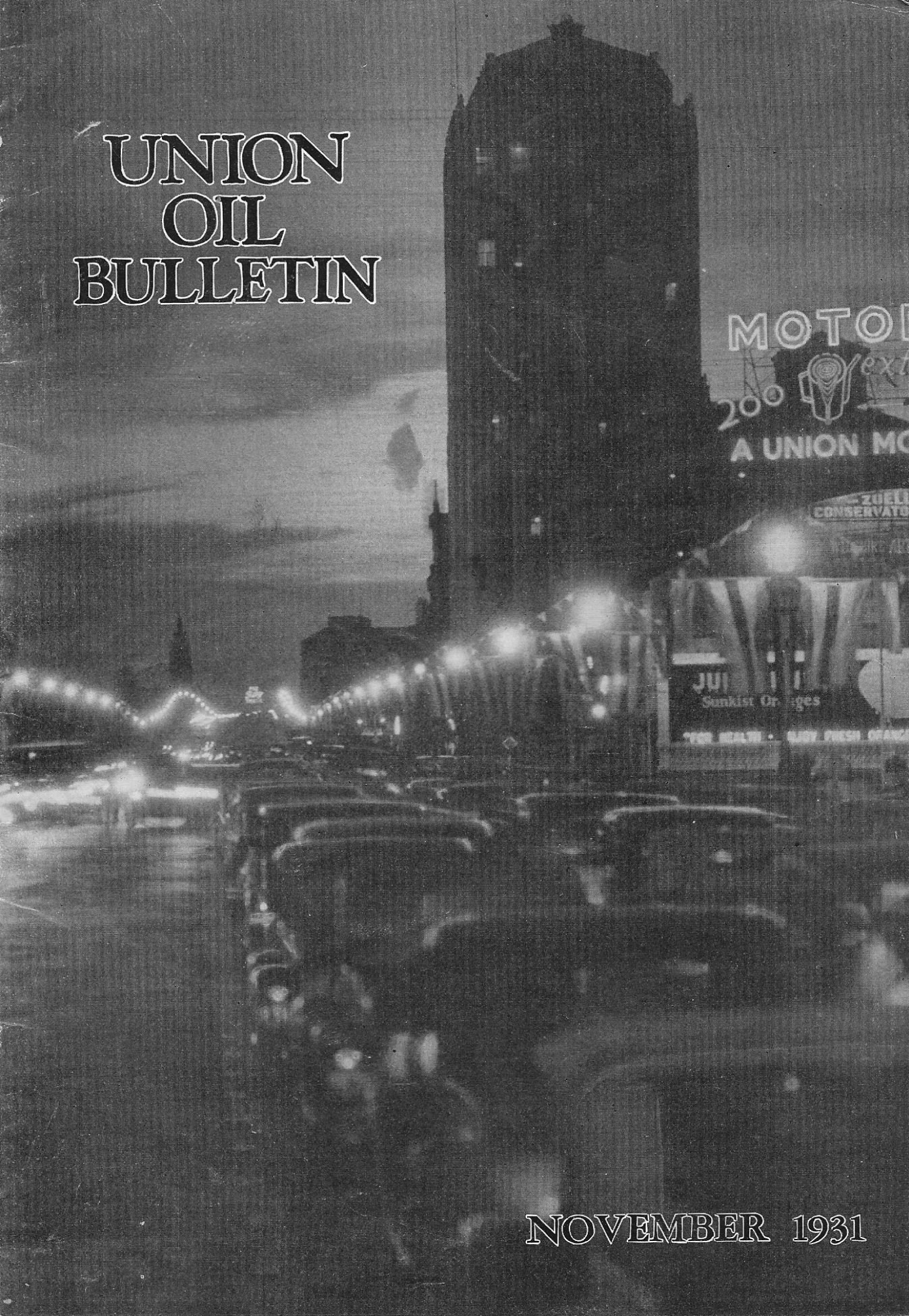


UNION OIL BULLETIN



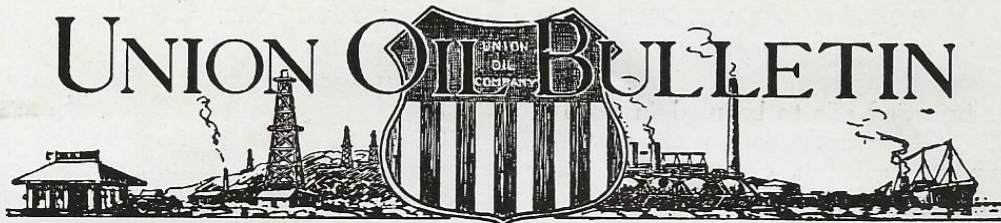
NOVEMBER 1931



When the Traffic Tide Turns Homeward

This photograph of Wilshire boulevard, Los Angeles, was taken by Dick Whittington as the translucent light of sunset was bringing the buildings into silhouette. Bullock's Wilshire building is shown in the left foreground. The scene at Wilshire and Western, one of America's busiest traffic intersections, reproduced on the front cover of this month's *BULLETIN*, and the one on the back cover, which shows the asphaltic concrete with which virtually all of Wilshire boulevard is paved, were also taken by Whittington.

UNION OIL BULLETIN



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VOLUME XII

NOVEMBER

BULLETIN No. 11

Company Acquires New Kettleman Interests

THROUGH negotiations completed November 1, the Union Oil Company has acquired an undivided one-half interest in the Belmont Investment Company's leasehold covering 640 acres in the north dome of Kettleman Hills, regarded as potentially one of the greatest oil-producing areas in the United States. Of the 640 acres, 340 is now within the blue line of participating acreage of the Kettleman North Dome Association, which is regulating drilling and production in the north dome area on a unit basis.

The amount of the leasehold's participating acreage (which, of course, determines the percentage of the production to which it is entitled) may be increased by future developments in the field. The 340 acres included in the proven area at this time permits the lessees to receive 3.148 per cent of the production controlled by the Kettleman North Dome Association, which is now 25,500 barrels per day. This latter figure is based on a total allowable production of 60,000 barrels for all of Kettleman Hills

under the statewide curtailment agreement.

The proven area of the Kettleman Hills north dome is approximately 12,000 acres. The field is 15 miles long and about two miles wide. Its actual limits, however, have yet to be determined. The largest wells brought in so far have been located in the northwestern part of the field. The land involved in the Belmont Investment Company transaction is located in this region and embraces the east half and the east half of the west half of section 24, township 21 south, range 16 east, and the southwest quarter of section 32, township 21 south, range 17 east, all in the north dome area.

Four hundred and eighty acres of the land in section 24 are regarded as being favorably located on the northwest plunge of the dome, while 160 acres are one mile south of Union's Amerada property on which Union's King No. 1 was recently brought in as one of the field's largest producers. Its initial flow, only partly opened up, was 20,000 barrels a day.

Company Awarded Five-Year Nicaraguan Contract

A contract to supply all of the refined and lubricating oils to be used in the Republic of Nicaragua within the next five years was awarded the Union Oil Company on October 2. The first deliveries will be made about the first of January, next. Preparations are now being made to erect storage facilities at Corinto, a harbor on the northwest coast of Nicaragua. The requirements of gasoline, kerosene and lubricating

oils for the coming year are expected to total approximately 3,000,000 gallons.

The Nicaraguan government recently created a monopoly controlling the sale of all petroleum products within the Republic. The company was represented in Nicaragua during the time negotiations were in progress by W. L. Standard, manager of general sales, who returned to Los Angeles the latter part of October.

Columbia River Hydro-Electric Project

IN order to cope with increasing demand for power and light in the Pacific Northwest, the Puget Sound Power and Light Company have accomplished the first unit of a \$19,000,000.00 hydro-electric project on the Columbia River. This project is the first major development on the Columbia River on its course to the sea.

The dam site proper is located some 13 miles east of the City of Wenatchee in Wenatchee Valley, famous for its apple orchards.

Stone & Webster, engineering corporation, is the principal contractor and has constructed for the workers a model city, known as "Rock Island." The project marks a new era in hydro-electric development



A view of the upper cofferdam at Rock Island where the Stone & Webster Corporation is building a \$19,000,000.00 dam across the Columbia River. On the right is shown the northern end of Rock Island and in the foreground the nearly dry bed of the Columbia River between the two cofferdams. Water is being pumped out as rapidly as possible so that work on the actual construction of the dam may begin.



The completed portion of the dam across the East Channel of the Columbia River appears in the distance in this photograph. In the foreground and to the right can be seen the lower cofferdam holding back the waters of the river from the stream bed of the West Channel.

and a new principle in the harnessing of the great waters of the Columbia River. It was begun on January 8, 1930, and is to be completed three years from date. The first four units have already been installed and wheels generating power started turning November 1, 1931.

The first cofferdam was begun on January 28, and completed on April 9. Approximately 2500 men are employed, except during high water when it is necessary to partially suspend operations. The physical characteristics of the dam, although not as stupendous as other projects now in the course of development, are unusual, in that the river bed offers engineering difficulties not generally encountered.

The dam is three-quarters of a mile in length. Its maximum height to the top of the gates is 85 feet, with the maximum height of the concrete dam from the foundation to the walk-way being 100 feet. The operating head at which the power wheels will function is 48 feet.

Some idea of the size of the project can be gained from the materials required in its construction. One hundred carloads of material are received daily. Two hun-

dred thousand cubic yards of concrete will be used in the dam proper, and ten million pounds of reinforcing steel in placing one hundred seventy-five thousand cubic yards of concrete for the east section of the dam.

At present, construction in the eastern channel of the river has been completed, and work will now proceed on the west channel, which will in turn completely impound the waters of the mighty Columbia.

The Columbia River has for centuries been tearing away at the volcanic formations that make up its bed. As a result an island has been formed, which is known as Rock Island. It is therefore necessary to construct a coffer-dam in the channels on both sides of the island to divert the flow and seal out the waters of the river, in order to make it possible to smooth out the river bed for the footings of the dam. Tons of dynamite are used to blast away the irregular and porous surfaces of the river bed itself. Pneumatic drills are sinking thousands of holes in the rocky formations which will in turn be filled with concrete so as to prevent erosion.

The power house is situated as an in-

tegral part of the dam itself. Huge diversion gates control the flow into the wheels and regulate the head both in high and low water. Twelve units are contemplated in the ultimate development of the project. At the present time four units have been completed.

The development will be capable of generating 245,000 horse-power, which would provide power and light for a city of 300,000 population. The water wheels themselves each produce 21,000 horse-power, and the generators develop 16,667 KVA with the speed of the wheels and the generators alike at 95 revolutions per minute.

Prior to the introduction of irrigation, the country surrounding this project was totally arid. At the present time, irrigation by the waters of the Columbia have made possible the thriving city of Wenatchee, and have transferred the barren areas to a fertile expanse of agricultural land. The Puget Sound Power and Light, realizing that the development of this region is only just beginning, is constructing this massive project in order to be able to cope with the demands when the occasion arises.

The Romano Engineering Corporation of Seattle, a sub-contractor under Stone & Webster, is responsible for the dispatch-



Union Oil Company tank truck making delivery of gasoline to the storage tank of the L. Romano Engineering Corporation.

ing of material and also the major excavations, and consequently is operating large fleets of trucks, excavators and gasoline power shovels. Union gasoline and lubricants are being used 100 per cent.

Locomotives fueled with Union Diesel run back and forth from the mainland to the island, hauling lumber for forms, concrete and steel.

Spokane Plant Model of Neatness



Above is a view of the Union Oil Company's Spokane district plant, taken "as is" on a busy day, which shows the exceptionally orderly state in which the yards and shipping platforms are kept at all times.

Movie Flying -- A Business

The Regularity with Which Aerial Dramas are Being Made at Metropolitan Airport, San Fernando Valley, Has Transformed Movie Flying from a Transient Undertaking to a Year 'Round Enterprise.

MOVIE flying has become a business; a year 'round enterprise for the men who supply planes, the men who fly them and the mechanics who maintain them. Such is the regularity with which aerial dramas are now being made.

When Howard Hughes took his fighting squadrons into the clouds in 1927 to film "Hell's Angels," he figuratively took the Hollywood motion picture producers into the air with him. Since the presentation of that epic of the air, to which he devoted two years in the making, there has been an uninterrupted series of aerial picture releases. Hughes has himself set up an organization to make at least two sky dramas a year. The most recent of his productions are "Cock of the Air" and "The Age for Love." The final scenes for his latest film, "Sky Devils," were taken at Metropolitan airport during the closing week of October. As these were being shot a construction crew from R.K.O. studios was at work nearby erecting sets to be used in filming "The Lost Squadron," scheduled to be one of the biggest air pictures yet made.

As a result of the intensive aerial picture making, Metropolitan airport, located in the center of a wide expanse of truck gardens and groves in San Fernando valley, twenty miles from the business center of Los Angeles, has become the movie airport of America. It has been used as the base of operations for virtually every one of the aerial pictures filmed to date by Hughes, R. K. O., First National, Fox and Paramount.

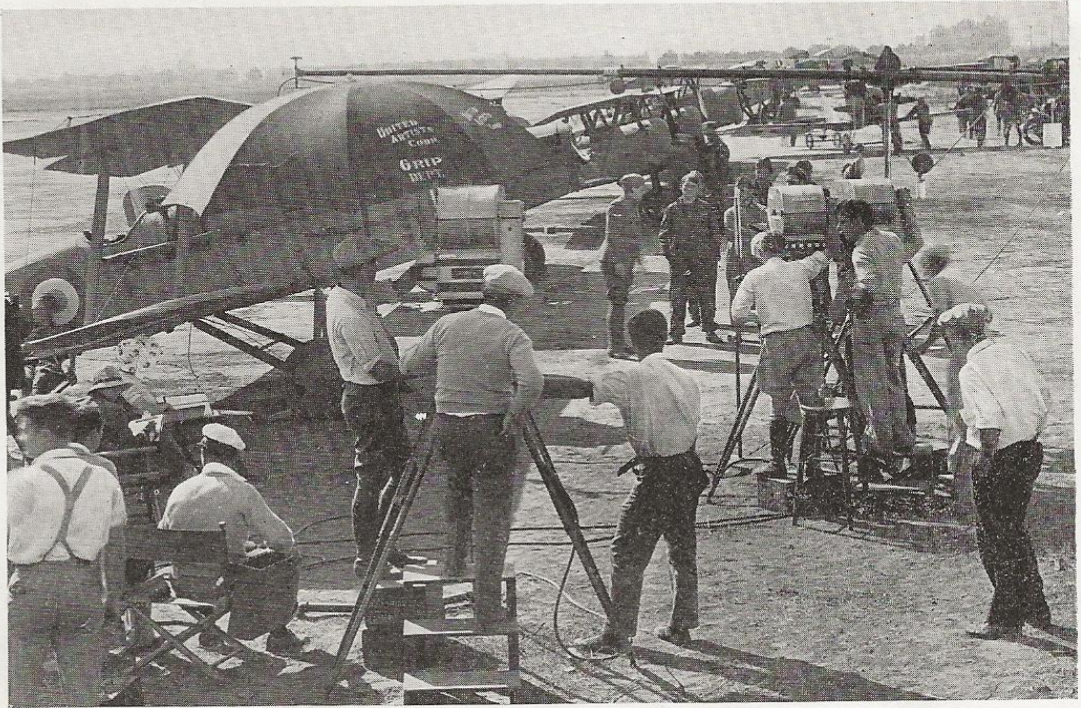
The airport's isolation from heavy commercial traffic, and its size, which permits the building of a wide variety of sets and the use of the field by two or more companies at the same time, has made it ideal for motion picture work.

Because of the large number of war pictures being made, Nieuports, Tommies, Spads, Fokkers—"crates" that are reminders of the Western Front (some the real article and others ingeniously made over to resemble them)—are familiar sights on its runways. They lend a color to be found no place else.

As a nucleus for its aerial operations



Servicing camera ship and Fokkers, used in a war picture, at Union's combination automobile and airplane service station at Metropolitan airport.



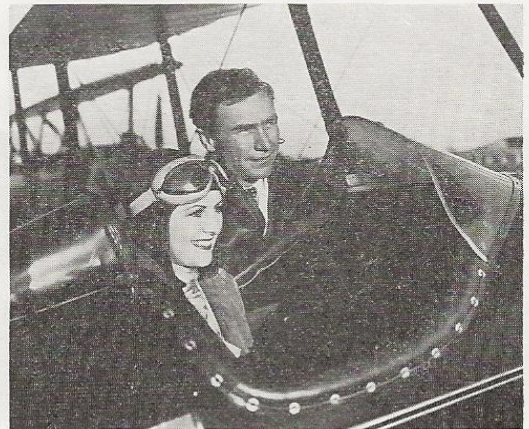
Shooting scene in "Sky Devils" at Metropolitan airport.

the Caddo Company, a Howard Hughes production unit, maintains fourteen planes at the airport and rents such additional equipment as is required for each picture. These planes are under the care of J. B. Alexander, Fairchild airplane distributor for the West Coast, located at Metropolitan airport and also aviation supervisor of all of Howard Hughes' pictures. Alexander, by the way, is a 100 per cent user of Union products.

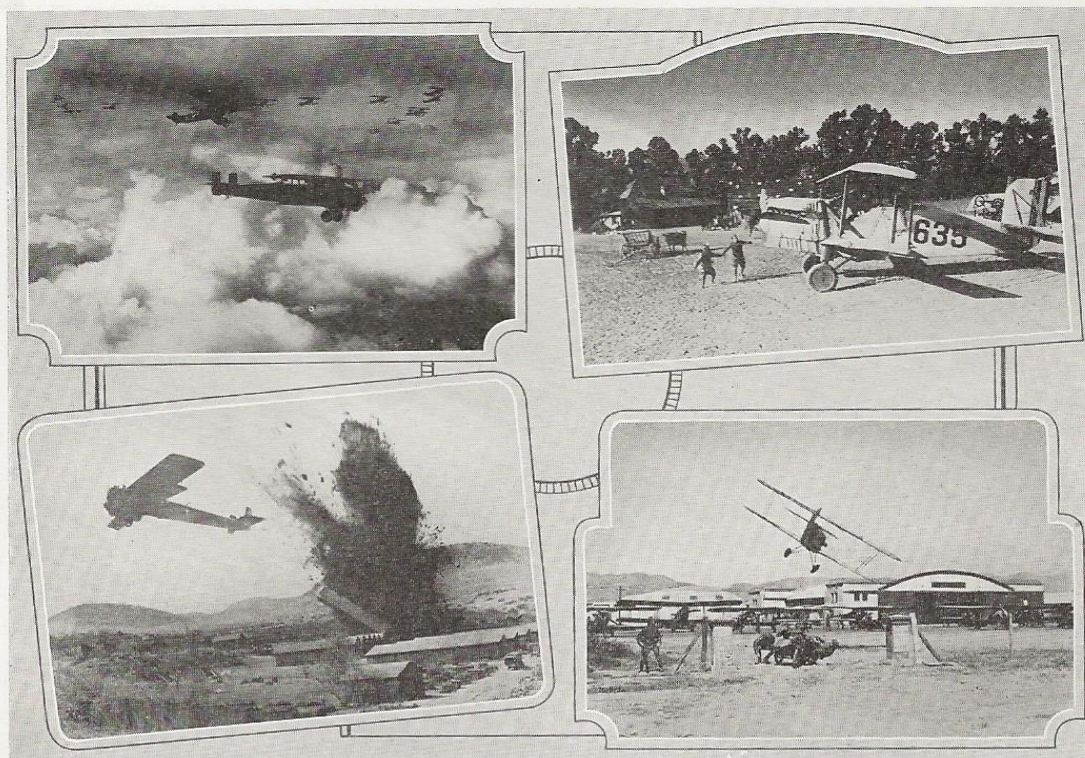
G. Lincoln, whose business is the renting of planes (American and foreign) to motion picture companies, last month moved his entire fleet of planes to Metropolitan airport. He also supplies pilots to operate the planes and camera ships. Other concerns, operating on a smaller scale, are also specializing in providing planes and flyers for motion picture work. There is a group of mechanics, available to all companies, who specialize in remodeling ships to represent the types of planes called for in the scenarios. There are naturally not a sufficient number of war planes available for some of the big war scenes, and it is necessary to build over modern planes to

look like ships used by the Allied and Central powers.

Action in the air, strange as it may appear, is the most difficult type to make interesting when it is projected on the silver screen. Not only is a special knowledge of aerial photography required by the cameraman, but it is also essential that the man who supervises and maps out the action in the air understand the limitations of photography, and that the men who fly the



Billie Dove, latest of the screen stars to take up flying, and J. B. Alexander, her instructor.



Above, left, are two scenes from Howard Hughes' first aerial picture, "Hell's Angels," and right, two scenes from "Sky Devils," his latest, completed the latter part of October at Metropolitan airport, San Fernando Valley.

ships be picture-wise and know when they are in the focal field of the camera. There are but few cameramen who are regarded as qualified for present-day aerial picture work and these are in constant demand. Of this select group, Elmer Dyer is one of the best known, having engaged in aerial photographic work with still and motion picture cameras since 1918.

J. B. Alexander, who supervises the aerial action in all of Howard Hughes' pictures, flew in pictures three years prior to joining forces with Hughes to make "Hell's Angels" in 1927. He is regarded as one of the foremost aerial action men in the business and has gathered into his organization a group of experienced motion picture pilots.

Before a picture is started Alexander is called in to help map out the aerial action, and before each scene is shot, the cameramen and the pilots, who are to fly in the scene, go into a huddle with him to discuss the manner in which the action is to be photographed. Frequently he goes up in a

plane himself to study an action sequence before a foot of film is taken.

"There are a lot of good flyers available," Mr. Alexander said the other day in discussing his picture work, "but there are few who are camera-wise and as a result you will find these few being used steadily. They have become specialists, creating a niche in the motion picture and aviation business all their own."

While there is an extensive use of planes in picture taking today, Alexander looks for a far greater general use of airplanes in the film industry in the future. He bases this expectation on his own experiences and the fact that the former strong prejudices of motion picture producers against airplane transportation are being rapidly eliminated, as is evidenced by the large number of motion picture celebrities who now own their own planes. Stars who were formerly prohibited by contract from flying are now learning to fly. Billie Dove is the latest of the film luminaries to seek a

(Continued on Page 10)

Building the Santiago



CONSUMING gasoline at the rate of 100 gallons a day, and oil at the rate of 50 gallons a day, a fleet of machinery consisting of a variety of mechanical shovels, bulldozers, and special earth-moving equipment is being operated at top speed to complete the Santiago Dam. The dam is being filled across the Santa Ana River before the winter rains begin.

The accompanying photographs show the progress of the dam, which is a half-mile in length. It is 100 feet high at the base, and when completed will be 150 feet wide at the top.

No. 1—The dam as it appears from the construction site.
 Nos. 2 and 4—Measuring nine feet across, these chariots make one-way runs on the thoroughfare they may use. No. 3—A mechanical shovel leveling the dam levels at the same time to speed up the work.
 No. 5—Union gasoline and lubricating oil are used in all equipment. No. 6—A large roller of dam. No. 7—Fueling one of the large foot rollers used to tamp the fill in the dam before being covered.



Dam, Orange County, Calif.



the rate of 4,000 gallons a
of 24 barrels a week, a bat-
and a fleet of trucks and
of the Le Tourneau Com-
speed to complete an earth-
na river, California, before

ons show the activity at the
length, 650 feet thick at the
be 125 feet high and 40

rs from the up-stream side.
feet from hub cap to hub
way roads out of most any
No. 3—Working on three
ed earth-moving operations.
lubricants are used 100 per
—Scene of activity on top
of the tractor-drawn sheep's
ll. No. 8—Up-stream slope
ed with concrete shell.



Movie Flying

(Continued from Page 7)

pilot's license. She is now taking instruction from Alexander, who also taught her brother, Charles Bohny, first cameraman for United Artists, how to fly.

Regarding the general use of planes by the motion picture companies he points out that the Caddo Company has for the past three and one-half years maintained three planes, which are used in spotting locations. The planes are kept in the J. B. Alexander Company's hangars at Metropolitan and, in addition to servicing the planes, the company supplies the pilots whenever the planes are taken out. As a result, the Caddo Company does not have to maintain a staff of pilots and only pays the J. B. Alexander Company pilot fees for the time the ships are away from the hangar.

This arrangement has reduced the cost of airplane transportation below the cost of automobile transportation. Counting the

driver's salary and the standby charges it is impossible to drive one of the company's automobiles to Riverside for less than \$22. The planes have repeatedly been flown to locations near Riverside and back for \$19.50.

"Not only are we reducing transportation costs," said Alexander, "but we are speeding up production and making a material saving in the total cost of the pictures. We can take the director of a picture and the production staff out in the planes and in a two-hour trip inspect locations that would require a day (and a long one at that) to reach by automobile."

Among those who are following interestedly the motion picture aerial developments at Metropolitan is N. S. "Jack" Sanders, who operates Union's combination automobile and airplane service station at the airport—the first such station to be erected in the West. He has supplied the bulk of the lubricants and motor fuel for planes used in the pictures taken at Metropolitan so far.



J. B. Alexander, aviation supervisor of Howard Hughes' pictures, pointing out to Frank Clark, one of the best known movie flyers, and Elmer Dyer, the screen's leading aerial cameraman, an action sequence to be photographed.



G. Lincoln's ships being fueled prior to taking off for scenes in new R. K. O. picture. C. F. Lienesch, manager aviation, Union Oil Co., Mrs. and Mr. Lincoln and N. S. Sanders, are shown at left.

Union Products Keep Car Running 157 Days Without Stop



Surpassing the former record by more than 44 days, the Nelson Brothers' endurance Ford was brought to a halt in front of the Postal Telegraph Company's office on West First street, Los Angeles, October 16, 157 days, 3 hours and 24 minutes after it had started from the same spot on a non-stop run during which neither the motor nor wheels were permitted to come to a halt.

During the

Three stages in the history of the non-stop run. Top, left—Endurance car being timed into Portland, Oregon, by E. W. Thorsen, Postal Telegraph representative, twenty-four hours before old non-stop record of 113 days was broken. C. L. Tostevin, assistant district manager in charge of operations, stands next to the truck, which was in motion at the time the photograph was taken. Top, right—Mayor Baker of Portland, center, timing car as it surpassed the former endurance mark. Center—Capt. James McDowell, Los Angeles police department, signaling car to a halt in front of Postal Telegraph office at 124 West First St., Los Angeles.

course of the run, the car traveled between the Mexican border and British Columbia, its speedometer registering a total distance of 52,091 miles.

At the start of the run, on May 13, the ignition of the car was sealed and the starting pin removed so that in the event it stopped it would be necessary to break the seal before it could again be started.

The former non-stop record was 113 days.

Service Emblem Awards



Michael McDonald



E. J. Brown



Mattis Amesti

Serves Thirty Years

UPON completing thirty years' service October 19, last, E. J. Brown, cashier at the Oleum refinery, was admitted membership in an exclusive group embracing three others whose period of employment with the Union Oil Company has each extended over a span of three decades. The other thirty-year employees who are wearing service pins studded with four rubies are: W. W. Orcutt, Frank F. Hill, and G. L. Armstrong.

During October Mattis Amesti and Michael McDonald entered the ranks of twenty-five year employees, and J. W. Bryant became a twenty-year man. There were nine additions to the number who have worked fifteen years for the company, and twenty-two rounded out the first decade of service.

When E. J. "Ed" Brown went to work for the company under John Baker, Jr., then manager of the manufacturing department, there were but thirty men at work at Oleum. S. N. Palmer was superintendent of the refinery, which at the time comprised nine 150-barrel stills and one 300-barrel still. The principal crude, of 26 gravity, came from Ventura. Mr. Brown recalls that he succeeded C. C. Perkins to the post of clerk at the refinery, Perkins going to Honolulu

to establish an agency for the company. Mr. Palmer followed Perkins to the Hawaiian city to erect storage tanks, and the operation of the refinery was left in the hands of Mr. Brown and the late Mr. Dahlgren.

In these early years the barge Santa Paula was the principal oil carrier. Later the SS Argyle and SS George Loomis were chartered until the barge Fullerton and the SS Whittier were constructed. The Whittier towed barges Fullerton and Santa Paula in tandem to Honolulu to perform one of the novel marine achievements of the time. The trip was so rough that the feat was not again attempted. Mr. Brown served as the first postmaster at Oleum. During his early years at the refinery, the shift men worked twelve hours and the yard men ten, with an hour off for lunch. In the more than ten years that Oleum served as head office of the company's activities, Mr. Brown acted as assistant secretary and stock transfer agent. He has observed the personnel of the refinery grow from less than fifty to seven hundred employees.

A Spaniard by birth, Mattis Amesti has devoted his entire period of work since coming to the United States to the Union Oil Company. His first job was obtained in 1906 as foreman

on the SS Santa Rita. During his quarter century of service he has been fireman or pumpman on virtually all of the company's vessels and is the oldest employee in point of service within the ranks of the unlicensed personnel of the fleet. Mr. Amesti is now working as pumpman on the SS Oleum.

Michael McDonald was initiated into the oil business with the Gulf Refining Company in Texas. He came to the Union Oil Company at the Oleum refinery on October 5, 1906, as a stillman and holds the unique distinction of being the only employee at the refinery who obtained employment directly as a stillman. He tended the stills until 1916, when he was transferred to the store-room where he has since cheerfully filled the demands for material from workers at the plant.



J. W. Bryant

Originally employed as driller at Maricopa in 1910, W. J. "Jeff" Bryant's official employment dates from the following year when he was transferred to the pipe line department at Santa Paula. In 1920 he was transferred to the production department at Richfield, where he continued to serve until placed on the retired list last month.

15 Years

Dalton, Herbert C.....	So. Div. Field
Borden, Wm. H.....	So. Div. Field
Craig, Samuel M.....	So. Div. Field
David, Benjamin G.....	So. Div. Field
Kemp, Herbert E.....	Head Office Trans.
MacClocklin, Jesse D.....	So. Div. Field
Ramey, Clyde N.....	So. Div. Field
Sullivan, John W.....	So. Div. Field
Ward, Fred S.....	Seattle Sales

10 Years

Beaulieu, Pierre S.....	Los Angeles Refinery
Clay, John Adams.....	So. Div. Field
Conlin, Frank W.....	Seattle Sales
Ebner, Joseph.....	Los Angeles Refinery
Elliott, Howard M.....	Portland Sales
Fischer, Thos. R.....	Marine S.S. Utacarbon
Hall, Clinton H.....	Oleum Refinery
Harker, Edward B., Sr.....	So. Div. Gas
Hatcher, John W.....	Sante Fe (Vent)
Hill, Clarence Earl.....	So. Div. Field
Martens, Paul R.....	No. Div. Pipe Line
Meyers, Elbert L.....	So. Div. Field
Mitchell, Chas. M.....	So. Div. Field
Pardee, William Clare.....	So. Div. Field
Rawson, Nellie.....	Comptroller's Dept.
Robinson, Laila.....	Head Office Sales
Russell, Lyle P.....	So. Div. Pipe Line
Russell, Robert D.....	So. Div. Field
Schneider, Wm. John.....	Sacramento Sales
Sirkema, Casper.....	So. Div. Gas
Kinney, Lloyd John.....	So. Div. Field
Newberry, James H.....	Seattle Sales

Loading Fuel Oil Cargo

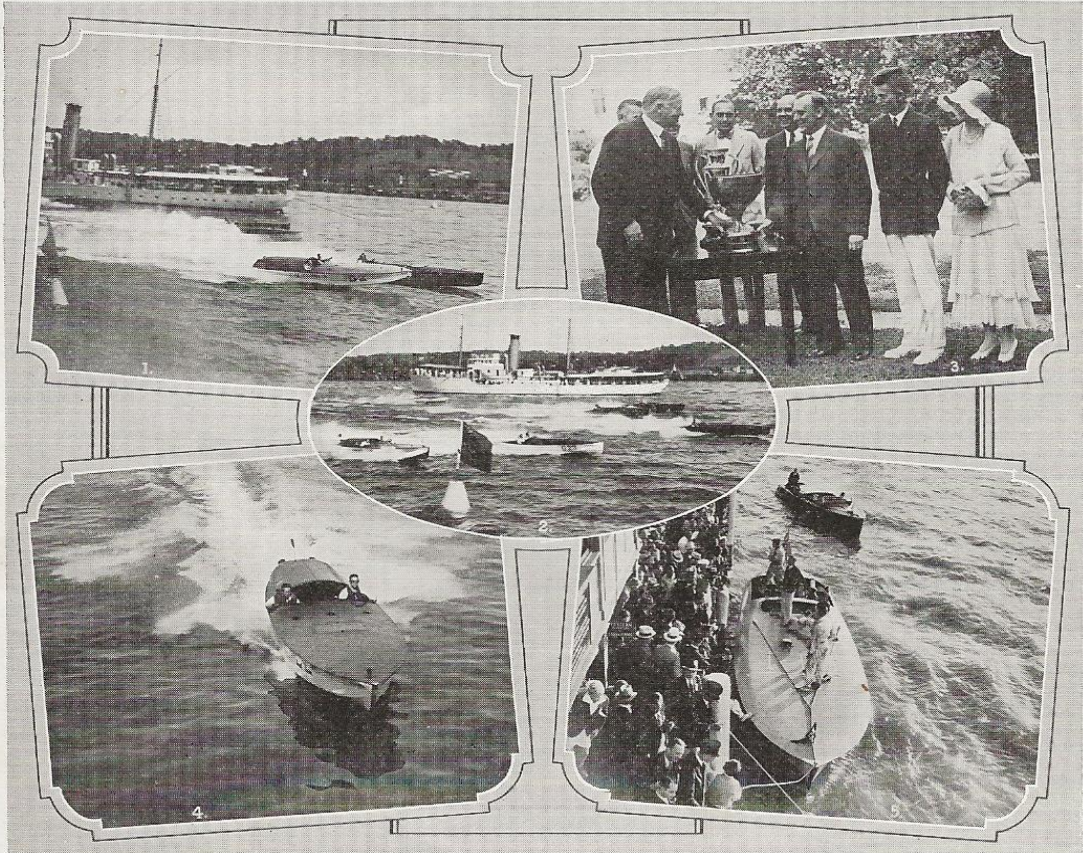
The steamer "Algonquin," a former Coast Guard boat purchased recently from the U. S. Navy by the Foss Launch and Tugboat Company of Tacoma, Washington, photographed as she took on a cargo of 50,432 gallons of fuel oil at the Union Oil Company's Alameda sub-station. The "Algonquin" will be used as a salvage boat on her arrival in northern waters.

Helps Stranded Motorists

Stranded on the desert highway 40 miles from Austin, Nevada, and 80 miles from Eureka, Nevada, when their car broke down, Mr. and Mrs. O. V. Siler of Vallejo, California, found their attempts to hail passing motorists futile until Spencer Mock, Union Oil Company employee came along. He discovered the difficulty was in the gasoline pump and made adjustments that enabled the Vallejo couple to proceed home. In a letter received recently, Mr. and Mrs. Siler express their appreciation for the service rendered by Mr. Mock.

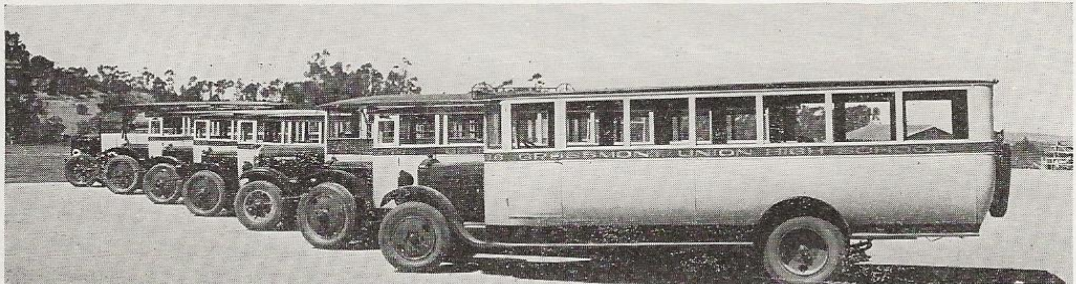


California Boat Brings Home Eastern Race Trophy



Dick Loynes of Long Beach brought back home, a few weeks ago, the highly prized second place trophy of the President's Cup race, held annually on the Potomac River. No. 1—The Californian and El Lagarto, winner of first place, fighting it out for the lead. No. 2—Start of the race. No. 3—President Hoover presenting first and second place cups to winners. Loynes is second from the right. No. 4—The Californian. No. 5—Kay Don's boat with which a new world's record for racing boats was recently established. The similarity of design of the two is quite marked. Loynes designed his boat a year prior to the building of Kay Don's speed craft.

Union Products Help Maintain Efficiency of School Busses



Above is shown fleet of busses operated by the Grossmont Union High School District in San Diego county. The district covers an area of twenty miles and includes Lakeside, Alpine, El Cajon and La Mesa.

INDUSTRIAL RELATIONS NEWS

Life Insurance

In addition to the Life Insurance Policy given to employees free under the Employees' Benefit Plan, which is known as Non-Contributory Insurance, they are entitled to and urged to take advantage of the Contributory Life Insurance. The table of insurance allowed as shown in the Employees' Benefit Plan booklet, has now been changed to allow a minimum of \$1,000.00 and a maximum of \$18,000.00, depending on salary.

The monthly premium which is deducted from the salary is still only 60 cents per thousand and is the cheapest form of life insurance obtainable.

Claims are paid from this office immediately after proof of death is received and it has been our experience that it is often the only insurance maintained and is a Godsend to those left behind. Up to the present time more than nine hundred thousand dollars have been paid out in life insurance and nearly a quarter of a million in total disability benefits, which are included in the policy.

Should the employee leave the company, the insurance carried may be continued at the customary public rates of our insurance carrier, without further medical examination, provided application is made at the office of our carrier within 31 days of termination of service. Otherwise, the policy is automatically cancelled.

Education

Information regarding high school and university extension evening classes and correspondence courses may be obtained through the personnel or district offices. The general policy of the company is to have the employees study courses voluntarily and to assist them in making their selection of the most desirable course to meet their needs.

Girls' Club

The "Unionaires" is a social club for the girls of the Union Oil Company in Southern California.

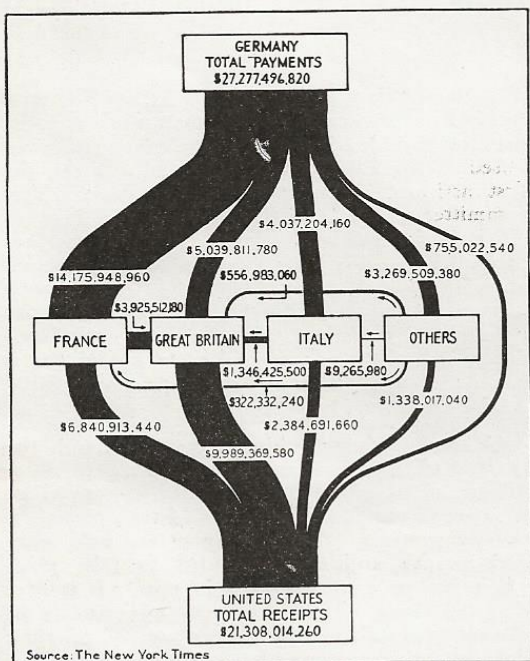
It was organized three years ago by the girls themselves for the purpose of getting better acquainted with each other.

A social event for club members is given once a month, such as: swimming, card parties, hikes, dances, entertainments, weenie bakes, etc.; and approximately twice a year the club arranges a large party for the company as a whole.

Full particulars for joining this club will be given upon request to the Personnel Department, and every assistance will be rendered in the promotion of similar clubs in other districts.

War Debts

A great deal of discussion has been going on regarding the proposed moratorium on war debts and reparation payments. Directly or indirectly, everyone is effected. In order that a clear picture may be shown of the reparation and war debt payments to date, permission has been obtained from the Pacific Company of California to reprint this chart, which gives a very graphic picture of the situation.



Geo. Remington Dies

George Remington, manager of the Union Oil Building in Los Angeles since its opening in 1923, died suddenly in his hotel room October 10. Death was due to heart disease.

From about 1905 until 1909 he held the position of cashier of the San Francisco office and was assistant to John Baker, Jr., then general manager. Several of the men who are now high up in the Union Oil Company were employed by Mr. Remington during the period of his stay in San Francisco. He left the company's service in 1909 and did not return until employed as building superintendent in 1923. He was sixty-one years of age at the time of his death.

Union Tanker Crews Win National Safety Trophy

By Geo. F. Prussing

The beautiful bronze plaque pictured here hangs in the Marine office at Wilmington to remind the officers of the tanker fleet that their efforts at accident prevention were highly successful in the first six months of 1931. For four years the oil companies have competed in each department of their operations for the lowest accident rate during the first six months of the year. Union Oil Company has competed in vain each year heretofore and it remained for the fleet to bring home the bacon for 1931.

It took real effort to win this prize. During 1928 when General Petroleum Corporation took first place with a score of 10.8 Union was far down the line with a score of 24.0. Next year there was some improvement, our score being reduced to 19.3, but Atlantic Refining Company won with a record of 11.7. Atlantic won again in 1930 with a score of 15.0 but in 1931 Union Oil set the lowest record established by any of the fleets during the four years, with its score of 9.7. Translated into intelligible facts, this record means that 425 men on eleven ocean-going tank ships and a host of smaller craft worked 181 consecutive days with but 6 accidents that caused a man to lose more than the balance of

the watch on which he was injured. Their efficiency was 99.7 per cent—a time loss of only 0.3 of 1 per cent due to personal injuries.

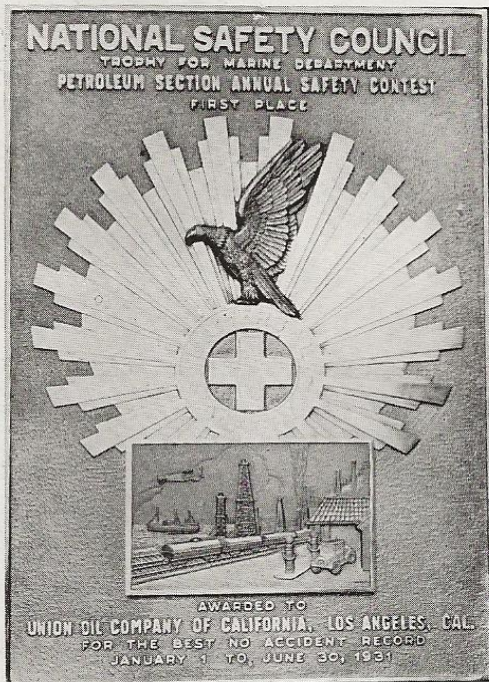
How was it done? A psychologist would probably find the reason in the interest taken by the officers of the fleet in the records of their individual ships. They are proud of what they have accomplished, yet when misfortune or lack of thought causes them to lose their standing, they start over again like good sports. There has never been the slightest effort at hiding or covering up an accident. Each ship keeps its own record, reporting by wireless or mail as opportunity permits.

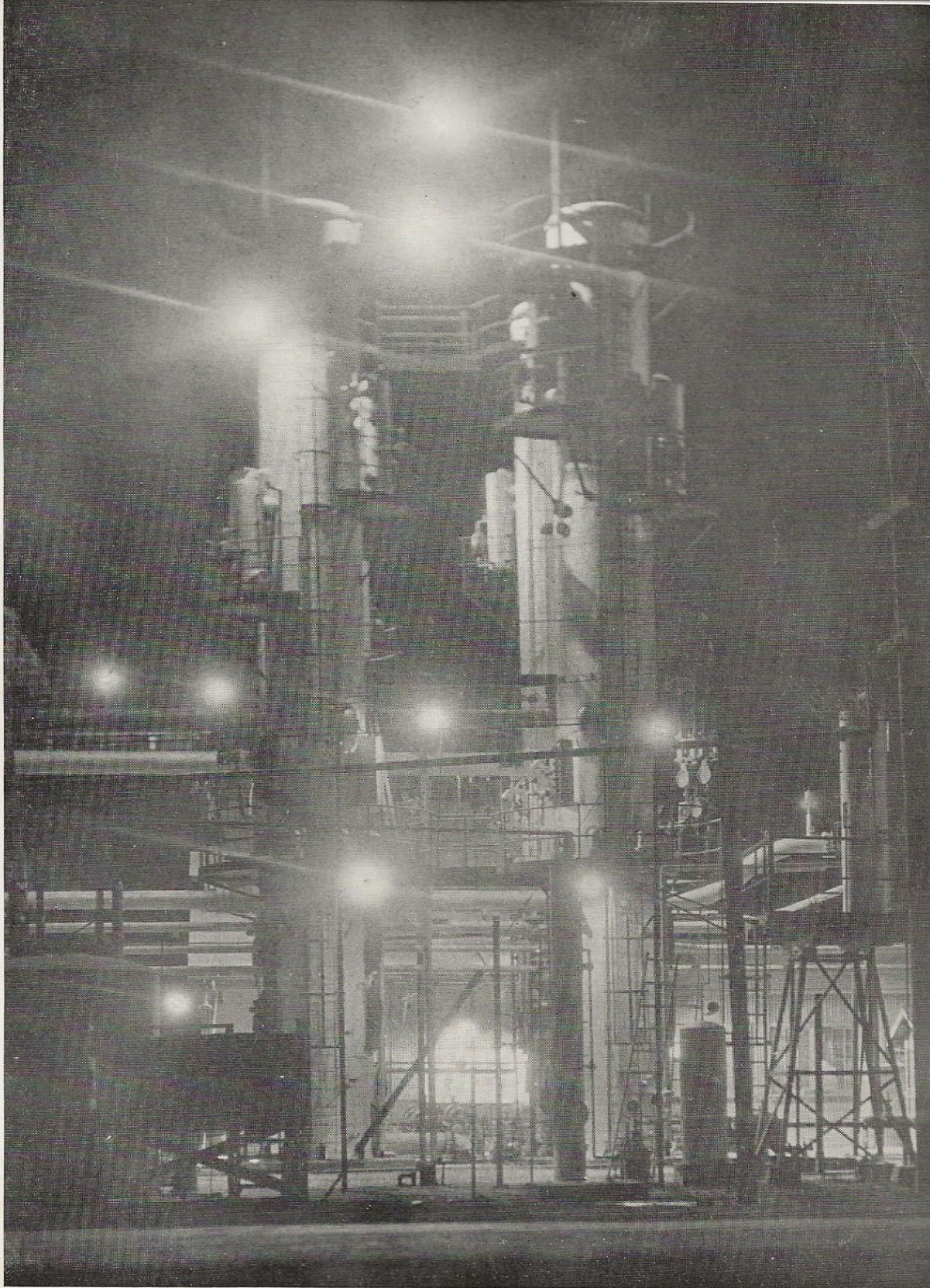
On October 1, 1931, the major ships stood as follows, the stars indicating the class of safety flag flown and the date being that of the last lost time injury:

Cathwood	***	4-17-28
Warwick	**	10-2-29
La Brea	*	1-9-30
Oleum	*	2-8-30
La Purisima	*	3-22-30
Santa Maria	6 Mo.	11-13-30
Utacarbon	6 Mo.	1-9-31
Los Angeles	6 Mo.	1-12-31
Deroche	0	7-10-31
Montebello	0	9-14-31
La Placentia	0	9-28-31

Each ship is a little world in itself. The master is in charge and in the matter of accident prevention is head of the safety committee composed of the chief engineer, the first officer, the first assistant engineer and the steward. This committee has two distinct functions. First of all, it is charged with responsibility for accident prevention. This is its most important function and is accomplished by means of periodic inspections of gear and equipment. Second is the painstaking investigation made into every accident. All the work done by the committee is made a matter of record, in keeping with good marine practice.

Contact between ships' personnel and the shore staff of the Marine Department is maintained through get-together dinners at which William Groundwater, director of transportation, usually presides. These dinners are held once each month and are scheduled to take place when two or more ships are in port. It is here that the ships' officers have the opportunity of discussing frankly with the executives of their department all matters of safety and efficiency.





Bell Absorption Plant by Lamp Light

This unusual night view of the Union Oil Company's Bell Absorption Plant at Santa Fe Springs was taken by T. Gill, employed in the Gas Department, whose hobby is photography. Gasoline is extracted by this plant from the natural gas produced by the company's Santa Fe Springs wells.

