

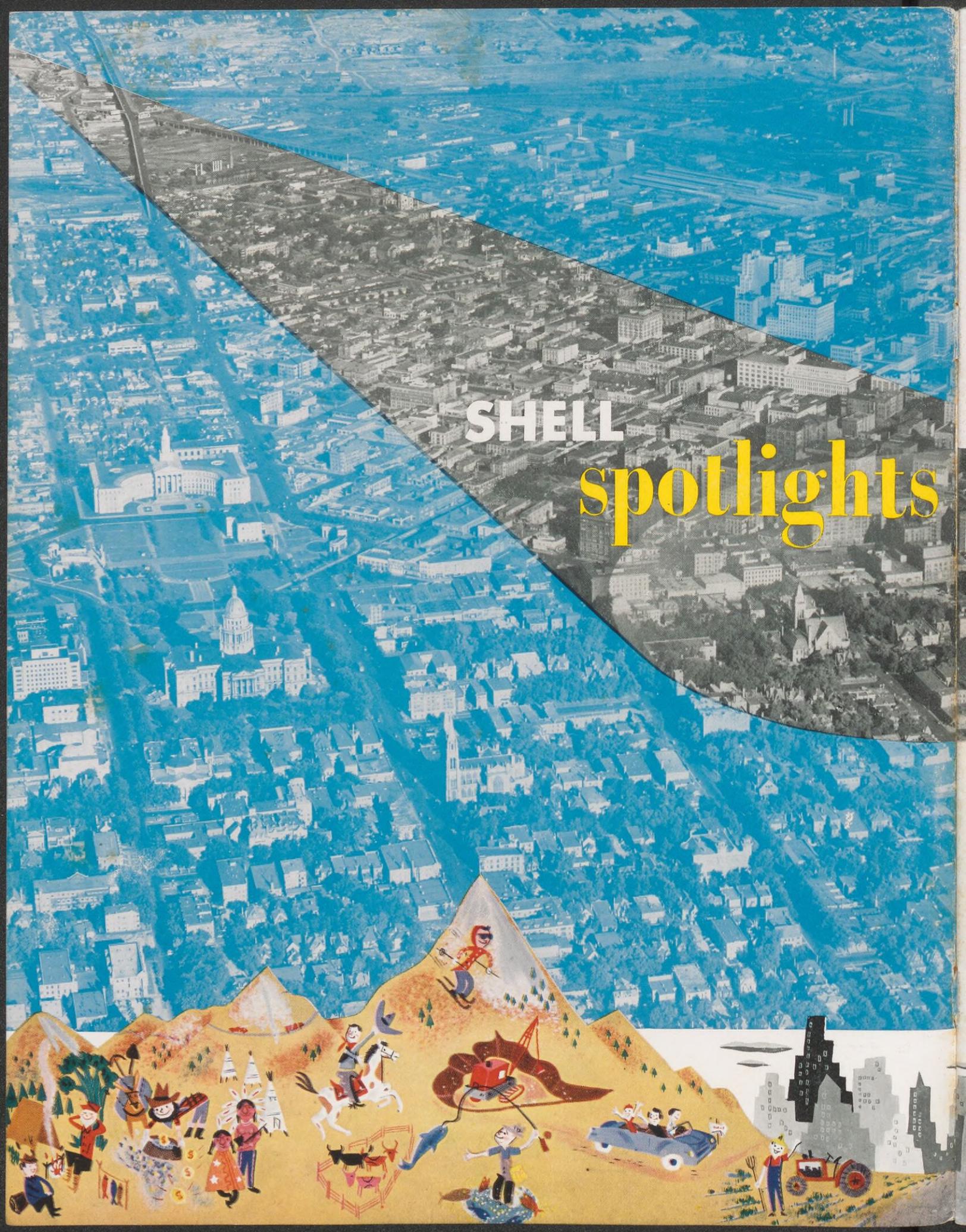
# SHELL NEWS



GLIDDEN  
TOUR

SEPTEMBER 1953

by Hawkins



SHELL

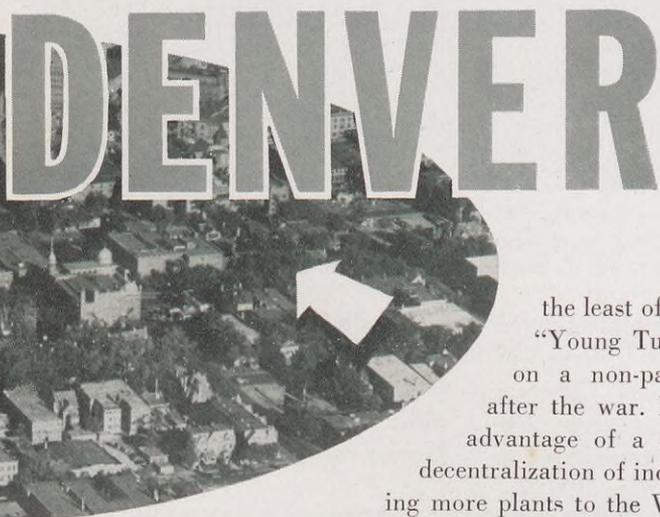
spotlights

*Colorado's Capital City Is Becoming  
a Focal Point for Increased Company Interest  
and Activity — and With Good Reason*

**D**ENVER, the Mile High City, is a modern Rip Van Winkle. After a vigorous adolescence, it settled down to a slower pace that lasted to the post-war years. Today, however, prodded into action by its own young men, the city is again a bustling metropolis and its hopes are even higher than its altitude.

Growth has been the immediate result of the new hum of activity. Scores of new factories and business firms have located there since 1945. The annual number of building permits has more than quadrupled in that time. And Denver's population has grown by more than 28 per cent. At the end of 1952 it was 439,070, with over 606,000 persons living in the metropolitan area.

There are a number of reasons for Denver's getting its second wind—not



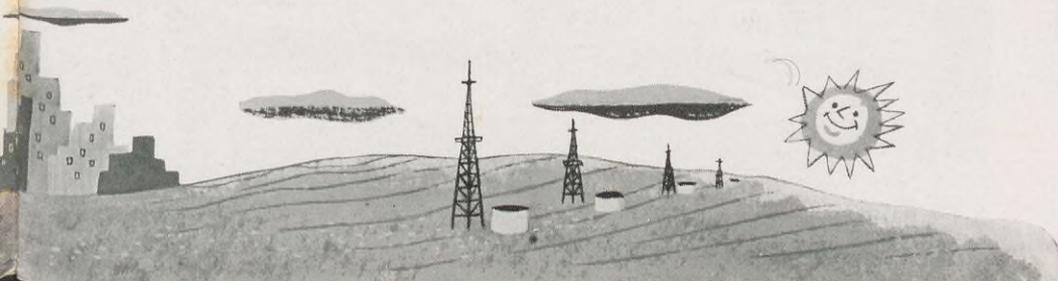
# DENVER

the least of which is the group of "Young Turks" swept into office on a non-partisan reform ticket after the war. Denver is also taking advantage of a general trend toward decentralization of industry, which is bringing more plants to the West.

The most recent restorative for the once-slumbering giant—and an effective one—is the accelerated development of oil and gas production in the Denver-Julesburg Basin, northeast of the city. Oil was first discovered near Florence, Colorado, in 1862, just three years after Colonel Drake brought in his Titusville well, but this and other discoveries through the years failed to rouse much interest. Not until 1949 did development of the basin take on the proportions of a major boom. The result has been that oil companies, like Shell, are making Denver a headquarters for exploration and production activities.

The fact that the oil basin extends well into Nebraska bothers Denverites not at all. They have long since set their sights far beyond the immediate locale and laid claim to being the "Capital of the Rocky Mountain Empire."

Coloradans say their state "has everything." Mountains on the west half, rich in minerals and a tourist paradise; open plains on the east half, rich in agriculture, oil and gas. Denver is the focal point. Site of the new Shell Building is indicated by the arrow.



## SHELL NEWS

VOL. 21—No. 9

September, 1953

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

**Employee Publications Department  
New York, N. Y.**

### contents

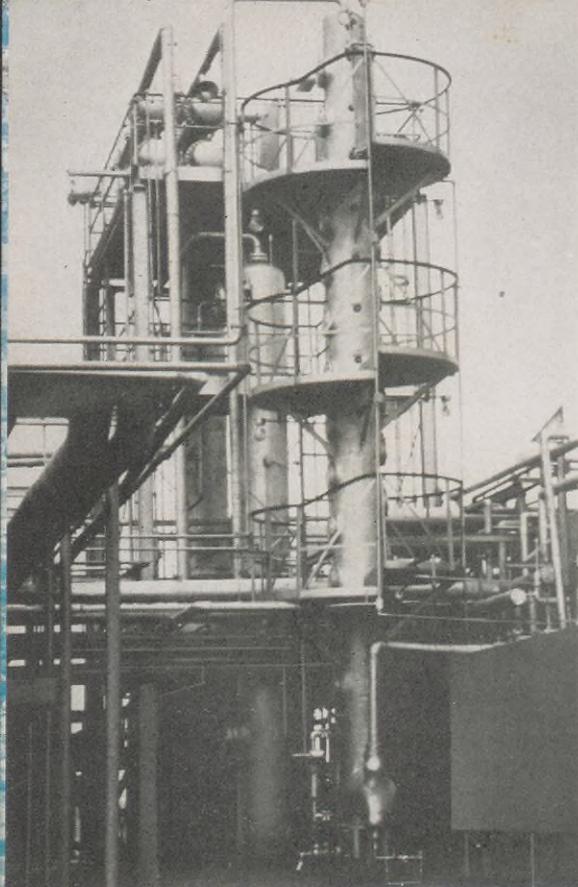
Shell Spotlights DENVER.....	1
Shell People in the News.....	5
Shell To Build New Refinery At Anacortes, Washington.....	5
Activity 'Round The Clock.....	6
Marketing Changes.....	9
The Glidden Tour.....	10
Dog of the Vikings.....	14
Shell Head Office Personnel and Industrial Relations Organization....	16
'Fifty-Three Jamboree.....	18
He's Been Working On The Railroads	22
They Have Retired.....	25
Coast to Coast.....	26
Service Birthdays.....	29

Published by Shell Oil Company (H. S. M. Burns, President; A. G. Schei, Treasurer; J. A. Horner, Secretary) for its employees and those of Shell Chemical Corporation, Shell Development Company and Shell Pipe Line Corporation. Address communications to Employee Publications Department, Shell Oil Company, 50 W. 50th St., New York 20, N. Y.

Copyright 1953, by Shell Oil Company

### THE GLIDDEN TOUR

The cars and clothes of yesterday shown on the cover of this month's SHELL NEWS are part of the Glidden Tour, an annual event in which the owners of ancient automobiles take to the road to show off their vehicles. Artist Meredith Hawkins reconstructed the scene for us, and the story of the event is on page 10.



The distillation towers are part of Shell Chemical's Julius Hyman & Company plant, which manufactures aldrin and dieldrin at Denver.

This, according to the Denver view, extends all the way to the Canadian border and includes the Williston Basin. Shell shares the view to some extent, and at the beginning of next year will establish its Denver Exploration and Production Area Office in a new five-story Shell Building now under construction. Shell's Denver Area will include all of Montana and North and South Dakota, eastern Wyoming and Colorado, and the panhandle portion of Nebraska. The Colorado Division of the Tulsa Area, located in Denver since 1950, will become a Division of the new Area.

When the Area office is set up, Shell will have approximately 1,200 employees in the Mile High City. Exploration and Production personnel will be only a part of the total, because Shell has a spotlight on Denver for additional reasons. Shell Chemical Corporation owns Julius Hyman & Company, manufacturers of aldrin and dieldrin insecticides, with a plant

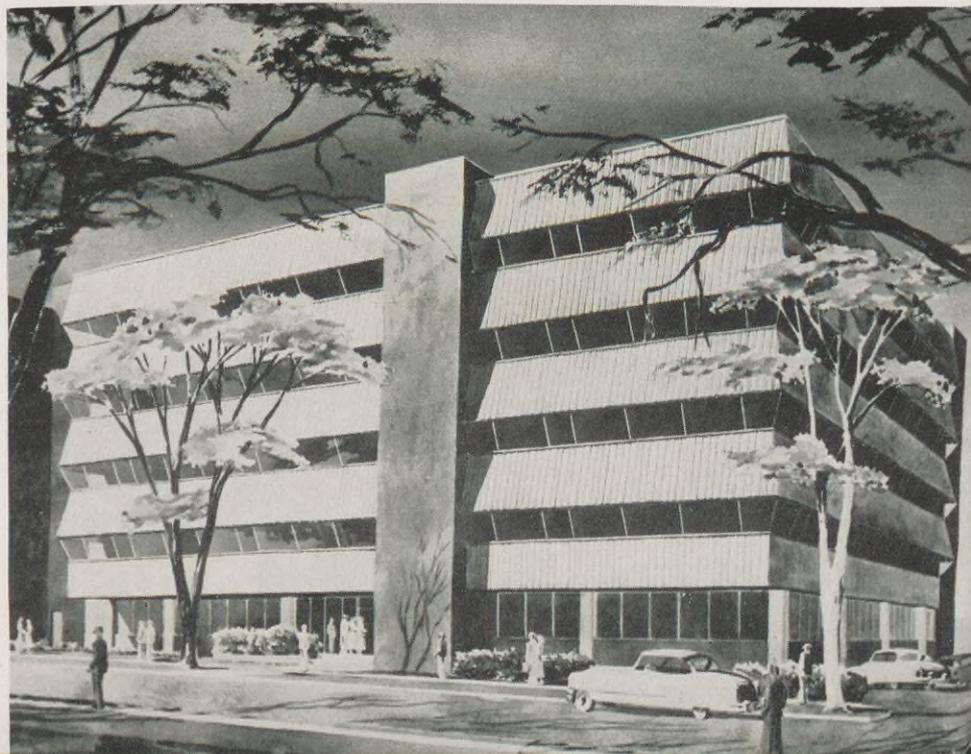


With production coming from more than a dozen fields in the Denver-Julesburg Basin, an area which lies northeast of the city of Denver, Shell recently laid approximately 12 miles of gathering lines to route crude oil into the Sterling Pipe Line System, of which Shell is a part owner.

located in the Rocky Mountain Arsenal at the city's edge. The marketing and development of all Shell Chemical agricultural chemicals, except fertilizers, have also been transferred to

a new division called the Julius Hyman & Company Division, with headquarters in Denver. Shell Development Company has also entered Denver, establishing a headquarters

This is the office building now going up in which Shell will have offices in downtown Denver. Main occupant of the building will be the Denver Exploration and Production Area Office. The Colorado Division of the Tulsa Area, now headquartered in Denver, will become a part of the new Area.





This scene is typical of bustling Denver for two reasons. The first is that all over the business district old buildings are being razed and new modern structures are taking their places, the Denver area leading the way in state-wide construction activity. The second is that in Denver's unique traffic system the pedestrian has equal rights with vehicles. Periodically traffic lights stop all vehicles and the man on foot is free to cross the street unmolested.

and laboratory for its Agricultural Research Division.

This concentration of agricultural activities at a "mile high" site might, at first glance, seem odd. But that would be only because Denver's nickname leads to an understandable misconception that the city is in the mountains. Actually, it lies on a wide, open plain, which rises gradually from the Mississippi to the Rockies until, at Denver, it tops the 5,000-foot level. The mountains are about 20 miles west of the city—far enough for a magnificent panoramic view of the high peaks of the Continental Divide, but close enough for handy outings at fishing, picnicking, skiing and hiking.

The topographical combination has not only made Denver a mecca for tourists—attracting millions to the city annually—it also makes it an ideal focal point for business diversifica-

tion. On one hand, to the west, are mountains rich in minerals and other raw materials and with abundant hydro-electric power. On the other hand are the open plains thriving with farms and cattle ranches. Denver is becoming increasingly important as a livestock marketing center and as one of the largest meat-packing cities in the nation. The fattening of livestock for market is increasing in the Denver area—the cattle often being fed on sugar-beet pulp, for Colorado is one of the nation's leaders in the production of sugar beets and beet sugar.

Oil and gas have now been added to make the prospects more promising. Colorado has scores of known minerals—and 45 have so far been developed commercially.

It all adds up. And with the additional attractions of good climate, plentiful industrial sites, and good liv-

ing conditions, Denver is attracting more and more businesses. In fact, about 250 new ones have been established there since 1945.

For its citizens, Denver offers a wide selection of educational, cultural and recreational facilities. The new, three-million-dollar Denver Coliseum, for example, houses the National Western Stock Show, the Home and Industrial Show, the Ice Follies and other attractions. In the past this has been a city of civic innovations—such as the first Community Chest, the first juvenile courts, and America's oldest summer stock theater. For the newcomer and for the passing tourist, Denver's Convention and Visitors Bureau operates a unique "Hospitality Center" which helps people get the most out of their stay in the city.

Denver is also a city in which the pedestrian is no longer considered

fair game as a moving target for motorists. Downtown traffic, which once duplicated the creeping monster of many another American city, has been unsnarled by robot controls. The system was installed by a traffic engineer of national reputation.

Denver's lusty past—the first community was established during the Pike's Peak gold rush—gives the sight-seer ample historical relics to choose from. Some of them spell out disasters which, in retrospect, make it surprising that the city grew at all. For example, there was the time when a flood carried away the city hall and all the civic records. Other incidents which threatened to turn Denver into a ghost town involved extreme difficulty in getting a railroad into the city, and, once in, pushing it through the Rockies to open a route to the Pacific Coast.

By attempting the near-impossible, Denver's rugged miners and cattlemen overcame the disasters and achieved the city they dreamed of. They were audacious enough to suggest that the state capital be moved to the site, and won their point. They then set their sights on becoming the ruling city of the Rocky Mountain Empire. And there are men among Denver's present generation of young hustlers who suggest that—in this age of atomic decentralization—the nation's capital might well be moved to their city. They point out that Denver already has more federal government buildings than any other city outside of Washington, D. C.

There are, of course, those among the Denverites who "liked it better when it was a cow town." But these muted voices are being drowned out by the planning talk of men who are sparking Denver's regeneration—just as aging architectural specimens are being torn down to make way for the modern buildings that signify the city's growth and hopes for the future.



Half plains: Open prairies, starting at the Mississippi River, gradually rise in the west until they reach an elevation of over 5,000 feet at Denver. Hence the nickname "Mile High City." Grains, sugar beets and cattle are the principal agricultural products on Colorado's flat half.



Half mountains: The Rocky Mountains begin 20 miles west of Denver. Far enough for a magnificent panoramic view, yet close enough for picnic outings on the banks of high lakes and rushing streams. The scene above is of Dream Lake and Hallet Peak in Rocky Mountain National Park.

# Shell People In The News



A. J. CLARK



J. B. ST. CLAIR

**A. J. CLARK** has been named Manager, Purchasing-Stores, of the New Orleans Exploration and Production Area. Mr. Clark joined Shell Oil Company in 1926 at Oxford, Kansas. After serving in Production and Purchasing-Stores capacities in various locations he was made Assistant Purchasing-Stores Representative at Houston in 1938. Mr. Clark took a Military Leave of Absence in 1942 and served in the Pacific Operations, attaining the rank of Major in the Air Corps. In 1947 he was appointed Purchasing-Stores Representative at New Orleans and three years later became Assistant Manager, Purchasing-Stores, at Houston. In 1951 Mr. Clark was transferred to Head Office as a Senior Buyer.

**J. B. ST. CLAIR** has been appointed Manager of the newly established Aromatics Department at the Wood River Refinery. Mr. St. Clair, a graduate of Tulane University with a B.S. degree in chemical engineering, joined Shell in 1940 at the Houston Refinery. After serving in various technological capacities there, he was transferred to Head Office in 1945 as a Senior Technologist. Three years later he went to the Wood River Refinery in the same capacity. Mr. St. Clair was successively Assistant Manager of the Lube Oils, Gas, and Cracking departments at the Refinery, and was named Assistant Chief Technologist there in 1952.

# Shell To Build New Refinery At Anacortes, Washington

**S**HELL Oil Company will soon begin construction of a large new refinery at Anacortes, Washington, 75 miles north of Seattle. This new refinery, Shell's sixth, will add 50,000 barrels a day to the Company's refining capacity.

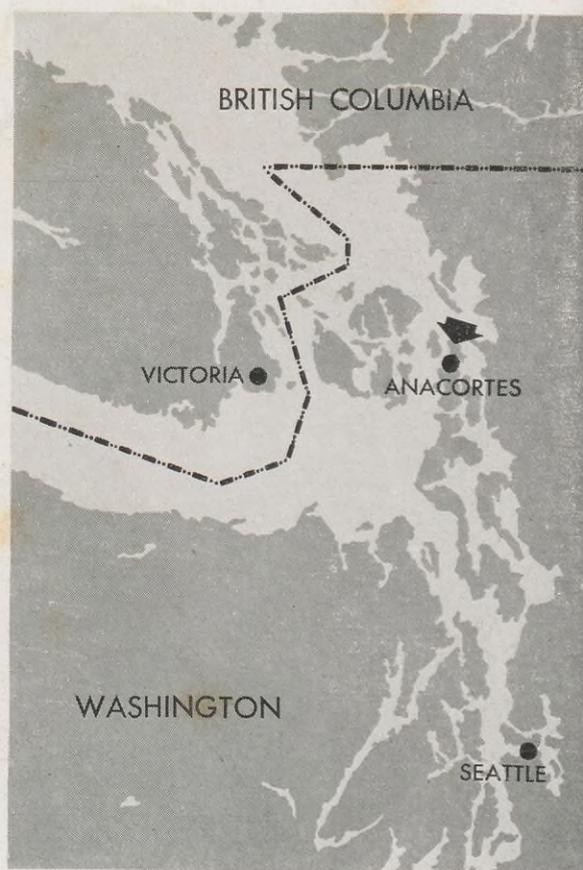
The decision to build the new refinery in the Pacific Northwest was made so that Shell, which started in business in Seattle 41 years ago, can continue to hold its position as a leading supplier of oil products along the West Coast. The Washington-Oregon area is one of the fastest-growing regions in the nation, and its oil demands are increasing rapidly. The Wilmington and Martinez refineries in the years to come would find it increasingly difficult to satisfy the oil needs of the Pacific Northwest.

The site for the new Shell refinery was chosen on March's Point, 4 miles east of Anacortes, after consideration of such major factors as availability of utilities, accessibility of rail facilities, and suitability of adjacent navigable waters for wharf facilities to accommodate ocean-going tankers.

Shell Oil Company will construct a new 50,000-barrel-a-day refinery at Anacortes, Washington on Puget Sound and approximately 75 miles north of Seattle. The location was chosen because of its accessibility to rail and water facilities and availability of necessary utilities.

Acquisition of the land and preliminary engineering work are already under way on the new refinery, which will include crude distillation, catalytic cracking, catalytic reforming and catalytic polymerization among its major processing units.

The refinery will be in a position to receive its crude from Canadian or Californian sources.



# Activity



Walter Widlund, president of SDRA, discusses the year's various activities with the 1952-1953 board members. They are: (seated, left to right) Diane Mendes, Josephine Salvo, Shirley Davis and Beverly Fisk; (standing, left to right) E. L. Bastin, R. V. Shahbazian, L. G. Coykendall, H. E. Morris, John Mecorney, J. L. Milholland and Frances Hickey.

EMPLOYEES of Shell Development's Emeryville Research Center have, over a period of years, developed a social organization of their own. "SDRA," which stands for Shell Development Recreational Association, was formed in 1938. At that time its only activity was the young men's softball team. Since then, the organization has expanded to such an extent that now almost all of the 1,200 employees of the Research Center are



^ The SDRA men's basketball team captured the San Francisco East Bay Industrial Basketball Championship in 1952. The winning team members are: (kneeling, left to right) G. R. Sayous, L. G. Coykendall, George Antone and R. F. Murray; (standing, left to right) G. B. Payne, D. E. Berry, Jr., D. A. Webster and J. S. Oshida.



^ SDRA Intramural Bowling League member, Roy Carter, bowls while teammates (l. to r.) R. L. Iglehart, Richard Kunstman, John Taylor, Dante Sarno and Bonnie Williams wait their turns.



# 'Round The Clock

active members. They, and their families, participate in a wide variety of sports and social events planned by the Association.

"SDRA" is not a one season organization. A full social and sports schedule is in effect throughout the 12 months of the year. The members give freely of their time, talents and energies for the enjoyment of all, as the pictures on these and the following page reveal.



A converted Army "duck" was used this summer to transport members of the SDRA deep-sea fishing party from their boats to the shore. The biggest catch of the day's outing was a 27 pound ling cod.



^ Working to sharpen up their putting in preparation for the SDRA's first golf tournament of the 1953 season are (left to right) J. W. Erickson, F. C. Schneider and E. J. Meyer.

Vivian L. Tyler (at left) looks approvingly at a landscape being hung by Mary A. Walker. They were primarily responsible for organizing the popular art exhibit held recently which attracted many SDRA painters.



< At an indoor firing range, SDRA's Rifle Club Members get in some practice for a scheduled 30-caliber shoot. They are: (left to right) Richard McCoy, A. P. Drasky, Ruth Crouch, Johnson Hall and J. M. Gordon.

Activity 'Round The Clock  
(cont'd)



^ Another important event on the calendar of last year's social events was a fashion show and dance presented on the theme of a winter cruise to Hawaii. Here, Mrs. Lore Z. Brevet models one of the cruise outfits presented.



^ Every Spring the SDRA holds its Annual Camellia Show. All of Emeryville's employees are invited to enter the best camellia blooms from their gardens. Inspecting the prize-winning blooms at the last show are A. C. Nixon (standing behind his guest) and R. E. Van Dyke (at right).



^ The Annual Christmas Dance is one of the biggest social events on the SDRA calendar. Shown in this festive group at last year's dance are: (left to right) J. T. Oliver and guest, George Retelas, Mrs. Retelas, Mrs. E. E. Nyberg, Mrs. Frederick Evans and Mrs. Patricia J. Hibbard.



< Autumn SDRA events include a Halloween Costume Dance. Last year's prize winners were: (l. to r.) G. T. Williamson, Mrs. Williamson, Diane Mendes, Shelton Steinle and A. R. Isitt.

# Marketing Changes

**T**HE following personnel changes have been announced by J. G. Jordan, Vice President-Marketing, Shell Oil Company.

Name	New Assignment	Former Assignment
O. F. Minor	Head Office, Assistant Sales Manager-Midwest	Sales Manager, New York Division
N. H. Miles	Head Office, Assistant Sales Manager-East Coast	Sales Manager, Cleveland Division
C. F. Martineau	Sales Manager, New York Division	Sales Manager, Detroit Division
A. T. Bartlett	Sales Manager, Cleveland Division	Operations Manager, Chicago Division
C. A. Jordan	Assistant to Division Manager, St. Louis Division	Sales Manager, St. Louis Division
F. H. Staub	Sales Manager, St. Louis Division	Sales Manager, Minneapolis Division
J. R. Lynden	Sales Manager, Minneapolis Division	District Manager, Seattle, Washington
J. S. Hoppock	Sales Manager, Detroit Division	District Manager, Stockton, California
R. L. De Spain	Operations Manager, Chicago Division	Operations Manager, Cleveland Division
C. B. Wheeler	Operations Manager, Cleveland Division	Manager, Plant Division, Head Office Operations-Distribution
E. F. McGee, Jr.	Manager, Plant Division, Head Office Operations-Distribution	District Manager, Hartford, Conn.



O. F. MINOR



N. H. MILES



C. F. MARTINEAU



A. T. BARTLETT



C. A. JORDAN



F. H. STAUB



J. R. LYNDEN



J. S. HOPPOCK



R. L. DE SPAIN



C. B. WHEELER



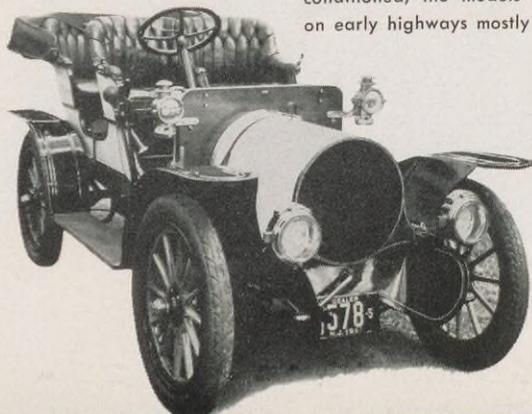
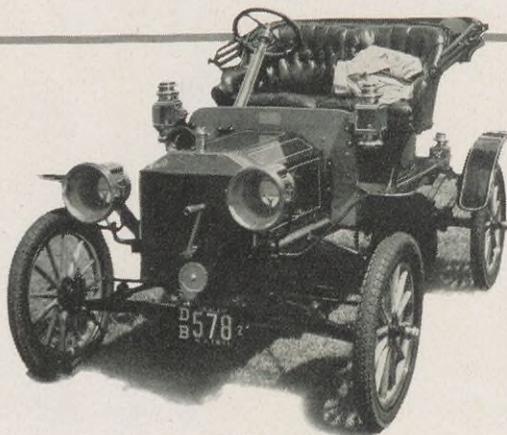
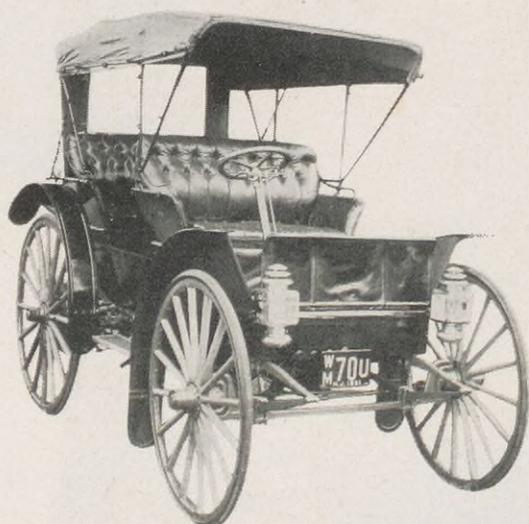
E. F. MCGEE, Jr.

# THE GLIDDEN TOUR

If you were to be on an Ohio highway in mid-September, somewhere between Cleveland and Columbus, you might encounter a procession from the past. One after another, old automobiles—Simplexes, Mercers, Popes—would pass you by, bodies shining and brass glittering in the sun. Straw hats, linen dusters, parasols, balloons would give the parade a carnival air. Before your eyes would pass the Glidden Tour, a bright cavalcade dedicated to the memory of a motoring pioneer.

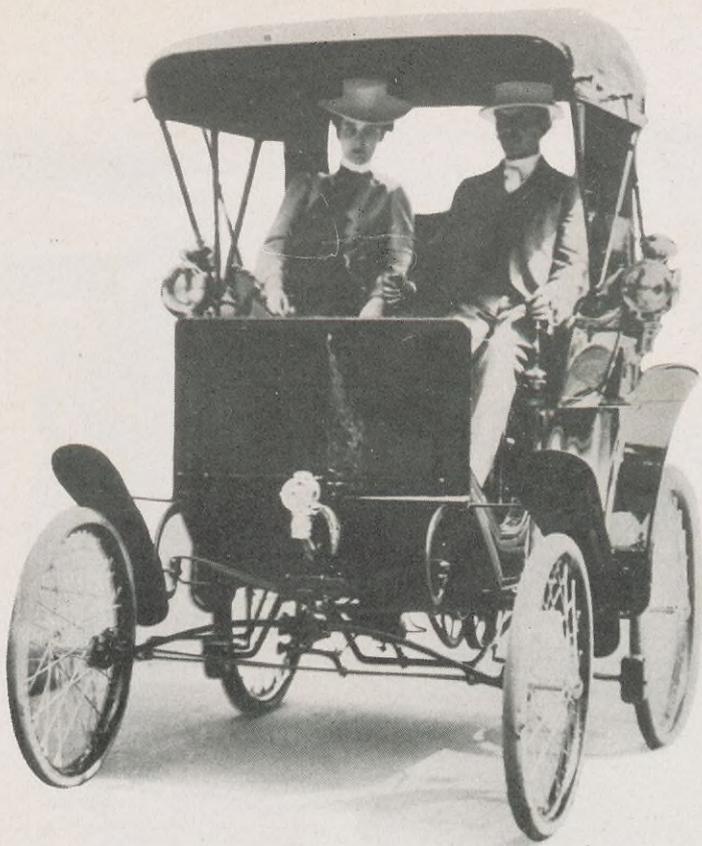
This annual classic is not a race but an outing for those who own and revere the automobiles of yesterday. This year, some 275 cars will rendezvous in Cleveland as a salute to the Ohio Sesquicentennial, proceed to Columbus, then to Toledo to help celebrate the 50th anniversary of the Willys Company. The ultimate destination will be Greenfield Village in Dearborn, Michigan, where the cavalcade will take part in the golden jubilee celebration of the Ford Motor Company.

A wealthy New Englander, Charles J. Glidden, sponsored the first Glidden Tour in 1905, donating a handsome trophy to the team which showed the greatest efficiency in completing the route. This, and succeeding tours, were conceived as reliability runs to show that early automobiles were roadworthy, reliable and practical for everyday use. An extremely enthusiastic motorist, Glidden believed in carrying the gospel of motoring across the nation, and each year the Glidden Tour ran over a different route.

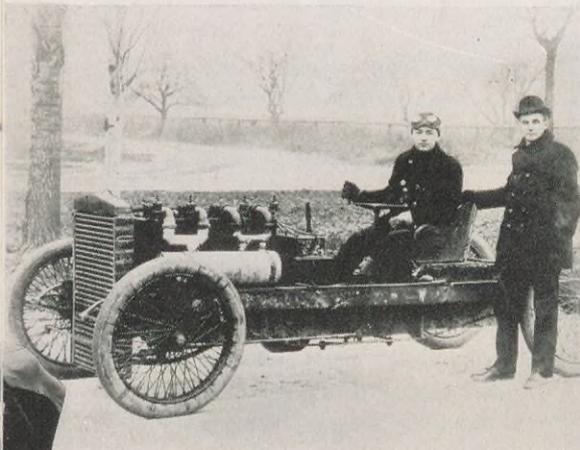


These ancient veterans, from the years of the original Glidden Tours, helped sell the automobile to the public. They are a 1906 Ford, above; a 1910 Oakland, right; a 1908 air-cooled Franklin, below; and a 1907 International Harvester, left. Copiously air conditioned, the models of this vintage were used on early highways mostly in the spring and summer.

Photographs on this page by Ewing Galloway, N. Y.  
Others from Wide World Photos, Inc.  
and Acme Newspictures, Inc.



**ANTIQUÉ AUTOMOBILES  
RELIVE THEIR ANCIENT  
TRIUMPHS IN THIS  
ANNUAL BIG PARADE**

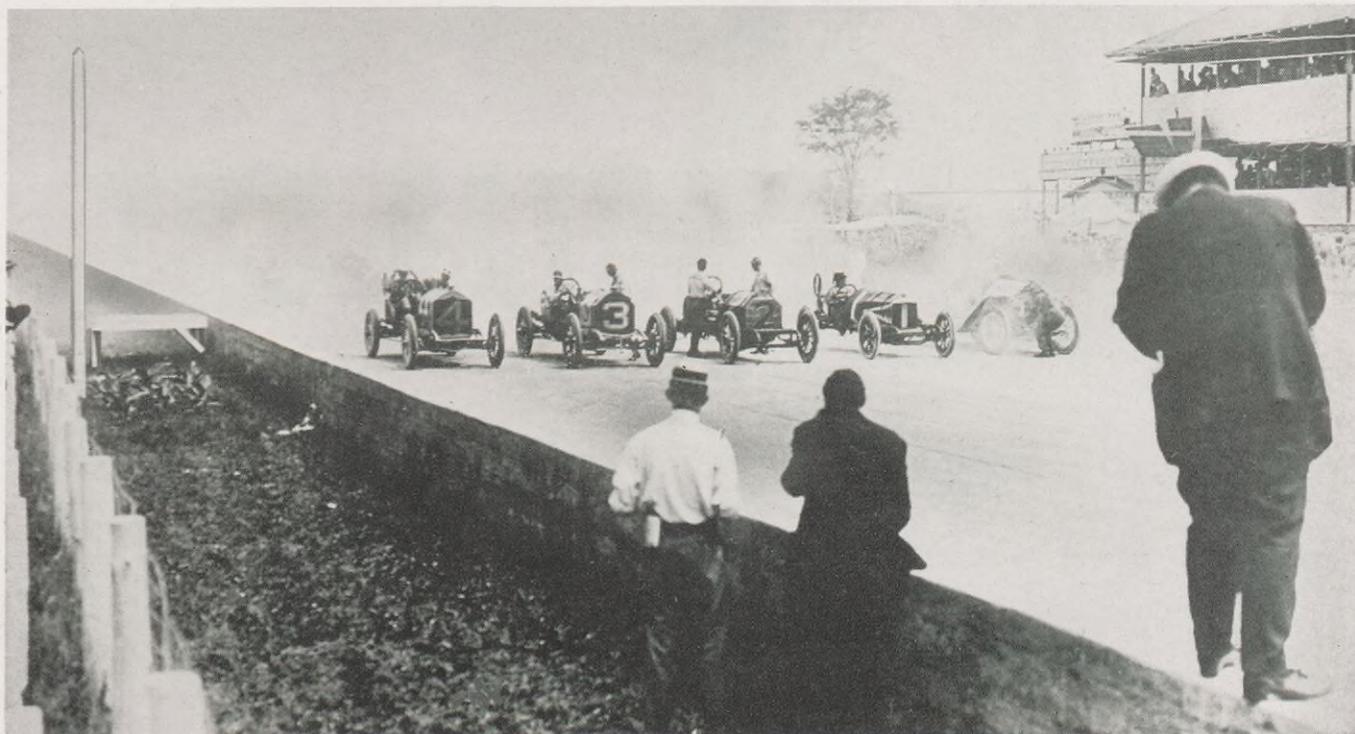


Famed racing driver Barney Oldfield sits at the wheel of an early Ford racer, above, while the youthful Henry Ford stands by. Below, W. D. Packard sets forth in an early model built by him and his brother at the turn of the century.



Faced with a new and different transportation medium, early motor car designers often went off in all directions. This sporty mechanical man was supposed to "walk", pulling the car behind him. There is no record of what happened after this picture was taken in 1901.





This is the beginning of a classic. As the pacing car, at extreme right, is being cranked, the stars of the first 500-mile Indianapolis race await the starting bomb. Today, the famous Decoration Day event gives annual evidence of the steady advance in engines, fuels and lubricants.

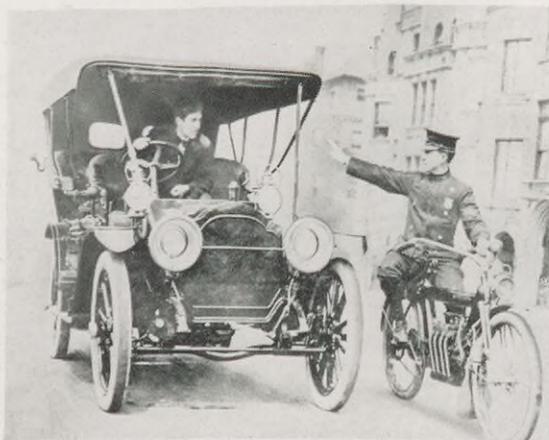
The early tours were truly adventures. The dirt roads of the day, constructed for leisurely horse-and-buggy travel, were rough when dry and almost impassable when wet. Rain turned clay surfaces into slippery mud and filled the deep drainage ditches with water, to the dismay of the tourist who skidded off the road. Tire changes and repairs were major events in which other tourists lent a hand. A few disgruntled citizens who opposed the horseless carriage sometimes sprinkled broken glass in the paths of the oncoming cars, and even buried rakes and saws in the dirt to puncture tires. Despite these obstacles, the doughty tourists went on. Up until the first World War, which ended the original series of Glidden Tours, these annual processions helped prove the worth of the automobile as a cross-country vehicle.

In 1946, the Glidden Tours were revived. By this time, of course, the automobile had become a part of everyday life in

the United States. The current tours reflect the interest in collecting old cars which has flowered in the last few years. Proud owners, during the present-day runs, can display their immaculately-kept machines of another day. Further, they can prove their machines are in top operating condition—a source of pride to those who own and maintain antique cars.

To the casual observer, the old-

Even in the low horsepower days, the man behind the wheel felt a sense of power which often carried him away. As usual, the cop said "no".



fashioned cars purring by on the highway seem to differ from our current models mainly in size and shape. The principle, of course, has not changed over the years. Old and new, automobiles are essentially gasoline-powered vehicles which transmit power to a rear axle for locomotion; which are controlled by steering and braking mechanisms; and which utilize air-filled rubber tires and spring systems to further passenger comfort.

Nevertheless, in the 50 years since its birth, the automobile has changed tremendously. There has never been a single, enormous revolution, but rather a series of evolutionary changes to improve the efficiency of the motor car.

Today's automobile is not to be measured by its gadgets—automatic defrosters, hydraulically-operated tops, heaters, sealed beam headlights—but by the major improvements which have been made over the years in speed, power, durability, safety and economy of operation.

Given good highway conditions, and in relatively flat country, today's motorist can average 500 miles per day—against the 100 miles chalked up by the Glidden tourists. He has the reserve power, and the braking facilities, to travel mountainous country with ease. Major breakdowns are rare, whereas in the old days, broken axles, stripped gears and shattered springs were common occurrences. Tough tires, shatterproof glass and four-wheel hydraulic brakes are major safety factors. And our modern motorist can be sure of far more economical operation than was available to the automobile pioneers.

The automobile and its motive power, gasoline, grew up together. Originally, gasoline was a by-product which came from crude oil when kerosene was manufactured, and was considered of little value. But it proved the ideal fuel for the new internal combustion engines in the early 1900's and as the demand for automobiles increased, oil companies began to turn out increasing quantities of what is now their major product.

Petroleum and automotive engineers have worked hand-in-hand to improve automobile engines and the fuel which runs them. The goal of the automobile men has been, and continues to be, high compression ratios in engines. When compression ratio is increased, a given amount of gasoline will produce more power. High compression engines, however, call for more refined fuel—that is, gasoline of high octane number.

Engineering advances stepped up compression ratios and, in turn, the oil companies found ways of producing more gasoline of high quality, from each barrel of crude oil. As the results of laboratory research were brought to the refineries, modern distillation and cracking processes gradually increased the gasoline yield from 15 to 45 per cent in each barrel of crude. The general increase in the efficiency of gasoline has been so great

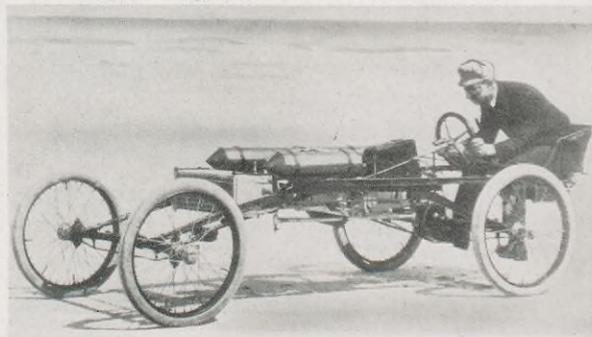
that two gallons of today's fuel will do the work done by three gallons 25 years ago.

Oil company research on fuels was not limited to high octane gasoline alone. Shell's recently announced TCP, for instance, which is added to Shell Premium gasoline to prevent spark plug fouling, is typical of the discoveries which have helped the motorist. Other fields—aviation, railroads, shipping—have benefitted from this type of basic fuel research, but the automobile has never been neglected.

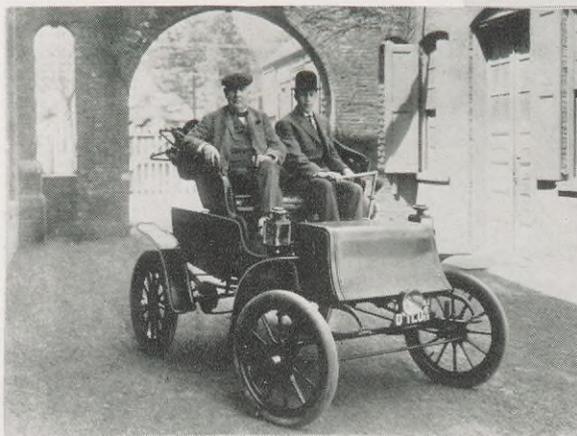
Meanwhile, as cars increased in speed and power, temperatures and pressures within the engine and other mechanisms increased steadily and presented problems to the lubrication engineers. Gradually, as a result of research and the interchange of information between oil and automobile men, our present-day series of specialized lubricants and coolants arose,

enabling the cars of today to operate all year long, in extremes of weather, without perceptible loss of efficiency.

The colorful Glidden Tours are no longer proving a specific point but have become recreational in nature. The point they started out to prove—the worth of the motor car—has long since been accepted. It's a safe bet, however, that the evolution of the automobile will continue at a brisk pace, thanks to the efforts of the people who make up the automotive and petroleum industries.



Pioneer Ransom E. Olds of Lansing, Michigan, above, bends earnestly to the task of trying out one of his inventions, a rakish vehicle contrasting sharply with the sedate Studebaker Electric, left, which had its brief hour but could not compete with gasoline-powered cars.



J. Frank Duryea, co-inventor, designer and builder of America's first successful gasoline auto is shown at the controls of Duryea model No. 2 in which he won the nation's first auto race on Thanksgiving Day, 1895.



# Dog of the Vikings



*A Cleveland Marketing Family Raises and Shows Norwegian Elkhounds,*

*A Breed the Ancient Vikings Used as Companions and Hunting Dogs*

**T**HE Norwegian Elkhound was old in Norway when the Stone Age was young. He is a handsome and distinctive dog, with his black-striped grey coat, tail curled tightly over his back and ears erect, expressing every change of mood. It is this breed of dog that Al Palmer, Superintendent-Operations in the Cleveland Marketing Division, Mrs. Palmer and son, Allen, raise and show and enjoy as pets.

Earlier this year the Palmers had a breeder's dream come true at the famous Westminster Kennel Club Dog Show in Madison Square Garden in New York City. They scored a grand-slam victory in Norwegian Elkhounds when their dogs walked off with the three top honors—winners male, win-

ners bitch and and best of breed. This feat is all the more amazing when one considers that the Palmers have been breeding and showing their dogs only five years. At present they have four Elkhounds—Viking, Binnie, Thor and Haakan.

In 1947 the Palmers acquired their first Elkhound, Helga, as a pet and then later bought Tari to keep her company. Their first show dog was a male pup from Tari's first litter—Thor. The Elkhounds proved to be a hardy breed, could be kept indoors or outdoors, and thrived in any climate.

At first the dogs were shown only in breed classes. Later the Palmers decided to put them through a carefully planned course of basic obedience training. This consisted of hav-

ing them walk to the left of the owner, sit when he stopped, come when called and stand still while being examined by a show judge. Soon the Palmers were showing their dogs in obedience classes as well as in breed classes.

Obedience work is a great help to a dog in overcoming self-consciousness, nervousness and shyness. According to the Palmers, it can also be shattering—for the breeder, that is. When Viking was first shown in obedience trials, the Palmers were convinced that he was very well trained and would come through the show with flying colors. Viking, however, had other ideas. Instead of freezing into position and waiting for the judge to come over and examine him,



Viking casually strolled over to the judge and gently licked his hand. Mrs. Palmer laughingly stated that Viking was obviously leaving nothing to chance and was trying his own brand of canine flattery.

On another occasion Haakan, also a champion, gave the spectators an extra floor show. He spied a biscuit on the floor next to the wooden dumb bell he was supposed to fetch over the jump boards to Al Palmer. Ignoring the dumb bell completely, Haakan stopped dead in his tracks, noisily ate the biscuit with obvious enjoyment and then examined the entire ring for more. After a futile search, Haakan picked up the dumb bell and went through his paces while smacking his chops.

Now, however, all the dogs are trained for in the ring and out of it. The dogs accompany Mrs. Palmer when she goes shopping. Drivers and pedestrians are amazed to see the dogs stop at each intersection without a word from Mrs. Palmer. On crowded streets they conduct themselves as well as the people around them.

Son Allen has shown considerable skill in handling the dogs both in obedience and breed classes. In fact, his interest in dogs has developed to the point that he is giving serious consideration to becoming a veterinarian.

Al Palmer sums up the whole business of breeding and showing dogs—whether they be Norwegian Elkhounds or any other breed—this way: "There is a strange disease called 'Show Fever' which strikes some people—usually immediately after they win their first blue ribbon. It makes them drive all over the countryside in any kind of weather to go to a show. If a man loses he swears the judge is blind and he'll never show again—that is, until the next weekend. If he wins he just can't wait for that weekend."

<  
Always willing to show off their handsome and varied coats for the photographer are the three champions, Thor, Haakan and Binnie.



Ribbons and trophies won by the Palmers' dogs in shows across the country make an impressive display.

Sitting for a "family portrait" are the Palmers and (front row) Viking and Binnie and (second row) Thor and Haakan. Norwegian Elkhounds prove to be just as much at home indoors as they are out of doors.



Champions Thor, Binnie and Haakan couldn't resist the urge to pose on their favorite loafing spot—the top of one of the Palmer kennels.





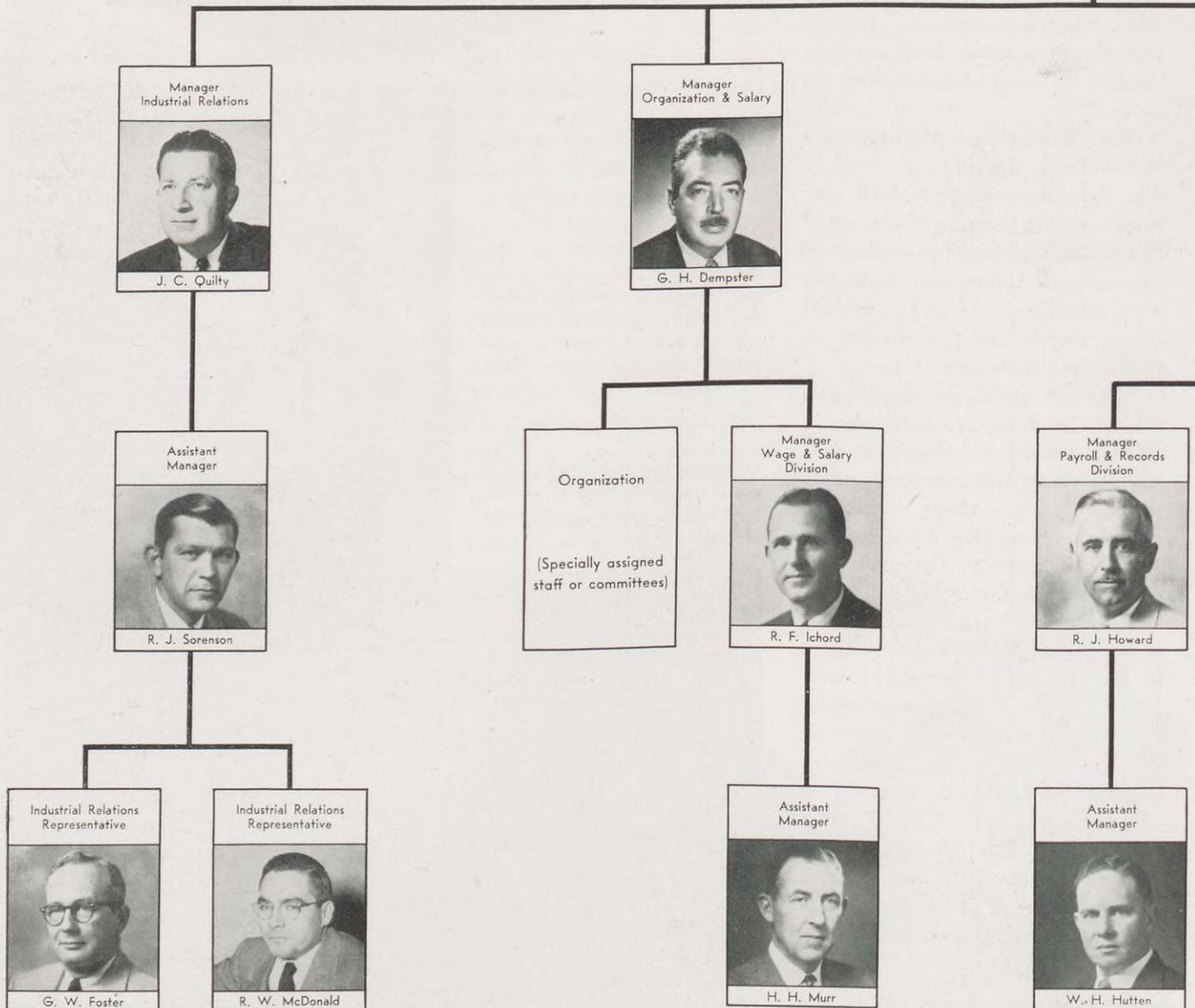
The twenty-seventh in a new series  
of organization charts

September—1953

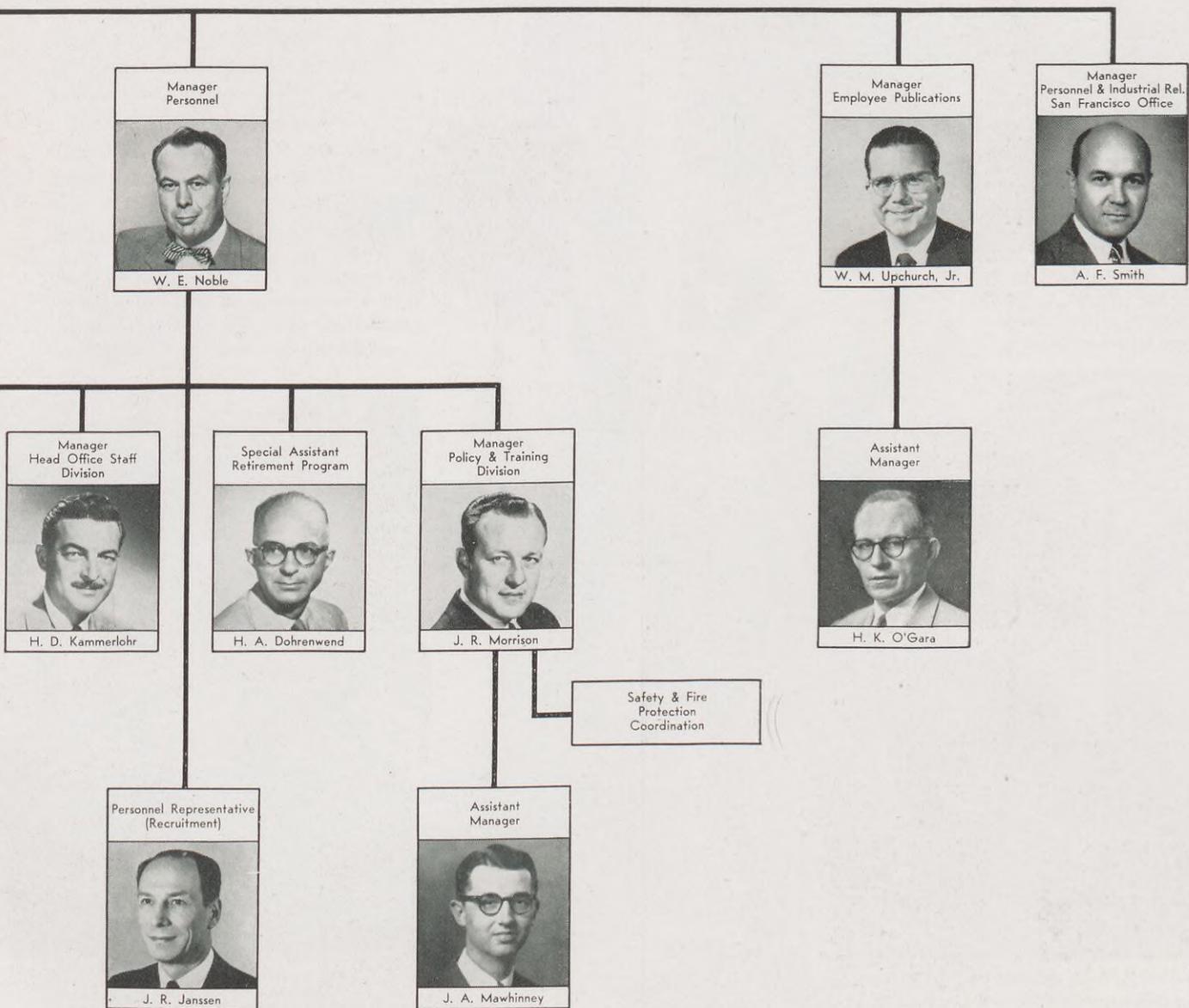
Vice President  
Personnel & Industrial Relations



E. H. Walker



# Shell Head Office Personnel and Industrial Relations Organization



# 'Fifty-Three Jamboree

*Shell Scouts, Old And Young, Were Among The 50,000 Boy Scouts Who Made This Year's National Jamboree The Biggest And Best Yet*



Tom Brooke, son of G. K. Brooke, Chicago Marketing Division, joins thousands of other Scouts in watching a special Jamboree variety show.



Carl Kreider, son of M. J. Kreider, Wood River Refinery, demonstrates the Indian Hoop Dance which he and eight other Scouts performed for a national television show at the Jamboree.



L. K. Mower, Houston E & P Area; Jerry Bates, son of F. P. Bates, Houston Chemical Plant; Jim Covington, son of W. L. Covington, Midland E & P Area; and Randy McEntire, stepson of E. H. Richardson, Shell Pipe Line Corporation, raise the Flag over their camp site.



Dean Dagman, son of D. C. Dagman, Portland Marketing Division, puts away hot dogs and milk. Altogether, the 50,000 Scouts taking part in the Jamboree consumed an estimated 100 tons of meat.

**S**OUTHERN California was the place and July 17-23 the time of the biggest outing in Boy Scout history. Nearly 50,000 Scouts, including more than sixty Shell employees and employee sons, joined in the third National Jamboree at famous Irvine Ranch, high above Newport Harbor on the bluffs overlooking the Pacific Ocean.

Scouts came from all the 48 states, U. S. territories and from 16 other countries as well. Pageantry and sight-seeing took up much of their time, but there were many hours left over for camping, hiking and cooking, for ocean swimming, bulling and the swapping that has become a Jamboree legend. A Confederate flag went for a horned toad, two lobster claws for a small cactus plant, a jumping frog for a genuine redwood knot and a part interest in the Golden Gate Bridge . . . after negotiations that would have done justice to a horse-trader.

President Eisenhower, honorary Scout President, opened the week-long

event officially with a broadcast to the Jamboree urging all Scouts to make conservation their good turn for the coming year.

With its 3,000-acre camp site and its city of more than 30,000 tents, this

year's Jamboree was larger than either of its predecessors. It was a model of efficiency designed so that the boys themselves could undertake much of the responsibility, as well as have lots of fun.



Jake Groenewegen, Torrance Chemical Plant, hikes with, from left: Joe Artese, Wayne Watson, Robert Novotny, Gary Esterlin and Gary Petersen, all sons of Wilmington Refinery employees; Grant Dolan, son of J. G. Dolan, Torrance Plant; and Edward White, son of G. A. White, Dominguez Chemical Plant.



One of hundreds of Scouts working in Jamboree Trading Posts, handling supplies for their brother Scouts, was Gary Klausman, son of J. F. Klausman, Los Angeles Marketing Division.



Three generations of scouting: Visitor E. E. Seibert, Emeryville Research Center, and his Cub Scout son, Graham, with Graham's grandfather J. Scott Brown in a Jamboree Health Lodge, reportedly the oldest Scout at the Jamboree.



Malcolm Cobb, son of Roy Cobb, Los Angeles Marketing Division, sheds a few tears over the onions he is slicing for fellow Scouts from Brawley, California.



James Theoboldt, Pacific Coast E & P Area, (left rear) helps four Shell sons pitch their tent. From left: Willis Minor, son of W. A. Minor, Wilmington Refinery; Rich Duggan, son of Mrs. Dorothy Duggan, Pacific Coast E & P Area; Eric Gabrielsen, son of R. W. Gabrielsen, Wilmington Refinery; and David Lunde, son of L. O. Lunde, Pacific Coast E & P Area.



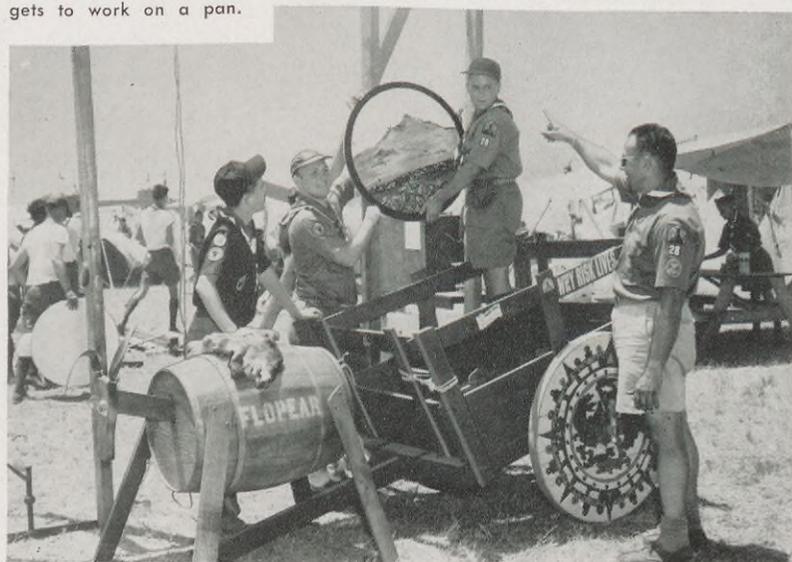
Gathering at a soft drink stand, one of the most popular sites at the Jamboree, Richard Garnett, son of Lovell Garnett, San Francisco Marketing Division; Glenn Keldsen, son of V. L. Keldsen, Ventura Chemical Plant; and Scoutmaster John Brady Sams of the Pacific Coast E & P Area talk over the Jamboree.



Ed Eginton, son of F. J. Eginton, Los Angeles Marketing Division, stuck on clean-up, gets to work on a pan.

Admiring the lassoing skill of Terry Thomas, son of V. B. Thomas, Houston Refinery, are, from left: Frank Estes, son of H. D. Estes, Houston Refinery; Jack Fisher, son of C. W. P. Fisher, Houston E & P Area; Donny Williams, son of M. E. Williams, Houston Chemical Plant; Don Vogler, son of E. A. Vogler, Midland E & P Area; and Tommy Edrington, son of T. S. Edrington, Midland Area.

Shown below, constructing one of the special Jamboree troop entrances, are, from left to right: Gordon Peterson, son of A. D. Peterson, Martinez Chemical Plant; Assistant Scoutmaster Alan Lindsey, son of G. W. Lindsey, Shell Point Chemical Plant; Wayne Norris, son of O. G. Norris, Shell Point; and Scoutmaster Albert Propersi, also of the Shell Point Chemical Plant.





Phil Johnson, son of A. M. Johnson, Pacific Coast E & P Area; Dale Welin, son of G. T. Welin, Wilmington Refinery; and Melford Newman, son of C. C. Newman, also of Wilmington Refinery, draw food supplies at the commissary tent for their Scout buddies.



Swimming in the Pacific . . . a Jamboree favorite. Here, James Bowman, son of L. L. Bowman, Tulsa E & P Area; Bill MacKay, son of W. R. MacKay, Detroit Marketing Division; and Bob Christy, son of R. F. Christy, Tulsa E & P Area, ham it up for the picture.



Bill Cooper, above, gets in a little Jamboree sack time. Bill, son of N. B. Cooper of the Los Angeles Marketing Division, is an assistant patrol leader in his home troop at Pasadena, California.



Swapping was another favorite Jamboree pastime. Here, Gerald Clough, son of R. L. Clough, Martinez Chemical Plant (second from left) and Arne Groennings, son of Sigurd Groennings, Emeryville Research Center, right, barter with two of the Japanese scouts at the Jamboree.



Story teller William Mason, Sewaren Plant, regales the boys in his troop about the time ". . . way back when." Bill also attended the Valley Forge Jamboree in 1950.

Art Redfox, Jr., son of I. A. Redfox, Pacific Coast E & P Area, puts the finishing touches on the entrance constructed by his troop at the Jamboree. He is jabbing an arrow into the fort tower, to carry realism as far as possible.



John Ahlstrom, son of J. E. Ahlstrom, Pacific Coast E & P Area and David Berggren, son of D. H. Berggren, of the same area, compare notes on Jamboree records.



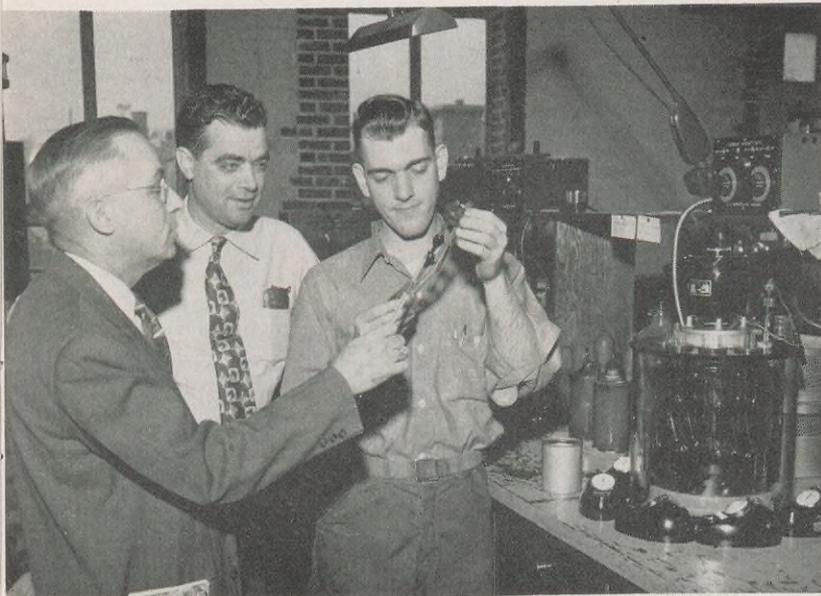
# He's Been Working On The Railroads

*Like Other Service Engineers in the Railroad Sales Division,*

*Sam English Checks the Performance of Shell Products Riding the Rails*



Sam English, one of the Service Engineers in Shell's Railroad Sales Division, starts one of his typical days, above, by climbing aboard a diesel locomotive at the Missouri Pacific yards in St. Louis. Inside No. 362, left, he makes careful notes about the diesel's lubrication.



In the MoPac testing laboratory, above, Sam checks a viscosity test with the head of the laboratory and an apprentice. Sam sometimes brings chemists from the railroads to the Wood River Refinery Laboratory for consultation.



With Master Mechanic L. Bechel, Sam peers inside a dismantled diesel engine. After 23 years of railroad work, and thousands of miles of rail travel, Sam English can talk shop anytime, anywhere.

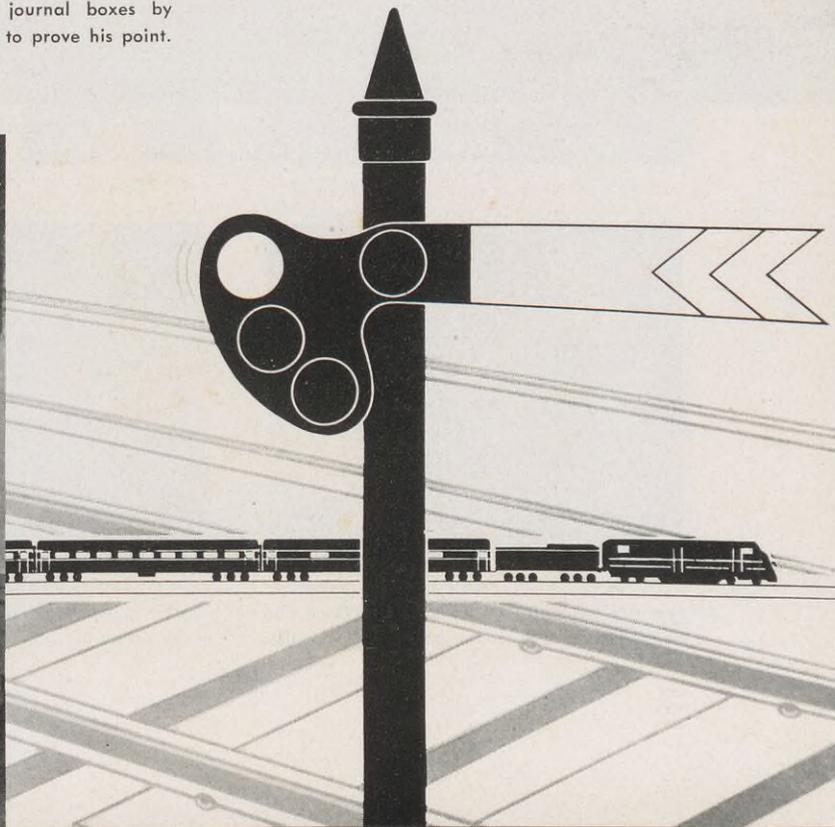
**B**ACK when roundhouses were round and locomotive pilots were still called cow-catchers, Shell hired a young man with a mechanical engineering degree and put him to work trouble-shooting railroad lubrication problems. He had six years in

the testing department of the Pennsylvania Railroad, but it wasn't until he joined Shell that he started railroading in a big way.

This was Sam English, veteran Service Engineer of Shell's Railroad Sales Division, who has had 23 con-

tinuous years of working with the railroads. Sam was hired in St. Louis when the Railroad Sales organization was in its infancy, and he has watched a steady expansion since. There are now three men working out of San Francisco, four out of St. Louis, and

Missouri Pacific's E. C. Harris, Engineer of Tests, and Sam look at a section of axle burned off by friction. Sam once showed a railroad man how to speed preparation of dope (cotton, wool and oil) for journal boxes by boiling it, but had to pack the boxes with hot dope himself to prove his point.

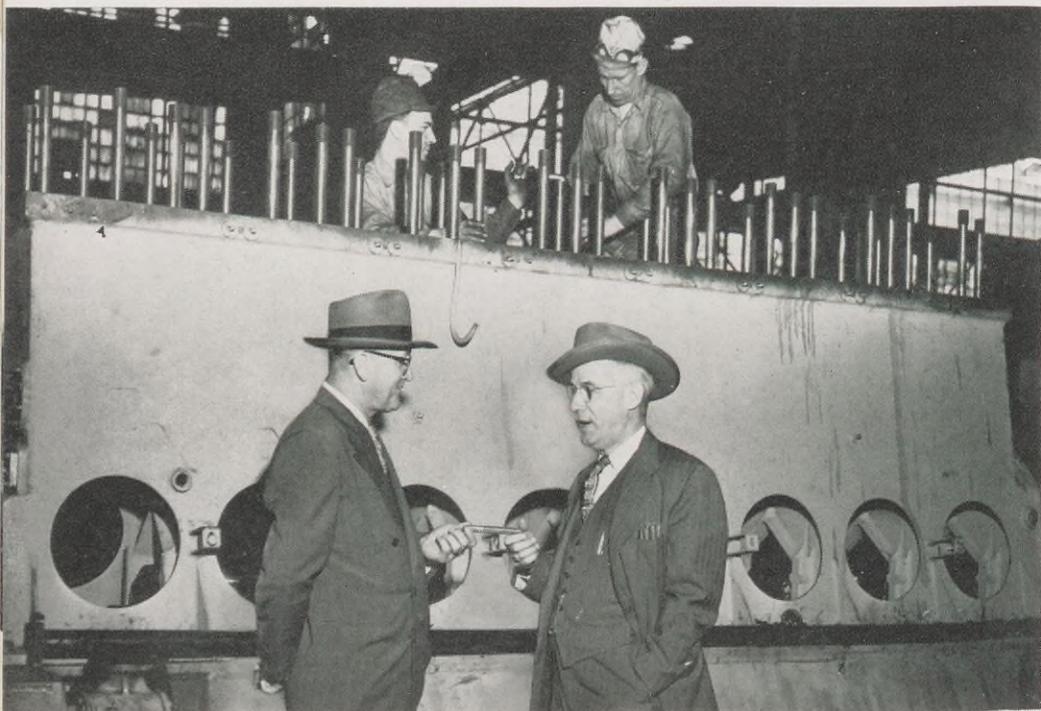




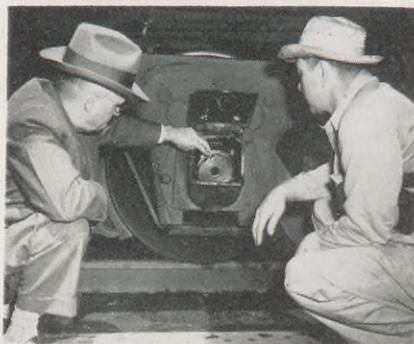
Shell's four "railroad men" in St. Louis meet each Monday. They are, l. to r., G. H. Smith, J. C. Kleber, Sam English and L. L. Butcher.



In Chicago, in 1936, Sam supervised the fueling of the Illinois Central's first diesel passenger locomotive and went along on a special tour.



Master Mechanic Bechel and Sam talk about a diesel engine (background) in the huge Repair Shop. "Roundhouses" like this are no longer round, as they were when Sam started work.



In the Car Yards, where railroad passenger cars are taken to be inspected, serviced and cleaned, Sam talks about journal box troubles.



Then on to the small room, above, where fuel injector pumps and nozzles are tested, some under pressures which run up to 4,000 pounds.

six out of the New York headquarters. They operate principally as a service organization, because 10 of the 13 are engineers, not salesmen. During a continuous circuit, they call in at the offices, shops, classification yards and roundhouses of 169 Class I railroads all over the United States and a lot of smaller Class 2 and 3 roads. They chat with everyone from vice presidents to section hands, and see that the railroads get the best service possible from Shell products — from diesel fuels and greases down to fly sprays and weed killers.

Sam English, for example, has always worked out of St. Louis, but his job has taken him the length and breadth of the country several times, riding everything but the rods. He now works with 16 Class I railroads, covering a big slab of the mid-continent area — bounded by El Paso, Pensacola, Chicago and Denver. He gets around to all the lines—and to several points of each line—at least every 90 days.

Sam's first trip for Shell lasted 18 days and took him to Casper, Wyoming, and back. He was checking the performance of lubricants on a locomotive, and the only man with a complaint said he thought Shell oils weren't "handsome." Sam said Abe Lincoln wasn't either, but he was a pretty good man.

"They're a clannish group on the railroads," according to Sam, "and you have to talk their language to be accepted into the clan. In most cases it is best for one man to be the contact with a railroad along its entire line."

The first requirement of a Service Engineer, however, is to know what he's talking about when he tackles a railroad problem. As Sam points out, some railroad men know more about a locomotive than the men who built it. Consequently, they ask for and are entitled to the best kind of technical advice and service—and they get it from Sam and the other members of Shell's Railroad Sales Division.

# They Have Retired



W. CLAYTON  
Wood River Refy.  
Engineering



C. DILLING  
Wood River Refy.  
Engineering



F. DUCKER  
New York Div.  
Operations



A. P. FREY  
Tulsa Area  
Production



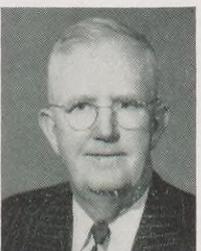
G. L. GRIMES  
Shell Pipe Line Corp.  
Mid-Continent Area



J. P. GURRISTER  
Chicago Division  
Operations



E. B. HARRISON  
Wood River Refy.  
Compounding



G. HOLCOMB  
Wood River Refy.  
Engineering



F. R. HURT  
Indianapolis Div.  
Operations



C. E. JOHNSON  
Wood River Refy.  
Engineering



G. S. LAMBERT  
Technical Services Div.  
Geology



J. L. LEE  
Shell Pipe Line Corp.  
Texas-Gulf Area



M. LOPES  
Martinez Refy.  
Engineering



W. L. MARQUELL  
Midland Area  
Production



H. E. McDONALD  
Wilmington Refy.  
Dispatching



D. A. NORTON  
Shell Pipe Line Corp.  
Mid-Continent Area



E. W. OWEN  
Wilmington Refy.  
Dispatching



L. E. PICKENS  
Pacific Coast Area  
Production



G. RETTIG  
Indianapolis Div.  
Operations



C. M. ROSSEN  
Head Office  
President's Office



P. SCALZO  
Martinez Refy.  
Cracking



C. R. SIMMONS  
Shell Pipe Line Corp.  
Mid-Continent Area



E. F. SMITH  
Tulsa Area  
Production



H. J. TREPAGNIER  
Norco Refy.  
Distilling



E. T. WILKEY  
Tulsa Area  
Production



# coast to coast



E. A. Cunningham, Manager of Shell's Baltimore Marketing Div., was recently elected Vice-Chairman of the Maryland Petroleum Industries Committee.



Air-minded L. E. Gould, Shell Chemical Corporation's Western Sales Division, takes weekend trips in his two-seater Cessna 140. Gould bought his plane second-hand for about the same price as a good used car and finds its maintenance and operation costs are close to those of a family car.

G. G. Hughes, left, Assistant to the Aviation Manager, Head Office, talks with F. V. Smith, Detroit Division Aviation Manager, and his son, Jimmy, at the recent International Aviation Exposition held in Detroit. Shell Oil Company fueled all Army, Navy and Air Force planes at the Exposition.





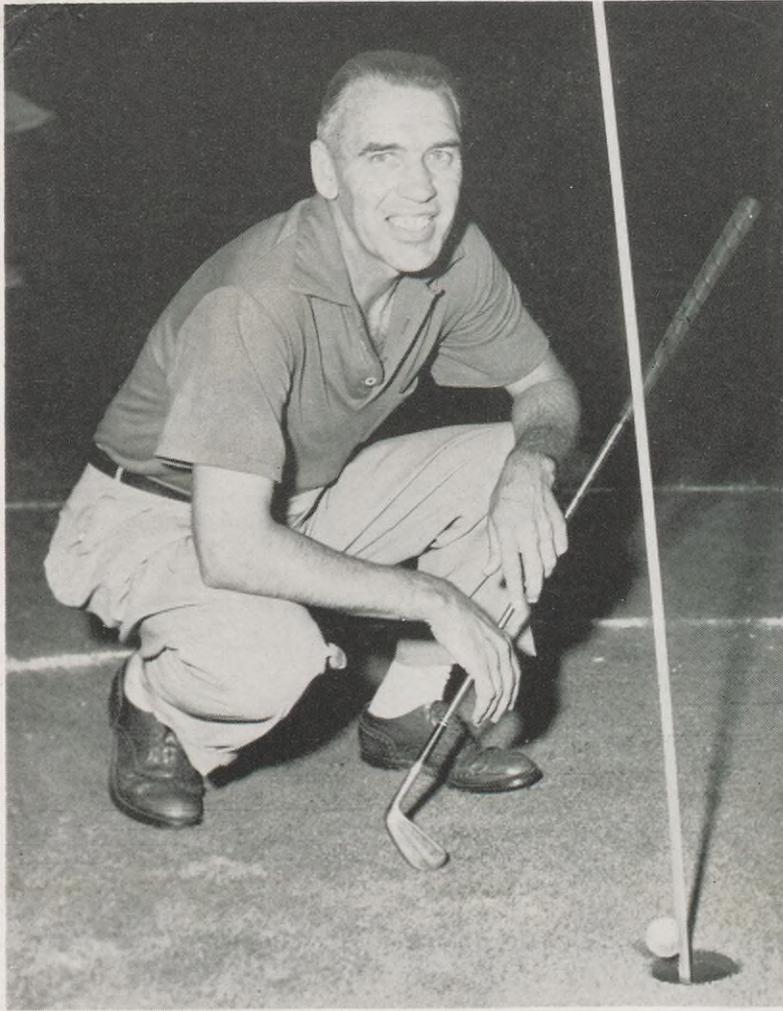
Newly-elected board members of the Shell Employees' Recreation Association at the Houston Refinery and Chemical Plant meet for the first time. The officers, who will lead the record membership of 2440 for the year are: (around the table, left to right) Business Manager H. D. Estes, Land Committee Chairman H. D. Smith, Kemper Kaiser, Neal Barker, Josephine Kelley, Dixon Kirk, Victor Clarke, Board Chairman W. W. Myers, retiring Chairman, Walter Cannon and T. L. Wilson.

O. C. Groff, an Engineer at Shell's Bakersfield, California, pump station, startled picnickers this summer when he took his home-made steam launch on its shake-down cruise. Groff built the 16-foot vessel himself—hull, boiler and engine—in his garage workshop. The project, called "African Queen II," occupied his spare time for a year before completion.



Each year the State of California holds a "Boys' State" for one week at its capitol in Sacramento. William Hillsman, right, son of J. C. Hillsman, Shell Point Chemical Plant, was elected to serve as a city councilman and postmaster. He is shown receiving last minute instructions from a representative of the American Legion who sponsored Hillman's trip to the capitol.



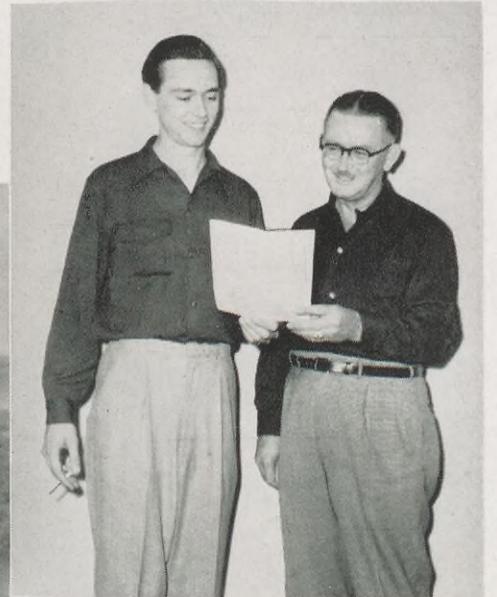


## Golfing Ace

J. B. LOWERY, of Shell Oil Company's Head Office Advertising Department, was the tenth golfer in the 20-year history of the famed New York World-Telegram and Sun Hole-in-One Tournament to score an ace. In scoring the hole-in-one, Lowery beat official odds of over 8,000 to one. Entered in the Westchester, New York, section of the tournament last month, Lowery holed out on the 19th hole of the difficult Knollwood Country Club course. In this tournament each golfer is allowed five shots from the tee. Lowery's "golfer's-dream-come-true" effort came on his last shot when the ball rested against the pin and fell into the cup as Lowery withdrew the flagstick.

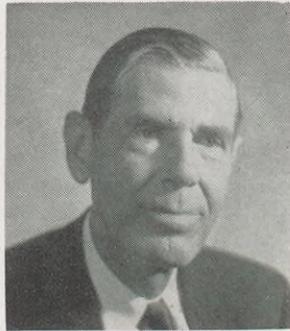
Winning an ace tournament is nothing new to Lowery, outside of producing the perfect shot. He won the Westchester, New York, honors in the same tournament in 1949 when one of his shots stopped eight inches from the cup. His avid interest in golf can be traced to his youth when he caddied for Jess Sweetser, one-time United States and British Amateur champion.

The 1953 So-Shell Softball Team of the Sewaren, New Jersey, Plant has kept a consistently high standing in the Perth Amboy Industrial Softball League. The line-up of the Sewaren team, which this year played from May to September, consisted of the players below: (kneeling, left to right) J. S. Hovanecz, R. J. Jardot, J. W. Egan, D. E. Pocklembo, R. J. Kenzenkovic, (standing, left to right) J. M. Keenan, Chester Smink, V. F. Frey, John Masluck and George Karol.



The Wichita, Kansas, chapter of the Society for the Preservation and Encouragement of Barbershop Quartet Singing in America gives two performances a year with the proceeds going to charity. Two Shell men, both of the Tulsa E & P Area, sang with the chapter this year—David Branson, left, and M. G. Curry.

# Service Birthdays



R. H. COOMBS  
Houston Refinery  
Treasury

Thirty-Five  
Years



M. M. LUKETICH  
Wood River Refinery  
Engineering

## Thirty Years



F. H. ARNOLD  
Wilmington Refy.  
Dispatching



C. M. BAILEY  
Tulsa Area  
Production



S. E. BERMES  
Wood River Refy.  
Dispatching



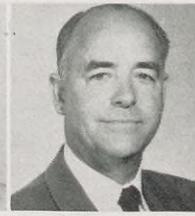
C. W. BOZEMAN  
Pacific Coast Area  
Production



L. A. BUFFINGTON  
Los Angeles Div.  
Marketing Service



C. U. CHAMPAGNE  
Norco Refy.  
Engineering



B. C. CLAYTON  
Wilmington Refy.  
Stores



W. W. S. DANCE  
San Francisco Office  
Marketing Service



H. J. FISHER  
Wilmington Refy.  
Distilling



B. G. FLOESCHER  
Head Office  
Financial



C. C. HALL  
Wood River Refy.  
Utilities



S. N. HALL  
Shell Chemical Corp.  
Martinez Plant



W. J. HAUN  
Wood River Refy.  
Dispatching



H. D. HOWARD  
Martinez Refy.  
Distilling



H. P. INGERSOLL  
Products Pipe Line  
Waltham, Mass.



C. J. LASKOW  
Wilmington Refy.  
Treasury



T. P. McKEON  
St. Louis Div.  
Operations



H. G. McPHERSON  
Los Angeles Div.  
Marketing Service



A. S. MITCHELL  
Houston Refy.  
Cracking



G. E. MOUNTAIN  
San Francisco Office  
Pers. & Indus. Rel.



G. P. PARKER  
Pacific Coast Area  
Legal



H. M. POTTER  
Pacific Coast Area  
Production



M. L. SAPPINGTON  
Tulsa Area  
Production



W. H. SNEDEKER  
Los Angeles Div.  
Operations



F. M. STEWART  
Los Angeles Div.  
Sales



J. H. WAGNER  
St. Louis Div.  
Marketing Service



R. G. WILKIN  
Wilmington Refy.  
Eff. Control & Util.



B. WILLIAMS  
Wilmington Refy.  
Engineering



C. S. WILLIAMS  
Pacific Coast Area  
Production



W. J. WILLIAMS  
Pacific Coast Area  
Production



O. E. WOLLAM  
San Francisco Office  
Manufacturing



J. C. WORDEN  
Wilmington Refy.  
Engineering

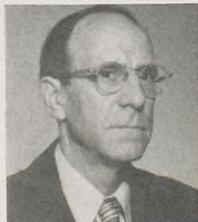
## Twenty-Five Years



**W. A. ALEXANDER**  
Denver Area  
Vice President



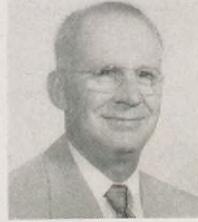
**C. L. ANDREWS**  
Norco Refy.  
Treating



**F. J. BALSER**  
Wilmington Refy.  
Engineering



**L. C. BOLLINGER**  
Martinez Refy.  
Research Lab.



**W. D. BOST**  
Wood River Refy.  
Cracking



**H. E. BRINER**  
Martinez Refy.  
Cracking



**D. L. BRUSSARD**  
Shell Development Co.  
Emeryville



**D. J. CAMERON**  
Pacific Coast Area  
Production



**J. R. CANDOO**  
Los Angeles Div.  
Operations



**S. P. CHAPMAN**  
New Orleans Area  
Land



**D. R. CLARK**  
Los Angeles Div.  
Sales



**I. O. COTNER**  
Products Pipe Line  
East Chicago, Ind.



**W. C. DOBBYN**  
Head Office  
Financial



**J. T. DOUGHERTY**  
Wood River Refy.  
Treasury



**W. H. ESSER**  
Tulsa Area  
Automotive



**W. B. FLYNN**  
Pacific Coast Area  
Production



**L. N. FOLSE**  
Norco Refy.  
Cracking



**W. I. FRANKLIN**  
Wood River Refy.  
Treating



**L. A. GOFORTH**  
Los Angeles Div.  
Sales



**W. H. GORE**  
Seattle Div.  
Treasury



**J. A. GROETING**  
Shell Chemical Corp.  
Martinez Plant



**A. HODGES**  
Tulsa Area  
Production



**M. E. HOPKINS**  
Tulsa Area  
Production



**F. W. KILLAM**  
Wood River Refy.  
Utilities



**D. L. KRISHER**  
San Francisco Office  
Treasury



**C. L. LORY**  
Calgary Area  
Treasury



**J. B. LOVELLO**  
Martinez Refy.  
Compounding



**R. H. LUEBKE**  
Products Pipe Line  
DeWitt, Ill.



**A. E. MARTIN**  
Shell Chemical Corp.  
Torrance Plant



**R. W. MCBRIEN**  
Wood River Refy.  
Control Lab.



**J. J. MCKENZIE, JR.**  
Head Office  
Purchasing-Stores



**I. W. MILLER**  
Martinez Refy.  
Engineering



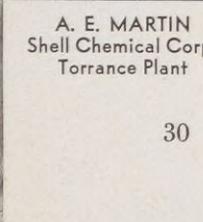
**D. M. MONTZ**  
Norco Refy.  
Engineering



**F. W. OUDT**  
New Orleans Area  
Exploration



**W. H. PATRICK**  
Seattle Div.  
Treasury



**P. E. PERKINS**  
Wood River Refy.  
Dispatching

## Twenty-Five Years (cont'd)



**J. B. ROE**  
Tulsa Area  
Gas

**B. J. SALCIDO**  
Pacific Coast Area  
Production

**R. A. SLAVENS**  
Seattle Div.  
Operations

**H. A. STOLTZ**  
San Francisco Office  
Treasury

**B. G. SYMON**  
Head Office  
Marketing

**J. A. TENCH**  
Martinez Refy.  
Manager

**R. B. THOMPSON**  
Wood River Refy.  
Engineering

**S. J. TIPSWORD**  
Wood River Refy.  
Fire & Safety



**C. L. TONER**  
Wood River Refy.  
Engineering

**J. H. VOROUS**  
Shell Development Co.  
Emeryville

**J. A. WALKER**  
Wood River Refy.  
Alkylation

**W. J. WATILO**  
Pacific Coast Area  
Production

**A. W. WATTS**  
Products Pipe Line  
East Chicago, Ind.

**H. R. WEBB**  
Pacific Coast Area  
Production

**A. WHALEY**  
Shell Chemical Corp.  
Martinez Plant

**N. I. WHYTE**  
Shell Development Co.  
Emeryville

### SHELL OIL COMPANY

#### Head Office

20 Years

A. H. Boulton ..... Manufacturing  
E. H. Cain ..... Marketing  
J. G. Kerley ..... Manufacturing  
J. E. Marsland ..... Manufacturing  
J. M. Von Almen ..... Transp. & Supplies

15 Years

H. L. Isham ..... Manufacturing  
L. Noble ..... Marketing

10 Years

Sheila E. Gorman ..... Financial  
Kathleen A. Schretzman ..... Marketing

#### San Francisco Office

15 Years

L. Dowdell ..... Treasury  
G. A. Durham ..... Marketing

#### Exploration and Production

##### HOUSTON AREA

20 Years

H. S. Brookshier ..... Production  
H. T. Collins ..... Production  
H. J. Hoffman ..... Automotive  
W. T. Hopson ..... Production  
W. J. Jones ..... Production  
J. E. Talley ..... Production  
G. M. Young ..... Production

10 Years

H. O. Boase ..... Production  
S. F. Brady ..... Production  
E. V. Davis ..... Production  
M. M. Jaresh ..... Crude Oil  
L. M. Shamburger ..... Production

##### MIDLAND AREA

20 Years

J. L. Brown ..... Gas  
L. O. Lord ..... Gas  
W. C. Nowlin ..... Production

15 Years

F. W. David ..... Production

10 Years

C. F. Lukens ..... Automotive

##### NEW ORLEANS AREA

20 Years

E. J. Bourgeois ..... Production  
W. C. Clay ..... Production  
O. Deville ..... Production  
A. Dumas ..... Production  
L. E. Fleming ..... Production  
W. Miller ..... Production  
C. C. Whaley ..... Production

15 Years

D. Benoit ..... Gas  
R. R. Daniels ..... Production  
C. T. Williams ..... Production

10 Years

A. J. Chauvin ..... Production  
R. E. Gilpin ..... Treasury  
K. E. Reid ..... Exploration

##### PACIFIC COAST AREA

20 Years

J. H. Boehm ..... Production  
C. D. Chesney ..... Production  
A. DeGeus ..... Production  
W. E. Lewis ..... Production  
P. W. Malloy ..... Production  
E. McIver ..... Production

A. E. Robinson ..... Production  
M. W. Sheppard ..... Land

15 Years

P. D. Berg ..... Production  
V. N. Thompson ..... Production

10 Years

F. Blair ..... Production  
P. H. Carr ..... Production  
O. Elliot ..... Production  
E. E. Haney ..... Production  
E. Jackson ..... Production  
A. Lockareff ..... Production  
Betty J. McComb ..... Treasury  
R. L. Ragsdale ..... Production

##### TULSA AREA

20 Years

A. G. Ashley ..... Production  
W. H. Burke ..... Production  
C. Butterfield ..... Automotive  
E. D. Hise ..... Production

15 Years

R. E. Gearing ..... Gas  
E. Lovell ..... Exploration  
R. H. Wiseman ..... Exploration

10 Years

M. M. Durham ..... Production  
F. J. Hodges ..... Exploration  
C. T. Nagreski, Jr. .... Production  
W. A. Spinney ..... Treasury

#### Manufacturing

##### HOUSTON REFINERY

20 Years

J. F. Alford ..... Gas  
D. M. Bergin ..... Effluent Control

R. B. Carter ..... Stores  
 F. R. McGuire, Jr. .... Dispatching  
 J. P. Murray ..... Engineering  
 F. L. Robinson ..... Control Laboratory

**15 Years**

G. E. Roberts ..... Lubricating Oils

**10 Years**

Z. F. Baczewski ..... Econ. & Sched.  
 J. Bradley, Jr. .... Engineering  
 R. J. Clerc ..... Research Laboratory  
 R. Dawson ..... Engineering  
 T. C. Dunagan ..... Engineering  
 C. Freeman ..... Engineering  
 A. J. Hayes ..... Engineering  
 J. T. Kennedy ..... Engineering  
 W. S. Kubricht ..... Engineering  
 R. D. Plaisance ..... Engineering  
 M. M. Wallace ..... Engineering  
 F. T. Wilks ..... Effluent Control

**MARTINEZ REFINERY**

**20 Years**

A. P. Cupit ..... Engineering  
 W. J. Hall ..... Engineering  
 F. A. Kemp ..... Engineering  
 H. A. Woods ..... Research Laboratory

**10 Years**

F. L. Goddard ..... Compounding  
 G. W. Miller ..... Engineering

**NORCO REFINERY**

**10 Years**

T. G. Barreca ..... Engineering  
 F. L. Cambre ..... Stores  
 J. J. Chapman ..... Treasury  
 M. Ferraro ..... Engineering  
 H. D. Landeche ..... Engineering  
 C. J. Landry ..... Dispatching  
 L. E. Monque ..... Engineering  
 S. J. Montegut ..... Engineering

**WILMINGTON REFINERY**

**20 Years**

J. Mantua ..... Distilling

**15 Years**

W. C. Maloney ..... Distilling  
 E. C. Sikes ..... Engineering  
 H. S. Taylor, Jr. .... Dispatching

**10 Years**

W. D. Crose ..... Engineering  
 A. H. Williamson ..... Engineering

**WOOD RIVER REFINERY**

**20 Years**

C. W. Baker ..... Engineering  
 W. C. Bruce ..... Control Laboratory  
 I. S. Cliff ..... Technological  
 C. O. Farnstorm ..... Engineering  
 C. D. Greeling ..... Engineering  
 W. E. Hannold ..... Gas  
 D. E. Hayes ..... Engineering  
 L. H. Hibbard ..... Treating  
 D. C. Holloway ..... Utilities  
 L. D. Humphrey ..... Lubricating Oils  
 E. A. Hutte ..... Alkylation  
 G. G. Niederkorn ..... Lubricating Oils  
 W. M. Vice ..... Engineering  
 C. N. Weger ..... Engineering

**15 Years**

E. W. Bryant ..... Engineering  
 F. J. Carlin ..... Engineering

A. E. Etzkorn ..... Engineering  
 K. I. Stover ..... Engineering  
 D. P. Ufert ..... Control Laboratory

**10 Years**

C. E. Adams ..... Stores  
 A. M. Costa ..... Treasury  
 J. L. Cuddy ..... Engineering  
 I. E. Flaag, Jr. .... Engineering  
 F. D. Hake ..... Engineering  
 C. L. Harper ..... Engineering  
 M. F. Jouett ..... Engineering  
 F. P. Kalous ..... Engineering  
 S. V. McClure ..... Engineering  
 J. H. Paine ..... Fire & Safety  
 P. J. Sido ..... Compounding  
 E. F. Suever ..... Engineering  
 L. W. Taylor ..... Research Laboratory  
 H. D. Wall ..... Engineering

**Marketing**

**MARKETING DIVISIONS**

**20 Years**

C. E. Cook ..... Baltimore, Operations  
 H. A. Beebe ..... Boston, Operations  
 A. R. Sloan ..... Boston, Operations  
 O. A. Kershaw ..... Chicago, Treasury  
 A. J. Uelk ..... Chicago, Treasury  
 E. L. Felix ..... Cleveland, Operations  
 M. E. Hammond ..... Cleveland, Operations  
 E. E. Miller ..... Cleveland, Sales  
 E. J. Armstrong ..... Detroit, Operations  
 P. G. Blackburn ..... Indianapolis, Operations  
 J. A. Lunt ..... Indianapolis, Sales  
 C. F. Morris ..... Indianapolis, Operations  
 H. J. Shireman ..... Indianapolis, Treasury  
 E. C. MacIntyre ..... Los Angeles, Mktg. Serv.  
 H. A. Bearwald ..... Minneapolis, Operations  
 E. L. Davis ..... New Orleans, Sales  
 L. S. Tomlinson ..... New Orleans, Operations  
 P. E. Mulhern ..... New York, Operations  
 F. T. Raczk ..... New York, Operations  
 A. J. Lizee ..... Portland, Operations  
 B. D. Asher ..... Sacramento, Sales  
 K. A. Grigsby ..... Sacramento, Mktg. Serv.  
 W. T. Dolan ..... St. Louis, Operations  
 H. B. Donnell ..... St. Louis, Operations  
 H. V. Anderson ..... San Francisco, Treasury  
 R. F. Lloyd ..... San Francisco, Treasury  
 Wilhelmina Miller ..... San Francisco, Treasury  
 L. L. James ..... Seattle, Operations

**15 Years**

C. A. Spates ..... Baltimore, Sales  
 J. H. Mack ..... Boston, Operations  
 L. M. Leisinger ..... Detroit, Operations  
 C. O. Sherer ..... Indianapolis, Operations  
 F. Halliday ..... Los Angeles, Mktg. Serv.  
 G. S. Kester ..... Los Angeles, Sales  
 Mary J. Poehler ..... Los Angeles, Treasury  
 C. R. Sharp ..... Los Angeles, Sales  
 A. N. DeStefano ..... New York, Operations  
 G. R. Stevens ..... New York, Sales  
 W. W. Adams ..... San Francisco, Sales

**10 Years**

E. W. Beahm ..... Baltimore, Operations  
 R. L. Bugsch ..... Baltimore, Operations  
 J. L. Anderson ..... Boston, Operations  
 H. A. Connor ..... Boston, Sales  
 A. F. Farrar ..... Boston, Sales  
 C. George ..... Chicago, Operations  
 A. R. Hill ..... Detroit, Operations  
 Doris E. Watson ..... Detroit, Administration  
 J. T. Lindsay ..... Honolulu, Operations  
 D. L. Hart ..... Portland, Operations  
 C. D. Cox ..... St. Louis, Operations

D. W. Nolf ..... St. Louis, Sales  
 C. A. Rosander ..... San Francisco, Treasury

**SEWAREN PLANT**

**15 Years**

T. A. Burns ..... Depot  
 P. C. Catano ..... Engineering & Maintenance

**10 Years**

A. J. Pepchinski ..... Depot

**Products Pipe Line**

**15 Years**

N. F. Coil ..... Wood River, Ill.  
 J. B. Rigg ..... Harristown, Ill.

**10 Years**

Beverly A. Holdcraft ..... Muncie, Ind.

**SHELL CHEMICAL CORPORATION**

**20 Years**

I. M. Shore ..... Houston  
 C. L. Walter ..... Houston  
 C. R. Brown ..... Shell Point  
 N. Nardolillo ..... Shell Point

**10 Years**

S. J. Anuszkiewicz ..... Shell Point  
 N. M. Nelson ..... Torrance  
 K. W. Smith ..... Torrance

**JULIUS HYMAN & COMPANY**

**20 Years**

J. W. Myers ..... Denver

**SHELL DEVELOPMENT COMPANY**

**20 Years**

C. Breen ..... Emeryville  
 H. Lambert ..... Emeryville

**15 Years**

A. J. Cherniavsky ..... Emeryville  
 S. V. Heino ..... Emeryville  
 R. C. Morris ..... Emeryville  
 C. L. Slover ..... Emeryville

**10 Years**

H. M. Cumming ..... Houston  
 P. H. Deming ..... Emeryville  
 T. D. Goodman ..... Emeryville  
 Ann B. Pringle ..... Emeryville

**SHELL PIPE LINE CORPORATION**

**20 Years**

W. C. Childers ..... West Texas Area  
 G. L. Kenney ..... Mid-Continent Area  
 R. L. King ..... Texas-Gulf Area  
 A. R. Most ..... Mid-Continent Area  
 G. O. Norvell ..... Mid-Continent Area  
 F. E. Riggs ..... Mid-Continent Area  
 A. C. Schnack ..... Mid-Continent Area  
 O. P. Womack ..... West Texas Area

**15 Years**

L. E. Smith ..... Mid-Continent Area

**10 Years**

A. L. Cockrell ..... Mid-Continent Area

matters of  
*Fact*



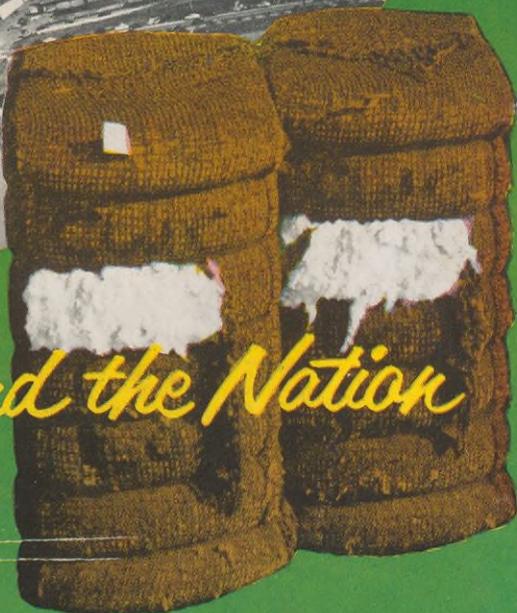
## **EVERY LAST DROP**

Crude oil is one of the most valuable natural resources known to man. As the supply is limited, oilmen bend every effort toward conservation to make the best possible use of every drop drawn from the earth. Oil fields are repressured to guarantee the maximum yield. Modern refinery techniques get the most from each barrel of crude. New, improved products aid conservation by permitting the consumer to extract the greatest possible power from each unit of petroleum fuel. Because of its importance, and because it is a continuing practice in the industry, conservation has been made the theme of Oil Progress Week which this year will be celebrated from October 11 - 17.

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



## **SHELL** *around the Nation*



Cotton is king in Memphis, Tennessee. But this quiet city of 412,000 people is also the largest hardwood market in the world and the home of vigorous industries devoted to automotive, agricultural and chemical products. A major port of call on the mighty Mississippi, Memphis ranks high among the nation's centers of commerce.

Most of the Shell products sold in the Memphis District of the New Orleans Marketing Division are barged up the Mississippi River from the Norco Refinery, though some shipments originate upstream at Wood River. Close to 84,000 gallons of product a day move through the Company's Memphis Terminal to the 175 retail outlets that serve southwestern Tennessee and neighboring areas in Arkansas and Mississippi.

# **MEMPHIS**