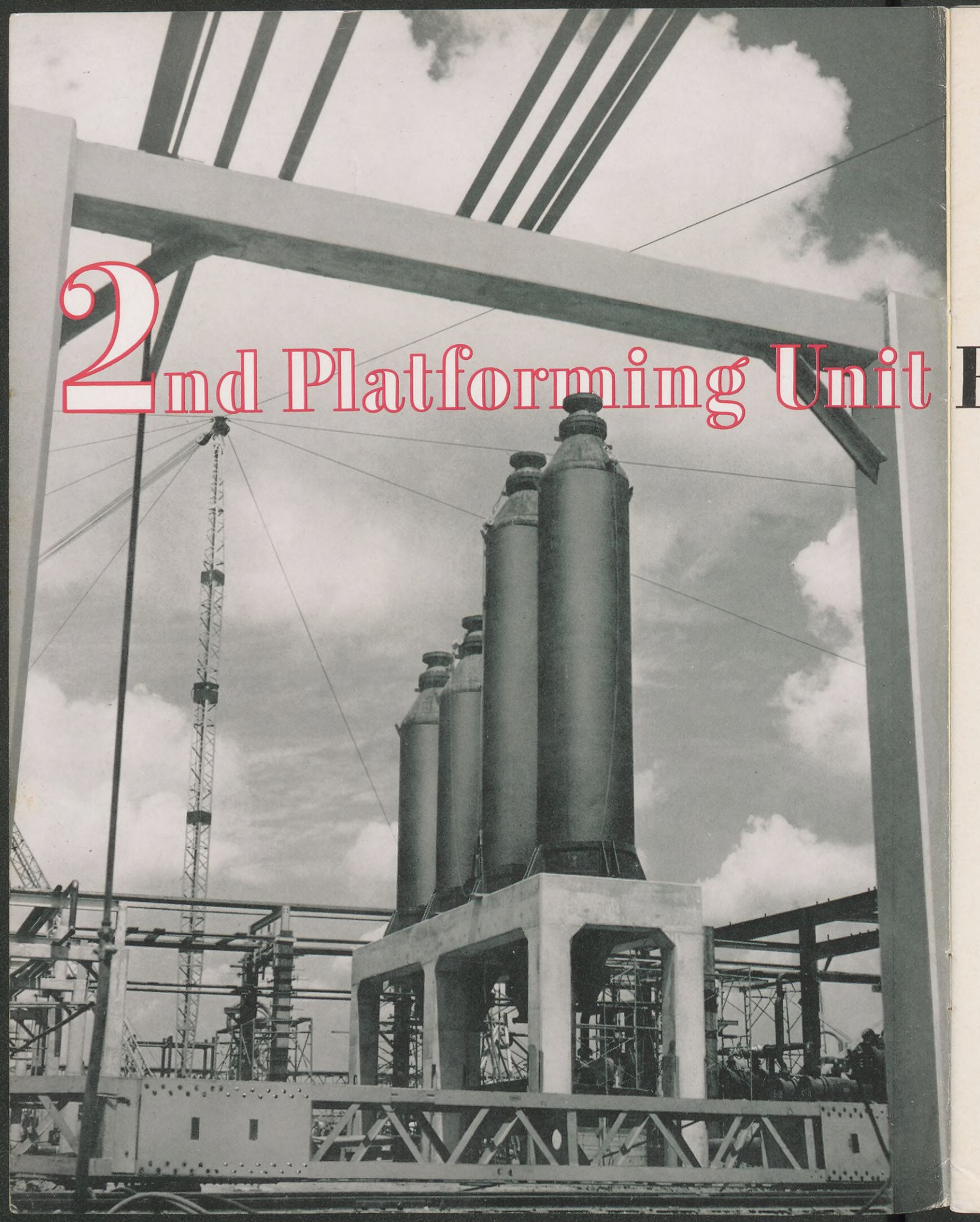




# 2nd Platforming Unit



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

Employee Publications Department  
New York, N. Y.

## New Unit To Add 16,000 Barrels A Day To Refinery's Output of High Octane Gasoline

**A** NEW "platforming" unit to be constructed at the Wood River Refinery and scheduled for completion in 1954, will increase the Refinery's output of high octane gasoline by 16,000 barrels a day. It will be the fourth Shell refinery unit to use "platforming"—

# For Wood River

a process in which desired chemical reactions take place in the presence of a catalyst containing platinum. The term "platforming" is derived from *platinum*, the catalyst, and *reforming*, the chemical reaction. Important advantages of the platinum catalyst are (1) it speeds up the necessary reaction and (2) it can be used for both the isomerization and dehydrogenation processes . . . combining functions formerly requiring two different catalysts.

The first of Shell's platforming units is also at Wood River and went on stream last year. This unit manufactures toluene and xylene, products which are used in the manufacture of aviation gasoline and explosives and other products essential to national defense.

Another platforming unit is in operation at the Wilmington Refinery and manufactures benzene. Benzene is in great demand for the manufacture of synthetic rubber, nylon, detergents, plastics and many other products. Prior to 1951 benzene was obtainable only as a by-product of soft coal conversion to coke. A Shell developed process for the manufacture of benzene from petroleum promises to alleviate the shortage of this vital material. This Shell process is used in the unit at Wilmington.

The third platforming unit is now nearing completion at the Houston Refinery. It will manufacture more than 1200 barrels daily of benzene and 2400 barrels daily of toluene when it goes into production at the end of 1952. The Houston unit will also use the Shell developed process for the manufacture of benzene.

The four platforming units constitute one of the most important factors in Shell Oil Company's over-all refinery expansion program which, when completed at the end of 1954, will increase the Company's refinery throughput capacity by 100,000 barrels a day.

The platforming unit to be constructed at the Wood River Refinery will be similar to the platforming unit shown at left which is nearing completion at the Houston Refinery. The pipe rack frames the four high pressure reactors which will contain the platinum catalyst when finished.

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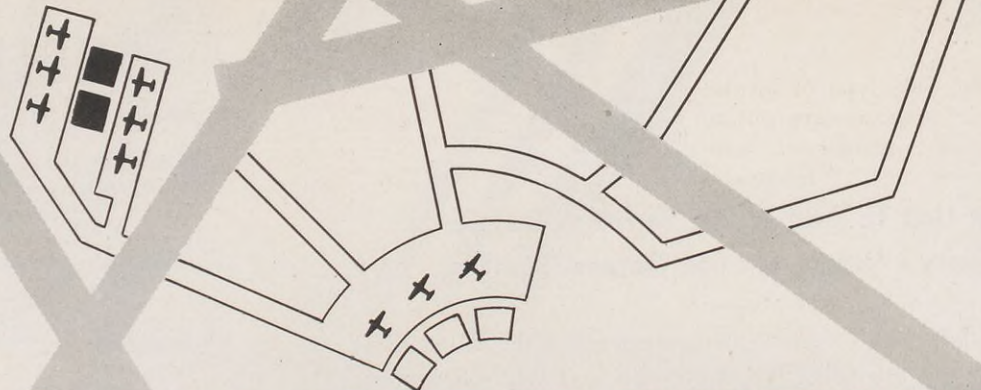
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### VOTE

Election Day gives each of us a chance to translate words and opinions into action. The cover of this month's SHELL NEWS is a reminder of the right which every citizen may exercise on November 4.



# THE DOOLITTLE REPORT

A Fact-Finding Commission, Which Includes Two  
Aviation Experts Connected With Shell, Reviews

Safety and Noise Problems at U. S. Airports

IN the short span of fifty years since the invention of the airplane, aviation has become essential to our national defense and indispensable to our national economy. Although only a fraction of our total population is directly engaged in design, manufacture or operation of aircraft, every citizen is an indirect beneficiary."

These are the words of the President's Airport Commission, which this year made an intensive study of means for safeguarding the lives of people living in the vicinity of airports and for alleviating, as far as possible, the disturbances that arise from the operation of aircraft. Earlier in the year public satisfaction with the benefits of modern aviation went down for a crash landing when a sequence of tragic accidents aroused the fears of many Americans that aircraft represent a serious hazard to ground-dwellers. The fact that two major crashes were confined, by coincidence, to one New Jersey community not only accentuated the fears, but led to the establishment of the three-man President's Airport Commission to look into the problem.

As chairman of the Commission, President Truman named Lt. General James H. Doolittle, long a leader in aviation circles and a Vice President and Director of Shell Oil Company. The other two named were Dr. Jerome

C. Hunsaker, head of the Department of Aeronautical Engineering at Massachusetts Institute of Technology and also a Director of Shell Oil Company, and Charles F. Horne, the Administrator of Civil Aeronautics.

Over a three-month period the Commission, assisted by a staff of investigators, examined records and consulted with numerous individuals and organizations concerned with aviation and airport management. They collected, compiled and analyzed the opinions of 75 municipal governments on the past, present and future of the airports in their communities. They visited 30 major airports to confer with local authorities and see for themselves what problems and plans there were.

Broadly speaking, the conclusions and recommendations published by the Commission in its 116-page report classify the problems of airport location and operation under the general headings of danger to the public and nuisance to the public. On the question of danger the Commission is optimistic, pointing out that:

"Current improvements in equipment and operational procedures offer the possibility that accidents of all kinds can be further reduced. Accidents involving aircraft on airways and at air terminals should eventually fall well below rates now considered normal for other forms of commercial

transportation."

The report makes a number of recommendations for tighter control of aircraft near airports and for positive traffic control at busy terminals at all times. The Commission feels that no new airport should be planned without clear and, if possible, level areas at least a thousand feet wide and half a mile long beyond each end of the principal runways and that these areas should be incorporated within the boundaries of the airport. Making it definite that safety and noise abatement for the public is a two-way street, the Commission suggests that local authorities should prevent further use of land for public and residential buildings near the ends of existing runways. On the other hand, it is further suggested that the federal government commit no funds for new airport construction unless the state or other local authority gives reasonable assurance that the air approaches to the airport will be protected in accordance with the Commission's recommendations.

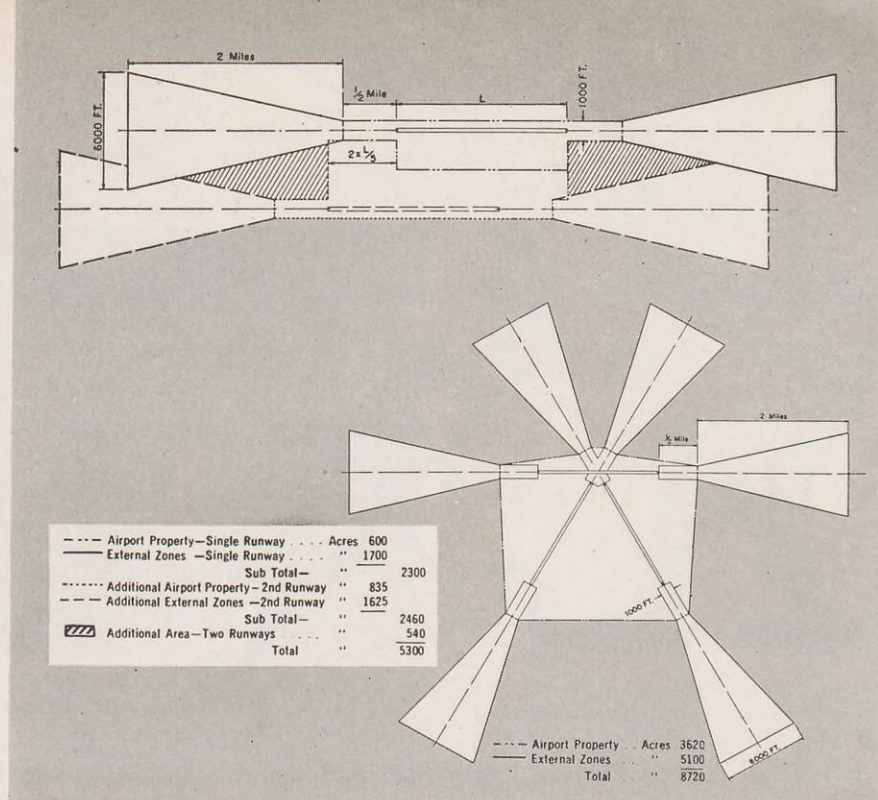
On the question of runway design it is the Commission's opinion that the early acceptance of single or parallel runways with approaches over relatively clear areas offers the most promising solution to many aspects of the airport problem. At present, a great deal of money is still being spent unnecessarily for "multiple intersect-

ing" runways. This type of airport design, which fans runways out in several directions, increases the runway-end hazard areas. The design also tends to be outmoded, the Commission states, because it places too much emphasis on the statistics of prevailing winds, which are of little consequence in a day of large aircraft equipped with tricycle landing gear.

The Commission takes a less optimistic view of the possibility of eliminating the nuisance factors and reducing noise, stating that although research is now under way the problems are technically difficult and no solutions are in sight. The report lays some of the blame for the nuisance value at the door of the aircraft industry.

"Aircraft designers and manufacturers," it says, "must also assume a share of the noise alleviating task. So far they have been concerned with noise levels inside the airplane. They should also strive to eliminate noise outside the airplane."

The Commission feels that the public is entitled to and should be given a clear explanation of necessary airport procedures. If this is accompanied by valid assurances that everything possible is being done to reduce hazard and noise, then some progress can be made toward calmer public acceptance of aeronautics as an essential element of our national economy. At least, the Commission considers, "reasonable people can be persuaded to tolerate some noise as a



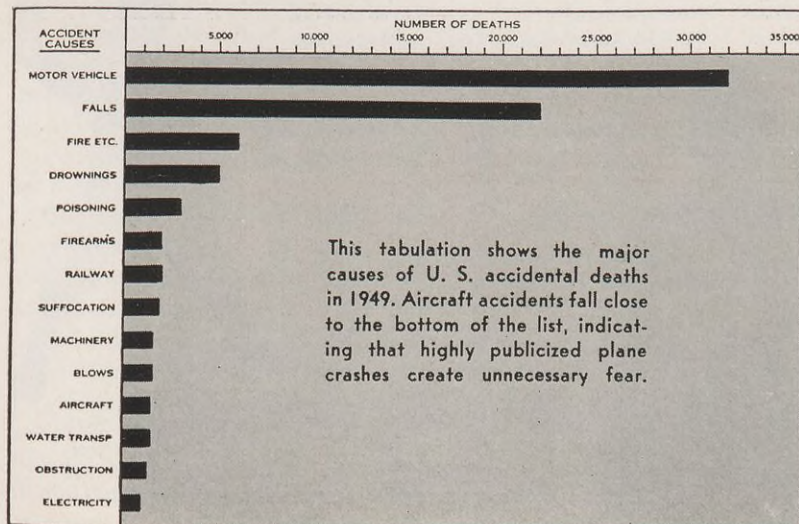
This diagram was submitted by the Commission to show the advantage of single or parallel runway design over "multiple intersecting" runways. Both patterns have the same runway end-zone protection, but the parallel pattern requires nearly 40 per cent less land.

part of the cost of living in this age of technology."

The report of the President's Airport Commission points out that aircraft accidents involving people and property on the ground in the vicinity of airports are remarkable for their rarity rather than their frequency when considered in relation to the tremendous volume of air traffic at major airports. But because of the headlines and notoriety which inevitably follow each accident, public attention is focused, not unnaturally,

upon it and the danger to dwellers in the vicinity of all airports tends to be exaggerated.

Meanwhile, it must be remembered, aviation is potentially one of the great social forces of our time. Commerce and banking, the Commission's report says, farming and industry, businesses large and small, and all the people whose livelihood depends upon communication and cooperation with others at a distance would suffer incalculable loss if the full use of navigable airspace were restricted.



This tabulation shows the major causes of U. S. accidental deaths in 1949. Aircraft accidents fall close to the bottom of the list, indicating that highly publicized plane crashes create unnecessary fear.

Commission Chairman Lt. General James H. Doolittle, seated right, discusses a recommendation with President Truman. Dr. Jerome C. Hunsaker is seated left and CAA Administrator Charles F. Horne stands behind him. Also standing are Maj. General Robert Landry, Presidential air aide, and S. Paul Johnston, Commission director.



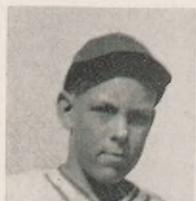


# small- fry baseball

Junior Players Learn Skill and Sportsmanship in the Nation's Little Leagues



Second Baseman Johnny Vishanoff is son of B. D. Vishanoff, New York Exploration and Production.



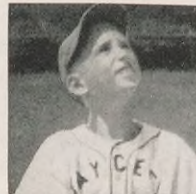
11-year-old Dan Nicwander (l.) and Merrit (r.), 9 years old, are sons of D. A. Nicwander of Shell's Elk City Plant. While vacationing in Wisconsin, they played baseball there.



Shortstop Joseph Friedman's father is a Shell Oil Co. Salesman in New Orleans.



Pitcher Dudley Berryhill, above, is son of Woodrow Berryhill, of the Tulsa Area Office.



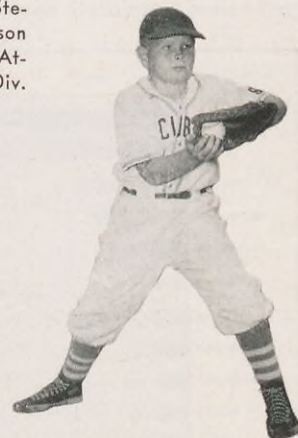
Third Baseman Stephen Bryant, is son of Forrest Bryant, Atlanta Marketing Div.



Andy, Jr., outfielder, above, is the son of Andy Gorechlad employed at the Sewaren Plant.



Johnny O'Dell, (l.), is one of many Shell sons in the Elk City, Okla., Little League.



First Baseman Rich Hunt's father is Gordon Hunt of the Sewaren Plant.



Bob Wasko, 12, a pitcher, shown above, talks over some of his problems with his father, Frank, of the Minneapolis Marketing Division.



Coach J. N. Vickers, Wilmington Refinery, discusses batting technique with an attentive audience, sons Donnie, left, and Jimmy.



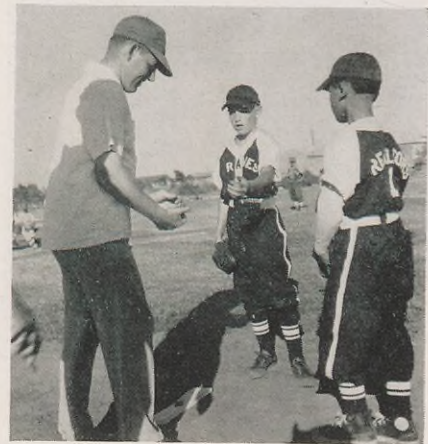
Bre Hancock, Jr., above, is son of a Sewaren employee. Ten sons of Sewaren employees play in the Woodbridge, N. J., Little League.



John M. Novotny, Wilmington Refinery, is vice president of the Calif. Little League organization. He's shown with son, Bob.



J. P. Shannon, Elk City Plant, puts a third of a team onto the field. They are above from left, sons Ralph, Jack and Dal Shannon.



Coach Don Beaudry, Midland Area, above left, confers with pitcher Charlie Tidwell, center, son of a Shell service station employee.

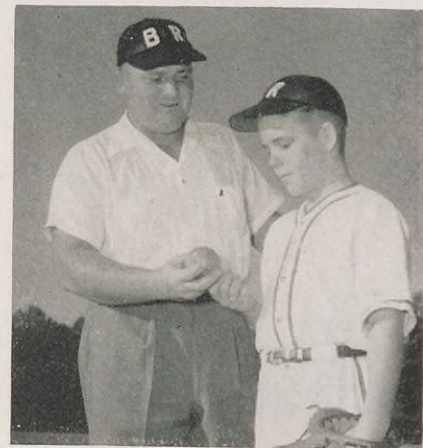
**B**ASEBALL fans start young in the United States. And almost overnight, the miniature rooters turn into players. It was with this fact in mind that Carl Stotz of Williamsport, Pa., organized Little League Baseball 14 years ago.

The Little League was begun for boys of 8 to 12 years of age who up to that time had to content themselves with pick-up sandlot games. The idea spread like wildfire until this year 1,800 organized leagues with more than 7,500 teams (of 15 players each) competed in 44 states, the Canal Zone, Hawaii, Alaska and Canada. The Little World Series, held annually at Williamsport in August, attracts crowds

of 10,000 and receives wide press and radio coverage.

Currently, other leagues are being organized to provide supervised baseball competition for youngsters: the Peewee League for boys from 8-10, the Pony League for the 13-14 group, and an organization called the Little Bigger League, also for the 13-14 age group. Mothers and fathers join in to coach and manage these league projects which help develop good sportsmanship as well as playing skill.

On these and the following pages are shown some of the many sons of Shell employees who, along with their parents, take an active part in organized small-fry baseball.



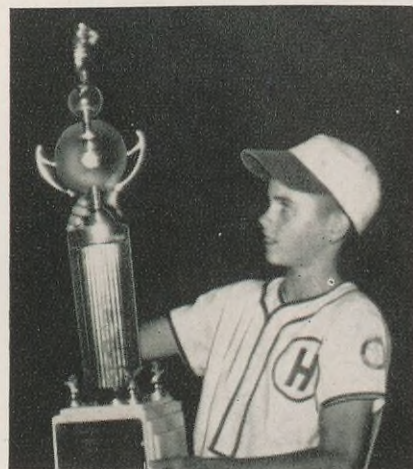
Little League Coach Carter Warriner, Jr., of the Baltimore Marketing Division, hands ball to his pitcher son, nicknamed "Stumpy."



Above, manager F. G. Hicks, left, and Coach Robert Harlocker, both of Shell's Wilmington Refinery, hold a mound conference with Hicks' pitcher son Martin and catcher Dean Welin, son of Glenn Welin, another Shell employee at the Refinery.



A Baltimore Division father-son combination is made up of Joe and Donald Meyers. Donald plays either first base or right field.



Gus, Jr., son of G. A. Koener, Midland Exploration and Production Area, holds championship team trophy won in San Antonio, Texas.



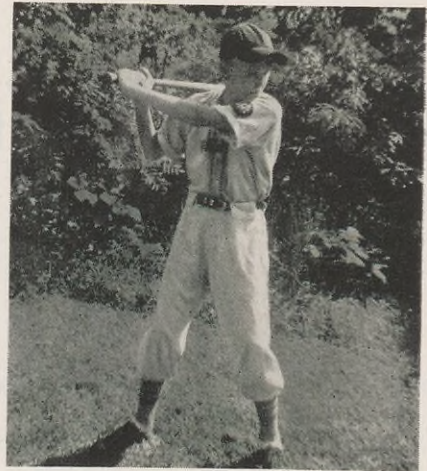
Manager Bill Hopson, District Gauger, at Conroe, Texas, with sons of Shell employees: 1st row, 2nd and 3rd from left, Jimmie Willis, Johnny Thornberry, outfielders; 2nd row, Owen Thornberry, outfielder, and Robert Brown, pitcher-infielder.



Above from left are Steve Roche, age 7, bat boy for the Battleships; Jim Durham, who is a utility man for the Wasps; Dick Garlick, who plays right field for the Rams, Jim Garlick, catcher for the Leathernecks. These baseball enthusiasts are sons of Shell men in Tulsa Exploration and Production Area.



Manager C. C. Williams, of the Sheridan Cycling Plant, is shown with his team which played in the Colorado County Little League. The following are sons of Shell employees at Sheridan: Front row from left, Charles Hadac, Lewis Botard, Mike Golasinski, Mike Sonntag, Bobby Tesch; back row 2nd from left, Tinker Murphy, W. Dupre, Hugo Helmcamp, and Williams' son, Carl.



Michael, who is the son of Head Office Assistant Manager, Auditing, D. I. Meriney, pitches and plays first base for the Hawks, a team in the Ramsey, N. J., Little League.



Above, Jackie Sampson, second baseman for the Reading, Mass., Detroit team appeared on Bump Hadley's WJZ-TV program. He is son of Earl Sampson, Boston Division Auditor.



A mother, above, the wife of H. F. Stanley, Shell employee at Bakersfield, Calif., discusses score with sons Norman, left, Roddy, right, and Bruce Armbruster, center.



Backyard sessions are common to baseball, as demonstrated above by Jim and Stanley Woogerd. Stanley is employed at Shell's Modesto Agricultural Laboratory in Calif.



The team managed by Charles E. Jordan, Foreman at the Wilmington Refinery, has maintained a fine record. His son, 6-year-old Mike, and Mrs. Jordan give loyal support.

### HOW LITTLE LEAGUE RULES DIFFER FROM STANDARD BASEBALL REGULATIONS

1. *Size of playing field:* Sixty feet between bases instead of 90 feet.  
 Forty-four feet four inches from pitcher's box to home plate instead of 60 feet six inches.  
 Home run fence on an arc 180 feet from home plate.
2. A regulation game is six innings; extra innings are allowed to break ties.
3. *Eligibility:* Ages 8-12 inclusive; boys who do not become 13 until August 1 are permitted to play during that season.
4. No pitcher is permitted to pitch more than nine innings each week; at least one day must elapse between pitching assignments.
5. A base runner may not attempt to steal until a pitched ball passes the batter.
6. A batter may not run on a dropped third strike.
7. Steel cleats on shoes are prohibited.
8. All batters must wear protective helmets when at the plate.

*Otherwise, standard baseball rules are in effect*

# Sit Down, You're Rocking The Tractor!

It Takes More Than Several Hundred Acres of Wind-Blown  
Water to Keep a Shell Surveying Party From Doing a Job

**W**HEN the Houston Area's Land Party No. 4 drew an assignment to survey a block of Shell leases near San Benito, Texas, they looked forward to the job with pleasure. It

was mid-winter, but San Benito lies in the southern tip of the United States in a balmy citrus-growing region. Tomatoes, lettuce and other vegetables are harvested all year round and tour-

High and dry, the instrument man takes a sight through his tractor-borne level while a second instrument man holds the transit steady in the strong wind blowing across the mud flats.



The rod man still had to slog it out in several inches of water, but wading boots helped. When the wind blew, as it did most of the time, it made walking slippery and difficult.

ists bask in the sun along the Gulf of Mexico coast in January.

What's more, the assignment seemed routine. Shell had taken leases on the Luttes Ranch and wanted the exterior boundaries of the ranch located to find how many acres there actually were in the leased area. The catch was that the original Mexican land grant had defined the eastern boundary of the ranch as "the shores of the Laguna Madre", a long protected bay that stretches south from Corpus Christi to Mexico. Instead of simply following in the footsteps of the original surveyor, Party No. 4 would have to deal with wind tides, lunar tides, overflows, and related subjects to establish a new boundary line.

It still seemed a routine job, because along most of the Texas coast there is a definite break or fall in the land as it submerges into the water. But when the Shell surveyors inspected the Luttes Ranch they discovered that several hundred acres of mud flats had been built up by tide, wind and shifting soil. In some places the flats were three miles wide. Since all this built up land was above the mean high tide, it perhaps belonged, according to Texas law, to the Luttes Ranch and would thus be included in the Shell leases.

The mud flats were high and dry when the survey began. Preliminary traverses were run quickly, revealing that the muddy area was much greater than originally estimated. Since a careful point-by-point survey was to be made in order to establish a contour of the actual coastline, this forebode many miles of walking. But to men who have slogged their way through swamps and across arid wastes, that was still routine.

Then nature took a hand in the proceedings. She whipped up strong winds, so gusty that they jiggled the surveying instruments off their true bearings. As if this weren't enough, the prevailing winds shifted, pushing a flood of water from the bay across the flats.

For days on end the mud flats were covered with up to a foot of water, making the soft surface of the mud flats so slippery that a man could

hardly walk, especially when bucking the wind. What's more the legs of the surveying level sank slowly into the slime, throwing readings off.

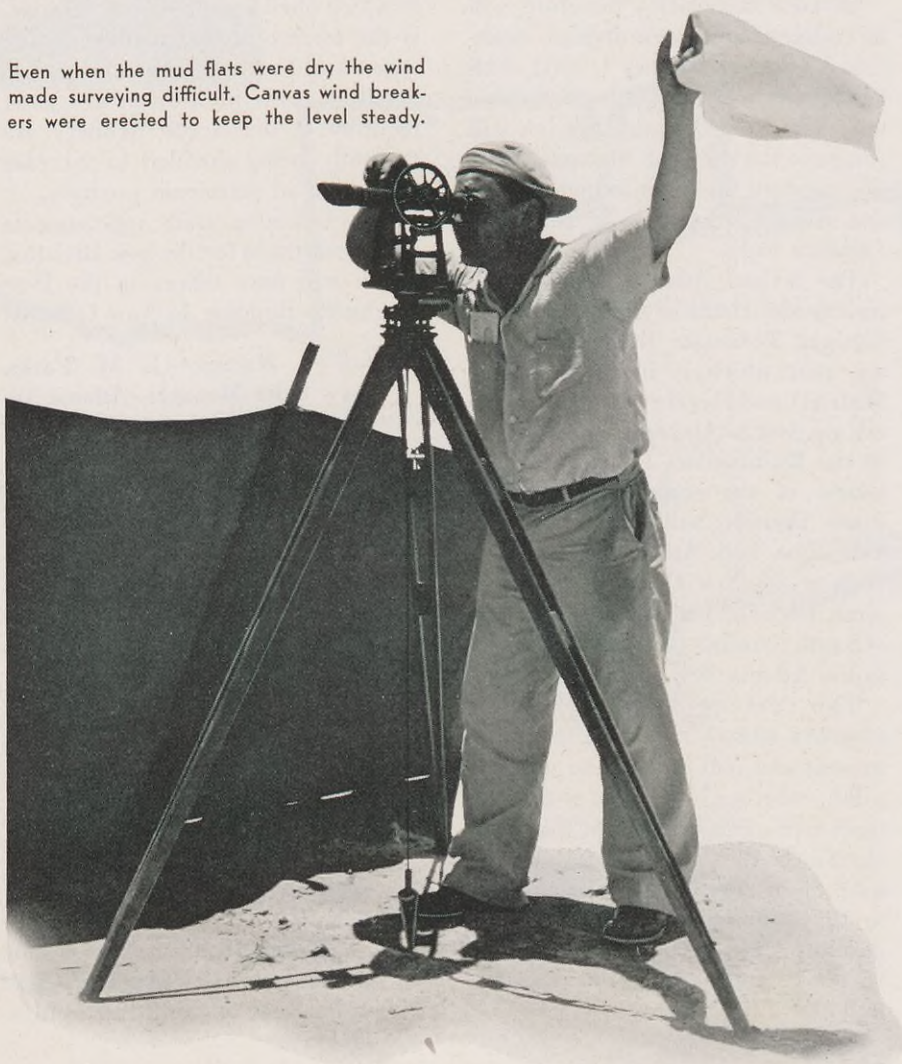
The Automotive Department in Houston had already been asked to provide some sort of transportation for the men working on the mud flats. But that request was urgently modified when the water problem arose. A joint conference turned up an idea for widening the treads on a small tractor and mounting on it a level with shortened legs. A platform was built over the treads to carry the instrument man and his equipment.

It seemed like a great idea—until they tried it. The trouble was, each time the instrument man moved from one side of the tractor to the other to take sights in either direction the rocking motion settled the tractor into the mud, throwing the readings off again. It was the same old story.

But once you've got yourself a nice tractor and can keep your feet dry, you don't give it up too quickly. The surveyors solved their problem by putting two instrument men on the tractor. While one took a reading in the direction he was facing, the other held the level steady in the wind—thus licking *that* problem, too. Then they swapped jobs and the second man took a reading in the direction he faced. Just to make things more certain, each time the tractor stopped at a new location they rocked it vigorously back and forth to make it settle in the mud *before* readings were started.

It took a lot of ingenuity, and probably a whole lot more rocking, but Party No. 4 whipped Mother Nature at her own game. They surveyed the mud flats of Luttes Ranch in about one-fifth the time it would have taken if they had slogged it out on foot.

Even when the mud flats were dry the wind made surveying difficult. Canvas wind breakers were erected to keep the level steady.



# New Orleans Division

Shell Oil Company Will Open a New Marketing Division  
to Expand Customer Service in the Southeastern States

**B**ECAUSE of the industrial and agricultural expansion which has taken place in the southeastern sales territory in recent years, it has become apparent that Shell Oil Company's Atlanta Marketing Division, which now covers a very large geographical area, will be unable to provide the concentrated management supervision necessary to maintain and improve the Company position in this rapidly growing market.

Division boundaries, therefore, will be realigned and a new division established, effective January 1, 1953, with headquarters at New Orleans, Louisiana. The New Orleans Division will comprise the states of Alabama, Florida (western tip), Mississippi, Louisiana, Texas, Arkansas and Tennessee (western end).

The revised Atlanta Division will include the states of South Carolina, Georgia, Tennessee (except the western part which is in the Memphis District) and Florida (except the western tip next to Alabama which is now in the Birmingham District). In the course of the realignment, the St. Louis Division will transfer western Tennessee and Arkansas (Memphis District) to New Orleans. The Baltimore Division will transfer the state of South Carolina (Columbia District) to the Atlanta Division.

The current Atlanta Division stretches almost 950 miles from east to west and 500 miles from north to south, covering 10 per cent of the total land area of the U.S.A. In this large section, Shell and Oil Industry sales have risen substantially. From 1948 to 1951, for instance, the Industry's gasoline sales in the area increased 25 per cent and Shell's increase was well above that figure.

The sales potential of the Southeast is great and Shell feels that by operating two divisions where there was one before, it will be able to offer maximum service both to present and potential customers.

The newly-created New Orleans Division will be in an excellent competitive position because of its proximity to a major producing area, two refineries and a water transportation network. The nearby Weeks Island field, in which Shell has a majority interest, is the largest producing field in the state. And because of the Company's excellent crude position in this area, facilities at the Norco Refinery are currently being doubled to increase the output of petroleum products.

The following staff appointments have been made for the new Division, which will have offices in the Pere Marquette Building in New Orleans:

*Division Manager*—J. M. Parks, now Sales Manager, Atlanta Division. Mr. Parks was relieved of his present duties effective October 1, 1952, in order to devote full time to the organizational problems of the new division.

*Sales Manager*—C. W. McDowell, formerly Sales Manager for the western portion of the Atlanta Division.

*Operations Manager*—W. J. Hannan, formerly Operations Manager, Albany Division.

*Treasury Manager*—G. M. Price, formerly Assistant Manager, Marketing Accounting Department, Head Office.

C. A. Foster, Jr., formerly Assistant to the General Sales Manager, West Coast, has been appointed Sales Man-



J. M. Parks



C. W. McDowell

ager, Atlanta Division, replacing Mr. Parks.

W. L. Shaw, formerly Manager, Plant Division, Head Office Operations Department, has been appointed Operations Manager, Albany Division, succeeding Mr. Hannan.

C. B. Wheeler, formerly Industrial Relations Representative, Head Office Industrial Relations Department, succeeds Mr. Shaw as Manager of the Plant Division, Head Office Operations Department.



G. M. Price



C. A. Foster, Jr.



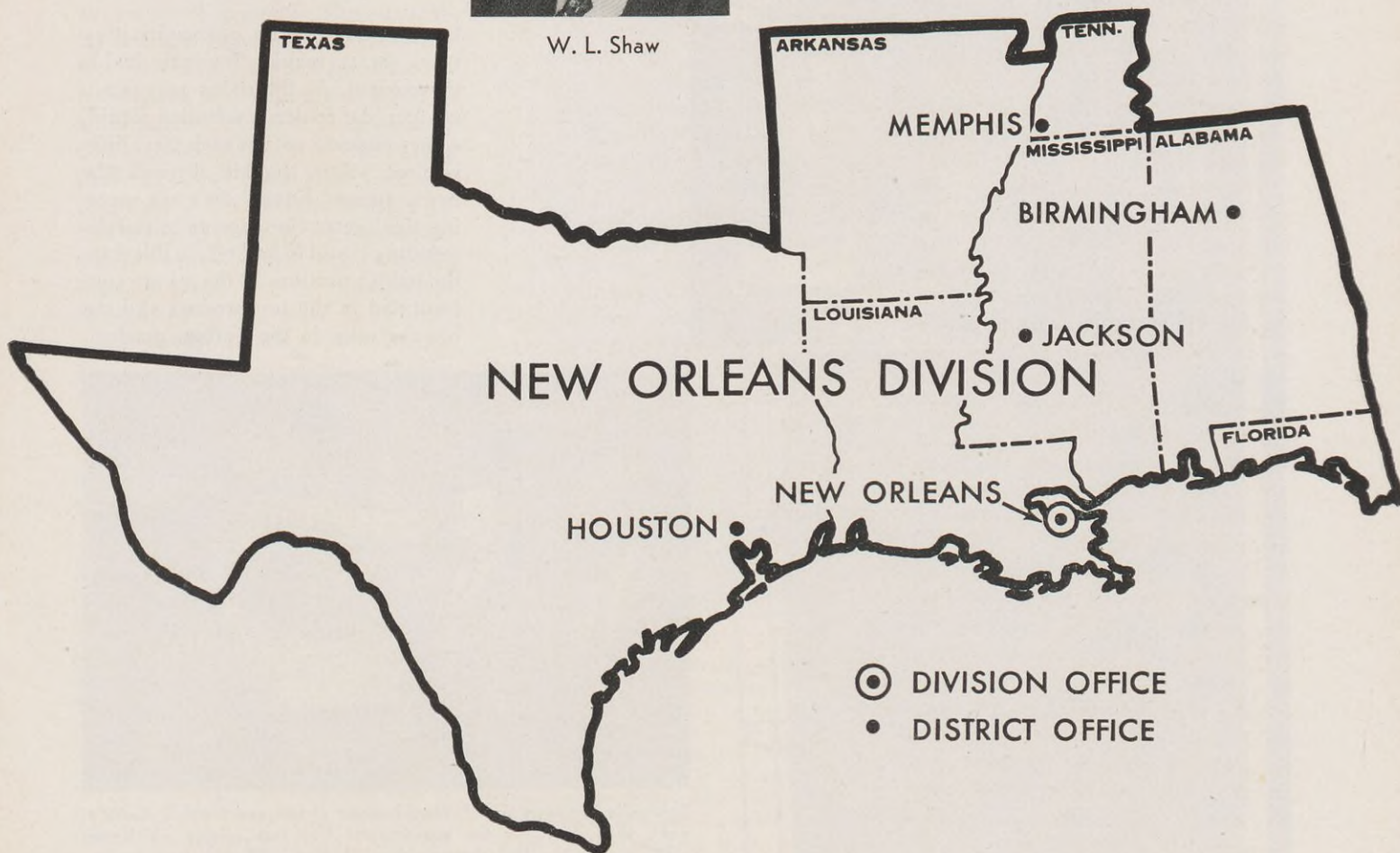
W. J. Hannan



W. L. Shaw



C. B. Wheeler



**The Wraps Are Off Now  
From the Revolutionary  
Shell-designed Distillation  
Tray That Is Helping  
Fractionating Towers  
Distill More and Better  
Products From Petroleum.**

**Shell  
announces**



Senior Research Engineer Earl Manning, Jr. of the Houston Refinery Research Laboratory, center, discusses the new tray with Shell Development Associate Director Mott Souders, Jr. and Engineer Richard B. Olney, right, also of Emeryville.

A SHELL engineering achievement of wide significance, the "Turbo-grid" distillation tray, is now being made available under license to the Petroleum Industry and to all other industries interested in the advantages it offers. Tried out on a strictly hush-hush basis and kept a family secret until its advantages had been proved in actual use, the new tray first started going into full-scale Shell columns in 1950. Now, with all reports favorable, Turbo-grid trays are scheduled for installation in about 80 per cent of Shell's new and replacement distillation equipment.

In most existing fractionating towers, heated and partially vaporized oil enters the column near its midpoint. The vapors and liquid separate, the vapors rising and the liquid descend-

# TURBOGRID

ing through a series of fractionating trays set at regular intervals inside the column. As the rising vapors encounter the cooler descending liquid, some condense out on each tray. Subsequent vapors bubble through the newly formed liquids on trays, causing the lighter components in the descending liquid to boil off. In this way, the lighter portions of the oil are concentrated in the top product and the heavier ones in the bottom product.



Emeryville Engineers Carl P. Strand, shown at left, and Hugh D. Guthrie, right, show Manning the experimental tray test column which was used in studying the characteristics of many different tray designs.

The efficiency with which this continuous condensing and reevaporating action occurs depends greatly on the design of the intervening trays. The new Turbogrid design is the outcome of twenty years' intensive research on distillation equipment in Shell laboratories in the United States and abroad, with Shell Development Company and Shell Oil's Houston Research Laboratory playing important roles in the final stages. Shell applications are on file for both U. S. and foreign patents.

It has been said that all major inventions are basically simple, and the new tray is no exception. Instead of today's complex assembly of risers, bubble caps and liquid downcomers, the new Turbogrid tray is simply a flat metal grating with a number of slots of appropriate size (see the diagram at right). The plates can be easily stamped from sheet metal or built up from bar stock.

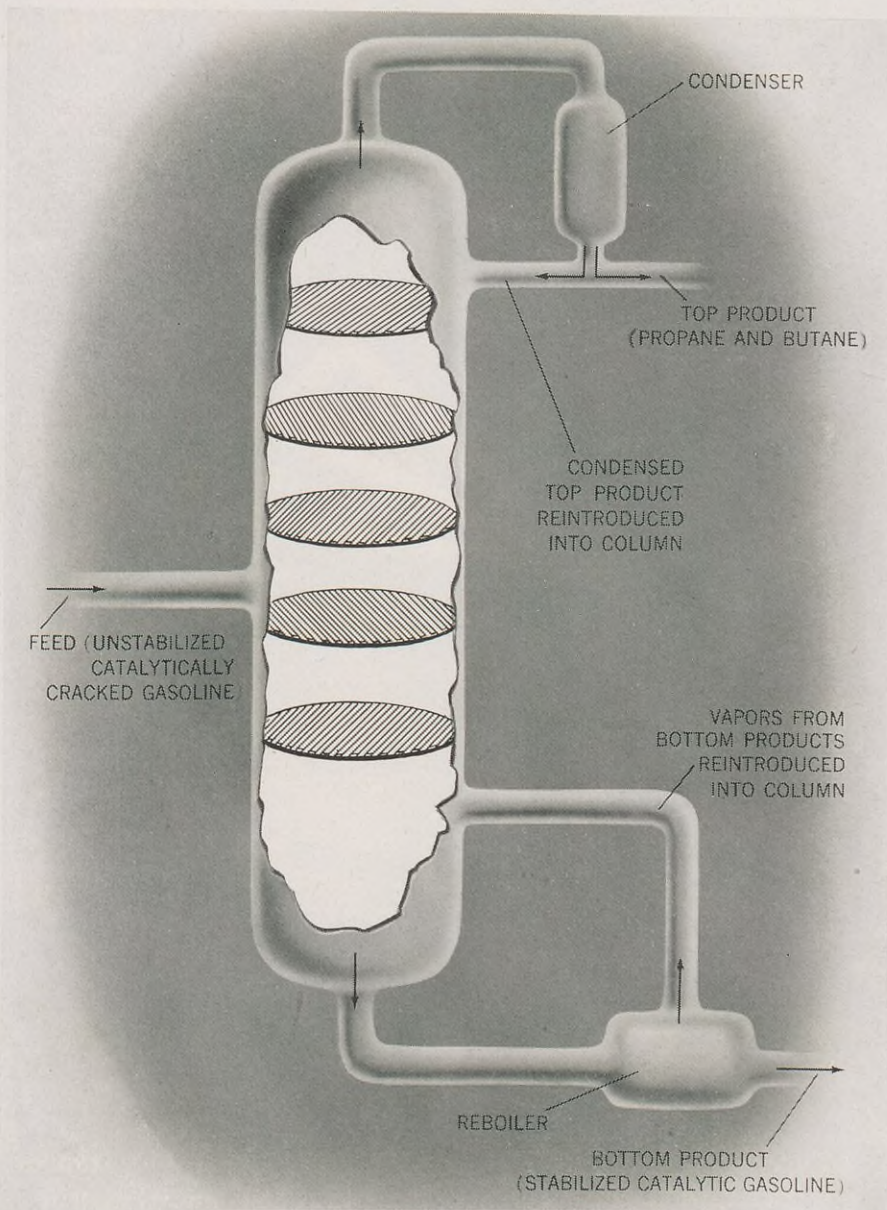
Actually, while the final answer is simplicity itself, the path to the answer was not so simple. Many modifications of the conventional cross-flow tray were tried; it was found that improvements in one aspect of performance usually led to a compensating disadvantage somewhere else. Trays perforated with round holes were also investigated but did not measure up to Turbogrid trays. In developing the tray in its present form, experimenters tried out a wide variety of shapes for the crossbar which make up the tray—rounds, half-rounds, ovals, triangles, and others. They tried different sizes and shapes of slots, and worked with over twenty-five different chemical systems. They studied a wide range of pressures, density ratios, and flow rates before settling on the present design.

What is the advantage of the new grid tray? Basically, greater efficiency, resulting from intense turbulence of liquid vapor mixture boiling in each grid (Turbogrid) tray. A smaller distillation column equipped with the new tray will now do the same work that a larger one did with the bubble tray; hence less space, less steel, and lower costs for new equipment. Alternatively, older columns can be converted to the new trays, with an

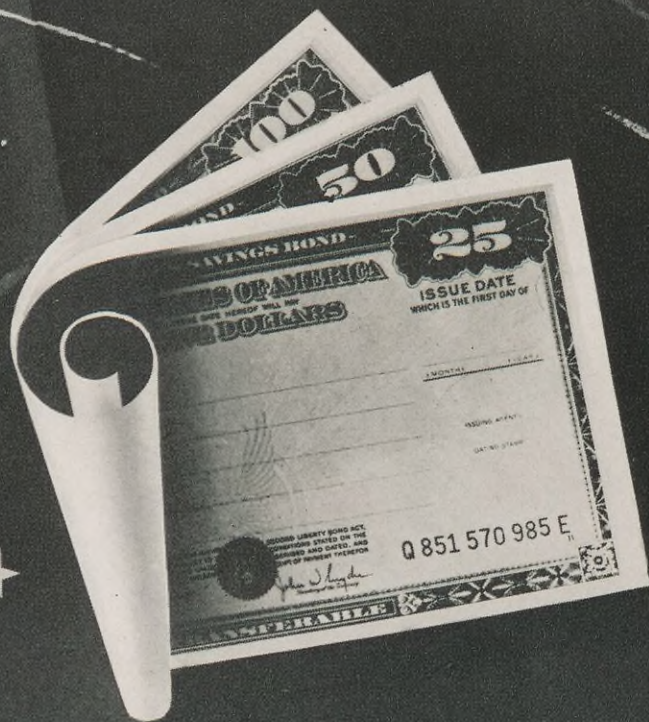
increase in capacity of 50 per cent or even more. And there are other advantages; maintenance is easier and corrosion is at a minimum, since relatively inexpensive, corrosion-resistant alloy sheet metal can be used for stamping Turbogrid trays. There is faster, smoother response to changed operating conditions. Unlike other

types, tray efficiency *increases* with increased load instead of dropping off.

Shell now has over 20 towers equipped with the new trays, and expects to have 40 more by next summer. They range from modest 2-footers to giants over 10 feet in diameter and 135 feet high. Not a single one has failed to meet the design capacity.



THE TRAY IN ACTION: In a typical Turbogrid fractionating tower, heated and partially vaporized feed is introduced midway in the column. The vapor and liquid separate, the vapor rising and the liquid descending through the column. The reboiler serves to reheat the liquid portion at the bottom of the column, while the condenser, removing heat, liquifies the vapor at the top. At regions where there is a considerable depth of liquid for a moment, the liquid pours through the slots to the tray below while elsewhere, vapor ascends through the slots. As the liquid is in violent motion, like a miniature hurricane, the deep regions may have become shallow ones and vice versa, a second or so later. Thus continuous counter-current flows of vapor and liquid are created throughout the column, and the desired end products (light products at the top and heavy at the bottom) are formed and withdrawn.



The U. S. Treasury Department has asked that we of the Petroleum Industry set an example to the nation in the regular purchase of U. S. Savings Bonds through the payroll savings plan. It is one sure method by which we can help our country during this period of national emergency.

I urge you to participate in this very sound method of building up your own savings and at the same time helping finance the national defense effort.

*Harold Burns*

# Shell People In The News

**S. A. BALLARD** has been appointed Department Head of the Petroleum Refining Department at Shell Development Company's Emeryville Laboratories in California. This appointment leaves B. S. Greenfelder, who has been in charge of this department, free to devote his attention to his principal duties as an Associate Director of Research. Dr. Greenfelder will continue to direct the activities of the Petroleum Refining, Organic Synthesis, and Reaction Kinetics Departments.

Dr. Ballard came to Emeryville in 1937 after receiving his Doctorate from Yale University. He served as Department Head, Organic Synthesis Department, until last year when he was sent on a special assignment with the Shell Group at the Amsterdam Laboratory and The Hague office from which he is now returning.

**C. I. WARREN** has been appointed Land Manager for the Calgary Exploration and Production Area of Shell Oil Company. Educated at the University of Arkansas where he majored in civil engineering, Mr. Warren joined Shell as a Scout at Ponca City, Oklahoma in 1927. He subsequently served in various Land Department positions in Oklahoma, Kansas, California and Alberta, Canada prior to being appointed Division Land Man at Ventura, California in 1942. Mr. Warren became Assistant Land Manager for the Pacific Coast Area at Los Angeles in 1947 and held this position until his latest assignment.

**G. G. BILLINGS** has been named Acting Manager of the West Texas Area of Shell Pipe Line Corporation. Mr. Billings started his Shell career in 1936 as an Engineer

at Colorado City, Texas. After engineering assignments at Willard, Illinois and St. Louis, Missouri he moved to Shell Pipe Line Head Office in Houston as Personnel Representative in 1940. He returned to Colorado City the following year as West Texas Area Engineer. In 1942, after serving briefly as Healdton Division Superintendent, Mr. Billings moved to Cushing, Oklahoma as Assistant Mid-Continent Area Manager. He was in Venezuela on special assignment with Shell Caribbean Petroleum Company from 1950 until his latest move.

**WILLIAM B. GOLUSH** has been assigned to Head Office Exploration and Production to coordinate Shell Oil Company's expanding activities in the production and sale of natural gas. Mr. Golush began his career with Shell in 1935 as a Chemical Engineer at the Martinez Refinery. He was made a Technologist at Martinez in 1938, and later served in technical capacities in the San Francisco Office and at the Wilmington Refinery. Transferred to Exploration and Production at Houston in 1947, Mr. Golush became Houston Area Gas Manager the following year and held that position until his recent assignment.

**GEORGE BERTRAM** replaces Mr. Golush as Gas Manager of the Houston Exploration and Production Area. Joining Shell in 1932 as a Gauger at the Norco Refinery, Mr. Bertram progressed there through assignments of increasing responsibility to Assistant Manager of the Refinery Cracking Department. In 1949, he was transferred from Norco to Sheridan, Texas, as District Plant Superintendent, the position he held prior to his new assignment.



S. A. Ballard



C. I. Warren



G. G. Billings



W. B. Golush



G. Bertram

# Mr. Two Million

**B**LUE CROSS had some surprising "benefits" for Charles W. Gibson, Engineering Inspector at the Wood River Refinery, when he joined the Plan earlier this year. It hasn't paid any doctor's or hospital bills for him yet, but Mr. Gibson and his family were recently flown to Chicago for a three-day expense-paid sightseeing tour.

The reason: Charles W. Gibson was the 2,000,000th person to enroll in the Blue Cross Hospital Service Plan in the State of Illinois. He is also a member of the Blue Shield Medical-Surgical Plan, which has over 750,000 members in Illinois.

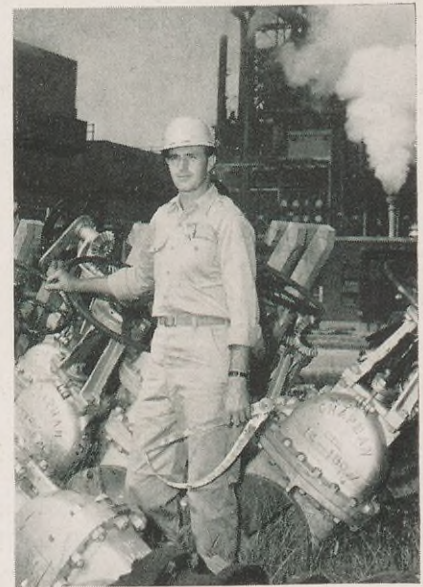
Official ceremonies for presentation of Mr. Gibson's membership card and a plaque marking the event were held both in Wood River and Chicago. Accompanied by his wife; their three children, Donna, 10; Billy, 7; and Bobbie, 6; and Mrs. Gibson's mother,

Mrs. Ruth Oulson, "Mr. Two Million" was greeted in Chicago by Blue Cross and city officials. It was the first plane flight for all except Mr. Gibson, and the first trip to the Windy City for the entire family.

A fast moving agenda in Chicago included a tour of the Blue Cross headquarters, luncheons and dinners honoring "Mr. Two Million," broadcasting, televising, and rubbernecking. During a specially arranged tour of the new Shell exhibit at Chicago's Museum of Science and Industry, Mr. Gibson was pleased to see a large photograph of one of the Wood River Refinery stills on which he works.

Mr. and Mrs. Gibson were interviewed on the Don McNeill Breakfast Club radio show over the ABC network, and on several other radio and television shows.

Meanwhile, accompanied by their grandmother, the Gibson children had a tour of their own, including excursions to the Brookfield Zoo, Marshall Field's toy department and other spots of interest. When the whole family attended a Chicago Cubs-Brooklyn Dodgers baseball game at Wrigley Field, the boys got the kind of treat most boys only dream about as veteran Cub pitcher Dutch Leonard showed them how he pitches a knuckle



When Charles W. Gibson, shown above on the job as Engineering Inspector at the Wood River Refinery, joined the Blue Cross Hospital Service Plan early this year, he got some surprising "benefits" he hadn't expected.

ball. Mr. Gibson was introduced to the spectators in a pre-game ceremony.

Mr. Gibson first joined Shell as a painter at the Wood River Refinery in March 1949. A veteran of World War II, he was recalled to active military duty as a first lieutenant in October 1950 and was stationed in Alaska. The family went along. He returned to his job at Wood River, and a transfer to the Engineering Inspection Department, in April of this year. At that time he applied for what turned out to be an exciting and numerically fateful membership in Blue Cross.



A special treat for the Gibson boys in Chicago was meeting Dutch Leonard, veteran Cub pitcher, above, and watching a game.

The whole family made the "Mr. Two Million" tour. Below, front row, are: Donna, Billy, Bobbie. Back row: Mr. and Mrs. Gibson and Mrs. Ruth Oulson, Mrs. Gibson's mother.



**Martinez Plant**

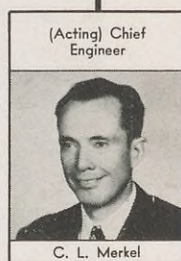
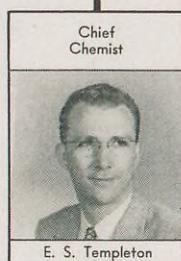
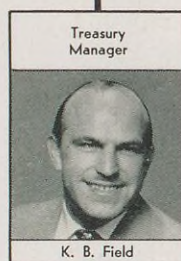
**Dominguez Plant**

**SHELL CHEMICAL  
CORPORATION**



*The thirteenth and fourteenth in a  
new series of organization charts*

**October—1952**



# More Ways Than One

A Lake Was Created At The Norco Refinery To

Move A Storage Tank To A New Location

This view of the Norco Refinery is from across the temporary lake created to move the 85,000 barrel tank.

**T**HE Norco Refinery faced a difficult problem. An 84,000 barrel tank had to be moved to make room for the Catalytic Cracking and Crude Flasher Units, a major portion of the current Norco expansion program.

The new location was 1200 feet away. Because the tank was too big to be moved by the use of skids or wheels and because of the high cost of dismantling and reassembling, refinery engineers decided that the best practical method of moving the tank was to create a lake around the old and new sites and to float the tank to its new location.

The general area for the man-made lake was smoothed off and a five and one-half foot levee of piled earth constructed to hold in the water. Five plugs were welded into the bottom of the tank so that on arrival at its new

location water could be let in from below to assure its settling evenly. Simultaneously, a base pad of sand for the new tank location was prepared.

The man-made lake was then filled, requiring approximately 18 million gallons of water to give it a depth of 21 inches. While this operation was in progress, water was drawn from

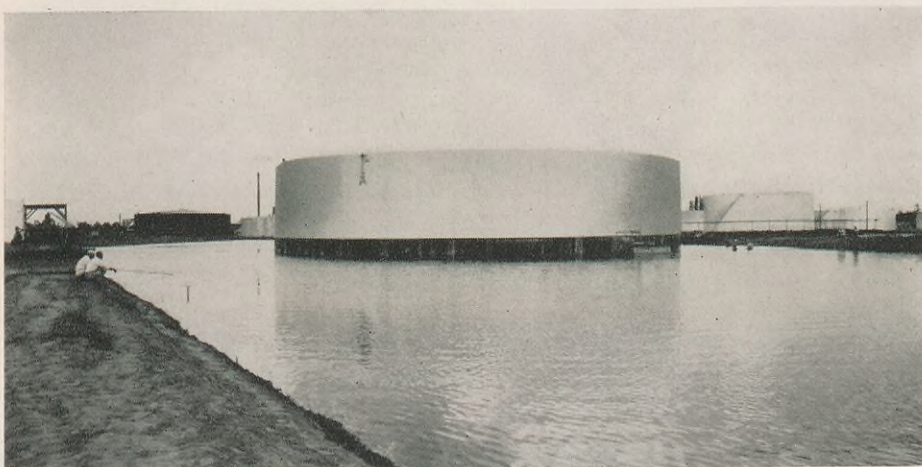
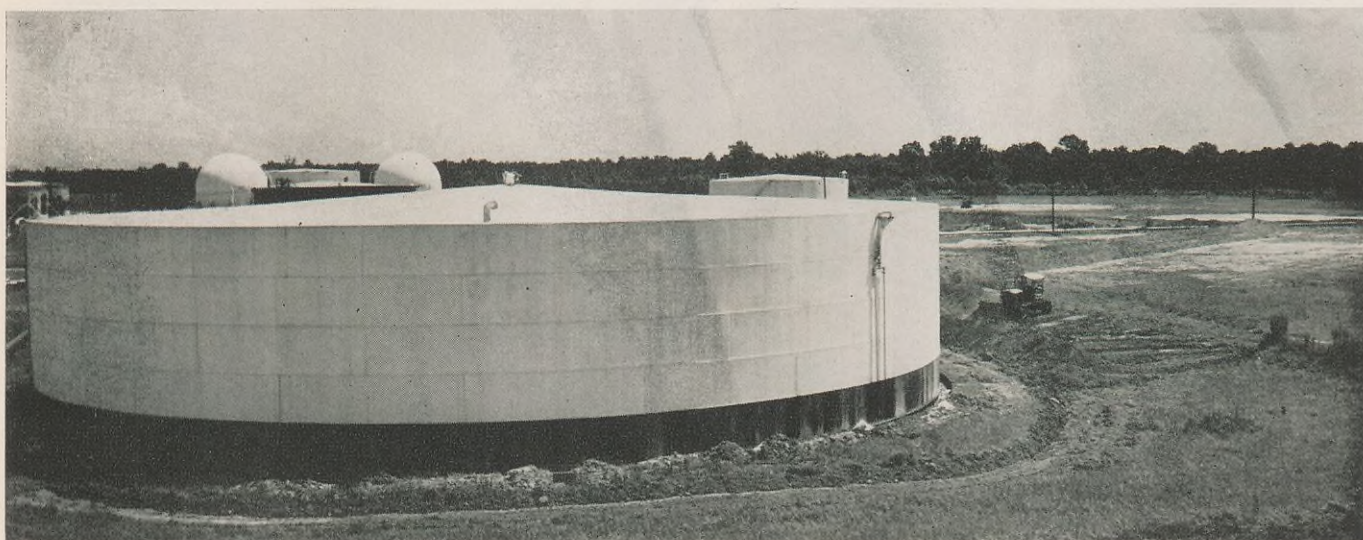
the inside of the tank and forced under its bottom so as to free it from its old position. This was done through a special piping system attached to the exterior of the tank for the purpose. Once floated, the tank was carefully checked for leaks.

One bulldozer was used to pull the tank through the water while two others, one on each side, traveled along the levee to guide it. Arriving at its new location, the tank was maneuvered between guide posts which had been previously set in a circle to match the outside circumference of the tank. Once in position, the five plugs were removed from the bottom and the tank settled evenly on its new base.

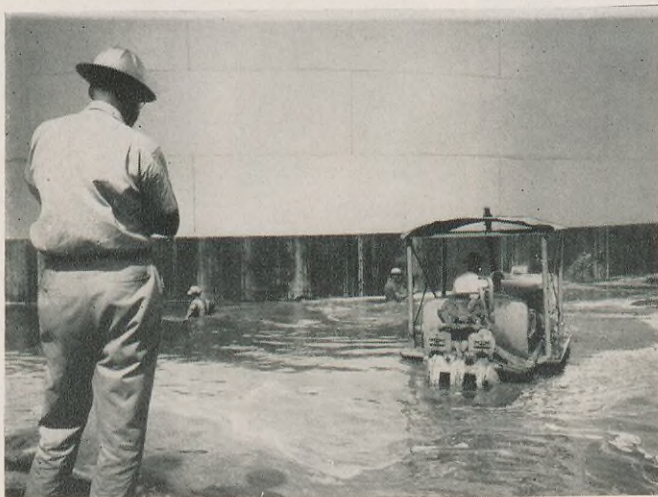
The project proved so successful that the Norco Refinery plans to move another tank of 95,000 barrels capacity by the same method.



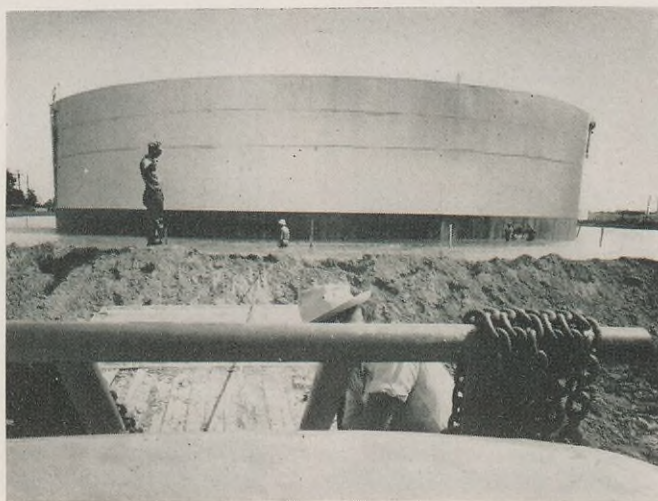
The tank is shown below in its old location. The bulldozer to the right of the tank is at work smoothing off the bottom of the lake area and using the surplus earth to form the levee. In the far background a bulldozer can be seen preparing a sand base pad for the tank's new location.



Once the area was flooded and the tank floating in the man-made lake, a bulldozer was used to tow it to its new location by means of a heavy cable encircling the tank. Two additional bulldozers, on opposite sides of the huge tank, were used to guide it to the new location.



Turned into an amphibious craft for the day, this bulldozer moves into position. High winds required constant checking of lines and a considerable amount of pushing and pulling to keep the tank on course.



The tank's journey was completed by power from a winch which reeled in the attached towing cable. Drawn up against a semicircle of pipe guide posts, the tank was slowly maneuvered into its new position.



## can be DEALT WITH

Hundreds of Safety Devices Throughout All of Shell's Activities

Help Meet the Threat of Accidents and Make Your Job Safer

**A**RE you safer at work than when you are off the job?

Records of accidental deaths and injuries say you are. Last year about 33,000 U. S. workers were killed while away from their jobs and about 16,000 were killed on the job—a ratio of more than two to one. Injuries to workers off the job totalled about 2,500,000, while injuries to workers on the job added up to approximately 2,100,000—a ratio of about one and one-fifth to one.

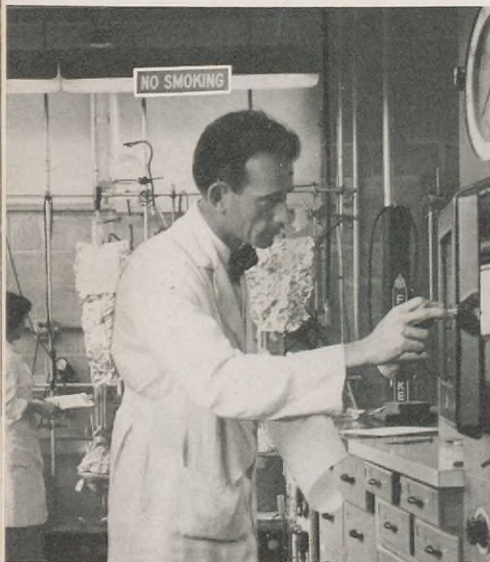
It can be argued that a person spends about twice as much time away

from work as he does working, thus increasing the time he is exposed to accidents off the job. But if you discount the time spent sleeping, the on and off job exposure to accidents just about evens up.

One of the principal reasons why people meet with fewer mishaps while at work is that their activities on the job are well planned—and they're planned with an eye for safety. Where hazards exist, workers are informed of them so they may be alert to danger. Safety devices are either built into equipment or installed. Work is

regulated to avoid unnecessary exposure to hazards. Even where hazards do not openly exist, safety experts are always scouting for latent possibilities in order to prevent accidents. It all proves that danger CAN be dealt with.

The photos on these pages show a dozen examples of how Shell deals with danger. There are actually many others—almost as numerous as hard hats, those symbols of safety in the Oil Industry. The *most important* safety factor of all can't be photographed. *It's your own attitude toward safety and accident prevention.*



Hazard: Fire. Prevention: A NO SMOKING sign in a laboratory serves employees as a direct safety reminder.



Hazard: Over-exertion. Prevention: Nothing more than a rope loop. But it holds up the heavy hose in a drum filling operation, and it also prevents spilling.



Hazard: Burns and eye injuries. Prevention: This man is doubly protected against burns by the welder's mask and gloves he wears.



Hazard: Drowning. Prevention: These exploration men removing shot hole casing from the floor of the Gulf of Mexico wear life jackets in case they fall overboard. The deck is gridded to prevent slipping.



Hazard: Falling Objects. Prevention: This fork lift moving pallettes of sacked chemicals in a plant warehouse has a protective grid over the operator to stop or deflect sacks that might possibly fall.



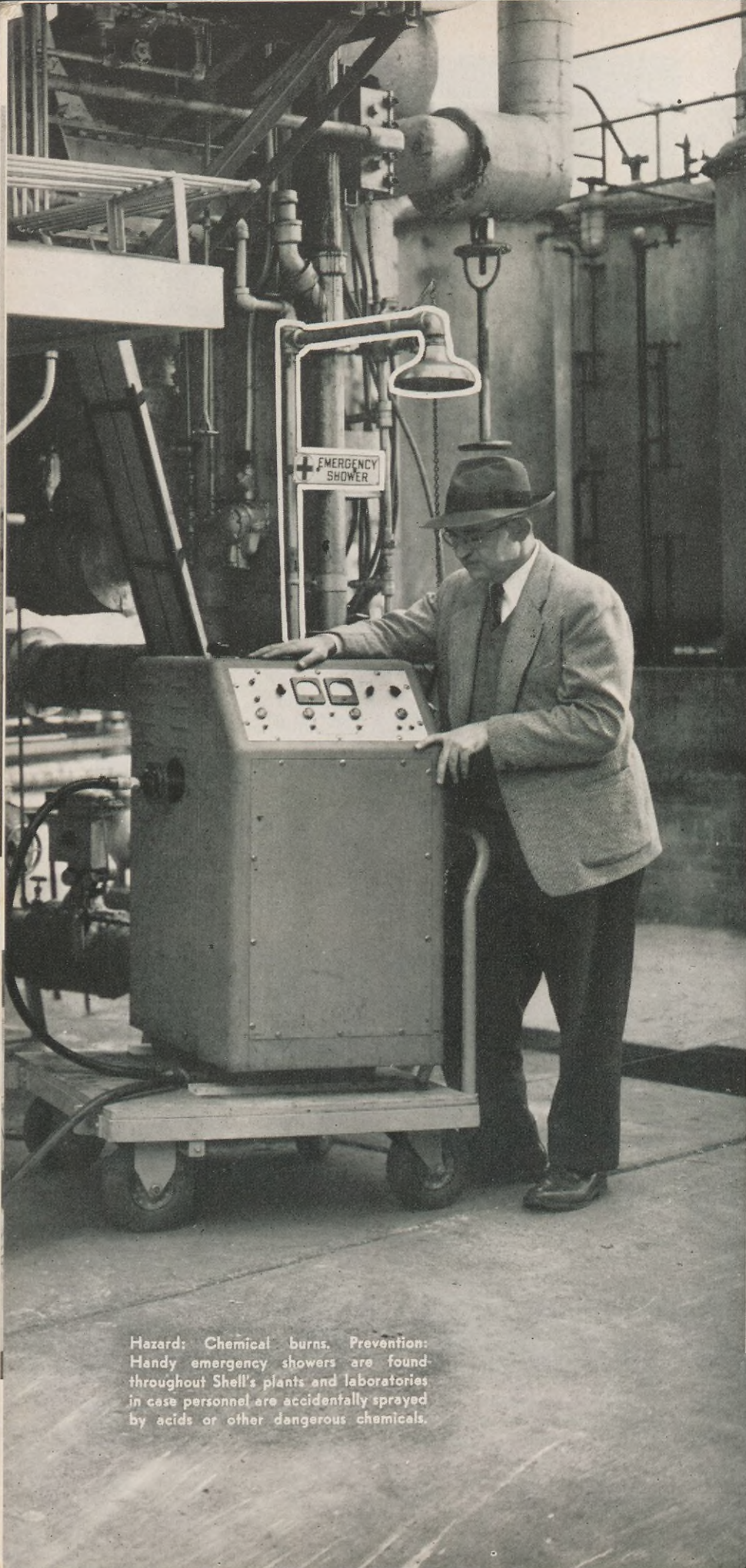
Hazard: Fire and explosion. Prevention: Receptacles for depositing cigarettes before entering Shell refineries are standard equipment.



Hazard: Falling. Prevention: A steel "cage" or "basket" surrounds the ladder on a refinery tower to help prevent falls should the ladder climbers lose their footing.



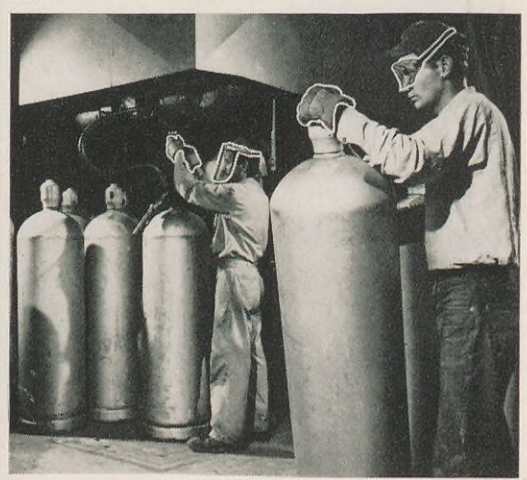
Hazard: Radiation. Prevention: A lead-lined well is used to store radioactive gears used in lubricants research.



Hazard: Chemical burns. Prevention: Handy emergency showers are found throughout Shell's plants and laboratories in case personnel are accidentally sprayed by acids or other dangerous chemicals.



Hazard: Falling. Prevention: A safety belt attaches the derrick man securely to his perch high on the monkey board of a drilling rig.



Hazard: Eye and skin irritation. Prevention: These men filling ammonia cylinders wear protective goggles, a face mask, and gloves.



Hazard: Over-exertion and falling objects. Prevention: This simple bit handling tool, devised by Shell employees, makes lifting heavy bits easier and avoids toe-smashing slips.



This is one town that doesn't have a traffic problem. The miniature cars are guided by threads attached to an electric motor.

The stained glass windows in this church are made of cellophane and painted with vegetable dyes. Recorded church chimes are produced by a loud speaker, hidden in the belfry.



# Model Village

**U**NDER the street lights, you can see the clean lines of its houses and the carefully tended shrubs, trees and flowers that are scattered throughout its lawns. Well-regulated traffic moves along its wide streets and in the outskirts, trains travel along the twin-tracked railroad. The belfry in the corner chimes out the hour.

It is a model community, one of the neatest in the entire Chicago area, yet it has never seen the light of day. Secluded in an attic, on a slab of ply-

wood a little larger than a ping-pong table, the community (scaled to 1/48th actual size) is the handiwork of Wallace Aikens, 21-year-old son of Ed Aikens, Automotive Supervisor for the Chicago Marketing Division. Wallace began his hobby six years ago to pass the time while he was recuperating from pneumonia. He started with a single log cabin; today there are more than 30 buildings in the village.

Wallace gets ideas for new structures from photographs of real build-

ings. When he finds a suitable one he draws up his own blueprints, and then goes to work constructing the building from balsa wood, poster cardboard and glue. Complete to the smallest detail, each house requires about 50 hours of work.

Architectural studies at the Illinois Institute of Technology by the builder have somewhat curtailed the town's growth recently, but some new construction, including a new Shell bulk depot, is in the planning stage.

Bob Kuntz,  
Shell Chemical Corporation  
Weekend Golfer, Is A  
Top-Flight Local And  
National Amateur Competitor



On the par-3 11th hole in the fifth round of the U. S. Amateur Golf Tournament, Bob Kuntz sank a 45-foot putt to win the hole with a 2. Eventually, he lost to Jack Westland, tournament winner.

## Championship Golf . . . On The Side

**L**ONG hours of grueling practice and the fine edge that comes only from continuous match play are necessary for outstanding professional golfers. But such strenuous preparation is not for amateur Bob Kuntz, employed in the Eastern Division Of-

fice of Shell Chemical Corporation in New York. Playing on weekends and during vacations, Bob has established an enviable local record. For six years the No. 1 player at the Bonnie Briar Club, he recently won the Westchester Amateur Tournament at Larchmont, N. Y. With that accomplishment behind him, he went on to reach the fifth round of the 1952 United States Amateur Tournament at Seattle, Washington.

When Bob, an ex-captain of the Yale golf team, scored a birdie on the par-5 17th hole in the final match of the Westchester Tournament, he cinched the match and the victor's trophy. To do so, he had to fight through a field of 16 top-ranking amateurs who qualified from the New York metropolitan area. Earlier, in the quarter-finals, one of Bob's outstanding golfing traits—the ability to come from behind—was demonstrated with a vengeance. Trailing 5-down at the end of the 11th hole, he put on a spectacular rally which produced two par holes followed by five consecutive birdies to give him the match over the defending champion, 2-up.

In 1951, Bob achieved an upset by eliminating Frank Stranahan, perennial top-ranking performer, from the United States Amateur Tournament in the first round. At Seattle in this year's tournament he successfully played through four rounds against stiff competition. Among his victories was a second-round conquest of a fellow New Yorker who last year reached the finals. In the round preceding the quarter-finals, however, Bob was unable to maintain his reputation for rallying. In spite of a 45-foot putt on the 11th, he bowed out of the tournament, losing to Jack Westland, the eventual winner and new champion.

Competitive fire coupled with natural ability have carried Bob well along in amateur golfing circles. Throughout his sports career he has had the unusual advantage of keen competition from a golfing brother only a year older. Both played together while at college and now belong to the same club. Brother Bill is not a golfer to be taken lightly. For example, he qualified for the Westchester Amateur with a 70, one under Bob's score.



# They Have Retired



R. C. BROWN  
Wood River Refinery  
Engineering



H. W. CHAPMAN  
Shell Development Co.  
Service Engineering



H. R. DECKER  
Martinez Refinery  
Distilling



F. DEPNER  
Pacific Coast Area  
Production



L. GAUZENI  
Martinez Refinery  
Engineering



F. E. HARVEY  
Shell Pipe Line Corp.  
Mid-Continent Area



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



E. S. KENT  
Tulsa Area  
Production



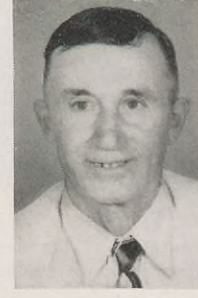
G. L. LUND  
Wilmington Refinery  
Engineering



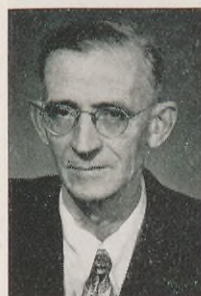
S. S. NEAL  
Tulsa Area  
Production



G. J. PALLINI  
Martinez Refinery  
Engineering



J. H. PARK  
Tulsa Area  
Production



R. W. PARKER  
Products Pipe Line  
East Chicago, Ind.



W. N. SCOTT  
Houston Refinery  
Engineering



D. SMITH  
Shell Pipe Line Corp.  
Texas-Gulf Area



W. TER GAST  
New York Division  
Operations



J. W. WEBBER  
Martinez Refinery  
Lubricating Oils



H. B. WILCOX  
Shell Development Co.  
Organic & Applications



# coast to coast



W. S. Milton, a veteran of more than 23 years of Shell Oil Company service and now Manager of the Jackson, Mississippi District, Atlanta Marketing Division, has recently been appointed to serve as Chairman of the Mississippi Petroleum Industries Committee.



Irene M. McPhee, now on military leave from the Boston Division, took third place in a recent Washington, D. C. Carnival Queen contest.



Winners in the recent golf tournament sponsored by the North Texas Division of the Tulsa Exploration and Production Area were, left to right, E. A. Milz, Ed Mathys and J. R. Adams.

New Officers for 1952-1953 recently elected by the Shell Activities Association of the Martinez Refinery (California) are (below, left to right) H. Kubitschek, R. Shepperd, E. Howden, A. Matheson, R. McAulay, J. Williamson, R. Bonner, W. La Fleur and C. L. Thompson.





Dorothy McAllister, a Draftsman in the Pacific Coast Exploration and Production Area, has combined her drafting knowledge and sewing skill to create four sets of vestments for her church. Long a student of religion, Dorothy has studied the history of her church and has applied this knowledge to the authentic patterns she designed for the embroidered vestments.



A group of 32 petroleum experts from eleven nations met recently at Columbia University to draw up a program for developing international standards for measurement and testing of petroleum and petroleum products. Three of the group (shown above, l. to r.) were K. G. Mackenzie, the Texas Company; F. M. Porter, President of the A.P.I. and L. C. Burroughs, Head Office, Shell Oil Company. Mr. Burroughs headed the United States delegation.



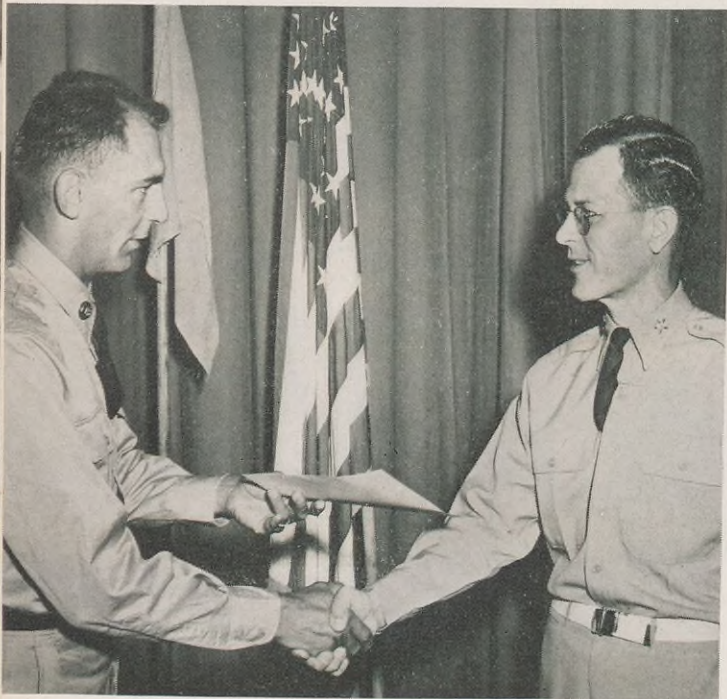
H. D. Chappell

H. D. Chappell, and H. E. Fair, both of the Wood River Refinery were credited with saving another employee's life recently. J. V. Comerford, also of Wood River, suffered a severe heart attack while at work and Chappell ran to his assistance. Chappell, noting that Comerford was not breathing, immediately began applying artificial respiration. When Chappell became tired, Fair took over and the two men alternated until the arrival of an ambulance. Chappell, who has had over 20 years of Shell service, is a Supervisor in the Effluent Control Department. Fair, who has been with Shell for eleven years, is a Pipefitter Foreman.



H. E. Fair

E. J. Popovics (left, below), Assistant Plant Superintendent at the St. Joseph, Michigan bulk depot, has returned from a military leave of absence. He is shown prior to his discharge, receiving a certificate of achievement from his commanding officer.



W. E. Caudel, left, President of the Shell Point (California) Gun Club presents a shooting vest award to L. W. Donaldson for breaking 25 out of 25 birds. Donaldson thus became a "25 Club" member. To date only two persons have qualified for the "25 Club" since its organization four years ago at Shell Point.



M. L. Griffin, Manager of the Marketing Operations Department, Shell Chemical Corporation, is now President of Alpha Chi Sigma, a national chemical fraternity of 25,000 members.



A tour of the Shell Development Laboratories at Emeryville, California, was included in a series of three day motor oil clinics sponsored in the San Francisco Bay Area by the San Francisco Office Lubricants and Products Application Departments for Shell employees from Pacific Coast Marketing Divisions. R. A. Coit, of Shell Development, explains the use of a glass engine to (l. to r.) G. K. Castle, J. J. Spousta, J. H. Barrie, Val. Gates, A. T. Kelsey and W. J. Paton.

# Service Birthdays

## Thirty Years



P. J. BONE  
Head Office  
Personnel



H. J. BOOTHE  
Pacific Coast Area  
Production



W. CLAYTON  
Wood River Refinery  
Engineering



J. W. CLINKSCALES  
Tulsa Area  
Gas



O. D. DEES  
Tulsa Area  
Production



H. N. GRAYBILL  
Seattle Division  
Sales



J. W. PALMER  
Los Angeles Division  
Operations



F. M. POOL  
San Francisco Office  
Executive Office



W. J. REID  
Pacific Coast Area  
Production



H. O. RUARK  
Tulsa Area  
Production



R. STANLEY  
Pacific Coast Area  
Production



E. A. STOBBE  
St. Louis Division  
Operations

## Twenty-Five Years



N. D. ANDREWS  
Houston Office  
Purchasing-Stores



C. R. BICKEL  
Midland Area  
Production



H. H. BRIGHAM  
Pacific Coast Area  
Production



W. N. BROWN  
Midland Area  
Gas



R. A. BURKE  
Tulsa Area  
Production



J. W. BUTTREY  
Wood River Refinery  
Distilling



C. E. CAMPBELL  
St. Louis Division  
Sales



M. C. CLARK  
Martinez Refinery  
Compounding



W. S. CRAKE  
Houston Area  
Production



J. C. DINEEN  
Martinez Refinery  
Stores

## 25 Years (cont'd)



R. E. DRAPER  
Wood River Refinery  
Alkylation



D. E. ERVIN  
Products Pipe Line  
East Chicago, Ind.



E. J. HANNA  
San Francisco Division  
Operations



J. C. HARRELL  
Wilmington Refinery  
Alkylation



G. H. HOLLENBACH  
Pacific Coast Area  
Production



O. A. KLEINERT  
Wood River Refinery  
Pers. & Ind. Relations



E. W. KRIEGER  
Portland Division  
Treasury



E. M. MAXWELL  
Shell Pipe Line Corp.  
Texas-Gulf Area



J. F. MAYBERRY  
Shell Pipe Line Corp.  
Mid-Continent Area



H. O. McCABE  
San Francisco Division  
Sales



R. J. MICKELBERRY  
Shell Pipe Line Corp.  
Texas-Gulf Area



C. J. MORGAN  
Portland Division  
Sales



O. O. MORGAN  
Shell Pipe Line Corp.  
West Texas Area



G. C. MUSGROVE  
Tulsa Area  
Production



C. K. PIGG  
Wood River Refinery  
Distilling



W. J. RAMAGOS  
New Orleans Area  
Production



F. L. RAMALHO  
Pacific Coast Area  
Production



E. R. RHODES  
New York Division  
Sales



W. L. SANGER  
Products Pipe Line  
East Chicago, Ind.



P. H. SLATER  
Pacific Coast Area  
Production



E. F. SMITH  
Tulsa Area  
Production



J. M. SWAN  
Seattle Division  
Sales



R. V. VOGT  
Tulsa Area  
Gas



B. P. WALSH  
Midland Area  
Production



F. H. WELCH  
Martinez Refinery  
Control Laboratory



E. E. WISE  
Cleveland Division  
Sales



D. G. WOHRMAN  
St. Louis Division  
Operations



N. L. WOOD  
Martinez Refinery  
Engineering



K. M. WRIGHT  
Seattle Division  
Sales



S. U. YOUNG  
Tulsa Area  
Gas

## SHELL OIL COMPANY

### Head Office

20 Years

G. H. Dempster..... Organization & Salary

15 Years

A. Howard..... Treasury  
W. F. Kenney..... Legal

10 Years

Jean E. Fraser..... Marketing

### San Francisco Office

20 Years

I. F. Roberts..... Purchasing

### Exploration and Production

#### CALGARY AREA

15 Years

H. K. McKinnon..... Production

#### HOUSTON AREA

20 Years

G. Bertram..... Gas

15 Years

A. F. Gaines..... Production  
K. A. Holeman..... Production  
J. E. James..... Pers. & Ind. Relations  
C. Jensen..... Exploration  
V. Jones..... Treasury  
S. McCloud..... Production  
D. E. Reynolds..... Treasury  
J. L. Wilson..... Production

10 Years

H. H. Boerm..... Exploration  
F. W. Pride..... Production  
R. C. Riley..... Production  
H. P. Self..... Administrative

#### MIDLAND AREA

15 Years

G. H. Creighton..... Pers. & Ind. Relations  
O. B. Jackson..... Exploration

### NEW ORLEANS AREA

20 Years

E. Baxter..... Production

15 Years

S. Anastasio..... Production  
D. J. Delaune..... Production  
E. A. Gaspard..... Production  
G. W. Harris, Jr..... Land  
F. S. Rills..... Production  
W. G. Schilhab..... Production

10 Years

G. W. Randolph..... Production  
O. Roger..... Production

### PACIFIC COAST AREA

20 Years

J. E. Clark..... Production  
J. H. Duncan..... Production  
C. E. Fulton..... Production  
N. C. Jephcott..... Production  
D. V. Russell..... Production  
C. H. Stevens..... Production  
J. U. Todd..... Production

15 Years

C. H. Arnold..... Purchasing-Stores

10 Years

C. E. Barber..... Production  
C. V. Carpenter..... Production  
B. L. Garrison..... Production  
C. M. Harvey..... Production  
Goldie I. Kinnenberg..... Pers. & Ind. Rel.  
D. R. MacLean..... Production  
D. J. Mosley..... Production  
Virginia C. Peterman..... Production  
F. R. Vogan..... Production  
C. D. Young..... Production

### TULSA AREA

20 Years

M. R. Upson..... Automotive

15 Years

E. L. Hobbs..... Production  
J. D. Moren..... Production  
H. L. Rickard..... Exploration  
E. B. Wilkins..... Production

10 Years

O. M. Bassett..... Pers. & Ind. Relations  
T. N. Bellamy..... Treasury  
C. B. Stedman..... Production

### Manufacturing

#### HOUSTON REFINERY

20 Years

M. C. McElmury..... Cracking

15 Years

H. C. Blaylock..... Dispatching  
J. B. Carter..... Control Laboratory  
J. M. Downey..... Engineering  
V. A. Reichardt..... Control Laboratory  
T. N. Rodden..... Engineering  
C. D. Young, Jr..... Control Laboratory

10 Years

J. J. A. Criesmon..... Control Laboratory  
R. H. East..... Fire & Safety  
W. E. Guin..... Engineering  
L. D. Harris..... Gas  
C. E. Henderson..... Lubricating Oils  
M. G. Jordan..... Distilling  
J. L. Lemons..... Research  
I. Means..... Engineering  
W. L. Orand..... Engineering  
M. R. Schultz..... Cracking  
E. L. R. Steck..... Cracking  
W. H. Steil..... Distilling  
J. C. Valley..... Engineering  
C. O. Warner, Jr..... Engineering  
A. G. Woodland, Jr..... Lubricating Oils  
R. Woodworth..... Engineering  
H. C. Yackel..... Engineering

#### MARTINEZ REFINERY

15 Years

V. R. Traner..... Research Laboratory

10 Years

J. S. Davilla..... Compounding  
E. G. Peyrucain..... Engineering

## NORCO REFINERY

### 20 Years

S. J. Duhe.....Engineering  
A. J. Jeanfreau.....Cracking

### 10 Years

H. J. Hotard.....Distilling  
B. M. LeBlanc.....Stores  
L. L. Perret.....Laboratory  
L. F. St. Martin, Sr.....Treating  
M. J. St. Pierre, Jr.....Laboratory  
H. Triche.....Treating  
H. E. Veron.....Distilling

### 20 Years

H. P. Johnson.....Catalytic Cracking

### 10 Years

M. B. Brooks, Jr.....Engineering  
C. E. Chason.....Compounding  
R. K. MacIntyre.....Engineering  
H. E. Miller.....Control Laboratory

## WOOD RIVER REFINERY

### 20 Years

W. B. Beeler.....Compounding  
C. A. Davidson.....Pers. & Ind. Relations  
L. Estes.....Engineering  
R. D. Harrington.....Cracking  
L. J. Wood.....Cracking

### 15 Years

R. E. Bretzman.....Engineering  
J. D. Farmer.....Engineering  
D. C. Holder.....Engineering  
W. W. Horstman.....Research Laboratory  
R. C. Reed.....Engineering  
C. E. Reichert.....Treasury  
C. E. Schneider.....Compounding  
R. R. Schneider.....Engineering

### 10 Years

G. Acocks.....Control Laboratory  
F. O. Anderson.....Dispatching  
G. C. Anderson.....Dispatching  
A. Baker.....Control Laboratory  
C. C. Bishop.....Alkylation  
F. W. Carroll.....Engineering  
C. R. Clark.....Engineering  
C. U. Cruthis.....Engineering  
G. Cruthis.....Engineering  
D. A. Dickinson.....Engineering  
W. L. Doering.....Engineering  
O. H. Dunham.....Engineering  
H. A. Eyer.....Engineering  
F. F. Farley.....Research Laboratory  
C. E. Fry.....Engineering  
A. M. Hall.....Compounding  
F. Kolesa.....Engineering  
H. C. Kuhlman.....Control Laboratory  
A. L. Luebbers.....Engineering  
N. L. Malwitz.....Engineering  
G. C. Musgrove.....Control Laboratory  
E. F. Neudecker.....Control Laboratory  
M. K. Phillips.....Engineering  
C. A. Reynolds.....Stores  
C. V. Sauls.....Engineering  
J. H. Temple.....Engineering  
S. E. Wright.....Control Laboratory

## Marketing

### MARKETING DIVISIONS

#### 20 Years

E. A. Cameron.....Albany, Operations  
May H. Hardy.....Baltimore, Treasury  
J. C. Hunter.....Baltimore, Sales  
R. S. Jo.....Honolulu, Operations  
D. D. King.....Indianapolis, Sales  
A. D. Sclater.....Los Angeles, Treasury  
R. L. Dading.....New York, Treasury  
C. A. Smith.....Portland, Sales  
A. W. Henry.....St. Louis, Sales

#### 15 Years

C. A. Leland.....Albany, Sales  
G. C. Pugh.....Albany, Operations  
R. M. Simon.....Atlanta, Operations  
W. G. Ewing.....Baltimore, Operations  
W. J. Carroll.....Boston, Operations  
A. H. Halberstadt.....Boston, Sales  
W. H. Day.....Chicago, Sales  
H. W. Cooper.....Cleveland, Operations  
R. F. Upson.....Honolulu, Sales  
J. W. Eldridge, Jr.....Los Angeles, Sales  
J. J. Sparks.....New York, Operations  
F. E. Guldner.....Sacramento, Operations  
R. J. Meyer.....St. Louis, Operations  
C. E. Johnson.....Seattle, Operations  
E. W. Marsh.....Seattle, Sales

#### 10 Years

C. T. Schleeter.....Baltimore, Treasury  
C. E. Lane.....Boston, Operations  
G. V. Rogers.....Boston, Administrative  
E. E. Clarke.....Chicago, Operations  
J. A. Bell.....Detroit, Operations  
L. O. Emmons.....Indianapolis, Operations  
D. L. Jolly.....Indianapolis, Marketing Service  
E. Butler.....Los Angeles, Operations  
M. D. Walling.....Los Angeles, Operations  
J. R. Stapleton.....Minneapolis, Treasury  
L. Cullen.....St. Louis, Sales  
C. H. Feldman.....St. Louis, Operations  
F. A. Mertz.....St. Louis, Operations  
Margaret Ochoa.....San Francisco, Treasury

### SEWAREN PLANT

#### 20 Years

A. Pocek.....Compounding  
G. Skreptak.....Terminal

#### 15 Years

C. W. Donovan.....Laboratory  
A. Katona.....Asphalt

#### 10 Years

D. John.....Terminal  
J. A. Nelson.....Asphalt

### Products Pipe Line

#### 20 Years

F. V. Miller.....DeWitt, Ill.

#### 15 Years

R. W. Dawes.....Fall River, Mass.  
W. E. Laswell.....Lima, Ohio  
J. L. White.....Zionsville, Ind.

#### 10 Years

Margaret M. Walsh.....Waltham, Mass.  
Ruth K. Wilson.....East Chicago, Ind.

## SHELL CHEMICAL CORPORATION

#### 20 Years

W. W. Stokes.....Houston  
A. Lent.....Shell Point

#### 15 Years

J. H. Arrington.....Houston  
G. E. Jennings.....Shell Point  
J. G. Laketich.....Shell Point  
L. T. Roberts.....Shell Point

#### 10 Years

E. R. Scogin.....Head Office  
C. S. Camp.....Houston  
R. H. Marsh.....Houston  
T. F. McQueen.....Houston  
O. L. Scarborough.....Houston  
F. M. Scott.....Martinez  
O. L. White.....Martinez  
N. Chapralis.....Shell Point

## SHELL DEVELOPMENT COMPANY

#### 15 Years

E. L. Sturm.....Traffic & Shipping

#### 10 Years

Hope H. Hightower.....Organic & Applications  
A. W. Martin.....Service Engineering  
J. W. Nelson.....Instrumentation  
R. R. Whetstone.....Organic Synthesis  
Lucretia M. Whitney.....Fuels & Lubricants Eng.

## SHELL PIPE LINE CORPORATION

#### 20 Years

T. J. Patterson.....Texas-Gulf Area  
L. L. Vest.....Mid-Continent Area

#### 15 Years

P. L. Clopton.....Mid-Continent Area  
G. F. Franklin.....Mid-Continent Area  
R. E. Garman.....Mid-Continent Area  
A. M. Paschall.....Mid-Continent Area  
J. L. Tippin.....Mid-Continent Area

#### 10 Years

V. A. Collins.....Mid-Continent Area  
L. W. Ebdon.....Head Office  
J. L. Jones.....West Texas Area  
M. S. Lloyd.....Mid-Continent Area  
R. D. Love.....Mid-Continent Area  
W. E. Rhea.....Head Office  
E. V. Rogers.....Mid-Continent Area  
J. L. Tuttle.....Mid-Continent Area

# point of *Sale*

matters of  
*Fact*

Petroleum, once it has been discovered, produced and refined, must be made available to consumers, many of whom make their purchases at the neighborhood service station. Distribution of oil products to this point of sale depends not only on an efficient transportation system but on terminals, bulk depots and other intermediate storage and marketing facilities as well. Oil companies continually make substantial investments in such installations. In 1951, the Industry's marketing expenditures totaled \$268,000,000. Shell spent \$16,932,000 to expand and improve its marketing facilities during this period.



SHELL OIL COMPANY

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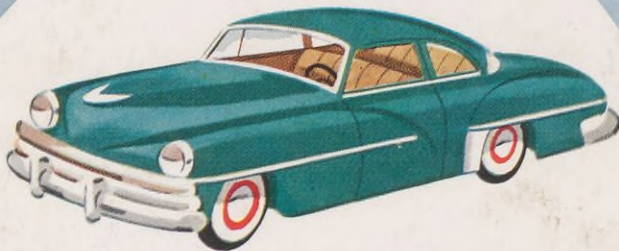
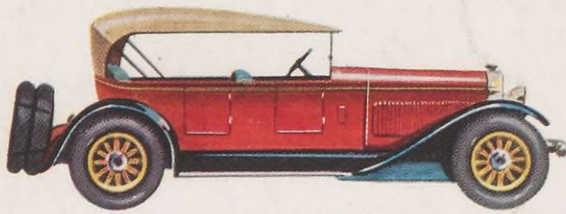
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# OIL PROGRESS WEEK

October 12-18

**TODAY—TWO GALLONS DO THE WORK OF THREE**

**D**uring the week of October 12-18 your Industry will make a special effort to tell the American people how it has contributed to this nation's social and economic progress. Sponsored by the Oil Industry Information Committee, Oil Progress Week has as its central theme the fact that 2 gallons of gasoline today do the work 3 did 25 years ago. The O.I.I.C. is arranging for proclamations by mayors, parades, radio and TV shows, Industry open houses, exhibits and many other special community events. You can help by calling your friends' attention to these activities and by arranging for them to hear an Oil Industry speaker or to see a Shell or O.I.I.C. motion picture.