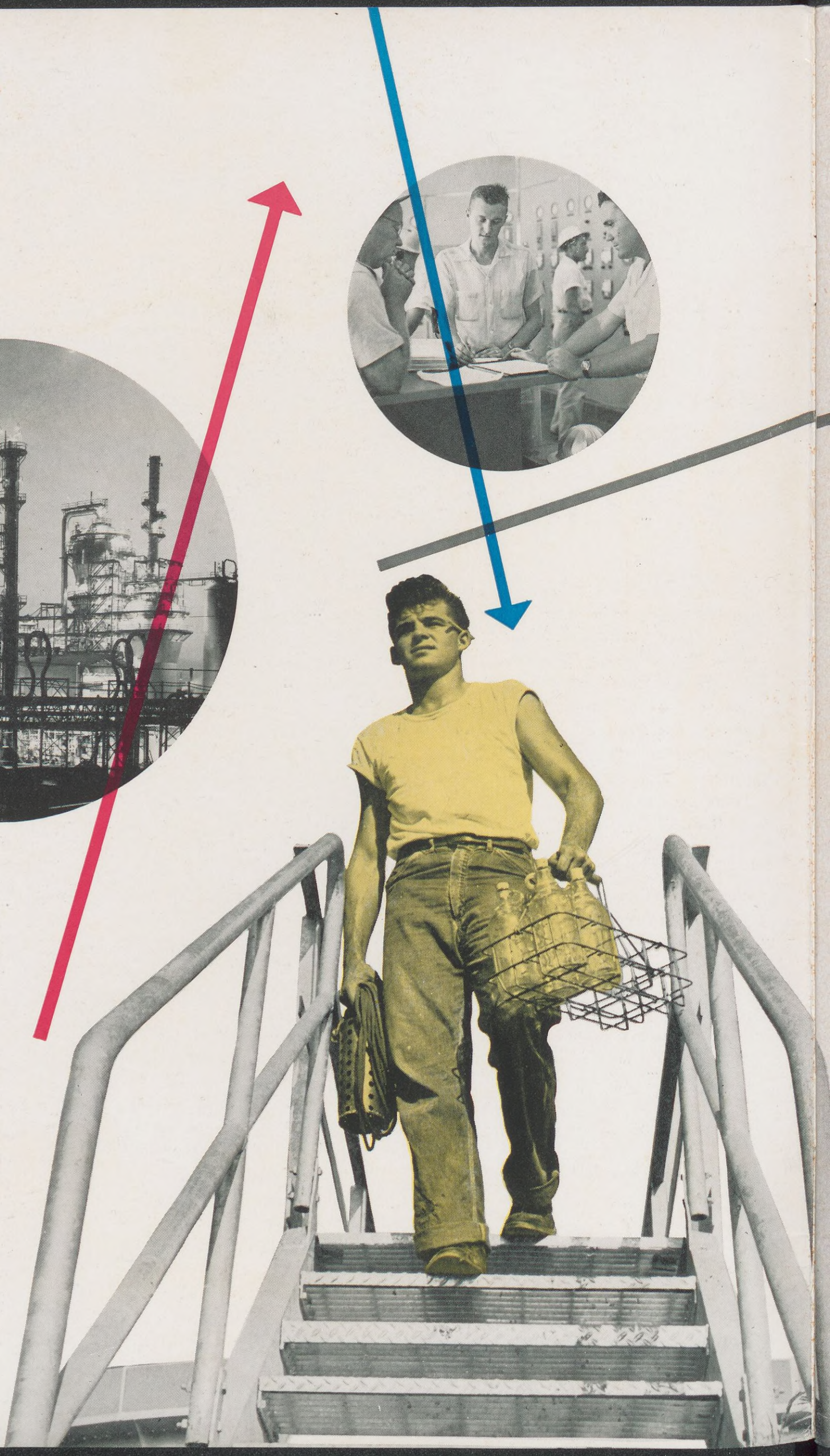


A man wearing a light-colored short-sleeved shirt, a dark apron, and a wide-brimmed hat is working in an orange grove. He is holding a knife and appears to be cutting or inspecting an orange. The foreground is filled with several wooden crates overflowing with ripe, bright orange fruit. The background shows lush green trees under a clear blue sky with a few wispy clouds.

# SHELL NEWS

OCTOBER 1954



All day and into the night the Norco Refinery's new units, above, were checked and gauged as they went on stream. There were tense moments in the control room, above right. At last, with all new units on stream, E. H. Martin, Jr., right, carries samples of the first aviation gasoline to the control laboratory.

# BRINGUP AT NORCO

*Tense Hours of Checking, Gauging, Watching  
and Waiting Are Required When New Refinery  
Units Go On Stream for the First Time*

SHELL'S Norco Refinery is a bigger, better manufacturing unit today because of a multi-million-dollar construction and modernization project which has increased the refinery's capacity by 50 per cent. Months of heavy construction, weeks of final preparation were climaxed in August when a number of huge new units were put on stream.

Refinery men call this business of starting up a new unit a "bringup." It's short for "bring the product up to specification," and the word denotes a multitude of tasks on and around a wide variety of equipment—for as a new unit goes on stream, several smaller auxiliary facilities must be put into operation to serve it.

In Norco's recent bringup, five new major units were involved: a power plant, a distilling unit, a vacuum flasher, a catalytic cracker, and an alkylation unit. The refinery's polymerization plant, which had been extensively enlarged, was also started up.

To serve and supplement these units, and to handle the increased volume of products they are turning out, the refinery personnel also began operating a long list of new installations such as a water treating plant, furnaces, cooling towers, dockage on

the nearby Mississippi River, a compressor system, additional electrical sub-stations, storage tanks and Hortonspheres, product blending facilities, and loading racks.

Some idea of the extent of the additions to Norco's facilities can be derived from isolated facts about them. The fractionator of the catalytic cracker, for example, is the largest of any of Shell's U. S. refineries. The 175-foot deisobutanizer column in the alkylation plant is the tallest in Louisiana. The water treating plant handles a flood of 6,000 gallons each minute. Norco Refinery now uses enough electricity to serve a community of 100,000 population.

After the new units were thoroughly pressure tested, they were filled to proper levels with crude and other feed stock. The big moment came when heaters and furnaces were lighted and the processes of refining began. Operating and Engineering personnel stood by, tensely watching and waiting, checking gauges and making adjustments at valves and controls. At frequent stages of the bringup, samples of product were drawn off and checked in the control laboratory. When specifications were reached, the new units were officially on stream.

## SHELL NEWS

VOL. 22—No. 10

OCTOBER, 1954

*Dedicated to the principle that the interests  
of employees and employer are mutual and  
inseparable*

Employee Communications Department  
New York, N. Y.

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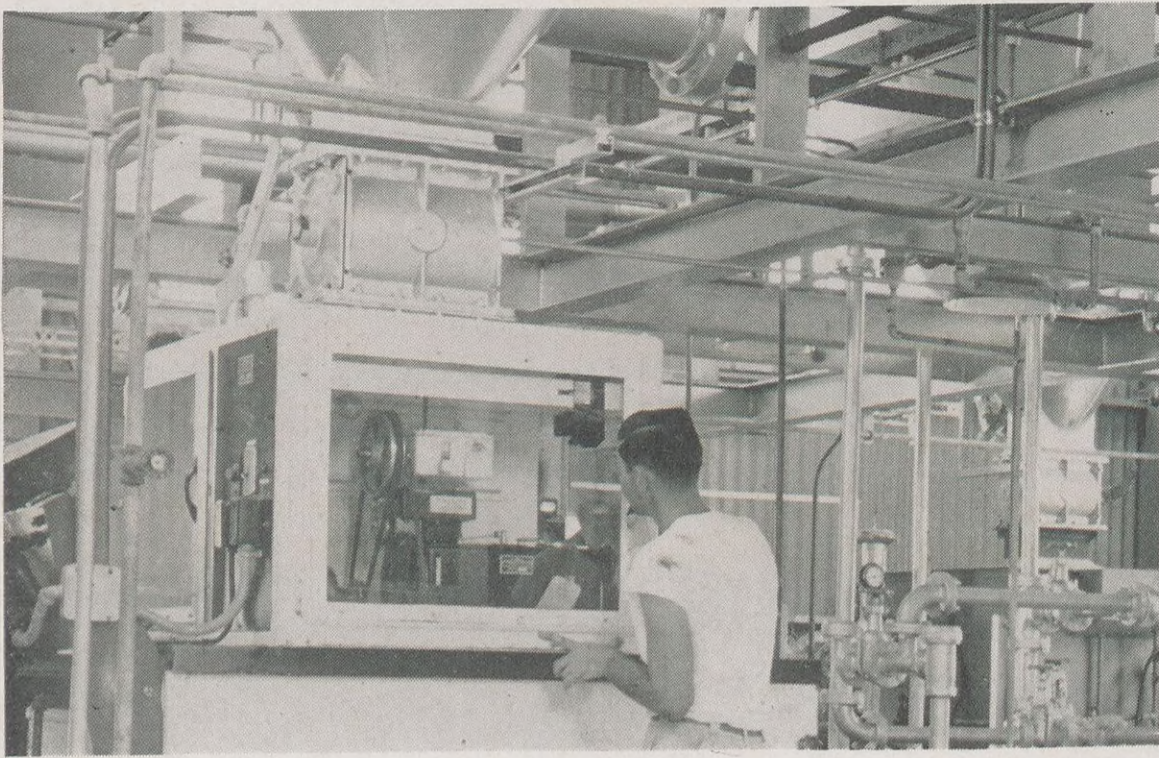
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### HAPPY HARVEST

Shell Pensioner Alfred Cutbirth gathers the day's yield of oranges from a Florida citrus grove in the cover picture on this month's SHELL NEWS. The story of his retirement, and the establishment of a profitable business based on oranges and tourists, begins on page 18.

## bringup at Norco (cont'd)



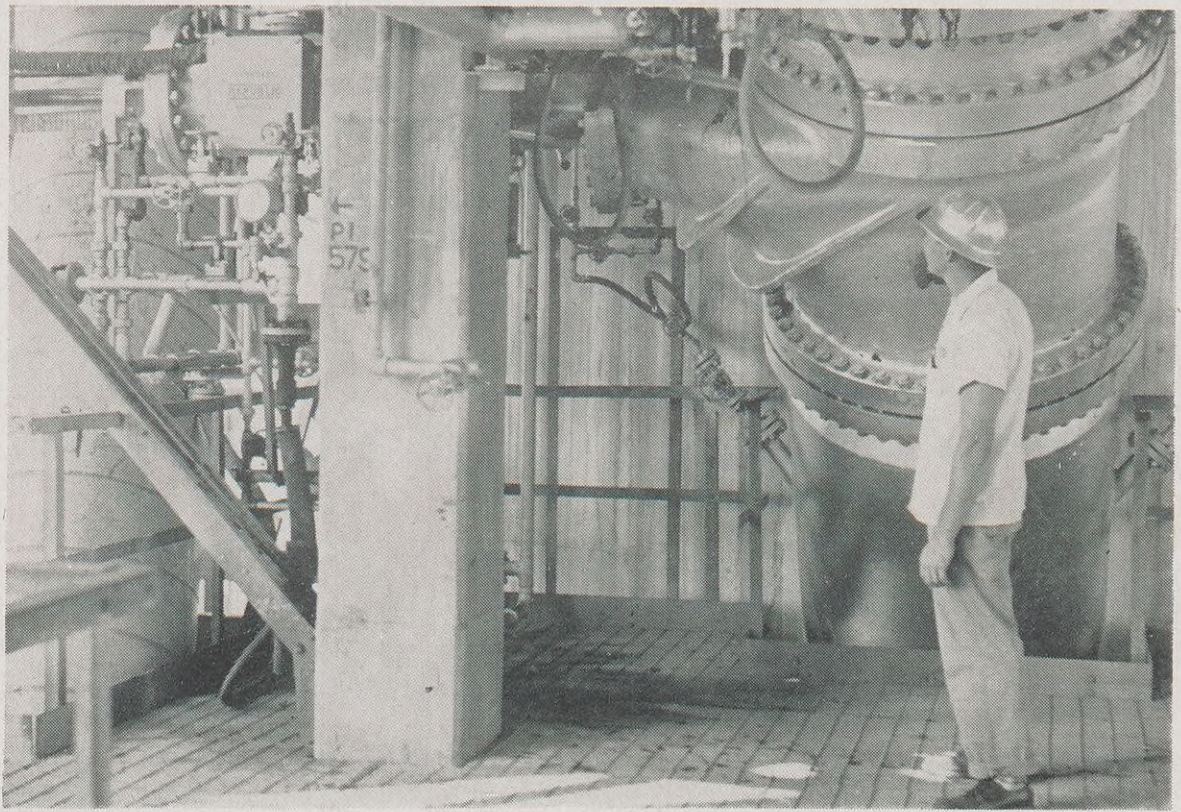
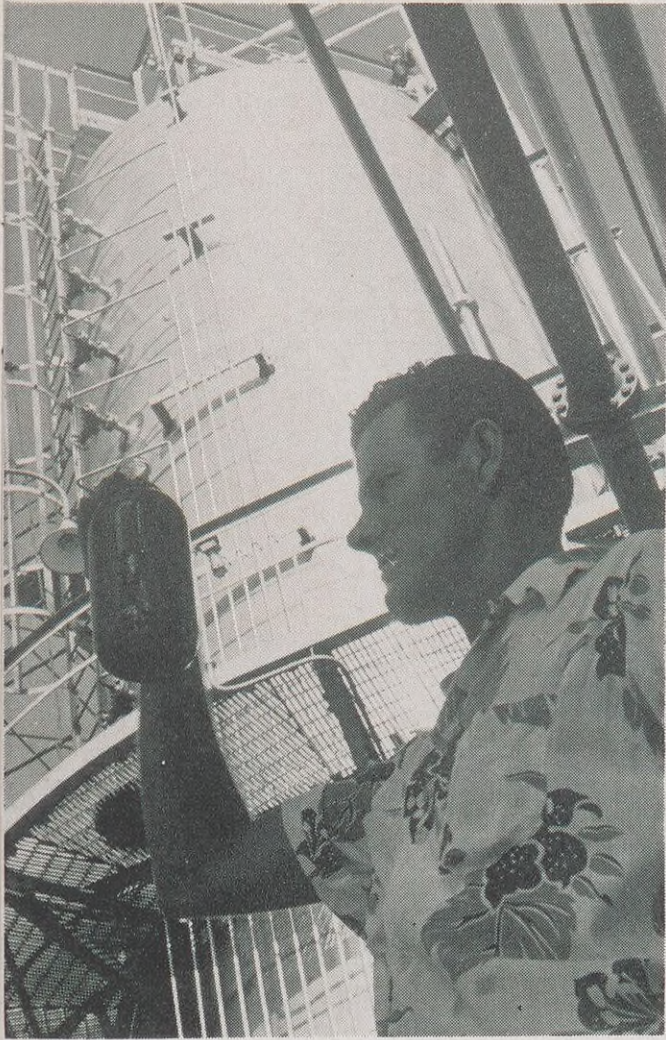
Chemicals were added to Mississippi River water before it could be used in refinery processes. Operator G. E. Hord, above, checks equipment that feeds chemicals into the water.

Cooling towers were flushed out before they went into operation. At right, Operator L. H. Rushing opens a valve in the flushing operation. Zone Supervisor W. R. Bestoso looks on.



At the alkylation unit, which makes a high octane component of aviation gasoline, Operator E. A. Thibodeaux, above, checks a compressor before putting it into operation.

During the bringup of the cat cracker, Operator-Helper Nelson J. Heltz, left, draws off a sample of stack gas from the regenerator. It is carried in the rubber bag to a laboratory for tests.



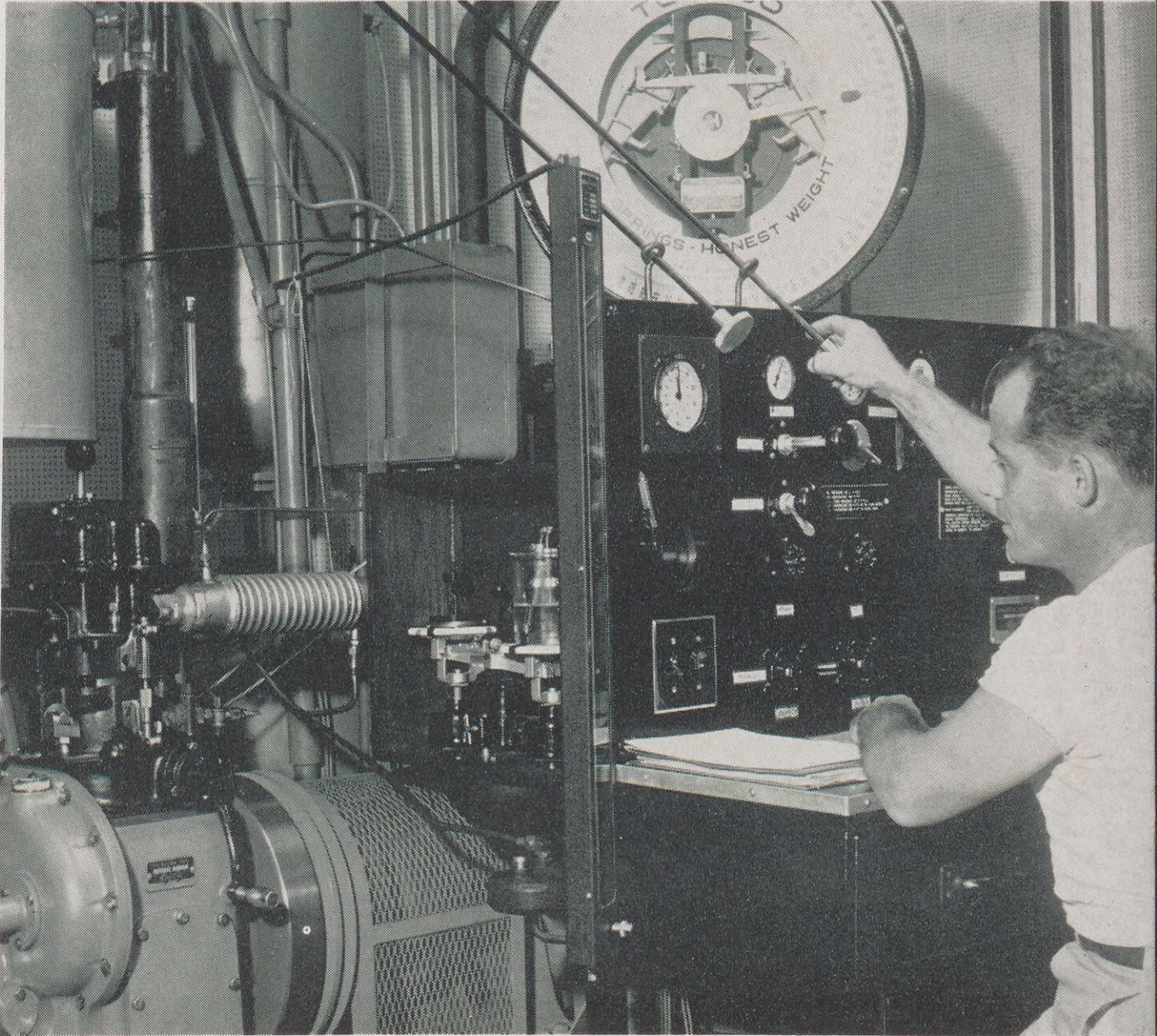
Salt must first be removed from the Gulf Coast crude oil before it enters refinery units. At left, Operator G. C. Lorio makes a visual check after drawing a sample of de-salted crude.

This enormous valve, above, controls the transfer of catalyst into the cat cracker regenerator. Operator L. J. Englade, Jr., is dwarfed by the big valve as he watches a pressure indicator.



As the bringup proceeds, products are constantly checked and rechecked until they come up to specifications. Above, Operator L. E. Owens draws a sample of distillate for testing.

In the refinery control laboratory, several tests are made on products. At right, Special Tester M. J. DeJean checks the octane rating of an aviation gasoline on a supercharged engine.

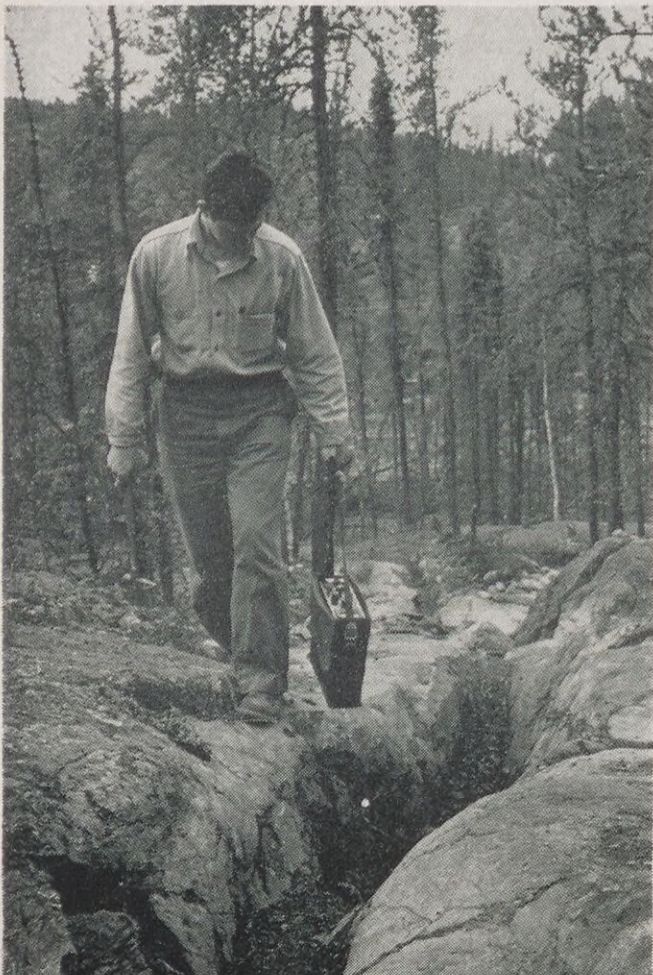




# Sulfur for Uranium

*A By-product of Natural Gas*

*Is Helping to Extract a Vital Element of the Atomic Age*



**A** PROPERTY owned by Gunnar Mines, Limited, lying on a rocky strip of Saskatchewan Province, is one of Canada's most promising uranium fields. It sits on the coast of Lake Athabasca, a site so far north that ice closes it to all but air traffic eight months a year. The summer thaw is brief, and mine operators must take advantage of it to haul in supplies and equipment for the long winter.

Last June, as a \$16,000,000 devel-

Geiger counter is used by a prospector exploring the rocky terrain. Top, air view of the mines.

opment program at Gunnar Mines was started, ships began barging in thousands of tons of supplies to establish a new camp. Within a year, Shell will be contributing to these supplies. The Company is to play a big and continuing part in producing the field's uranium—a vital element in creating atomic energy.

From Shell's Jumping Pound Gas Plant (operated by Shell Oil Company personnel for Shell Oil Company of Canada, Limited) 780 miles away in Alberta Province, 11,000 tons of solid sulfur will be shipped yearly by rail

and water over a tortuous route to the mine. At Jumping Pound, sulfur is a by-product of natural gas. At Gunnar, it will be converted into sulfuric acid to be used in treating the mined uranium ore.

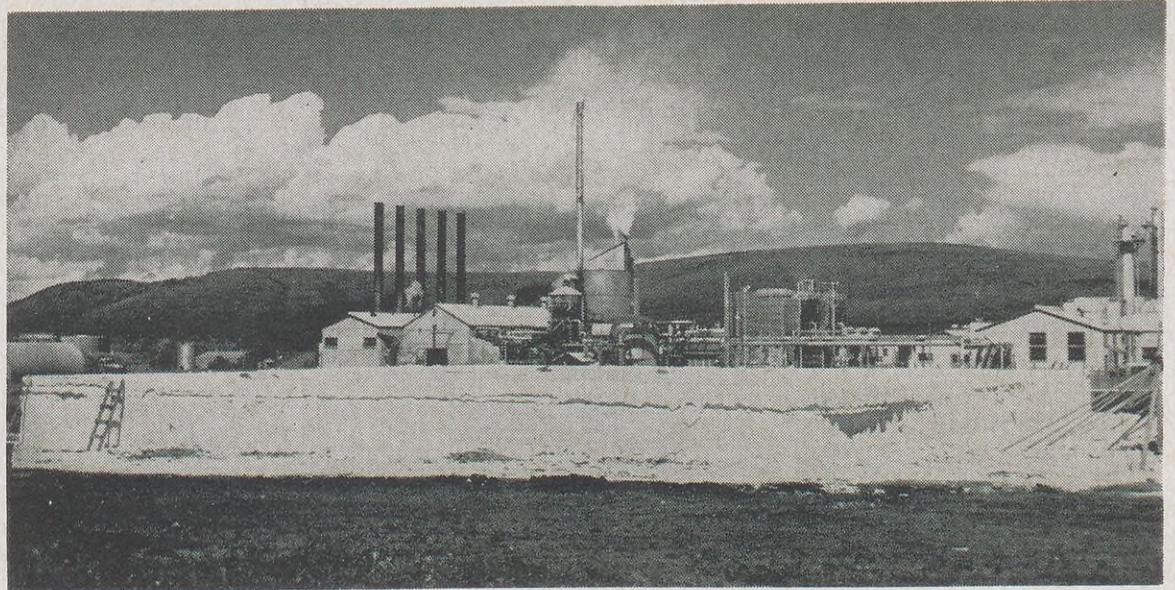
Prospectors discovered the potential uranium wealth of the Gunnar site little more than two years ago. During World War II, while uranium development was tightly regulated by the Canadian government, scores of prospecting parties were sent to investigate Lake Athabasca's shores. Earlier expeditions had described extensive quantities of what was believed to be radioactive ore.

Prospecting activity became even more intense after 1948 when the government relaxed its regulations to permit private development of the Lake Athabasca area. The sight of a Geiger counter there became almost as common as a good stand of wheat in the prairies far to the south.

Engineers and metallurgists, making studies of Gunnar's ore, decided that in treating it, an acid dissolving process would be used. The problem was to find a source able to furnish sufficient quantities of solid sulfur which could be converted into sulfuric acid.

At Jumping Pound, Shell's gas plant was being expanded to treat more than 70,000,000 cubic feet of "wet" natural gas a day, three times its original capacity. When the original plant had been built, Shell had constructed a sulfur plant in conjunction with it to extract hydrogen sulfide from the "wet" gas and convert it into elemental sulfur.

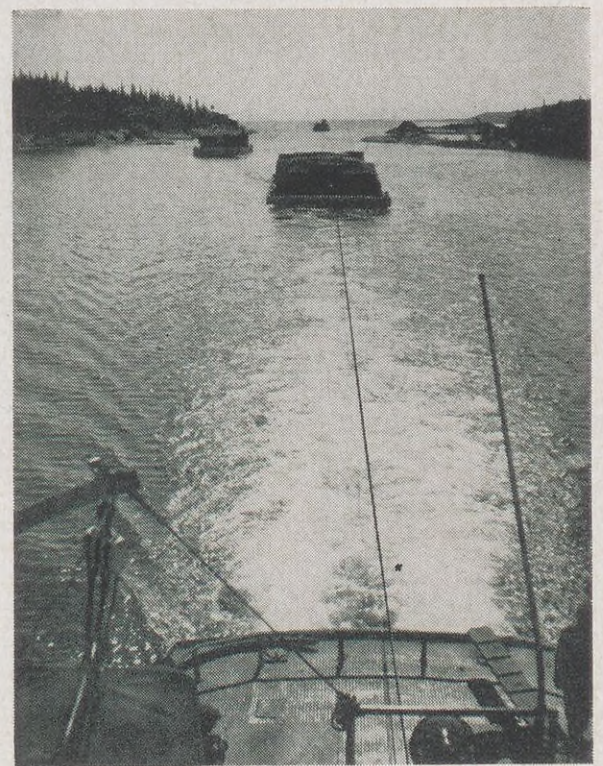
The original sulfur unit had a capacity of 10,000 tons yearly, all of it bought by pulp and paper producers on the Canadian Pacific Coast. The increased throughput of "wet" gas enabled Shell to expand its sulfur unit to produce an additional 11,000 tons a year, sufficient to meet Gunnar's needs. Shell's sulfur unit expansion will be completed by the end of this



Alberta foothills cradle Shell's expanding Jumping Pound Sulfur Plant, 20 miles from Calgary. Solid sulfur, as shown in foreground, will be shipped to mines for conversion to sulfuric acid.

year and Gunnar's acid plant by mid-1955.

Transporting 11,000 tons of sulfur yearly from Jumping Pound to Gunnar Mines is a major undertaking in itself. It will be shipped by rail to Waterways, Alberta, as far north as railroads can carry it. There, during the area's four-month thaw, it will be loaded onto barges for a rugged trip down the Athabasca River, then across the length of Lake Athabasca to the mines.



Barges such as this will carry Shell sulfur, completing the long haul from Jumping Pound after loads are sent as far as possible by rail.

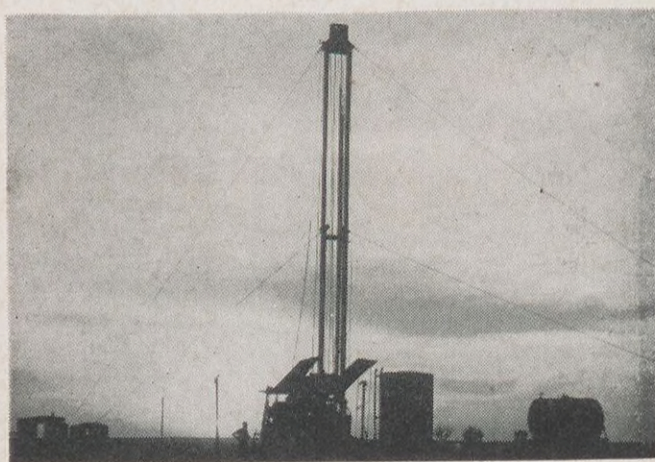
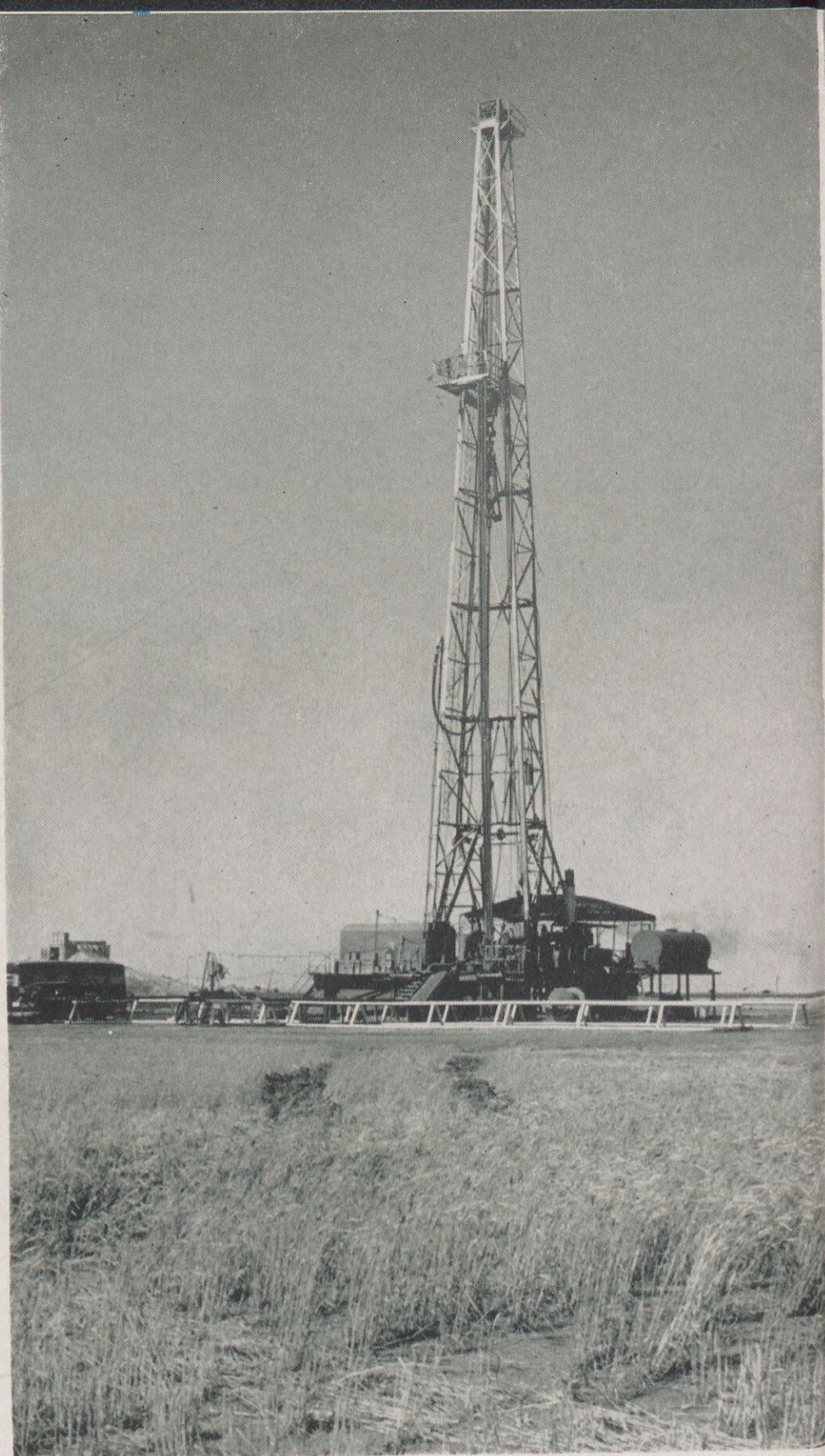
Mike Kesterton, Curtis Publishing Co.



The unsuccessful Statton No. 1, at right, is one of Shell's exploratory ventures in 1953 seeking information for a new evaluation of Southwestern Kansas' oil.



Shell has discovered five new fields in Kansas since 1925. The first was the Churchill field and the discovery well, shown right, is still pumping away.



A new gas well, brought in by Shell this year, is the Gingrich No. 1, left, near Garden City in the southwestern part of the Sunflower State.

# Kansas Upswing

Exploitation Engineer John F. Bruskotter holds up a cluster of sacked well cuttings from the Statton No. 1 for Geologist W. G. Hartenstein to see. Rock cuttings will reveal information of underground formations.



THE broad flat plains of the Sunflower State are not listed among the top ranking oil producing areas of the United States. The state's annual production is less than that of more prominently known oil producing states and there has been many a year when the record showed a decline rather than a gain. It has been a long time since the rate of discovery of new reserves reached anything bordering on boom proportions.

But since 1889, Kansas has produced almost 2½ billion barrels of crude oil.

And, while this may be below the average for oil producing states, it is still better than the record for some that have been in the oil business as long or longer. At the end of 1953 Kansas had 33,314 oil wells. Only 42 of these were flowing wells, but the necessity of using pumps on the others is compensated for by the fact that producing depths are relatively shallow and can be reached easily and cheaply. What's more Kansas has several multiple producing horizons, meaning that oil can sometimes be found at more than one level in a single well, ranging from 800 down to 7,000 feet.

For some time now Shell's ratio of reserves to production in the Kansas Division—which is a part of the Tulsa Exploration and Production Area—has been experiencing a downward curve. However, in 1953, for the first time in recent years, this downward trend was halted. Shell added more oil to known reserves than it took out of the ground.

Two separate factors can explain this: 1) Improved and more intensive development techniques, 2) Utilization of improved reconditioning and pumping methods.

#### Shell Takes a Second Look

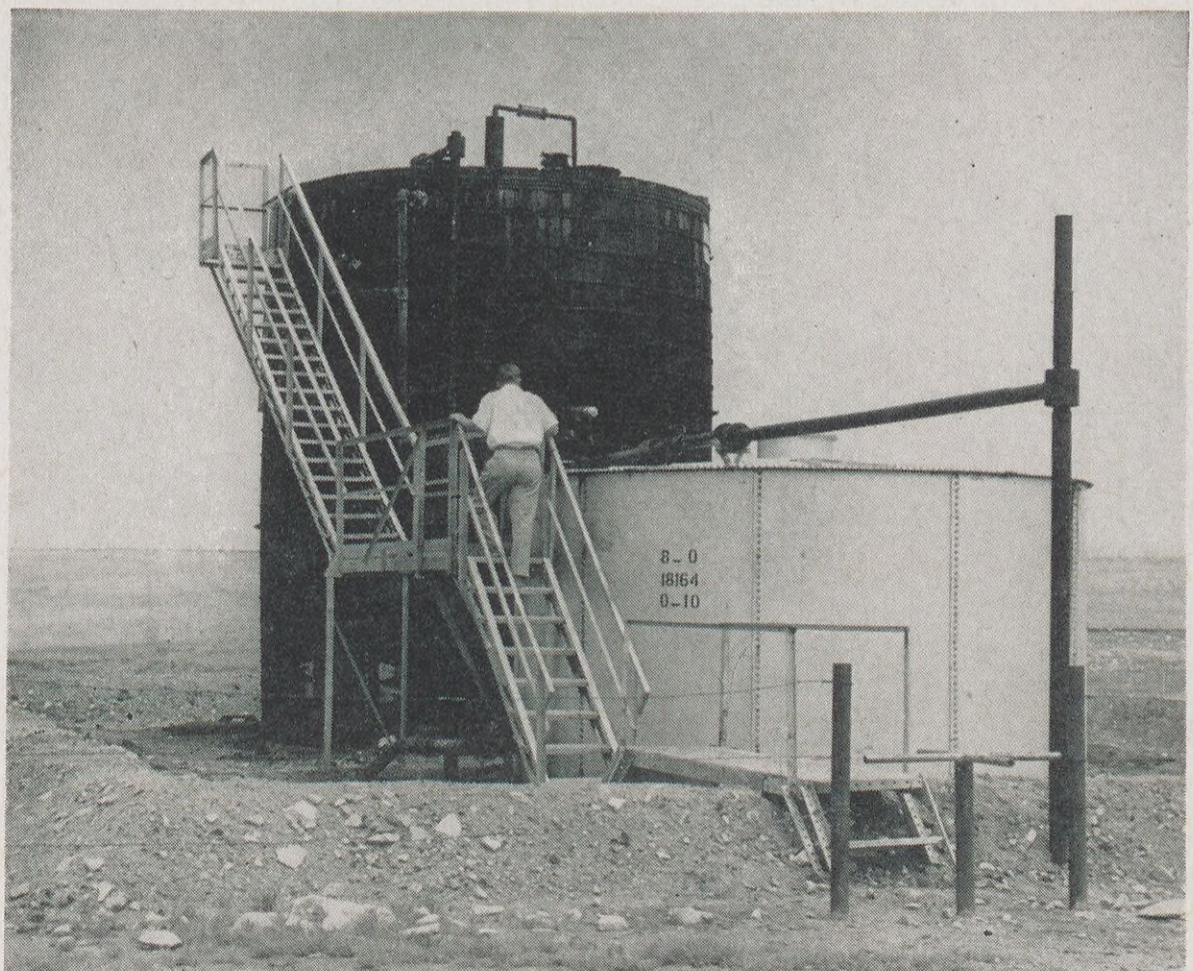
On the development side of the ledger Shell has, since 1951, conducted an extensive program of re-examination of its Kansas producing properties. The highly complex nature of the formations in producing fields indicated that, on closer study, more oil might be tapped. Accordingly, seismic crews began going over the ground again with the result that several new development wells were drilled. They not only increased production in a few fields, but indicated that the estimates of reserves still in the ground could be raised. In addition, unexplored acreage is being evaluated through wildcat drilling and by a program to promote tests by other companies.

## *For the First Time in Recent Years, Shell's Proved Reserves in the Sunflower State Were Increased in 1953*



Salt water produced with Kansas crude necessitates non-corrosive piping. Above, Salt Water Disposal Operator W. A. Polley checks new pipe.

Tanks must be non-corrosive, too. Below, a plastic tank compounded with EPON resin has been installed beside a wooden tank.



The need for increasing estimates of producible reserves was also brought out when Shell production men began installing better pumping equipment on several of the Company's wells. A key figure in this picture is a pump known in the industry as the Reda pump, which lifts large quantities of fluid and more efficiently drains the oil producing reservoirs. In Kansas, Shell's first experience with the Reda pump was in the Lerado Field. This was a field that had been checked off as depleted after producing 2 million barrels of oil from 37 wells. Although the test

was strictly an experiment, 46,000 barrels of oil were lifted from two wells. Nineteen Reda pumps are currently in operation in the Kansas Division. They produce 9 per cent of the Division's oil from 3 per cent of its producing wells. Each well is producing an average of a little more than 80 barrels of oil per day in a state where the over-all average per well is 9 barrels per day.

#### Water Disposal a Big Problem

But if the Kansas Division's reserve figures are making a comeback for Shell these days, the business of pro-

ducing the oil is still troubled by some old problems. A prominent one is the high percentage of water that is produced with the crude oil and must be separated. Along with every barrel of oil that comes out of the ground come 17 barrels of water.

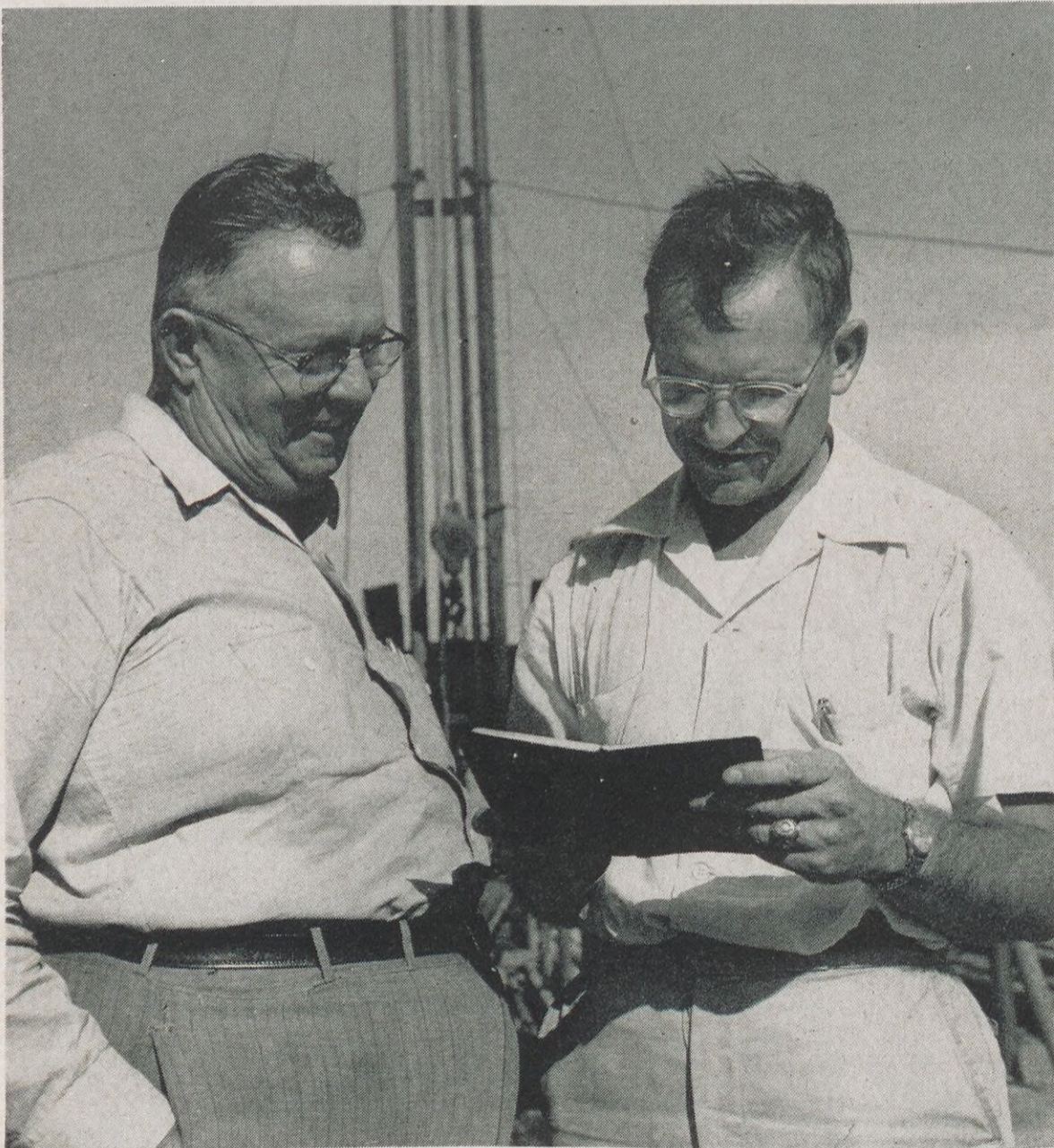
The situation is further complicated by the fact that this is sulfide-bearing salt water, which is highly corrosive to metallic pipe and vessels. Thus, disposal of this large volume of salt water—which can't be just turned loose to pollute streams—has, in the past, been troubled by the rapid destruction of disposal equipment by corrosion.

Shell is licking the corrosion problem, however, by installing corrosion-proof asbestos-cement pipe in field gathering lines, using cement-lined pipe for disposal well tubing, and experimenting with a variety of special alloys for pipe, connections, and valves. For collection and surge tanks, it has sometimes been safest to be old fashioned and use wooden tanks. But now Shell is trying out special tanks made of laminated plastic and glass fiber, the plastic containing a well-known Shell Chemical product—EPON\* resin.

Where reservoir conditions permit, Shell cuts down on excessive production of salt water by plugging off the bottom of wells where the water originates. Millions of gallons do reach the surface, however, and are injected back into the ground again into other formations through a system of disposal wells.

In retrospect, this sprawling land of wheat and cattle and pioneering history might be pictured as one of the oil industry's "nest eggs." Though Kansas has never been a prolific producer, it could always be counted on as a steady and reliable source of oil—like a bank account or a block of securities. For Shell at least, the state is still paying off at a good rate of interest.

\* Registered Trademark, U. S. Patent Office



The Tulsa Area's Kansas Division has its share of old-timers who have been with Shell for many years. For example, Great Bend District Production Foreman O. C. Lackey, left, completed 29 years last April, and is one of 58 Division employees in the 20-29 year group. Seventy-three per cent of the Division's 183 employees have had more than 10 years of Shell service. A score are in the 30-35 year group. In the picture above, Lackey is discussing Shell's new Kansas gas well, Gingrich No. 1, located in Finney County, with Exploration Engineer R. W. Phillips.

# Swigart Retires; Dickerson New President of Shell Pipe Line Corporation



T. E. SWIGART



JOE T. DICKERSON

T. E. SWIGART, President of Shell Pipe Line Corporation, retired on October 1 after 30 years of Shell service including 22 years as a Shell officer.

Mr. Swigart, a graduate of Stanford University with a Master's Degree in Engineering, commenced his Shell service in 1924 as a Production Engineer in Los Angeles, California. In 1932 he was elected Vice President in charge of Shell Oil Company's exploration, production, crude purchasing and allied operations in the Southwest. Mr. Swigart left Shell Oil

Company in 1940, when he was elected President of Shell Pipe Line Corporation.

During the 14 years under Mr. Swigart's leadership, Shell Pipe Line Corporation constructed and placed in operation almost 1,500 miles of major trunk pipe line. During this period also, the Corporation, under Mr. Swigart, made many contributions to pipe line technology, and today is recognized as one of the leaders in the field.

A resident of Houston, Texas, for almost twenty-two years, Mr. Swigart has been very active in civic affairs, having served as Chairman of the Houston Symphony Society, President of the Community Chest and Council and a Director of the Chamber of Commerce. At the present time, he is a Trustee and Treasurer of the Houston Museum of Fine Arts and a Director of the United Fund.

JOE T. DICKERSON has been elected President of Shell Pipe Line Corporation. Mr. Dickerson, formerly Vice President, Midland Exploration and Production Area, Shell Oil Company, succeeds T. E. Swigart who has retired.

Mr. Dickerson, who joined Shell 27 years ago, is a graduate of the University of Oklahoma Law School. He served in senior positions in the Legal Department of Shell Oil Company in St. Louis, Tulsa and Houston prior to a three-year Military Leave of Absence. Upon his return to the Company in 1945, Mr. Dickerson was appointed Assistant Secretary of the Company and Manager of the Head Office Legal Department. He was made Manager of the Houston Exploration and Production Area in 1947 and in 1951 was elected Vice President in charge of the Midland Exploration and Production Area.

## J. E. Clark Elected Vice President



J. E. CLARK

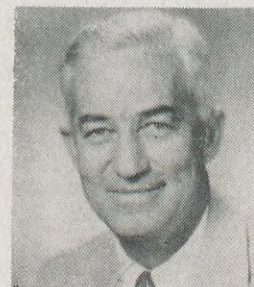
J. E. CLARK has been elected Vice President, Midland Exploration and Production Area, to succeed Mr. Dickerson. Mr. Clark, a graduate of Stanford University with a B.A. degree in engineering, joined Shell in 1933 at Long Beach, California as a Rotary Helper. Following various production positions in California, Mr. Clark was named Senior Engineer in the Los Angeles Office of the Pacific Coast Exploration and Production Area in 1947. He became Manager of the Coastal Division the following year and Manager of the Rocky Moun-

tain Division with offices in Casper, Wyoming, in 1952. He remained in that post until January of this year when he was appointed Production Manager of the new Denver Area.

Mr. Clark will move to Midland around the first of the year, following an interim special assignment in Head Office. During this interim, M. S. Metz, who is Midland Area Exploration Manager, will serve as Acting Manager of the Area.

O. L. ODALE has been appointed Production Manager, Denver Exploration and Production Area, succeeding Mr. Clark. A graduate of Stanford University with an A.B. degree in mechanical engineering, Mr. Odale

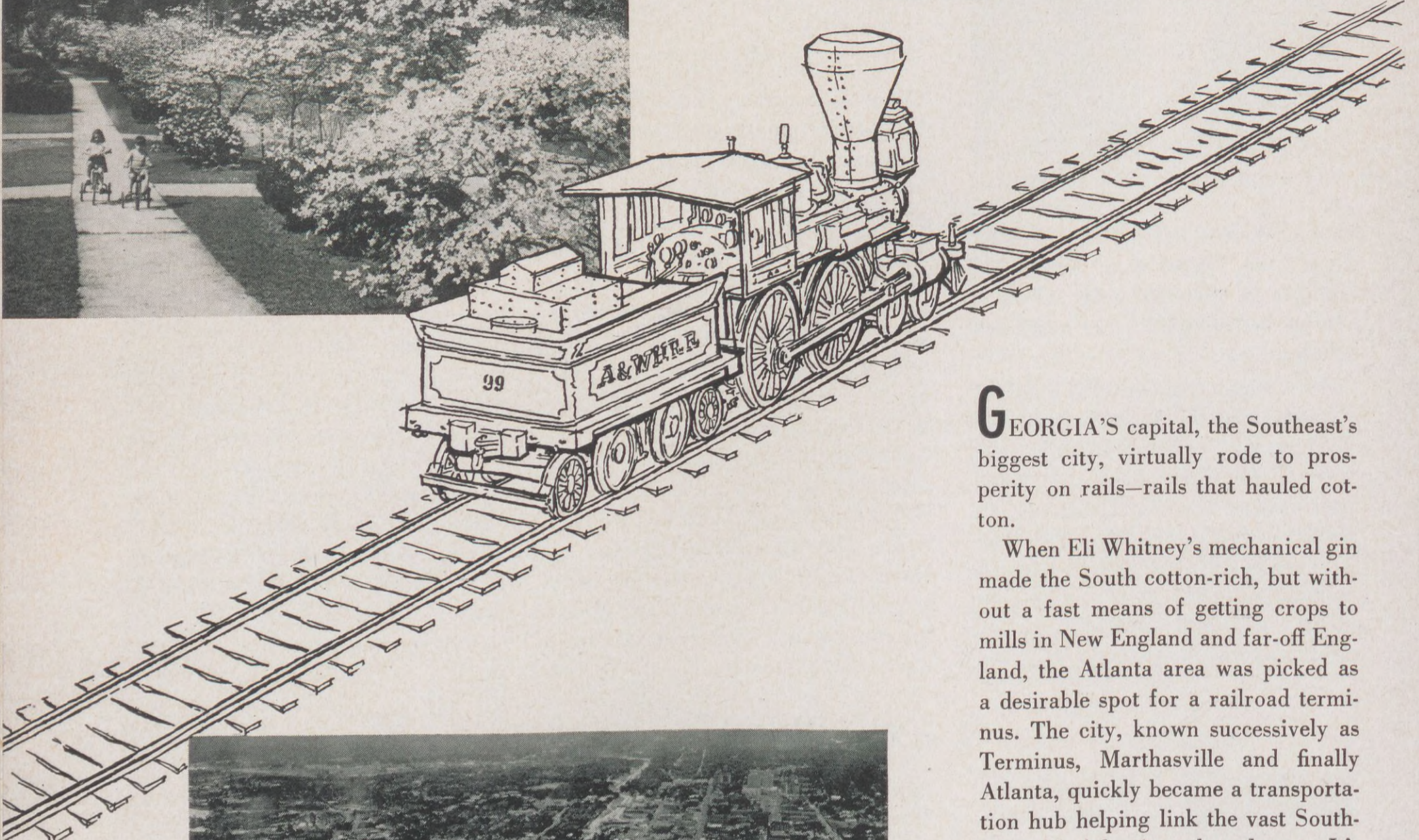
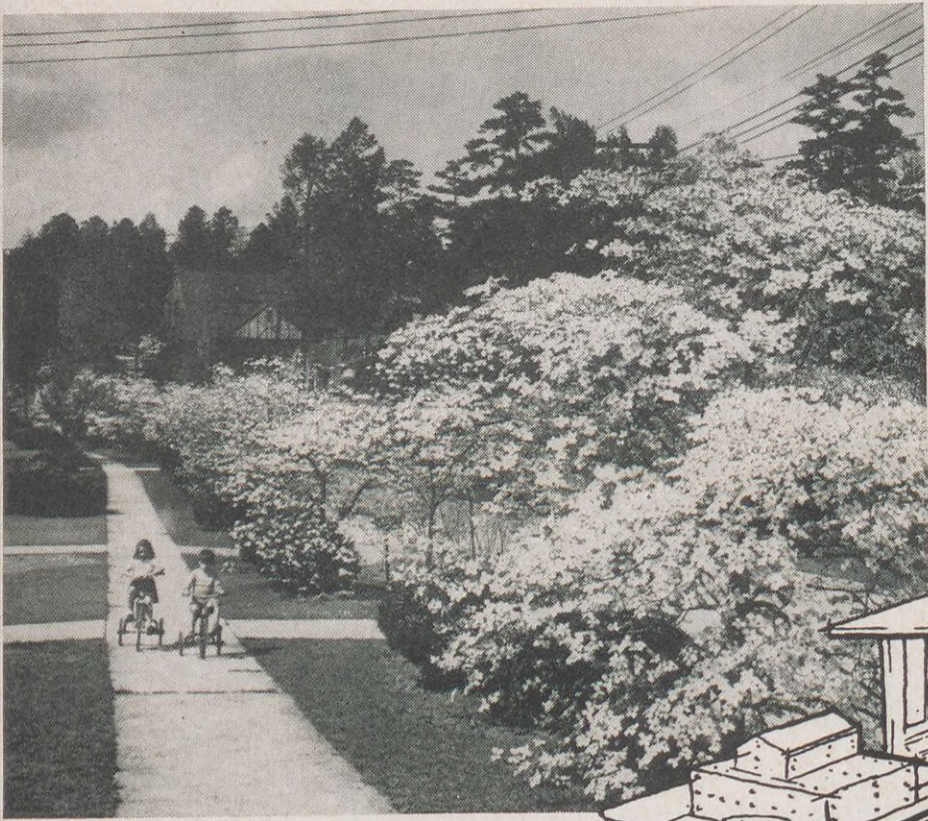
joined Shell Oil Company in 1933 as a Roustabout at Long Beach, California. He served in various production positions before being named Division Mechanical Engineer in the former Texas-Gulf Area. Mr. Odale returned to the Company in 1945 from a five-year Military Leave of Absence and subsequently served in produc-



O. L. ODALE

tion posts of increasing importance in the Houston Area. In 1953 he was named General Superintendent of the Production Department of the Denver Area, which post he held at the time of his new assignment.

# ATLANTA



The bold, modern lines of this busy metropolis are seen in an air view of Atlanta. Top, streets like this are blanketed with dogwood blossoms in the spring, an event many Atlantans associate with the yearly appearance of the Metropolitan Opera Co.

**G**ORGIA'S capital, the Southeast's biggest city, virtually rode to prosperity on rails—rails that hauled cotton.

When Eli Whitney's mechanical gin made the South cotton-rich, but without a fast means of getting crops to mills in New England and far-off England, the Atlanta area was picked as a desirable spot for a railroad terminus. The city, known successively as Terminus, Marthasville and finally Atlanta, quickly became a transportation hub helping link the vast Southeast with Atlantic seaboard ports. It's been growing steadily ever since.

Atlanta sits on a high stretch of land on the Piedmont Plateau just south of the Appalachians, within convenient distance of Alabama, the Carolinas and Tennessee, and a five-hour drive from either the Atlantic Ocean or the Gulf of Mexico.

It's a booming city, overrunning its boundaries—six huge postwar industrial districts already are operating and others are on the drawing boards. It's a city with more hum than drawl, where gracious living mingles comfortably with bustling industrial activity. Its famed Peachtree Street, for

# NTA

## *Rails—and the Cotton Gin—Created Georgia's Capital City, Today the Southeast's Transportation Hub*

example, is a long, spiraling way, crowded with thriving department stores downtown and jammed with attractive apartment houses and gracefully-aging dwellings farther out.

Atlanta is distinguished as the distribution capital of the Southeast; the fifth biggest insurance center in the U. S.; the nation's cotton-waste capital; the transportation and communications hub of the Southeast with one of the nation's ten top expressway systems; a billion-dollar banking city; a huge textile center; and the heart of the Southeast for universities, hospitals, oil pipe lines, and auto and aircraft assembly.

### Diversity of Products

Atlanta's 1,640 factories, a quarter of them postwar developments, produce 3,300 different commodities. The city sells more than \$400,000,000 worth of its own manufactured goods each year. In addition, pouring from Atlanta's warehouses to all parts of the Southeast is every type of manufactured goods—from soap to automobiles. They are freighted by eight major rail systems over 15 main lines that weave in and out of the city's terminals. Atlanta's airport is seventh busiest in the United States.

Besides all this, government also is an important business in Atlanta with the seats of both Fulton County and the state located on the fringes of the downtown area. More than 20,000 Atlantans staff 76 Federal agencies, as well.



David Brown stencils cartons at Atlanta's Bulk Plant, recently enlarged to handle product demand. Atlanta Division leads all others in Shell automotive gasoline sales in the U. S.



Shell employees A. B. Hollis, Jr. and Julian Grubbs outside Shell's Marketing Division headquarters.

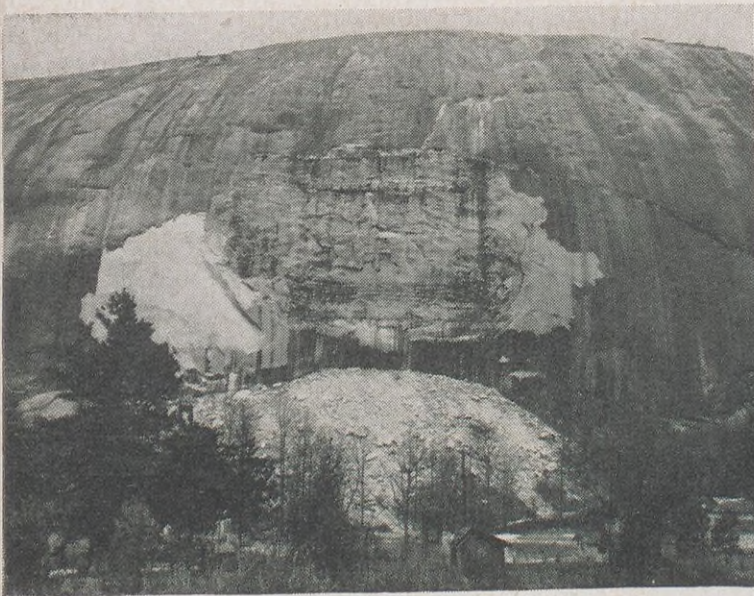


*Ewing Galloway*

The famed Peachtree Street, Atlanta's main thoroughfare, is a long, winding way. Downtown, it is crowded with businesses, while it is graced with beautiful homes farther out.



Liquid steel is poured into ingot moulds at a steel company, typical of the area's 1,640 plants.



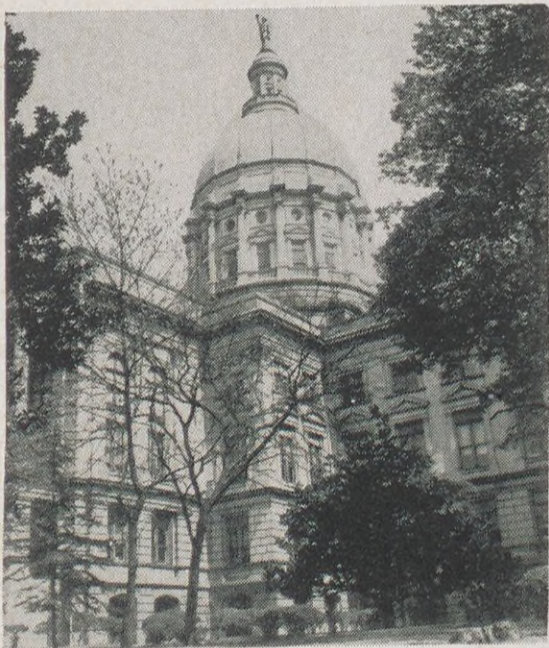
*Ewing Galloway*

Stone Mountain is located a short distance from the city. Carvings, seen in center, were begun in 1923 as a memorial to the Confederacy but the project was later suspended.

Attractive country estates such as this are found on Atlanta's outskirts. City homes are small and comfortable, shaded by many tall trees.



Farmers from outlying agricultural areas haul great quantities of produce to be sold in stalls such as these at Atlanta's big farmers' market.



Georgia's Capitol, modeled after the Federal Capitol in Washington, was completed in 1889. Atlanta became the state's fifth capital in 1868.

But the city's present character isn't wholly new. It was never a part of the Plantation South. Early Atlantans weren't planters but railroad construction workers, carpenters, storekeepers, mountain pioneers come down from northeast Georgia, and a smattering of New Englanders. Among its population even today, for every native-born Atlantan you find three who came from other places, often to enjoy its climate. Built more than 1,000 feet above sea-level, one of the highest among American cities, Atlanta has comfortable year-round temperatures plus abundant recreational activities. These include 146 parks; 23 golf courses (Bobby Jones is a homegrown product); and scores of resorts and trout streams in north Georgia, within easy driving distance.

evident to the visitor, who finds very few stately old mansions or large estates. Most of the estimated 745,000 people in Greater Atlanta live in small, comfortable homes set well back from the road, shaded by tall hickories, pines and maples. Atlanta's streets are narrow and winding, and in the spring become virtually a blanket of pink and white dogwood blossoms.

Although traditionally part of an agricultural area, Atlantans began a drive to attract new and diversified industry after World War II. In less than a decade, industrial development has gone up 170 per cent, population in Greater Atlanta 29 per cent. Atlanta's postwar "boom" has not been a quick and flashy event but one based instead on increased buying power.

Below, Emory University. Atlanta's schools also include Oglethorpe and Georgia Tech, all contributing well-trained young people to the area.

The difference between Atlanta and many parts of the Old South is quickly

### Needs Engineers

Moreover, such intense development has created a pressing need for well-trained engineers and scientists, not only in Atlanta but throughout the Southeast. The bulk of them are coming from the Georgia Institute of Technology in Atlanta which has the South's biggest university research-engineering laboratories. Atlanta's other fine schools, including Emory



and Oglethorpe Universities, also have been heavily contributing trained young men and women to the area's development.

This same activity, which is making the Atlanta area a model of postwar industry, also has created an unprecedented demand for petroleum products. It was a major reason for Shell's realignment of its Atlanta Marketing Division in 1953. Where the Division had handled Shell's sales activity since 1929 over a wide area of the South, it was reorganized to concentrate its efforts in a growing industrial area, including all of South Carolina and Georgia, most of Florida and a large portion of Tennessee.

Concretely illustrating the Southeast's swift industrial pace today, the Atlanta Division is Shell's largest division from the standpoint of total automotive gasoline sales volume. Gasoline and other Shell products marketed in the area are received from the Houston Refinery through the Bayou Pipe Line and Plantation Pipe Line Systems. Shell is part owner of Plantation which is headquartered in Atlanta. Shell's takeoff terminal is adjacent to the pipe line station at nearby Doraville.

About 140 Shell Marketing people work in Division headquarters in the William Oliver Building and in the Atlanta Bulk Plant, also located in the city. The Bulk Plant recently was enlarged to handle increased sales.

In addition, Shell Chemical's Atlanta office services many industrial accounts, as well as tobacco and cotton growers, throughout the Southeast.

### Once a Rutted Trail

Perhaps, on that day in 1837 when a stake was driven near today's busy Five Points to mark the southern terminal of a projected railroad, few foresaw that Atlanta one day would be a metropolis pacing the Southeast's industrial development. Five Points, today a heavily traveled intersection, then was no more than a rutted trail,

pounded down by cattle who came to drink at a fresh-water spring.

But Atlantans never were idle dreamers; they sought action as well. A secret formula compounded in 1886 by an Atlanta druggist named John S. Pemberton, for example, today is the basis for Coca-Cola. Yet, suspicious buyers were a long time clearing Pemberton's stalls of the first 25 gallons. Another Atlantan, Morris Rich, trotted up on a little bay horse in 1867 and decided to open a modest general store. The store bearing his name, and still operated by his family, last year sold \$56,000,000 worth of goods.

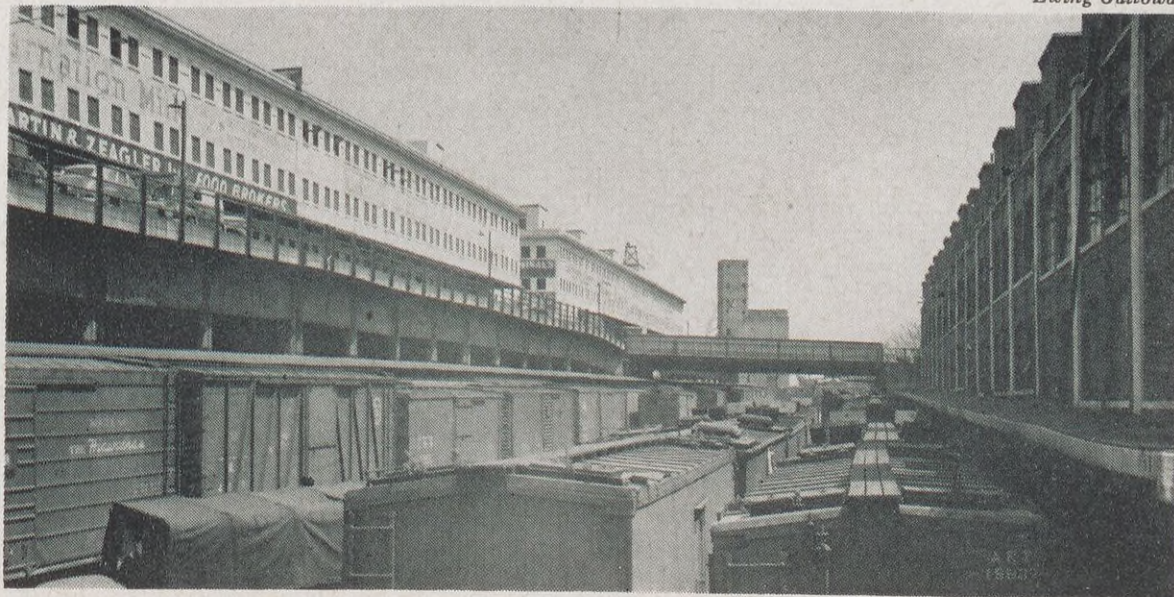
Twice during the city's brief history, Atlantans have found the courage to rebuild after disastrous fires—once in 1864 when Atlanta was left virtually a smoking war-ruin and again in 1917 when a warehouse blaze spread over 73 city blocks, wiping out 1,500 buildings and leaving 10,000 homeless. Atlantans say their spirit comes from a combination of "altitude plus attitude."

Their's is a city built by railroads, destroyed during the War Between the States because of its railroads, then rebuilt by railroads to become the transportation center of the Southeast.

*Shell News is indebted to the Atlanta Historical Society, Emory University, Atlanta Journal and the Atlanta Chamber of Commerce for several of these photographs.*

One of Atlanta's busy freight terminals is shown below. Built as a railroad terminus, Atlanta today is served by eight major railroads with 15 main lines weaving in and out of the city.

*Ewing Galloway*



Tourist attraction is the Cyclorama, combining a landscape painting with three-dimensional figures to depict the Battle of Atlanta (1864).

Below, first trolley line laid at Five Points (1892).



# OIL SHORTAGES— The Perennial Bugaboo

*Fears That We're Running Out of Oil Have Cropped Up Periodically—Only to be Dispelled by Discoveries of New Reserves*



**1** Popularity of kerosene as illustrated in the oil can advertisement, above, was responsible for the earliest oil shortage scare in the country.

**T**HE year was 1874, only 15 years after Colonel Drake brought in America's first oil well. Kerosene from petroleum was fast displacing whale and coal oil as the country's source of illumination, and demands for the new lamp fuel were growing.

At this point a Pennsylvania State Geologist sounded an ominous note for the fledgling oil industry—a cry of impending disaster that was to be repeated every decade or so up to the present time. Said the geologist:

“The nation has only enough petroleum reserves to light our lamps for the next four years!”

This was perhaps the first of many “oil shortage scares.” Like others that followed, it was dispelled by a flood of new oil reserves uncovered by the

industry. Even as early as 1874 a scramble for prospective oil lands was already in full swing and stretched across the continent.

Although oil exploration—even the hit-or-miss exploration of the time—proved the pessimistic geologist wrong, it was not long before another shortage scare cropped up. It came with the appearance of the gasoline-burning automobile, a machine, according to some, calculated to gobble up all the oil in the earth in no time at all. The truth was, much of the gasoline used in early automobiles was made available through better utilization of the crude oil at hand. Until that time, refining necessarily was generally a wasteful operation, since kerosene and lubricants were the only products wanted from the crude.

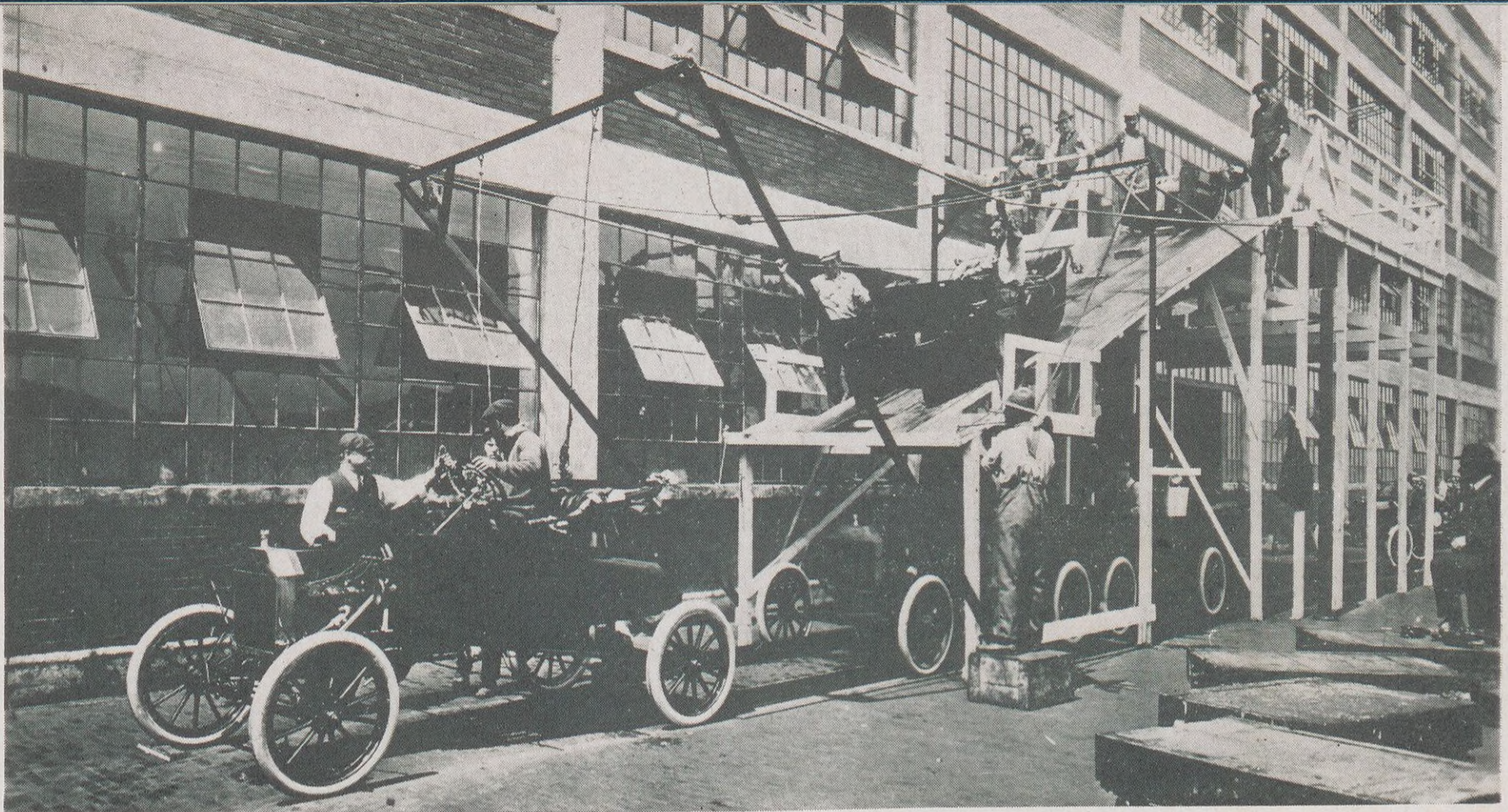
Gloomy estimates that the gas buggy would soon burn itself out of the very product that made it possible gradually died out as the prognosticators became aware that oil discoveries were more than keeping pace with automobile production.

But that was at the time of hand-made cars and slow production. With the mass production of Ford's “Model T,” the demand for gasoline skyrocketed, and the pessimists were again heard. “We'll never be able to find enough oil now,” they said, as automobiles gained in popularity.

And as World War I imposed new demands for fuels, they were sure of it. Even after the war's end and there was still oil to spare, some predicted that highway travelers would be back in horses and buggies within a decade.



**2** Growing popularity of the automobile around 1900 brought another public scare. Some authorities claimed the auto would soon burn itself out of the very fuel that made it possible.



**3** When autos went into mass production shortly before World War I, there were even louder cries that U. S. oil resources were nearing an end. Crude as it may seem today, the final assembly line at a Ford plant in 1913, above, broke production schedules daily, adding to the pessimists' fears.

Again the oil industry proved them wrong, as it has discredited other fears of shortages that have risen intermittently. Perhaps the toughest one to cope with was in World War II, when unprecedented military demands of the United States and its Allies caused local shortages—many of them due to lack of transportation facilities. The oil industry, faced with material and supply shortages of its own, nevertheless stepped up its exploration and production to record-breaking levels. In the hard-pressed year of 1943 production exceeded the discovery of new reserves. But in 1944 the oil industry added 389 million barrels of new reserves above the amount that was produced that year—and has been keeping ahead of the ledger ever since.

Is there a chance of an oil shortage today? Or in the near future?

The answer is the most emphatic NO that the oil industry has ever been in a position to give. It is backed by the simple, yet important fact that American oil reserves are greater today than they have ever been in history. In spite of steadily rising demands for oil products, the ratio of proved reserves to annual production has been maintained at a safe margin.



**4** Demand for fuel in World War I brought new warnings that we were running out of oil and solemn predictions of the return of the horse and buggy to the nation's highways.

**5** World War II's unprecedented drain on U. S. oil reserves brought another scare. But record-breaking exploration and production feats during and after the war quieted it.



Proved U. S. liquid hydrocarbon reserves at the end of 1953 were estimated at more than *34 billion barrels*—14 times the total at the turn of the century! After more than  $21\frac{1}{2}$  billion barrels of oil had been taken out of

the ground in 1953, the year's net increase in reserves still amounted to well over a billion barrels. This is about the average net increase in reserves the industry has maintained since the end of World War II.



The thirteenth and fourteenth in a new series of organization charts

Shell Oil Company

October—1954


# SAN FRANCISCO MARKETING DIVISION ORGANIZATION CHART

Manager



W. E. McDonald

Operations Manager



S. K. Holt

Sales Manager



A. J. Shirley

Treasury Manager



M. H. Froning

Marketing Service Manager



B. R. Sherman

Real Estate Manager



M. B. Dowd

Division Engineer



S. E. Rowden

Superintendent Distribution



J. G. McGuire

Aviation Manager



F. L. Ellsworth

Fuel Oil Manager



G. J. Landweer

Industrial Products Manager



D. Vanderburch

Chief Accountant



W. V. Goodwin

Credit Manager



J. P. Robinson

Employee & Public Rel. Representative



A. I. Plomgren

Purchasing-Stores Supervisor



E. Hansen

Retail Manager



A. P. Hynes

District Manager Oakland



D. C. Ross

District Manager San Francisco




W. K. Evans, Jr.

District Manager San Jose



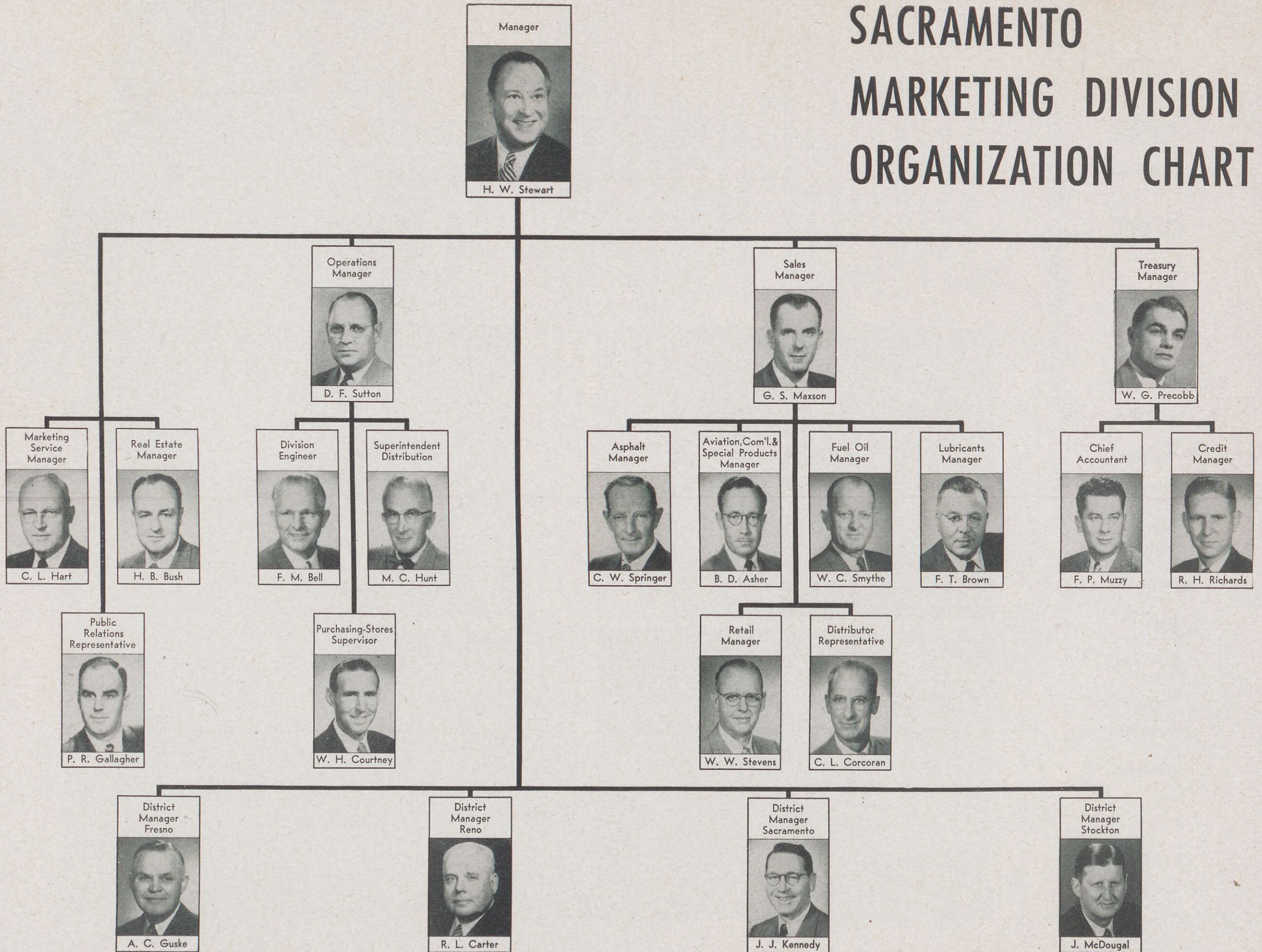
A. E. Phinney

District Manager Santa Rosa



P. R. Wing

# SACRAMENTO MARKETING DIVISION ORGANIZATION CHART

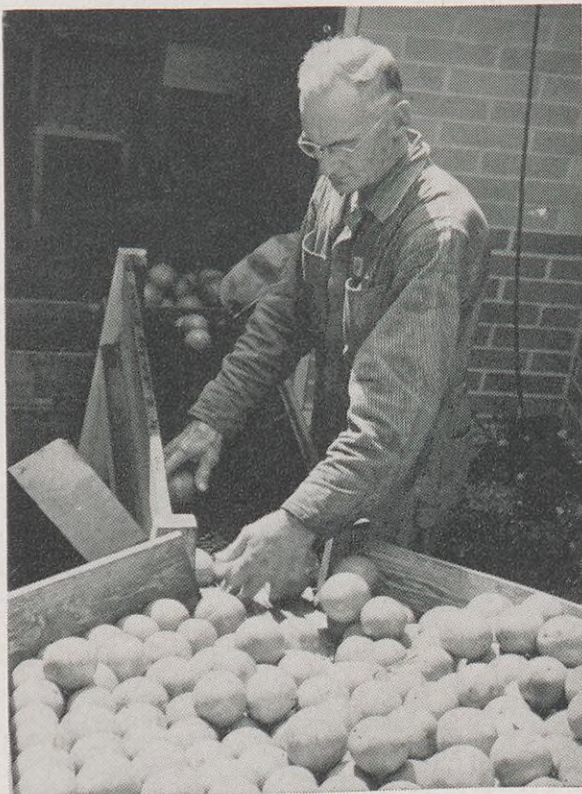


# HOME ON CITRUS

*A Shell Pensioner Finds Retirement Can Be*



Mornings, Al Cutbirth picks the day's fresh fruit from a leased grove near the stand. Lake County has some 90,000 citrus acres under cultivation.



Al washes the fruit in an ingenious machine. Here, oranges roll through two revolving brushes which splash water, cleansing the fruit.



Mrs. Cutbirth fills an orange juice dispenser. After squeezing, juices are stored in gallon jugs and refrigerated until needed in the dispensers.



Al and Mrs. Cutbirth say life in Florida is a dream come true. Al spent vacations from Shell Pipe Line looking for a post-retirement home.

**M**OTORING down the scenic Orange Blossom Trail through Leesburg, Florida, you eventually come to Cutbirth Citrus Corner, by now almost as familiar to tourists as a highway marker. Its owner is Alfred Cutbirth, a tall, witty Oklahoman who retired from Shell Pipe Line Corporation in 1947 after some 23 years' service and set out to combine a small business with his leisure.

Al Cutbirth's business is a profitable one, featuring juices from grove-fresh citrus fruits, gift bags of fruit, souvenirs and free tourist information. Built of sturdy brick, the Corner was put up largely by Al himself. Sharing the work, Al and his wife find plenty of time for fishing, their favorite sport, in country that abounds with fresh-water lakes and streams. One lake is only 150 yards away. All in all, say the Cutbirths, it's the kind of life they dreamed about.

But settling down to retired life wasn't as easy as it sounds. Al began working out a formula for retirement long in advance.

He joined Shell Pipe Line in June, 1925, as a Construction Laborer at Wewoka, Oklahoma. All his service was in the Mid-Continent Area. When he retired, he was a Station Engineer at the Fairland Station in Oklahoma.

Al used vacations and spare time to look over possible post-retirement living places and jobs, and sought out advice. He began purchasing U. S. Savings Bonds to supplement his Shell Provident Fund, Shell Pension and Social Security.

# S CORNER

## *Be Both Pleasant And Profitable In Florida*

By the time Al's retirement had come, the Cutbirths had virtually decided on Florida as their new home. A versatile man, Al briefly ran a trailer agency in Leesburg, caught and sold fish and oysters near Sebastian, Florida, sold real estate in Houston, Texas, and bought and developed a citrus grove at Leesburg, before settling down.

For his business location Al picked Florida's second most heavily traveled highway, the Orange Blossom Trail. It cuts through the center of the state from Lake City in the north to Miami

in the south, carrying some 8,000 cars daily. The Cutbirths were confident that their savings would carry them for three years, the average period it takes to get such a business running profitably.

Cutbirth Citrus Corner stands atop a hill. Towering over it for easy visual identification is a huge metal ball painted to represent an orange. It took Al seven months to lay the brick, install windows and plumbing, and ready the interior. Roofing was the only construction work which he did not do himself.

Some equipment was bought second hand and remodeled by Al and his wife; other items, like a refrigerator, drink dispenser and juicer, had to be bought new. A used pick-up truck, enabling Al to haul fruit from a grove he leased nearby, also was purchased. By the winter season of 1952, Cutbirth Citrus Corner was open for trade.

While the mainstays of the attractive property are its ten-cent glass of juice and bags of bulk fruit, other goods are stocked. These include baskets of souvenir jellies, jars of orange blossom honey, plaques made from cypress "knees," shell jewelry, ceramics and similar goods. Thirsty tourists, drinking at Cutbirth's long juice bar, often notice on the well-stocked souvenir shelves an item or two they'd like to take home. Though most customers spend moderate sums, occasionally a tourist has spent as much as \$50.

Cutbirth Citrus Corner, on Florida's second most heavily traveled highway, is a stopping off point for tourists and truckers. A wide variety of souvenirs is sold in addition to juices. The Corner is on the route to such famed attractions as Silver Springs and Cypress Gardens.



## Citrus Corner (cont'd)



Despite a busy schedule, Al finds plenty of time for fishing, his favorite sport. The Lake County area, known for its largemouth bass, boasts 1,400 fresh-water lakes and streams, the nearest only 150 yards from the Corner. The Cutbirths work a long day during the winter tourist season but in summer, when travel slacks off, they remain open fewer hours and have more time for relaxation.

What the couple like best is that the business isn't tiring. Much of the trade is seasonal. They work regular hours in the winter months but live at a more leisurely pace the rest of the year.

Mornings, Mrs. Cutbirth gets merchandise ready while her husband drives to the leased grove to pick the day's supply of fruit. He uses a motor-driven fruit washing machine to clean the oranges and grapefruit. He then sacks the bulk citrus to be put on display racks and juices the rest, storing the latter in glass jugs for refrigeration until they are put in the dispensers.

Still, Al manages some fishing. Leesburg is termed the "Largemouth Bass Capital of America." In addition, many of Florida's most widely visited tourist attractions are located nearby,

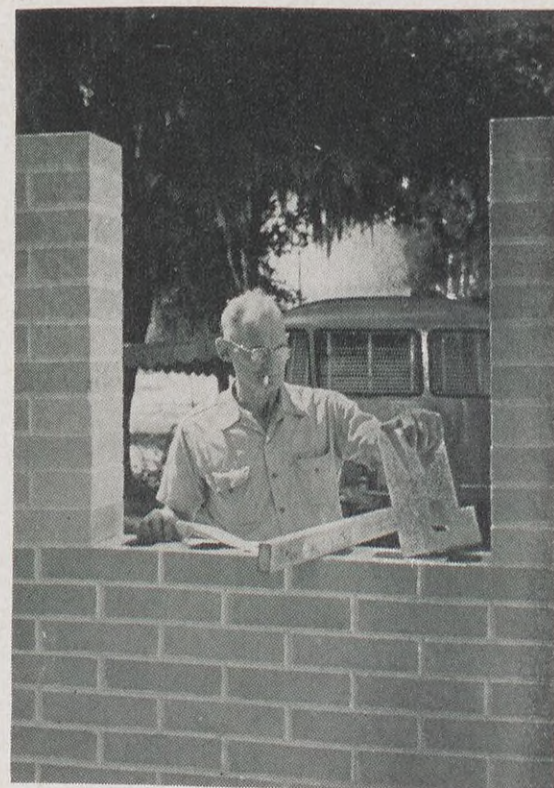
among them crystal-clear Silver Springs where glass-bottomed boats give visitors a glimpse into the deep, and Cypress Gardens, the water-skiing capital.

Reminiscing about his many years with Shell Pipe Line, Al Cutbirth gives other prospective pensioners this advice:

"Don't be afraid to tackle work. It will keep you young. Plan your retirement well in advance and plot your finances carefully. Travel until you find the place that offers your kind of life. Above all, make good use of your spare time."

Today, Al is working on a home adjacent to his business property. But he's in no hurry to complete it, working at it mostly during lulls in business. Meanwhile, he and Mrs. Cutbirth live a healthful, happy and profitable

life in the section of the country to which they'd dreamed of going.



Al works in his spare time at the home he is building adjacent to his business property.

# Confidential Linoleum

*Shell Scientists Are Helping Put Housewives On an Intellectual Footing*

**O**IL industry research, which has done a great deal to improve the lot of the housewife in her kitchen, is now getting under foot.

The ladies aren't complaining, however, because in this case the research is in the form of old technical reports which are being dumped into the vats of a linoleum plant and are emerging as high grade floor covering.

This unique use for technical information came about at Shell Development Company's Emeryville Research Center, where an accumulation of scientific paper was already under foot. For years these technical reports, many of them of a confidential nature, had been taking up more and more file space, creating a storage problem. To get more elbow room for current files, the Research Center's Technical Files staff checked over the old papers, weeding out big stacks of duplicate and out-of-date material for disposal.

Before destroying the surplus, they canvassed 23 Shell locations in the United States, Canada and abroad, asking if they were interested in any of this technical material. Replies came in from 11 locations, requesting files on 23 types of material—thus taking 682 pounds of paper off the growing stack.

Getting rid of the rest was not a simple matter. Since most of them were confidential, the papers couldn't simply be tossed in the trash bin. Burning them was difficult and expensive, because thick reports, like books, only char around the edges unless burned page-by-page—and there were thousands of them.

The answer to the problem was discovered only a few blocks away in

Emeryville at the plant of Pabco Products, Inc., manufacturers of paint, roofing, and linoleum. Paper, like rags, and other fibers, is a component of the backing for good linoleum, even paper covered with square roots, logarithms and formulas. The management of the Pabco plant reported they would be glad to include the results of such high grade thinking in their high grade linoleum.

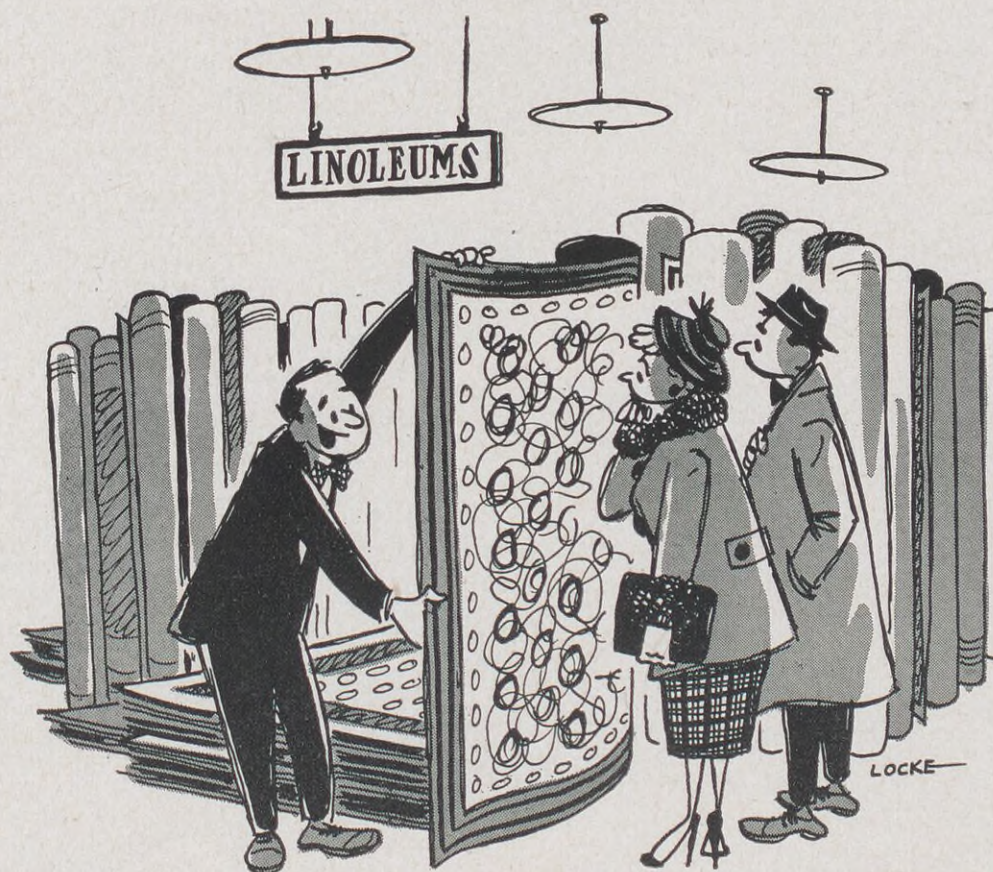
Recently a group of Shell Development staff members escorted a 2,660-pound load of confidential research records to the Pabco plant and witnessed their destruction in the linoleum-making vats. They estimated Shell's contribution to the vats will be part of more than 13 thousand square feet of linoleum—which is spreading information pretty thin.

More "confidential" linoleum will

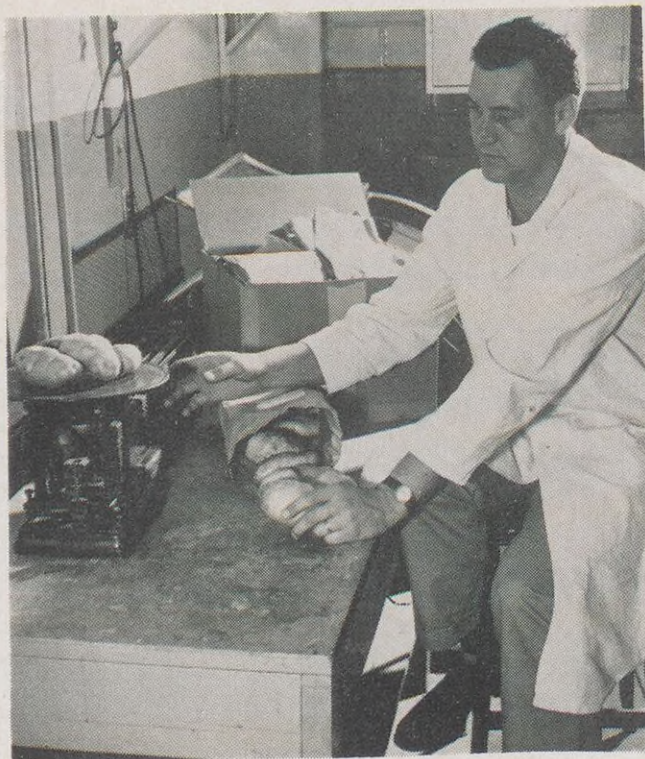
follow, for the Research Center is still in the process of sorting old files and more pounds of confidential material will be consigned to the vats.

Meanwhile, interest in the unique disposal method is running high in Emeryville. Before the first 2,660 pounds of paper were sent to the Pabco plant, staff members tried to estimate the weight of the load. After consulting with Janitor Roosevelt Zanders, a man experienced with waste paper, Clerk Lillian J. Gaillard won the contest—guessing 2,800 pounds.

As for the Shell Development scientists who wrote the papers, they are understandably amused by the thought that the technical reports they have so studiously created may wind up on the floor, perhaps eventually in their own homes. It poses the problem of tripping over their own words.



"Here's one that was featured at the last meeting of the American Chemical Society."



**B**OILED, fried, creamed or baked in the ashes—potatoes are among the most widely used foods in the world. Being inexpensive, nourishing and tasty, they are a basic part of the menu in countless homes. And huge quantities of the simple tubers are broken down into starch and alcohol for industrial use.

Insects too, dine on potatoes, unless firmly discouraged. But farmers have recently found effective methods of control in the high-powered Shell

Laboratory Assistant R. M. Bremkamp, left, weighs a sample of aldrin-protected potatoes which has arrived at Shell Development for their analysis.

# Spotless Spuds

*Crops Treated with Aldrin or Dieldrin*

*Undergo Careful Field Tests at  
Shell Development Laboratories*



The potatoes are ground to pulp as the first step in determining whether or not aldrin is present.

Chemical Corporation insecticides, aldrin and dieldrin. The latter is used as a spray, to destroy potato bugs on the plants; aldrin granules or dust effectively knock out wire worms and flea beetles in the soil. Two to three pounds of aldrin per acre—much less than is needed when most other insecticides are used—will do the job effectively, and use of this product for potato-attacking insects is spreading steadily.

Marketing of all such chemicals,

however, takes place under the watchful eyes of the U. S. Department of Agriculture and Food and Drug Administration. Before an insecticide is approved for a new use, the manufacturer must show that this use is both effective against the pest and harmless to the consumer of the crop involved.

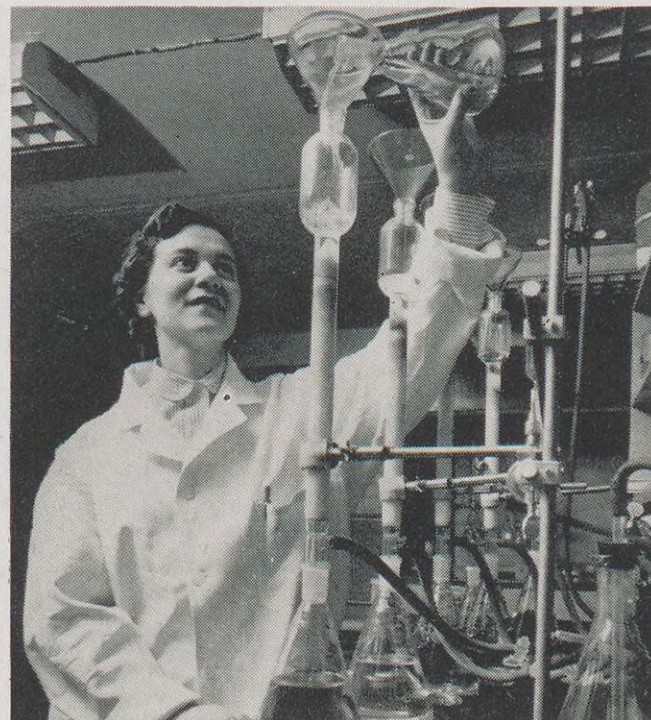
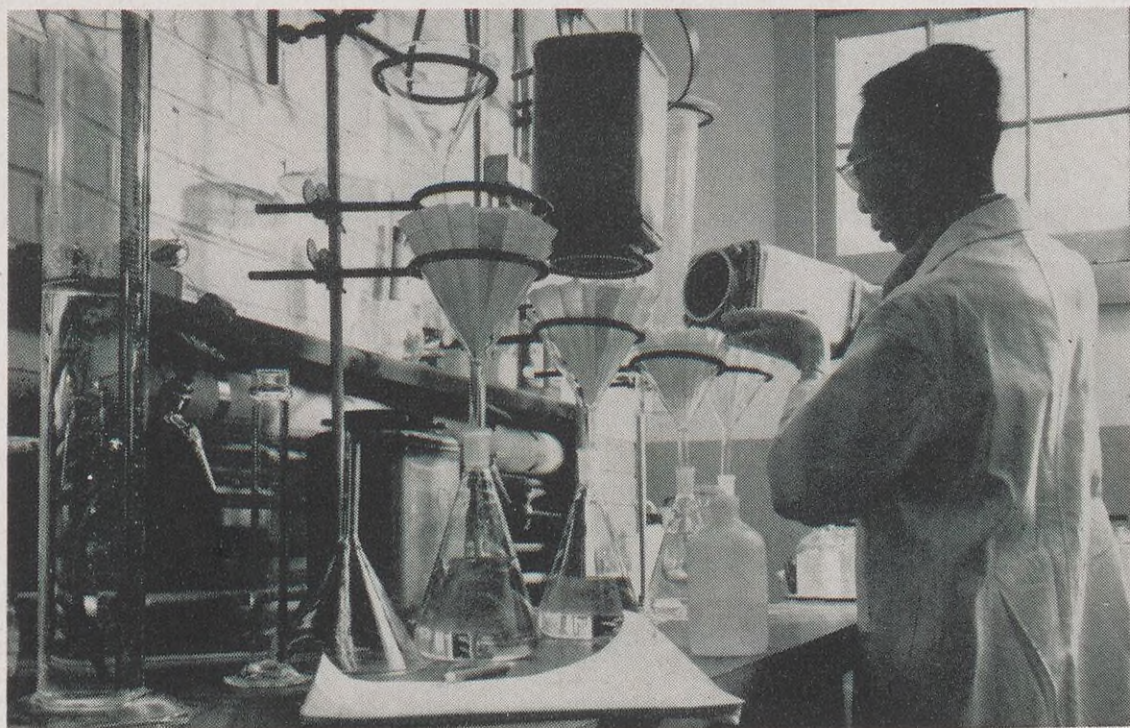
This means that every time aldrin or dieldrin is used for a new crop, Shell must first make field tests. Such testing may be the most exacting and

expensive item of all in getting a new agricultural chemical from the laboratory to the farm.

The final step in testing—analysis of the treated crop—takes place in Shell Development Company's Denver Laboratories. In 1953, they analyzed samples of approximately 80 different crops, all the way from alfalfa to wheat. The pictures on these pages show how Shell scientists go about their work—this time using the humble but important potato.

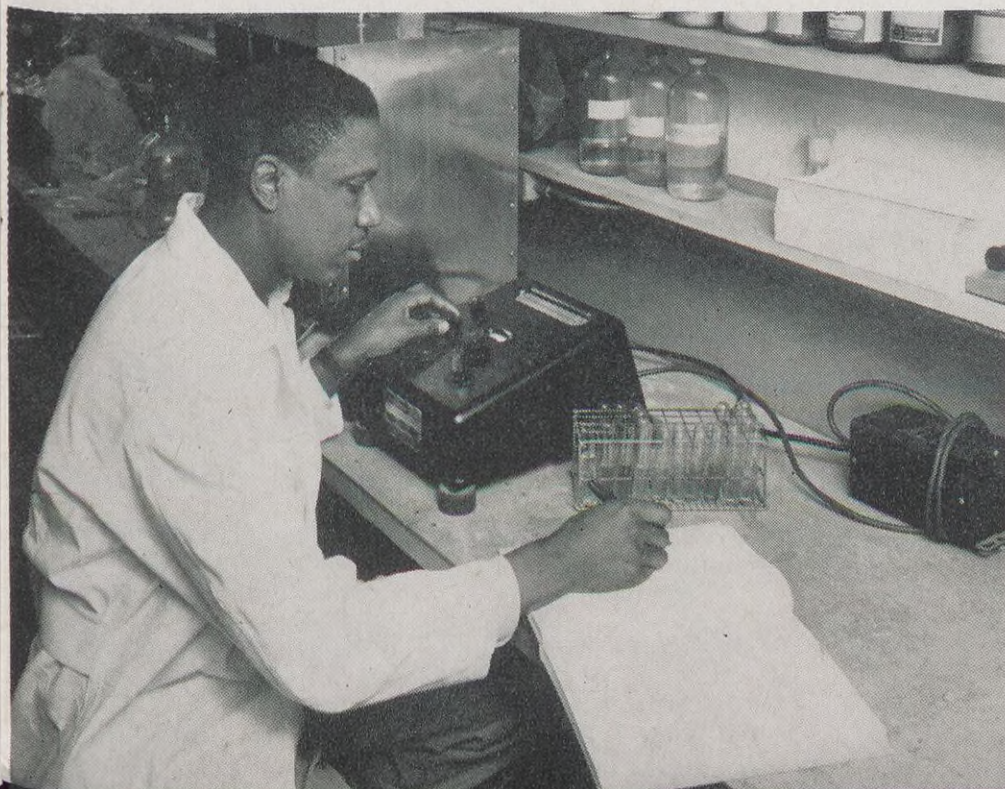
The ground potato pulp is placed in large steel cans, a solvent is added, and the mixture is tumbled about in a steel drum for an hour. Below, Chemist S. C. Lau, filters the pulp to get a clear extract.

The extract must be "cleaned up" to remove color, waxes and other extracted plant matter. Chemist Pauline Baumgartner, below, pours the extract through a special clay which absorbs undesired materials.



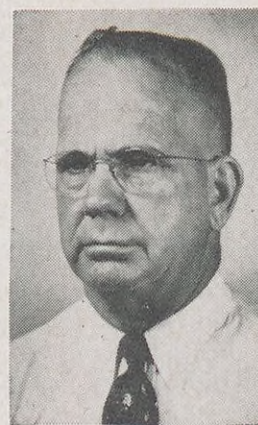
Several methods may be used to look for traces of aldrin in the potato extract. In the picture below, Chemist F. I. Burleigh treats the extract to form a deep-colored aldrin derivative. As little as one ten-millionth of an ounce of the insecticide may be detected by this method.

Below, Entomologist N. W. Earle and Laboratory Assistant Dixie Thiel feed flies on potato extract, then count survivors to see how much toxicant is present.





# They Have Retired



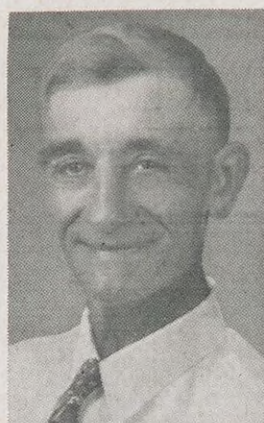
**E. E. ARMSTRONG**  
Houston Area  
Production



**C. C. AYERS**  
Pacific Coast Area  
Production



**S. E. FLEMING**  
Shell Chemical Corp.  
Martinez Plant



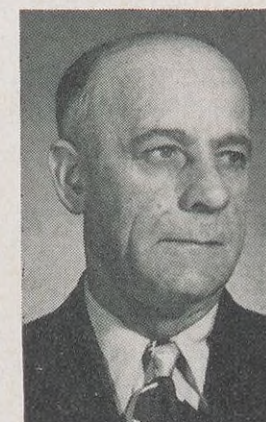
**E. GILBERT**  
Wood River Refinery  
Engineering



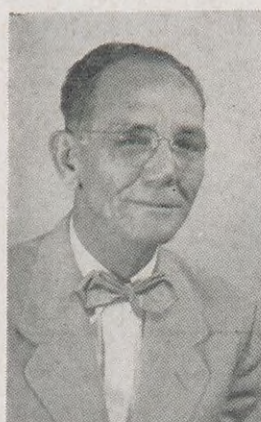
**J. T. GRIFFIN**  
Boston Division  
Operations



**F. H. LENZ**  
Shell Pipe Line Corp.  
Mid-Continent Area



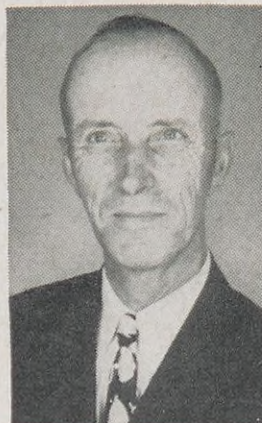
**J. A. LEPICK**  
Wilmington Refinery  
Distilling



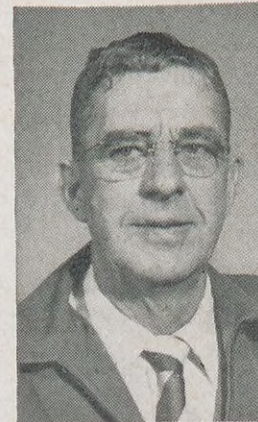
**S. P. LIRETTE**  
Norco Refinery  
Engineering



**D. G. McFADDEN**  
Shell Chemical Corp.  
Dominguez Plant



**R. O. MOSHER**  
New York Division  
Operations



**C. M. NOEL**  
Wilmington Refinery  
Effluent Control & Util.



**J. H. QUINN**  
New Orleans Division  
Operations



**A. J. TRUJILLO**  
Pacific Coast Area  
Production



**C. H. TYLER**  
Boston Division  
Operations



**E. T. WEIL**  
Detroit Division  
Operations



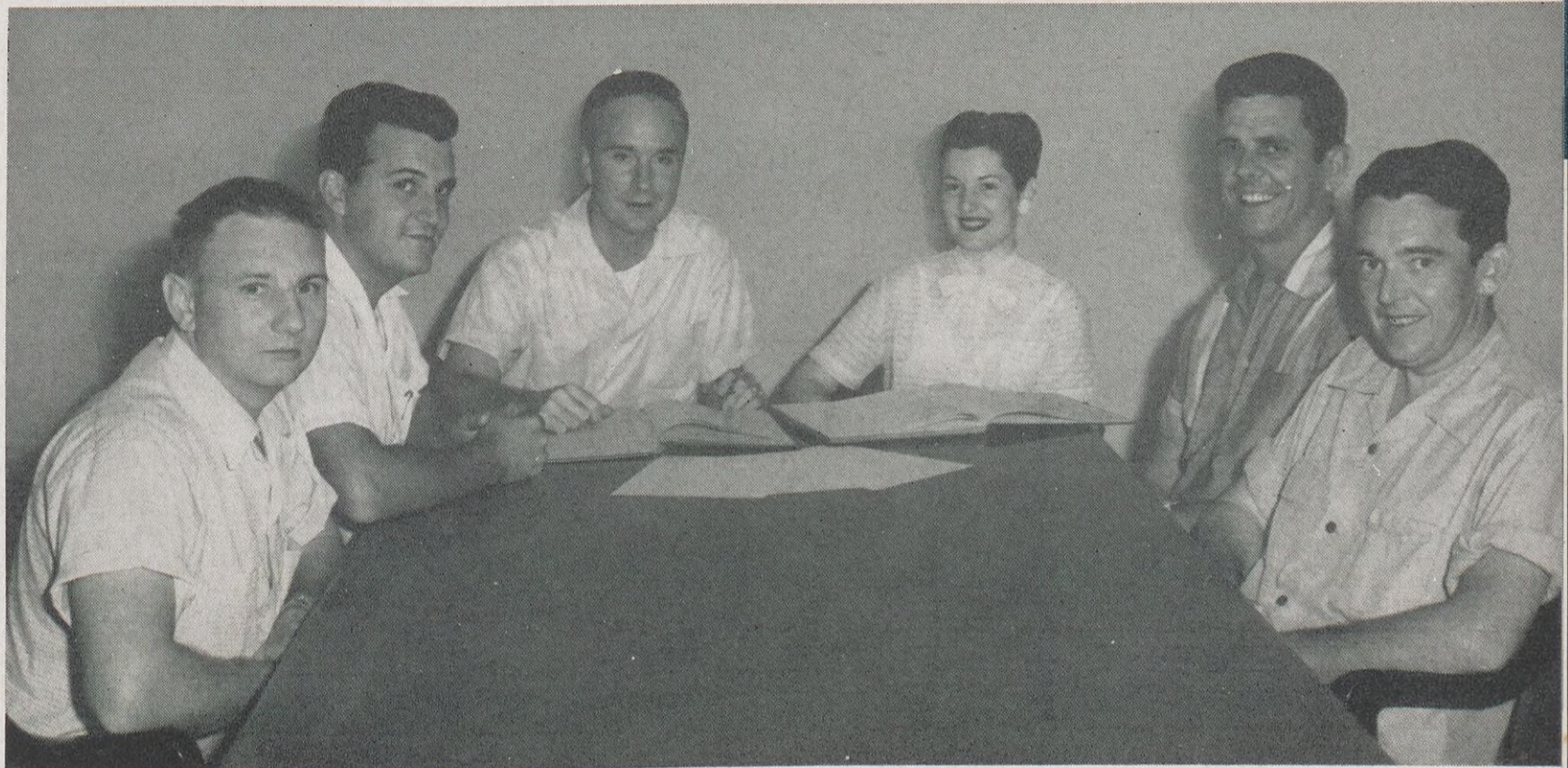
**H. V. WOLFE**  
Wood River Refinery  
Dispatching



**A. K. WOODS**  
Tulsa Area  
Production



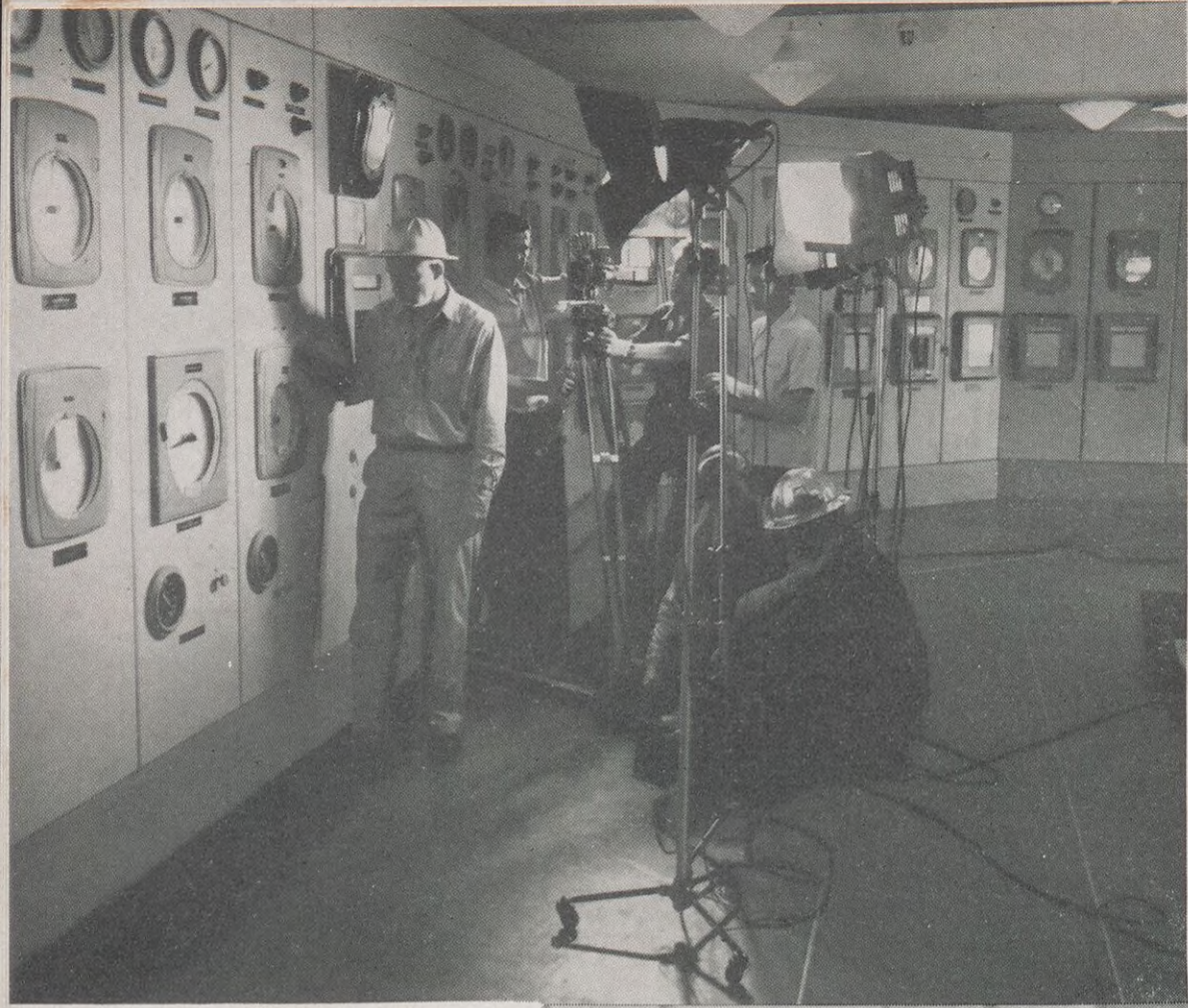
New officers of the Corpus Christi Shell Club of the Houston Area's Corpus Christi Division, were recently elected. They are, left to right, R. H. Stever and R. C. Booth, Board Members; W. R. Cobb, President; Marilyn M. Massey, Secretary-Treasurer; J. A. Gruen, Vice President; and T. D. Cook, Board Member.



### Win President's Cup

Two Shell employees gained national fame recently when they won the President's Cup in the Annual Bridge Nationals held in Washington, D. C. at the Mayflower Hotel. R. W. Trares, Wood River Refinery, left with black tie, and T. D. O'Keefe, Products Pipe Line Department, competed for the coveted award by playing against 300 of the outstanding bridge players in the country.

In all, they played 78 hands during the Nationals. Registering a score of 322, the pair bettered the mark of the second-ranking team by ten points, the largest margin of victory in the 1954 tourney.



## Wilmington Employees in Film

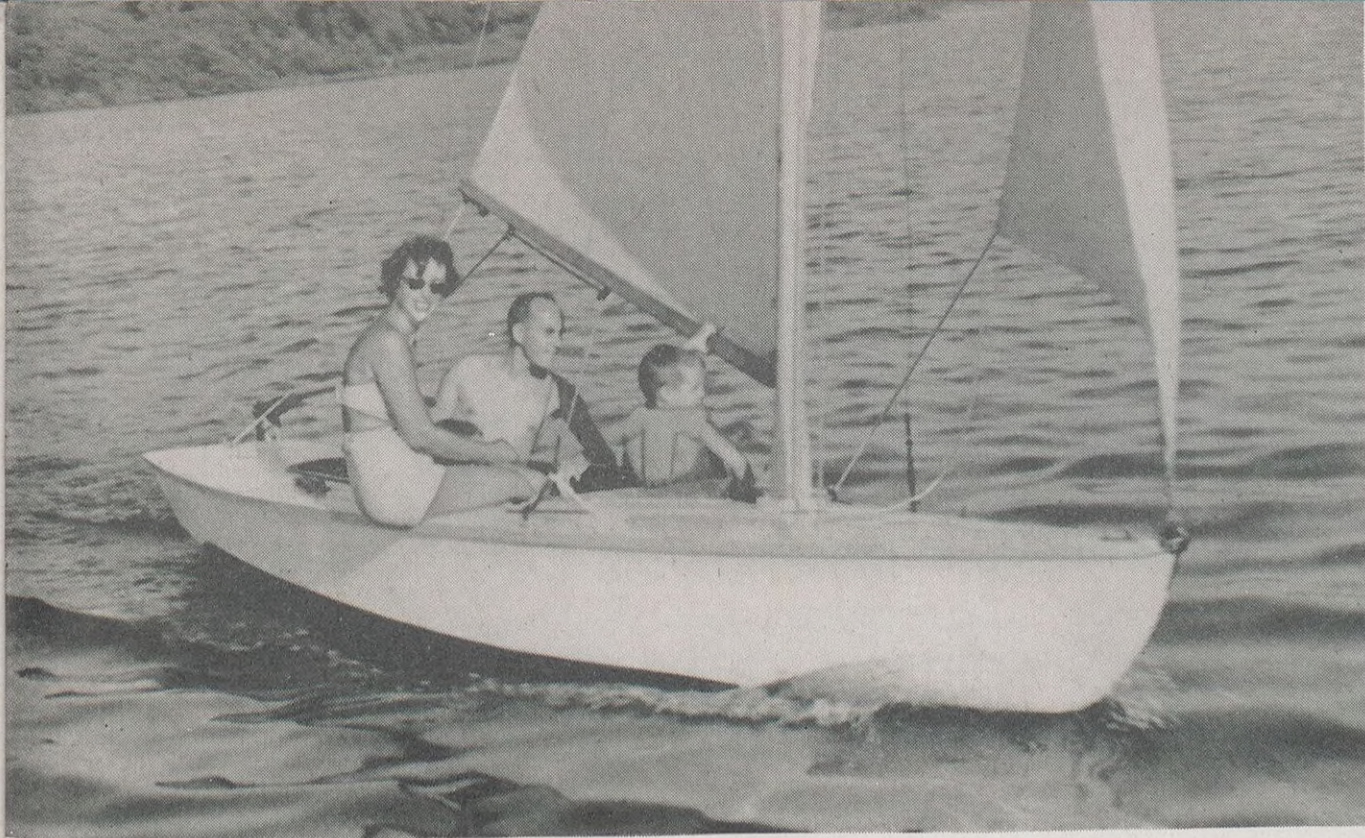
"Place of Promise," Shell Oil Company's new film, part of which was shot at the Wilmington Refinery, has recently been completed. E. J. Greene, Jr., Head Office Visual Aids Division, was in charge of the shooting. "Place of Promise" depicts in broad terms what a refinery is, and the various people and skills required for its efficient operation. This film will be shown primarily in the Northwest, in and around the area of Shell's new Anacortes Refinery, now under construction.

Pictured to the left, in hard hats are L. C. Beckman, at the control panel, and D. C. Woizeski and W. J. Crowther, in the foreground. In the rear are (left to right) C. O. Wilmoth, Ralph Umbarger (cameraman) and Greene.

Shell's Sewaren Plant played host recently to a group of school boys who were taken on a tour of facilities. A highlight of the day was J. E. Zehrer's demonstration of methods of extinguishing oil fires. In the picture at the right, he is demonstrating how dust can accumulate and explode.



A perfect 300 game in bowling means twelve consecutive strikes, and is rarer than a hole-in-one on the golf course. Two Shell employees of the Midland Exploration and Production Area recently bowled a perfect game each. C. H. Benefield, left, and G. L. Goodpasture of the Midland Area's Northern Production Division now look forward to an early repetition of their top bowling scores.



### Prize-winning Sailors

R. G. Thobaben of Shell's Cleveland Marketing Division recently took to sailing and within one year, started winning regatta prizes. Thobaben, who "didn't know port from starboard," married a girl whose family has been sailing for many years on Lake Erie. Under the expert tutoring of his wife and his father-in-law, who had participated in international racing, Bob soon learned to sail. Last year the Thobabens purchased a racing sloop and Bob spent most of his spare time during the winter and

spring months reconditioning the boat. They entered their first regatta at Kaiser Lake, Ohio, on Decoration Day of this year and won the Class A handicap. At their second regatta, they won both the Memorial Cup and the Class A handicap. Since that time, they have won a prize at every regatta they have entered. Bob and his wife take turns as skipper, and between races, the whole family enjoys non-competitive sailing. Their two small sons (one shown with the Thobabens, above) are already adept sailors.



Mrs. Jean Newsom, of Shell's Atlanta Marketing Division, is shown presenting a talk called "The Magic Suitcase" at the recent 11th Annual South Carolina Jobber Association convention. Mrs. Newsom's talk centered around the many cosmetics and fabrics available today which are derived from petroleum.



The Midland Shell Softball Team recently became the Midland champions and fourth place winners in the Texas State Softball Tournament. Members of the team were (1st row, l. to r.) P. D. Hinrichs, John O'Donohoe, J. T. Cherry, Jr., F. D. Flink, O. E. Martin and R. T. Stacy; (2nd row, l. to r.) W. D. Harrison and E. L. Metzger (co-managers), Joe Chappell, Bernard Selle, W. H. Salmon, Jr., J. W. Sims and R. P. Norris. Team members not shown in the picture are A. P. Washburn, J. R. Green, R. L. Rushing and Terrell Allen.

## Six Years Old and Already a Motorist

**A**T the tender age of six years 10 months, little Bob Gillis is already a customer for Shell Premium Gasoline with TCP.\*

The son of Harry T. Gillis, a Shift Foreman in the Experimental Plants Department of Shell Development's Emeryville Research Center, Bob is the driver of a gasoline-powered midget racing car only 53 inches long. Painted Shell red and yellow, it's called "Bob's Bug."

Bob's father built the tiny racer himself, patterning it after a professional model. Harry Gillis estimates the 2-horsepower engine could make a top speed of 40 miles per hour, but he has blocked the throttle. Bob has been clocked at 23 miles per hour.

Harry didn't have racing in mind when he built "Bob's Bug." He believes that, even at the age of six, Bob can acquire a curiosity and understanding of things mechanical, if the right approach is made.

\* Registered Trademark, U. S. Patent Office

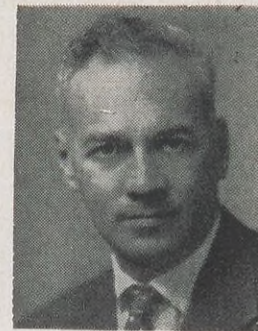


# Shell People in the News

## Head Office Exploration and Production

**T**HE group heretofore known as Head Office Mechanical Engineering has been realigned to form three departments, each headed by a Manager, who will report to R. W. Bond, Head Office Production Manager. These departments are the Head Office Gas Department, Head Office Technological Department and Head Office Mechanical Engineering Department.

**W. B. GOLUSH** has been named Manager of the Head Office Gas Department. After joining Shell Oil Company in 1935 as a Chemical Engineer at the Martinez Refinery, Mr. Golush served in many manufacturing posts before being appointed Gas Manager of the Houston Exploration and Production Area in 1948. He was serving as Head Office Gas Representative at the time of his new assignment.



W. B. GOLUSH



J. T. JORDAN

**J. T. JORDAN** has been appointed Manager of the Head Office Technological Department. Mr. Jordan came with Shell in 1936 and subsequently served in various production positions in Oklahoma and Texas. He transferred to Head Office in 1952 as Senior Mechanical Engineer and two years later was named Chief Technologist.

**J. D. GOODRICH** has been named Manager of the Head Office Mechanical Engineering Department. Mr. Goodrich, who joined Shell in 1937, served in various production capacities in Louisiana and Texas. In 1950 he was made Chief Mechanical Engineer of the Tulsa Exploration and Production Area and three years later became Division Production Manager of Tulsa Area's North Texas Division.



J. D. GOODRICH

## Shell Chemical Corporation

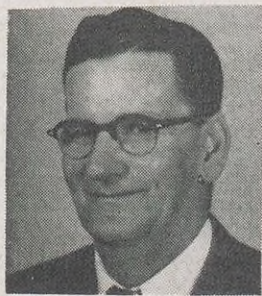
**A. N. SMITH** has been appointed Manager of the Personnel and Industrial Relations Department at the Norco Chemical Plant. Mr. Smith joined Shell Oil Company in 1941 as a Tester in the laboratory at the Norco Refinery. After returning from a three-year Military Leave of Absence in 1945, Mr. Smith served in various posts at the Refinery before transferring to the Head Office Personnel and Industrial Relations Organization in 1951.



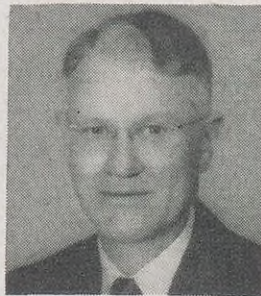
A. N. SMITH

# Service Birthdays

## Thirty-Five Years



W. R. BESTOSO  
Norco Refinery  
Engineering



R. R. SHERWOOD  
Wood River Refinery  
Distilling

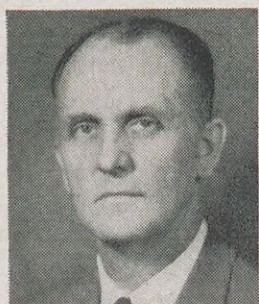


H. F. STATTON  
Martinez Refinery  
Engineering



T. WEED  
San Francisco Office  
Marketing

## Thirty Years



C. E. BEASON  
Wood River Refy.  
Alkylation



A. A. DART  
San Francisco Office  
Marketing



J. J. DVORAK  
Pacific Coast Area  
Production



E. W. FLICKINGER  
Houston Area  
Production



L. R. GARNETT  
San Francisco Div.  
Marketing Service



S. C. HARRIS  
Norco Refy.  
Engineering



B. F. HOLT  
Atlanta Div.  
Treasury



O. JENSEN  
Wilmington Refy.  
Catalytic Cracking



F. A. KIRCHMER  
St. Louis Div.  
Sales



G. J. LAUGEL  
San Francisco Div.  
Operations



W. R. MEYER  
Portland Div.  
Sales



L. T. QUICK  
Pacific Coast Area  
Production



E. SINCLAIR  
Tulsa Area  
Production



J. E. SOWARD  
Tulsa Area  
Production



J. J. STILLWELL  
Pacific Coast Area  
Production



H. J. WOEHRMANN  
Shell Pipe Line Corp.  
Head Office

## Twenty-Five Years



T. L. ALLISON  
Midland Area  
Gas



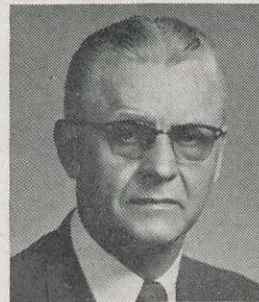
A. A. ANGLESEA  
Los Angeles Div.  
Operations



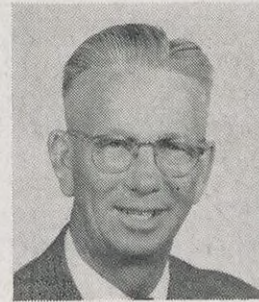
L. C. BERESFORD  
Boston Div.  
Treasury



J. J. BERSCHIED  
Chicago Div.  
Sales



C. E. BETTS  
Cleveland Div.  
Sales



E. BRAATEN  
Martinez Refy.  
Engineering



K. A. BURGE  
Head Office  
Manufacturing



F. P. CARNAHAN  
Shell Pipe Line Corp.  
Mid-Continent Area



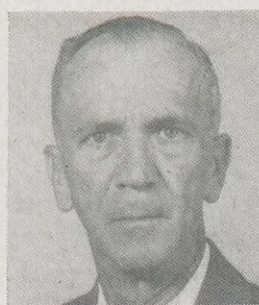
A. J. CARSTENS  
New Orleans Div.  
Operations



W. W. COALE  
Houston Refy.  
Gas



K. T. CONNOR  
Cleveland Div.  
Public Relations



H. A. DEEM  
Wood River Refy.  
Utilities



L. J. DEWART  
Los Angeles Div.  
Treasury

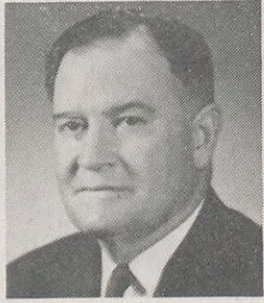


L. L. DONALDSON  
Shell Chemical Corp.  
Shell Point Plant

## Twenty-Five Years (cont'd)



E. R. DROWNING  
Shell Chemical Corp.  
Houston Plant



W. E. EDWARDS  
Tulsa Area  
Gas



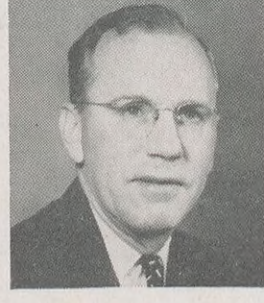
H. EULER  
New York Div.  
Operations



N. L. GAIN  
Boston Div.  
Operations



N. F. GILLIAM  
Houston Refy.  
Engineering



E. B. GILLIS  
Wood River Refy.  
Research Laboratory



J. E. HARMAN  
Head Office  
Financial



W. J. HART  
New York Div.  
Operations



C. O. HARVEY  
Tulsa Area  
Production



F. W. HIGGIE  
Cleveland Div.  
Operations



C. J. JIMENEZ  
Houston Refy.  
Engineering



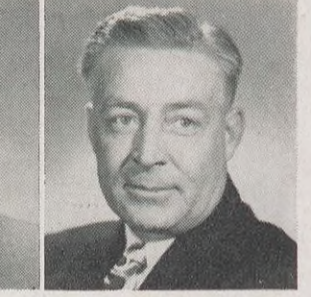
F. B. JOHNS  
Head Office  
Transp. & Supplies



R. A. JONES  
Wilmington Refy.  
Engineering



V. W. KAFTON  
Sewaren Plant  
Terminal



E. C. KERKER  
Chicago Div.  
Operations



W. E. KRAUS  
St. Louis Div.  
Operations



G. S. KRONSON  
Detroit Div.  
Treasury



M. L. LAMBERT  
Wood River Refy.  
Engineering



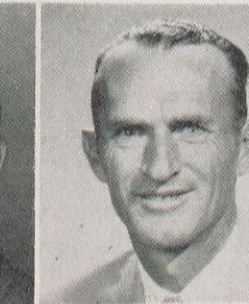
A. LAMBORN  
Shell Chemical Corp.  
Shell Point Plant



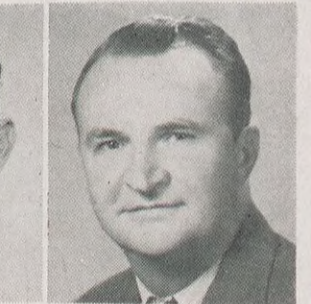
A. LEONARDO  
New York Div.  
Operations



D. M. MAHONEY  
Boston Div.  
Sales



W. J. MATHES  
Shell Pipe Line Corp.  
West Texas Area



D. A. MATLOCK  
Shell Pipe Line Corp.  
Texas-Gulf Area



J. M. MCGINNIS  
Head Office  
Marketing



H. E. MISGEN  
Portland Div.  
Operations



C. M. MOCKLER  
Head Office  
Marketing



W. Q. MOONEY  
Shell Chemical Corp.  
Head Office



H. M. MOORE  
Albany Div.  
Treasury



J. C. MORRIS  
Head Office  
Marketing



G. H. NATOLE  
New Orleans Div.  
Sales



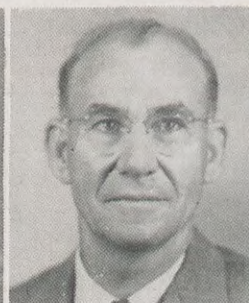
E. W. NYSTROM  
New York Div.  
Operations



A. R. OLSON  
Portland Div.  
Sales



A. PARKER  
New Orleans Area  
Production



A. H. PASSMORE  
Shell Pipe Line Corp.  
Texas-Gulf Area



A. C. PAVEY  
Indianapolis Div.  
Sales



A. H. PLANZ  
Shell Chemical Corp.  
Shell Point Plant



J. B. ROACH  
Martinez Refy.  
Cracking



M. ROBINSON  
Houston Refy.  
Thermal Cracking



H. J. ROBRECHT  
New York Div.  
Operations

## Twenty-Five Years (cont'd)



**N. J. ROSENTHAL**  
Boston Div.  
Operations

**R. S. RUSSELL**  
Los Angeles Div.  
Sales

**J. W. SANDUSKY**  
Martinez Refy.  
Dispatching

**W. F. SCHEIMAN**  
Indianapolis Div.  
Operations

**P. M. SCHMIDT**  
New York Div.  
Operations

**R. P. SIEVERS**  
New Orleans Div.  
Operations

**J. C. SKAINS**  
New Orleans Area  
Land

**R. H. SMELTZER**  
Products Pipe Line  
East Chicago, Ind.



**R. K. STALCUP**  
Products Pipe Line  
Zionsville, Ind.

**G. L. SWITZER**  
Head Office  
Marketing

**B. C. SYKES**  
Houston Refy.  
Dispatching

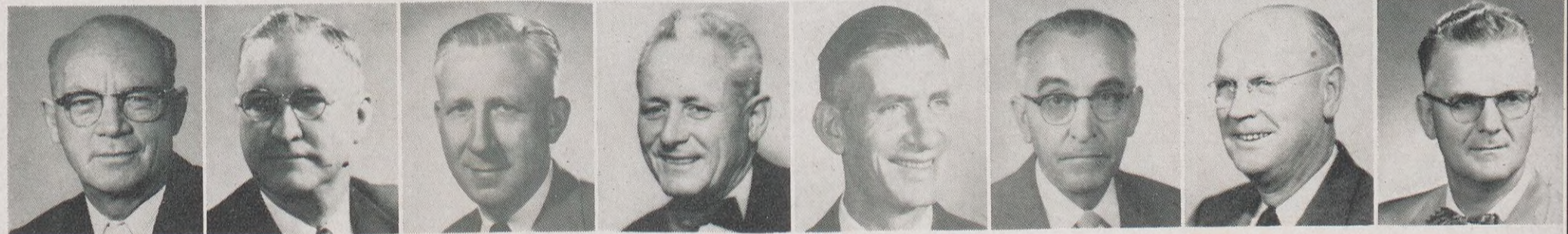
**R. F. TABELING**  
Boston Div.  
Operations

**D. H. THOMAS**  
Atlanta Div.  
Operations

**L. D. TRUNNELL**  
Pacific Coast Area  
Purchasing-Stores

**M. B. TUCKER**  
Tulsa Area  
Production

**A. L. VALTER**  
Cleveland Div.  
Sales



**F. VANDEN BIESEN**  
Wilmington Refy.  
Alkylation

**A. VINCENT**  
Houston Refy.  
Engineering

**K. A. VOIGT**  
Portland Div.  
Treasury

**H. J. WARD**  
Shell Chemical Corp.  
Houston Plant

**E. WHITING**  
Wood River Refy.  
Gas

**F. X. WILLER**  
Martinez Refy.  
Compounding

**D. J. WILSON**  
New Orleans Area  
Production

**T. W. ZEMPER**  
Detroit Div.  
Real Estate

### SHELL OIL COMPANY

#### Head Office

20 Years

R. V. Miller.....Financial

10 Years

E. W. Alt.....Transp. & Supplies  
Mildred Dschida.....Transp. & Supplies  
Grace L. McNamara.....Transp. & Supplies  
Eleanor R. Mills.....Financial  
V. P. Milo.....Financial

#### San Francisco Office

20 Years

G. McCullough.....Financial

#### Exploration and Production

##### HOUSTON OFFICE

10 Years

L. L. Murphee.....Purchasing-Stores

##### CALGARY AREA

20 Years

R. B. Wing.....Exploration

##### DENVER AREA

10 Years

R. J. Graf.....Exploration  
M. L. Roberts.....Production  
E. G. Schultz.....Production  
H. R. Thompson.....Production

##### HOUSTON AREA

20 Years

A. F. Lofton.....Production

15 Years

W. W. Porter.....Treasury

10 Years

L. C. Canaday.....Production  
J. R. Coker.....Exploration  
W. C. Dupre.....Production  
R. N. Lary.....Land

##### MIDLAND AREA

20 Years

S. H. Rockwood.....Production

15 Years

M. M. Fairchild.....Production

10 Years

L. K. Smith.....Production

##### NEW ORLEANS AREA

20 Years

G. J. Breaux.....Production  
B. E. Leger.....Production  
N. Pothier.....Production

15 Years

F. Silva.....Production  
F. V. Thibodaux.....Production

10 Years

E. L. Hoag.....Production  
K. M. Sawrie.....Production  
E. E. Sorrel.....Production

## PACIFIC COAST AREA

### 20 Years

D. S. Coye.....Legal  
A. L. Gardner.....Production  
Bessie I. Glenn.....Exploration  
C. M. Hanline.....Production  
M. J. Humecky.....Production  
G. Hungerford.....Production  
C. A. Ingram.....Purchasing-Stores  
D. S. Nutter.....Production  
Gayle L. Shelly.....Treasury

### 15 Years

C. F. Torrey.....Production

### 10 Years

O. A. Gentry.....Production  
C. L. Hallmark.....Production  
B. Necessary, Jr.....Production  
H. L. Taylor.....Production

## TULSA AREA

### 20 Years

H. Dickson.....Land  
H. R. Witte.....Treasury

### 15 Years

O. J. Hayes.....Production  
K. F. Wainner.....Exploration

### 10 Years

D. R. Ferguson.....Production  
E. A. Newton.....Land  
D. D. St. Clair.....Gas  
J. L. Vowell.....Exploration

## Manufacturing

### HOUSTON REFINERY

#### 20 Years

L. S. Cooper.....Treating

#### 15 Years

A. T. Bullard.....Fire & Safety  
A. H. Carlisle.....Thermal Cracking  
R. T. Deen.....Engineering  
C. R. Dukes.....Lubricating Oils  
E. L. Lestarjette.....Engineering  
F. L. Niederhofer.....Engineering  
R. H. Zapp.....Engineering

#### 10 Years

J. L. Bassett.....Engineering  
J. C. Hightower.....Engineering  
M. C. Roberts.....Engineering  
L. Smith.....Engineering  
R. C. Wilcox.....Engineering

### MARTINEZ REFINERY

#### 20 Years

S. Costanza.....Compounding  
H. C. Duane.....Engineering  
M. C. Sorensen.....Engineering

### NORCO REFINERY

#### 20 Years

G. V. Portier.....Utilities

## WILMINGTON REFINERY

### 20 Years

M. W. Oostdam.....Control Laboratory  
W. J. Rupnik.....Control Laboratory  
J. A. Stroud.....Engineering

### 15 Years

A. T. Crawford.....Effluent Control & Util.

### 10 Years

A. B. Kenlay.....Catalytic Cracking  
M. B. Peguero.....Marine Loading

## WOOD RIVER REFINERY

### 20 Years

O. E. Berry.....Engineering  
L. M. Cockran.....Engineering  
P. E. Greene.....Engineering  
J. L. Jackson.....Research Laboratory  
L. B. Smith.....Treating  
G. T. Wulf.....Railroad Section

### 15 Years

A. J. Certa.....Engineering  
J. R. Chandler.....Engineering  
L. S. Echols, Jr.....Research Laboratory  
W. E. Hartung.....Lubricating Oils  
C. I. Kline.....Engineering  
J. S. Martin.....Engineering  
H. C. Simmons.....Engineering  
H. R. Simmons.....Engineering  
T. H. Tonkinson.....Fire & Safety  
H. D. Vester.....Engineering  
E. L. Webb.....Engineering  
R. E. Whyers.....Engineering

### 10 Years

A. F. Bedenk.....Engineering  
A. L. Crouch.....Engineering  
H. L. DeCrelve.....Engineering  
G. L. Falkner.....Alkylation  
L. A. Hardison.....Engineering  
Doris Meyer.....Personnel & Indus. Rel.  
A. E. Skrobul, Jr.....Catalytic Cracking  
J. N. West.....Compounding  
H. A. Woelfel.....Engineering  
D. N. Zumwalt.....Engineering

## Marketing

### MARKETING DIVISIONS

#### 20 Years

F. A. Adkins.....Baltimore, Sales  
E. R. Threlkeld.....Chicago, Operations  
E. M. Kameda.....Honolulu, Operations  
J. W. Robinson.....Los Angeles, Operations  
T. E. Whitesides.....New Orleans, Sales  
J. W. Obenhoff.....New York, Treasury  
E. D. Dennis.....Portland, Operations  
R. C. Brackett.....St. Louis, Operations  
S. G. Colburn.....Seattle, Sales  
W. J. Paton.....Seattle, Sales

#### 15 Years

E. Koehler.....Baltimore, Treasury  
M. Beckhart.....Los Angeles, Operations  
L. J. Gross.....Minneapolis, Sales  
E. L. Prizler.....Minneapolis, Operations  
M. Levin.....St. Louis, Sales  
D. H. Dean.....Seattle, Marketing Service

#### 10 Years

F. A. McGarity.....Atlanta, Treasury  
T. J. Hull.....Chicago, Operations

T. Tanaka.....Honolulu, Operations  
L. W. Brower.....New York, Operations  
J. J. Cuomo.....New York, Operations  
L. Szpila.....New York, Operations  
I. R. Konrad.....Sacramento, Treasury  
R. H. Stephan.....St. Louis, Operations  
E. H. Peters.....San Francisco, Operations

## SEWAREN PLANT

### 20 Years

E. Simonsen.....Compounding

### 10 Years

G. J. Kocsik.....Engin. & Maintenance  
A. E. Kolakowski.....Engin. & Maintenance  
J. M. Poloka, Jr.....Engin. & Maintenance  
H. Travostino.....Terminal  
J. F. Turk.....Engin. & Maintenance

## SHELL CHEMICAL CORPORATION

### 20 Years

H. Q. Duguid.....Head Office  
H. D. Atherton.....Martinez  
P. P. Pulos.....Shell Point

### 15 Years

K. R. Fitzsimmons.....Head Office  
M. A. Swoboda.....Head Office  
R. H. Conner.....Houston  
J. J. Russo.....Shell Point

### 10 Years

J. T. Arterbury.....Houston  
O. E. Edwards.....Houston  
R. M. Elling.....Martinez  
J. A. Cobb.....Shell Point

## SHELL DEVELOPMENT COMPANY

### 20 Years

J. H. Boyd.....Emeryville  
A. G. Cattaneo.....Emeryville  
L. T. Fogerty.....Emeryville

### 15 Years

G. M. Hartwig.....Emeryville  
H. R. Luck.....Emeryville  
L. B. McKee.....Emeryville  
H. E. Randlett.....Emeryville

### 10 Years

A. E. Wease.....Houston

## SHELL PIPE LINE CORPORATION

### 20 Years

W. B. Shipman.....West Texas Area  
D. R. Wisdom.....Texas-Gulf Area  
J. B. Yoder.....West Texas Area

### 15 Years

R. R. Schultz.....Mid-Continent Area

### 10 Years

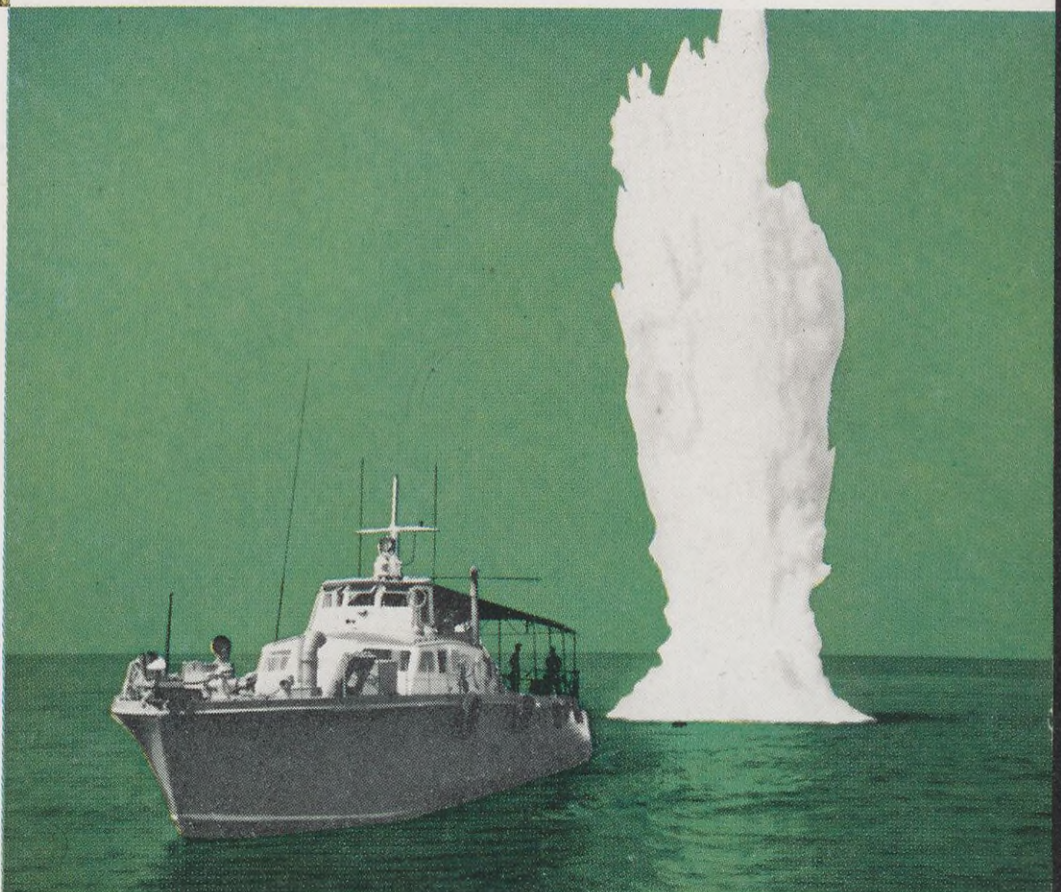
D. T. Harris.....Mid-Continent Area

**matters of**  
*fact*



**BY AIR**  
**BY LAND**  
**BY SEA...**

...Shell men look for oil. More than 50 geophysical crews currently search for signs of petroleum, working over a wide variety of terrain. Helicopters transport gravimeters from station to station, speeding the measurement of the earth's gravity field, which may render clues to the subsurface structure. Seismic shooting in offshore waters and on land, surveys by magnetometer, the study of surface outcrops—all are used to map formations which some day may yield crude oil to add to Shell's reserves.



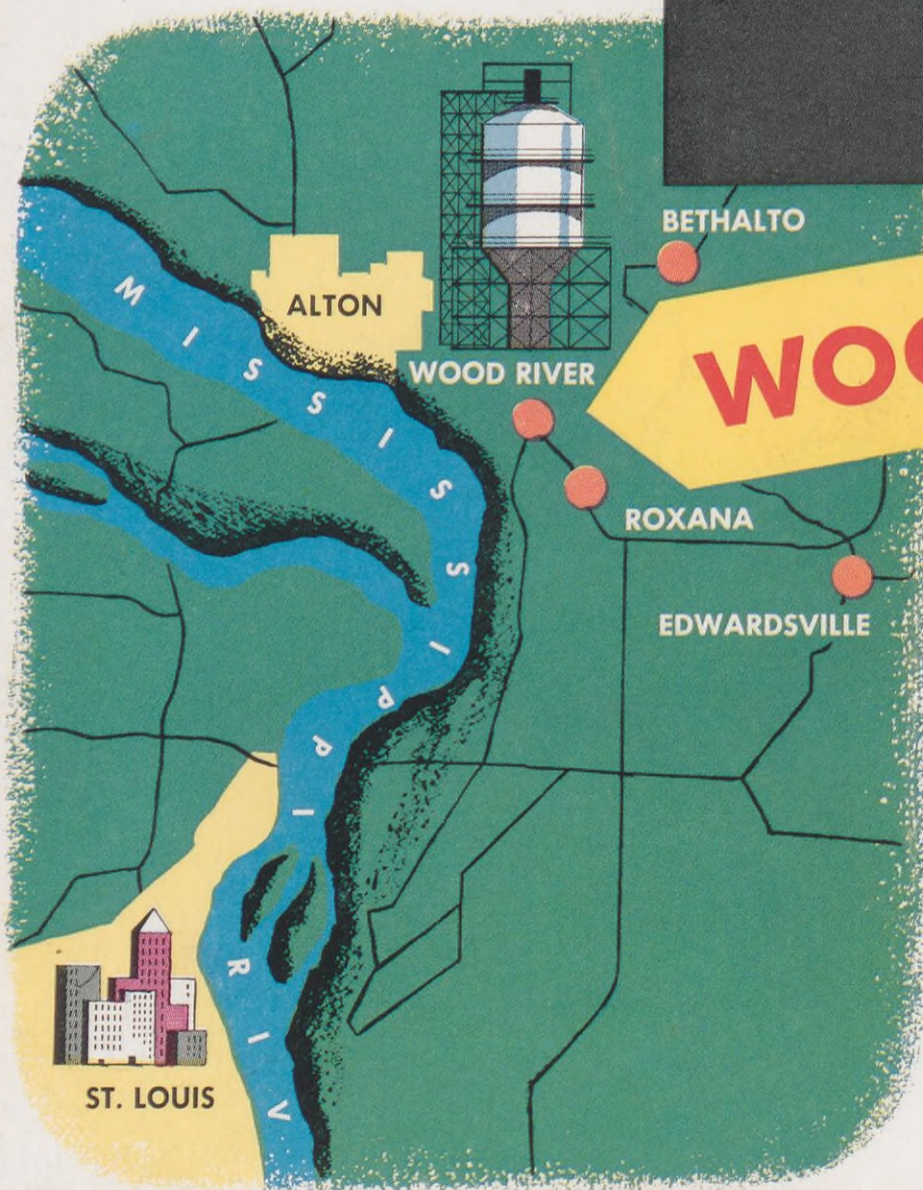
SHELL OIL COMPANY  
50 West 50th Street  
NEW YORK, N. Y.  
RETURN POSTAGE GUARANTEED

J. W. Stephens  
4710 Bell St., Apt. 1  
Houston 23, Texas

SCC

Sec. 34.66, P. L. & R.  
U. S. POSTAGE  
**PAID**  
New York, N. Y.  
Permit No. 1101

# SHELL *around the Nation*



**T**HE 3,700 employees of the Wood River Refinery, Shell's largest, make their homes in more than 100 Illinois and Missouri communities, not far distant from the banks of the Mississippi. Alton claims the largest number, followed by Wood River, Edwardsville, East Alton, Roxana and Bethalto, all in Illinois. Civic-minded, Shell employees play important roles in the affairs of these communities, doubling as mayors, aldermen, justices of the peace and as other officials. Located near eastern and mid-western markets, the area's industries turn out an awesome variety of products, including glass, steel, shoes — and petroleum products.

Helping provide the power behind this industrial might is the Wood River Refinery, on 1,500 acres, mostly in Wood River Township. Since construction of the original installation in 1917, the Refinery's capacity has grown steadily and rapidly. This year, a three-year expansion program is slated for completion, raising Wood River's throughput to 170,000 barrels a day.

