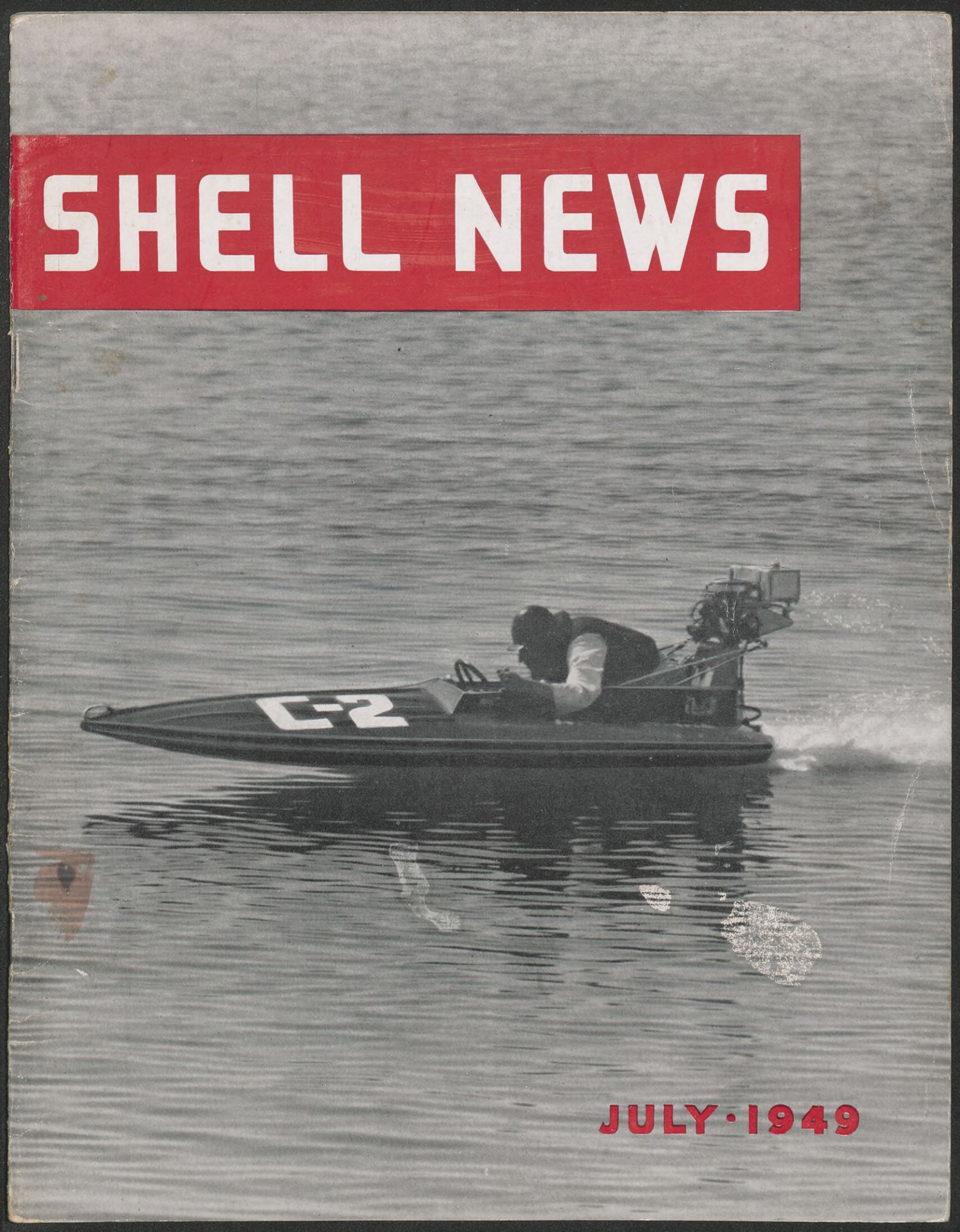
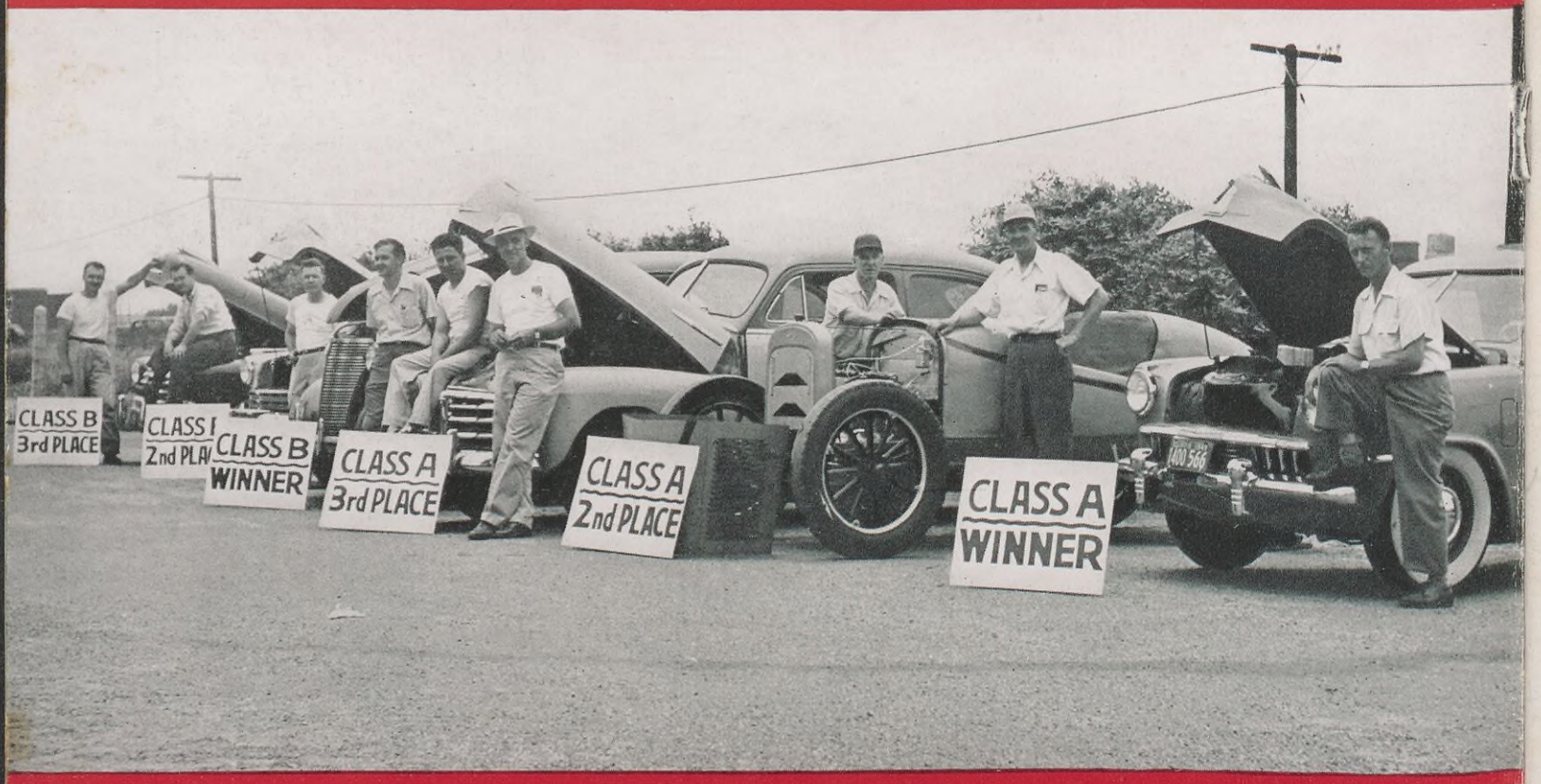
SHELL NEWS



JULY · 1949

149 Miles Per Gallon .....



1949 MARATHON RESULTS

(Contestants Achieving More Than 60 Miles Per Gallon)

Place	Entrant	Team-mate	Car	Total Weight (Pounds)	Actual Miles per Gallon Achieved	Theoretical Distance Travelled
CLASS A						
1	Greenshields	—	1947 Studebaker	3206	149.95	90.76
2	Berry	Schuette	1924 Chevrolet	2509	158.36	87.92
3	Mayfield	Franich	1948 Chevrolet	3667	93.75	59.84
4	Watson	Tuell	1937 Ford	3346	85.29	52.47
CLASS B						
1	Ryan	—	1938 Chevrolet	3392	81.20	50.20
2	Texada	—	1947 Studebaker	3752	74.99	48.34
3	Fink	Cordera	1947 Chevrolet	3664	74.40	47.47
4	Yust	—	1946 Pontiac	3973	69.93	46.28
5	Isringhaus	Bame	1940 Ford	3278	74.59	45.55
6	Chambliss	Welch	1946 Ford	3903	67.90	44.54
7	Baker	—	1940 Ford	3473	70.47	43.99
8	Heinz	Family	1948 Chevrolet	3760	65.57	42.61
9	Henderson	Groves	1947 Chevrolet	3586	66.87	42.28
10	Sims	Ries	1949 Studebaker	3844	63.39	41.30
11	Reedy	Gillis	1941 Nash	3154	68.51	41.23

Greenshields won because his mileage per gallon gave him the highest theoretical distance travelled—that is, he travelled farther than any other entrant in terms of the weight of his car. On the quantity of gas allotted his car under the Marathon car-weight formula and handicap system, he would have travelled 90.76 miles as compared to a theoretical distance of 87.92 miles for the Berry-Schuette team.

R. J. Greenshields Sets a New Record as Wood River Fuel Scientists Drive Ordinary Family Cars Unbelievable Distances in the 1949 Mileage Marathon

FROM 8 A.M. to 1 P.M. last June 25, Wood River, Illinois, again was the scene of America's most unusual auto race, the Mileage Marathon. The largest Marathon crowd in its ten-year history witnessed the strange race where speed doesn't mean a thing and saw thirty-one varieties of the family car stretch a gallon of Shell Premium Gasoline to truly remarkable distances. The race is conducted annually by personnel of the Research Laboratory at the Wood River Refinery.

Greenshields Wins Again

Extracting an amazing 149 miles a gallon out of his two-year-old Studebaker, R. J. Greenshields, head of the research laboratory, scored his second straight Marathon triumph.

Repeating as champion of the Class A section, in which entrants are allowed to make basic changes in the operating mechanism of their cars, Greenshields more than doubled his winning distance of 1948.

Class B winner was Julian Ryan who got 81.2 miles per gallon from his 1938 Chevrolet. Averaging 15 miles per hour, as did most of the other contestants, Ryan added 10 miles to the top distance made last year in the Class B section in which competitors can make only minor engine adjustments.

Test Runs Precede Contest

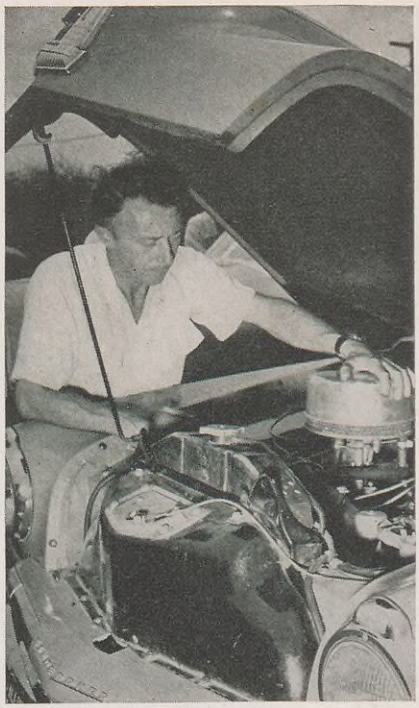
In addition to months of painstaking engine tune-up and car lubrication, all drivers had previously made test runs over the 14-mile course, plotting exactly where to accelerate and where to coast, and where to switch the engines on and off. The intensive off-duty preparation was a real labor of love, for these are the men who have a regular job of improving the performance of Shell automotive fuels and lubricants.

The Path to Better Mileage

The phenomenal mileage these men achieve each year from tiny quantities of gasoline is obviously out of reach of the average motorist. But Greenshields, Ryan and their fellow drivers annually show that any driver can improve his own mileage by keeping his car in good condition and by driving at reasonable speeds.

(Continued on Pages 2 and 3)

Keeping an up-to-the-minute score board for the benefit of the huge throng of relatives and friends who cheered the drivers on was Jean Taylor.



SHELL NEWS

VOL. 17—No. 7 JULY, 1949

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

Employee Publications Division
Personnel Department, New York

contents

Published by Shell Oil Company, Incorporated, (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, Shell Pipe Line Corporation and Shell Union Oil Corporation. Address communications to SHELL NEWS, Shell Oil Company, Inc., 50 W. 50th St., New York 20, N. Y.

Most drivers used an uneven pace . . . alternately starting, accelerating, and stopping the motor. They fastened "Thank You" stickers on the backs of their cars to console the non-racing car owners who were mystified by the irregular pace.

Drivers actually didn't use a gallon of gas. Mileage was calculated on the basis of fuel used (measured by E. L. Kummel on the scale) in one or two trips around the 14-mile course.

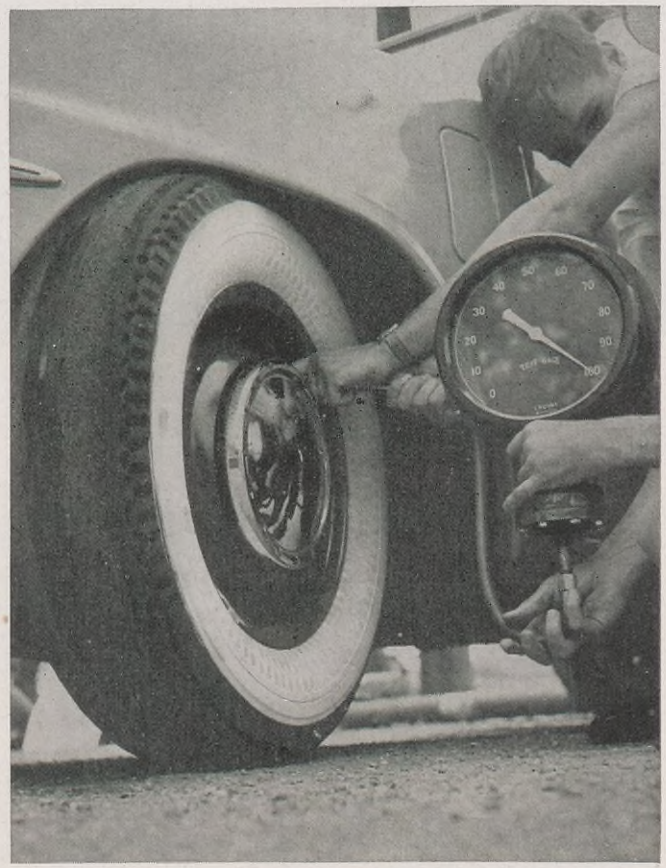
< H. D. Dale, Manager of Wood River Refinery, congratulated Greenshields on his repeat performance in winning the Marathon and awarded him the first prize of one hundred dollars.

Drivers had to plan ahead to anticipate probable gas-consuming traffic obstacles. They agreed that driving technique was important, an erratic pattern of stops and starts often helping to coax added miles from the small gas supply.

Veneta Miller (left) and Charlotte Van Horne spent long hours on their 1947 Ford and put up a game but losing fight. Careful and often minute adjustments to the motors of their cars enabled many contestants to stretch their precious gallons.

Not everybody finished exactly as he'd planned. Marathon rules require that drivers must pull their car off the road when their slender quota of gas is finally exhausted.

Probably the most unusual of the 30 odd racers was the mechanical hodgepodge driven by Berry and Schuette. Part Chevvy, part collie, this car gave Greenshields a terrific battle.



Tires were filled with up to 100 pounds pressure to decrease road friction. One driver's highly inflated spare actually blew up and nearly wrecked his car. To cut down friction further, Greenshields filed off most of the tread on his tires.

Fast man afloat

THERE'S hardly a sports page story about a major power boat racing meet today that doesn't give an account of the exploits of a speedy, hard-riding racing driver named C. H. "Bud" Wiget. Plenty of times he's the headline news. Bud, an Engineer in Shell's Motor Laboratory at the Martinez Refinery, is a champion who was high scoring driver in the United States in 1946, '47 and '48 —and he doesn't plan to abdicate his throne this year.

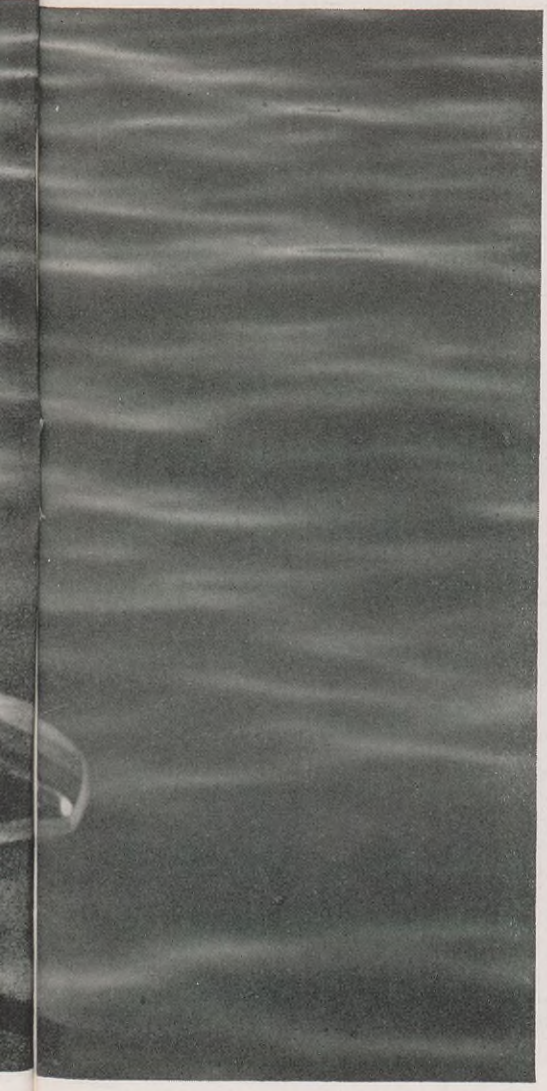
In a sport which attracts such men as orchestra leader Guy Lombardo, a champion in his own class, Bud has turned his hobby into a full-time avocation. He has been at it for 18 years and now, though he races only in his time away from the Motor Laboratory, he is a professional power boat driver. He is aided and abetted by Mrs. Wiget, who is a racer in her own right and accompanies her husband to all the events. Their daughter, Patricia Millot, is also a racing enthusiast and often goes along to assist "in the pits," refueling and tuning the motors of the Wiget boats.

Speed Records Set

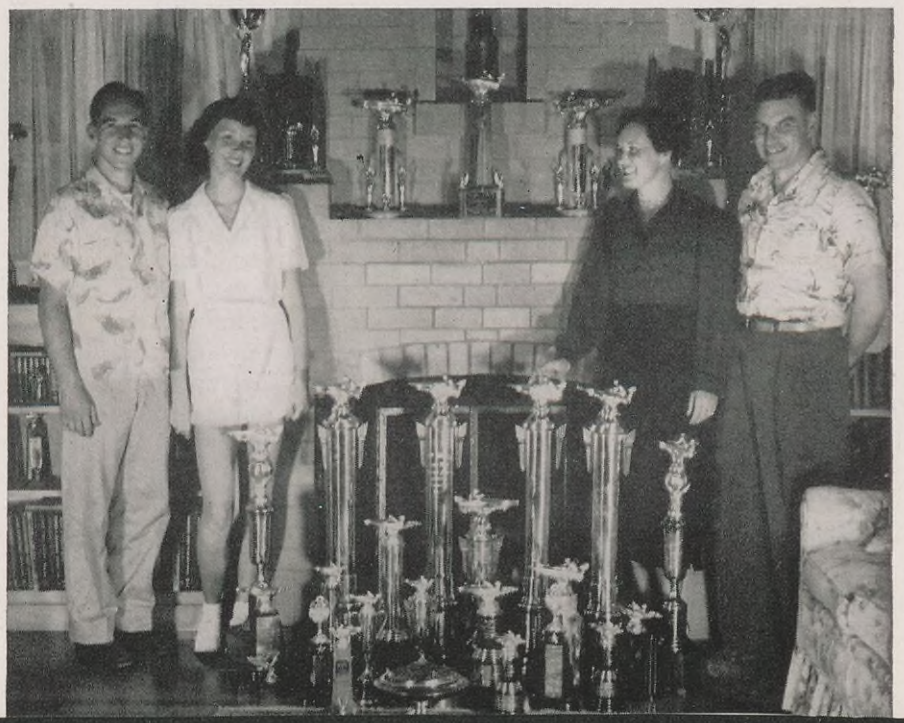
In the last ten years Bud has won three national championships and was runner-up in four more meets held at such places as Vancouver, British Columbia; Long Beach, California; and Brownwood, Texas. In the national championships last September at Celina, Tennessee, Bud set world speed records with two types of boats and got two more at Salton Sea, California, a month later (see box on Page 7). Since 1941, he has set seven world speed marks in competitive events and in one-mile trials.

It isn't all as easy sailing as it sounds. A national championship in power boat racing, like a title in any other sport, requires years of experience, constant practice, a natural aptitude linked with skill and stamina, and a sincere love of the sport. It takes them all to go skimming across a lake in a light boat like Bud drives —which looks and performs like a pie plate equipped with an atomic egg beater. At 50 miles an hour or more, a choppy wave or small piece of floating débris can mean a disastrous dunking.

Bud does most of his racing in Class "C," which means that he uses



Bud Wiget, Mechanical Engineer at the Martinez Motor Laboratory, Converts His Technical Knowledge and Spare Time Into Speed—He's a National Power Boat Racing Champion



In the laboratory (at right, above) Wiget examines the coating on ball bearings. With Mrs. Wiget, her daughter and a visitor, he displays some of his trophies (at right, below).

50 horsepower outboard racing engines or 30 to 35 horsepower service engines. The boats are either hydroplanes, which have stepped bottoms or three-point funnel bottoms for extreme speed, or runabouts, with straight V bottoms.

To understand Bud's racing achievements, you have to know something about the nationwide power boat competitions. The American Power Boat Association is the governing body of racing and divides the country into six major divisions — each division being again divided into several regions. Each year the regional

Mrs. Wiget, shown in her boat "C-18," often competes against her husband.

champions compete for division honors; then the first, second and third place winners in each division compete for the national championship in the early fall. The current title holder also defends his crown in the national races, making 19 contestants—the cream of the nation's racers kicking up spray in a mad dash for the national championship.

Races Run Over Five-Mile Course

Nearly all races are over a five-mile course, but there are one-mile trial courses for those who are after speed records, since racing conditions over the longer distance may not permit the highest speed of which an engine and boat are capable.

The American Power Boat Association designates each divisional area by a letter (Bud and Mrs. Wiget live in Division C), and this letter is painted on the racer's boat along with an identification number corresponding to the engine with which he competes. These numbers, issued by the Association, are even for the professional drivers and the odd numbers go to amateurs. The numbers are retained permanently, except for Numbers 1 and 2, which must be won in competition and each year go to the amateur and professional champions. Thus, the big C-2 on Bud Wiget's boat shows he is the leading professional racer in Division C, a position he has held since 1947. He has also held the US-2 designation, top man nationally for his class of competition.

Mrs. Wiget, though not a champion with Bud's status, has won her share of races and trophies. There are few women racing drivers in the country and most of them use engines which will do only about 30 miles an hour. But Mrs. Wiget for a number of years was one of only two women racers using engines which would top 50 miles an hour. Before she married Bud, she owned a boat and motor shop and dockage facilities, hence knows the boating game from the water up. Since power boat racing is co-educational, she often competes in races against Bud. The two of them have filled their home with more than 250 trophies.

Bud started power boat racing back

in 1931 with a second-hand Class "B" racing engine and a homemade boat that wouldn't eke out more than 35 miles an hour.

"I didn't win a sanctioned boat race for seven years," he recalls. But he kept at it, because, as Bud puts it: "You get a bigger speed thrill riding in a matchbox right down on the water than you do in an airplane going 300 miles an hour."

It was those seven years of trial and error, study and practice which made Bud the champion he is today. Outboard racing is to him and other top drivers a truly personal triumph, because aside from their achievements in races, their equipment is mostly of their own design and construction. Because of the limited market, manufacturers are not making racing engines today and the racers have to put their own together.

Boat Owners Alter Engines

"We don't actually build our own engines," Bud makes clear. "We assemble them from parts purchased from many manufacturers. It's true that all engines are much the same since racing design is rather set, regardless of make. But the mechanic who does the assembling can change the details greatly. He can vary the compression ratio, for example. He can alter the valve timing. And very important, he can get the finest precision in his clearances and the fitting of the parts. One of the biggest factors in any engine's success is the excellence of the machine work, the alignment of the parts and the care with which they are fitted."

Bud's training has particularly prepared him for this sort of precision work. He is a graduate of the California Institute of Technology with a degree in mechanical engineering. He has a well equipped home shop where he machines and polishes engine parts until every component approaches perfection. His work at the Motor Laboratory often parallels his hobby in subject matter and interest. Bud first joined Shell at the Martinez Refinery in 1937. He went to the Wilmington Refinery for a time, but has spent recent years back at Martinez.

"A combination of good boat design, fast engine and driving skill is necessary to win boat races," Bud says. "My wife and I buy our boats, but I align them and I do all my engine work in my own shop. I use Shell lubricants, of course—their performance is superlative. My racing fuel is a combination of Shell Acetone, alcohol and other chemicals. The lubricants and fuel play a big part in the speed and consistency of the engines."

Reminiscing about his years of racing, Bud says his best day's racing was in October of last year when: "I entered four events in the Boulder Dam Sweepstakes and won all four. My poorest day was on the same course in 1946 when I ran over a partially submerged raft at full speed in a blinding rainstorm and totally demolished a brand new boat and engine.

"Accidents like that are bound to happen. I remember at Merced, in the 1947 Northern California regional championships, I won one title and one second place. In the next race I was speeding toward the finish line four seconds ahead of my own world record in that event when my racing runabout hit the wake of a boat illegally on the course, leaped in the air and overturned. Out I went. My foot caught in the steering bar, tearing off my shoe and spraining the ankle.

"All racers are required to wear life jackets—just in case of spills like that. That's why there are few fatalities."

Invited to Lake Como Races

Bud and Mrs. Wiget will take four boats and six engines to the major races this season, using a specially built trailer to transport them. They have a new Class "F" engine of about 75 horsepower and a boat capable of doing 65 miles an hour. Bud has been invited by the Italian Motor Boat Association to race at Lake Como this fall—but it's a long trip and it is uncertain whether prize money could be brought out of Italy to pay travel expenses. If he doesn't go to Italy, you'll be hearing about him in the news and pictures covering the United States National Championship races which will be held next September, probably in Florida.

Barnacles Have No Time to Grow on Wiget's Boat

C. H. "Bud" Wiget sets world speed records so regularly in power boat racing that he added another one between the time he was interviewed and the writing of this article, and the copy had to be changed to conform. He is officially credited with the following:

October 26, 1941—49.559 m.p.h., "C" Amateur Racing Runabout, 5 miles, Salton Sea, California.

October 14, 1947—44.266 m.p.h., "C" Professional Service Hydroplane, 5 miles, Salton Sea, California.

September 18, 1948—45.708 m.p.h., "C" Professional Service Hydroplane, 5 miles, Celina, Tennessee.

September 20, 1948—55.429 m.p.h., "C" Professional Racing Runabout, one mile, Celina, Tennessee.

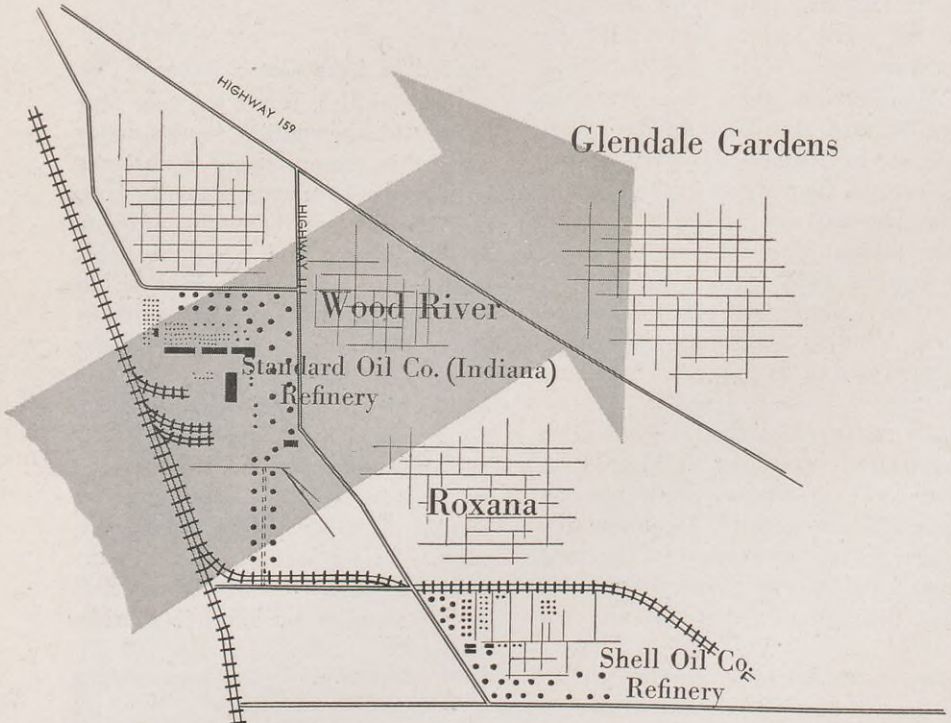
October 16, 1948—50.733 m.p.h., "C" Professional Racing Runabout, 5 miles, Salton Sea, California.

October 19, 1948—56.271 m.p.h., "C" Professional Racing Runabout, one mile, Salton Sea, California.

April 24, 1949—47.707 m.p.h., "C" Professional Service Hydroplane, 5 miles, Fresno, California.

Tornado Strikes Again

Smashed Homes and Splintered Trees Testify to Power of Recent Storm Which Devastated Alton-Wood River Area



A SCORE of Shell employees lost their homes and about 100 more suffered considerable property damage as a devastating tornado whirled through the Alton - Wood River area of Illinois recently.

Five people were killed and 60 injured in the violent storm which caused property damage of approximately $2,500,000 according to Red Cross estimates. Nearly 300 homes were destroyed, 600 were damaged, and 40 trailers along with about 500 acres of timber were demolished.

The twister crossed the Mississippi River, hit the refinery of Standard Oil Company (Indiana), which is near Shell's refinery, and caused considerable damage there. It then swept through residential districts in Wood River and Roxana. Glendale Gardens, a subdivision northeast of Wood River, was almost completely leveled.

The tornado was the second in a period of 14 months to strike the Alton - Wood River section.

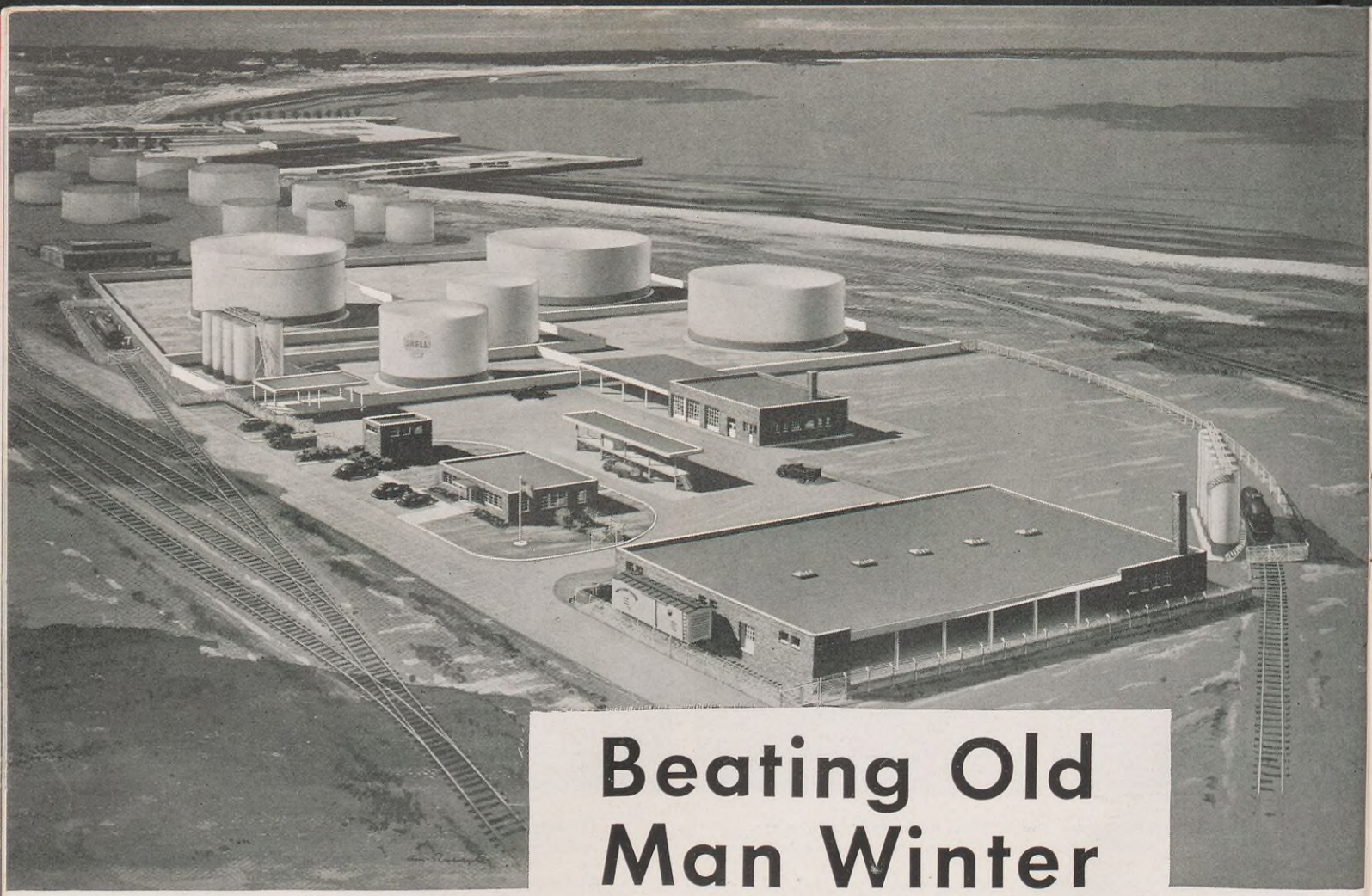
The second, third and fourth houses from the left were those of Shell's Refinery employees S. H. Magill, Stores; V. F. Walker, Laboratory; and L. R. Cox, Boilermaker Foreman.

Heavy equipment from Shell's Wood River Refinery garage helped in clearing the area of fallen trees and debris.

Falling timber and flying masonry took their toll of cars parked outside, such as this battered vehicle.

The fury of the storm left the home of L. I. Smith, Cracking operator at Shell's Wood River Refinery, almost roofless.

Shell donated gasoline and diesel fuel for the various pieces of equipment used by those engaged in rehabilitation.



Beating Old Man Winter

Shell Opens Its Largest Postwar Terminal at Milwaukee to Increase Distribution Facilities Where Winter Freezing Closes Principal Supply Routes

IF EVERY housewife had an oil well in her back yard and every motorist a portable refinery in his rumble seat, petroleum distribution would be simple. But that isn't the case and when winter winds sweep down over the Great Lakes the housewife must have other guarantees that her heating oil supply will be adequate, and the motorist, whether plowing through sleet and snow or breezing along on his summer vacation, demands gasoline and oil quickly and conveniently wherever he may go.

So, between the refinery and the consumer a series of important operations take place which keep petroleum products flowing smoothly. Focal point in the chain is the bulk plant, for it is the siphon through which huge product shipments by tanker, barge and rail car fan out in smaller lots to service stations or direct to consumers.

Such an installation is Shell's new marine terminal at Milwaukee, Wisconsin. It is the Company's largest postwar construction in a chain of several new or expanded distribution centers and is one of the most modern terminals in design and efficiency in the industry.

Plant Formally Opened June 6

Though portions of the terminal went into operation as they were completed, the entire plant had its formal opening June 6. The formal opening was preceded by a luncheon at the Milwaukee Athletic Club attended by H. S. M. Burns, President of Shell Oil Company; J. G. Jordan, Vice President, Marketing, and leading industrialists and city officials. J. A. Sheridan, Milwaukee District Manager, traced the history of Shell in that area, which dates back to the 1920's. Following the luncheon, the guests were taken on a tour of the new terminal.

The Milwaukee Terminal can't be called typical, because there just isn't a "typical" terminal in petroleum distribution. Each plant is adapted to fit the circumstances of its particular locality. For example, if a bulk plant the size of the Milwaukee Terminal was established in some state farther south, it would undoubtedly serve depots and retail dealers spread out over a vast area. At Milwaukee, even with all its storage capacity, the terminal distributes to a comparatively small area. It needs the tankage space for storage through the long winter months when ice makes the main supply route across Lake Michigan

hazardous for tankers. Though some traffic moves in and out of the Milwaukee harbor all winter, so far as the terminal is concerned, it is a closed port. This closed season usually extends from the first part of December until the last of March.

All told, the tanks of the Milwaukee Terminal have a capacity of about 790,000 barrels. The warehouse for additional products in drums and cans increases that capacity by several thousands more. An average of 87,000 barrels of petroleum products will be handled every month this year. This big marketing throughput will include about 20 separate products, with regular gasoline, premium gasoline, domestic heating oil and kerosene making up the greatest bulk. Lubricating oils, aviation gasoline, naphtha, paint solvent and mineral spirits are next on the list of items.

Lake Tankers Carry Product

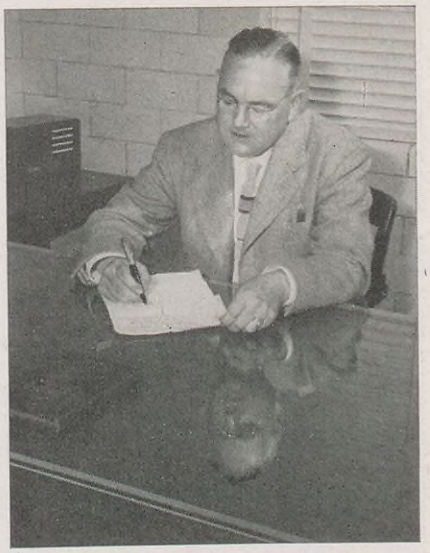
The four principal products are manufactured at the Wood River Refinery and move up to East Chicago, Indiana, through the products pipe line. There they are transferred to lake tankers and shipped to Milwaukee. The tankers tie up at Milwaukee's Municipal Pier and discharge cargoes through two ten-inch pipe lines running from the docks to the terminal's storage tanks a half mile south.

Other bulk products, and packaged items like spot remover, lighter fluid and furniture polish, arrive at the Milwaukee Terminal by rail and are in turn distributed by truck and rail to outlying Shell depots and jobbers. Retail dealers are served by a fleet of trucks, including large ten-wheel semi-trailer tank trucks of 5,900 gallons capacity each.

Known as Jones Island Terminal

Locally, Shell's plant at Milwaukee is known as the Jones Island Terminal, because it is situated on Jones "island", which is really a hooked arm of land forming the southern half of Milwaukee's lake port. The terminal is located about halfway down the hook at a site near a former small Shell installation. When plans were projected for the new facilities, nearly 10 acres of additional land were leased from the City of Milwaukee.

Railroad tracks and the principal roads run up the arm of land from the south end, with the terminal conveniently located on their route. The pipe lines from the tanker berths run down from the north. This arrangement dictated to a great extent the layout of the terminal. Shell engineers plotted and experimented with a scale



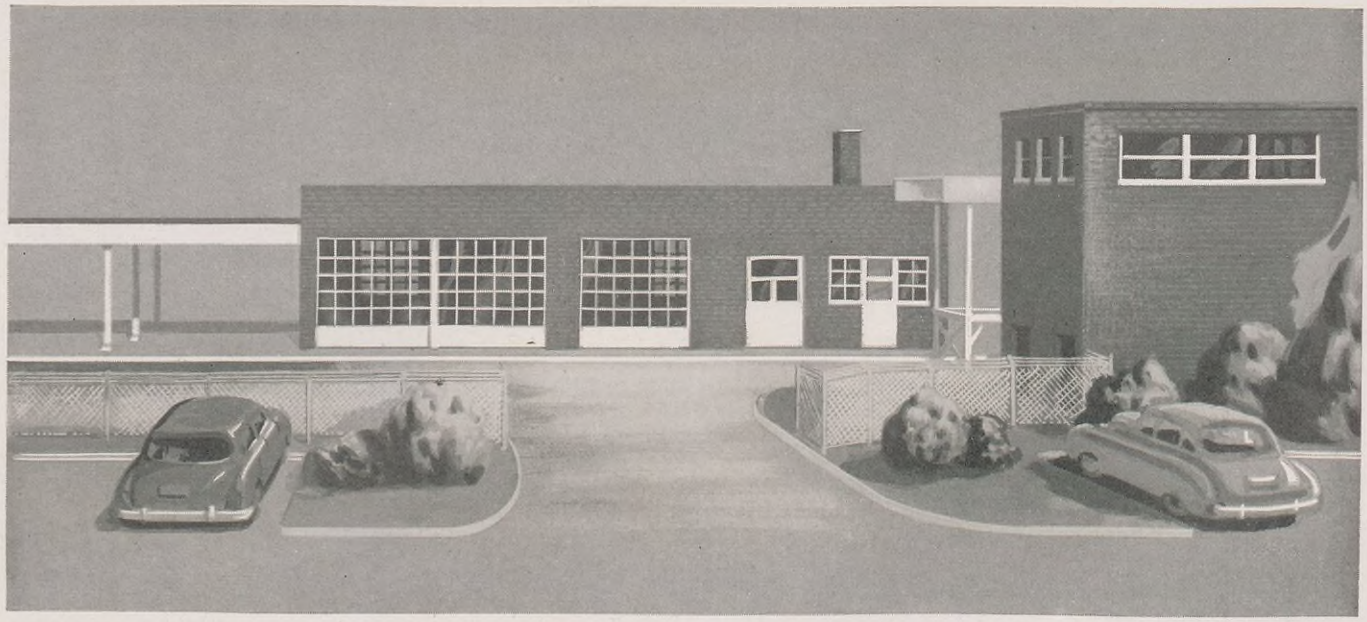
Operation of the modern new marine terminal and its facilities is under the direction of E. R. Purse, Plant Superintendent.

model—complete down to the number of steps on tank ladders and the spacing of railroad ties—to make the project the last word in efficiency.

Thus the big bulk storage tanks which receive their contents from tankers are on the side nearest the docks; the warehouse and loading racks are on the south side where they are easily accessible to rail and road.

For bulk products, the terminal has two types of storage: Five squat cone-roofed tanks for big-volume products, and two closely grouped batteries of

Four large semi-trailer tank trucks at a time can take on products from the canopied loading rack at the rate of 500 gallons per minute.



tall, cylindrical tanks for smaller-volume lubricating oils and special products. One huge storage tank for regular gasoline—which can hold well over 3 million gallons—has an expansion roof to minimize evaporation loss. This and all other tanks at the terminal are painted white, for the white paint reflects sunlight, thereby reducing the temperature and vaporization inside.

Five lubricating oil tanks at the terminal incorporate a new design developed last year by Shell engineers in which each tank is partitioned into three "pie slice" sections. Thus 15 separate products can be stored simultaneously in the five tanks. The heating system for the tanks is so designed that any one of the 15 sections can be heated separately.

Dikes Made of Concrete

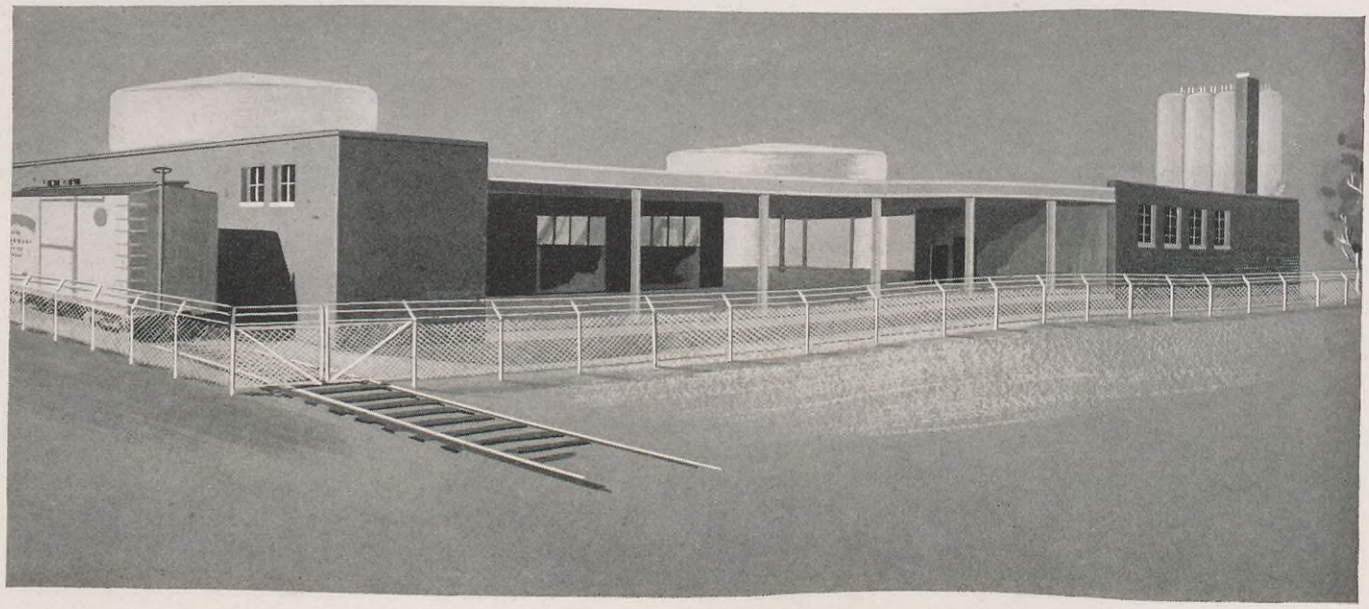
To save space, the dikes around the tanks are made of concrete instead of earth. Earthen dikes of the required height would be 24 feet across at their bases. The concrete dikes are only a foot wide.

Such planning allows for ample future expansion. Contemplating this before the terminal was begun, Shell engineers had piping put down from the central control manifold to the sites where future storage will be located so that paving need not be disturbed when new tanks are built.

At a terminal designed for big storage because of extreme winter weather, heating facilities are a principal consideration in planning. All but one of the units which require heat are heated from a central plant. The warehouse, which also contains a drum reconditioning shop, has its own heating plant.

But no heat and energy are wasted. Just as the lubricating oil tanks con-

The right corner of the warehouse, below, is a drum reconditioning plant.



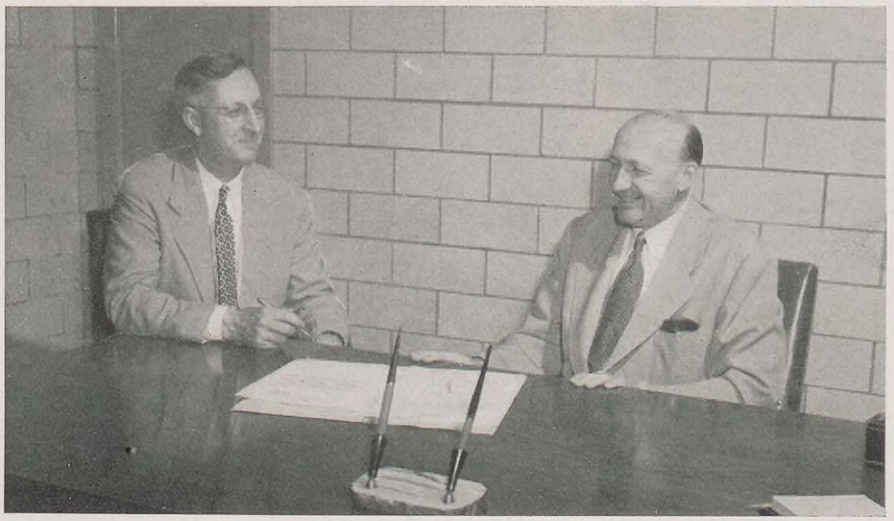
< Efficient terminal design locates the garage, left, directly in front of the main gate and within a short distance of the loading rack.

serve heat with their partitioned arrangement, the warehouse is also planned so that products which require heat and those which do not can be separated. The dozen Shell tank trucks regularly stationed at the terminal are kept in a covered outdoor parking area, protected by the roof from sleet and snow, but with automatic electric heating units which can be plugged in to keep the engines warm in severe weather.

At the loading rack there's very little delay—four large tank trucks can be accommodated at one time, each taking on cargo at the rate of 500 gallons a minute.

Fire hazard in transferring products here and at other points in the terminal is minimized by specially designed, explosion-proof centrifugal pumps. All units storing products are protected in fire emergencies by foam apparatus, controlled from a central foam house.

That's the Milwaukee Terminal—it's big, it's efficient, it's safe. So, during coming winters, when Arctic winds sweep down over Wisconsin's dairy lands to lock up the terminal's water supply route until spring, there'll be plenty of Shell products available in the Milwaukee District.



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J. A. Sheridan, Milwaukee District Manager, at far right, talks over the new plant with R. A. Ramaker, Real Estate Representative.

President H. S. M. Burns and Vice President J. G. Jordan met some of the Milwaukee Terminal employees in a tour of the plant. J. H. Underwood, Chicago Division Manager, is at right.

Concrete fire walls around tanks save valuable space that spreading dirt dikes would otherwise consume.
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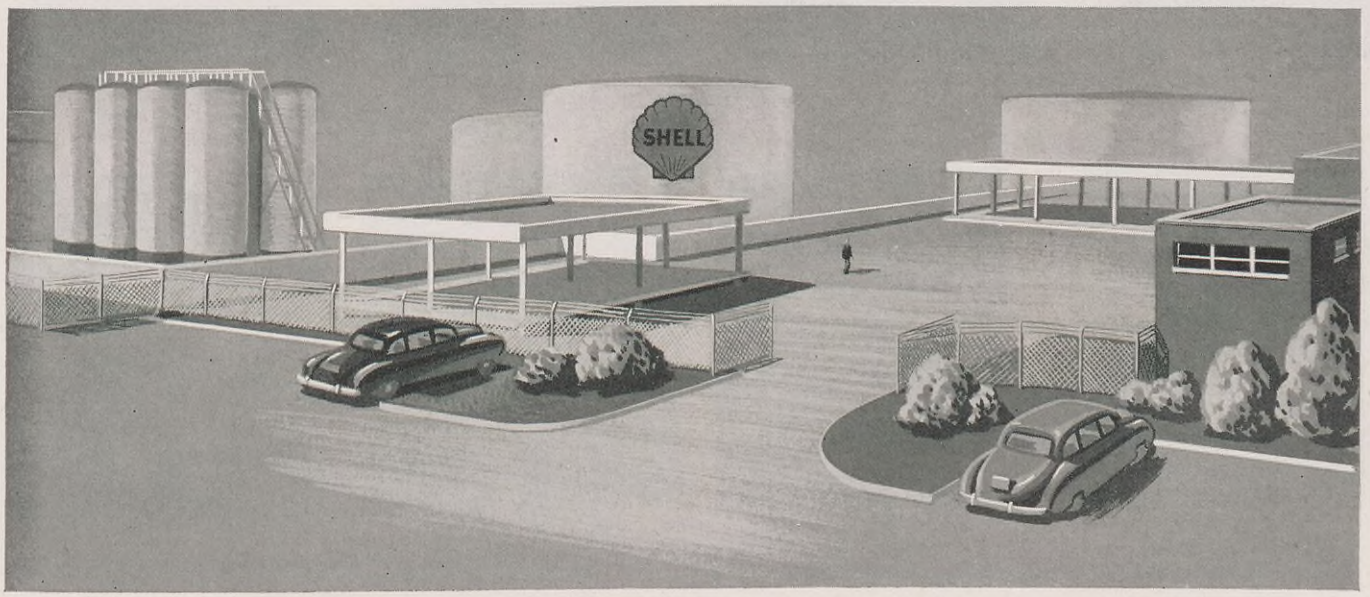


They Have Retired

Marketing

B. C. ARNWINE
Sacramento Division
Operations

R. A. BELL
Los Angeles Division
Operations

A. D. BOTHWELL
Sewaren Plant
Operations

JAMES DRAPER
San Francisco Division
Operations

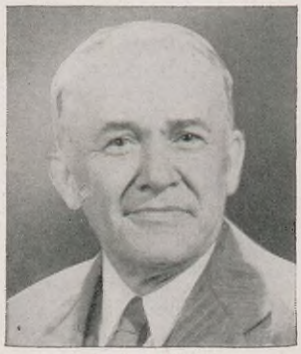
F. M. DULL
San Francisco Office
Administration

R. A. HUTCHERSON
Chicago Division
Operations

O. K. JAKEL
Los Angeles Division
Operations

L. E. LIESY
Sacramento Division
Operations

L. E. LITZENBURG
Cleveland Division
Operations



A. J. LIZOTTE
Boston Division
Operations

G. G. ORTLEB
St. Louis Division
Operations

W. A. WIRTH
San Francisco Office
Operations

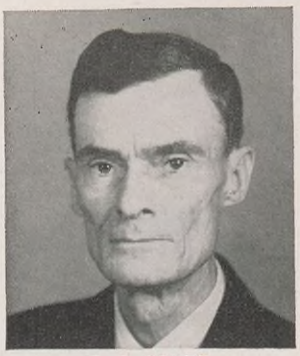
Exploration and Production

G. W. HARRIS
Tulsa Area
Production

E. L. NELSON
Los Angeles Basin Division
Production

G. W. WOODWARD
Los Angeles Basin Division
Production

Manufacturing



B. E. BEARD
Wood River Refinery
Engineering Field

J. W. COPELAND
Houston Refinery
Effluent Control

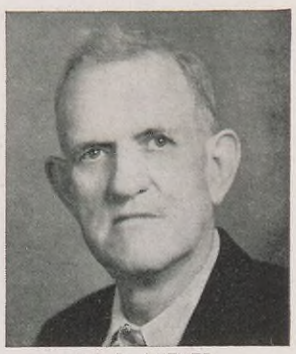
S. H. DRAGO
Martinez Refinery
Light Oil Filling

A. V. FITZGERALD
Wood River Refinery
Engineering Field

P. E. JOHNSTON
Wood River Refinery
Control Laboratory

JONAS KIDD
Wood River Refinery
Engineering

P. J. KOCH
Martinez Refinery
Gauging



W. R. LEEVER
Wood River Refinery
Engineering Field

HENRY MEIER
Martinez Refinery
Engineering Field

J. G. ROBINSON
Wood River Refinery
Engineering Field

Shell Chemical Corporation

J. A. HUISINGA
Shell Point Plant
Engineering

The sixth in a new series of organization charts

July—1949

Vice President
Personnel & Industrial Relations
(New York)

E. H. Walker

Manager
Industrial Relations

J. C. Quilty

Assistant
Manager

R. J. Sorenson

Assistant
Manager

W. E. Noble

Industrial Relations
Representative

T. H. Moore

Industrial Relations
Representative

J. R. Morrison

Manager
Wage & Salary

R. F. Ichord

Manager
Policy & Research

A. M. Flint

Manager
Payroll & Records

F. H. Schlapprizzi

SHELL HEAD OFFICE PERSONNEL AND INDUSTRIAL RELATIONS ORGANIZATION

Vice President
Personnel & Industrial Relations
(San Francisco)

F. E. Rehm

Manager
Personnel

G. H. Dempster

Assistant
Manager

R. W Faulk

Safety and Fire Protection
Coordination

Manager
Personnel & Ind. Rel.

A. F. Smith

Personnel
Representative

J. R. Janssen

Manager
Employment Office

P. J. Bone

Manager
Training

W. D. Price

Manager
Employee Publications

H. K. O'Gara

Assistant
Manager

H. H. Murr

Instruments Made to Order

Creating New, Strange and Unusual Instruments Is All In the Day's Work for Shell Development's Special Staff

REFRACTOMETERS, viscometers, infra-red analyzers, titrometers—these jaw-cracking words aren't jackpot answers in a quiz show but the stock in trade of Shell Development Company's Instrument Department. This group of approximately 15 physicists, engineers, chemists and technicians pool their knowledge to create custom-built instruments for exacting tests and experiments.

Shell Development is not in the instrument business, in the commercial sense. Whenever possible, the company buys the products of standard instrument manufacturers for direct use or adaption. This course is obviously less expensive because of the savings made possible by large scale manufacture. But standard equipment often fails to do the job. Sometimes, nothing exactly right is available; at other times, what is on the market does not meet Emeryville's requirements. When this happens, the Instrument Department is called on for its made-to-order products.

Instruments Occupy a Key Role

Dependable instruments are vital to Shell Development because of the nature of the company's work: improving Shell products, developing new products and improving the processes by which products are obtained. Staff members working toward these ends seek the most efficient means to obtain the best quality at the lowest possible cost.

Instruments lend invaluable aid. They measure and control such conditions as temperature, acid or alkali strength, liquid level, rate of flow, water content and others. On many occasions, these conditions must be measured continuously; random or periodic measurements may cause important variations in these conditions to be missed. A typical example of especially constructed equipment to carry out such tasks is a measuring device which (a) has an easily read dial, (b) can be adapted to record data, and (c) can be used to operate automatic controls.

When an instrument of this type is needed, or when new problems in basic research or plant control arise, the Instrument Department staff meets with a group of laboratory and plant scientists to discuss the situation. Together, they list and study their needs and agree on a basic approach.

First, the standard instrument market is thoroughly canvassed for suitable apparatus. If none is available, research is begun at Emeryville and the "breadboard models" appear. These, the first experimental models, received their distinctive name because their component parts are sometimes fastened to wooden bases like breadboards for easy access during development.

The "breadboards" are rigorously tested and modified as necessary until the desired result is achieved. The equipment is then designed, constructed and installed. From this point on, the laboratory or plant people are in charge, and the instrument group is called in only when adjustment or alterations are necessary.

Representative of the impressive apparatus turned out is the automatic recording Mueller bridge which measures and records the temperatures of various substances. In checking the purity of materials, their freezing and melting points must be accurately determined. To obtain true values, the temperatures must be changed slowly, a procedure which means many hours of tedious recording by a trained operator. But Shell Development's custom-built bridge has taken over this task, accomplishing it smoothly and efficiently. In carrying out the complicated job, this fabulous equipment does the following: observes the deflection of a sensitive electric meter, manipulates six dial switches to bring about a balance, prints on a tape the dial readings and time to the nearest second, reverses the circuit to eliminate errors, rebalances, and prints again!

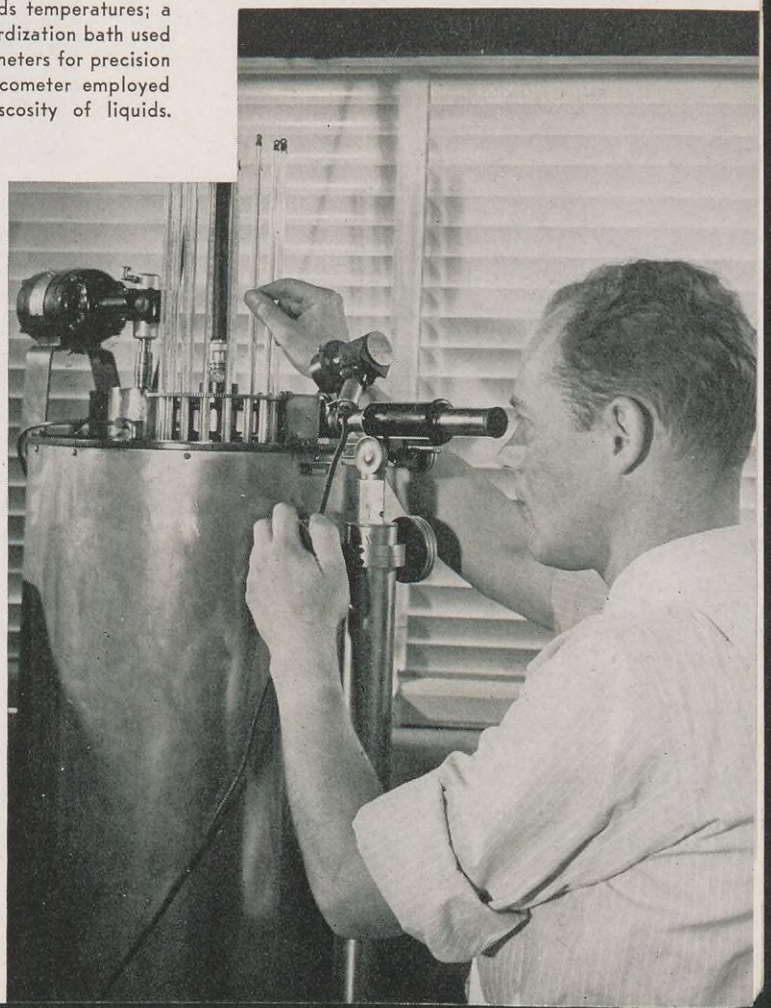
Measurement and Interpretation

Another piece of wonder-working apparatus is the recording refractometer which not only measures the degree of bend of light as it passes through transparent material, but presents the results without the need of further interpretation by an operator. The "refractive index" of materials, obtained by this equipment, is an indication of purity and aids the operator in keeping his plant operating at maximum efficiency.

If you want to know whether a certain motor oil is of SAE 10, 20, 30, or 40 grade, the Shell-built automatic recording viscometer can tell you. And if you want the answer to other complicated problems, you might fall back on the four-ball wear machine, the aniline point apparatus, or any one of a dozen others.

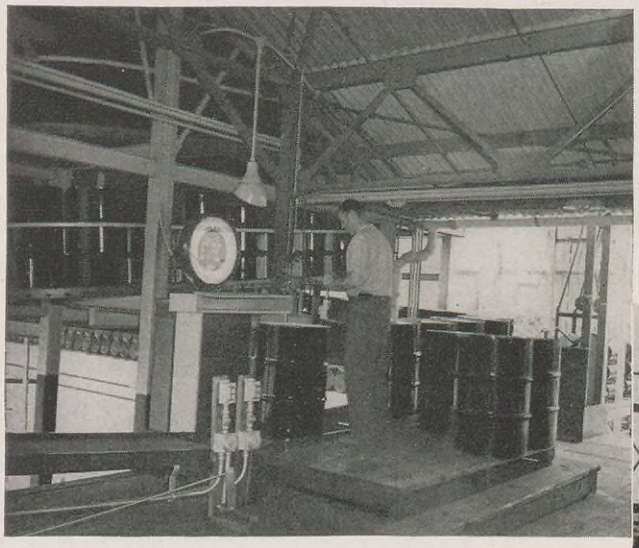
The need for instrumentation in all phases of the oil industry is becoming more and more apparent. In addition to the pilot models made for use at Emeryville, Shell Development instrument people provide other Shell companies with especially designed automatic equipment. In addition, many of the instruments developed at Emeryville have been made available to the public through manufacture and sale by instrument manufacturers.

The instruments pictured (starting at the upper left and moving clockwise) are a refractometer, used to measure the degree of bend of light; an automatic recording Mueller bridge which measures and records temperatures; a thermometer standardization bath used to calibrate thermometers for precision readings; and a viscometer employed to measure the viscosity of liquids.



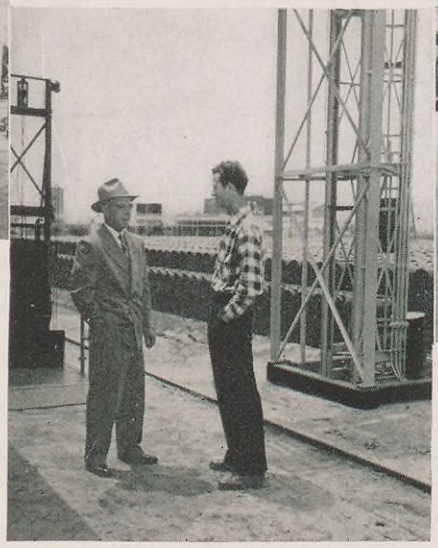
FAST FILLER

Shell Chemical's New Conveyor System at Dominguez Can Handle Two 55-Gallon Drums Every Minute

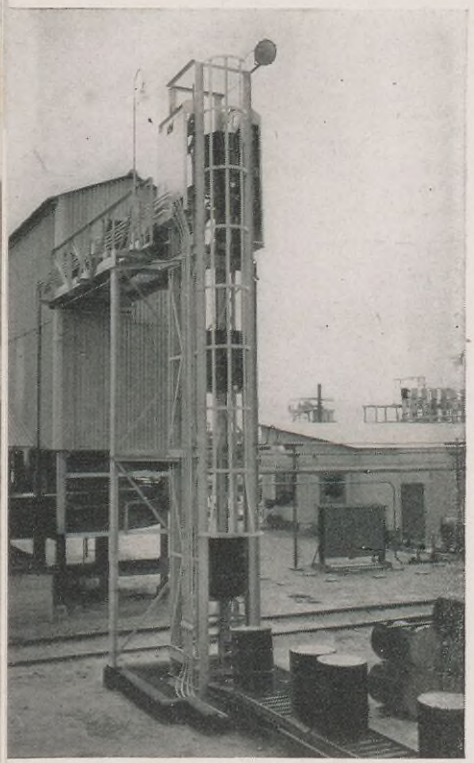


F. W. Slater (above) weighs the empty drums at the tare scales as they come down by gravity from the spiral storage. The drums then move on to the filling scales.

H. M. Baldwin picks up the filled drums with a lift truck (right) at the end of the conveyor system and takes them to the railroad spur for loading or to storage.



Behind B. E. Gates and T. D. Dawes (left) are some of the drums to be filled by the conveyor filling system they helped develop.



The elevator takes the drums up and over the tracks of the railroad to the spiral storage. Operation of the elevator is entirely automatic, with a self-centering device to correct the position of the drums.

SOMETHING new and different in the way of drum filling systems has been introduced by Shell Chemical Corporation at its Dominguez, California, plant. Designed by the Dominguez staff, the unusual system is based on a newly constructed $100,000 roller and belt conveyor assembly. Guided by a six man team, it has improved loading time 275-300% over the previous hand operation.

In the new process, 55-gallon steel drums are initially delivered by truck to open storage near the filling system. The empty drums are rolled to the conveyor where they are automatically set upright and centered on the rollers. The conveyor carries them to a unique elevator which takes the drums up and over the nearby railroad spur to the tare scales (where they are weighed) and then to the filling scales.

Each product has its own separate pipe line from the tank farm to the two filling stems at the automatic weighing scales. More than one thousand 55-gallon drums can be filled in an eight-hour shift.

After the drums have been filled and sealed, they progress by conveyor to the railroad spur for direct loading into box cars, or to the end of the conveyor lines where a lift truck takes them to storage.

J. H. SEMBOWER

H. M. FRITTS

W. W. STEVENS

C. L. ACKER

Shell People In The News

J. H. SEMBOWER has been appointed Assistant to the Executive Vice President, San Francisco, with direct responsibility for Public Relations activities on the Pacific Coast. A graduate in law from the University of North Carolina, Mr. Sembower came to Shell in 1938 as a salesman in the Baltimore Marketing Division. He held a number of positions there and in the New York Head Office prior to becoming Public Relations Representative in the Head Office in 1941. Shortly after returning from a three-year military leave of absence late in 1945, Mr. Sembower was named Manager of Personnel and Industrial Relations for the Texas-Gulf Exploration and Production Area. In 1946 he was appointed Personnel and Industrial Relations Representative on the newly created Regional Staff at Houston. Mr. Sembower has been on special assignment for the past year as Director of the International Road Association.

★ ★ ★

H. M. FRITTS has been appointed Manager of the Midland Area Exploration Department of Shell Oil Company. Following his graduation in 1926 from Kansas University, where he majored in petroleum geology, Mr. Fritts joined Shell at Coleman, Texas, as an Instrument Man in the former Texas-Gulf Exploration and Production Area. He served as Geologist at various locations in Texas, Louisiana and Missouri in the years that followed and in 1940 became Area Geologist in the Houston Area office. Appointed Senior Geologist at Houston in 1945, Mr. Fritts remained on the Houston Regional Staff in that capacity until early this year when he was chosen as Manager of Shell's Canadian exploration activities with headquarters at Calgary, Alberta. His long experience in West Texas geology resulted in his being recalled to the Midland Area when the position of Exploration Manager became vacant recently.

★ ★ ★

W. W. STEVENS has been appointed Sales Manager for the Sacramento Marketing Division of Shell Oil Company. A native of California, Mr. Stevens began his Shell career in 1932 as a Marketing Supervisor in Oakland, California. He held sales positions at several California locations prior to 1940 when he was named Retail Manager of the former Spokane Marketing Division. He moved in that capacity to the former Oakland Marketing Division in 1942 and subsequently to the San Francisco Division in 1948. Since January of this year he has been Sales Manager of the Los Angeles Marketing Division.

★ ★ ★

C. L. ACKER has succeeded W. W. Stevens as Sales Manager of the Los Angeles Marketing Division. Mr. Acker came to Shell Oil Company in 1921 as a Service Station attendant in San Francisco. During the next decade he served in a variety of Marketing positions and in addition had two overseas assignments with an associated company. Named Assistant to the Vice President-Marketing at the San Francisco Office in 1932, he held positions at several California locations and at Seattle before becoming Wholesale Manager for the former Southern California Marketing Division in 1943. He became Resale Manager for that Division in 1944 and remained there until 1948 when he was made Retail Manager for the Los Angeles Marketing Division.

JUNIOR TOURISTS

To keep their interest above the mischief level on the long trip, Miss Lane thoroughly briefed Edward Carlson, Helen Schrull and Joan Troesch, and made them eager travelers even before the trip had started.

Carol Lane discovers that with a little ingenuity you can make first-class traveling companions of children

SHELL'S travel expert Carol Lane late last month escorted three children on a ten-day trip to historic spots along the Atlantic Coast. Taking the three lucky youngsters to such educational landmarks in history as Philadelphia, Baltimore, Washington and Williamsburg, Miss Lane divided her efforts between showing the children a good time and gathering information that will help make travel with children more comfortable for the 18 million American mothers who face similar problems in the future.

The children, Helen Schrull, six, Edward Carlson, nine, and Joan Troesch, twelve, of Mount Vernon, New York, won the trip by winning first prize in an essay contest sponsored by Shell. It was the first time any of them had ever ventured outside of New York state.

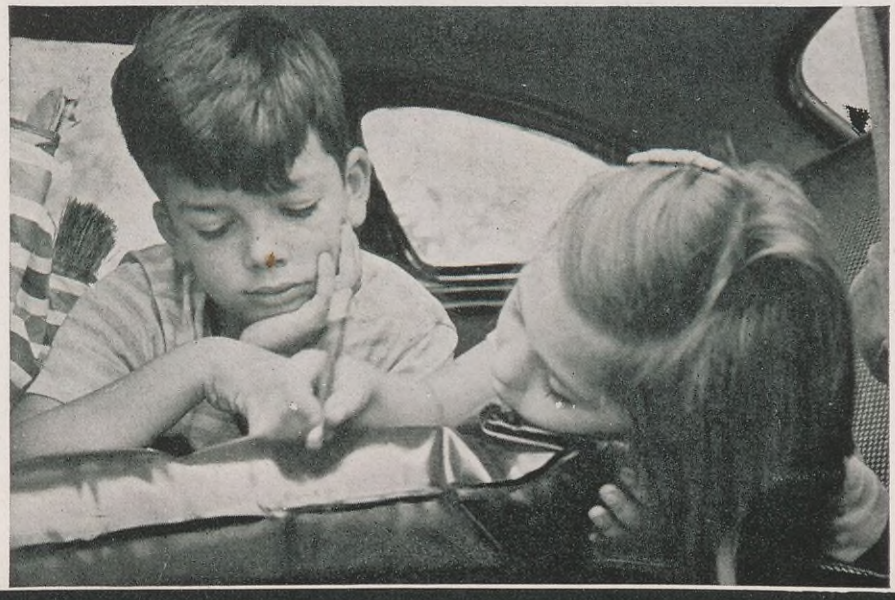
A columnist and lecturer by virtue of her work as Shell's touring expert, Miss Lane found her ten-day trip full of valuable travel ideas for her widely syndicated column, "Tips on Touring." Some of the more helpful ones are brought out in the pictures on these pages.

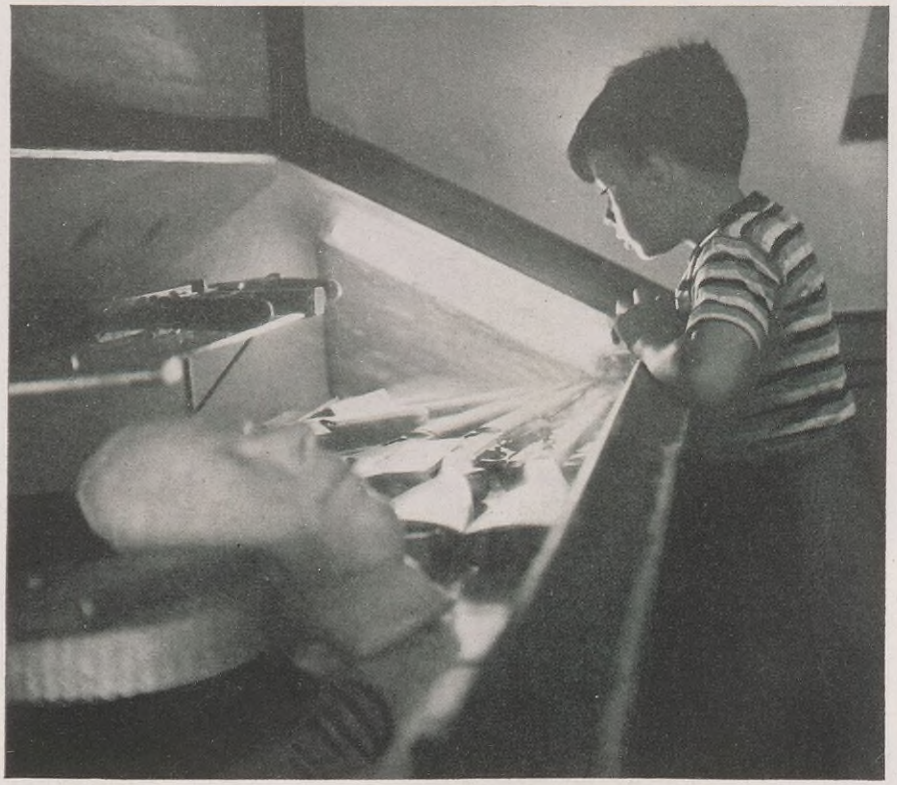
Helen and Joan kept track of the luggage pieces and Ed was charged with seeing that they were stowed away properly. Entrusted with these little responsibilities, the children felt they were actually contributing toward the fun.

Carol found that the pockets of an ordinary shoe bag hung over the back of the front seat are ideal for the inevitable collection of small items collected and needed on a trip. Each of the three children had a pocket reserved.

To keep mischief away from young minds that had lost interest in passing scenery, Miss Lane kept the children busy counting white-faced cattle, spotting different license plates, singing rounds of Three Blind Mice. They enjoyed blowing soap bubbles, too.

Figuring that ". . . a comfortable child is usually a manageable child . . . " Carol Lane provided the children with a place to rest by draping an inexpensive air-inflated plastic mattress over the luggage in the back of the car.





Edward's cooperation was assured when Miss Lane discovered that one of his ambitions was to make a trip through the FBI office in Washington. It was a highlight for Edward and a little special reward for good behaviour.

In order to break up the monotony of just riding, Carol arranged periodic breaks in the touring schedule. Here she and the children are trying to catch minnows, one of the games she used for their amusement.

Roasted watermelon intrigued Edward. The melon was ruined, of course, but Ed learned another fact for himself. Carol saved money on the trip by planning one inexpensive car picnic a day, and the children loved it.

Joan and Helen soon caught on to the tricks of travel laundering. Ed was excused from such "woman's work" but he had the assignment of checking the car every night to make certain doors were locked and windows closed.

Children love souvenirs of the things they have done, and places they have seen. Miss Lane let the three youngsters select the souvenirs, but gently steered them towards objects with more than just a passing interest.

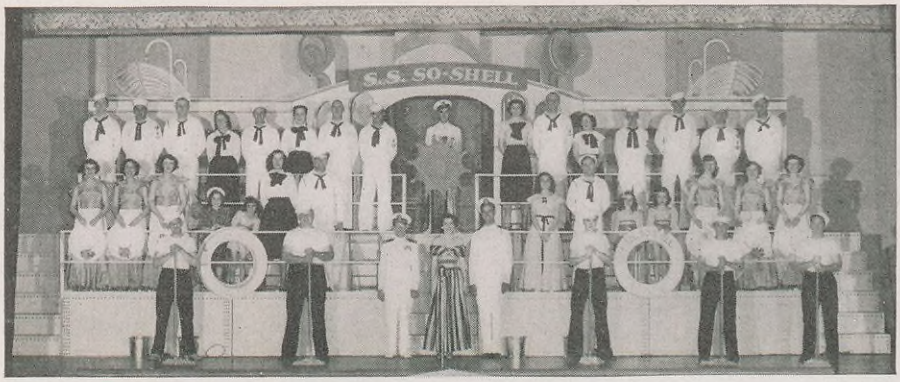
Some accent on history was inevitable on the trip and Miss Lane pointed out some of the more interesting facts about the places visited. Here they look over Monticello, Thomas Jefferson's home near Charlottesville, Va.

coast to coast

R. W. Kuntz, Shell Chemical, receives a handsome silver trophy from G. G. Biggar, Public Relations, for winning the Head Office golf tournament with a low score of 72.

G. A. White (right) leads Shell Chemical Employees of the Martinez Alcohol Plant in a bit of close harmony at the annual service award dinner attended by 58 people.

On June 1, more than 70 Head Office personnel, along with visitors from California, gathered at the roof garden of Manhattan's Hotel Pierre for a special service award luncheon. The affair was held to honor employees with 25 or more years of service with Shell and during the luncheon they were presented with watches.



A sparkling moment in the specialty show recently presented by the So-Shell Club of Sewaren, New Jersey, finds the entire cast "on deck."

Automotive representatives of Shell departments (above) conferred recently in Detroit with representatives of the automotive industry.

Ruby O'Quinn, a stenographic employee in the New Orleans Area Exploration Office at Jackson, Mississippi, recently won the title of the southern city's loveliest office worker.

Five veteran employees receive 25-year watches during a recent Products Pipe Line Supervisory Conference at Terre Haute, Indiana.

In late May, this group (left) convened for the Division Credit Manager's Conference held at the Berkeley - Carteret Hotel, Asbury Park, New Jersey.

Photo courtesy of the N. Y. Daily Mirror

This quartet, featuring Head Office's W. J. De Groot (left), outsang all others to capture first prize in a recent American Ballad Contest.

Some of the 300 employees of Shell Oil Company and Shell Chemical Corporation who attended San Francisco Office's Emblem Banquet.

Students and instructors who attended Shell's four-day Operations School held at Birmingham, Alabama, May 23-28.

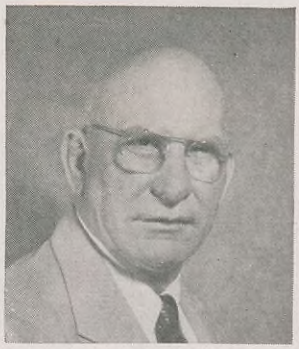
Service Birthdays

Thirty Years

C. T. BLOOM
Martinez Refinery
Marine Loading

O. E. FORD
Coastal Division
Treasury

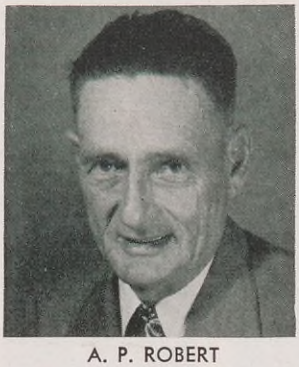
ALEXANDER FRASER
President
Shell Union Oil Corp.



T. P. GAUDET
Norco Refinery
Engineering Field

J. C. MITCHELL
Los Angeles Basin Division
Drilling

E. C. PEET
Head Office
Vice President-Finance



A. P. ROBERT
Norco Refinery
Engineering Field

R. E. ROBINSON
Los Angeles Basin Division
Drilling

M. W. STEEL
San Francisco Office
Transp. & Supplies

A. F. TERRILL
Shell Pipe Line Corporation
West Texas Area

LAWRENCE VITRANO
Norco Refinery
Engineering Field

G. F. WILL
Head Office
Purchasing-Stores

Twenty-Five Years

H. L. BARTON
San Francisco Division
Operations

E. M. BLACK
Wood River Refinery
Dispatching

T. K. BRISTOW
Wilmington Refinery
Engineering Field

H. D. DALE
Wood River Refinery
Manager

J. R. FLOYD
Shell Pipe Line Corp.
Mid-Continent Area

C. J. GOLDSTON
Tulsa Area
Gas-Gasoline

E. B. GWYTHER
Wilmington Refinery
Laboratory

P. E. HANSEN
Seattle Division
Treasury

E. E. HERRING
Los Angeles Basin Div.
Drilling

M. J. JENKINS
Wood River Refinery
Engineering Field

P. A. KEARNEY
Tulsa Area
Production

H. J. LARMER
Wilmington Refinery
Cracking

A. L. McCLUE
Los Angeles Division
Operations

C. J. MILLER
Chicago Division
Operations

C. A. NEVLIN
Wood River Refinery
Control Laboratory

CLINTON PIERSON
Wood River Refinery
Engineering Field

H. O. POSKEY
Tulsa Area
Production

R. L. POWER
San Francisco Division
Operations

J. G. RIGGS
Wood River Refinery
Engineering Field

R. R. ROBISON
San Joaquin Division
Administration

J. S. SANDERS
Los Angeles Basin Div.
Gas-Gasoline

S. L. SMITH
Coastal Division
Gas-Gasoline

B. D. VISHANOFF
Head Office
Explor. and Prod.

SHELL OIL COMPANY, INCORPORATED

Head Office

20 Years

J. J. Bourlon ..... *Treasury*
Margaret M. Ferguson .... *Purchasing-Stores*
R. M. Horrocks ..... *Treasury*
W. H. Hutten ..... *Personnel*
D. I. Meriney ..... *Treasury*
E. A. Romer ..... *Transp. & Supplies*
A. C. Wires ..... *Transp. & Supplies*

15 Years

R. L. Banker ..... *Treasury*
F. E. Headen ..... *Marketing*
A. E. Myers ..... *Marketing*

San Francisco Office

20 Years

Dorothy M. Biroth ..... *Treasury*
W. P. Carlsen ..... *Treasury*
P. W. Payne ..... *Sales*
W. M. Shore ..... *Operations*
C. C. Wuth ..... *Mfg.-Development*

15 Years

T. W. Hinds ..... *Sales*

Exploration and Production

HOUSTON AREA

20 Years

E. R. Taft ..... *Treasury*
L. E. Wallace ..... *Land*
R. L. Ward ..... *Production*

15 Years

T. R. Boling ..... *Production*
C. E. Delk ..... *Production*
J. H. Jones ..... *Production*
E. O. Osburn ..... *Production*
A. T. Rylands ..... *Production*
G. C. Wood ..... *Production*

10 Years

N. W. Ware ..... *Production*

MIDLAND AREA

15 Years

C. E. Lain ..... *Production*

10 Years

E. L. Cook ..... *Production*
W. C. McSpadden ..... *Production*

NEW ORLEANS AREA

20 Years

F. C. Wilson ..... *Treasury*

15 Years

F. H. Carter ..... *Production*
M. W. Clark ..... *Exploration*
R. L. Hall ..... *Production*
J. H. Hesterly ..... *Land*
W. H. Holleran ..... *Production*
L. M. Jackson ..... *Production*
A. P. Landry ..... *Production*
L. Robideaux ..... *Production*
C. T. Rogers ..... *Production*

10 Years

W. R. Berry ..... *Production*
C. J. Fanguy ..... *Production*
W. E. Harpst ..... *Production*
F. E. LeBlanc ..... *Production*
A. A. Quinters ..... *Land*
D. C. Rodosta ..... *Production*
C. L. Tyler ..... *Production*
J. W. Watson, Jr. ..... *Production*

TULSA AREA

20 Years

K. E. Adams ..... *Production*
E. D. Jones ..... *Production*
W. G. Juby ..... *Production*

15 Years

F. D. Bailey ..... *Production*
L. G. Bothe ..... *Production*
H. R. Callon ..... *Production*
M. S. Dudley ..... *Production*
R. Harrell ..... *Treasury*
R. L. Higdon ..... *Production*
Annie L. Taggert ..... *Exploration*
T. Youtsey ..... *Production*

10 Years

A. D. Ferguson ..... *Production*
S. W. Goodwin ..... *Production*
J. W. Hestwood ..... *Production*
E. L. Olivo ..... *Production*
E. K. Schluntz ..... *Production*
F. A. Schurtz ..... *Production*
J. M. Sykes ..... *Treasury*
E. C. Taber ..... *Exploration*

LOS ANGELES REGIONAL OFFICE

15 Years

D. C. Parriott ..... *Production*

10 Years

A. L. Brown ..... *Administration*
W. C. Cummings ..... *Treasury*

LOS ANGELES BASIN DIVISION

20 Years

R. M. Pollard ..... *Production*

15 Years

E. D. Smith ..... *Production*

COASTAL DIVISION

15 Years

C. J. Edmundson ..... *Gauging*
G. N. Erickson ..... *C. & M.*

SAN JOAQUIN DIVISION

15 Years

L. Bailey ..... *C. & M.*
C. D. Fairbanks ..... *Purchasing-Stores*
P. O. Fariss ..... *Production*
H. T. Gaffney ..... *Purchasing-Stores*

EXPLORATION & PRODUCTION RESEARCH

20 Years

W. L. McKinnon ..... *Administration*

Manufacturing

HOUSTON REFINERY

20 Years

T. A. Barker ..... *Cracking Cleanout*
B. H. Broughton ..... *Main Office*
L. C. Feray ..... *Engineering*
H. J. Gray ..... *Control Laboratory*
W. H. Jackson ..... *Dispatching*
R. O. Kay ..... *Utilities*
C. M. Magness ..... *Effluent Control*
B. W. Myers ..... *Personnel & Ind. Relations*
M. O. Sifford ..... *Stores*
R. G. Stillinger ..... *Engineering*
B. C. Sykes ..... *Engineering*
C. J. Taylor ..... *Dispatching*
C. E. Walker ..... *Main Office*
W. S. White ..... *Engineering Field*

15 Years

Libbie Ardoin ..... *Gas*
J. W. Houck ..... *Engineering*
O. Rape ..... *Dispatching*
H. G. Roe, Jr. ..... *Engineering Field*

10 Years

L. G. Hamilton ..... *Engineering*

MARTINEZ REFINERY

20 Years

W. J. Allen ..... *Lubricating Oils*
F. D. Costa ..... *Compounding*
D. A. Johnston ..... *Control Laboratory*

15 Years

J. Fontana ..... *Compounding*
W. J. Hoey ..... *Engineering*
H. W. Johns ..... *Engineering*
J. J. Sanko ..... *Light Oil Filling*
E. A. Wilkinson ..... *Marine Loading*

10 Years

F. T. Higby ..... *Engineering*
L. J. Kintana ..... *Research Laboratory*
C. A. Shrubsall ..... *Asphalt*

NORCO REFINERY

20 Years

R. J. Breaud ..... *Treating*
E. J. Mire ..... *Engineering Field*
O. J. Roussel ..... *Gas*

10 Years

A. L. Cambre ..... *Engineering Field*

WILMINGTON REFINERY

20 Years

L. J. Snyder.....*Alkylation*
D. M. Thomson.....*Machine Shop*

15 Years

J. D. Davis.....*Cracking*
H. S. Hicks.....*Utilities*
H. R. Ward.....*Mechanical*
G. T. Welin.....*Laboratory*

10 Years

R. L. Morriset.....*Dispatching*

WOOD RIVER REFINERY

20 Years

G. N. Andrews.....*Utilities*
V. M. Beck.....*Dispatching*
C. F. Brown.....*Lube D. & D.*
J. P. Domanowski.....*Cracking*
D. B. Gardner.....*Lube Extraction*
H. E. Hanbaum.....*Lube C. & S.*
C. E. Mabb.....*Engineering Field*
R. R. Moore.....*Engineering Field*
C. A. Prather.....*Treating-Light Oil*
J. Thompson.....*Utilities*
R. M. Wandlin.....*Engineering Office*
W. C. Wetzer.....*Engineering Field*

15 Years

W. W. J. Diestelhorst....*Treating-Light Oil*
D. J. Durham.....*Gas*
R. L. Waters.....*Treating-Light Oil*

10 Years

G. B. Barsla.....*Engineering Field*
I. P. Bonds,.....*Engineering Field*
A. A. Burress.....*Cracking*
G. M. Buxton.....*Engineering Field*
E. T. Cooper.....*Engineering Field*
R. K. Cooper.....*Engineering Field*
J. E. DeLassus.....*Engineering Field*
H. C. Dreon.....*Engineering Field*
T. B. Elliott.....*Cracking*
J. F. Ellis.....*Engineering Field*
F. H. Gottenstrater.....*Engineering Field*
A. M. Gregory.....*Engineering Field*
H. J. Highlander.....*Cracking*
C. E. Hilt.....*Engineering Field*
J. Hozian.....*Engineering Field*
E. J. Kadletz.....*Engineering Field*
J. Knaus.....*Engineering Field*
G. H. Korte.....*Engineering Field*
J. S. Martin.....*Engineering Field*
W. F. Meyer.....*Distilling*
T. R. Miller.....*Engineering Field*
J. T. Novatny.....*Engineering Field*
C. A. Reynar.....*Engineering Field*
N. J. Sadich.....*Engineering Field*
R. C. Scheffel.....*Engineering Field*
K. E. Schumacher....*Engineering Inspection*
H. R. Stropes.....*Engineering Field*
D. G. Tomlinson.....*Lube C. & S.*
E. E. Traylor.....*Engineering Field*
E. R. Turner.....*Engineering Field*
G. F. Waffensmith.....*Engineering Field*
L. H. Wagner.....*Engineering Field*
E. J. Werner.....*Engineering Field*

Marketing Divisions

20 Years

E. S. Kocher.....*Albany, Operations*
E. C. Green.....*Atlanta, Operations*
D. R. Myers.....*Baltimore, Sales*
G. H. Rigby.....*Baltimore, Operations*
F. S. Stiertz.....*Baltimore, Sales*
G. H. Atkinson.....*Boston, Sales*
R. F. Carey.....*Boston, Administration*
C. F. Churchill.....*Boston, Sales*
D. P. Devens.....*Boston, Operations*
M. A. Dolan.....*Boston, Administration*
A. H. Donabedian.....*Boston, Operations*
J. C. Donovan.....*Boston, Operations*
W. C. Dowell.....*Boston, Real Estate*
L. M. Hanson.....*Boston, Treasury*
L. R. Lyon.....*Boston, Sales*
E. J. MacDonald.....*Boston, Operations*
N. A. MacKenzie.....*Boston, Operations*
J. S. Patricio.....*Boston, Operations*
J. J. McCann.....*Chicago, Sales*
E. H. Quickert..*Chicago, Marketing Service*
G. C. McKenzie.....*Cleveland, Sales*
T. N. Soden.....*Cleveland, Operations*
Elizabeth M. Uhl.....*Cleveland, Treasury*
V. E. Hampton, Jr....*Los Angeles, Treasury*
R. A. Reilly.....*Los Angeles, Treasury*
G. J. Shaw.....*Minneapolis, Treasury*
J. McAlpine.....*New York, Operations*
W. R. Patterson.....*New York, Operations*
S. B. Waite.....*New York, Treasury*
H. F. Hassler.....*Portland, Operations*
J. K. O'Connor.....*Portland, Operations*
W. D. Settlemeyer.....*Portland, Operations*
R. N. Ainsworth....*Sacramento, Operations*
R. L. Carter.....*Sacramento, Sales*
E. T. Kludas.....*Sacramento, Operations*
J. A. Hartman.....*St. Louis, Treasury*
W. H. Stafford.....*St. Louis, Operations*
E. W. Hansen...*San Francisco, Purch.-Stores*
J. P. Robinson.....*San Francisco, Treasury*
W. N. Tetrault.....*San Francisco, Sales*
D. E. Brunner.....*Seattle, Operations*
C. J. Henwood.....*Seattle, Treasury*

15 Years

W. Krosky.....*Albany, Operations*
L. E. Brown.....*Baltimore, Operations*
D. J. Gibbons.....*Boston, Operations*
W. W. Tripp.....*Boston, Operations*
E. B. Collins.....*Cleveland, Treasury*
C. H. Phillips.....*Cleveland, Operations*
W. R. MacKay.....*Detroit, Sales*
L. D. Haisley.....*Indianapolis, Sales*
H. L. Hancock.....*Indianapolis, Operations*
F. C. Newman.....*New York, Operations*
V. Hewitt.....*Portland, Operations*
T. A. Tierney.....*St. Louis, Operations*
P. Nash.....*San Francisco, Operations*
J. B. Keener, Jr.....*Seattle, Sales*
R. L. Meyers.....*Seattle, Sales*
E. P. Wisenburg.....*Seattle, Sales*

10 Years

A. N. Butler.....*Baltimore, Sales*
F. S. Diuguid.....*Baltimore, Sales*
W. E. Sutherland.....*Baltimore, Operations*
W. C. Timberlake....*Baltimore, Operations*
J. L. Fagerland, Jr.....*Boston, Sales*
T. A. Retzlaff.....*Detroit, Operations*
R. F. Howell.....*Los Angeles, Operations*
H. V. Howeth.....*Los Angeles, Operations*
J. McDougal.....*Los Angeles, Sales*
J. F. Stone.....*Los Angeles, Sales*
J. M. Bernie.....*Minneapolis, Operations*
D. H. King.....*New York, Treasury*
J. F. Weiler.....*St. Louis, Operations*
R. H. Vandever.....*San Francisco, Sales*
W. H. Anderson.....*Seattle, Operations*
C. W. Taylor.....*Seattle, Operations*
H. E. Werner.....*Seattle, Operations*

Products Pipe Line

10 Years

W. B. Irwin.....*Zionsville, Ind.*

Sewaren Plant

10 Years

S. F. Katelvero.....*Treasury*

SHELL CHEMICAL CORPORATION

20 Years

R. H. Ritchie.....*Shell Point*

15 Years

E. C. Bartlett.....*Martinez*
G. P. Forbes.....*Head Office*
S. C. Johnson.....*Houston*
C. D. Lane.....*Dominguez*
M. C. McDonald.....*Dominguez*
W. F. Schoenthaler.....*Head Office*
T. M. Shields.....*Houston*

10 Years

V. W. Cambra.....*Shell Point*

SHELL DEVELOPMENT COMPANY

20 Years

B. S. Greensfelder.....*Emeryville*

15 Years

A. Cardoza.....*Emeryville*
I. V. Crowell.....*Emeryville*

10 Years

T. B. Albin.....*Emeryville*
P. A. Saharoff.....*Emeryville*

SHELL PIPE LINE CORPORATION

20 Years

J. E. Calcote.....*West Texas Area*
A. L. Geer.....*West Texas Area*
J. H. Iman.....*Mid-Continent Area*

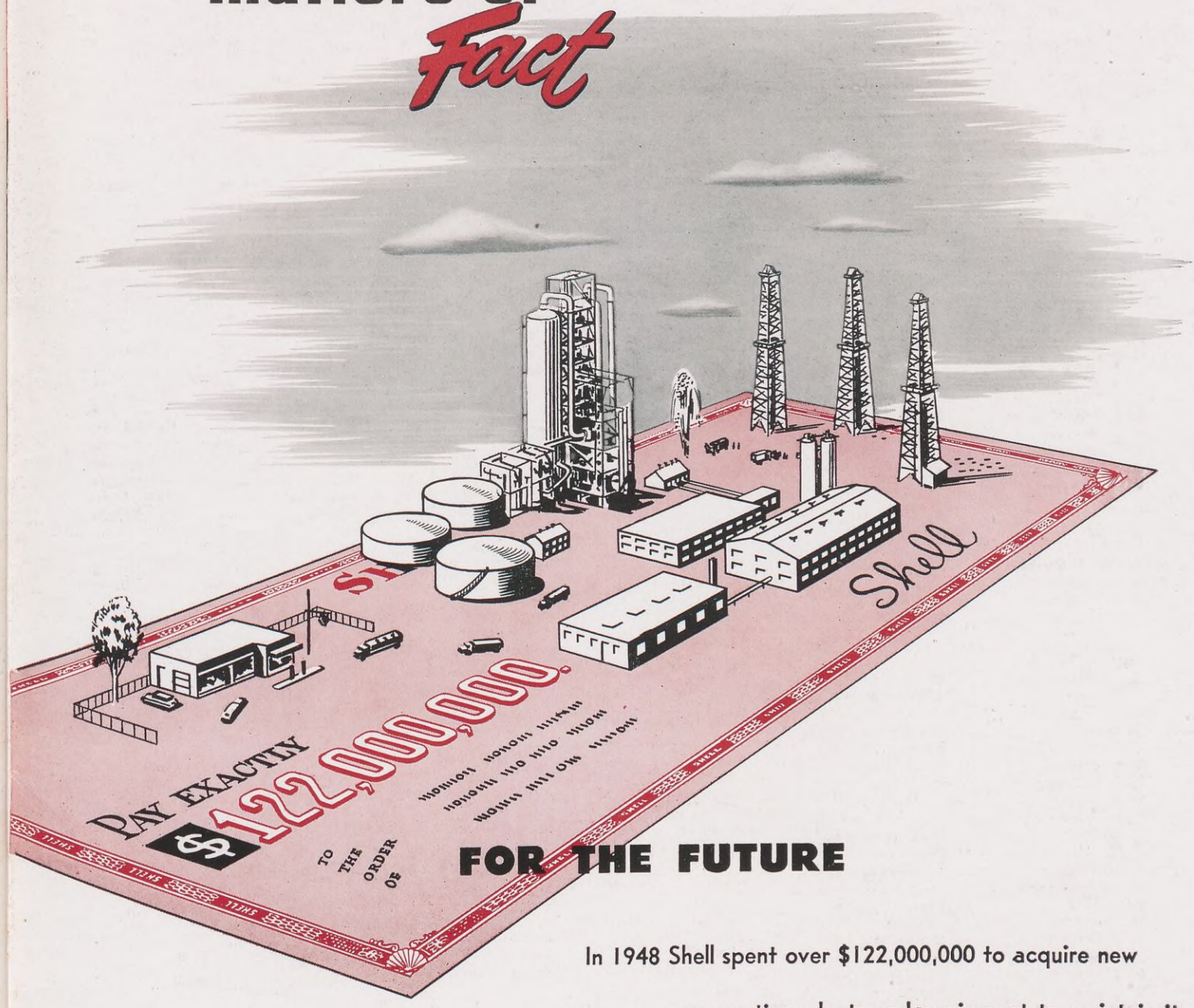
15 Years

F. F. Middleton.....*Texas-Gulf Area*
H. F. Stillwell.....*West Texas Area*
J. L. Wilson.....*Mid-Continent Area*

10 Years

S. R. Evans.....*Head Office*
L. W. Kinison.....*Mid-Continent Area*

matters of *Fact*



FOR THE FUTURE

In 1948 Shell spent over $122,000,000 to acquire new properties, plants and equipment to maintain its competitive position. The healthy growth of the Company demonstrated by these figures means greater job opportunities and security for Shell employees.

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

Elliott W. Marsh
510 E. Union St.
Olympia, Wash.

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FAMILY PORTRAIT

DEPOT CLERK

ROBERT E. FRIES

If up-to-the-minute information about a Marketing District is wanted, it can usually be obtained from any one of the more than 300 Depot Clerks in the Shell family. These are the men who handle the details of petroleum distribution, a job requiring wide knowledge of petroleum product salesmanship. Men like Robert E. Fries, Clerk at the New York Division's Newtown Creek terminal, control the stock, record truck deliveries, and post perpetual inventories to give a clear picture of the day-to-day stock position.

Bob started his Shell career as a ledger clerk at Newtown Creek in 1945, later working for a short time as a lube oil clerk before reaching his present position. Before joining the Company, he served 45 months in the U. S. Army. A combat infantryman in the 91st Division, he was awarded the Silver Star and Purple Heart for action in Italy.

Bob and his wife, Helen, live on Long Island, their free time fully occupied by attentions to eight-month-old Mary Ellen, their daughter. When away from the press of family duties, Bob enjoys a spot of bowling.