

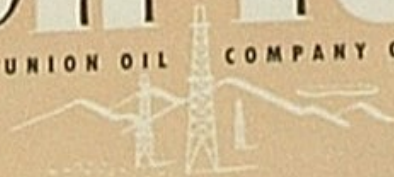


**DEDICATED
TO FREEDOM**

November - December 1956

On Tour

WITH UNION OIL COMPANY OF CALIFORNIA



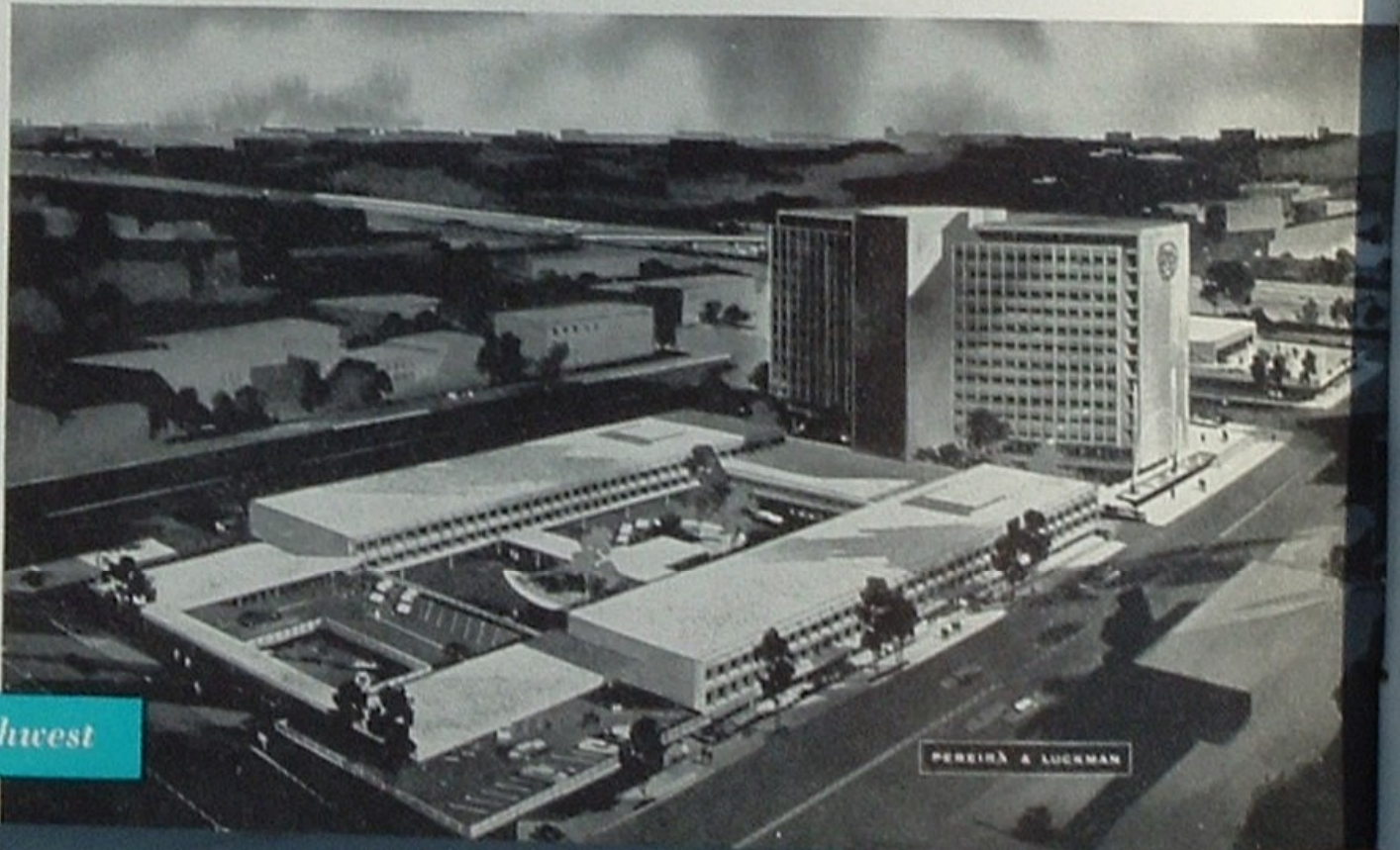
*As Union Oil Center will
appear from south . . .*



. . . from east . . .



. . . and from southwest



DEDICATED TO FREEDOM

OCTOBER 17, 1956 undoubtedly will stand as one of the epochal days in Union Oil Company history.

It was the 66th birthday of the West's oldest and largest independent oil company, and, in recognition of that event, employees with 35, 40 and 45 years of continuous service—by coincidence numbering 76—were guests of Union Oil management in Los Angeles.

It was the day on which the cornerstone of our new Union Oil Center was dedicated, in whose sealed crypt is deposited the signatures of some 9,000 Union Oil employees, together with other pertinent mementos of our day and our way of life.

Greater than either of these events, this was a day of corporate rededication to the great principles of human freedom set forth in the Constitution of the United States through which this country has risen to unparalleled unity, comfort, prosperity and general well-being.

Said Chairman of the Board Reese H. Taylor in his dedicatory remarks:

"This is the building that freedom built.

"For we believe with all our hearts and minds that our system of free enterprise is responsible for our position in the world today.

"Americans are no more capable or rugged than people in other countries of the world. Our desire to keep free individual talents and drives has created the prospering, dynamic United States in which we live. In a word, it is freedom that has made this possible—freedom in all its meanings—freedom safeguarded by Constitutional principles.

"This means simply that, in the main, we have passed laws designed not to restrict, but rather to expand, individual efforts. On those occasions where this has not been true, our economy and our people have suffered.

"There are those who hope to make us believe that our system does not contain the seed of continued growth, that pump-priming and sweeping government controls are the only way to assure economic stability and well-being, and that our future will be prosperous only if we give up our freedom.

"We know that our competitive enterprise economy and personal and individual freedom must go together. Not only the experiences in ancient and medieval times,

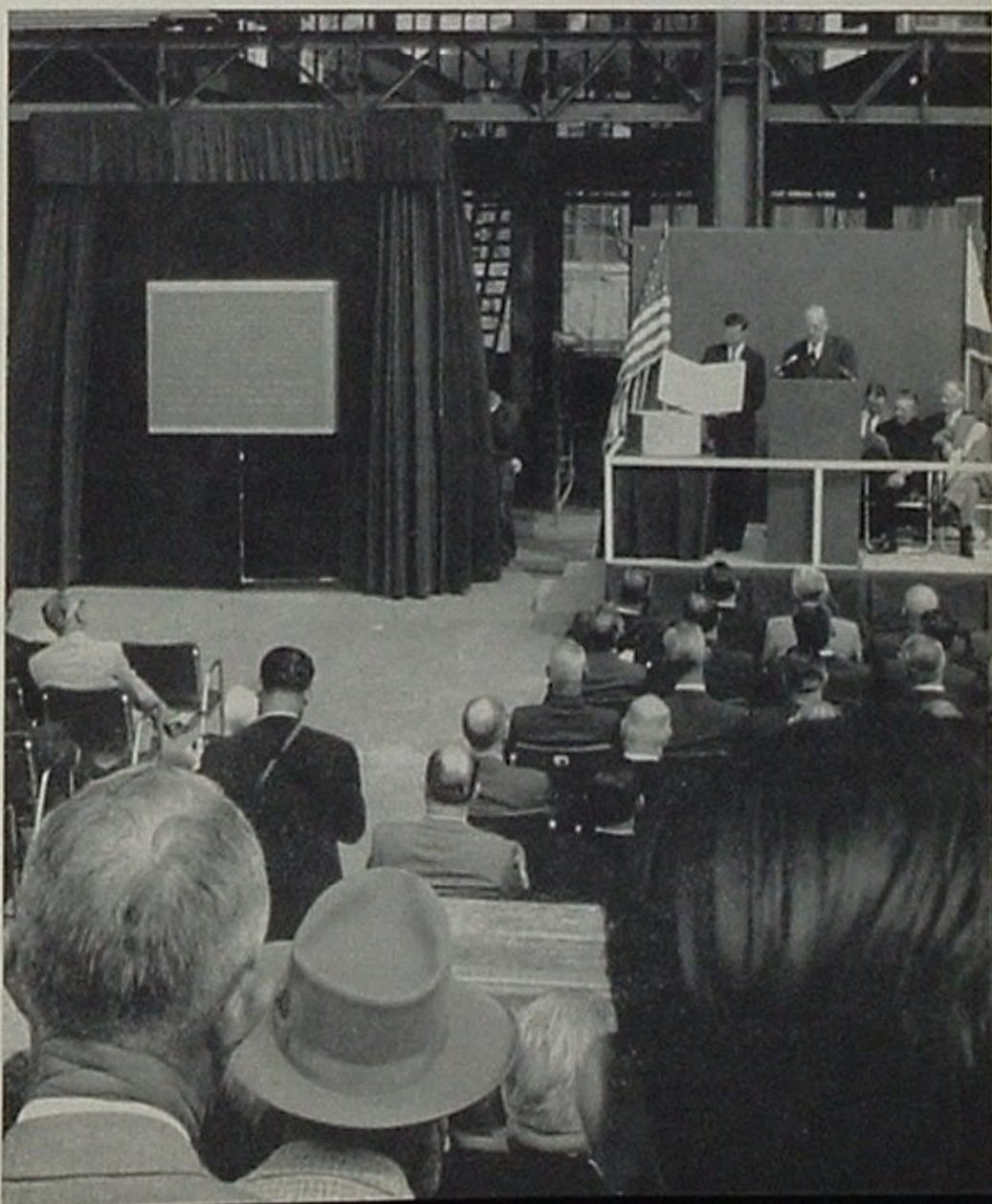
but the experiences of our own generation with collectivist economies in other lands show this to be true.

"An economic system is not just a means to an end. It is a way of life. It shapes thinking and political outlooks. The citizen is not merely a consumer, but is also a producer, a creator, a designer—a part of a useful, productive effort in activities which he chooses for himself.

"Despite our awareness that no other country in the world can offer the individual the degree of opportunity, of freedom, and the high standard of living we enjoy, it is disturbing that some people want to escape the responsibilities that accompany and make possible our American way of life.

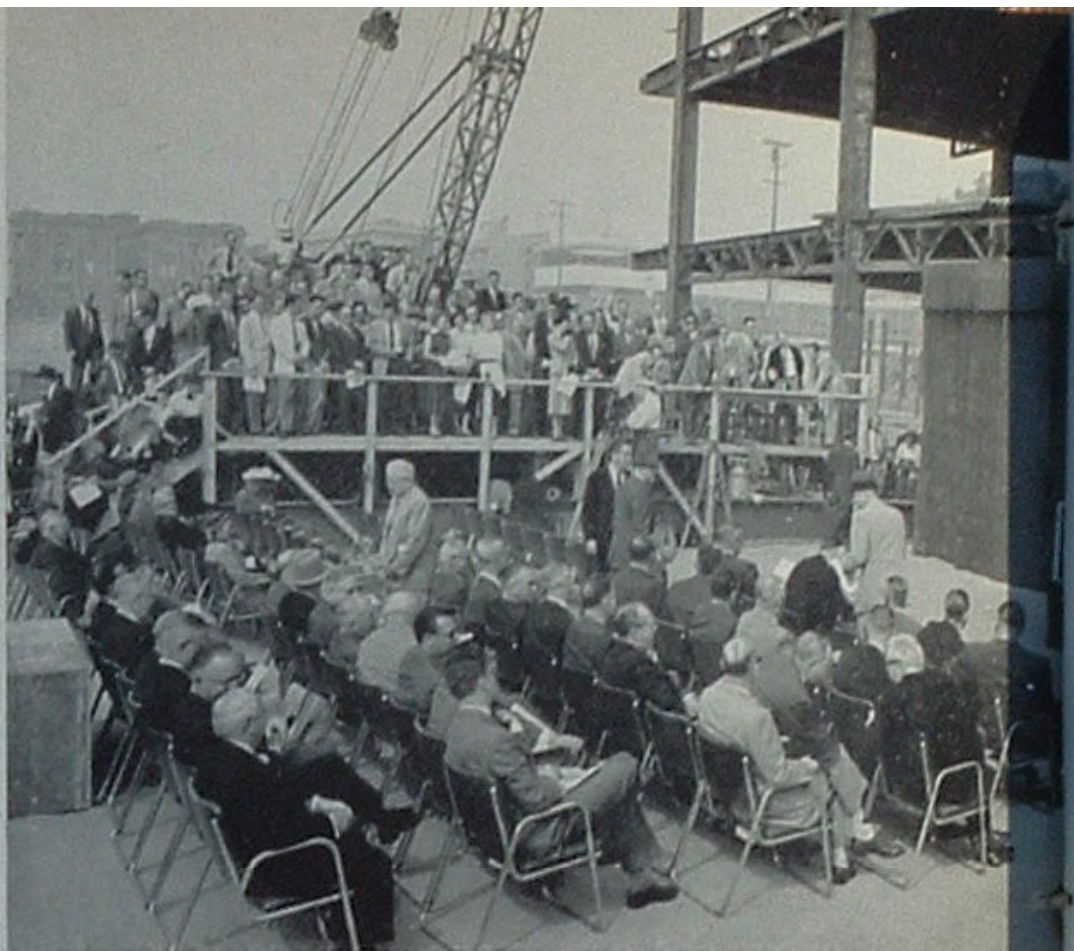
"That way of life has been based on the very compatible principles of democracy, Christianity, and free competitive enterprise. All of these not only place great

At cornerstone dedication ceremony, Jerry Luboviski and Speaker Reese H. Taylor display the book of employee signatures to be sealed behind Hoover plaque at left.





Well over a thousand persons, including employees, officers, directors and distinguished Southern California guests, were interested witnesses of the cornerstone dedication. With President A. C. Rubel, addressing the



crowd from the speakers' platform at right, were Reese H. Taylor, the Right Reverend Francis Eric Bloy, Bishop of the Diocese of Los Angeles, Mayor Norris Poulson, Lieutenant-Governor Harold J. Powers and W. L. Stewart, Jr.

responsibility on the individual, but call for positive actions by him. He must be willing to exercise judgment and assume the personal risks inherent in self-reliance, and, at the same time, respect the needs and rights of his fellow citizens.

"We know that some peoples have forfeited to the state their prerogatives of economic judgment and freedom. These people have abandoned to government the ownership and management of economic resources, acting on the erroneous belief that the state can look after every individual better than the individual can look after himself.

"Once granted economic control, the state then exercises that power over its most important economic resource—manpower—and decides where and at what task an individual must work. The state says how much he can be paid, and where he can live.

"Certainly, when the issue is thus clear-cut, there should be few of us who would prefer such a slave state to the United States. Yet we fail somehow to realize that we cannot give up a portion of our liberty and save our freedom; that we cannot shirk our responsibilities and hold on to our rights. We must not let the glib talkers inside and outside our country delude us with promises of an easy world where decisions are made for us—and slaves are made of us.

"We must have economic freedom if we will have personal freedom.

"And freedom, the dictionary says, is 'liberation from slavery, imprisonment or restraint'; it is 'boldness of conception or performance'; it is 'ease or facility'; it

is 'unrestricted use'; it is 'a privilege or a franchise'.

"Freedom is all these things, and one of its greatest safeguards lies in the first Amendment to our Constitution, which states that there shall be no laws 'abridging the freedom of speech or of the press.'

"For if man cannot speak his sincere convictions, or the press cannot report the truth without fear or favor, our economic and personal freedoms have little chance of survival.

"We believe the divine words: 'Ye shall know the truth and the truth shall make you free.' If economic or governmental pressures on the individual or on the press can hide the truth, we cannot be free.

"We want a continuation of a growing, prospering America where the individual is important, where life and the pursuit of happiness are one with liberty, and where freedom builds buildings such as this.

"We are proud that we of Union Oil have believed in and worked for these things.

"Because of our convictions, because of our beliefs and our efforts, we are deeply moved by what former President Herbert Hoover has written for us to be inscribed on the wall arising here.

"He has said: —————→



"THE AMERICAN WAY OF LIFE IS BASED ON REPRESENTATIVE GOVERNMENT AND PERSONAL LIBERTY. THE UNION OIL COMPANY OF CALIFORNIA IS A MAGNIFICENT DEMONSTRATION OF THIS SYSTEM. BUT THERE ARE MANY ENEMIES OF THIS SYSTEM AND MANY ENCROACHMENTS UPON IT IN OUR MIDST. NO ONE CAN SAY THAT WHEN THE DOCUMENTS OF THIS CORNERSTONE ARE OPENED, SOME TIME IN THE DISTANT FUTURE, THAT THIS SYSTEM WILL STILL PREVAIL. BUT IF IT DOES, IT WILL BE BECAUSE OF THE DETERMINATION OF MEN LIKE THOSE WHO HEAD THE UNION OIL COMPANY TO MAINTAIN OUR SYSTEM OF FREE ENTERPRISE AND THE AMERICAN WAY OF LIFE."

STATEMENT MADE UPON THE DEDICATION
OF THIS BUILDING IN 1956
BY THE HONORABLE HERBERT HOOVER,
PRESIDENT OF THE UNITED STATES 1928-1932.



**76 "PERMANENT" EMPLOYEES
FETE UNION OIL'S
66th BIRTHDAY**

In addition to taking part in the cornerstone dedication of Union Oil Center, 76 (by coincidence) employees were eligible to convene in Los Angeles for the full 66th birthday observance of their company. At left, many old friends are seen getting re-acquainted as day begins.



Following the dedication and an appetizing lunch, the celebrants embarked on a boat tour of the Los Angeles



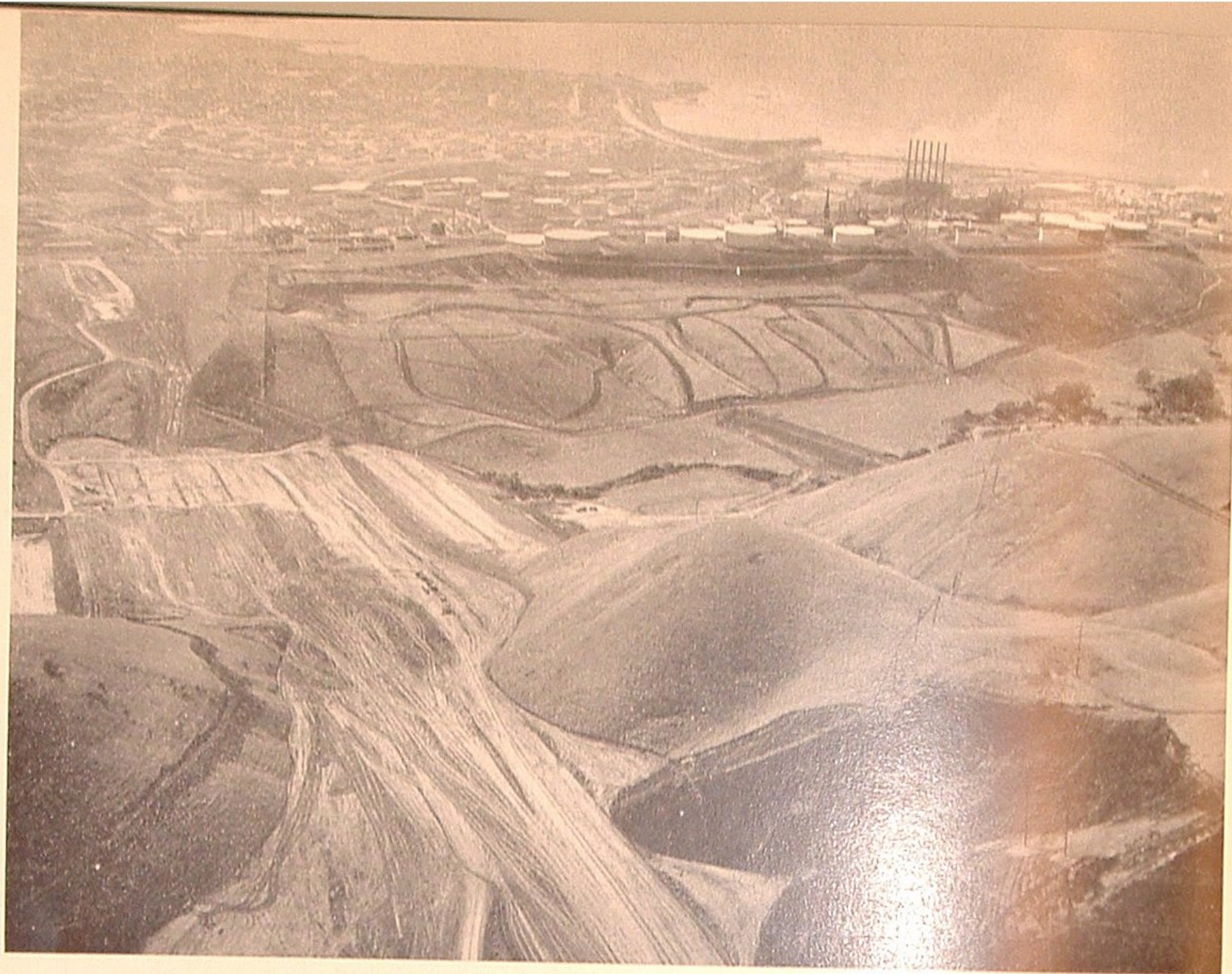
Harbor area. Returning without a single case of seasickness, they posed for the photographic record below.





A joyful birthday dinner at the Beverly-Hilton Hotel, as guests of President A. C. Rubel, climaxed the day. Sixty-six employees received gold watches for having completed 35 years of continuous Company service. Nine 40-year men were honored with jeweled service pins. Undoubtedly the most tireless guest was Milton L. Varner, whose more than 45 years of "permanent" employment topped the list. Portraying the warm and sincere good-fellowship of the occasion are, at right, Guest Henry E. Winter, Vice President Dudley Tower and President A. C. Rubel.





Men Move A Mountain

LARGEST EARTH-MOVING PROJECT SINCE PANAMA CANAL IS TAKING PLACE NEAR OLEUM REFINERY

TRANSPORTATION'S largest earth-moving project in the United States—second in size only to the Panama Canal—is taking place in close proximity to our Oleum Refinery. It involves cutting a tremendous notch through hills back of the refinery and building an elevated road bed across the intervening valleys. When finished, the project will be a spectacular part of Route 40 freeway connecting Carquinez Bridge at Crockett with the San Francisco-Oakland Bay Bridge. Motorists now tormented by the winding, congested old route through several East Bay cities will be able to negotiate the new 25-mile freeway in about 30 minutes.

Hills immediately behind our Oleum Refinery present the road builders with their greatest earth-moving task. Here 2.9 miles of highway calls for the excavation of 11,200,000 cubic yards of earth. An 8½-million-cubic-yard portion of this, called the "Big Cut," will literally

remove a mountain behind the town of Crockett. In its place will be a terraced notch, four city blocks wide at the top, 350 feet in maximum depth, and terminating at the bottom in a level, six-lane, divided highway. Through the notch, cars from the Bay Area will move on to a new high-level bridge now being built to parallel and supplement the older bridge crossing Carquinez Strait.

Of 10 bids received by California's Division of Highways for this 2.9-mile highway section, that of Ferry & Crow, joint-venture contractors of Glendale, California, was the lowest. They agreed to "move the mountain" and complete the section of freeway at a cost of \$7,098,690.20, or 25.6 cents per cubic yard of excavation. Since one cent per cubic yard on this job can amount to a total loss or saving of \$112,000, it is evident why such contractors have to figure things to fractions of a cent.



The mountain down which earth-movers are rolling at 30 miles an hour is being moved as part of transportation's largest excavation job since the Panama Canal.



A broad fill area below the cut is being worked into a solid road bed from which, after 1958, countless motorists will catch a panoramic glimpse of Oleum Refinery and wharf.

The aerial views below and on facing page show opposite ends of the 2.9-mile project. The Carquinez Bridge below is being matched by a parallel span to accommodate a great flow of freeway traffic to and from Bay Area communities.

Obviously, even trucks are outdated for this 25-cent-per-yard undertaking. Instead, the job calls for a fleet of nearly 50 tractors. Powerful D9 Cats on steel treads loosen a foot or two of surface earth at a time or serve as pushers to load the earth-movers. Rubber-tired DW20 or D8 Cats pull the self-loading earth-movers singly or two in tandem, accounting for 18 to 40 cubic yards of mountain per trip. Speeding into the valley fill areas at up to 30 miles an hour and dumping their loads without a halt, these mechanical behemoths work through two daylight shifts. Their feat of moving more than 30,000 cubic yards of earth per day is indicative of the performance required to handle the project within the scheduled time.

Other equipment in use here includes five "sheepsfoot" tampers and a 50-ton rubber compactor for tamping the earth into several valley fills. Four large water trucks

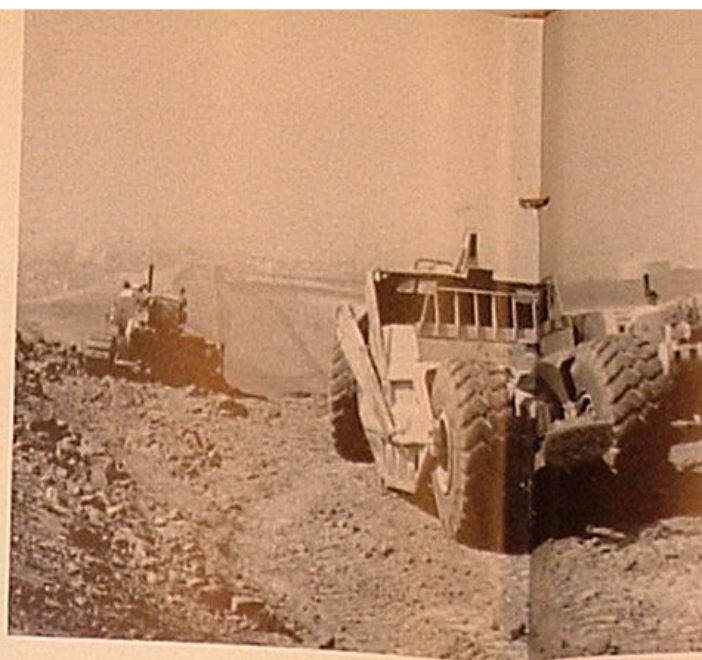




Keeping Ferry & Crow equipment supplied with petroleum energy is the responsibility of Union Oiler Charles Atwood, seen filling the fuel tank of a powerful D9.

Right, Pat Ferry, third generation member of these road-building contractors, talks petroleum and politics for a few minutes with Superintendent Dick Philbert and our Assistant Territory Manager (Wholesale) John Grunewald.

Below are, l-r, Contractors Jack Ferry and Jim Ferry, our District Sales Manager John Fisher, Contractor "Babe" Crow, and Resident Manager Darrow Russell—prime movers in California's largest and fastest earth-moving project.



ON TOUR

ON TOUR

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A far cry from yesteryear's team and scraper, or even truck are these 1956 versions of the pick and self-loading wheelbarrow. Fine highways could not exist without them.

aid further in packing the road bed and in minimizing the rise of dust. And "riding herd" on the efficient and highly organized operation are a dozen pickups and sedans.

Thus, men sitting at the controls of petroleum powered and lubricated machines are doing what fable once intimated would never be done—moving a mountain—and putting in its place a transportation device far more wonderful than the magic carpet.

Just as Ferry & Crow had to bid for their contract, so did Union Oil have to compete for the oil business involved, a volume of fuels and lubricants amounting to nearly 100,000 units a month. That we are serving the account's petroleum requirements 100% is a tribute to interdepartmental cooperation.

Our Marketing representatives in Los Angeles and



Yesterday's mule skimmers have been replaced by cat skimmers—skillful and hardy men with old-fashioned appetites for a midday lunch.

the Bay Area coordinated their efforts in aggressively soliciting the business. Oleum Refinery people were equally interested in seeing that only the finest in products were to be used in their backyard. They accorded the contractors not only neighborly courtesies but cooperated in making available a large supply of water necessary to the project. "It was the team work that produced results," stated D. A. Russell, then resident manager of Oleum Marketing Station.

Contracts call for the completion of this spectacular freeway by October, 1958. Certainly the contractors are aiming to be somewhat ahead of schedule, as their contract calls for \$8,000 per day penalty for being late. So, within two years Union Oil people will be riding to and from work through the Big Cut—mindful that a mountain once stood here and they helped to move it.

From left, California Division of Highways Engineers H. C. Tunks, C. P. Sweet and V. O. Smith discuss progress of the job near Crockett. Concrete structures, extreme right, will support the new bridge across Carquinez Strait.



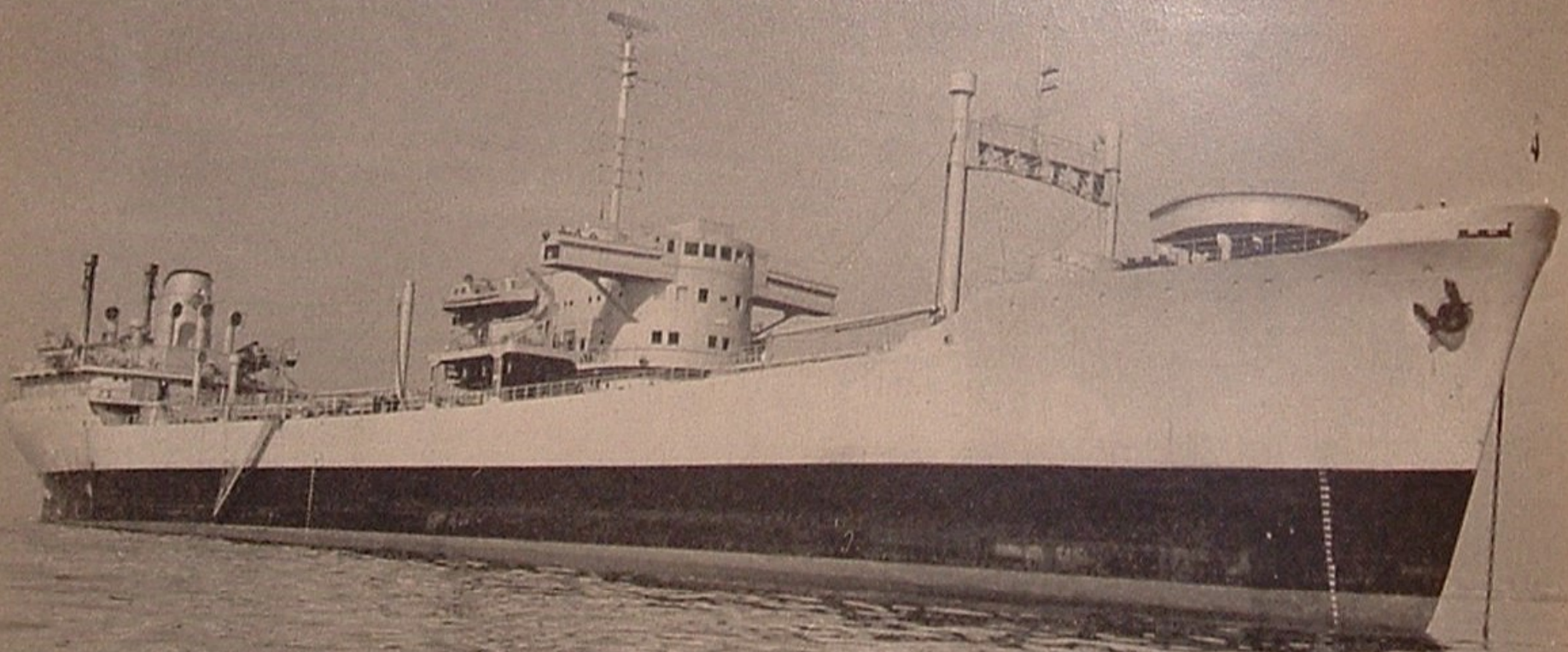
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TWO OF THE WORLD'S FINEST TANKSHIPS CALL AT LOS ANGELES REFINERY TERMINAL

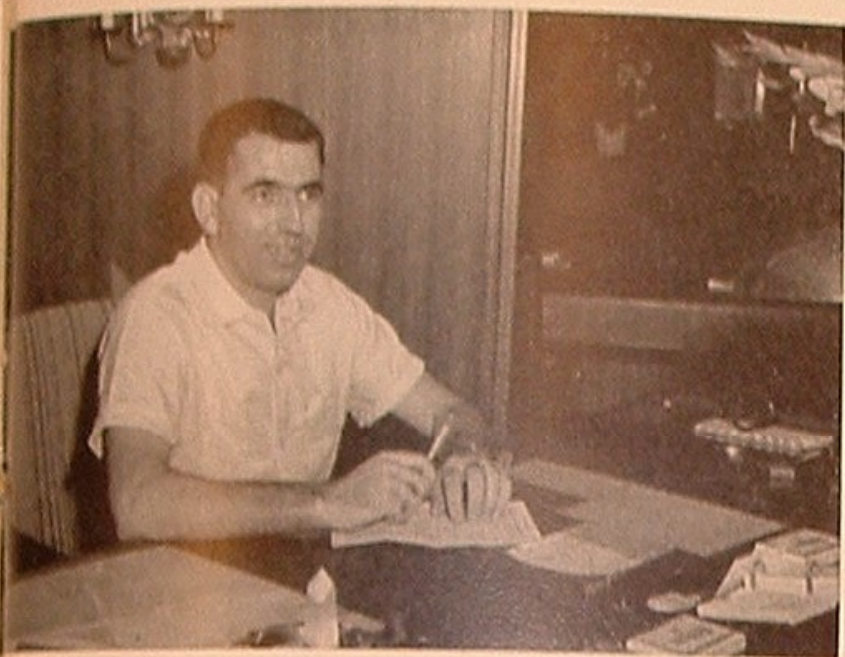


The Chilean Navy tankship SS JORGE MONTT, below, took a fill of fuel oil at our Los Angeles Refinery Terminal in September. Inspecting the fine ship's

bridge, above, are, l-r, Captain F. Weirs, Union Oilers Earl McCloud, L. F. Potter, A. M. Tilston, and Commander R. Koegel. The ship was built in France.



g u i s h e d V i s i t o r s



Captain C. Pinotsis, above, established a Los Angeles Harbor tonnage record when the SS TINA ONASSIS delivered 310,000 barrels of Kuwait crude to Union Oil's refinery.

THE export-import business of the United States took a pronounced upward bound during September with the arrival at our Los Angeles Refinery Terminal of two extraordinary tankships.

On September 13th, the SS TINA ONASSIS brought to our refinery 310,000 barrels of crude from Kuwait in the Persian Gulf. This was the first of a series of such crude shipments contracted for by Union Oil to meet the soaring petroleum demand on the Pacific Coast. Bringing the oil from more than half way around the earth was one of the largest tankships afloat and the largest ever to enter Los Angeles Harbor. In fact, 34,000 bar-

The 45,000-ton ship, built in Germany, is 775 feet long, has a 95-foot beam and, when loaded, requires a 38-foot depth of water. Part of her cargo had to be barged ashore.



rels of crude had to be transferred to barges in the outer harbor before the TINA ONASSIS could safely negotiate the inner harbor's 35-foot depth. The German-built ship sails under the Libyan flag and is manned by a Greek crew. She has luxurious accommodations amid-ship and is an impressive sight in any harbor.

On September 30th, the SS JORGE MONTT moored at our Los Angeles wharf to accept delivery of 98,000 barrels of Navy Special Fuel Oil. The important sale is credited to excellent sales work done by Union Oilers of Central and South America Territory. The JORGE MONTT was completed in France about one year ago as a service vessel for the Chilean Navy. Her appearance, machinery and accommodations stamp her as being one of the best naval tankships in the Pacific. Certainly her immaculate crew and courteous officers are a credit to America's friendly Republic of Chile.



With more than twice the cargo capacity of Union Oil's largest tankship, the TINA ONASSIS looms high, wide and handsome at the dock. However, even this ship will be dwarfed by three now being planned for Union Oil service.

Not only is the JORGE MONTT one of the newest and finest naval tankships afloat, but her equipment and accommodations are shipshape, her crew is immaculate, and her officers are most hospitable—good ambassadors all!



"ON TOUR" OPINION POLL NO. 4

Government Spending is Major National Concern of Union Oil People

"ON TOUR" OPINION POLL NO. 4

What in your opinion should be the major issue of the 1956 presidential election campaign?

National Defense	177
Monetary Inflation	203
Taxes	222
Government Spending	279
Farm Price Supports	64
Civil Rights	79
The President's Health	40
Hoover Recommendations	146
Foreign Policy	242
Communist Infiltration	89
Other	60

There you have the tabulation of 1,601 responses to a postcard poll announced in the September issue of ON TOUR. This indicates that Government Spending, Foreign Policy, Taxes, Monetary Inflation, National Defense, and the Hoover Recommendations, in that order, are national issues with which Union Oil people are chiefly concerned. Civil Rights, Farm Price Supports, the President's Health, and Communist Infiltration drew comparatively little attention as campaign issues.

Of "Other" issues written-in on the postcard ballots, approximately half stressed decentralization of the Federal Government; returning to the states, counties and cities greater governing responsibility within their boundaries; and minimizing all types of government in favor of a free-enterprise economy. Specific candidates were named on only 10 ballots as major issues. Other Union Oil people are primarily interested in better schools; elimination of the Social Security earnings ceiling for workers over 65; throwing the "rascal Republican administration" out; or keeping the "honest, hard-working Republican administration" in.

Significantly, not a single ballot mentioned the H-bomb tests, the Suez Canal problem, nor the draft.

Certainly the results of this poll and the three that preceded it offer some strong recommendations to all elected representatives, regardless of political affiliation and office.

It is our majority opinion:

1. That monetary aid from the United States to foreign nations has exceeded the bounds of righteousness and common sense and, for the good of our nation as well as the intended benefactors, should be severely reduced and more wisely administered.

2. That the United Nations organization, despite its shortcomings, is productive of some international understanding and justice. Therefore, the United States should continue as a member and strive to increase the organization's worth.

3. That the privilege of "lobbying" gives citizens a right to participate in legislative processes and should be safeguarded.

4. That what the people most desire from their representatives in government are:

A. The cessation of extravagant spending and giveaway programs and a decrease in the public debt.

B. A lowering and fair application of the enormous tax burden built up during times of war and only slightly adjusted during times of peace.

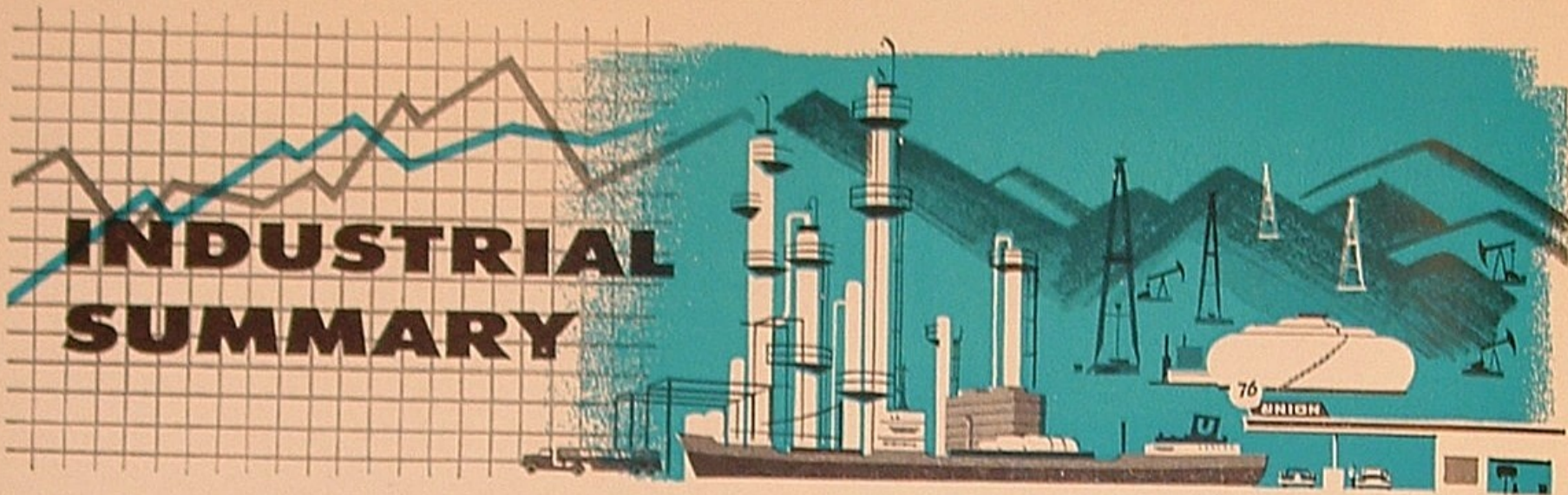
C. A complete and lasting halt of monetary inflation, which disrupts the economy and robs the people of their earned security.

D. The adoption of business-like practices in the operation of government departments and enterprises.

E. Less government control; more free enterprise.

F. A foreign policy that is both right and forthright.

G. National dedication to peace, backed by sufficient moral and military strength to defend the United States against any aggressor.



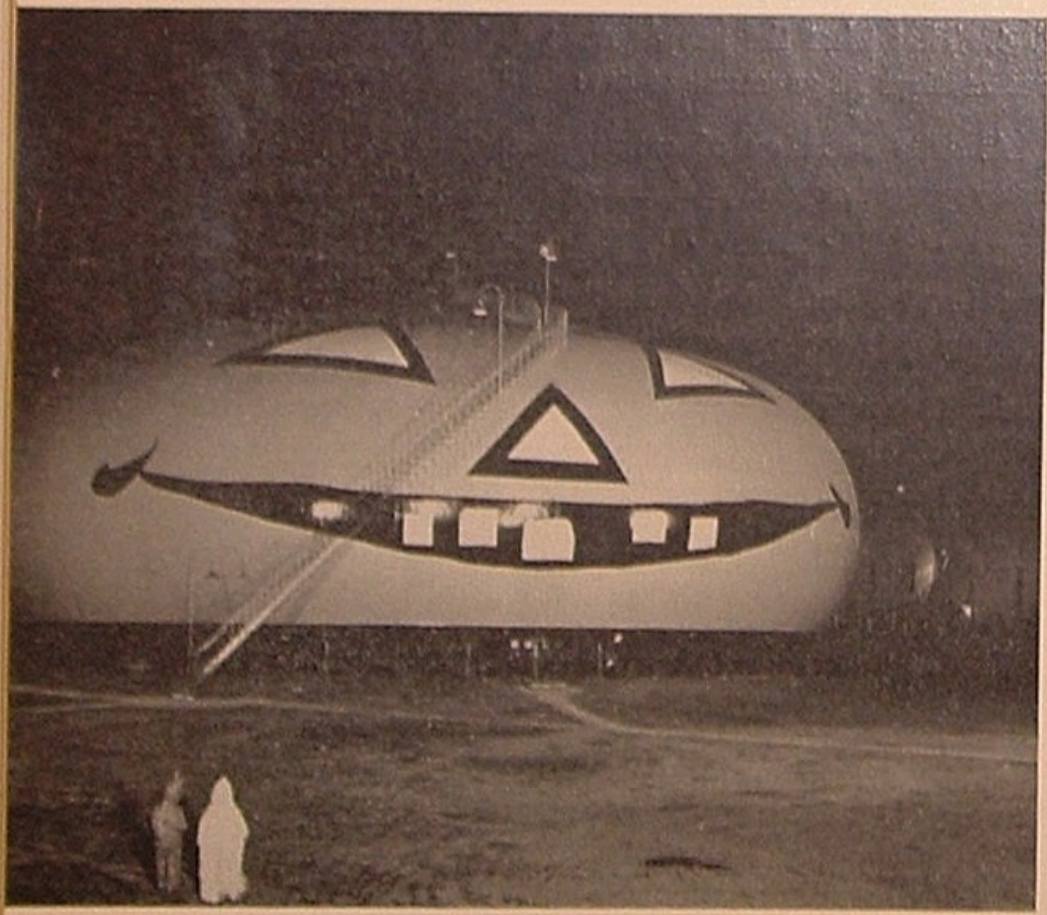
INDUSTRIAL SUMMARY

● **TRANSPORTATION & DISTRIBUTION** Construction has been completed at our Whittier, Alaska, Terminal of new 55,000-barrel tank for Diesel and a 6,500-barrel tank for kerosene. Other storage here is being reassigned to better facilitate throughput requirements. Our total terminal storage capacity at Whittier is now 170,000 barrels.

A booster pump station has been installed on our Raisin City pipeline gathering system. This additional pumping capacity was made necessary by increased crude oil production in the area served by the line.

from E. L. Hiatt

For the fourth consecutive year, Union Oil's world's-record Jack-O-Lantern was on display at Los Angeles Refinery during Halloween season. Publicized nationally, the spheroid continues to attract thousands of people.



● **INDUSTRIAL RELATIONS** The Company tradition of honoring employees who have attained 35, 40 and 45 years of service was maintained on October 17, the Company's 66th birthday. Seventy-six Union Oil people were invited to Los Angeles as guests of President A. C. Rubel. Their birthday celebration included participation in the cornerstone dedication of Union Oil Center. To date, 381 employees have attained 35 years of Company service; 66 of these have worked 40 years; and 10 have reached the 45-year mark. Of the total group, 187 are still actively employed.

from W. C. Stevenson

● **COMPTROLLER'S** All departments of the Company have been in the process of preparing recommendations of capital and expense budgets for 1937. Careful analysis of expenditures and operations is necessary to facilitate the Company's overall plan of operations and growth. These departmental recommendations are considered for approval by management in relation to estimates of next year's earnings based on forecasts of related production, manufacturing and marketing operations, and generally on cash availability. Throughout the year, the budgets, as approved, then serve executive and operating management as yardsticks against which actual expenditures are measured in detail each month.

The Comptroller's Department's budget functions are advisory and can be classified broadly into two phases: One is consolidation of all departmental budgets and preparation of Company-wide forecasts of earnings and cash availability for executive consideration and approval. The other function is to provide executive and operating management each month with a comparison of actual and budgeted expenditures.

from Max Lorimore

● **PURCHASING** Because of the increased cost of steel, many other industries have been forced to increase prices on manufactured items required in Union Oil Company operations. Chemical

manufacturers shipping their products in steel drums have increased prices to cover the additional cost of containers. A few examples of other price increases already announced involve typewriters, steel furniture, wire rope for rigging, floor safes and lighting fixtures for service stations, and electrical equipment.

The cost of new plants and equipment to replace worn out or obsolete facilities will also be increased in the near future. Thus, price increases in basic commodities such as steel trigger a chain reaction affecting our operating costs. The consumers of petroleum products and services therefore have to foot the bill, unless our own industry can offset the higher prices with increased efficiency or technological improvements.

from C. S. Perkins

• PRODUCTION Probably the most persistent problem the oil industry has had to deal with since its inception is accident prevention. Our operations understandably are much more hazardous than the average in industry. This is borne out by the fact that in 1955 industrial accidents in California oil operations were approximately 75 per 1,000 employees—more than twice the industry average.

The problem has been tackled in many ways. One motivation toward accident prevention is the economic loss suffered by both employer and employee when an accident occurs. It is true that companies insure against accident losses and the employee receives some protection under state laws and company benefit plans. But it is equally true that insurance usually falls far short of fully compensating either the employer or the employee for losses suffered. The only sure way to prevent loss is to prevent accidents.

We in field operations are well aware of the hazardous nature of our work. We also know that you can't insure against *down-time* of a drilling rig, a compressor plant, or a producing well, or other operating interruptions caused by accidents.

We place a lot of responsibility for accident prevention upon the foreman. We believe that the word *safety* is synonymous with *good, efficient operations* and that an accident generally is the result of a poor operation. At the same time we believe that no *safety plan* will work unless everyone—supervisors and employees—recognize a two-fold obligation in the practice of safety, namely, the prevention of economic loss to the company and to the employee and his family.

from Dudley Tower

• MANUFACTURING Recently Los Angeles Refinery processed cargoes of crude oils from Kuwait in the Middle East and also from Canada. These oils are classified as light refining crude

oils and are processed quite similarly to crude oils obtained from the Los Angeles Basin.

Los Angeles Refinery, having exceeded one million manhours without a disabling accident, is duplicating the Oleum Refinery's current ambition to exceed the two million manhour mark.

from J. W. Towler

• RESEARCH The 1956 AID charity campaign at the Research Center set new records with contributions exceeding the 1955 achievement by a very gratifying 30%. Solicitation was conducted under the auspices of the Employees Recreational Activities Committee.

The removal of pilot plant equipment and transfer of personnel from the Los Angeles Refinery is essentially complete. New facilities at the Research Center include a miniature tank farm. Various crudes and distillates can be stored for use as feedstock to the pilot plants. Products from these plants can be stored for use in other operations or for large scale product testing.

from Fred L. Hartley

Twelve buses in Minneapolis and St. Paul are bringing Royal Triton to motorists' attention. The rolling ads are sponsored by M & L Motor Supply Co. and Howard D. Hodel, our distributors. From left are Sylvan Mack of M & L, Union Oiler Karl Weigel and Howard D. Hodel.

from Paul H. Boyd



● **EXPLORATION** California offshore drilling operations have been progressing somewhat slowly under the Shell-Cunningham Act, but are showing signs of increased activity. Two parcels consisting of approximately 5,500 acres each, one near the Ventura County-Los Angeles County line and the other off the coast of Summerland, Santa Barbara County, will be offered for lease in the near future. Ten tracts, which were nominated by Union Oil Company jointly with our three partners in the Offshore Group, are currently being considered for classification by the State Lands Commission. It is possible that several of these tracts will be offered for bid by year's end.

from Sam Grinsfelder

A new Type 240 Company-operated service station was opened November 5 at 7th and Figueroa Streets in Los Angeles. The location aids both sales and advertising.



● **MARKETING** From Alaska to the equator, new Union Oil stations are attracting public attention: On October 14, Lessee Don Iverson opened our farthest north Type 140 station in Fairbanks. Containing such unusual features as a customer waiting room and a complete hot-water heating system, it is considered the finest service station unit ever built in the Territory of Alaska.

Master Service Stations, Inc., our Salem, Oregon distributors, are completely rebuilding their large station adjoining the Oregon State Capitol grounds, at an estimated cost of \$75,000.

● On November 5, a Company-operated new Type 240, double canopy station was formally opened in downtown Los Angeles. Located on a corner opposite the Statler Hotel, this station offers an extraordinary sales and advertising potential.

A new marketing area has been opened in Jamaica, our distributor being the Commodity Service Company (Jamaica), Ltd. of Kingston.

A completely new marine terminal is under construction in San Diego Harbor. With a wharf 700 feet long and 27 feet wide, it will receive barge shipments from the refinery as well as serve numerous types of fishing and commercial vessels. Union Oil is cooperating to bring San Diego a modern deep-water harbor.

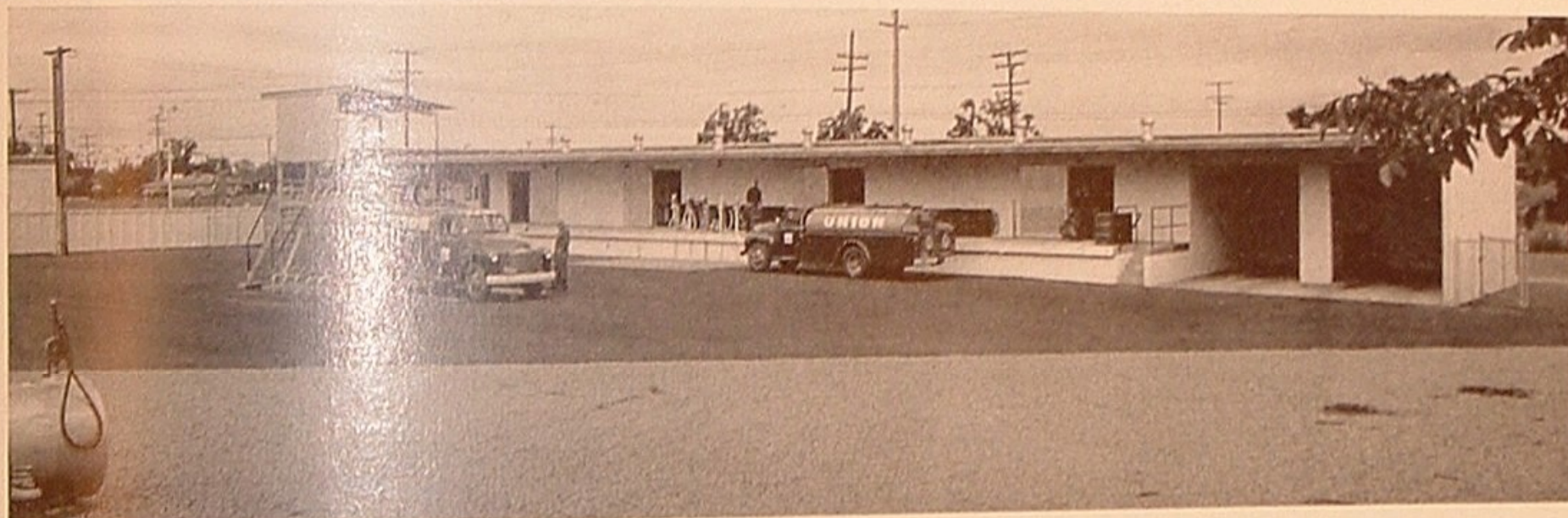
National and Refinery Sales has begun delivery of Triton RR Oil to the Southern Pacific Railroad in tank-car lots. The oil will be used in the dual-fuel type of diesel locomotives.

Through the Asphalt Institute, the Marketing Department has been spearheading a drive to reduce the number of asphalt grades, and to make specifications on remaining grades more uniform. At the same time, the quality of highway and airport construction is being improved. We have been producing and marketing 28 basic asphalt grades used in highway work. Six of these have been eliminated at most locations with the complete approval of highway builders involved. We are hopeful that another six can be eliminated in the near future. Sizeable production economies should be realized as a result of this work.

from Roy Linden

FIRST SUBMERGED PUMPS

Installed at Our New
Visalia Marketing Station

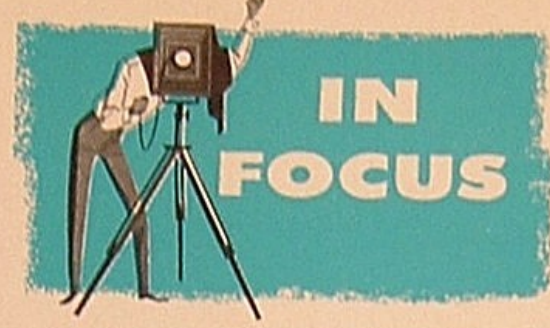


A BRAND new 76 marketing outlet recently opened in Visalia, California apparently lacks nothing in service, space-saving and convenience. It combines one of the excellent Type 140 service stations, developed by Union Oil, with a wholesale marketing unit. Like the new Bakersfield wholesale plant described several months ago, the Visalia unit has underground storage tanks for bulk commodities and a spacious building to accommodate the warehouse, loading platform and office. Going all other other modernization efforts one better, Visalia has gone underground even with the electric pumps used for loading tanktrucks. These, we believe, are the first submerged pumps ever installed for this type of operation. The innovation saves valuable yard space and contributes to the safer handling of bulk petroleum products.

Photos from top show a transport discharging Maltha Refinery gasoline into underground storage tanks at Visalia; the attractive service station operating nearby; and a back-yard view of the building enclosing office and warehouse space. Below from left are Retail Representative Robert Cooper, Resident Manager R. W. McKim, Richard Rosebaugh, James Lansdowne and Wade Hamilton.

ON TOUR





← **AUTOMOTIVE** employees of the Southern, Central and Northern Divisions have won National Safety Council awards for having avoided disabling injuries during the past two to seven years. From left are R. W. Thompson, A. C. Dockrell, J. W. Sinclair and G. A. Trimble examining the citations for their departments.

from John T. King



↑ **GEORGE WHARTON**, left, was made the Exalted Ruler of Elks in Woodland, California this year, succeeding C. M. Nelson, right. Believe it or not, Mr. Wharton also succeeded Mr. Nelson as our Woodland resident manager in 1945, later becoming consignee.

from Pat Clark

YOUR SAFETY RECORD

SEE THE LIGHT BEFORE THE FIRE STARTS

	MAN HOURS SINCE LAST L.T.I.	L.T.I.'S YEAR TO DATE	L.T.I. FREQUENCY YR. TO DATE
ENGINEERING	635,000	0	0
WAREHOUSE	467,000	0	0
THERMAL CRACKING	336,000	0	0
PERSONNEL	105,000	0	0
BULK OPERATIONS	293,000	1	3.4
PIPELINE & CRANING	145,000	1	4.1
MAINTENANCE	37,000	2	5.4

1,000,000

← **LOS ANGELES REFINERY** employees passed the one million manhour mark toward a new safety record on October 22; and their Bulk Transfer group alone have worked 500,000 manhours without a lost-time injury. Holding the big banner in top photo are, l-r, Messrs. Allinder, Link, Abernathy, Ohls, Beeson, McKee, Hunt, Clemens, Lightfoot, Jameson; lower left, (kneeling) Bledsoe, Hanscom, Leaper, Oakes, Gasper, Rader; (standing) Tarr, Eichman, Schindler, Ferraro, Haw, Hobbs, Jameson, Bowerman, Snyder, Scrivern and Landry.

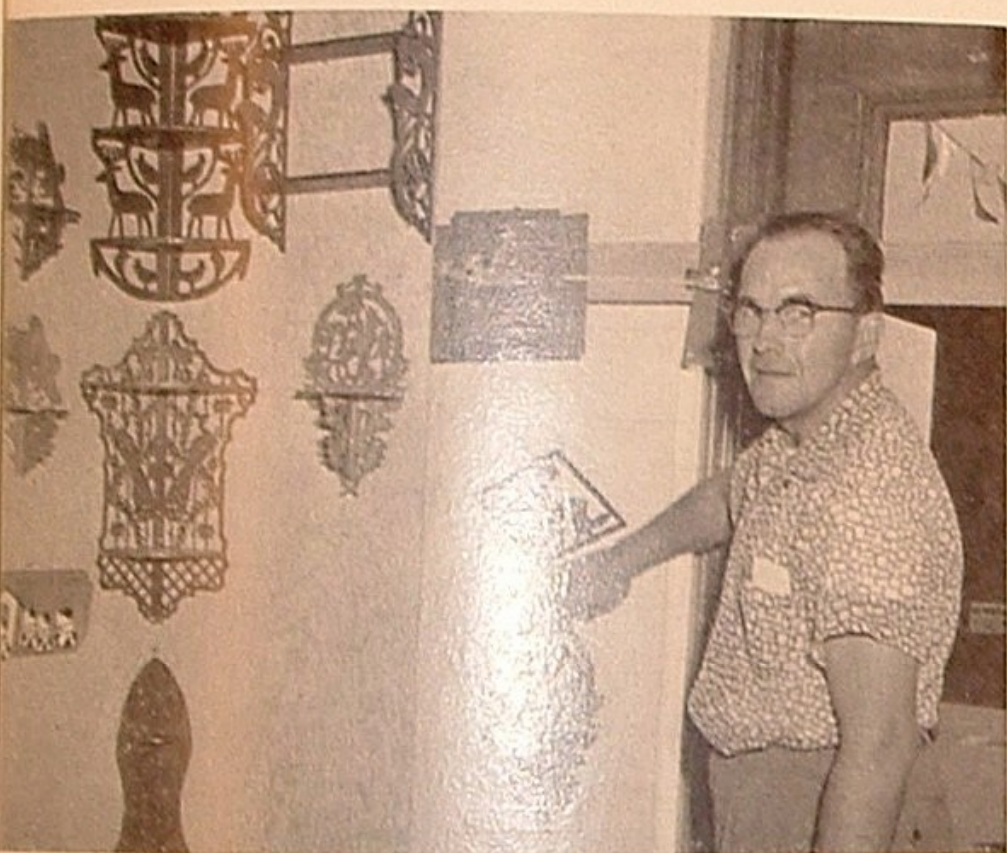
from H. F. Zirnite

→ **FALL FASHIONS** were displayed in Seattle by I. Magnin & Company and this group of charming Union Oil models: from left (foreground), Barbara Paulson, Jan Brower and Jan McLemore; (top row) Jean Johnson, Carol McIntyre, Marilyn Swensen, Ruth Carpenter, Charlotte Freeman, Elinor Bailey and Jill Weinhart. Miss Brower won top honors and a chance to compete in other shows.

from Oliver Leedy



▲ **"THE QUEEN AND I"** Anne Avery, a receptionist at Home Office, has had "the thrill of a lifetime." As guest of the Clan MacLeod, she vacationed in Scotland. While attending clan festivities at famed Dunvegan Castle, she not only met Great Britain's royal family but, as the picture proves, exchanged greetings with the Queen. Anne (center of photo) and her friend Jacque MacLeod (to Anne's right) found the lovely Queen (back to camera) keenly interested in their travels. Photo reproduced through courtesy of Life.



▲ **A HOBBY SHOW** held in the cafeteria of Los Angeles Refinery on October 6 attracted many talented exhibitors and an estimated 700 guests. Among the surprising spare-time employee skills brought to light

were, at left, the woodworking craftsmanship of E. Howard and, at right, the painting artistry of Mrs. O. Whitson. The admirer of the art exhibit was not identified.

from H. F. Zirnite

▲ **FAMILY DAY** at Oleum Refinery on October 6 brought over 4,500 employees and their guests to the most successful event of its kind ever held here. The tours, exhibits and demonstrations were a credit to the planning committee. At left, Harvey Lee of the Exploration Department seems to have captured the interest of some future presidential material.

from Clyde Morton



On Tour



Volume 18, Number 10
November - December 1956

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TO ALL EMPLOYEES

"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

Retirements



VIVIAN E. WASHBON
Southern Division Field
Employed 5/11/15—Retired 11/1/56

BERTIE T. DINNES
Coast Division Field
Employed 8/27/17—Retired 11/1/56

CLINTON R. GIBSON
Southern Division Field
Employed 1/11/21—Retired 11/1/56

THOMAS J. EVANS
Southern Division Field
Employed 3/10/21—Retired 11/1/56

NELLIE RICE
Comptroller's
Employed 10/12/21—Retired 11/1/56

LILLIAN T. JOHNSTON
Southwest Territory
Employed 11/25/21—Retired 11/1/56

WILLIAM D. ARNOLD
Southern Division Pipeline
Employed 8/12/25—Retired 11/1/56

ARTHUR P. BARBER
Southern Division Field
Employed 2/7/27—Retired 11/1/56

FRANK MADEROS
Oleum Refinery
Employed 6/16/27—Retired 11/1/56

JOHN A. BOUVIER
Southern Division Field
Employed 7/2/28—Retired 11/1/56

WALTER E. KELLER
Los Angeles Refinery
Employed 4/19/31—Retired 11/1/56

LOUIS H. SERUNTINE
Southwest Territory
Employed 10/6/42—Retired 11/1/56

HOWARD DANIELEY
Southern Division Field
Employed 4/9/19—Retired 12/1/56

CLIFFORD R. AUSTIN
Ventura Division Field
Employed 10/15/19—Retired 12/1/56

ELMER B. PALMER
Manufacturing Department
Employed 12/31/20—Retired 12/1/56

ALFRED C. CROOKS
Northwest Territory
Employed 5/8/23—Retired 12/1/56

LAURENCE E. TONER
Northwest Territory
Employed 8/14/24—Retired 12/1/56

JOHN ARNOLD
Coast Division Field
Employed 6/6/26—Retired 12/1/56

FRANCIS G. GENTGEN
Oleum Refinery
Employed 5/13/44—Retired 12/1/56

RAY MOOTHART
Northern Division Pipeline
Employed 3/24/45—Retired 12/1/56

In Memoriam

Employees:

DONALD W. OVERTON
Research Department, Brea
Reported missing in action in Korean War; now officially listed as killed in action by military authorities.

On September 27, 1956
CLAIBORNE P. JOHNSON
Central Territory

On September 29, 1956
WILLIAM H. ROBERTS
Southwest Territory

On October 4, 1956
MANSFIELD B. LOWERY
Oleum Refinery

On October 18, 1956
WILLIAM E. FONNTAINE
Oleum Refinery

Retiree:

On September 23, 1956
HARTLEY BILLINGTON
Coast Division Field

On October 16, 1956
CHARLES B. TURNER
Southern Production

On October 23, 1956
CHARLES L. SIMMONS
Southern Division Field

On October 26, 1956
WILLIAM E. FEARON
Southern Division Field

ON TOUR



SERVICE BIRTHDAY AWARDS

NOVEMBER 1956

TAX

MacKenzie, Arthur, Home Office40

EXPLORATION & PROTECTION

Alford, George R., Dominguez35
Allen, Eldon I., Whittier35
Hall, Harry D., Dominguez35
Openshaw, Ralph A., Ventura35
Paulsen, Clarence W., Bakersfield35
Stephens, Willie B., Bakersfield35
Hollister, Frank V., Home Office30
Omohundro, McKinley, Whittier25
Richardson, Leighton L., Bakersfield25
Robinson, Harry J., Whittier25
Breux, Nelson C., Louisiana10
Eaves, Roy L., Orcutt10
Greeson, Donald R., Orcutt10
McMahon, Richard V., Louisiana10
Swenson, Vernon C., Montana10
Thomasson, Halstead H., Canada10

MARKETING

Johnston, Lillian T., Los Angeles35
Novotny, Ernest, San Diego35
Gallie, John J., Rosecrans25
Kimmell, Arthur D., San Francisco25
Potter, Lorin F., Long Beach25
Wachtel, Martin H., Santa Barbara25
Pierce, Harold A., Rosecrans20
Walker, Donald O., San Francisco20
Prenevost, Mary K., Los Angeles15
Newton, John T., Los Angeles10
Richard, Ellis E., San Francisco10
Whitney, Fred Otto, Bend10

MANUFACTURING

Brust, Clyde, Wilmington30
Lott, Byron A., Wilmington30
Parr, Hugh O., Wilmington30
Scrivner, Harry, Wilmington30

ON TOUR

Chandler, Harry B., Wilmington20
Boyce, Hubert B., Oleum15
Braughton, Wilborn F., Wilmington15
Whitmore, Lawrence F., Wilmington15
Monroe, Shirley A., Montana10

AUTOMOTIVE

Windsor, Elliott F., Emeryville30
Bohn, Keith J., Santa Fe Springs10

COMPTROLLERS

McGookin, William, Home Office30
Blamey, Philip, Home Office15

PURCHASES

Parker, Alexander P., Orcutt20

PUBLIC RELATIONS AND ADVERTISING

Finnell, C. Haines, Home Office10

DECEMBER 1956

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Froome, Clarence W., Ventura35
Blaikie, William G., Whittier20
Nicholson, Frank A., Orcutt20
Clevenger, Stanley B., Orcutt15
Eacock, Hedley R., Montana10
Eaves, Audell L., Ventura10
Stuckey, Charles W., Jr., Texas10

RESEARCH

Lester, William H., Brea35
Reynolds, Maynard S., Brea35

MARKETING

Fahy, Thomas J., San Francisco35
Free, Theodore R., Portland30
McCloud, Earl R., Long Beach30
McLaughlin, Eugene G., Phoenix30
Dittrich, Edward, Klamath Falls25
Isheim, Herman H., Fresno25
Leithoff, Carl F., Portland25
Olsen, Peter M., Portland25
Wells, Dale E., Riverside25
Hill, Leonard M., Sacramento15
Luce, Laurette V., San Francisco15
Perry, Walter G., Honolulu15
Tanouye, Masatoki, Honolulu15
Aguilar, Ruben C., Central America10
Ieaza, Olmedo, Central America10
Meyer, Herbert W., Honolulu10
Petersen, Robert L., Los Angeles10
Rost, Robert J., Los Angeles10
Williams, Newell F., Central America10

COMPTROLLER

Hymer, Jean F., Home Office30
Schoepe, Paul R., Home Office25
Ragland, Thomas M., Home Office20

MANUFACTURING

Dunkelberger, Jerry H., Oleum30
Stewart, Guy G., Oleum25
Swanson, Lloyd H., Wilmington10

PIPELINE

Haslett, Edward L., Santa Fe Springs30

DISTRIBUTION & TRAFFIC

Young, James R., Home Office25

SECRETARIAL

Umstead, Esther P., Home Office20

MARINE

Meyer, Kurt O., Wilmington15



It is always a pleasure to wish the men and women of Union Oil and their families a MERRY CHRISTMAS and a HAPPY NEW YEAR.

To each of us the Holiday Season is something special. It is a season of deep religious significance. It is the end of a year and time for review. It is the beginning of a new era and time for planning.

And it is also the time of PEACE ON EARTH GOODWILL TO MEN.

May 1957 be the year you desire it to be.

Peace H. Taylor

