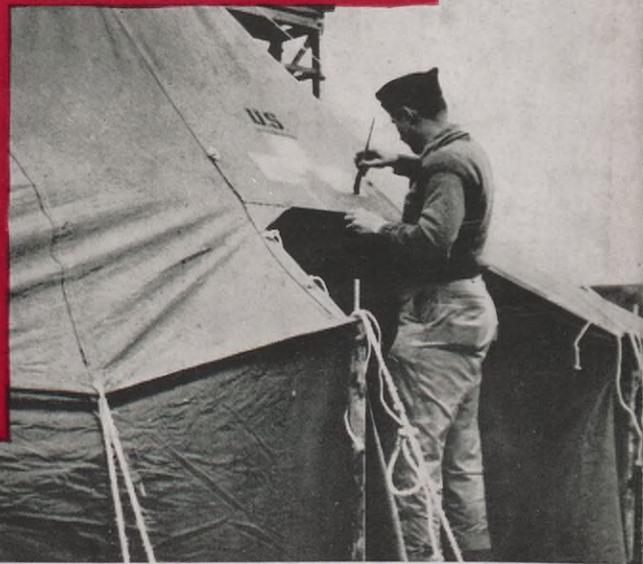
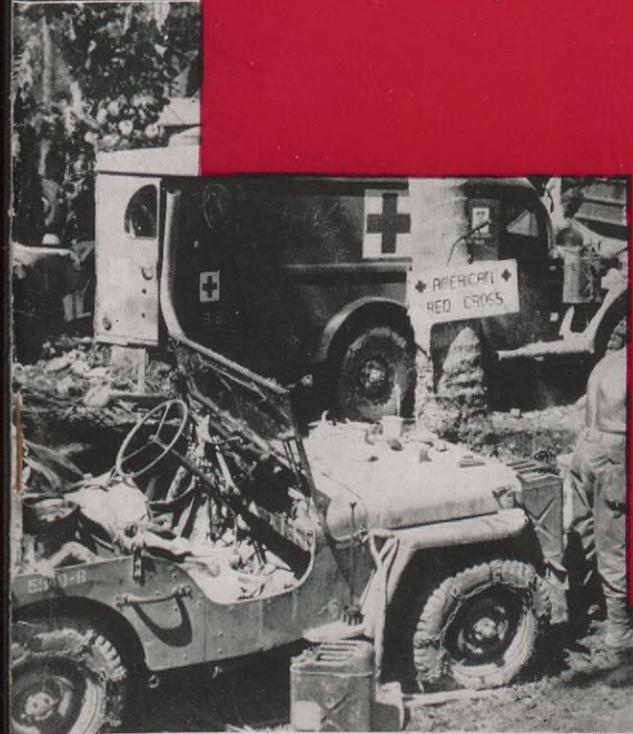
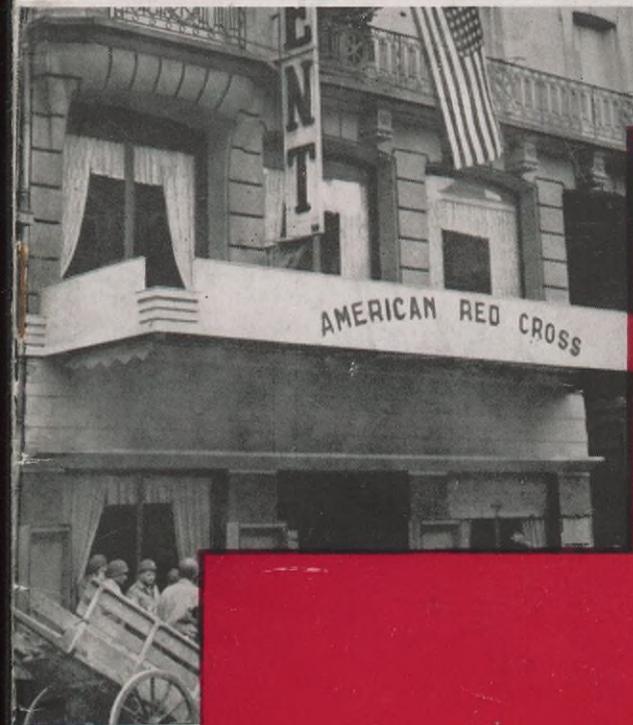


SHELL NEWS



FEBRUARY • 1945

matters of

Fact



5500

Shell employees are investor-members in

14

CREDIT UNIONS

which lend an average of

\$1000 a day

to Shell employees who take advantage of low rates of interest to secure these loans for useful purposes.

The 14 Credit Unions have invested more than

\$200,000

in War Bonds

SHELL NEWS

Dedicated to the principle that
the interests of employee and em-
ployer are mutual and inseparable

FEBRUARY • 1945

VOL. 13 • NO. 2

• Contents •

Don't Read This Story.....	2
Speaking of People.....	7
Please Get Us Fire!.....	11
Asphalt Paves the Way.....	14
Marketing Charts.....	16
After Hours.....	18
'Round the Refineries, Areas, Divisions... ..	22
With the Colors.....	25
People in the News.....	28
Service Birthdays.....	30

PHILIP WALLACH
ACTING EDITOR

ASSOCIATE EDITORS

TEXAS GULF AREA.....	GLENN BYERS
MID-CONTINENT AREA.....	H. C. EELLS
HOUSTON REFINERY.....	M. S. HALE
NORCO REFINERY.....	J. E. MUNSON
WOOD RIVER REFINERY.....	R. H. HORD
SEWAREN PLANT.....	FRANK GRINNEL
PRODUCTS PIPE LINE.....	MARJORIE PRELL
SHELL PIPE LINE CORP.....	L. C. GEILER
SHELL UNION OIL CORP.....	C. C. COMBS

MARKETING DIVISIONS

ALBANY.....	E. F. DALY
ATLANTA.....	B. F. HOLT
BALTIMORE.....	J. B. ROBINSON
BOSTON.....	E. H. SMALL
CHICAGO.....	G. M. PRICE
CLEVELAND.....	T. W. EYSENBACH
DETROIT.....	L. L. DUNCAN
INDIANAPOLIS.....	R. M. CONLON
MINNEAPOLIS.....	W. G. PRECOBB
NEW YORK.....	BARBARA EAST
ST. LOUIS.....	C. F. HORCH

Published by Shell Oil Company, Incorporated, (Alexander Fraser, President; E. C. Peet, Vice-President, Treasurer; C. S. Gentry, Vice-President, Secretary), for its employees and those of Shell Pipe Line Corporation, Shell American Petroleum Company and Shell Union Oil Corporation. Address communications to the Industrial Relations Department, Shell Oil Company, Inc., 50 West 50th St., New York 20, N. Y.

Copyright 1945 by Shell Oil Company, Incorporated

This Issue

"DON'T READ THIS STORY" . . . on page 2 unless you have a friend or relative in the armed forces, for it is the story of the American Red Cross and what that organization is doing for the men in military service.

• • •

On page 11 "PLEASE GET US FIRE!" tells of some of the experiences of a Texas-Gulf Area employee on military leave, Major John Pittman. It gives an insight into what actually happens in combat on the so-called "forgotten front" in northern Italy.

• • •

SPEAKING OF PEOPLE . . . speaks, this month, of the men and women who work in the Supplies Department. What they do and how they do it is told on pages 7 to 10.

• • •

A generally unpublicized petroleum product—asphalt—receives recognition on pages 14 and 15 where "ASPHALT PAVES THE WAY" describes how airfields are laid in the South Pacific.

• • •

Service Award dinners and year-end parties are the subjects of AFTER HOURS, which will be found beginning on page 18. ROUND THE REFINERIES, AREAS, AND DIVISIONS, pages 22 to 24, has several interesting items, particularly one from Wood River Refinery which describes an outstanding safety record. WITH THE COLORS is on pages 25-26-27; PEOPLE IN THE NEWS, pages 28 and 29; and SERVICE BIRTHDAYS on pages 30, 31 and 32.

• • •

The WAR BOND CHART shows that Shell employees' war bond purchases are still over the ten per cent mark, and that the cumulative purchases are approaching the ten million dollar mark. On the BACK COVER is one in the series of Shell advertisements appearing in national magazines during February.



During the first hours of the invasion of Leyte Island in the Philippines, the American Red Cross came ashore with its canteen. The battle raged only 300 yards away as the field director set up his tent and began dispensing coffee and doughnuts.

DON'T READ THIS STORY

By Martin Edman

IF you haven't a brother or sister, son or daughter, in the armed forces . . . if you haven't a friend or someone you know or worked with, in the service, then don't read this story for it won't be of interest to you. If every time you buy a bond you feel that your contribution to the war effort is complete . . . don't read any further. But if you do have a relative, friend, or someone who was your neighbor in a refinery, in the field, or at the opposite desk, in uniform . . . if your obligations don't end with the purchase of a war bond, then read on, for this is your story.

This isn't a plea for funds and it isn't an appeal to your conscience. It IS an effort to put before you a picture of what one organization is doing for you, for sixty-seven hundred Shell employees in the service of their country, and for the eleven million others fighting the Nazis and Japs. The rest is up to you.

In all of America's wars, civilians have attempted to alleviate the horrors of battle by aid to the wounded, the lonely, the distressed. During the Revolutionary War women formed various associations to aid the soldiers. Men were frequently without food, often clothed in tat-

ters. Hunger and exposure brought disease and resulted in defeat in battle. The suffering of the sick and wounded in the field was appalling, but their plight in the primitive hospitals was little better. Supplies were insufficient and attendants few and mostly untrained.

Shortly after the outbreak of the Civil War a volunteer organization, the United States Sanitary Commission, was organized in New York. They performed services for the troops and cared for the wounded on both sides. After the Civil War, Clara Barton, a nurse who had worked independently during the war, visited Switzerland for her health and there learned of the new Red Cross movement. After witnessing Red Cross work during the war of 1870 she became an enthusiastic advocate. On her return to America in 1877 she presented President Hayes with a letter from the President of the International Red Cross asking that the United States become a member of the association. The letter was referred to the State Department where it was shelved. But Clara Barton continued her campaign. In March, 1882, President Arthur secured Senate ratification without a dissenting vote.

Since that time the American Red Cross has worked in flood and hurricane, fire and famine, in every conceivable emergency, in war and in peace. But its activities today dwarf anything in the past.

For months before the Japanese blow at Pearl Harbor the American Red Cross, though engaged in war relief abroad and in its normally widespread activities at home,

completed vast plans for total mobilization in case the United States should be attacked. Typical of their plans were the preparations in Hawaii.

At the first indications of possible war in the Pacific, national headquarters sent trained workers to Hawaii to cooperate with military authorities, the Honolulu Medical Society, and the local chapter, in drawing up a civilian preparedness program.

All medical and hospital facilities were enlisted. In July, 1941, thousands of dollars of medical supplies and drugs, and a dozen completely equipped first aid stations were shipped to Hawaii. Thousands of residents were given first aid courses. A large volunteer women's Motor Corps was recruited and trained in truck and bus convoy driving. Evacuation routes were mapped and shelters for civilian evacuees were chosen. Adequate supplies of surgical dressings were distributed at strategic points throughout the islands. Food supplies were stored and a blood bank was established. The Red Cross did not wait for war to strike . . . they were ready for any eventuality.

While the bombs were still falling on startled Pearl Harbor, first aid workers, Motor Corps volunteers, and Red Cross nurses were rescuing the wounded, speeding them to hospitals, and giving them medical care. Many of the injuries were third-degree burns, but doses of sulphá drugs were on hand and together with blood plasma resulted in a majority of recoveries. When night

The first American Red Cross Clubmobile drives off an LST on D-Day.





Red Cross girls alight from an LST into amphibious trucks for the last lap of their journey from England to Normandy. Immediately after their beach landings they set up their mobile canteen equipment.



In the remote Fiji Islands outrigger canoes are used to reach otherwise inaccessible points.



came on December 7th, two-thirds of the great blood bank in Honolulu had been used up.

Previously the Surgeons General of the Army and Navy had requested the American Red Cross and the National Research Council to cooperate in collecting human blood to be processed into dried plasma. This was to be used by the army and navy medical departments chiefly to combat shock. In previous years blood transfusion was the essential feature in this treatment since the shock usually followed severe injuries, loss of blood, or burns, and was accompanied by an alarming fall in blood pressure and the general collapse of the patient. Then it was learned that dried blood plasma dissolved in distilled water was an excellent substitute for whole blood.

Pearl Harbor convincingly proved the value of the dried plasma in saving lives. Today, Red Cross Blood Banks are located in towns and cities from coast to coast and mobile units visit the smallest hamlets and villages. The importance of blood plasma was graphically told by famous war correspondent Ernie Pyle, who wrote from a hospital in Sicily:

"The doctors asked me at least a dozen times to write about plasma. 'Write lots about it, go clear overboard for it. Say that plasma is the outstanding medical discovery of this war' they said. So I beg of you folks back home to give and keep on giving your blood. They say plasma is absolutely magical. They say scores of thousands who died in the last war could have been saved by it. Thousands have already been saved by it in this war."

But the Red Cross is not merely an adjunct to the military and naval medical units. The Red Cross fights the battle of loneliness and anxiety, provides soldiers and sailors with entertainment and relaxation, and gives personal services to suit the needs of the sick and wounded. The Red Cross cares for the comfort and welfare of our prisoners of war and civilian internees. They deliver millions of pounds of food packages, medical supplies and clothing to the population in occupied countries.

From the moment a man enters the Army until his return to civilian life he is conscious of the Red Cross . . . but when he is overseas and far from home the Red Cross is an even more definite part of his living. In leave areas the Red Cross has Off Post Clubs which are like big hotels. The men can sleep in real beds with clean sheets . . . a welcome sight to a man who may have been in a foxhole for days or weeks. Here G. I. Joe may eat "home" cooking, read his hometown newspaper, play games, or dance. But the Red Cross doesn't stop there; picnics are arranged, and sight-seeing trips are made a regular part of the daily programs.

Overseas camps all have their On Post Clubs. These usually consist of a snack bar, and a place to get together,

In England hungry returning fliers are eager for American food . . . hamburgers, cokes, and coffee at a snack bar.

to play some games, read books, or get some writing paper. Of course, there are American girls to make a fellow feel at home.

The Navy isn't forgotten either. Fleet Clubs are located in most ports. Many of these begin operating soon after landing beaches are taken. Here, too, American girls give the fighting man coffee, books, and writing paper.

Aero Clubs have been established on air strips and at bases. They are primarily for men who are miles from the nearest village. But there are many men in the Army who are more than mere miles from a village. To these men the Red Cross sends out Clubs On Wheels. These travel to isolated units and carry doughnuts and coffee, magazines and cigarettes, records and books. And when the going really gets tough the Red Cross girls just pile the supplies in jeeps or cub planes and make the deliveries anyway.

Men who suffer from operational fatigue rest in homes staffed by the Red Cross. Rest Homes are located in quiet country spots where the men can get plenty of sleep, good food, and recreation.

While the Army and Navy see to it that the sick and wounded have the best medical care there are many other things these men need to speed their recovery. The Red Cross sends trained women to hospitals to deal with special needs. Some of them go on hospital ships, too, while others travel with the wounded on the planes of the Air Transport Command.

Red Cross hospital staffs include social case workers and recreation workers who cooperate closely with medical officers and nurses. The Case Worker helps the serviceman solve his personal problems and helps overcome anxieties connected with his injury or illness. Often she enlists the aid of the Red Cross Home Chapter in telling his family of his injuries. She may write his letters for him and get his toilet articles and cigarettes . . . or even arrange a loan if he needs one. If the patient is to be discharged because of disability, she assists him with his pension claim and helps him with his plans for returning to civilian life.

Red Cross Recreation Workers organize parties and games, show movies and arrange entertainment for the men in hospitals. For patients who are up and about the Red Cross recreation room is a daily gathering place . . . furnished with lounge chairs, pianos, radios, and ping-pong tables.

The Red Cross reports that more men have been captured during this war than ever before. Getting relief to them is a gigantic job, shared by governments, other agencies, and the Red Cross. Lists of the names and addresses of prisoners and civilian internees are received from the belligerents and sent to proper governmental

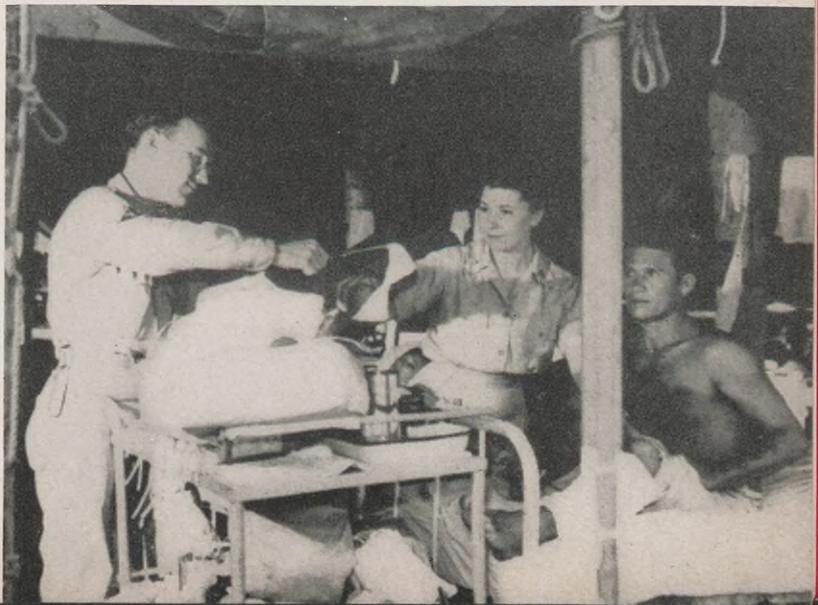
In a primitive open-sided tent Red Cross surgical dressings are used for bandaging shrapnel wounds.



Somewhat different in appearance is this snack bar on Kiska.



American servicemen take time out at the Red Cross Quezon Club, first in the Philippines. The reinforcement troops on Leyte said the Red Cross seemed to have arrived before the invaders.





An American soldier gets an early morning cup of coffee.
(Signal Corps Photo.)



This LST is bringing wounded men from France to England. Red Cross workers serve coffee and doughnuts as they pick their way among the stretchers crowded on the deck.

authorities for release to families. Delegates visit the camps and make reports on conditions. The Red Cross sees to it that food and packages reach all prisoners. Monthly bulletins are sent to relatives whenever possible, while a special Red Cross newspaper is distributed regularly to the men.

At home and abroad the Home Service Workers are on twenty-four-hour duty to help servicemen in trouble. A soldier may want a furlough to visit his critically ill mother. His commanding officer has the Red Cross Field Director check the facts. The Home Service Worker visits the family, consults the doctor, and wires back his report. They also check on emergency cases where allowances or allotments have been delayed, and make the necessary loans.

But these are just a few of the things the Red Cross does which affect the men or women you know in the armed forces. They have many other volunteer services: the Nurse's Aide Corps, workers trained by the Red Cross to help in hospitals; Dietitian's Aide Corps, to relieve the manpower shortage in the dietary departments of hospitals; Production Corps, to make surgical dressings, kit bags, knitted wear and other garments; Staff Assistance Corps, to make Red Cross Chapters tick by manning information desks and switchboards; Gray Ladies, who help patients in all hospitals; Arts and Skills Corps, artists and craftsmen who give their time to wounded and handicapped men in service; Motor Corps, drivers who handle ambulances, military vehicles, blood donor trucks, and their own cars; and the Canteen Corps, pro-

- viding group feeding, serving troops in transit, at air bases and leave areas.

The Red Cross proudly claims that no story about them can ever come to a definite end, for the society is constantly making plans for future work and preparing itself in anticipation of future events. The tasks ahead are always more urgent than those of the past. The late Norman H. Davis, former President of the American Red Cross, aptly summarized its aims when he said, "At whatever cost, we must keep open the channels of understanding and service which the Red Cross has established, face our obligations in peace or in war, and move toward the goal we so earnestly desire. If we can realize the significance of the Red Cross in the world today, if we can mobilize the moral forces in this nation and other nations, the Red Cross emblem will lead the great majority, who, in their hearts, hold true to the course of human kindness, human sympathy, and human understanding, the great majority of those who hold fast to the age-old faith of good will and fellowship among men. There is in such a fellowship a bond between men and nations more lasting than the spoils of victory and more satisfying than the pursuits of war."

In the sixty-two years of its existence the American Red Cross has become an integral part of our country, something we take for granted, something we know is near us when we need it. Once a year they need us and the hand which we grasp when we are in need is outstretched, seeking our aid.

SPEAKING OF PEOPLE

This is the third in a series telling, in words and pictures, how some of Shell's various departments operate, what they do, and who does it.



Ruth Jervis takes dictation from Department Manager R. N. "Dunc" Duncan.

A BOMBER fueled with 100-octane gasoline roars over Berlin . . . a troopship departs for the Southwest Pacific with diesel fuel in her tanks . . . a research laboratory engaged in delicate experiments is kept at just the right temperature with fuel oil . . . or you give your last coupon to the service station dealer for a few gallons of gasoline for your family car. With each of these happenings a cycle of events is completed which began sometime before in an oil field somewhere in the United States.

In an oil company such as Shell, there are many major functions, and hundreds of minor ones before the cycle from the well to the ultimate consumer can be completed. Most persons have some familiarity with the work done by the scientists who discover oil fields, and by the crews who produce the crude oil from the ground. Many articles have been written on those who work on the pipe

lines, in the refineries, and at the terminals. And the part played by those in the Marketing Department is reasonably well known. But one department, rarely publicized, has the job of balancing the available supply of products against the demands and then determining how best to have the right amount of the right product at the right place at the right time. Those who do this job are the men and women who make up the Supplies Department of Transportation and Supplies.

Supervising the Department is Acting Manager, R. N. Duncan. As he puts it, the chief job is to see that the output of the refineries is made available to consumers, jobbers, and depots in the most efficient and least expensive manner. This involves use of many forms of transportation. Schedules for the transportation available must be made so that refinery and terminal tankage doesn't run over. At the same time stocks in the consuming areas

J. M. Longinotti dictates to Eleanor Byrne.



On the extreme left is John McFarland while facing him is W. F. "Bud" Schoenthaler. Ed King is next while H. C. McNorton is on the far right.



Bill deGroot, left, and Don Perreau, right, go over a problem with Fred Deaver.



Ethel Carey is busy at the typewriter (rear). In the front row (left to right) are Joan Glinsmann, Peggy Gordon and Perreau while in back of them in the same order are Ella Soeller, Frank Brunpes, and Jim Reilly.



The left row from front to back consists of Jeanne Camman, Sylvia Weiss and A. J. "Dick" Del Monaco. The other row has (front to back) Larry Ryan, Dave Urmstron and deGroot.



The two girls are Mildred Dachida (left) and Lucy Palmerino. The men are Doug Gruelle (left) and Ed Alt.

must not be depleted. Movement is made by truck, tank car, box car, barge, pipeline, and tanker . . . all operating at capacity these days.

The department's flexibility in wartime is, naturally, considerably more restricted than in normal times. Today, Shell can't always send its refinery output where it wants to. . . . The Petroleum Administration for War (PAW) has complete supervision of some petroleum products such as 100-octane gasoline and has limited control over others. Because of the restrictions placed on transportation, the Supplies Department has had to resort to many wartime purchases and product exchanges. In PAW District 1, Supplies supervises the workings of Directive 59 (PAW regulations for the equitable distribution among the various companies of the limited supplies coming into the East Coast area) to see that Shell meets its obligations under the Directive and gets its just share of the supplies which industry is successful in transporting to, or refining in, this area.

Under Duncan the Department is divided into two major divisions; the first, Mid-Continent, under the direction of J. M. Longinotti; the second, Gulf-Atlantic Coast, under the supervision of W. F. Schoenthaler.

Longinotti's division takes care of Shell territory in District 2, while Schoenthaler's division covers Districts 1 and 3. Both divisions must coordinate the offtake with the output of Houston, Norco and Wood River Refineries. Longinotti and Schoenthaler have their section heads, who help decide what to get, when to get it, where it is to go and how it gets there. Schoenthaler's division arranges for the supplies of major products only, while Longinotti's handles all, aviation gasoline lube oil, liquid petroleum gases and technical products for the East of Rockies territory.

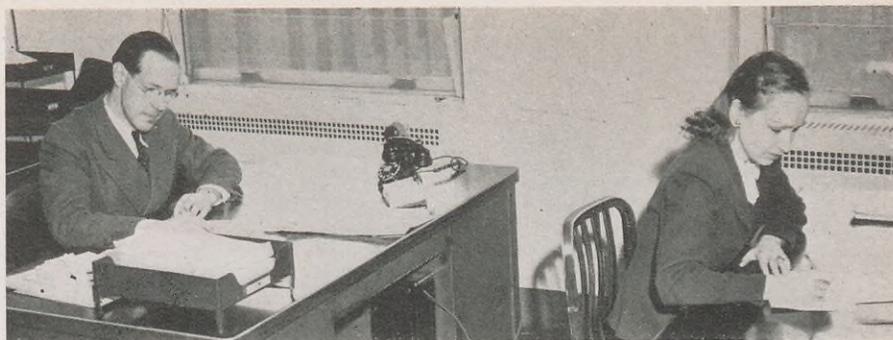
Assisting Longinotti in the Mid-Continent section is Fred Deaver, with Bill deGroot and Don Perreau as section heads. Perreau takes care of the purchase, exchange, and ordering of products. DeGroot is section supervisor, seeing that barge, tanker, pipeline, and purchase schedules keep our de-

pots, jobbers, and customers going. He handles motor gasoline, aviation gasoline, fuel oils, lubes, and solvents. Dave Urnston assists him and takes care of marine and pipeline supply schedules. Larry Ryan is the man who schedules tankers and barges on lakes and rivers, while Bob Allan is the aviation supplies expert who buys all grades from other companies, as well as the government, and generally governs the delivery to terminals. Ed Alt answers government questionnaires, handles statistical controls, prepares demand estimates, and analyzes economics.

Schoenthaler is assisted by Ed King, who supervises three sections that are under the direction of three Macs: J. McFarland, H. E. McNorton and E. J. McCracken. McFarland's section handles Directive 59, estimates, economics and statistics. McNorton's section supervises shipping programs in the light of the government freight compensation plan installed when tankers became scarce articles. In order to be certain Shell gets all it is entitled to, McNorton keeps a constant check on all shipments coming into District 1 as well as a great many shipments within the District in an effort to recover, through the compensation plan, all of the extra freight expense incurred because tankers are not available.

Ed McCracken, with Eric Sproule, Mayo Smith, and Jack Hurley assisting, schedules pipe lines, tank cars, barges and tankers. One of their most ticklish jobs is the movement of product in and out of the Bayou Plantation-Defense Plant Corporation pipeline system. They make sure that ample supplies are available at Houston and Baton Rouge for movement through the system, and that barges, and tank cars are ready if needed at all the Plantation or Defense Plant Corporation terminals to speed the products on their way.

This, then, is another in the series telling of the function of Shell's departments . . . the story of the men and women behind the scenes. The March issue of SHELL NEWS will tell of those in the Accounting Department.



R. P. "Bob" Allan and Elsa Wiig.



From left to right are Anita Kanturek, Al Oriol, McFarland, Lillian Heller and Henry Pollard.



At the dictaphone is Jack Hurley, Dolores Urban and Mayo Smith are discussing something, and Eva Goehner fills out a report. The front desk has Matthew Harf behind it, next comes Gordon Cronheim while Eric Sproule smokes his pipe as he works.

Eddie McCracken (right) supervisor of the group above.





McNorton gives Mary Shea, extreme left, some dictation while Andy DeVito is busy on the phone. Marion Chorneyei sits in front of Art Krull.



The T. & S. file section: the left row from front to back: Ruth Helmus, Ruth Pollens, Bernie Loftus and Mary McKeon. The other row in the same order, Gertrude Richter (supervisor), Marge Schiesman, Josephine Pesko, Hedy Kucharski and (standing) Virginia Hamjes.

DON'T FORGET MARCH 15

This is a reminder that March 15 is the all-important date for Federal income tax purposes, and that under the current pay-as-you-go plan several things must be done on or before that date. The December, 1944, issue of SHELL NEWS gave you suggestions as to *how* to do them, but the following check list may serve to remind you *what* must be done:

1. You must pay any unforgiven 1942-43 income tax which you may have deferred when you made your payment in March, 1944. The Collector of Internal Revenue will send you notice of the balance due before the deadline.

2. You must file a completed 1944 income tax return, using either:

(a) Form W-2 (Rev.) furnished by Shell, if your total income was less than \$5,000 and consisted wholly of wages shown on withholding receipts, or of such wages and not more than \$100 of other wages, dividends and interest, or

(b) Form 1040. If your income was less than \$5,000 you may use it as either a short-form or long-form

return, whichever is to your advantage. If your income is \$5,000 or more you must use it as a long form.

3. If you use Form W-2 (Rev.) the Government will compute the tax and send a notice if additional tax is due, or send a refund if the computation shows an overpayment of tax. If you use Form 1040 any additional tax shown to be due after credit for tax withheld and estimated payments, must be paid at the time the return is filed. If an overpayment is shown it will either be refunded or credited against your 1945 estimated tax, depending on your choice.

4. You must make a declaration of estimated tax for the year 1945 on Form 1040-ES if your wages subject to withholding are in excess of \$5,000 plus \$500 for each surtax exemption except your own, or if your income from all other sources is in excess of \$100. You may pay the unpaid balance of estimated tax shown by the declaration in full or in four equal installments, the first installment to accompany the declaration. The payment dates of the installments after March 15 are June 15, September 15 and January 15, 1946.

PLEASE GET US FIRE!

By Jack Bell, Miami (Florida) Herald war correspondent, with the Fifth Army in Northern Italy. Reprinted with permission of the Herald.

Major John W. Pittman, who plays a dramatic role in this story, is an employee of the Texas-Gulf Area, and was District Superintendent at Kilgore, Texas, before he entered service.

THE road to Bologna wends many a twisting up-and-down mile over the Apennines with Marshal Kesselring's best on every mountain top, their guns trained on every ridge and valley. It's country they left only recently and when we got them just short of the broad valley they had pulled in hundreds of big guns and big mortars, deadly S. P. 88 mm. guns that fire and run to cover, heavy and light machine guns fired from caves high in the perpendicular rock mountains.

In short, they knew every foot of the whole front better than we did, had observers on mountains that commanded every road and valley, and guns to match everything we could throw, shot for shot and a little more. It was the German at his best with terrain on his side.

I walked along the winding highway up toward the O. P. (observation post of Major John W. Pittman's battalion of Infantry, a burly giant from out McCamey, Texas way and a former football star at Texas A. and M.) 'Twas a clear morning, and pleasant to be walking in a smoke screen that hid me from the enemy.

I stopped to watch the Jerry ack-ack guns shoot short at four planes. Over to the left rear an American occasionally rattled away with a deadly 50 calibre machine gun. Our tank 75 mm. guns spouted all around with an occasional deeper and more savage snarl from our three-inch T. D. (tank destroyer). Occasionally all would grow quiet and I could hear the brrr of Jerry "burp guns," the remarkable light machine gun that'll shoot 1,200 rounds per minute and keeps everybody on edge up front.



Major Pittman has been awarded the Bronze Star for his work as commander of a front-line battalion participating in the Gothic Line fighting.

Around a bend the wind drifted the smoke the wrong way. Above, almost straight up, was the mountain. Below the road was a straight-down valley. And across that valley, close enough to see the color of my eyes (leastwise that's how it felt) were German gunners. High above them, on Mt. Adoni, which held up the whole American front for days seemingly without end, German observers with high-powered glasses watched every move of the enemy—and I was an enemy in their book.

Well, 'twas no place to be nonchalant, but I figured they'd not shoot at a lone guy walking along the road when they had Americans elsewhere trying to pot them. I got by okay. Major Pittman's O. P. was on a hill to the right of the road. I slipped up behind the hill, went down into a room almost dark.

A battalion O. P. is the center of war. The first room, not well protected, was full of first aid men—men who rate infinitely more credit than anyone has given them. On the hill crest in front of us, about 400 yards away, Americans were dug in, ready for anything. Just over the crest of the hill another 300 yards were the American front line troops.

On up route 65 half a mile were twenty daring Americans who had stormed the village at dawn, entrenched themselves in a house and were battling it out with the Jerries in houses all around them. To the right of them another group of Americans were in another tiny village, trying to establish company headquarters in a stone house.

High above us, on the left, ever menacing and formidable, was Mt. Adoni with its observers watching us like cats watch a mouse hole, talking by radio phone or field telephone to every Jerry gun crew and small arms outfit.

Major Pittman sat on the floor in the center of the small room. Telephone men manned two phones. Seated against the wall were a heavy weapons officer, an operations officer, an intelligence officer, and a former artillery observer—a fine cross-section of American line officer material.

There's no place in the world quite equal to a battalion O. P. for excitement during heavy action; and as I walked in the action began. Up over the hill and in the two villages the Americans were being attacked. Back of us our observers tried to spot Jerry artillery and S. P. guns. Back farther our artillery awaited orders from Major Pittman to fire where Jerries were seen, or at supposed positions.

The phones were humming constantly, messages plainly heard as men up front rushed frantic requests for artillery or mortars to knock out guns that were shooting them down. I put the receiver to my ear and listened to a battle. The guns spoke, often louder than the voices of the soldiers talking into the transmitter. At times the need for support grew so great that two or three messages were going simultaneously, the men carefully picking out orders intended for them, from the wild conglomeration of conversation.

Seemingly it is confusion, nothing less. For map positions are all in code, changed often because Jerries get

our codes. So it's a lot of talk about "Galahad 3, calling Red Fox 6. How about artillery on hill Mable?—Over."

Then checking, double checking, smoke shells for position, calls for artillery when mortar's unavailable and vice versa, machine gun concentrations to cover an advance, frantic repeated pleas for help. . . .

Yes, frantic calls for help—help that had to get there or else! For those twenty men in that house half a mile away were under S. P. fire.

"We think he's at —," said the radio man in the house. "Get artillery on him quick."

Major Pittman rushed a request for artillery.

"Will fire soon as we've finished mission at —," came the reply.

And during this exchange came a frantic message from the men in the other village. Jerries in another house had perfect observation on them, kept them down with a steady stream of small arms fire.

"And they're poking around for us with tank guns," reported the radio man. "Fire on that house at —," giving the map coordinates.

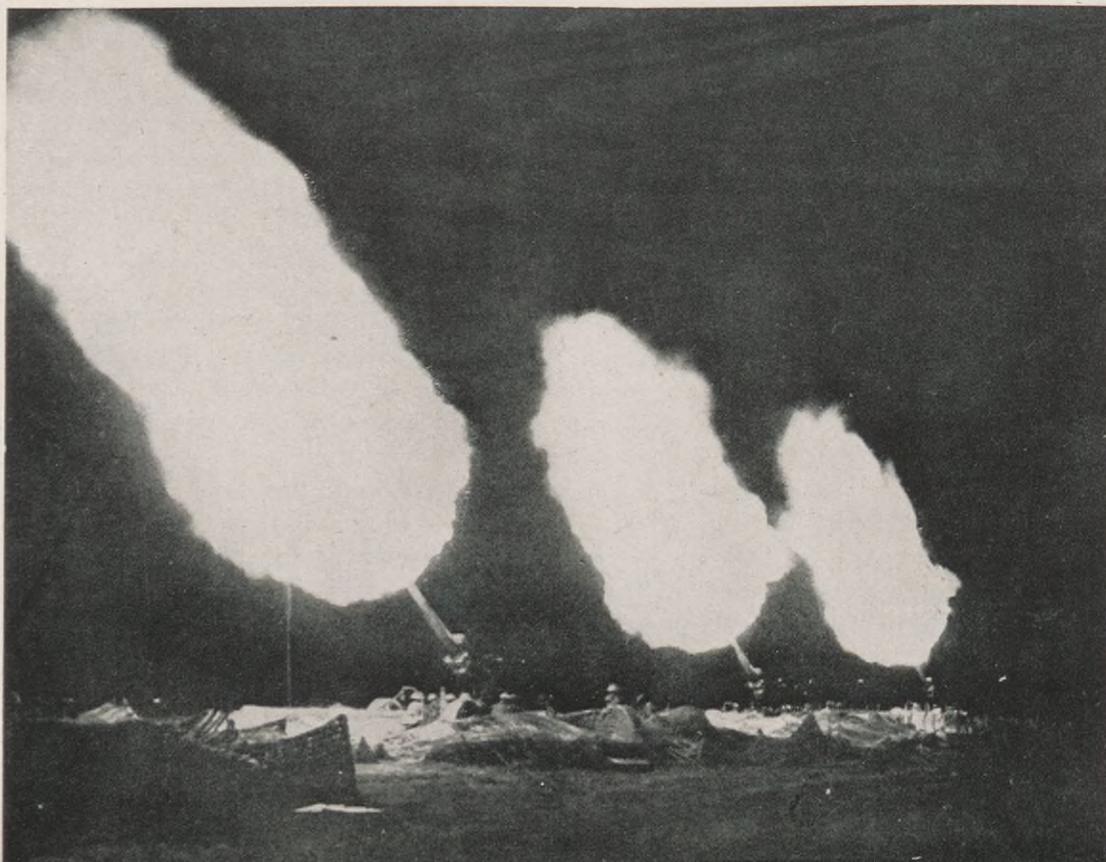
"Please get us fire on—," begged the twenty men in the house up the road. "This S. P. has scored eight hits. He's knocking the house down."

"But we did fire at —, as you asked," said the Major.

"Our observer says try —, then," came the plea. "Wherever he is, he has us zeroed."

"Will do," said the Major, and back to the artillery went the second message.

"Can you train machine guns on the righthand corner of the house farthest to the right in —?" asked the com-



Three heavy guns fire at the same instant . . . on the 5th Army front in Northern Italy.

pany in the other village.

"S. P. still in action," cried the man calling from the twenty cornered men. "Fifteen hits on this house now. It won't stand many more. Please fire at —."

"We shelled that position," said the Major. "Could he be at —? I've been looking at the map and that would be a good spot for him."

"May be," said the besieged man. "Try it."

So the Major asked for artillery at the third point. The guns were busy. He called for two tank guns.

"Both have been knocked out by 88's," was the reply. He called for mortars. They were busy firing a mission for the Infantry directly in front of us, where three Jerry machine gun nests were getting out of hand.

Major Pittman hadn't slept for three days; for this sort of thing had been going on and on. Beaten in his frantic efforts to get artillery for his brave twenty men he sat there, head bowed, eyes closed, cursed bitterly.

Suddenly he cried: "I'll be damned if I'm gonna let those men be shot to death. Get — for me.

"Listen, Scotty," he said when the call went through. "I know it's off your sector, and you've not much ammo left. But those men are pinned down and that S. P. is shootin' the hell out of them. Can you give me a few rounds on—?"

He dropped the phone, a weary but happy smile on his face. "He's gonna try," he said.

The Major leaned over to the candle. He had smoked a full pack of cigarets during the last half hour. His eyes closed and his head dropped on his chest as he leaned against the wall.

Lt. John Pogar, the artillery observer, was on one phone giving a careful order for fire to help the company hemmed down on the right.

"And listen," he added in a menacing voice, "you tell that so-and-so — that he never did get us no chow and I never did get them mail, and if he don't get that jeep driver to hell up here with them goods I'm startin' a private war."

"Such grammar" I said.

"It's the only language he'd understand," he said, grinning.

"Did he say he'd send chow?" asked the Major. "'Cause we got to eat sometime. He can make it after dark—if he's lucky."

The phone again, from the company in the house on the right.

"This is —" (The most dramatic message I ever hope to hear. Every word came in clearly.) "— a Jerry tank is coming into the room, through the wall. We're evacuating—if we can."

We sat silent. Every man picturing the scene a few hundred yards ahead—Americans driven into the open with machine gun fire pouring from the house we hadn't

been able to hit with artillery. I felt sick at heart, and how much more did it hit these men, whose comrades were up there taking it!

Then "Scotty" called. "I dropped ten rounds on —," he said. Almost the same instant came a call from the besieged twenty.

"Guess you got the S. P.," they said. "No shells for ten minutes. We're in fair shape now, if we get some help early tonight. They'll counter, sure."

On the other phone: "It's important," came the message. "We need mortars on these machine guns in front of us at—."

"Have you checked your coordinates?" cautioned Major Pittman. "You're drawing a fine line. Be sure."

Soon the call came back, with the location checked. Fire pretty close to American lines.

"We'll toss you a smoke shell first," the Major said. "Can you observe it?"

"Will observe."

"All right. Observe in five minutes."

The day was getting old. All through the frantic front line fighting, the Germans had been pounding the whole area with heavy mortars and artillery. Later reports told us that 1,500 rounds came into our area during a three-hour period.

The shelling slackened, so I decided to go back. It's no place to be after dark. I slipped out, hurried along that exposed portion of the road and stood behind a huge friendly rock cliff. Just below was the hillside where the German pillboxes sat, pouring fire into our men below. The wind was blowing toward me and their zipper guns cracked whip-like in the late afternoon.

Then, directly in the center of that small triangular hillside a smoke bomb burst. Our mortar battery had the exact range. The Germans saw it too—and half a mile back two of their smokemaking machines loosed a great cloud of white.

A minute after the smoke shell, that hillside literally went up in a cloud as thirty big mortar shells dropped into the machine gun lair of the tenacious Germans. I watched the black dust and smoke float off the devastated hill; then the white Jerry smoke screen floated down over it. Obviously they expected us to follow up the mortars with an attack.

I looked at my watch as I entered the battered town. It was 4:55, so I stepped into a building that had stood up under even the bombs of our fliers. There I waited ten minutes while the Jerries sent in their routine artillery barrage, supposedly to worry us at mess, and then went on back to jeepable territory.

The Germans staged a fierce counterattack that night but couldn't drive those twenty brave soldiers—those who were left—back down the hill.



A caterpillar tractor pulls the huge scraper which levels an airstrip on Saipan.

ASPHALT PAVES THE WAY

by Robert Thomas

TALL cocoanut palms sway in rhythm with the shouts of construction gangs and the drone of diesel engines. Lumbering scrapers fill their pans with earth . . . as bulldozers hitched to caterpillar tractors uproot stumps and perch on the rims of yawning bomb craters.

Gas shovels swing and dip their buckets, cleaving great chunks of soil or coral to load the dump trucks. Over on one side of the partially smoothed field fan-like sprays of asphalt are issuing from the rear of a truck.

This is a typical scene in Pacific islands, where Seabee and Marine and Army engineers are building airfields for operations bases.

How can they take the time for such extensive preparation of landing strips? What about Jap snipers? These are logical questions easily answered. They are not building advanced bases. The land on which they work is friendly territory . . . a carefully selected site for con-

tinual pounding at the enemy. Perhaps it is a base for B-29's or other bombers which raid surrounding Japanese-held islands.

Naturally, in a quick offensive, construction battalions don't tip off the enemy to our plans by carefully grading and surfacing an airport. Military airfields are quickly cleared and given temporary runways for the first attacks; when an objective has been gained some of these are abandoned, and the few deemed valuable for later use are prepared for permanency.

The chosen fields are leveled, graveled and coated with asphalt . . . to provide dustless runways. And for those places Shell is doing a double job. Not only is the familiar black asphalt being shipped in the thousands of 55-gallon drums which roll off ships which sneak through danger-infested waters; Shell is shipping another product . . . albino asphalt . . . which can be mixed successfully with standard camouflage pigments. Runways, thus, can

be as well hidden from enemy eyes as can the surrounding terrain.

Albino can be sprayed on coral, gravel or almost any other common subbase. Although it is not white, its own color, a deep brown, does not interfere with the basic military camouflage pigments . . . light green, dark green, green, olive drab, sand, field drab, earth brown, earth yellow, earth red, and loam. Shell, thus far, is the only company producing albino asphalt commercially.

Ordinary asphalt plays an important part, too, in the European theater . . . perhaps greater than in the Pacific. After D-day its use there increased tremendously. Burlap and other materials treated with asphalt were carried in rolls and laid in over-lapping strips to prepare the first fields for take-offs and landings. These pieces, when moistened, stuck together and made firm coverings. Before that asphalt had been used to repair damaged airports in Sicily and Italy; holes were filled and became unnoticeable when the new surface was applied. The trailer-mounted asphalt kettles were flown in with airborne engineer battalions and were as much a part of standard equipment as scrapers and bulldozers. In the African invasion asphalt was mixed with desert sand. The frozen rocks and ground of Greenland and the Aleutians were heated to combine with asphalt.

Air base construction requires the greatest amount of asphalt, but it is not the only military use of asphaltic compounds. Albino has been used in place of linseed oil for camouflage paints; it adds to the rust-resisting properties of marine paints for decks and metal parts. Laminated paper, held in layers by asphalt, is used for damp-proof packing. Asphalt keeps moisture out of ammunition cases and seals optical instruments such as range-finders and gun sights. Asphalt is used for battery boxes and it even insulates gun turrets.

And the drums in which asphalt is carried to far-away battle zones are not dumped or allowed to float out with the tides. They, too, work for the Army, Navy and Marines. Pierced with holes, these containers make serviceable showers; when the tops are cut loose the drums can be used for stoves. In one South Pacific emergency a drum replaced the radiator of a tractor which had been smashed by the Japs. It is not uncommon, either, for the 55-gallon cans to be lined up to mark the edges of an airfield. And recently they have been used as floats for tankers' unloading lines.

Asphalt shipment for war had its difficulties, too. It wasn't a simple case of pouring oil into a tanker and sending it out to meet the menace of mined and submarine-patrolled waters.

Paving asphalts are thick and heavy. They cannot be carried in a regular tanker, because they congeal and clog the lines. Pipes through which asphalt was to run had

to be heated to at least 275 degrees Fahrenheit . . . and, even if that could be done, there was no provision for keeping the cargo liquefied. Tank shipment of paving asphalt, therefore, was almost impossible.

The problem was solved in two ways: by transporting asphalt in 55-gallon drums which could be unloaded on any beach . . . and by substituting thinned, or "cutback," grades and emulsions. Cutback asphalts, those combined with other petroleum fractions (such as gasoline and kerosene) which will evaporate upon exposure to air, can readily be pumped to and from tankers; the combination keeps them from stiffening. Emulsions consist of asphalt suspended in water and also can be shipped in bulk.

It is well known that asphalt, even the thinner grades, provides a smooth, durable surface and is easily laid. Although the softer asphalt is not as well suited to road-building it serves very well in airstrips. An airfield does not suffer the continued beat of heavy traffic; planes, in spite of their great weight, do not take as large a toll of the running surface as do motor cars, because they seldom land twice in the same place. Asphalt has the advantage, too, of extra resilience; it forms a cushion surface and accepts the impact of aircraft without fighting back.

Thus, asphalt is no longer a mere road topping. It is not just the surface of those black highways which the traveling public toured gaily on little side trips from main paved routes . . . in peacetime.

Asphalt now is military material. It is doing its share . . . as *one* petroleum product in this war of petroleum. When the asphalt has arrived at its destination its uses and those of its containers are as great as the ingenuity of the construction units which precede and follow our troops.



Men of an aviation engineer battalion pack coral with pneumatic rollers to make a base course for asphalt.

MINNEAPOLIS MARKETING DIVISION



NEW YORK MARKETING DIVISION





The Cleveland Marketing Division held a series of service award luncheons and dinners at Dayton, Columbus, Cleveland, Cincinnati, Akron and Toledo. The Cleveland office (above) held its affair at the Cleveland Hotel.



AFTER HOURS

At the East Chicago Terminal of Products Pipe Line the office staff celebrated the year-end with a Christmas party. A grab-bag was the feature of the occasion.

The Shell Southerners Club of the Atlanta Marketing Division held an old-fashioned southern rib barbecue at a clubhouse on the outskirts of Atlanta. Ollie Minor was chief barbecuer and reports that eating was the principal entertainment. Buck Wadlow, Division Manager, (on far side of net) played Dick Armsbury a game of ping-pong as the "athletic" feature.



Feature of the Head Office Service Award luncheon was the fish-bowl drawing for special "prizes." Merv Nabors (Lubricants) seems pleased with his reward . . . a very much alive turkey.

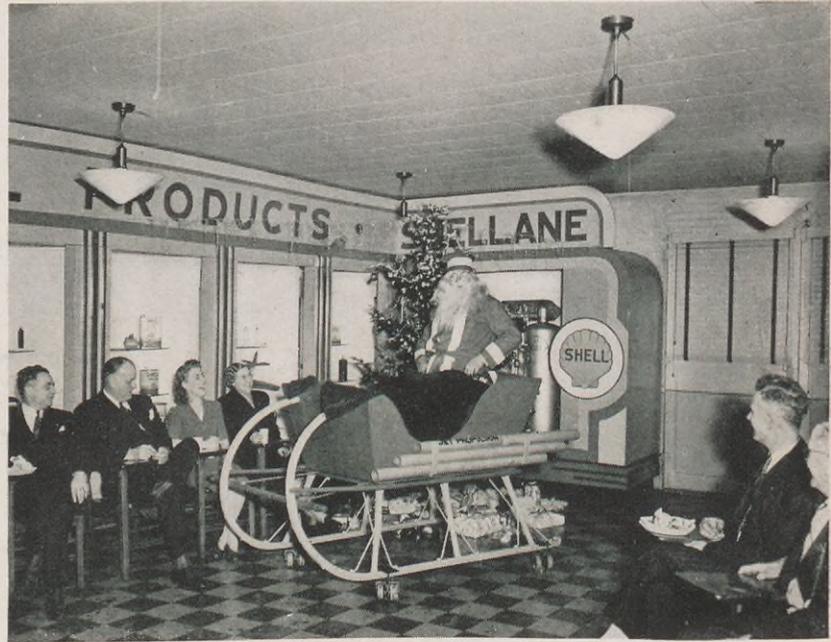


Boston Marketing Division employees join in singing Christmas Carols at their pre-Christmas gathering.





The Baltimore Marketing Division held two service award banquets, one in Baltimore and the other at Charlotte, North Carolina. This group consists of employees in North and South Carolina who have had more than 10 years service with the Company.



The Indianapolis Marketing Division's Christmas party featured a modern Santa Claus who came in a jet-propelled sleigh.

Employees of the Detroit Marketing Division office held their annual Christmas party in the Division office. One of the most popular attractions was the Bingo game.





Wood River Refinery had many Christmas parties for its thousands of employees. Main Office workers (left) celebrated with R. C. Roberts, Refinery Manager, (seated in swivel chair) while the Storehouse employees (right) gathered in another section of the refinery.



The Mid-Continent Area had several year-end parties. The Shell Employees' Association had its annual Christmas dance at the Mayo Hotel in Tulsa. On left is the Personnel-Industrial Relations group, while Treasury Department employees are on the right.



Norco Refinery kept its tradition of having St. Nick reward the good children. Here is a birds-eye view of some of the many who came to see Santa Claus in person.

ROUND THE REFINERIES, AREAS, AND DIVISIONS

*Wood River Refinery's Welding and Automotive Departments Complete One Million Manhours Each
Without a Disabling Injury*

by Tanner Smith, Wood River Refinery



The Automotive (top) and Welding (bottom) Departments last year, on November 13th and 16th respectively, completed one million manhours without a single disabling injury. This represents a period of five years and one day for the Automotive Department, and three years and 286 days for the Welding Department.

On four occasions in the past, other departments (Car, Compounding and Shipping, Cracking, and Dispatching) at Wood Rver have passed the million hour non-disabling period, but this is the first time in the refinery's history that an individual craft, such as the Welders, has reached this coveted goal. Earlier this year the Engineering Field Pipefitters just missed reaching the mark, hitting 987,000 hours before suffering an injury. The Welding Department's success is all the more remarkable when one considers the potential hazard of working with fire continually on all types of equipment in various parts of a refinery where the product is of such a volatile nature.

The safety consciousness on the part of supervisors and the detailed preparation to make the job safe have played a part in this record, but the major contributing factor has been that the Welders and their helpers are extremely safety conscious. They have complied strictly with the instructions given them and have been ever alert to any new hazards which might occur during the course of their work.

The employees of the Automotive Department have done an outstanding job, too. For five years they have been operating or working on trucks, cars, tractors, cranes, welding machines, dock pumps, scooters, etc. . . . a total of approximately 260 pieces of equipment, and have driven a combined total of approximately four million miles without disabling themselves, without hitting or injuring anyone else, and without suffering a major collision of any sort. And remember . . . this includes driving in rain, sleet, snow, mud and fog . . . under any and all conditions.

The entire refinery set a new safety record for the fourth time during the last year. The new record—1,665,800 manhours worked without disabling injury—was for the period from September 25th to December 2nd.



One of the outstanding citizens of Indianapolis is Shell's Marketing Division Manager, J. G. Sinclair. He has recently been elected to the Board of Directors of the Marion County (Indiana) United War and Community Fund to serve for 1945 and subsequent years. During 1944 Sinclair spearheaded the drive for subscriptions in the Mercantile Division which exceeded its quota.

For the past two years he has been on the Board of Directors of the Indiana State Chamber of Commerce. Leading industrialists, bankers, and merchants from all parts of the state are members of the Chamber and work together for the betterment of national and state affairs. The group has the largest membership of any of its kind in the country.

The Office of Price Administration has appointed him chairman of the State O.P.A. Petroleum Committee, whose membership consists of executives of oil companies.

In addition to those activities, Sinclair has found time to devote to the furtherance of the Boy Scouts of America. He is on their state board of directors and has associated with the state governor. The Office of Price Boy Scout organization in Indiana. In this work he was associated with the state governor.



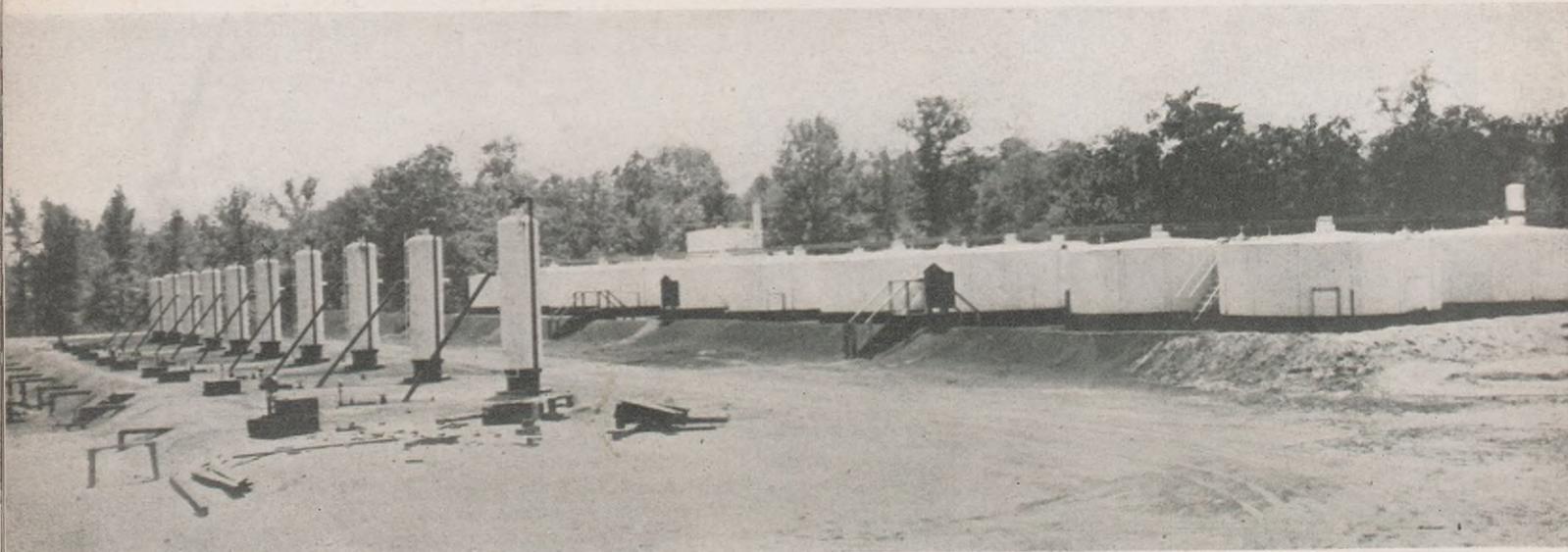
Shell's Texas-Gulf Area office in Houston was the first oil company and the first major organization to go over the top in Harris County (Texas). The mark was reached before the drive actually began. Shell's chairman, Guy W. Lynch, reported 122 per cent of the quota filled on the Friday before the 6th War Loan Drive started. Ninety-one percent of the Area's employees participated. By the end of the campaign the percentage had reached 150.9. The best record was that of the Drafting-Surveying Division, which turned in 270 per cent of its quota, with every member participating.

The Company as a whole tied its previous high mark during the month of December with 10.6 of the payroll subscribed for War Bond purchases. The Atlanta Marketing Division topped the entire list with 16.1. Shell Pipe Line Corp. went over the top in the Harris County drive shortly after Shell Oil.

Above, Shell team captains smile proudly as Chairman Guy Lynch reads a telegram of congratulations from Alexander Fraser.

Left to right, are Estella Brown of Treasury; S. S. Tharp of Land; Audra Kent of Crude Oil; W. L. Wilgus of South Texas Production; J. W. Walker of Administrative; Lynch; Virginia Taylor of Production; G. W. Herzog of Land Drafting-Surveying; R. L. Gilley of Legal; Faye Crider of Treasury; and M. O. Gibson of Exploration.





The central tank battery at Quitman (Texas) in the Texas-Gulf Area is an example of the effort of Shell men in the field to conserve manpower and critical war materials. At this single location are assembled the several tank batteries which serve ten separate leases. Central tank batteries are not uncommon in towns or other congested areas, but at Quitman a unique problem presented itself. The difficulty arose from wartime scarcity of materials, manpower, and a forty-acre spacing program.

Actually the central tank battery shown above is not a common battery but a group of ten, each lease having two separate flow tanks and a gas separator. In this particular group 240 royalty owners are involved.



The purchaser of the largest War Bond in the New York Marketing Division during the 6th War Loan Drive was Norman McKay, who works at the Newtown Creek Depot in Brooklyn. Fireman-engineer McKay purchased an extra \$1000 bond. Each month 10% of his salary goes into the purchase of bonds; four of his sons are serving in the armed forces. Mr. McKay (right) receives his bond from a Treasury official.

WITH THE COLORS



Lt. Joseph B. Toth, Wood River Refinery Control Laboratory, was killed in action in France on November 24th, 1944. Lt. Toth was one of the first Wood River employees inducted when he left for the Army on January 22, 1941. He received his basic training at Fort Ord, California, and then was sent to Dutch Harbor, Alaska. While there he was selected for officers' training and entered school at Fort Benning, Georgia. Lt. Toth visited the refinery while he was on furlough last May. He was sent overseas shortly thereafter.



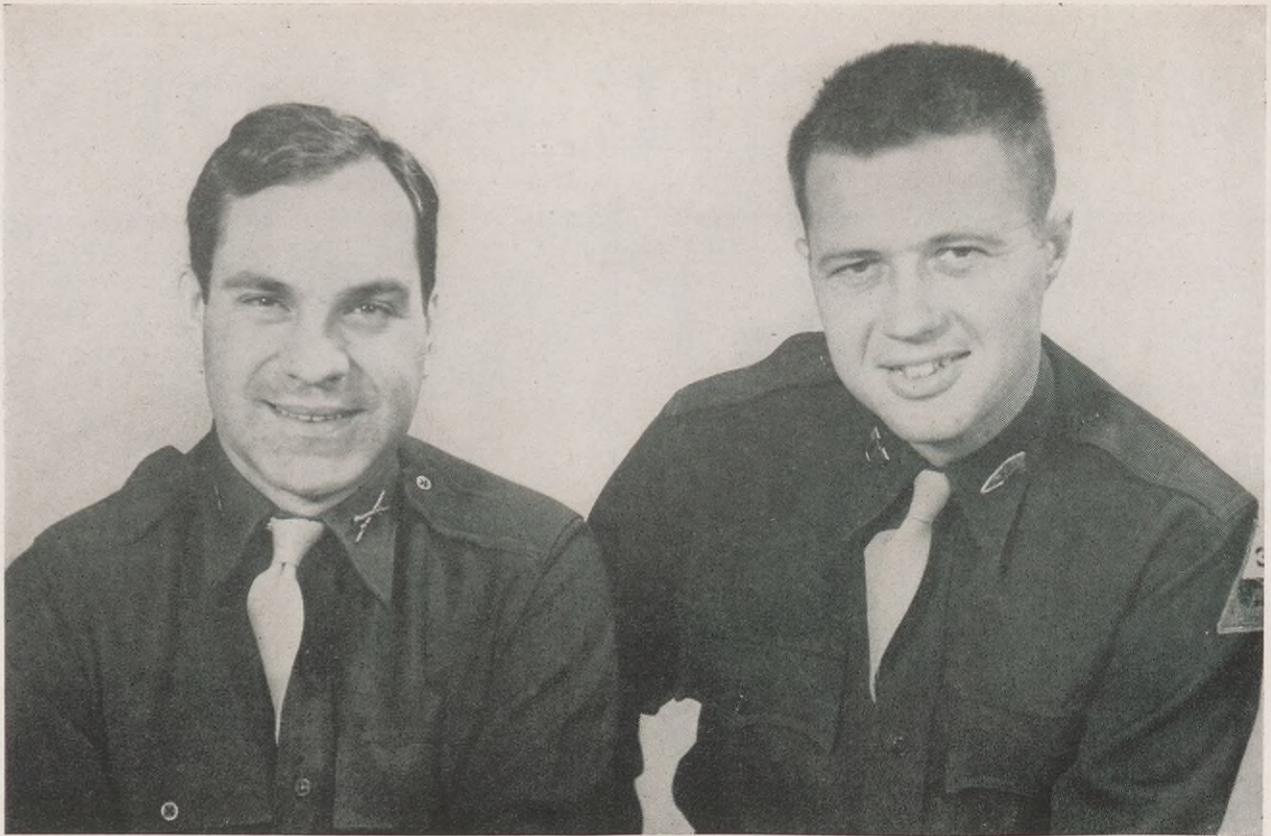
Pfc. H. A. Goldenstein, St. Louis Marketing Division, was killed in action in Germany on October 22nd, 1944. Private Goldenstein was employed from November, 1941, until January 16th of last year, when he went on military leave of absence. He took his basic infantry training at Camp Wheeler, Georgia, then took further training at Camp Van Dorn, Mississippi. Since going overseas in August he saw action in France, Belgium and Germany.



Flight Officer Tommy Jones, Houston Refinery Control Laboratory, is missing in action over Austria. F/O Jones' plane was seen to collide with another in mid-air over eastern Germany, and all members parachuted to earth. He had been overseas since August and was flying as a bombardier on an Italian-based Fortress.



Private L. M. Vestute, Boston Marketing Division, was wounded in action in Germany on November 30th. He is resting in a hospital somewhere in France and is expecting to return to action shortly.



Two Shell men, both of them Army captains, are at McClosky General Hospital in Temple, Texas, recovering from wounds received in France. Captain James E. Wilson, Texas-Gulf Area geologist (right) was an intelligence officer with a Third Armored Division battalion, while Captain Charles E. Nadeau, Texas-Gulf Area Legal Department, was with the Ninetieth Infantry Division. Captain Nadeau reports that the trip to England across the channel was his worst experience of the war; it took his LST sixty hours to make the crossing. (Photograph by U. S. Army Signal Corps.)



Sgt. Leland J. Kennedy, Wood River Refinery Treating Department, was injured in an accident in France and is now hospitalized in England. Sgt. Kennedy suffered a broken jaw and arm. He is in the Supply Branch of the Corps of Engineers, and has been overseas since April, 1944.



S/Sgt. William F. Wade, Wood River Cracking Department, was recently awarded the Distinguished Flying Cross for outstanding achievement and courage in battle. Sgt. Wade is a Tail Gunner on a Fortress attached to the 8th Air Force. He has flown close to 30,000 miles in hammering enemy targets on over 30 missions.



Ensign Harold F. Metzger, Wood River Refinery Main Office, was credited, according to the Associated Press, with shooting down the first Jap fighter plane over Manila Bay during the recent invasion. Ensign Metzger entered the Navy in September, 1942, and was graduated from the Navy Training Center at Corpus Christi, Texas. This was his first combat mission.



Pvt. William F. Griffin, Atlanta Marketing Division, now stationed in Italy, is a member of the 97th Bomber Group. Pvt. Griffin's company was awarded a Presidential Citation for outstanding performance against the enemy.



Capt. Lee Hirshfeld, New Orleans Area Manager for the Atlanta Marketing Division, is with the Marines in the South Pacific.



S/Sgt. Ray T. Oliver, Products Pipe Line, Zionsville, Indiana, Depot, has received the Presidential Citation along with other members of his Regiment.



Lt. (jg) V. F. Ciaverelli, Head Office Sales Service, is now "somewhere in the South Pacific."



JOHN W. PEGG



R. N. DUNCAN



E. C. REECE

• • PEOPLE IN

JOHN W. PEGG has been appointed Manager of the Head Office Legal Department. He is a graduate of the Missouri University School of Law and for four years after leaving college served as law clerk to Judge Kimbrough Stone, Presiding Judge of the United States Court of Appeals for the 8th Circuit. Subsequently, he practiced law in Missouri until 1937 when he came with the Company in St. Louis. In 1940 Pegg was transferred to the Legal Department in New York.

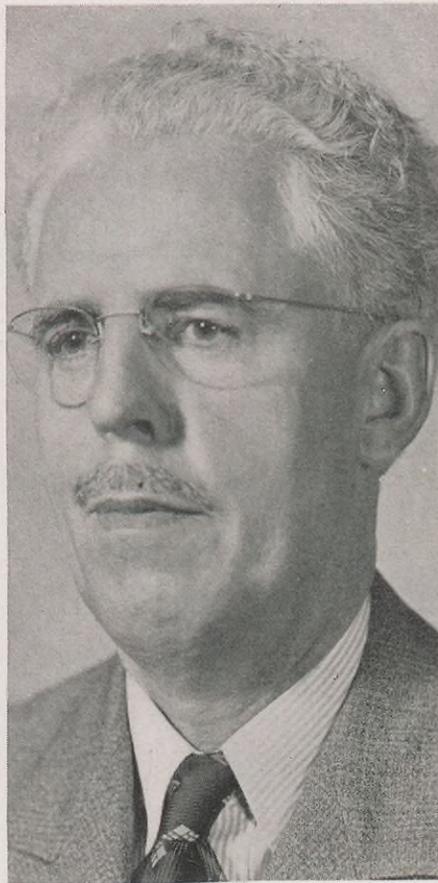
two years later was appointed Senior Clerk in the Manufacturing Department at Head Office in St. Louis. In 1938 Duncan became Head Supply and Statistical Clerk in the T. & S. Supply Department and in 1940 came to New York in that same capacity. He later became Assistant Manager of the Department in charge of the Mid-Continent Area section which position he retained until his present appointment.

• • •
R. N. DUNCAN has been appointed Acting Manager of the Supplies Department of T. & S. Duncan came with the Company in 1927 as a Clerk in the Cracking Department at the old East Chicago Refinery. In 1933 he became Head Yield Clerk in the Main Office at that refinery and

• • •
E. C. REECE has been named Superintendent of the newly established Wasson-Hobbs Division of Shell Pipe Line Corporation's Texas-Gulf Area. The new division includes operations in Lea County, New Mexico as well as those in the Wasson Field. Reece came with Shell Pipe Line in



T. V. VENATOR



A. F. TERRILL



C. P. WILSON

THE NEWS

April, 1928, and was for four years District Foreman. He was Acting Division Superintendent at Healdton, Oklahoma, for a year and more recently has been a Supervisor-Counselor in the Personnel Department.

A. F. TERRILL has succeeded Venator as Superintendent of Shell Pipe Line's East Texas Division. He came with Shell in 1920 and has served in various supervisory capacities since 1925; among his assignments were two years as Supervisory Conference Leader, one and a half years as Assistant Personnel Manager and a year as Assistant to the Superintendent of the Texas-Gulf Area.

T. V. VENATOR has been appointed Texas-Gulf Area Construction Supervisor. He had previously been Superintendent of the East Texas Division of Shell Pipe Line. Venator has been a maintenance, construction, and operating supervisor throughout his eighteen years with Shell and was, from April, 1939, to August, 1942, in charge of Shell Oil Company's crude gathering system in Louisiana.

C. P. WILSON has been named Superintendent of Shell Pipe Line's Healdton Division. Wilson has been a Shell Supervisor for more than eighteen years, including thirteen with the Shell Group's affiliate in Mexico. During the past two years Wilson has been Foreman in the Baytown District of the Bayou Pipe Line System.

SERVICE BIRTHDAYS

... TWENTY-FIVE YEARS ...



J. L. BRYANT
Production
Mid-Continent Area



E. L. HALBERT
Purchasing
Chicago Marketing Division



L. P. FRILOUX
Engineering
Norco Refinery



D. R. PITTS
Treasury
Head Office
(January)



G. G. ROCHELLE
Engineering
Norco Refinery



P. E. TREPAGNIER
Cracking
Norco Refinery



J. W. UNTERBRINK
Car
Wood River Refinery

T W E N T Y Y E A R S



D. D. BITTLE
Production
Mid-Continent Area



T. E. CLOSE
Engineering
Wood River Refinery



G. W. CRAWLEY
Shell Pipe Line Corp.
Texas-Gulf Area

E. A. DIERDORFF
Shell Pipe Line Corp.
Texas-Gulf Area



O. R. FORCADE
Engineering
Wood River Refinery

E. A. HILL
Shell Pipe Line Corp.
Mid-Continent Area

F. A. HURST
Production
Mid-Continent Area



L. W. JONES
Loading
Wood River Refinery



D. M. MEYER
Operations
Cleveland Mktg. Div.

J. C. PURCELL
Production
Mid-Continent Area



J. F. REESE
Operations
St. Louis Mktg. Div.



E. G. ROBINSON
Exploration
Texas-Gulf Area

C. C. STAMPS
Shell Pipe Line Corp.
Mid-Continent Area



F. H. SAWYER
Toluene
Wood River Refinery



H. E. THOMPSON
Engineering
Wood River Refinery



A. F. VAN EVERDINGEN
Production
Texas-Gulf Area



H. B. VANDAGRIFF
Production
Mid-Continent Area



R. M. WASHBURN
Exploration
Texas-Gulf Area



J. W. WHITING
Production
Texas-Gulf Area

HEAD OFFICE

15 years

H. E. DAVIS	MARKETING
F. L. GODDARD	TREASURY
MISS T. F. HENSIEK	MARKETING
W. P. HODGMAN	TREASURY
MISS C. E. HOFFMAN	MARKETING
R. R. RIPLEY	PERSONNEL (mil. leave)
C. E. SMITH	PERSONNEL (mil. leave)

10 years

J. B. BRADSHAW	PURCHASING-STORES (mil. leave)
W. H. EATON, JR.	MARKETING (mil. leave)
W. H. JAEGER	MARKETING

SHELL PIPE LINE CORPORATION

15 years

A. F. CARR	WEST TEXAS AREA
W. C. HARDY	MID-CONTINENT AREA
O. D. SMITH	WEST TEXAS AREA

10 years

J. M. FOSTER	WEST TEXAS AREA
F. C. MOTTERT	MID-CONTINENT AREA (mil. leave)
E. C. NIX, JR.	MID-CONTINENT AREA

TEXAS-GULF AREA

15 years

C. L. DAHN	TREASURY
L. P. HAYS	PRODUCTION
B. HEARN	LAND
B. L. SIMMERS	PRODUCTION

10 years

H. J. DAIGLE	PRODUCTION
O. H. EARLE	PRODUCTION
R. W. FOSSON	PRODUCTION
C. HERRING	PRODUCTION (mil. leave)
F. L. HESTER	EXPLORATION
L. M. RAMSEY	PRODUCTION
W. R. THOMAS	PRODUCTION
H. D. WAITS	PRODUCTION
D. N. WARNIX	PRODUCTION
T. O. WHALEY	PRODUCTION

MID-CONTINENT AREA

15 years

A. P. BEAUCHAMP	PRODUCTION
G. A. KLAGES	TREASURY
W. BOW CAMPBELL	PRODUCTION
W. P. WOOD	PRODUCTION

10 years

H. L. CUNNINGHAM	PRODUCTION
H. C. IMAN	PRODUCTION
W. E. SAWDEY	PRODUCTION
J. E. GUMM	PRODUCTION
W. J. WATSON	PRODUCTION
A. H. ALLEN	PRODUCTION
W. I. BOSTWICK	PRODUCTION (mil. leave)

WOOD RIVER REFINERY

15 years

E. K. BRACHT	ENGINEERING
R. J. GALLMAN	LUBE
J. L. HALL	ENGINEERING
W. F. LASH	TREATING
N. D. McALISTER	ENGINEERING
T. D. McPIKE	CRACKING
S. W. MORAN	ALKYLATION

10 years
 E. C. BOHART ENGINEERING
 L. CRYSTAL AUTOMOTIVE
 G. DERICKSON ENGINEERING
 W. H. HALBE ENGINEERING
 H. E. RAGUS GAS
 L. L. SCHILL ENGINEERING
 E. ACUNA-ESKILDSEN EXPERIMENTAL LAB.

HOUSTON REFINERY

15 years
 J. A. CARMENA GAS
 H. H. COX TREATING
 J. T. GRIFFIN CONTROL LAB.
 H. H. HALL DISPATCHING
 J. E. STOWERS, JR. BOILERHOUSE

10 years
 C. D. CARNES ENGINEERING
 L. A. GRUBER (mil. leave) CRACKING
 O. C. HICKMAN CRACKING
 C. W. MURRELL ENGINEERING
 H. L. PITRE CONTROL LAB.
 L. J. REYMOND MAIN OFFICE

NORCO REFINERY

15 years
 A. L. SMITH ENGINEERING
 A. S. LAURENT ENGINEERING

10 years
 H. C. MAURIN (mil. service) LABORATORY

SEWAREN PLANT

15 years
 H. V. LE BOUVREAU ADMINISTRATIVE

10 years
 H. W. MAWBEY COMPOUND

PRODUCTS PIPE LINE DEPARTMENT

15 years
 H. E. HACKLEY TERMINAL
 G. E. JONES TERMINAL

10 years
 J. L. THOMPSON PUMP STATION

ALBANY MARKETING DIVISION

15 years
 F. G. DIEHL OPERATIONS
 H. W. RYDER SALES

10 years
 F. M. WHITE SALES

ATLANTA MARKETING DIVISION

15 years
 H. P. MELTON SALES
 L. F. WIEGANDT OPERATIONS

BALTIMORE MARKETING DIVISION

15 years
 J. A. HENZLER SALES
 C. W. HUTTE TREASURY

A. T. LAX SALES
 J. A. LOWRY SALES
 J. M. MEYERS OPERATIONS
 W. N. WOOD SALES

BOSTON MARKETING DIVISION

15 years
 W. FREDETTE PURCHASING-STORES
 R. W. GRAY TREASURY
 R. KNOX OPERATIONS
 A. E. LANDER SALES
 W. E. COLLINGE SALES
 M. J. CONROY OPERATIONS
 H. J. COURAGE OPERATIONS
 J. G. HOLLAND OPERATIONS
 J. J. O'BRIEN OPERATIONS

10 years
 W. R. RAY (mil. leave) OPERATIONS

CHICAGO MARKETING DIVISION

15 years
 G. V. BORTNER SALES
 J. J. WALSH OPERATIONS

CLEVELAND MARKETING DIVISION

15 years
 W. SETTLES SALES
 R. J. BREWSTER SALES

DETROIT MARKETING DIVISION

15 years
 D. STORM OPERATIONS
 10 years
 V. STOREY SALES

INDIANAPOLIS MARKETING DIVISION

15 years
 G. B. RUSSELL MARKETING-SERVICE
 10 years
 W. F. WASSMER OPERATIONS

MINNEAPOLIS MARKETING DIVISION

15 years
 W. G. PRECOBB TREASURY
 R. L. TOBIAS SHELLANE

NEW YORK MARKETING DIVISION

15 years
 G. A. BYRD MARKETING
 W. M. COAN OPERATIONS
 J. A. GAAL OPERATIONS

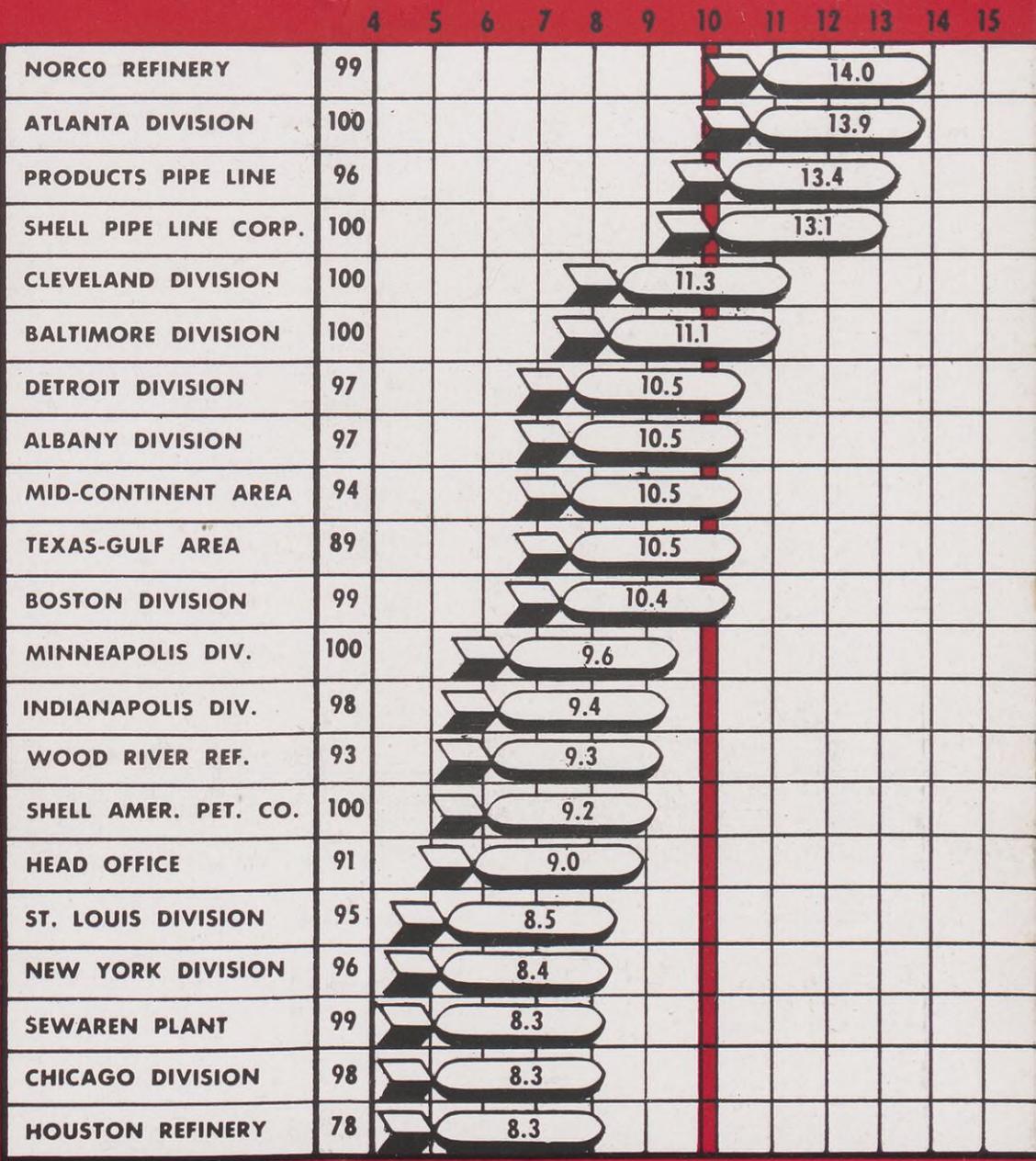
ST. LOUIS MARKETING DIVISION

15 years
 R. R. CLARK PURCHASING-STORES
 J. S. DENVIR (mil. leave) SALES
 H. F. MOSS SALES
 R. O. SLATTERY (mil. leave) SALES

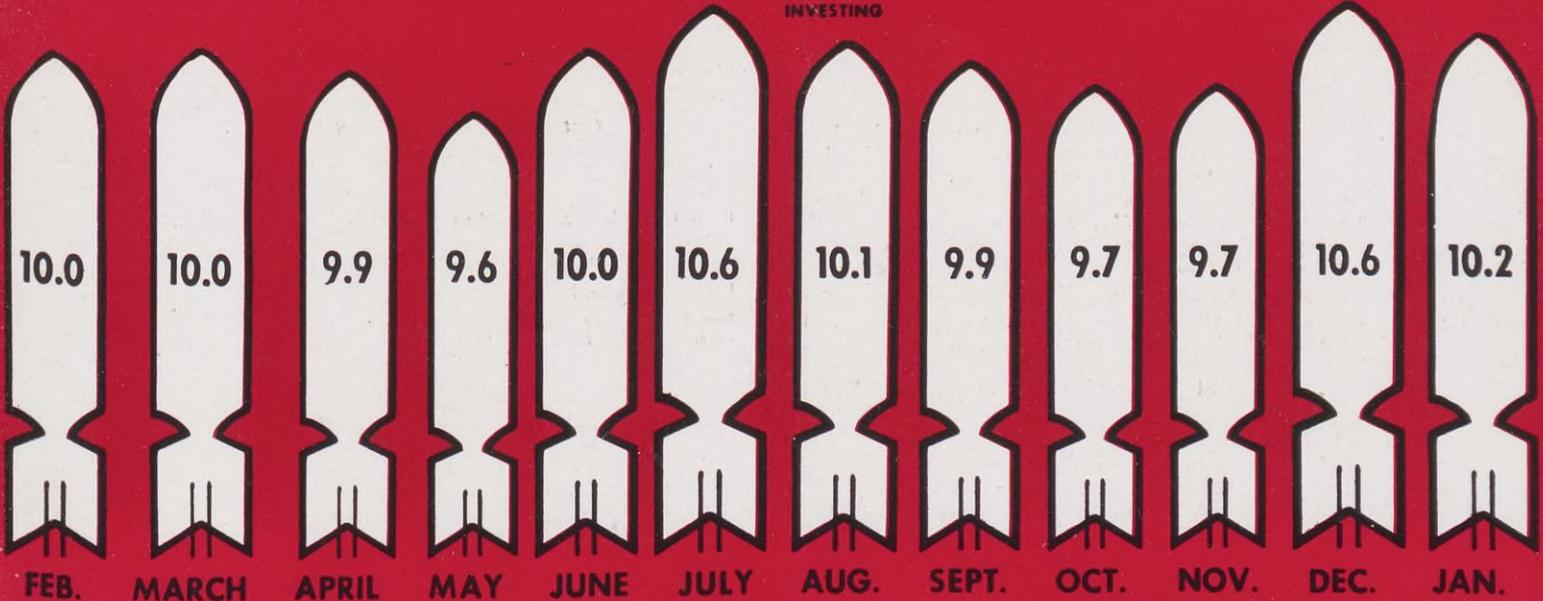
WAR BOND CHART

JANUARY 1945

CUMULATIVE PURCHASES OF WAR BONDS UNDER THE PAYROLL SAVING PLAN HAVE BEEN **\$9,651,948.00**



PERCENTAGE OF EMPLOYEES INVESTING PERCENTAGE OF EMPLOYEES' PAYROLL



AVERAGE OF PAYROLL SUBSCRIPTION OF ABOVE AFFILIATED SHELL COMPANIES

SHELL OIL COMPANY
INCORPORATED
50 West 50th Street
NEW YORK 20, N. Y.

RETURN POSTAGE GUARANTEED

Mrs Julia E Parsons
2820 Glasgow St
St Louis Mo

Sec. 652 P. L. & R.
U. S. POSTAGE
PAID
New York, N. Y.
Permit No. 1101



Diary of a Frontier Wife

"In a jiffy I had breakfast under way on my beautiful new gas range—coffee perking, toast browning, bacon sizzling. What a cheerful start it gave us this zero morning!"

SHE LIVES ON A LONELY RANCH. The coyotes howl at night. The wind has an unbroken sweep of hundreds of miles. But a gas range! That makes a different picture . . .

Yes, "rugged living" out beyond the gas mains—and that means in some big city suburbs, as well as on farms and ranches—is softened and tempered where Shell distributors deliver Shellane, gas in steel cylinders.

BOILING POINT 45° BELOW ZERO—Shellane, a petroleum gas product of Shell refineries, is compressed to a liquid and forced into steel cylinders, which are delivered to the consumer. At any temperature down to 45° below zero, when the pressure in the cylinder is eased by "turning on the gas," the liquid begins to boil.

Like boiling water changing to steam, boiling Shellane changes to gas. Piped to your range or hot water heater from the cylinder installed outside your house, it responds precisely like "city gas" when you light a burner. It burns with the same intense flame—smokeless, sootless, odorless, hot . . . Piped to your gas refrigerator, it creates cold storage and ice cubes.

Distribution of Shellane is limited by transportation and servicing facilities. Where available, Shellane is another important civilizing influence that stems from petroleum science.

Out of petroleum, PLUS IDEAS— finer motor fuels and lubricants

Speedy, flexible transportation is still the *greatest* civilizing factor—the family car which links the "frontier" home, and almost every home, with churches, schools, markets, theatres.

Wartime research ideas of Shell scientists are being translated into finer fuels and lubricants for the family car, ready when the word comes!

For distinguished service—Shell's Martinez and Wood River Refineries have been awarded the Army-Navy "E"



*Horizons widen
through
Shell Research*

© 1949, SHELL OIL COMPANY, INCORPORATED

**Leaders In Industry Rely On
SHELL INDUSTRIAL LUBRICANTS**