hard-hat crown by her Desk and Derrick Club associates.

from Howard Fraser

▼ **MEDITATING** are Los Angeles Refinery's Jean Shaffer, Colleen Brockman, Robert Aasen, Bud Mangold and Bill Newhall—beside a new monument to unsafe driving. Unfortunately, it's a Union Oil vehicle. Fortunately, the driver escaped alive; however, he was injured seriously when thrown from the car during its steep canyon descent. Any questions?

from H. F. Zirnite



On Tour



Volume 17, Number 11

NOVEMBER-DECEMBER 1955

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K. C. M. ANDERSON

"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



SERVICE BIRTHDAY AWARDS

NOVEMBER 1955

COMPTROLLERS

Kueny, Harry B., Home Office	45
Chatham, Burton, Home Office	30
Wilson, Maxine, Home Office	25
McDonald, Loyd P., Jr., Home Office.....	15
Fletcher, Leah N., Home Office	10
Wade, William S., Jr., Home Office.....	10

NATURAL GAS & GASOLINE DEPT.

Boyd, Thomas F. G., Orcutt	40
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EXPLORATION & PRODUCTION

Ellis, Luther R., Richfield	35
Stair, Jack L., Orcutt	20
Jordan, Theodore L., Rocky Mountain	15
Warner, Ray I., Del Valle	15
Burgess, Charles C., Orcutt	10
Dumontier, Walter J., Rocky Mountain	10
Franklin, Jimmie J., Dominguez	10
Golden, George T., Orcutt	10
Harden, Edward A., Home Office	10
McLaughlin, Ernest C., Cut Bank	10
Nanini, Fred, Rocky Mountain	10
Randolph, Herbert G., Orcutt	10
Sweet, Elden L., Orcutt	10
Underwood, Gail G., West Texas	10

PIPELINE

Hiatt, Charles R., San Luis Obispo.....	35
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Cauvel, Sylvester R., San Luis Obispo....	10
Dean, Arthur W., San Luis Obispo	10
Lishman, Charles E., San Luis Obispo	10
Thurman, Charles L., San Luis Obispo	10

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Miller, Thomas G., Santa Fe Springs....	35
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Dunbar, Lynn A., Santa Fe Springs.....	10

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Johanson, Folke, Wilmington	10

MARKETING

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Stanchfield, John F., Seattle	30
Miller, Loyal R., Pasadena	25
Sebek, Zita M., Spokane	15
Simpson, Margaret U., Seattle	15
Bassett, Walton W., San Diego	10
Berdrow, Charles B., Los Angeles	10
Bianchi, Kenneth P., Santa Maria	10
Clark, Pat C., San Francisco	10
Couchman, Frances E., San Francisco	10
Garber, David E., Phoenix	10

Harding, Harry James, Portland	10
Leeper, Lyman D., Los Angeles	10
Lord, Frank K., San Francisco	10
Moore, Robert L., San Diego	10
Morehouse, Lavona F., Los Angeles	10
Ullman, Clarence W., San Diego	10
Paulsen, Albert L., Santa Maria	10

MANUFACTURING

Hobbs, Wilford, Oleum	30
Grandle, Paul S., Home Office	20
Aarup, Theodore T., Wilmington	10
Bailey, Russell L., Wilmington	10
Beebe, King R., Wilmington	10
Bishop, Ross W., Wilmington	10
Cahill, James F., Oleum	10
Gescheider, Carl M., Santa Maria	10
Guthrie, William, Wilmington	10
Hays, Dodson B., Wilmington	10
LesPerance, Theodore J., Oleum	10
Lewis, Alfred J., Oleum	10
McKeown, John J., Oleum	10
Miller, Ralph W., Oleum	10
Nelson, Herbert W., Cut Bank	10
Perkins, Frank L., Wilmington	10
Quinn, Earl S., Oleum	10
Ramos, Ruben, Oleum	10
Sigerson, Leighton E., Oleum	10
Sinibaldi, Joseph N., Oleum	10
Smith, Lewis M., Oleum	10
Souza, Joseph, Oleum	10
Teitgen, Morris C., Oleum	10
Truax, Harry R., Wilmington	10
Wallace, J. W., Jr., Oleum	10

LAND

May, Eva, Home Office	20
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PUBLIC RELATIONS & ADVERTISING

Cooley, Anna M., Home Office	10
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EXECUTIVE

Gleason, Marjorie A., Home Office	10
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RESEARCH

Peters, Eugene R., Brea	10
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DECEMBER 1955

TREASURY

Hancock, Irving J., Home Office.....	40
Peterson, Anna L., Home Office.....	10

EXPLORATION & PRODUCTION

Kelsey, Lewis S., Whittier	35
Price, Erwin, Whittier	35

ON TOUR

Retirements



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

PETER J. BAKER

Comptroller's

Employed 7/22/20—Retired 11/1/55

DAVID D. RAHN

Los Angeles Refinery

Employed 2/20/28—Retired 11/1/55

THOMAS W. NORMOYLE

Northwest Territory

Employed 4/26/29—Retired 11/1/55

HOWARD A. GUYLER

Los Angeles Refinery

Employed 6/18/46—Retired 11/1/55

LLOYD J. McCAIN

Field Department

Employed 12/22/16—Retired 12/1/55

JOE CAPITANI

Field Department

Employed 1/1/24—Retired 12/1/55

GOTTLIEB WENSEL

Field Department

Employed 4/25/24—Retired 12/1/55

FRANK A. CANTRIL

Pipe Line Department

Employed 4/24/26—Retired 12/1/55

LEONARD D. SHRYOCK

Rocky Mountain Territory

Employed 12/16/44—Retired 12/1/55

In Memoriam

On October 21, 1955

WALTER FALK

Los Angeles Refinery

Retired 8/31/45

On September 26, 1955

GEORGE A. RIZOR

Northwest Territory

Retired 5/31/54

On October 5, 1955

JESSIE H. SELLERS

Los Angeles Refinery

On October 5, 1955

LOUIS R. PETERSON

Los Angeles Refinery

On October 5, 1955

WILLIAM P. PERROTT

Oleum Refinery

Retired 9/30/45

On October 11, 1955

GEORGE S. LANE

Field Department

Retired 12/31/54

On October 17, 1955

EDDY J. GREGORY

Los Angeles Refinery

Retired 6/30/48

On October 16, 1955

PERCY L. McCALLUM

Northwest Territory

Retired 9/30/46

On October 27, 1955

FRANK HOOD

Los Angeles Refinery

On October 29, 1955

GEORGE W. WEBB

Southern Division Pipe Line

Retired 6/30/47

On November 4, 1955

WILLIAM PROBERT

Los Angeles Refinery

On November 6, 1955

HENRY J. PERRY

Oleum Refinery

Retired 9/1/37

McCloud, John H., Dominguez	30
Alexander, Arthur E., Dominguez.....	25
Gornyn, Sara E., Home Office	20
Temple, Scott E., Whittier	20
Cox, Alvin B., Orcutt	10
Forrester, James K., Orcutt	10
Lillie, Gerald P., Bakersfield	10
Ryzner, Alfred F., Orcutt	10
Sandifer, Grover C., Louisiana	10
Vincent, Preston R., Louisiana	10

MANUFACTURING

Palmer, Elmer B., Home Office	35
Scroggins, Leslie A., Oleum	30
Fryar, Paul J., Wilmington	25
Deaderick, Shelby F., Wilmington	15
Fagerberg, Ward L., Oleum	15
Pohle, Henry W., Oleum	15
Buckalew, Odell A., Wilmington	10
Christiansen, John A., Montana	10
Davis, George N., Wilmington	10
Dodson, Billie F., Oleum	10
Goularte, Ernest J., Oleum	10
Hendrickson, Eldon L., Oleum	10
Keating, William J., Oleum	10
Mittan, Robert H., Oleum	10
Orsi, Gino, Oleum	10
Speer, Calvin L., Oleum	10
Wheatley, Robert N., Wilmington	10
Williams, Clarence E., Oleum	10
Nix, Simmie A., Santa Maria	10

MARKETING

Bowers, Raymond S., Los Angeles	30
Forster, William L., Los Angeles	25
Mahoney, Eugene E., Home Office	25
Smith, Ralph A., Portland	25
Grunewald, John J., San Francisco	20
Hickey, Ralph O., Los Angeles	20
Scott, Walter A., San Francisco	15
Clanton, William E., Bakersfield	10
Dodge, George W., Jr., Los Angeles	10
Grocock, Richard H., Seattle	10
Mazini, Mary E., San Francisco	10
Morrison, George R., Phoenix	10
O'Leary, Gerald H., San Francisco	10
Ramstead, Donald G., Rosecrans	10
Ramstead, Robert P., Rosecrans	10
Thomas, Josephine C., San Francisco.....	10
Thompson, John P., Rosecrans	10
Woolworth, John W., Cornelius	10

PIPELINE

Silva, Frank, San Luis Obispo	30
McDonald, Robert E., San Luis Obispo	10
Terhune, Max L., San Luis Obispo.....	10

RESEARCH

Pence, William R., Wilmington	30
Galey, Jack H., Brea	10

MARINE

Pennell, Richard J., Home Office	25
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COMPTROLLERS

Bunce, Belva L., Home Office	10
Hill, Marjorie H., Home Office	10
Wells, Frances K., Home Office	10

McCloud, John H., Dominguez	30
Alexander, Arthur E., Dominguez.....	25
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Goularte, Ernest J., Oleum	10
Hendrickson, Eldon L., Oleum	10
Keating, William J., Oleum	10
Mittan, Robert H., Oleum	10
Orsi, Gino, Oleum	10
Speer, Calvin L., Oleum	10
Wheatley, Robert N., Wilmington	10
Williams, Clarence E., Oleum	10
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Clanton, William E., Bakersfield	10
Dodge, George W., Jr., Los Angeles	10
Grocock, Richard H., Seattle	10
Mazini, Mary E., San Francisco	10
Morrison, George R., Phoenix	10
O'Leary, Gerald H., San Francisco	10
Ramstead, Donald G., Rosecrans	10
Ramstead, Robert P., Rosecrans	10
Thomas, Josephine C., San Francisco.....	10
Thompson, John P., Rosecrans	10
Woolworth, John W., Cornelius	10

PIPELINE

Silva, Frank, San Luis Obispo	30
McDonald, Robert E., San Luis Obispo	10
Terhune, Max L., San Luis Obispo.....	10

RESEARCH

Pence, William R., Wilmington	30
Galey, Jack H., Brea	10

MARINE

Pennell, Richard J., Home Office	25
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COMPTROLLERS

Bunce, Belva L., Home Office	10
Hill, Marjorie H., Home Office	10
Wells, Frances K., Home Office	10

ON TOUR

Retirements



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

PETER J. BAKER

Comptroller's

Employed 7/22/20—Retired 11/1/55

DAVID D. RAHN

Los Angeles Refinery

Employed 2/20/28—Retired 11/1/55

THOMAS W. NORMOYLE

Northwest Territory

Employed 4/26/29—Retired 11/1/55

HOWARD A. CUYLER

Los Angeles Refinery

Employed 6/18/46—Retired 11/1/55

LLOYD J. McCAIN

Field Department

Employed 12/22/16—Retired 12/1/55

JOE CAPITANI

Field Department

Employed 1/1/24—Retired 12/1/55

GOTTLIEB WENSEL

Field Department

Employed 4/25/24—Retired 12/1/55

FRANK A. CANTRIL

Pipe Line Department

Employed 4/24/26—Retired 12/1/55

LEONARD D. SHRYOCK

Rocky Mountain Territory

Employed 12/16/44—Retired 12/1/55

In Memoriam

On October 21, 1955

WALTER FALK

Los Angeles Refinery

Retired 8/31/45

On October 16, 1955

PERCY L. McCALLUM

Northwest Territory

Retired 9/30/46

On October 27, 1955

FRANK HOOD

Los Angeles Refinery

On October 29, 1955

GEORGE W. WEBB

Southern Division Pipe Line

Retired 6/30/47

On November 4, 1955

WILLIAM PROBERT

Los Angeles Refinery

On November 6, 1955

HENRY J. PERRY

Oleum Refinery

Retired 9/1/37

On September 26, 1955

GEORGE A. RIZOR

Northwest Territory

Retired 5/31/54

On October 5, 1955

JESSIE H. SELLERS

Los Angeles Refinery

On October 5, 1955

LOUIS R. PETERSON

Los Angeles Refinery

On October 5, 1955

WILLIAM P. PERROTT

Oleum Refinery

Retired 9/30/45

On October 11, 1955

GEORGE S. LANE

Field Department

Retired 12/31/54

On October 17, 1955

EDDY J. GREGORY

Los Angeles Refinery

Retired 6/30/48

K.C.M. Anderson

He followed his heart and found his world

"You've heard it said that there's more opportunity in America than in any other country?"

"It's true. But it's hard to realize how true unless you come here from abroad. As I did, from Scotland.

"Now I cherish my homeland. But as in so many of the older countries, your life is pretty well laid out for you at birth. The odds are you'll follow this path whether you want to or not.



"Well, I didn't like what my future seemed to be in Scotland, so I quit my job and followed the girl I had fallen in love with to California. I got a job with Union Oil as a clerk in the Field department, and we were married shortly after.

"When I started with the company in 1925 we seldom drilled a well deeper



than 4,000 feet. Today it's not uncommon to go down 12,000 feet. Even drill under water!

"Better tools have made this possible. And created new opportunities. I'm now an Administrator in the Union Oil Field department.

"But the important point is—every one



ANDERSON: "FOR THIRTY YEARS I'VE BEEN DOING WHAT I WANTED TO DO."

of these thirty years I've been doing what I wanted to do. Our children have enjoyed the same privilege. Our boy's a graduate engineer, now on active duty as an Ensign in the U.S. Naval Reserve. Our daughter is a college teacher.

"That, I think, is the miracle of America: the chance it gives you to be what you want to be. And to live happier because of it."

* * * *

Anderson is far too modest. His own hard work is obviously the first reason for his success.

But tools did help, and in the thirty years since Anderson joined us our investment in tools made available to our employees has increased from \$22,000 to more than \$83,000 per employee.

So long as business competes for your favor it will continue to improve its tools. Which is another reason why there should always be more opportunity in America than in any other country in the world.

YOUR COMMENTS ARE INVITED. Write: The President, Union Oil Company, Union Oil Building, Los Angeles 17, California.

Union Oil Company OF CALIFORNIA

MANUFACTURERS OF ROYAL TRITON, THE AMAZING PURPLE MOTOR OIL