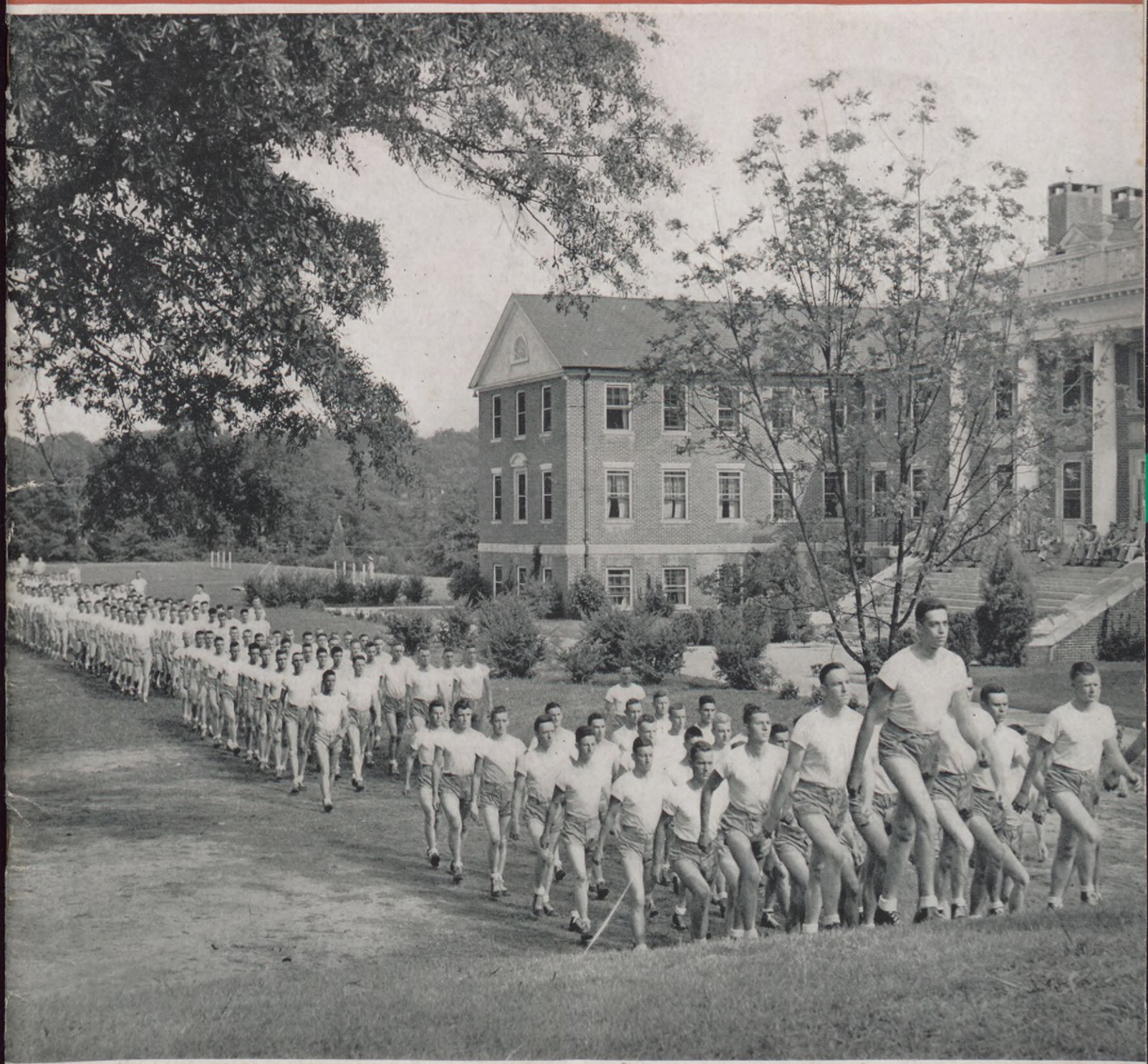
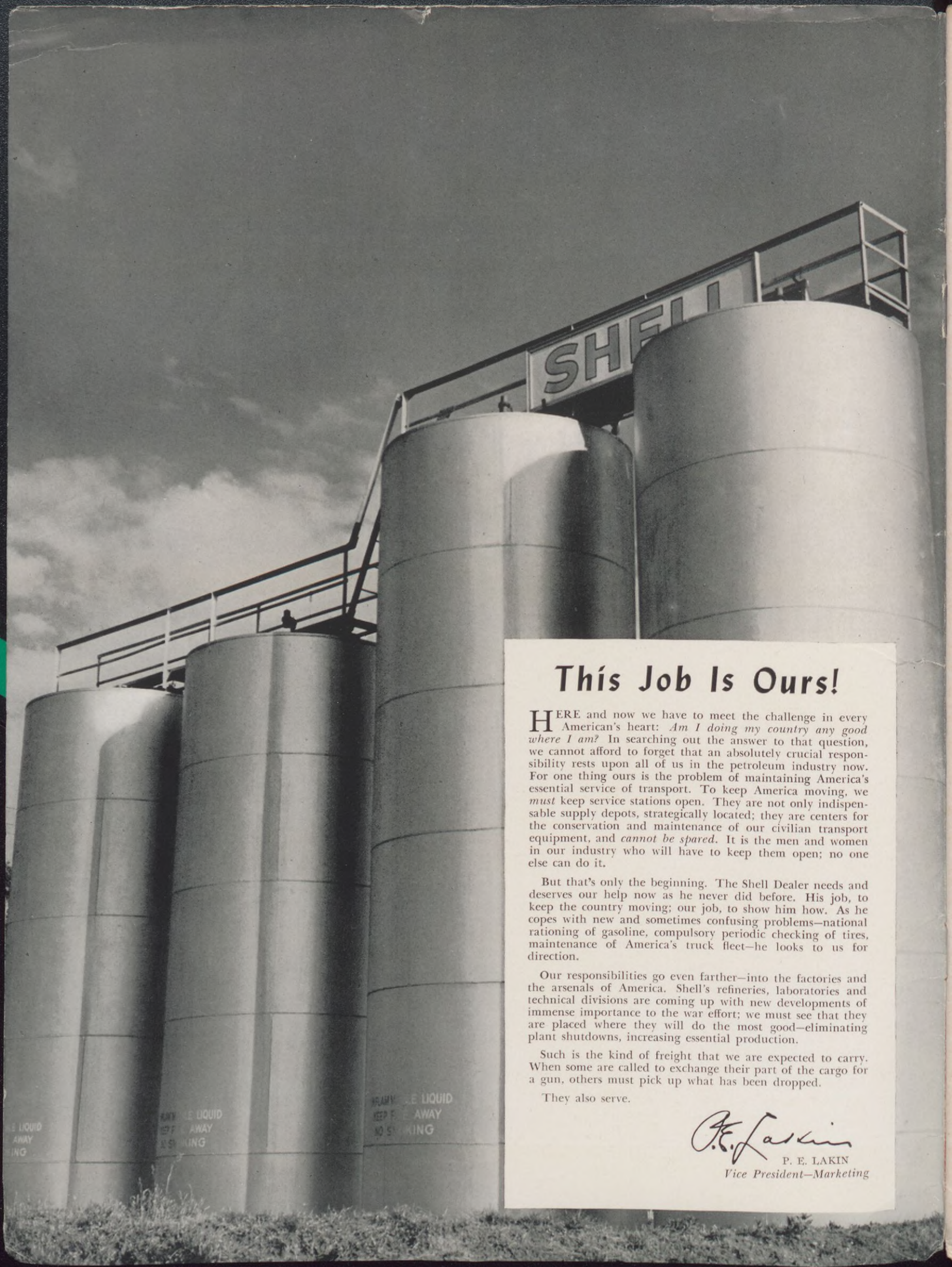
# SHELL NEWS

NOVEMBER · 1942



ROUGH, TOUGH AND SMART—Page 2




# This Job Is Ours!

HERE and now we have to meet the challenge in every American's heart: *Am I doing my country any good where I am?* In searching out the answer to that question, we cannot afford to forget that an absolutely crucial responsibility rests upon all of us in the petroleum industry now. For one thing ours is the problem of maintaining America's essential service of transport. To keep America moving, we *must* keep service stations open. They are not only indispensable supply depots, strategically located; they are centers for the conservation and maintenance of our civilian transport equipment, and *cannot be spared*. It is the men and women in our industry who will have to keep them open; no one else can do it.

But that's only the beginning. The Shell Dealer needs and deserves our help now as he never did before. His job, to keep the country moving; our job, to show him how. As he copes with new and sometimes confusing problems—national rationing of gasoline, compulsory periodic checking of tires, maintenance of America's truck fleet—he looks to us for direction.

Our responsibilities go even farther—into the factories and the arsenals of America. Shell's refineries, laboratories and technical divisions are coming up with new developments of immense importance to the war effort; we must see that they are placed where they will do the most good—eliminating plant shutdowns, increasing essential production.

Such is the kind of freight that we are expected to carry. When some are called to exchange their part of the cargo for a gun, others must pick up what has been dropped.

They also serve.

P. E. LAKIN
*Vice President—Marketing*

# SHELL NEWS

**NOVEMBER · 1942**

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

Volume 10



Number 9

# *In this Issue*

COVER: This inspiring parade of American youth takes place regularly on the University of Georgia campus. The young men are prospective naval aviators, students at the Navy's Pre-Flight School at Athens, Georgia. Eventually they will spread their wings and in battle formation soar toward the enemy. But not yet. At the Pre-Flight School, one of four in the country, they are prepared for the job by a physical training course that is among the toughest in the country. "Invigorating" is the word for this new program and for Lieutenant Decker's story about it—"Rough, Tough and Smart," see page 2.

★

Providing added interest for SHELL NEWS readers is the fact that the Athens, Georgia, school is under the command of Captain C. E. Smith, on military leave of absence from Shell.

★

"Slim" Aikins, line walker on the Northern Products Pipe Line, says he would not trade his job for anything and in his story "Me and My Old Walking Cane," page 8, builds a substantial case for it. Modesty, however, prevented him from saying that farmers along his route set their clocks by his appearance just as benevolence prevented his taking a literary whack at pipe line maintenance men who sometimes obliterate his accurately marked trails.

★

Getting 95% of the butane, important aviation gasoline ingredient, out of natural gas as compared to a previous 60% is only one of the accomplishments of Shell's new natural gasoline plant at East Cromwell, Oklahoma. Residue gas is piped to a utility company supplying war plants. Exhaust steam—all of it—is captured and re-used.

"'Waste Not' Gasoline Plant" as the title of the story on page 17 is no exaggeration. Authors of the timely article are B. R. Carney and V. E. Middlebrook of the Mid-Continent Area.

★

"Praise be!" was the gist of public safety officials' comment when they were told of SHELL NEWS' intention to publish an anti-hoarding article on gasoline. Having seen how eastern motorists, ignorant of the danger to life and property, "stocked up" on gasoline before rationing commenced, they are shuddering at the prospect of nationwide gasoline rationing. "Careful With That Gasoline," page 12, written by Safety Engineer A. H. Vineyard, Head Office Personnel Department, is guaranteed to make you pause and reflect before you start searching for something to hold a little "pre-ration stuff." From there, it is up to you, your neighbor and, perhaps, the police.

★

The "Manager, Coach and Peacemaker" of the page 21 story is Boyd Lowe. For the past two years, the Tulsa statistician has run a championship softball team—a team of girls. Apparently it is an absorbing hobby if you can stand the pace.

★

SHELL NEWS' Military Service department has expanded this month to accommodate a list of two hundred thirty additional employees joining the armed forces, the longest monthly list since publication began. The total number of Shell employees (East-of-the-Rockies territory) with the colors as of October 31st was 2,042.

## CONTENTS

One of the toughest physical programs in the country is the training given embryo naval aviators at the four Naval Pre-Flight Schools.

# ROUGH, TOUGH AND SMART

## *By James H. Decker, Lieut. (j. g.), U. S. N. R.*

WHEN C. E. Smith left his post in Shell's Head Office Personnel Department shortly after the bombs rained on Pearl Harbor, he answered his country's call for the third time. His beloved Navy recalled him to become Capt. C. E. Smith, U.S.N., commanding officer of the U. S. Navy Pre-Flight School at Athens, Georgia.

Thus he entered active duty in his third major war, a record that few military men can enter in their records. As a high school student at Xenia, Ohio, he enlisted and served in the Spanish-American War. An Annapolis career followed, and World War I saw Captain Smith receive the Navy Cross and the French Legion of Honor for distinguished service in Atlantic convoy work.

Athens, Georgia, with its red clay and sunshine is in marked contrast to Captain Smith's long service in the fog and cold of the grey North Atlantic, but his duties are no less important—more important, if anything. Here at the Pre-Flight School, one of four established by the Navy, the foundation is being laid for an air force capable of dominating the world's skies. Here on the University of Georgia campus, Captain Smith directs an all-important physical fitness

program that is best summed up by the motto—"Rough, Tough and Smart."

Press and radio have referred to the embryo naval aviators, students at the Pre-Flight School, as "Commandos of the Air," "young supermen," but behind these labels is the story of an America whose youth needed unprecedented training for the toughest job in our history.

At the outbreak of hostilities the Navy Department knew its requirements for an expanded air force would be too rigorous for the vast majority of our youth. Many of our athletes had the physical development and stamina to fly under the tremendous pressure of combat, but an estimated 90 per cent of Naval Aviation applicants lacked such an athletic background. America's youngsters were relatively soft physically and they were mentally conditioned to an era of peace. In contrast, they must face a Germany and Japan where the younger generation had been conditioned from birth for "Der Tag."

Commander Tom Hamilton, former grid star and head coach at Annapolis and one of the Navy's best pilots, took over the task of organizing the physical fitness program. Many of the nation's top coaches and physical training experts were commissioned to staff the four Pre-Flight Schools. To direct these stations, the Navy called upon veteran officers with outstanding leadership and organization talent. Captain Smith was named to head the Pre-Flight School at Athens which receives most of the aviation cadets from the southern states.

To gain time and spare the use of vital materials, the Navy took over portions of four universities for its pre-flight program. In addition to the southern school on the University of Georgia campus, the eastern school was set up at the University of North Carolina at Chapel Hill, N. C.; the midwestern at the University of Iowa and the far western at St. Mary's College on the Pacific Coast.

At Athens, Captain Smith commands an organization of 200 officers and instructors and approximately 1,600 cadets, a number which is expected to increase considerably in a short time. All is not muscle-building. The course of twelve weeks includes infantry drill and military tactics, seamanship, navigation, ordnance, first aid, and signals. The academic course includes mathematics, physics and an intensive study of nomenclature and recognition of both allied and enemy planes and warships. There also is a course covering the essentials of naval service which indoctrinates the cadets with the traditions of the service and American naval and military history.

Not only does Captain Smith's long and illustrious naval career make him an ideal "skipper," but he has

**Boxing teaches attack and defense in hand-to-hand combat.**

an athletic background and love of sports that fit in admirably with the pre-flight school's emphasis in this direction. At the United States Naval Academy, from which he graduated in 1903, Captain Smith was second baseman on the baseball nine and a quarterback on the football team. He won the highly coveted Athletic Sword for all-round ability and influence in athletics. From Sepember 1915 to February 1917 he was in charge of physical training at the Naval Academy. Then he joined the destroyer force in European waters. In addition to his convoy duty aboard a destroyer, during World War I, he was district commander at Brest, France; commander, destroyer division 23; on duty with the Bureau of Naval Operations; and commander of the Naval Ammunition Depot at St. Julien's Creek, Virginia. In 1925 he returned to the Naval Academy as officer in charge of buildings and grounds.

After this second tour of duty at Annapolis, Captain Smith joined the *USS Dobbin* and in February 1929, was transferred to the retired list of the Navy, later joining Shell's staff in Boston.

As the commanding officer at the Pre-Flight School at Athens, Captain Smith now has the responsibility for the initial development of one-fourth of the 30,000

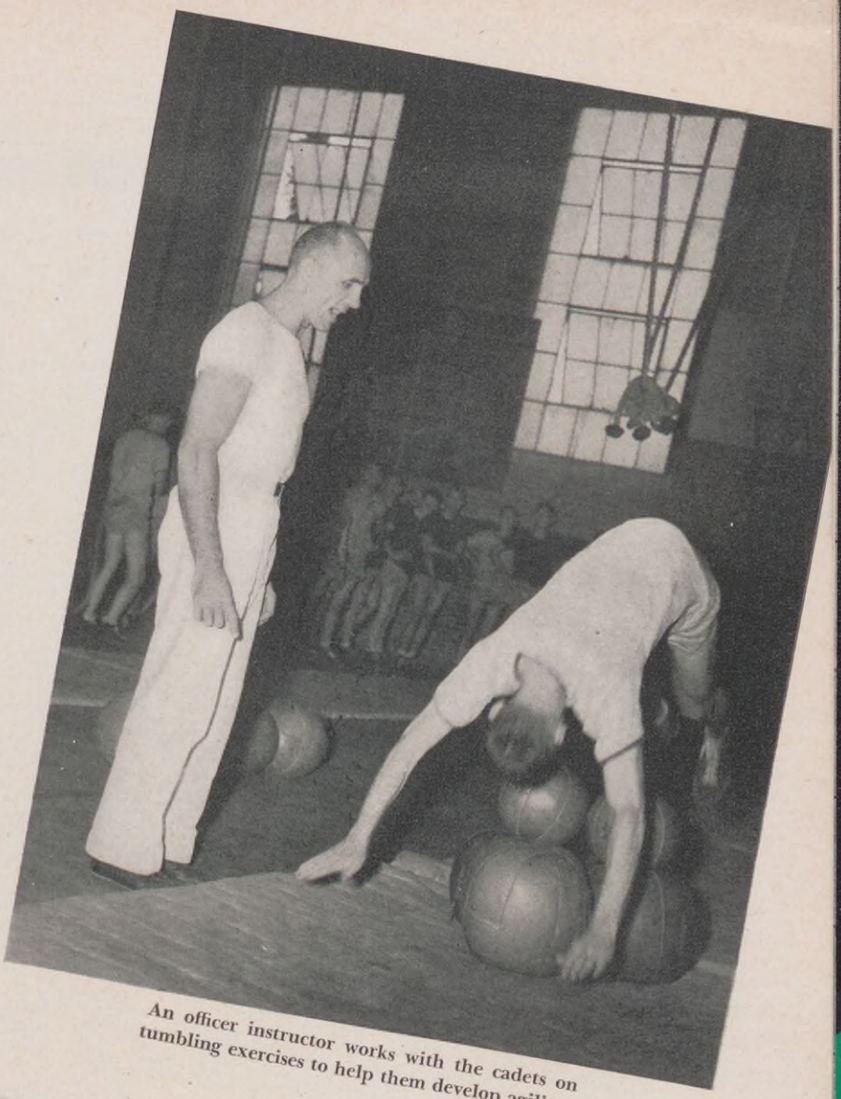
**The conditioning program is keyed to the demands of actual combat. Here cadets are learning the use of ropes in boarding a vessel by scaling a wall.**

**Obstacle race. Cadets know this particular device on the obstacle course as the "squirrel cage."**

naval aviators which our Navy will turn out in the next year. The intensive, rigorous athletic program at the Pre-Flight School is producing results—the kind that will pay dividends in America's struggle—and Captain Smith takes special pride in the battalions that are graduated from his command on a staggered schedule every two weeks. The hardened, bronzed, "ready to go" grads move on to a primary flight base for another three months' training, thence to an advanced base for still another three months' period. Successfully completing these courses, the cadets receive their wings and are commissioned ensigns or, if assigned to the Marine Corps, second lieutenants. Before being sent to combat duty, however, they receive three months' instruction at an operations base. Thus the Navy spends a year turning out a pilot—one who is physically fit and mentally keen for the job ahead.

While the cadet at the Pre-Flight School divides his time among military, academic and athletic activities, the greatest stress is upon the physical work. Competitive sports form the basis of the program, for the Navy is convinced that the American ideals of individual initiative, "playing to win" and self-reliance are superior to the Axis theories of regimentation.

However, the "sport for sport's sake" philosophy is



An officer instructor works with the cadets on tumbling exercises to help them develop agility.

Captain Charles E. Smith, U. S. N. (Retired), is commanding officer at the Athens, Georgia, Pre-Flight School. Now on military leave from Shell, Captain Smith served with distinction in two previous wars and also has a rich background of athletic accomplishment.

Cadets have dubbed it "engineering" but it is still manual labor. There is plenty of it—all kinds—in the pre-flight program.

Military instruction is one of the three main departments at the school.

Discussing the military, academic and physical training schedule with Captain Smith (center) are Harmon W. Caldwell (left), President of the University of Georgia, where the school is located and Carl Vinson, Chairman of the House Naval Affairs Committee.

replaced by the more utilitarian plan of using sports for what they will contribute to the war effort in general and to the fitness of flying cadets in particular. Each sport has a place in the over-all picture. Boxing, wrestling, and other kinds of hand-to-hand combat teach methods of attack and self-defense and deal in the realities of warfare. Military sports feature obstacle climbing, grenade throwing, vaulting and tumbling. Football and track develop agility, coordination of mind and body and ability to act rapidly and effectively. Swimming teaches the cadet to be relaxed in the water, to swim with clothes on and to save the lives of others. In addition to regular mass exercise, the cadets have an extensive hiking program and plenty of manual labor, facetiously dubbed "engineering," to round out a program that is designed to meet the maxim—"They have to be tough to win."

The cadets receive athletic instruction in two forty-minute periods daily, in addition to a shorter period devoted to body-building exercises. On top of this, they spend two hours in competitive athletics late in the afternoon, the various squadron teams battling with all the spirit and vigor of the oldest collegiate grid rivalry.

Instruction and leadership is provided by a faculty which resembles a "Who's Who" of American sports. The "big names" are too numerous for listing here; it's sufficient to say that Naval Aviation has in its ranks the top men of the athletic field—men who know youth, provide inspiration and have all the necessary experience and skills.

After the pre-flight cadet graduates, his physical education is not halted. Physical training programs also have been established at the reserve and advanced bases and even within the fleet.

The object of the Naval Aviation physical fitness program, as pointed out by Captain Smith, is "to train our pilots not only so they are more skillful in flying technique and knowledge, but to place them on the field of combat stronger and tougher, both physically and mentally."

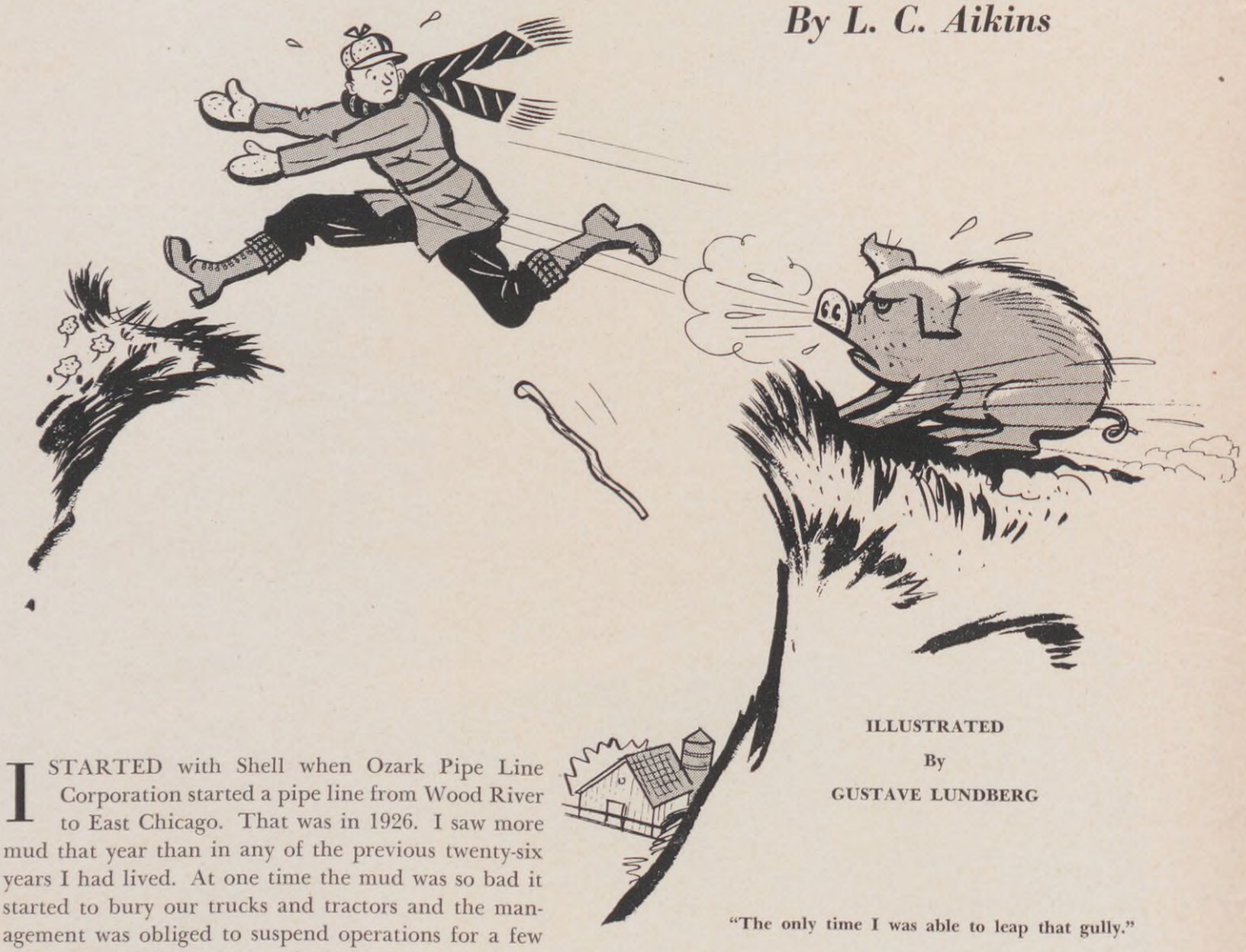
Careful measurements of each cadet show that excellent physical results are being obtained. But equally important is the mental attitude of these prospective naval aviators—the lads who will soon be winging over the Pacific and Atlantic. It is a well established fact that the school is turning out cadets eager to get at grips with the enemy, determined to win, steeped in the finest traditions of America and buoyed by the knowledge that their training will make them the world's best aviators.

A long naval career, service in three wars and a sound knowledge of world conditions have made Captain Smith fully aware of the tremendous task lying ahead for this nation. But at the same time, he is fully confident. Under his command is a vital portion of the fighting power that will ultimately bring us victory.

**The faculty of the Pre-Flight Schools resembles a "Who's Who" of American sports.**

# ME AND MY OLD WALKING CANE

*By L. C. Aikins*



ILLUSTRATED
By
GUSTAVE LUNDBERG

"The only time I was able to leap that gully."

I STARTED with Shell when Ozark Pipe Line Corporation started a pipe line from Wood River to East Chicago. That was in 1926. I saw more mud that year than in any of the previous twenty-six years I had lived. At one time the mud was so bad it started to bury our trucks and tractors and the management was obliged to suspend operations for a few days. We all left camp. About a week later I returned, having walked twelve miles from the depot. I arrived at midnight, to find nothing more than a ghost-rag city. I went from tent to tent only to find beds unmade and the camp still deserted. I went to the cook tent and there found the cook making candy by candlelight, his only companion, Old Scotty, a crippled rooster. Cook informed me that he and Scotty were in full charge. A few days later, however, the rest of the gang returned and we resumed operations with headquarters in a nearby town. Luckily the freeze came in January and the line was finally completed two months later, in March, 1927. I then took a job with the maintenance crew and in June started linewalking.

While linewalking is not easy work at any time, it was much more difficult in those days than at present. As there were no linewalkers' bridges, I had to detour all creeks and branches during flood periods, which added many extra miles to my walk; there was no all-weather road that paralleled or crossed my division at any place. The only way to get to and from the job was in a Model T Ford via the Mud Route. As my wife was my chauffeur, and my daughter was just a year old, it was a six-day week for all three of us. Besides, those first two months were awfully wet. After I had waded in water waist-deep several times, and my wife had got the Ford stuck in the mud even oftener, we wondered if we had bitten off more than we could chew. But as I toughened up, and my wife became ac-

customed to the mud, we decided to stick it out. We purchased a fifteen-acre home and started to pay for it. We have never regretted that decision.

Being a good hiker, having perfect feet, and being a lover of nature, I find linewalking interesting work. Anyone who believes that the greatest health can best be secured in the fresh air and sunshine, would like this job. Although you travel the same division each week, it does not become monotonous. I always find something different on each day's walk—an unusual bird, a flower, a fox scurrying away over a ridge. . . . And then, of course, there are the different seasons of the year. Autumn, when Jack Frost has colored the leaves and a blue haze lies like a veil over the land, is especially pleasant. I wouldn't trade this job, where I can share in the beauties of nature, for any that I know.

There are many days that are not pleasant by any means, but you get accustomed to adverse weather conditions. I have walked many times in a blizzard, with the temperature below zero, a folded tow sack held against my face to keep it from freezing. I am often caught in rain storms and soaked to the hide. If by chance I dodge the rain, the vegetation will soak me in a short distance. I don't break any records on those days, but I make my run.

There was only one experience with the weather and mud that really had me worried. It had been raining for two days; the mud was knee-deep in the fields. Then it started snowing and getting colder and by morning of the third day the temperature was below zero. There were about four inches of snow with an ice crust on top, but the mud underneath was not frozen. About every ten steps I would break through to the mud. The other nine steps I seemed to stay on top . . . just long enough for this mud to freeze on my boots. I managed to scrape the frozen mud off my boots for some time but at last I could not free them of it. Each time I went through I brought up more weight. It began to get serious. Since there was no wood with which to build a fire, I began to think I would be anchored and frozen in that field. Finally I managed to reach the road and drag my feet to a farmhouse. The farmer and his wife poured boiling water on the front of my boots to thaw the mud from the laces so that I could free my feet from their frozen prison. My shoes were placed in a tub by the fire to thaw, while I enjoyed hot soup and coffee. Soon I again was on my way. I was eleven hours making the run that day. Other times I have had ice all over my clothing; have had my eyelids frozen; have trudged through mud and snow until I thought my shank's mare would pull off; but the "case of the big feet" was the most serious.

At the other extreme are the days with temperatures of ninety to one hundred degrees. The center of a tall corn field is no cooling-off place. Then there is the sweet clover where thousands of bees gather nectar and do not wish to be disturbed. There are weeds with enough hay fever pollen to make half the world sneeze. There is poison ivy and frequently there are snakes. A slap on the boot leg is a familiar sound. But unless a snake is poisonous I never kill it.

Somehow, linewalkers are asked a lot of questions; there is something about the job that interests most people. It has made many friends for me and many favors have come my way. I have eaten dinners on the line fit for a king. Many sportsmen envy the hunting privileges I enjoy. Even most dogs along the line are

**"I began to think I would be anchored."**

**"A slap on the boot leg is a familiar sound."**

my friends and come out to meet me each trip though sometimes it takes months to win them over. There was one, however, who would not make friends with me. He persisted in attacking me each trip. The poor thing committed suicide one day—he made such a furious attack that he bashed his head against my cane.

A friend once gave me a 50-50 Police and Collie pup. I decided to make a linewalker out of him and he grew up to be powerful, intelligent and obedient. King was my constant companion on the line for five years. He is now retired at "Good Acres" on full pension of three squares a day.

My daughter who is now sixteen has made many thirteen-mile hikes with me. She has a name for all the valleys and creeks on my run. Our favorite spot is Paradise Valley. As the line leaves the open country, climbs a ridge and goes down the wooded hillside dense with underbrush, one can see a gorge widening into this beautiful valley. As one descends, the forest closes in. The valley floor becomes broken with gulleys and ravines. Rocky cliffs are hung with moss and vines and scattered on either side of the line are patches of ferns and persimmon and "pawpaw" trees.

But it was in this same Paradise Valley that I had an experience with one domestic quadruped whose fighting ability I advise none to misjudge. It was an old sow. On a crisp frosty morning I stood on a ledge watching the smoke curl up through the trees from my friends' cabin below. I decided to drop in for a cup of coffee and a friendly chat. About half-way down I met "Her." As my old Smoky Mountain uncle would have said, "You-all would had to soak hits hide in the river three days before hit would have felt bobwire." She had her young with her. As soon as she saw me she charged. All the yelling of "Souy" and the swinging of a cane didn't stop her. I finally reached a gulley and cleared it with a foot to spare. I have crossed that gulley hundreds of times since but that is the only time I was ever able to leap it. The coffee was forgotten.

Otherwise I have found only one really dangerous farm animal. That is the gentleman cow. I have had many fast moments with this animal—in fact, have made many detours on his account. You may be walking along day-dreaming, building air castles, but this gentleman can bring you back to earth in a flash. I attribute several grey hairs in my head to one of these boys. It was in the corn country, before the mechanical corn husker became popular. Corn was husked by hand and the stalks, left standing, obstructed the view. Farmers turned their herds in these fields after harvest to clean up the waste. I was in the center of

a one hundred sixty acre field and there he was, too, an aristocrat in bovine circles, a vicious one-ton Jersey. With the fence a half mile away in any direction, me with only a walking cane, and a heart fluttering like an autumn leaf, I thought, "This is the end of Slim." I knew if I ran away it would be sudden death as the bull had begun to snort, bellow and paw dirt. I moved slowly away from him, and stopped. He started toward me. I knew something had to be done. If I was going to bluff him, now was the time to do it. I ran toward him swinging my cane and yelling. He stopped. This gave me courage. I bluffed my way for the longest half-mile on record but after I was safely over the fence I was too weak to stand. Thanks to mechanized corn huskers we no longer have standing corn stalks to hide belligerent bulls.

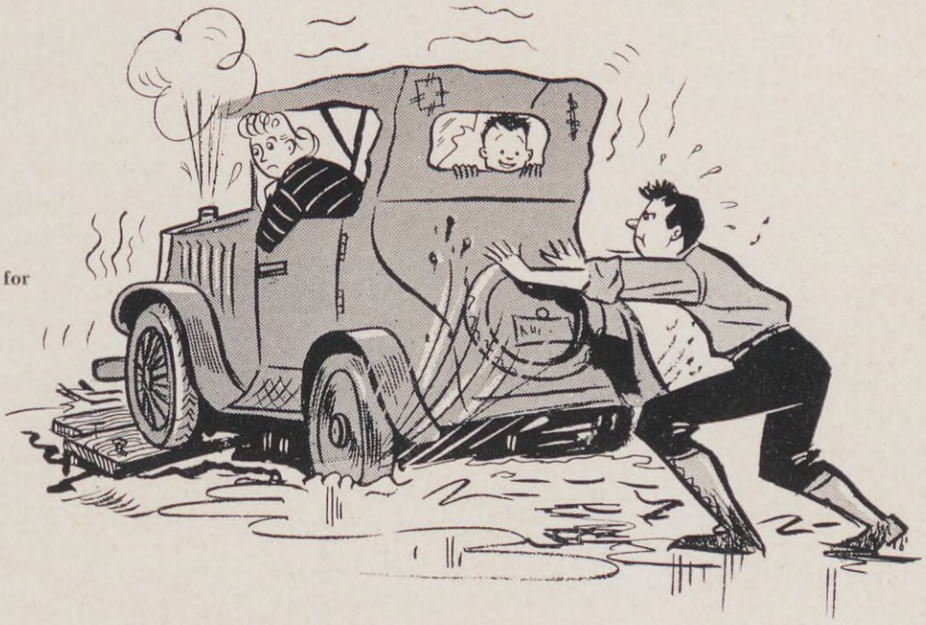
I have said that in walking a line you see something different every day. In fifteen years of walking this country I have seen a great many changes. One gully, in particular, which was only a few feet deep and which I could easily jump across is now fifteen feet deep and a fifty-foot linewalker's bridge spans it.

I have walked in all over fifty thousand miles, have climbed fences about two hundred eighty thousand times. My wife and I have driven a car over half a million miles. She is still my chauffeur and we have not missed a day's work. Strange as it may seem, hiking and camping is one of our hobbies. Taking advantage of our annual vacations, we have traveled in thirty-six states—camping and hiking in state and national forests and parks, including Yellowstone and Grand Canyon.

My garden home, "Good Acres," is self-supporting. I can't think of a better place to be now. At retirement age it will be the same. What more could anyone ask

**"There he was—a gentleman cow."**

—a comfortable home, a garden where I can grow flowers and good things to eat, broad fields of green to rest the eyes, plenty of song birds to provide a cheery note, an occasional trip to the wilds of some back country . . . and the distinction, I hope, of being Shell's oldest linewalker.



**"A six-day week for all three of us."**

Acme Newspictures.

**Pouring gasoline from a container into the gasoline tank of a car is dangerous in itself. Static electricity generated in the can by the surging liquid and incoming air may jump to the car and ignite the ever-present gasoline vapors.**

# "CAREFUL WITH THAT GASOLINE"

## *by A. H. Vineyard*

"WHOOSH" is a word with built-in sound effects. Speeding motor cars, as much as anything, put it in Mr. Webster's dictionary.

Today the relation between "whoosh" and an automobile is not so pronounced. In the face of a 35-mile speed limit, bald-headed tires and, in some sections, rationed gasoline, motor cars are not disturbing the air pressure sufficiently to create a "whoosh." However, if the experience of the eastern states last summer is any guide, nationwide gasoline rationing will supplant "whoosh" with "whoom!", the sickening sound of sudden combustion—and with other sound effect words uttered by awed spectators at disaster scenes or screamed through the gritted teeth of victims in hospital emergency rooms.

During the few days before rationing began in the East, numerous motorists rushed to get extra supplies of gasoline for storage at home or to carry in their cars. They contemplated only a few stolen miles of driving—never any danger. The results were written in headlines:

GASOLINE FIRE DESTROYS GARAGE AND CAR
FUEL IN STORAGE IGNITES

EXPLOSION WRECKS CAR; INJURES DRIVER
SPARE GASOLINE IN TRUNK CAUSE

NEIGHBORS REPORT GAS VAPORS
GASOLINE HIDDEN IN BASEMENT

Gasoline is one of our safest commodities when properly handled and stored. When improperly handled or stored, it may become a destructive agent of colossal proportions. Here is how the useful energy in a gallon of gasoline compares with that of the more common explosives:

| | | |
|---|---|---|
| One gallon of gasoline will drive your car | 18 | miles |
| An equivalent amount of TNT | 6 | " |
| An equivalent amount of natural glycerine | 3 | " |
| An equivalent amount of dynamite | 2½ | " |
| An equivalent amount of black powder | 1.7 | " |

Gasoline vaporizes at atmospheric pressure. When there is from 1½% to 6% of gasoline vapor in the air the mixture is explosive.

If violating the spirit of the rationing rules in the first place is the biggest mistake, the selection of ordinary five-gallon cans for the purpose comes next. Such cans were never meant to hold gasoline; they are not strong enough and are not designed to release pressure generated by expansion or vaporization. When the temperature rises, gasoline expands. That creates a pressure that will easily rupture an ordinary can. And, of course, the gases thus released can easily unite with air to form a highly explosive mixture.

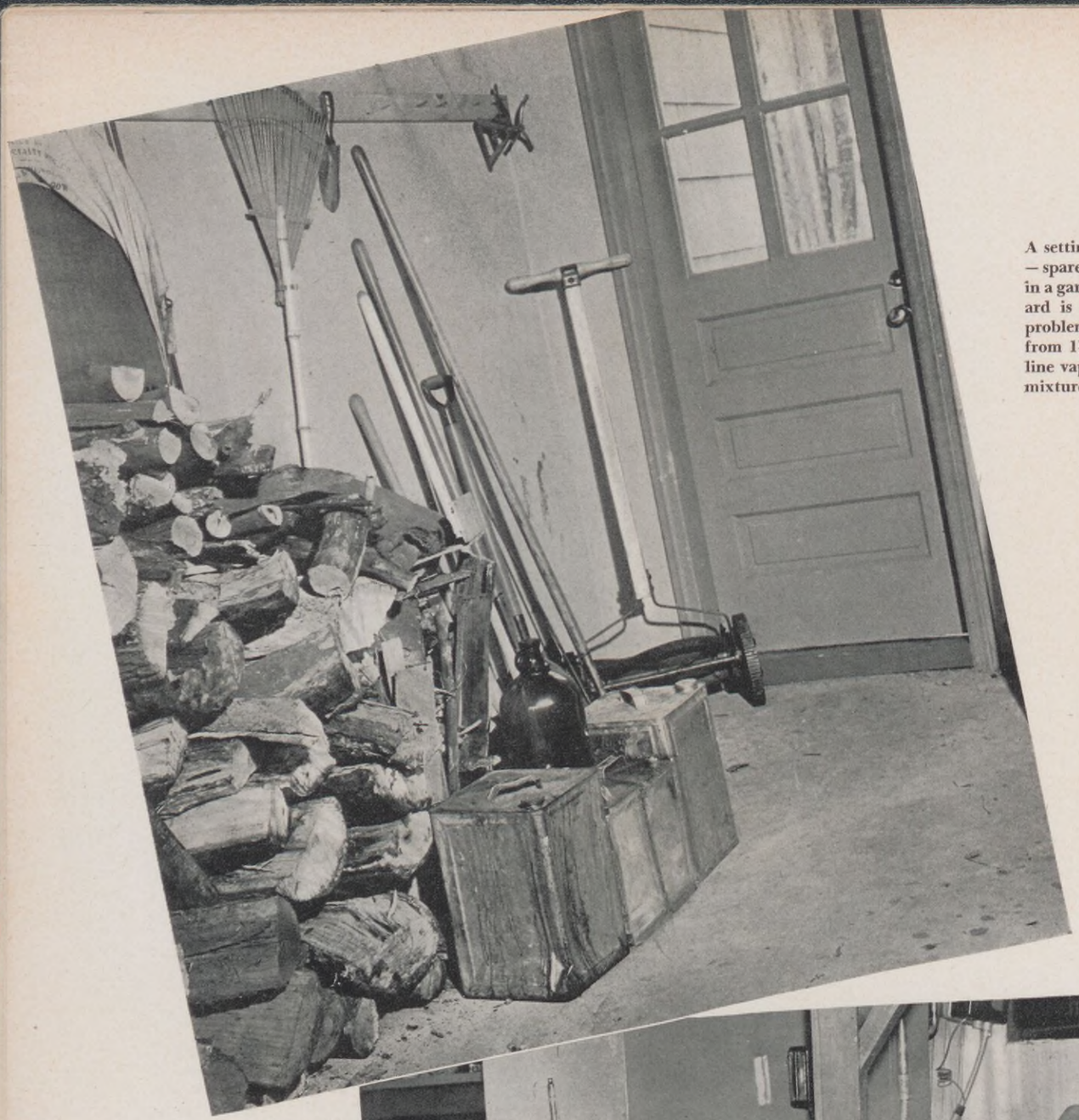
In the early days of motoring, an extra can of gasoline carried on the running board was standard

*Acme Newspictures.*


**The only lawful method of carrying gasoline in a car other than in the regular fuel tank is a safety can such as Shell Dealer Al Wind of Manhasset, Long Island, is showing a customer. But such a container can be bought now only with a high priority rating.**

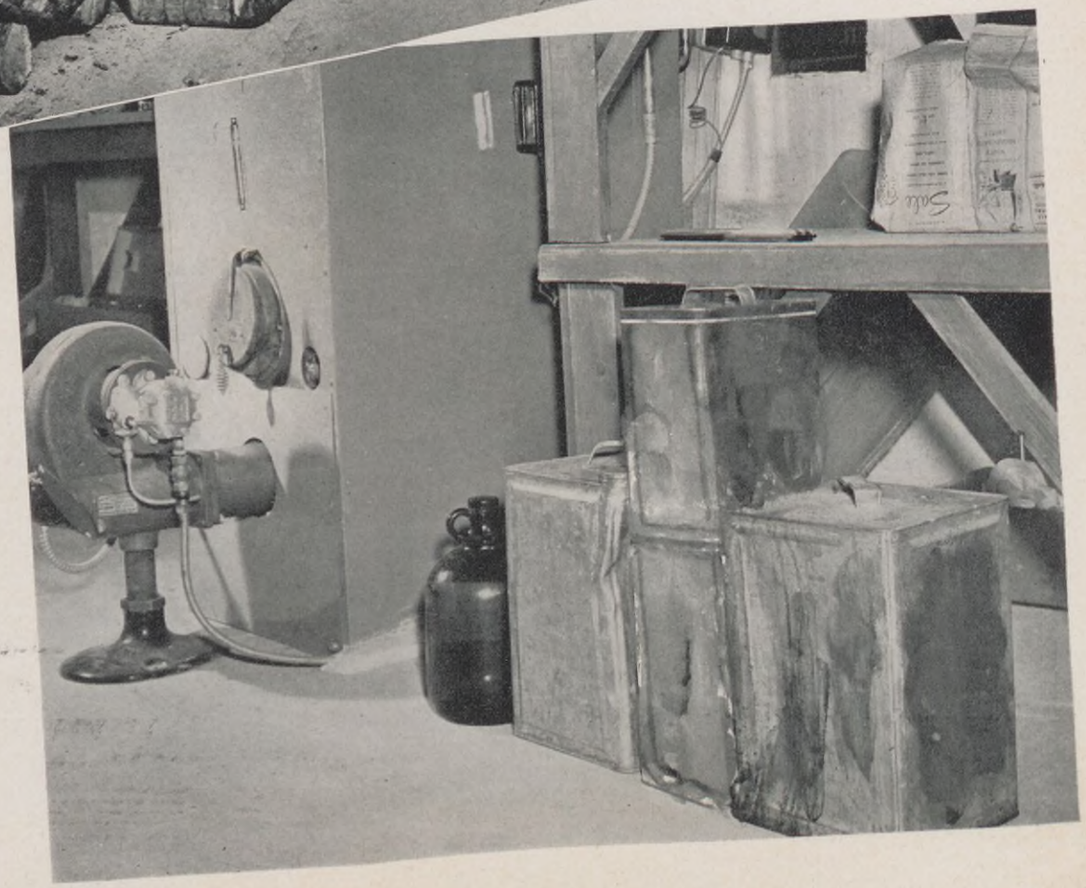
*Acme Newspictures.*

**Fires have been caused merely by flipping a gasoline soaked drape to rid it of excess moisture. Friction is the source of ignition in such cases.**



A setting for catastrophe — spare gasoline stored in a garage. The fire hazard is only part of the problem. When there is from 1½ to 6% of gasoline vapor in the air the mixture is explosive.

*Acme Newspictures.*



*Acme Newspictures.*

The eastern states were lucky to get gasoline rationing in the summer . . . no fires in the furnace. But the situation will be different when nationwide rationing goes into effect. A bumper crop of home explosions can be expected if basement storage of gasoline is foolishly practiced on the scale it was in the East.

equipment for short trips but it bore little similarity to a tin of today's high-test gasoline thrown in the trunk or back seat of a modern car. The old-time emergency can was made of heavy material, there was little chance of its breaking under pressure. And there was little chance of pressure developing because the gasoline was a much lower grade than any sold commercially today. The situation today is different. The driver trying by ordinary methods to make the old-time practice solve a new problem is riding the proverbial powder keg—or worse. He lights a cigarette, a couple of tools or a set of tire chains strike together—a spark for the fuse is easily supplied.

There are approved safety cans on the market, containers specially designed for transporting small quantities of volatile liquids which give off flammable vapors but even that fact is of little help to the anti-rationing conspirator. In the first place, a high priority number is needed to get one of the cans. In the second place, many state laws prohibit transportation of gasoline in automobiles except in the regular fuel tank. In the third place, pouring gasoline from a can into a tank is always hazardous. Static electricity is created in the can by the surging gasoline and the incoming air. Unless the can is kept in contact with the car throughout the pouring operation (usually impossible) the static electricity may jump to the car with a spark that ignites the ever-present gasoline vapors. At service stations, as you may have noticed, the nozzle is always stuck into the tank. And though you may not have noticed, there is a metallic connection or bond in the pump hose from nozzle to pump.

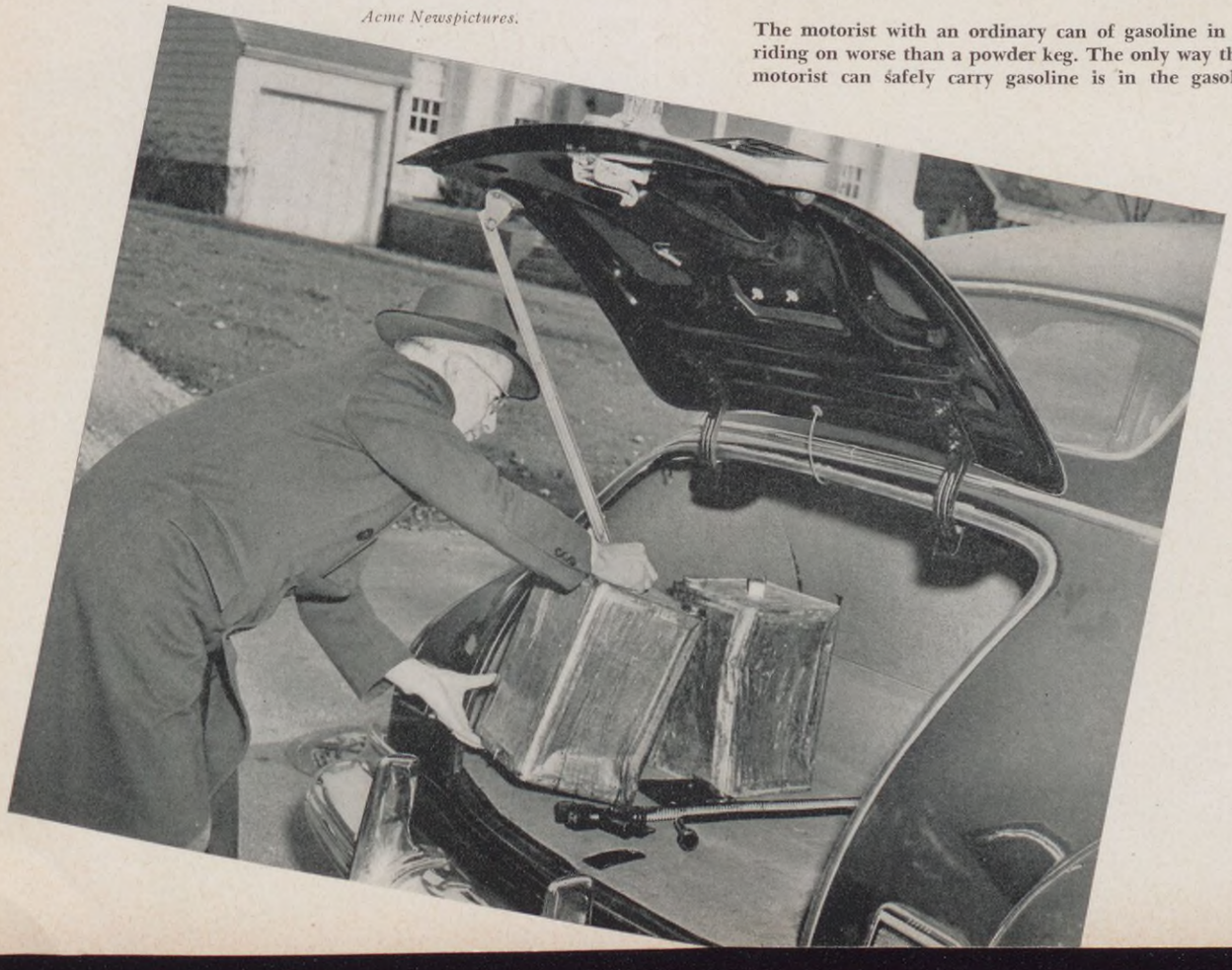
Numerous as were the illicit gasoline accidents in the East, that section was lucky to have rationing begin in the summer. If basement storage of gasoline is practiced on the same scale in other parts of the country, a bumper crop of explosions can be expected. November is a time of furnace fires in most sections. A fire in the furnace and a few cans of gasoline on the floor is a perfect setting for catastrophe.

A headline already quoted mentions neighbors reporting gas vapors. In case you thought those good people were too nosey, it should be explained that they were quite within their rights. In most states, the Fire Marshal has established rules prohibiting storage of gasoline on private property in other than approved containers and in amounts exceeding five gallons. Sometimes the rules are set locally. This particular offender caught a heavy fine. Police found several five-gallon tin cans of gasoline stored in his basement. Expansion, resulting from a rise in temperature, had caused one of the cans to break along the seams. The vapors soon filled the basement and, according to the news account, were sufficient to blow up the entire two-story house. Had the furnace been operating, that is probably what would have happened.

How can gasoline be safely stored? In your car's gasoline tank!

Rationing, or, rather a smuggler-like response to rationing, cannot be blamed for all gasoline disasters. Long before "A" and "B" cards had any meaning, people were seriously injured trying to use gasoline and naphthas for home dry cleaning operations. Since naphthas and certain grades of gasoline may

*Acme Newspictures.*



**The motorist with an ordinary can of gasoline in his car is riding on worse than a powder keg. The only way the average motorist can safely carry gasoline is in the gasoline tank.**

not be subject to rationing, we will probably continue to see occasional headlines like these:

STARTS FIRE USING GASOLINE
TO CLEAN CLOTHES

———

SEVERELY BURNED SHAKING
GASOLINE-SOAKED DRAPES

Many people do not realize that vapors are constantly rising from gasoline when it is in an open container. When there is a faint air movement the vapors will follow the direction of the air current. If there is no air current, the vapors, which are heavier than air, will flow toward the floor and seek a level, just like water. That is why dry-cleaning operations involving the use of a flammable material are particularly dangerous in kitchens where there is a possible source of ignition from the pilot light of a gas range or the starting mechanism of an electric refrigerator. In large dry cleaning plants, solvents of the flammable classification are sometimes used in large cleaning machines. In those instances, however, cleaning machines are vapor-tight and the activity is carried on mechanically inside a drum. This mechanical arrangement has impressed visitors who could see no reason why the same principle could not be applied by use of an ordinary washing machine. Again, the principle of vaporization enters. The vapors, being heavier than air, flow over the side of the washing machine down to the floor where they drift with the air current, or, if there is no air current they build up from the floor until a level is reached where ignition may take place from the water-heating equipment, furnace or other media.

One news item referred to an elderly woman critically burned in a similar operation. In this case the victim had dipped drapes in a basin of gasoline, being careful not to rub them together to cause any kind of friction. However, when she went outside to hang the drapes up in the atmosphere to expedite drying, she gave them a flip to dislodge excess moisture. That act alone was sufficient to ignite the vapor.

Home dry cleaning is all right if the proper cleaning agents are used. Such products are especially prepared for the purposes and can be used by the amateur without danger. One of these is Shell's Safety Kleanzit.

The handling of gasoline whether for cleaning a garment or running a car is a problem for professionals. Amateur equipment and amateur methods are dangerous. The service station operator now knows that to be so. That is why he refuses, or should refuse, to put gasoline in any old can a customer may find.

*Acme Newspictures.*

**Most gasoline fires in the home have been caused by the use of the flammable liquid as a cleaning agent. A gas stove's pilot light is sufficient to start a blaze. Safe dry cleaning agents for home use are manufactured.**

**Visitors to large dry cleaning plants, seeing flammable solvents used in cleaning machines, have tried to duplicate the process with their home washing machines. Often the results have been disastrous. Home equipment is not constructed for the purpose, allows vapors to escape and mix with the air.**

*Acme Newspictures.*

**Shell's new East Cromwell Gasoline Plant, the first such plant completed since the war began, produces vital war products without the waste customary in older plants.**

# "WASTE NOT" GASOLINE PLANT

## *By B. R. Carney and V. E. Middlebrook*

YOUNGER brother and roommate of the oil well is the natural gasoline plant. Here the rich natural gas that comes to the surface with crude oil is processed for extraction and recovery of its valuable elements. Shell owns 7 such plants in the oil fields east of the Rockies. Throughout the country there are over 700.

Until recently, practically all natural gasoline plant operators experienced a certain amount of waste in one way or another. Some was considered unavoidable, some economically unimportant. The war changed that. With emphasis being laid on conservation in almost every conceivable form, it became imperative that the natural gasoline industry, whose products are vital to the war effort, tax its engineering talents to the utmost in an effort to save even the "squeal of the pig."

Shell's recently built East Cromwell Gasoline Plant, the first gasoline plant completed since the war began, has shown what can be accomplished. Ideally situated in an oil field where Shell is the major operator, plant operations can be closely co-ordinated with crude oil production practices, a vitally important factor in conservation of both gas and oil. And built into the plant are operating innovations that complete the job of eliminating waste in any form.

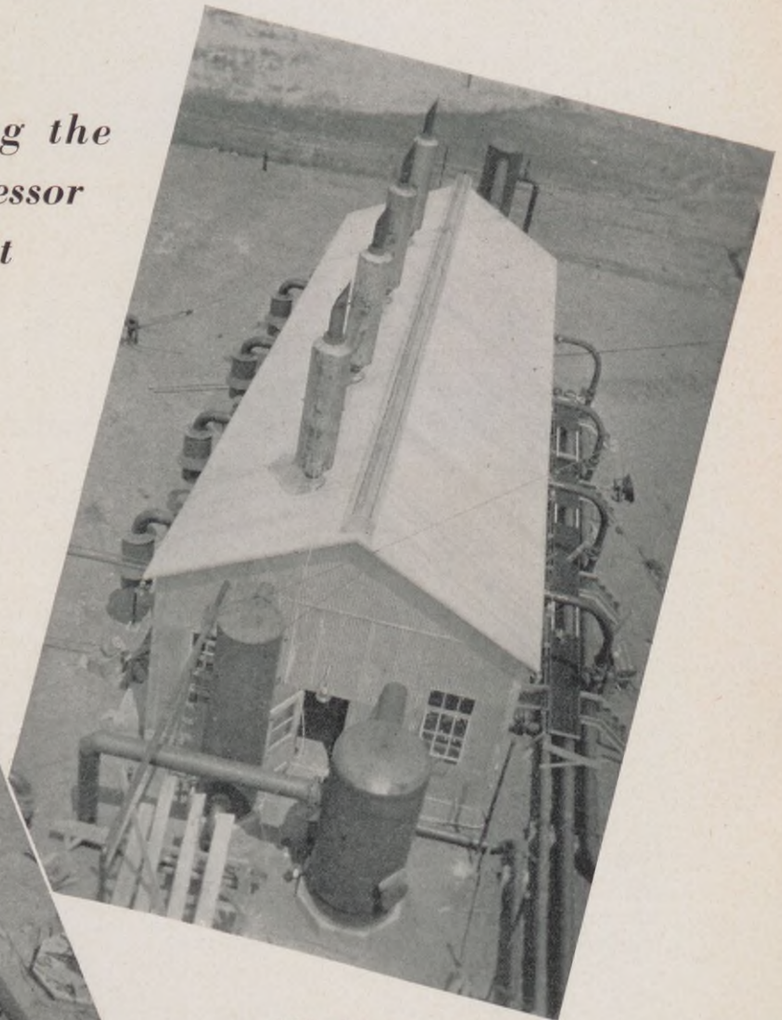
Gas, in more or less sizeable quantities, almost always accompanies the production of crude oil. This gas contains very desirable light gasoline fractions. Indeed, these fractions, originally dissolved by nature in the crude oil, may be considered the cream of the gasoline. They include essential materials for the manufacture of aviation gasoline, a basic material for the manufacture of synthetic rubber, and blending materials for improving the performance of automotive gasoline. The natural gasoline plant's job is to recover from the natural gas these choice constituents which would otherwise be lost. After being recovered they are supplied to the refineries.

At East Cromwell, this is accomplished by the same two basic processes generally used for the purpose in

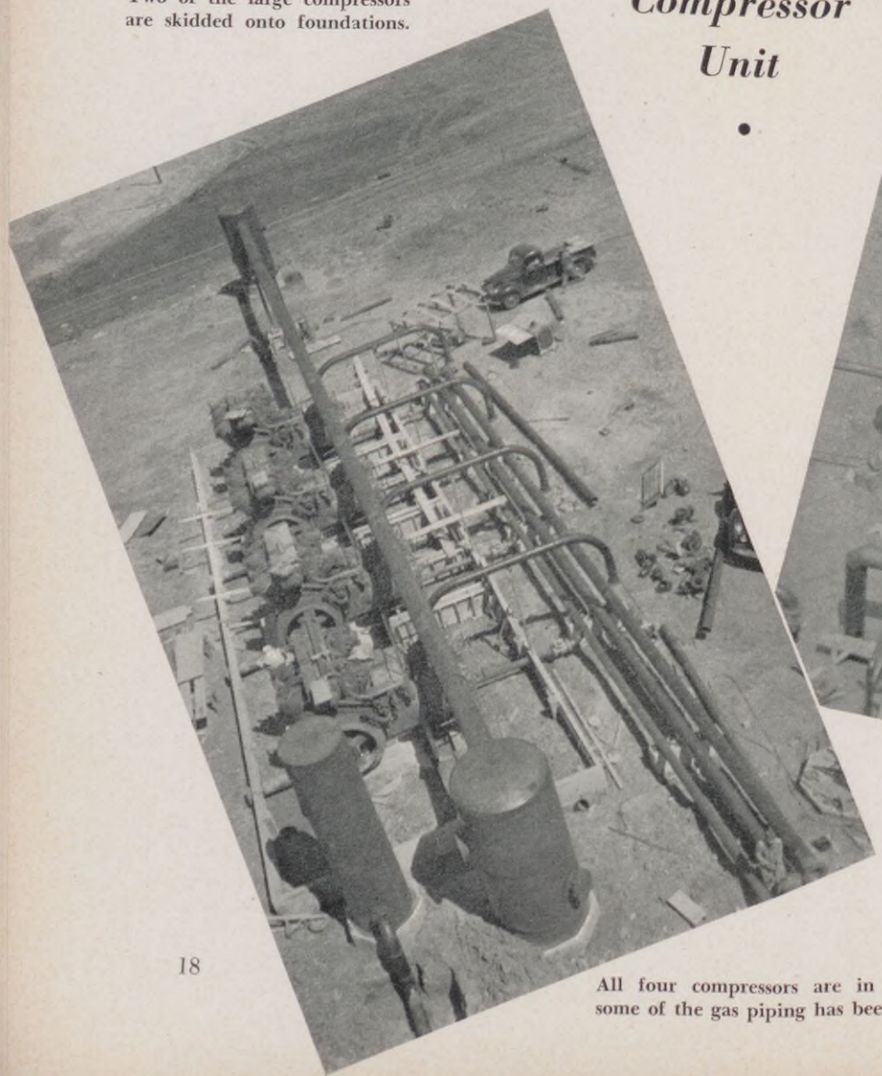
Two of the large compressors are skidded onto foundations.

B. R. Carney—Manager of Gas—Gasoline Division, Mid-Continent Area, and co-author of "Waste Not Gasoline Plant."

## *Building the Compressor Unit*



With all heavy equipment and piping in place, the building has been erected around it.

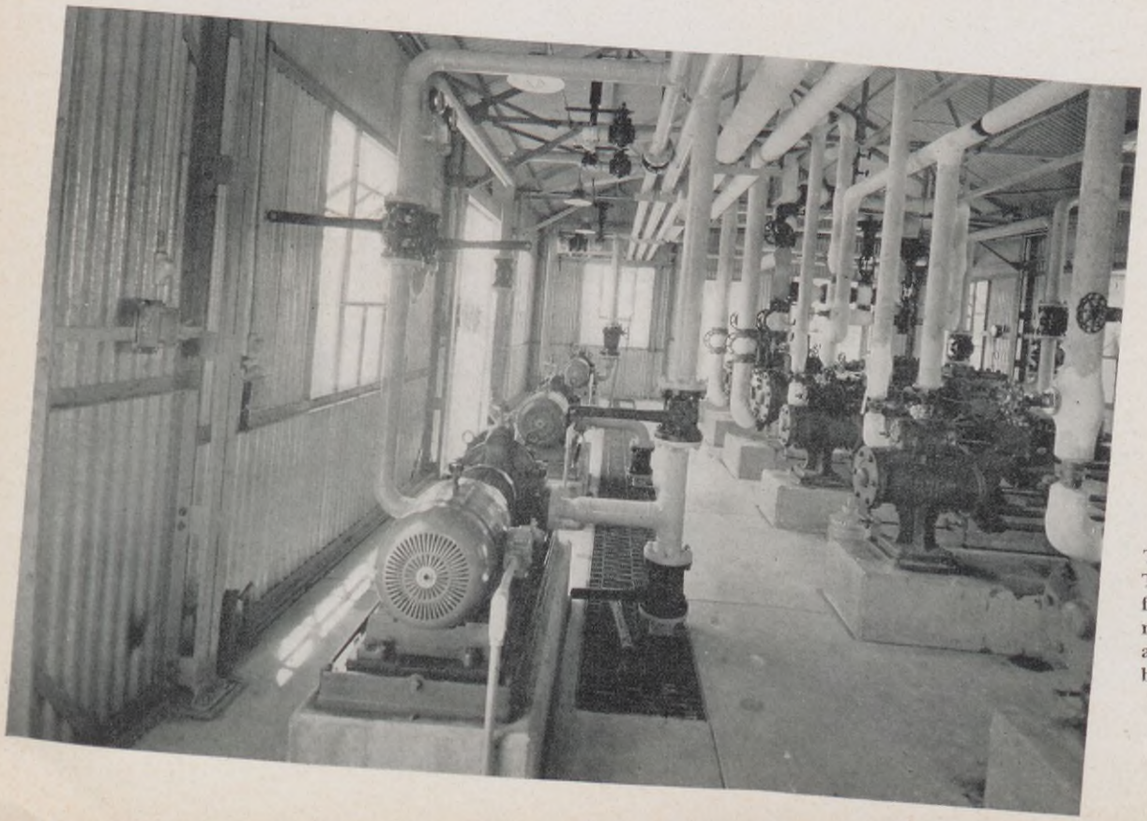


All four compressors are in place and some of the gas piping has been installed.

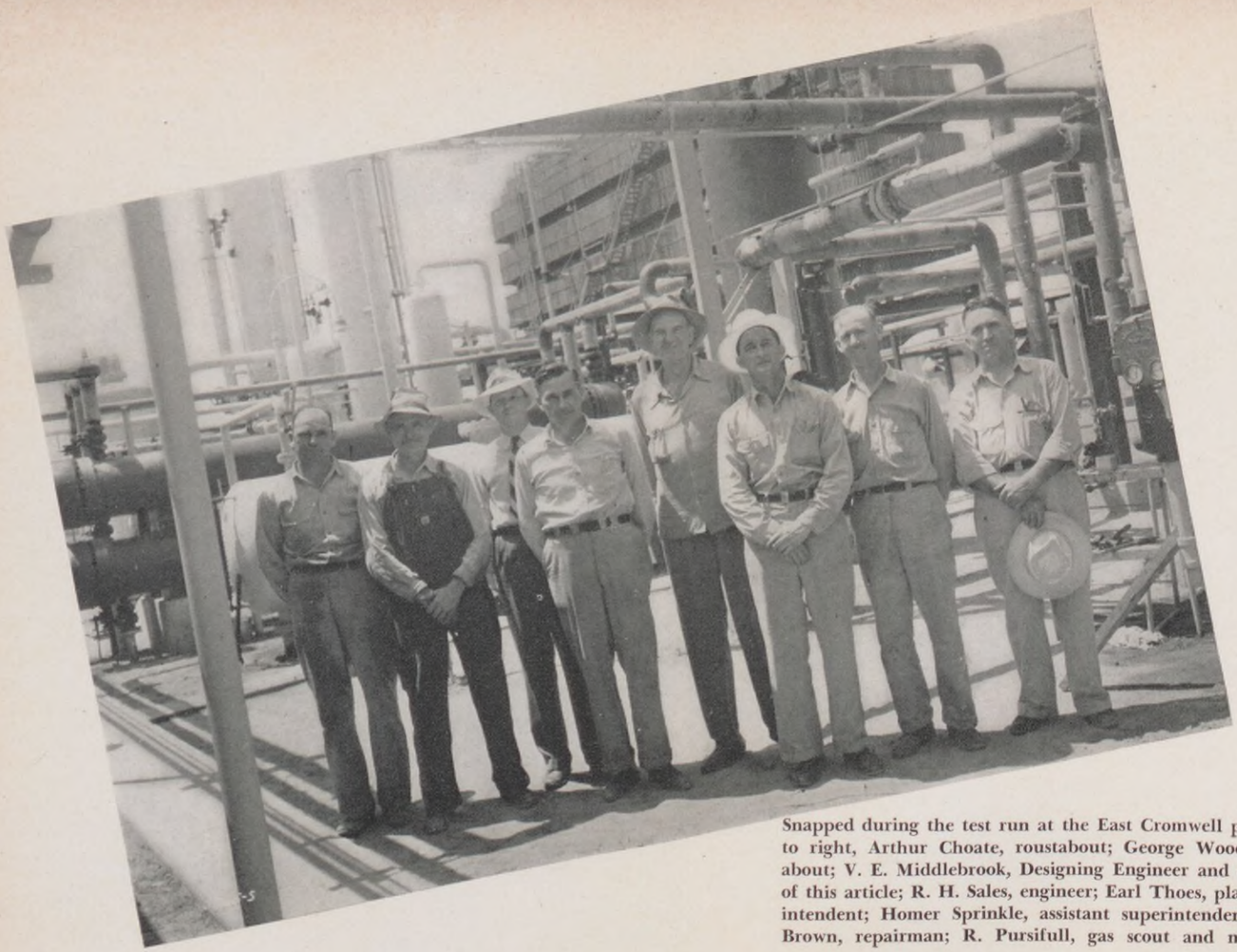
natural gasoline plants. The first is the Compression Process. By means of suitable compressors and cooling equipment, the desirable elements are liquefied and recovered. The other is the Absorption Process. The compressed gas is "scrubbed" with an oil which is capable of absorbing the desirable gasoline fractions from the gas and then the gasoline is recovered from the oil by distillation.

While East Cromwell is basically similar to other plants in that these processes are employed, their application has been made in such a way as to effect three important economies not found in less modern plants. First, there is a greater recovery of butanes. The butanes are one highly important group of fractions in the natural gas, more important now that we are at war than ever before. Old methods recovered from 50 to 60% of the butanes in the gas. At East Cromwell, by the use of two stages of compression and two separate cycles of absorption, more than 95% of the butanes are recovered. At the same time, the plant recovers 100% of the other valuable constituents. Second, the plant has been so designed that all gas remaining after recovery of the liquid content is profitably utilized. Here again the two stages of compression play an important part since the gas is boosted to a pressure high enough to permit transportation through a pipe line to a utility company power plant located some twenty miles distant. The utility serves a number of plants making war material. The fuel system of the East Cromwell plant itself was designed so that small volumes of gas normally available at lower pressures could be utilized for operating plant engines and boilers and the oil field pumping units. Thus, even this low pressure gas which cannot conveniently be transported is utilized advantageously. A third im-

**Erecting the stabilizer column at the East Cromwell plant. Mounted on a sled, the column was slid and lifted into position.**



**The main pump house. The exhaust steam from the pumps at the right is condensed and returned to the boilers as feed water.**



**Snapped during the test run at the East Cromwell plant—left to right, Arthur Choate, roustabout; George Woods, roustabout; V. E. Middlebrook, Designing Engineer and co-author of this article; R. H. Sales, engineer; Earl Thoes, plant superintendent; Homer Sprinkle, assistant superintendent; Noble Brown, repairman; R. Pursifull, gas scout and meterman.**

provement is the economy effected by using all exhaust steam from plant auxiliary pumping units for plant distillation needs. This was accomplished by proper selection of gas engine-driven and steam-driven auxiliary units providing just enough exhaust steam for distillation requirements. This exhaust steam is condensed in the distillation process and is returned to the boilers as feed water thus saving the cost of pumping and chemically treating additional supplies of raw water. The full import of this saving becomes more pronounced when we consider the fact that choice of a natural gasoline plant's location is limited to the oil field which it serves, hence there can be no choice of water supply either from the standpoint of quantity or quality.

Of all the new plant's advantages, perhaps the recovery of almost all the butanes in the rich inlet gas—97%, according to the final acceptance test—is most important. That was the prime consideration in the plant's design. Butane is present in natural gas in varying amounts as isobutane and normal butane, each of which has different physical properties. Isobutane is used in the manufacture of high octane aviation motor fuel. Normal butane has several uses. It can be converted into isobutane and used in that form for aviation motor fuel manufacture. It is a source of butadiene which is, in turn, an important constituent of synthetic rubber. It is normally used as the blending material to control the volatility of the refinery gasoline; gasoline varies in volatility according to the climate in which it will be used. For a time a shortage of normal butane for the latter purpose was threatened; the demand for aviation gasoline required conversion of normal butane to isobutane on an unprecedented scale. The fact that butane production can be stepped up, as it has been at East Cromwell, is, therefore, of double importance.

As they stream from the natural gasoline plant under pressure that keeps them in liquid form, isobutane and normal butane are one. In the same manner, the heavier fractions recovered from the natural gas all emerge as the single product, natural gasoline. Those two products are then mixed with crude oil and sent to the refinery where the different fractions—normal butane and isobutane, for instance—are separated.

The fractions present in the natural gasoline produced at the plant are used in the blending of many different grades of motor fuel. One of these components—isopentane—serves a most important function in that it may be used to provide the volatility of the high octane aviation gasolines and at the same time improve the octane rating of the fuel.

The finished butane and natural gasoline from East Cromwell are shipped by pipeline, thus creating no burden on the over-worked tank car and rail facilities of the nation. The products, in this instance, are supplied to the Wood River Refinery.


Mildred Robinson, left, plays at first base. Jessie McGill, on the other side of Manager Lowe, is the team's second baseman.

# MANAGER, COACH AND PEACEMAKER

*By Keith Eagan*

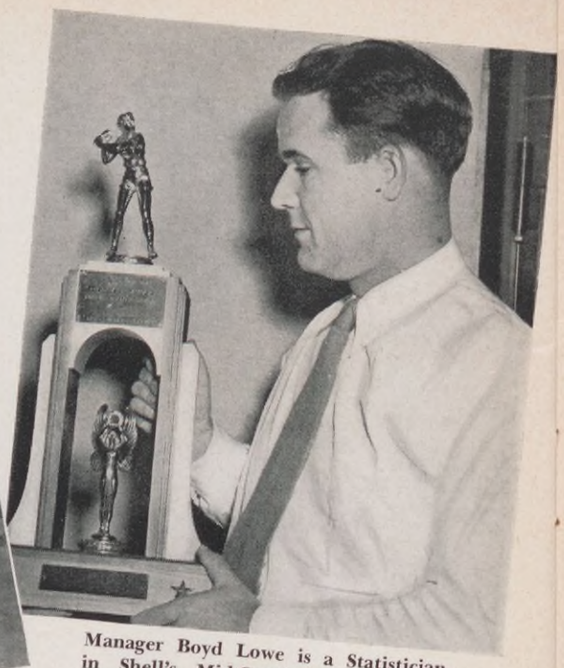
THE sportscasters were right. It *was* a bee-oo-tiful day in Detroit and the stands were packed for this third round game in the National Girls' Softball Tournament. The Tulsa team had already won two games—shut-outs—and looked like a cinch to win today. Boyd Lowe, Tulsa Manager, thought so, too. He knew he had a good team and a great pitcher. His thoughts dwelled on that pitcher especially as he waited for the girls to come on the field and the more he thought of her fast ball and her deceptive inshoot, the greater became his confidence. It grew so great that it wasn't even shaken when a familiar voice addressed him in tones of unwonted timidity. "Coach."

"Why, hello, Nina!" he greeted his star right-hander. "How's the old arm?"

In answer, the girl simply raised "the old arm" for him to see. Its extremity looked more like two hands than one. "Why—why—what happened, Nina?" The female Johnny Beazley explained. This morning she had had a spat with her roommate. That girl had no right—! Well, as it turned out, big game or no big game, Nina had given vent to her feelings by taking a petulant swing at the door and her swollen pitching hand was the result.

Things like that, Boyd Lowe will tell you, are to be expected when you manage a girls' softball team. You are only kept going by the hope of an even more

In Hollywood, movie stars John Payne, left, in costume and Cesar Romero posed with members of the team on the set of "Springtime in the Rockies."



Manager Boyd Lowe is a Statistician in Shell's Mid-Continent Area. He holds the trophy won by his team as Oklahoma State Champions for 1942.


Mildred Robinson, left, and "Tommy" Vaughn, right, were guests of Mary Martin at her radio show in Hollywood.

surprising sequel. It can happen. In this instance, Nina did pitch despite her game flinger—and she won. Another shut-out!

Lowe is a Shell employee, a statistician in the Mid-Continent Area's Oklahoma Division. He has played considerable ball himself—two years at college and six years as player-manager of the local Shell softball team. Last year, he was asked to direct a girls' team which a Tulsa cigar store wanted to sponsor for advertising purposes. The girls looked like they meant business so Lowe accepted. That same season he molded them into a team of World Champions. Forty-five teams competed for the title at Detroit last year—forty-two state championship teams plus two teams from Canada and one from Puerto Rico. Lowe's Tulsa girls won in five straight games, not allowing their opponents a single run. It was a record that probably will hold for some time.

Mrs. Lowe shares her husband's enthusiasm for the game and accompanies the team on its out-of-town trips but she is no ball player nor does she have any aspirations in that direction. At Phoenix, Arizona, this year her husband took advantage of this situation to play a practical joke. He told her that the promoter of the game was demanding thirteen players in uniform instead of the twelve he had brought along. She would have to help him out, put on one of the extra suits and at least practice with the team before the game. To say she was hesitant is putting it mildly. But like a good trooper she came through. With the temperature about 120°, she donned a heavy sweatshirt, spiked shoes and the rest of

the usual uniform and was resigned to an awkward appearance on the field before a capacity crowd when Lowe broke down and confessed. The "reluctant rookie" was too relieved to feel any other emotion.

The team has no regular league schedule. All play is on a challenge basis. They take on all comers in the home town or travel fifty—a hundred—two hundred miles to tackle other outfits feeling the same way. During the regular season, they play about twenty-five games. The girls are amateurs and play according to Amateur Softball Association regulations. For their softball activity, they get only their expenses and reimbursement for the pay they lose if a trip takes them away from their regular work. As there is a good "gate" to most games and the team sponsor shares in it, his outlay to support the team is not too great.

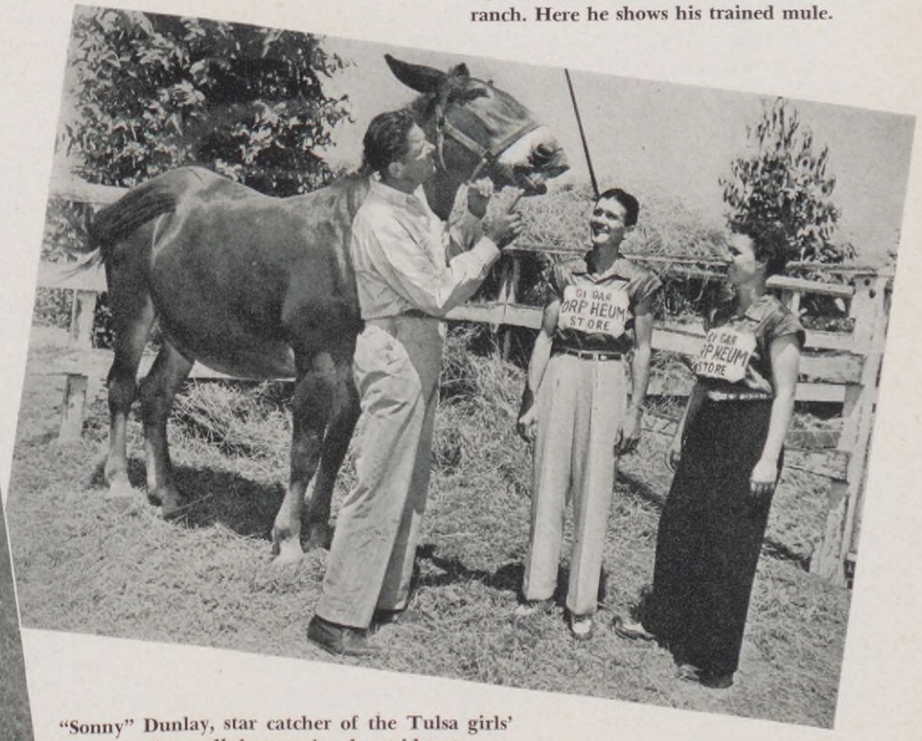
This year Lowe did not take his team to "the National" in Detroit. Instead he worked out a deal that took them to Phoenix, Arizona, and to Hollywood, a 3500-mile circuit with more appeal, so far as the girls were concerned, than the Auto Capitol. They were not disappointed. Hollywood offered them all the star dust they could take. At 20th Century-Fox Studios, they saw Jack Benny alternately puffing a cigar and acting the part of "The Meanest Man in Town." At Paramount, John Payne and Cesar Romero stepped off the set of "Springtime in the Rockies" to meet the softball celebrities and pose for a picture with them. Presently, Carmen Miranda and Betty Grable, starring in the same picture, joined the party. Bob Burns played host to the whole crowd at his ranch. All of this was as good as *six* shut-outs.

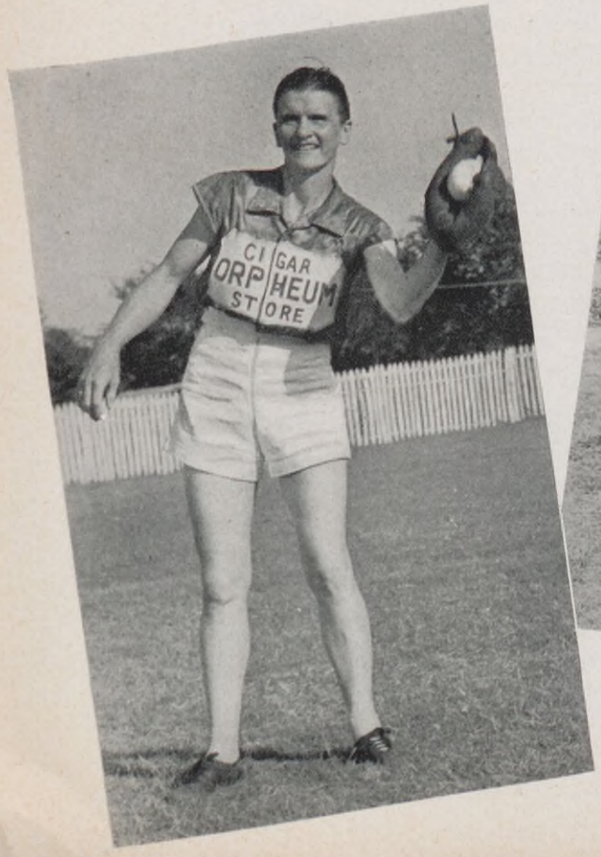
Lowe was afraid that all the glamour might dull his wide-eyed protégées' performance on the diamond but it seemed to have the opposite effect. Though the team had not done too well at Phoenix, they showed the old punch again in Hollywood, winning two games and losing two which is considered very good for a traveling team playing twelve straight nights.

Western softball fans were impressed by the team play and the spirit of co-operation the girls exhibited. Such things are not taken for granted in the girl's game. Most of the top-flight girl players seem to know they are playing a man's game despite the thirty-five-foot pitching distance and the forty feet between bases and they imitate the masculine players at every opportunity. But the "eternal feminine" is not to be entirely denied. Unpredictable petty jealousies and occasional signs of clannishness, though often disappearing as fast as they develop, create peculiar disciplinary problems. Boyd Lowe has been known to proclaim loudly that the girls are easier to handle than any bunch of men players, then add, in a stage whisper, "if you can keep them all on speaking terms." Knowing how to line up the girls as roommates is as important a part of the manager's job as knowing when to call for a bunt.

Everything considered, however, Lowe says his hobby is a lot of fun. Or *was* a lot of fun. Curtailed transportation facilities and war work—eight of the Tulsa girls, for instance, now work at a bomber plant—will reduce the scale of amateur softball for the duration. That is, unless the USO works it into their program. Soldiers have enjoyed the girls' game and, in a spirit of fun, camp teams have hurled an occasional challenge their way. The girls would not mind accepting. Whatever their other shortcomings, explains Manager Lowe, never count on them for lack of confidence.

**Film and radio star Bob Burns was host to the entire team at his California ranch. Here he shows his trained mule.**




**"Sonny" Dunlay, star catcher of the Tulsa girls' team, is also well known in the midwest as a bowler — average, 180 plus — and a basketball player—All-American forward for three years.**

# PEOPLE IN

J. L. WEBSTER

C. L. KLUCK

J. L. WEBSTER, Assistant Division Manager at Baltimore, Maryland, since October, 1940, has been appointed Special Assistant to the Lubricating Oil Sales Manager in Head Office.

Mr. Webster completed twenty years of service with Shell in July of this year and has held a large variety of positions in the Marketing Department. He started in the West Coast in a clerical capacity and after steady advancement in that territory was transferred to the former New Jersey Division in 1938. Although he has served as Assistant Division Manager at Boston as well as at Baltimore, much of his experience and training has been gained directly in lubricating oil sales.

• •

Succeeding Mr. Webster as Assistant Division Manager in Baltimore is C. L. KLUCK, formerly of St. Louis Division.

Mr. Kluck graduated from the University of California in 1926 and the following year joined Shell as a service station employee in Oakland, California. He was subsequently transferred to the territorial sales force and during the next ten years held increasingly important positions in the West Coast Marketing Organization. In October, 1937, he was transferred to New York Division as an Area Manager. In 1939, he was appointed Assistant Manager of the Retail Department in Head Office and a year later became an Assistant Division Manager, serving in that capacity at New York, Albany and St. Louis before his latest transfer.

• •

R. C. MUELLER, sixteen years with Shell, has been transferred from Albany where he was Assistant Division Manager to St. Louis Division replacing Mr. Kluck.

Mr. Mueller was first employed by the Company as a salesman at DeKalb, Ill., and continued in that capacity at various midwestern locations until 1936. In November, 1936, he was transferred to Des Moines, Iowa, as District Manager. In 1938, he moved to Lima, Ohio, with the same position and in 1939 to Cincinnati, Ohio. Mr. Mueller had been Assistant Division Manager in Albany since March, 1941.

R. C. MUELLER

J. S. MORSE

J. S. MORSE, Operations Manager of the Detroit Division, has been granted a Military Leave of Absence to accept a commission as Lieutenant, Senior Grade, in the Navy. Starting with Shell in the New York Division April 28, 1932, Lt. Morse advanced from pump mechanic's helper to Operations Manager in that same territory by December, 1938. In August, 1940, he was transferred to Boston Division as Operations Manager and in February, 1941, to Detroit in the same capacity.

As his first naval assignment, Lt. Morse was ordered to Massachusetts Institute of Technology for a special course of instruction. He graduated from that school in 1928 with a Bachelor of Science degree in Civil Engineering.

• •

H. GERSHINOWITZ, Director of Research at Houston Refinery, has been transferred to Head Office Manufacturing Department, New York, as Research Director.

Born in New York, Dr. Gershinowitz received his Bachelor of Science degree from the City College of New York in 1931, his Ph.D. from Harvard in 1934. After four years of private research he joined Shell as a Technologist in Head Office Manufacturing Department, St. Louis, in May, 1938. In February, 1940, he

# THE NEWS

J. T. LAMB

H. M. KISTEN

M. P. L. LOVE

H. GERSHINOWITZ

was appointed Chief Research Chemist at Houston Refinery.

• •

M. P. L. LOVE, until recently of Head Office Manufacturing Department—New York, has been appointed Chief Research Chemist at Houston Refinery.

Dr. Love graduated from Mississippi College with an A.B. degree, earned his Ph.D. at the University of Virginia. He worked at Shell's Wood River Refinery during vacation periods for four years and in August, 1935, was permanently employed at that plant as a Junior Experimental Chemist. He advanced steadily at Wood River being named an Assistant Chief Research Chemist July, 1939. He was transferred to Head Office in September, 1940, as Senior Technologist.

• •

J. T. LAMB has been appointed Acting Manager of the Eastern Area Legal Department succeeding J. C. Quilty, transferred to Head Office.

Mr. Lamb graduated from the University of Kansas with an LL.B. degree in 1931. After three years' private practice and three years' employment by the Federal Land Bank, he joined Shell as a Title Attorney in the St. Louis Office February 15, 1937. He was transferred to the Eastern Area office in Centralia, Illinois, in September, 1940.

H. M. KISTEN, Attorney in the Texas Gulf Area, has been appointed Acting Assistant Manager of the Legal Department there. He succeeds R. H. Whilden, now Acting Manager.

Mr. Kisten, after attending Dallas Law School and the University of Texas, engaged in private law practice for a number of years and later joined the firm of Thompson, Mitchell, Thompson and Young. He entered Shell's employ as an Attorney at Houston, Texas, in January, 1933.


NOLAN A. FANGUY

The fifth Shell employee within the past year recently lost his life in the service of his country. Aviation Cadet NOLAN A. FANGUY was killed in a plane crash while training with the Army Air Forces at Maxwell Field, Alabama.

Cadet Fanguy was a graduate of Louisiana State University and had been employed by Shell for over a year in the Texas Gulf Area. He was granted a military leave of absence in November, 1941.

# AFTER HOURS

Fellow employees of W. D. Hamm, former Assistant Exploration Manager of Texas Gulf Area, honored him with a banquet at River Oaks Country Club in Houston shortly before he left their ranks.

Cardinal rooter L. H. Snow of Head Office Transportation and Supplies Department found his loyalty to the St. Louis team well rewarded. A guest at a pre-World Series broadcast of the Truth and Consequences radio show, he and an ardent Yankee fan plugged their favorites over the air and agreed that the supporter of the losing team would push a baseball around the bases on the winner's home grounds. At Sportsman's Park, St. Louis, the following week-end, Snow cheered and jeered as his opponent, Jack Hertzback of White Plains, New York, paid off and St. Louis Sports Announcer Frank Eschen described the goings-on for a nation-wide radio audience.

Employees and their families turned out in force for the recent clambake sponsored by the Shell Employees Association of the Fall River, Massachusetts, Terminal.

At least once a month, the plant protection force at Houston Refinery meets at a nearby pistol and rifle range for target practice. Left, patrolmen line up for inspection and instructions. Right, Chief O. E. Springs scores a target shot by Patrolman I. A. Daniel. The well-drilled bull's-eye indicates the brand of Patrolman Daniel's marksmanship.

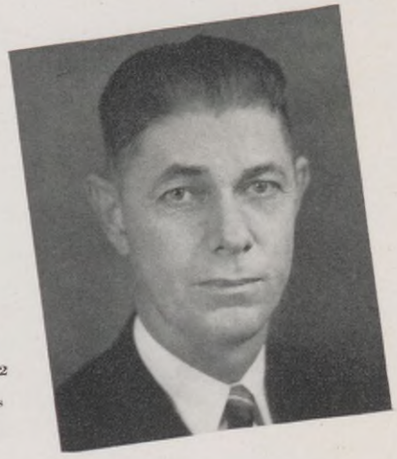
E. D. Hall, dancing with Miss Mae Swaidner, won first prize at the Kilgore Shell Club's recent Tacky Party.


Chicago Division, fourth ranking Shell payroll center in the War Bond program, is equally vigorous in its public support of the campaign. This specially painted tank truck is in regular service delivering gasoline to Chicago Shell stations.

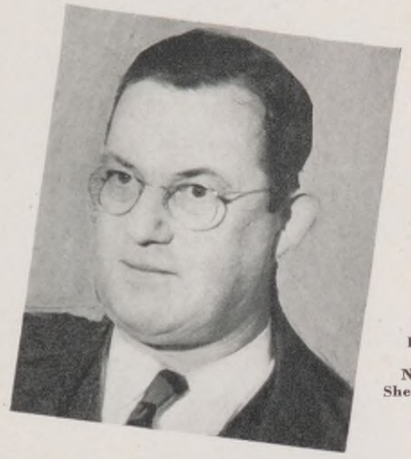
Employees of the Rensselaer, New York, Marine Terminal have met and defeated softball teams from the Albany Division Office twice in recent weeks by scores of 19—1 and 9—8. Players on the two teams are shown here before the second game.

# SERVICE BIRTHDAYS

## TWENTY-FIVE YEARS



C. E. LEE
25 years
November, 1942
Production
Houston, Texas



B. L. BROWNE
25 years
November, 1942
Shell Pipe Line Corp.
Head Office

## TWENTY YEARS

T. P. BERTIER, JR.
20 years
November, 1942
Engineering Field
Wood River Refinery

L. J. HAAS
20 years
November, 1942
Shell Pipe Line Corp.
Mid-Continent

C. W. SANDERS
20 years
November, 1942
Engineering Field
Wood River Refinery

W. RICHARDSON
20 years
November, 1942
Transport. & Supplies
Head Office
New York, N. Y.

O. D. STORY
20 years
November, 1942
Treasury
Houston, Texas

O. H. DAY
20 years
November, 1942
Prod. Pipe Line T & S
Clinton, Illinois

G. P. KOCH
20 years
November, 1942
Marketing—Hd. Of.
New York, N. Y.

W. MULLEMEISTER
20 years
November, 1942
Manufacturing—H. O.
New York, N. Y.

C. W. RYAN
20 years
November, 1942
Lube Super. & Office
Wood River Refinery

S. C. HAYES
20 years
November, 1942
Dispatching
Wood River Refinery

F. H. BANGERT
20 years
November, 1942
Loading & Unloading
Wood River Refinery

J. C. EMERY
20 years
November, 1942
Car
Wood River Refinery

E. P. FRANKE
20 years
November, 1942
Engineering Field
Wood River Refinery

M. A. ROGERS
20 years
November, 1942
Superintendent
Wood River Refinery

J. T. Dwyer
20 years
November, 1942
Car
Wood River Refinery

S. P. LIRETTE
20 years
November, 1942
Cracking Cleanout
Norco Refinery

F. GOLDSTONE
20 years
November, 1942
Geophysical
Houston, Texas

W. F. O'HAIR
20 years
November, 1942
Engineering Field
Wood River Refinery

A. H. EPPEL
20 years
November, 1942
Engineering Field
Wood River Refinery

W. B. LEONARD
20 years
November, 1942
Dispatching
Wood River Refinery

W. R. MITCHELL
20 years
November, 1942
Engineering Field
Wood River Refinery

V. H. EGGEMAN
20 years
November, 1942
Purchasing & Stores
Head Office
St. Louis, Missouri

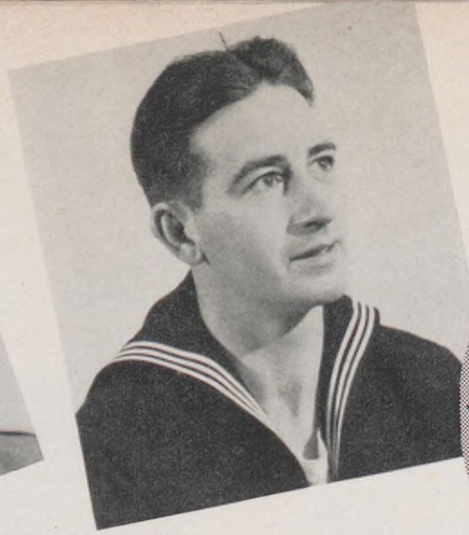
## FIFTEEN YEARS

H. ANDES — Products Pipe Line, T. & S. — SIBLEY, ILLINOIS
C. A. BEAR — Exploitation — TULSA, OKLAHOMA
T. W. BOLDS — Control Laboratories — WOOD RIVER REFINERY
C. F. BUTCHER — Shell Pipe Line Corporation — WEST-TEXAS
C. E. CURL — Shell Pipe Line Corporation — TEXAS-GULF
K. R. EDLUND — Research Laboratory — WOOD RIVER REFINERY
R. ETHERINGTON — Production — KILGORE, TEXAS
H. H. FLETCHER — Lubricating — WOOD RIVER REFINERY
A. G. FUCHS — Cracking Cleanout — WOOD RIVER REFINERY
I. E. GAITHER — Shell Pipe Line Corporation — WEST-TEXAS
R. C. GALENTINE — Production — EAGLE LAKE, TEXAS
J. E. GINN — Shell Pipe Line Corporation — MID-CONTINENT
A. F. GREEN — Shell Pipe Line Corporation — WEST-TEXAS
W. D. GREGORY — Shell Pipe Line Corporation — WEST-TEXAS
R. E. HICKMAN — Shell Pipe Line Corporation — TEXAS-GULF
F. J. LEHMANN — Products Pipe Line, T. & S. — BRADLEY, ILLINOIS
W. LEVI — Cracking Cleanout — WOOD RIVER REFINERY
B. J. LONGSHORE — Shell Pipe Line Corporation — TEXAS-GULF
J. W. MADOSH — Engineering Field — WOOD RIVER REFINERY
I. C. MANNING — Treasury — HOUSTON, TEXAS
D. W. McDONALD — Production — SEELIGSON, TEXAS
I. R. MJOEN — Automotive — TULSA, OKLAHOMA
R. C. NICHOLSON — Shell Pipe Line Corporation — HEAD OFFICE
C. T. ORR — Shell Pipe Line Corporation — TEXAS-GULF
E. W. POGUE — Marketing — MUNCIE, INDIANA
A. J. REED — Products Pipe Line, T. & S. — HARRISTOWN, ILLINOIS
G. M. ROSE — Control Laboratories — WOOD RIVER REFINERY
W. J. SCHESINGER — Marketing — EAST ST. LOUIS, ILLINOIS
M. F. SHAPPELL — Production — ORLANDO, OKLAHOMA
C. W. SHARP — Shell Pipe Line Corporation — WEST-TEXAS
E. S. SHAWYER — Shell Pipe Line Corporation — WEST-TEXAS
E. H. SHERIDAN — Production — MERCY DISTRICT, TEXAS
F. N. SHRIVER — Insurance — HOUSTON, TEXAS
J. C. SINCLAIR — Shell Pipe Line Corporation — WEST-TEXAS
H. B. SMITH — Production — WICHITA FALLS, TEXAS
B. J. SORRELLS — Geophysical — HOUSTON, TEXAS
L. SPRAGIO — Production — BLACK BAYOU, LOUISIANA
E. V. STEPHENSON — Production — OLD OCEAN DISTRICT, TEXAS
B. STEWART — Production — PAMPA, TEXAS
C. SUMMERS — Engineering Field — WOOD RIVER REFINERY
H. E. TELTHORST — Marketing — ST. LOUIS, MISSOURI
C. M. UNGER — Engineering Office — WOOD RIVER REFINERY
F. H. VASEL — Marketing — ST. LOUIS, MISSOURI
W. B. WARE — Land — HOUSTON, TEXAS
I. L. WIGGER — Engineering Field — WOOD RIVER REFINERY
L. T. WITTER — Lubricating — WOOD RIVER REFINERY

## TEN YEARS

J. R. ANDERSON — Automotive — WOOD RIVER REFINERY
W. M. BLAIR — Lubricating — WOOD RIVER REFINERY
H. H. BREITENBACH — Geophysical — HOUSTON, TEXAS
L. S. BROUSSARD — Production — NOME, TEXAS
J. A. CARVILLE, JR — Engineering — NORCO REFINERY
F. P. CLINE — Production — KILGORE, TEXAS
J. L. COBURN — Engineering Office — WOOD RIVER REFINERY
O. R. COLEMAN — Main Office — WOOD RIVER REFINERY
A. M. COWAN — Marketing — INDIANAPOLIS, INDIANA
J. G. CRIBBS — Marketing — MINNEAPOLIS, MINNESOTA
J. E. DONNELLY — Marketing — NEW HAVEN, CONNECTICUT
J. F. FARRAGHER — Automotive — HOUSTON REFINERY
J. J. FEENEY — Marketing — MADISON, WISCONSIN
W. HASTINGS — Cracking — HOUSTON REFINERY
E. H. HEEDER — Marketing — RENSSELAER, NEW YORK
L. C. HENDRICKSON — Automotive — WOOD RIVER REFINERY
H. R. HOUK — Marketing — TOLEDO, OHIO
O. M. HUMPHREYS — Production — HOUSTON, TEXAS
V. L. JUDICE — Production — BLACK BAYOU, LOUISIANA
J. R. KEFGEN — Marketing — EAST CHICAGO, INDIANA
G. E. KELLY — Marketing — SPRINGFIELD, MASSACHUSETTS
S. KOCH — Marketing — CAMBRIDGE, MASSACHUSETTS
J. W. LAMKIN — Boiler and Power Houses — WOOD RIVER REFINERY
W. W. LENGACHER — Treating Heavy Oils — WOOD RIVER REFINERY
G. LONGAZO — Marketing — DETROIT, MICHIGAN
E. L. MARKLE — Marketing — UTICA, NEW YORK
R. M. MARTIN — Shell Pipe Line Corporation — MID-CONTINENT
E. B. MILLER — Engineering Field — WOOD RIVER REFINERY
J. MITCHELL — Engineering Field — HOUSTON REFINERY
M. MURTAGH — Marketing — NEWTOWN, NEW YORK
L. G. NEWMAN — Production — BRISTOW, OKLAHOMA
W. REED — Engineering Field — WOOD RIVER REFINERY
C. SERAK — Manufacturing, Head Office — SEWAREN, NEW JERSEY
W. F. STEVENS — Engineering Office — WOOD RIVER REFINERY
C. STEWART — Industrial Relations — HOUSTON REFINERY
W. W. STOKES — Chemical — HOUSTON REFINERY
J. SULLIVAN — Marketing — SEWAREN, NEW JERSEY
W. M. THOMAS — Automotive — HOUSTON REFINERY
W. TRANSUE — Marketing — NEWTOWN, NEW YORK
C. C. VAN CAMP — Engineering Field — WOOD RIVER REFINERY
J. A. WALDIE — Marketing — CHICAGO, ILLINOIS
F. H. WARNER — Cracking Cleanout — WOOD RIVER REFINERY
R. J. WATERFALL — Automotive — WOOD RIVER REFINERY
A. WEISS — Marketing — MINNEAPOLIS, MINNESOTA
J. J. WRIGHT — Marketing — WALTHAM, MASSACHUSETTS

Private Cleon Schmitt worked in Wood River Refinery's Labor Department and is now stationed at Fort Sill, Oklahoma.

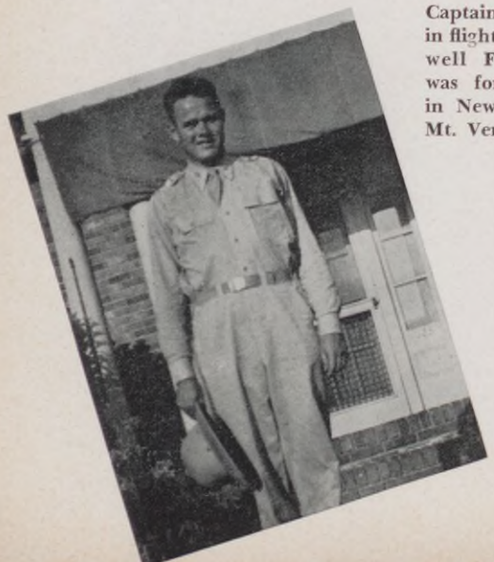


W. J. Reussow, Albany Division, is now Storekeeper 3rd Class in the Navy, and is stationed at Quonset Point, R. I.

# WITH THE COLORS

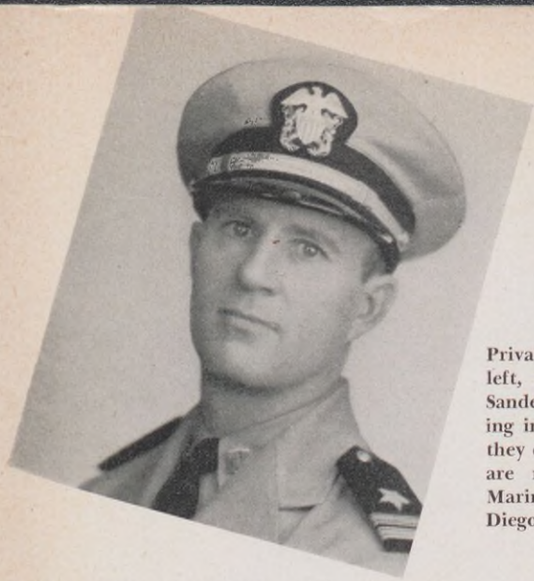
## MILITARY SERVICE – November, 1942

| Name | Rank | Branch of Service | Place of Employment |
|---|---|---|---|
| O. H. Abbott | Shipfitter 3/c | Navy | Houston Refinery |
| A. E. Abischer | Seaman | Navy | Wood River Refinery |
| J. F. Ackerman | Seaman 1/c | Navy | Wood River Refinery |
| D. J. Ahern | Private | Army | Boston Division |
| J. W. Alford | Seaman | Navy | Houston Refinery |
| J. W. Almasi | Seaman | Navy | New York Division |
| E. C. Attebery | Private | Army | Wood River Refinery |
| A. L. Baker | Seaman | Navy | Houston Refinery |
| D. L. Barfoot | Private | Army | Houston Refinery |
| H. G. Barnes | Private | Army | Wood River Refinery |
| C. W. Barnett | Private | Army | Minneapolis Division |
| L. D. Barnett | Private | Army | Shell Pipe Line Corp. |
| F. M. Barr | Shipfitter 2/c | Navy | Wood River Refinery |
| G. H. Barrett | Private | Army | Boston Division |
| D. W. Barrows | Seaman 1/c | Navy | New York Division |
| J. C. Becnel | Private | Army | Norco Refinery |
| O. H. Blair | Shipfitter 2/c | Navy | Wood River Refinery |
| J. W. Boswell | Mach's Mate 1/c | Navy | Texas Gulf Area |
| E. S. Bowen | Private | Army | Wood River Refinery |
| E. C. Brandewiede | Private | Army | St. Louis Division |
| O. P. Breeding | Private | Army | Houston Refinery |
| J. P. Broome | Appren. Seaman | Navy | St. Louis Division |
| S. R. Bruckner | Private | Army | New York Division |
| F. L. Bullard | Seaman 1/c | Navy | Baltimore Division |
| H. R. Burkhart | Ensign | Navy | Texas Gulf Area |
| H. D. Burnham | 2nd Lieutenant | Army | Wood River Refinery |
| W. C. Buttrey | Private | Army | Atlanta Division |
| D. L. Canaday | Mach's Mate 2/c | Navy | Wood River Refinery |
| J. W. Cargill, Jr. | Fireman 1/c | C. G. | Houston Refinery |
| H. K. Carter | Petty Officer 1/c | Navy | St. Louis Division |
| J. D. Carter | Seaman | Navy | Shell Pipe Line Corp. |
| J. I. Carter, Jr. | Private | Army | Mid-Continent Area |
| S. Cerna | Private | Army | Houston Refinery |
| J. W. Chandler | Private | Army | Houston Refinery |
| T. O. Chapman | Appren. Seaman | Navy | Houston Refinery |
| G. J. Chinsley | Private | Army | New York Division |
| F. W. Christin | Private | Army | Wood River Refinery |
| W. T. Clark | Private | Army | Mid-Continent Area |
| R. F. Clayton | Seaman | Navy | Houston Refinery |
| A. H. Clevenger | Private | Army | Wood River Refinery |
| C. M. Colbert | Private | Army | Wood River Refinery |
| D. V. Cook | Private | Army | Houston Refinery |
| G. H. Cousins | Appren. Seaman | Navy | Houston Refinery |
| J. E. Daigle | Seaman | Navy | Houston Refinery |
| O. D. Davidson | Private | Army | St. Louis Division |
| W. De Lozier | Appren. Seaman | Navy | Mid-Continent Area |
| J. R. Devereaux | Watertender 2/c | Navy | Houston Refinery |
| M. A. Dodd | Mach's Mate 1/c | Navy | Wood River Refinery |
| B. A. Dooley | Private | Army | Houston Refinery |
| L. A. Dorris | Private | Army | Wood River Refinery |
| H. L. Dotson | Private | Army | Houston Refinery |
| D. F. Edman | Private | Army | Texas Gulf Area |
| H. A. Edwards | Private | Army | Atlanta Division |
| A. L. Farley | Seaman | Navy | Wood River Refinery |
| L. P. Farrell | Lieutenant | Army | Boston Division |
| M. E. Ferguson | Private | Army | Products Pipe Line, T. & S. |
| O. O. Figge | Private | Army | Wood River Refinery |
| P. J. Flatley | Private | Army | Wood River Refinery |
| G. G. Flauhaus | Appren. Seaman | Navy | St. Louis Division |
| F. C. Forberg | Appren. Seaman | Navy | Baltimore Division |
| J. E. Foster | Private | Army | Wood River Refinery |
| J. C. Frazier, Jr. | Private | Army | Mid-Continent Area |
| D. N. Gaither | Seaman | Navy | Houston Refinery |
| W. G. Gillespie | Seaman | Navy | Wood River Refinery |
| J. C. Glynn | Aviation Cadet | Navy | Mid-Continent Area |
| A. G. Gonzales | Private | Army | Houston Refinery |
| H. C. Grammer | Seaman | Navy | Wood River Refinery |
| H. I. Green | Seaman | Navy | Wood River Refinery |
| O. W. Green | Private | Army | Wood River Refinery |
| L. L. Greenhill | Seaman 1/c | Navy | St. Louis Division |
| D. R. Griffith | Q'termaster 2/c | Navy | Texas Gulf Area |
| L. R. Grounds, Jr. | Appren. Seaman | C. G. | Houston Refinery |

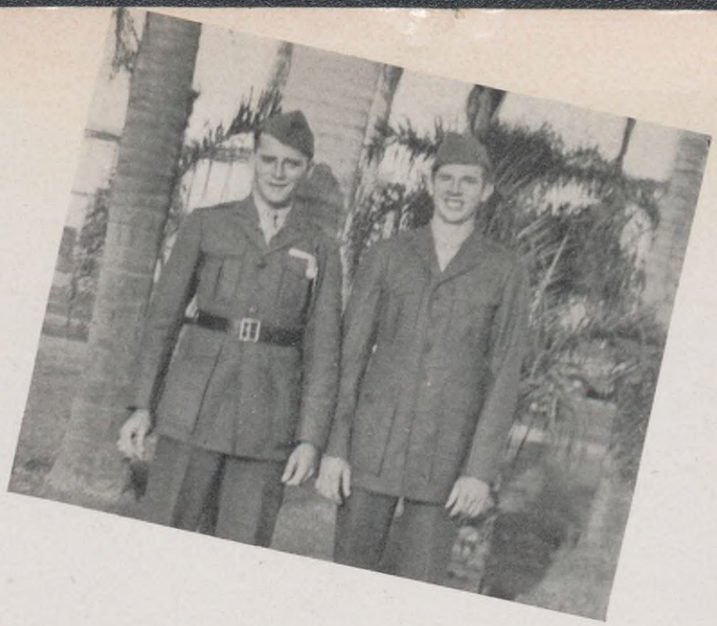


Captain J. S. Hoppock, in flight training at Maxwell Field, Alabama, was formerly Salesman in New York Division's Mt. Vernon Area.

E. D. Doran, Student Pilot with the Army Air Forces, was formerly in Albany Division. He is stationed at Eagle Field, Dos Palos, California.



Lieutenant (s. g.) O. K. Baker worked in Midland, Texas, Texas Gulf Area, before entering naval service. Latest information is that he is on sea duty, headquarters unknown.

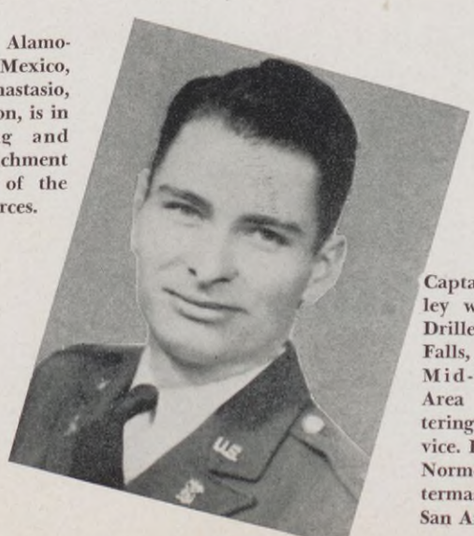


Private P. N. Sullivan, left, and Private R. C. Sanders were both working in Eastern Area when they entered service. They are now in the U. S. Marines stationed at San Diego, California.

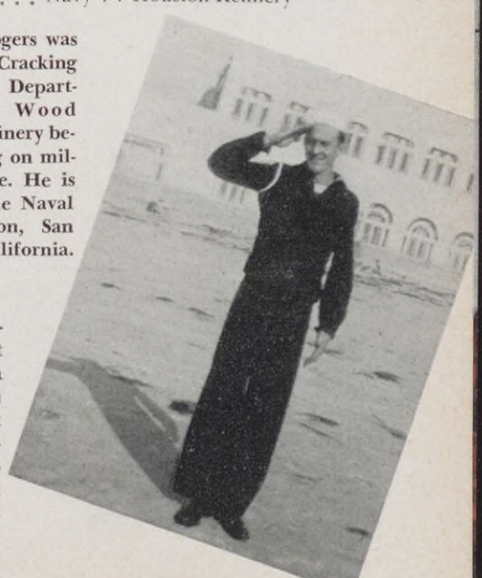
| Name | Rank | Branch of Service | Place of Employment |
|---|---|---|---|
| G. E. Gyenes | Appren. Seaman | Navy | New York Division |
| R. Haldane | Lieutenant | Army | Houston Refinery |
| D. Harrison | Private | Army | Houston Refinery |
| J. Havlicek | Shipfitter 1/c | Navy | New York Division |
| A. T. Heavner | Seaman | Navy | Wood River Refinery |
| P. I. Hebert | Seaman | Navy | Houston Refinery |
| A. G. Henna | Mach's Mate 2/c | Navy | Wood River Refinery |
| E. P. Henneman | Private | Army | Wood River Refinery |
| S. A. Hester | Private | Marines | Houston Refinery |
| O. H. Hitchcock | Private | Army | Texas Gulf Area |
| M. H. Hix | Private | Army | Mid-Continent Area |
| G. Hodge | Seaman | Navy | New York Division |
| D. S. Holladay | Lieutenant (j.g.) | Navy | Marketing, Head Office |
| L. F. Holy | Appren. Seaman | C. G. | Houston Refinery |
| E. W. Hood | Private | Army | Baltimore Division |
| C. W. Hooper | Private | Army | Shell Pipe Line Corp. |
| W. K. Horn | Aviation Cadet | Army | Texas Gulf Area |
| R. M. Horrocks | Private | Marines | Houston Refinery |
| J. L. Horton | 2nd Lieutenant | Army | Houston Refinery |
| A. R. Hughes | Private | Army | Houston Refinery |
| R. C. Hull, Jr. | Private | Army | Mid-Continent Area |
| R. Jemison, Jr. | Private | Army | Texas Gulf Area |
| S. P. Jemison | Private | Army | Mid-Continent Area |
| W. E. Jensen | Private | Army | Houston Refinery |
| J. E. Johnson | Shipfitter 1/c | Navy | Houston Refinery |
| G. R. Jones | Shipfitter 3/c | Navy | New York Division |
| W. R. Jones | Seaman | Navy | Wood River Refinery |
| M. C. Jordan | Private | Army | Wood River Refinery |
| D. A. Kaine | Private | Army | Texas Gulf Area |
| S. Kaufman | Lieutenant (j.g.) | Navy | Eastern Area |
| J. M. Keenan | Mach's Mate 3/c | Navy | Indianapolis Division |
| A. L. Keeney | Private | Army | Houston Refinery |
| A. B. Keese | Private | Army | Houston Refinery |
| T. R. Kelley | Shipfitter 2/c | Navy | Houston Refinery |
| W. C. Kelly | Ch. Btswn's Mate | C. G. | Boston Division |
| E. H. Kemner | Seaman | Navy | Shell Pipe Line Corp. |
| C. A. Kessinger | Private | Army | Wood River Refinery |
| F. A. Kirchmer | Petty Officer 1/c | Navy | St. Louis Division |

| Name | Rank | Branch of Service | Place of Employment |
|---|---|---|---|
| R. L. Lacefield | Seaman 1/c | Navy | Houston Refinery |
| J. K. Larsen | Aviation Cadet | Army | Texas Gulf Area |
| R. W. Larsen | Private | Army | New York Division |
| E. H. Leemann | Ensign | Navy | Mid-Continent Area |
| J. L. Lindner | 2nd Lieutenant | Army | Mid-Continent Area |
| J. V. Lindsey | Lieutenant (j.g.) | Navy | Texas Gulf Area |
| W. R. Lindsey | Seaman | Navy | Houston Refinery |
| G. P. Lively | Appren. Seaman | C. G. | Houston Refinery |
| N. K. Maer | 2nd Lieutenant | Army | Texas Gulf Area |
| W. P. Magill, Jr. | Private | Army | Houston Refinery |
| F. M. Maniscalco | Private | Army | New York Division |
| R. B. Mann | Shipfitter 2/c | Navy | Houston Refinery |
| M. Marcus | Private | Army | New York Division |
| G. J. Marro | Private | Army | Personnel, Head Office |
| J. L. Mason | Private | Army | Mid-Continent Area |
| R. W. Matsler | Private | Army | Products Pipe Line, T. & S. |
| R. W. Mautz | Ensign | Navy | St. Louis Division |
| L. R. McCollum | Seaman | Navy | Houston Refinery |
| C. McCommas | Private | Army | Texas Gulf Area |
| R. R. McDonald | Private | Army | Albany Division |
| W. J. McDonough | Yeoman 3/c | Navy | Boston Division |
| J. P. McKeon | Lieutenant (j.g.) | Navy | Detroit Division |
| L. P. Mefford | Private | Army | Wood River Refinery |
| N. J. Melville | Seaman | Navy | Products Pipe Line, T. & S. |
| C. B. Metcalfe | 2nd Lieutenant | Army | Texas Gulf Area |
| H. F. Metzger | Aviation Cadet | Navy | Wood River Refinery |
| F. A. Miller | Shipfitter 3/c | Navy | Wood River Refinery |
| G. Miller | Private | Army | Wood River Refinery |
| J. F. Miller | Private | Army | Wood River Refinery |
| P. B. Miller | Private | Army | Houston Refinery |
| R. L. Mims | Radio Tech. 2/c | C. G. | Texas Gulf Area |
| F. C. Mobley | Lieutenant (j.g.) | Navy | Atlanta Division |
| M. Moore | Private | Army | Houston Refinery |
| R. A. Mormino | Seaman | Navy | Wood River Refinery |
| H. W. Morris | Private | Army | Purch.-Stores, Head Office |
| J. W. Morrow | Private | Army | Houston Refinery |
| J. S. Morse | Lieutenant (j.g.) | Navy | Detroit Division |
| I. P. Mueller | Seaman | Navy | Houston Refinery |

Stationed at Alamogordo, New Mexico, Private M. Anastasio, Boston Division, is in the bombing and gunnery detachment of a branch of the Army Air Forces.



W. G. Rogers was in the Cracking Cleanout Department at Wood River Refinery before going on military leave. He is now at the Naval Air Station, San Diego, California.



Captain F. S. Lilley was Assistant Driller at Wichita Falls, Texas, in Mid-Continent Area before entering military service. He is now at Normoyle Quartermaster Depot, San Antonio, Tex.

Private W. C. Eggers formerly in Head Office Personnel Department praises the hospitality of the civilian population near Fort D. A. Russell where he is stationed.

2nd Lieutenant R. R. Daniels was transitman in Texas Gulf Area and is now at the Field Artillery Replacement Center, Fort Sill, Oklahoma.

Private C. P. Ward, Atlanta Division, writes that there is nothing like a good rest after long K. P. duty. He should know; this photo was taken after 17 hours of it at Keesler Field, Mississippi.

## MILITARY SERVICE (continued)

| Name | Rank | Branch of Service | Place of Employment |
|---|---|---|---|
| W. C. Mund | Private | Army | Shell Pipe Line Corp. |
| R. E. Musgrove | Seaman | Navy | Wood River Refinery |
| L. N. Nelson | Private | Army | Wood River Refinery |
| D. W. Neutzman | Seaman | C. G. | Wood River Refinery |
| E. Newman | Private | Army | Wood River Refinery |
| J. W. Nixon | Lieutenant | Army | Houston Refinery |
| W. W. Norman | Shipfitter 3/c | Navy | Wood River Refinery |
| A. N. Norton | Appren. Seaman | Navy | Houston Refinery |
| E. P. O'Donnell | Appren. Seaman | Navy | Baltimore Division |
| J. B. Oertel | Aviation Cadet | Army | Wood River Refinery |
| W. J. Oldfield | Lieutenant (j.g.) | Navy | Albany Division |
| R. F. O'Toole | Seaman | Navy | Products Pipe Line, T. & S. |
| R. L. Parkhurst | Radio Tech. 3/c | Navy | New York Division |
| E. F. Pionkowski | Lieutenant (j.g.) | Navy | Baltimore Division |
| J. A. Plunkett | Private | Army | Atlanta Division |
| B. L. Polk | Private | Army | Houston Refinery |
| G. S. Pulliam, Jr. | Private | Marines | Houston Refinery |
| W. E. Pullwitt | Private | Army | New York Division |
| E. W. Purvis | Private | Army | Houston Refinery |
| C. C. Reber | Private | Army | Houston Refinery |
| J. H. Reddick | Seaman | Navy | Wood River Refinery |
| D. B. Reed | Shipfitter 2/c | Navy | Houston Refinery |
| J. L. Robbins | Private | Army | Texas Gulf Area |
| G. E. Roberts | Shipfitter 2/c | Navy | Houston Refinery |
| H. D. Roberts | Private | Army | Wood River Refinery |
| K. W. Roylance | Seaman | C. G. | Mid-Continent Area |
| E. A. Rucker | Private | Marines | Wood River Refinery |
| M. D. Rucker | Private | Army | Houston Refinery |
| F. C. Russell | Seaman | Navy | Boston Division |
| L. L. Sarchett | Private | Army | Minneapolis Division |
| H. J. Schenk | Private | Army | Wood River Refinery |
| C. T. Schleeter | Private | Army | Baltimore Division |
| J. E. Sellier | Private | Army | Wood River Refinery |
| R. L. Sewall | Private | Army | Minneapolis Division |
| C. V. Shelton | Appren. Seaman | Navy | Houston Refinery |
| R. V. Sheppard | Private | Army | Mid-Continent Area |
| L. W. Sivil | Private | Army | Houston Refinery |
| R. O. Slattery | Captain | Army | St. Louis Division |
| A. N. Smith | Aviation Cadet | Navy | Norco Refinery |
| C. W. Sparks | Private | Army | Houston Refinery |
| H. A. Stowe | Shipfitter 2/c | Navy | Houston Refinery |
| H. L. Strange | Private | Army | Wood River Refinery |
| C. Summers | Appren. Seaman | Navy | Mid-Continent Area |
| G. E. Summers, Jr. | Aviation Cadet | Army | Mid-Continent Area |
| D. Tappen | Shipfitter 3/c | Navy | New York Division |
| E. E. Tate | Private | Army | Mid-Continent Area |
| P. Teasley | Private | Marines | Wood River Refinery |
| T. M. Thaxton | Appren. Seaman | C. G. | Mid-Continent Area |
| F. E. Thompson | Private | Army | Wood River Refinery |
| F. A. Tosh | Seaman | Navy | Wood River Refinery |
| W. E. Tuggle | Appren. Seaman | Navy | Mid-Continent Area |
| E. H. Turnau | 2nd Lieutenant | Army | Albany Division |
| E. R. Turner | Private | Army | Wood River Refinery |
| A. M. Vana | Private | Army | Houston Refinery |
| W. G. Vance | Ch. Mech. Superv. | Navy | Houston Refinery |
| F. J. Vicari | Seaman | C. G. | Mid-Continent Area |
| T. B. Viser | Watertender 1/c | Navy | Houston Refinery |
| E. W. Wagenblatt | Seaman | Navy | Wood River Refinery |
| R. L. Wagner | Lieutenant (j.g.) | Navy | Legal, Head Office |
| G. C. Walker | Private | Army | Mid-Continent Area |
| S. M. Walker | Private | Army | Houston Refinery |
| W. H. Walker | Seaman 2/c | C. G. | Houston Refinery |
| J. D. Walton | Private | Army | Eastern Area |
| S. Weber | Private | Army | Norco Refinery |
| K. F. Welde | Private | Army | Shell Pipe Line Corp. |
| R. Q. Whidden | Private | Army | Personnel, Head Office |
| J. L. Whittaker | Seaman | Navy | Shell Pipe Line Corp. |
| C. A. Williams | Private | Army | Houston Refinery |
| F. J. Williams | Electr's Mate 2/c | Navy | Texas Gulf Area |
| R. O. Williams | Appren. Seaman | C. G. | Houston Refinery |
| T. E. Williams | Shipfitter 3/c | Navy | Wood River Refinery |
| T. M. Williams | Petty Officer 1/c | Navy | St. Louis Division |
| L. J. Wilson | Lieutenant (j.g.) | Navy | St. Louis Division |
| O. W. Wittmer | Aviation Cadet | Army | Houston Refinery |
| E. C. Woodward | Ensign | Navy | Baltimore Division |
| M. J. Woody | Seaman | Navy | Houston Refinery |
| J. P. Wynne | 1st Lieutenant | Army | New York Division |
| A. F. Youngberg | Captain | Army | Indianapolis Division |
| R. H. Zapp | Fireman 1/c | Navy | Houston Refinery |


# SHELL NEWS

MARKETING DIVISIONS:

ALBANY.....R. W. GRAY
ATLANTA.....B. F. HOLT
BALTIMORE.....J. B. ROBINSON
BOSTON.....R. L. GERAGHTY
CHICAGO.....G. M. PRICE
CLEVELAND.....T. W. EYSENBACH
DETROIT.....L. L. DUNCAN
INDIANAPOLIS.....I. G. BOYER
MINNEAPOLIS.....W. G. PRECOBB
NEW YORK.....F. J. MORRISON
ST. LOUIS.....C. F. HORCH

JOHN C. EBEL, *Acting Editor*

*ASSOCIATE EDITORS*

EASTERN AREA
H. L. CUNNINGHAM

TEXAS GULF AREA
GLENN BYERS

MID-CONTINENT AREA
O. H. RUCH

REFINERIES:

HOUSTON.....P. E. KEEGAN
NORCO.....H. C. SCHNEIDER
WOOD RIVER.....R. H. HORD

MARINE TERMINALS
I. L. KEMP

PRODUCTS PIPE LINE
V. E. GRAVAT

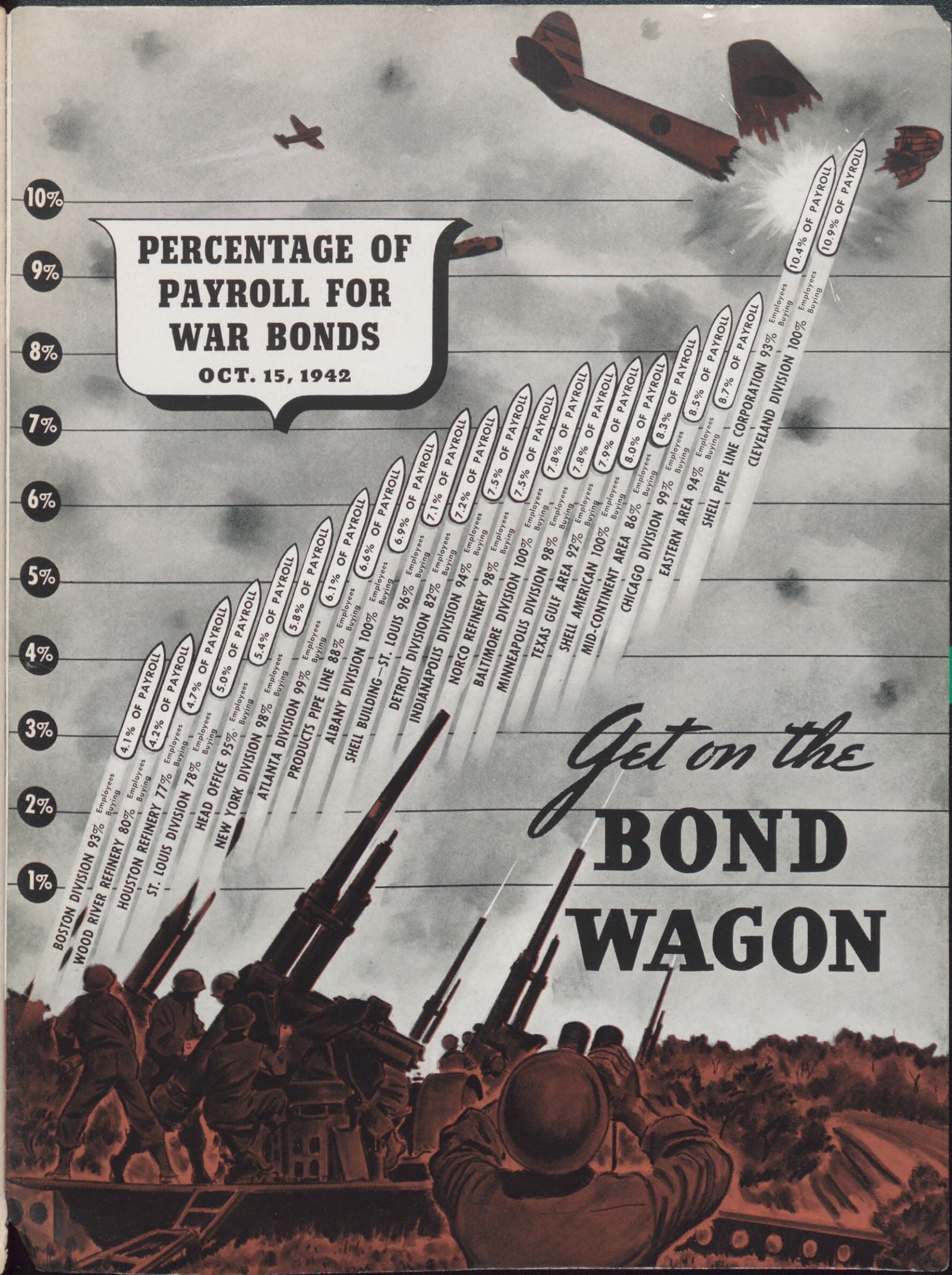
SHELL PIPE LINE CORPORATION
L. C. GEILER

SHELL UNION OIL CORPORATION
C. C. COMBS

Published monthly for employees of Shell Oil Company, Incorporated, Shell Pipe Line Corporation, Shell American Petroleum Company and Shell Union Oil Corporation. Address communications to the Personnel Department, Shell Oil Company, Inc., 50 West 50th Street, New York, New York




Printed in U. S. A.


PERCENTAGE OF PAYROLL FOR WAR BONDS
OCT. 15, 1942
10%
9%
8%
7%
6%
5%
4%
3%
2%
1%
BOSTON DIVISION 93% Employees Buying
4.1% OF PAYROLL
WOOD RIVER REFINERY 80% Employees Buying
4.2% OF PAYROLL
HOUSTON REFINERY 77% Employees Buying
4.7% OF PAYROLL
ST. LOUIS DIVISION 78% Employees Buying
5.0% OF PAYROLL
HEAD OFFICE 95% Employees Buying
5.4% OF PAYROLL
NEW YORK DIVISION 98% Employees Buying
5.8% OF PAYROLL
ATLANTA DIVISION 99% Employees Buying
6.1% OF PAYROLL
PRODUCTS PIPE LINE 88% Employees Buying
6.6% OF PAYROLL
ALBANY DIVISION 100% Employees Buying
6.9% OF PAYROLL
SHELL BUILDING—ST. LOUIS 96% Employees Buying
7.1% OF PAYROLL
DETROIT DIVISION 82% Employees Buying
7.2% OF PAYROLL
INDIANAPOLIS DIVISION 94% Employees Buying
7.5% OF PAYROLL
NORCO REFINERY 98% Employees Buying
7.5% OF PAYROLL
BALTIMORE DIVISION 100% Employees Buying
7.8% OF PAYROLL
MINNEAPOLIS DIVISION 98% Employees Buying
7.8% OF PAYROLL
TEXAS GULF AREA 92% Employees Buying
7.9% OF PAYROLL
SHELL AMERICAN 100% Employees Buying
8.0% OF PAYROLL
MID-CONTINENT AREA 86% Employees Buying
8.3% OF PAYROLL
CHICAGO DIVISION 99% Employees Buying
8.5% OF PAYROLL
EASTERN AREA 94% Employees Buying
8.7% OF PAYROLL
SHELL PIPE LINE CORPORATION 93% Employees Buying
10.4% OF PAYROLL
CLEVELAND DIVISION 100% Employees Buying
10.9% OF PAYROLL
Get on the
BOND
WAGON

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

RETURN POSTAGE GUARANTEED

Miss Eshter Parsons
2820 Glasgow
St Louis Mo 8



# DECORATIONS
## UNITED STATES ARMY

**SOLDIER'S MEDAL**
For heroism not involving actual conflict with an enemy.


**MEDAL OF HONOR**
For conspicuous gallantry and intrepidity at the risk of life, above and beyond the call of duty, in action involving actual conflict with an enemy, while an officer or enlisted man of the Army of the United States.


**DISTINGUISHED SERVICE MEDAL**
For exceptionally meritorious service in a duty of great responsibility while serving in any capacity with the Army of the United States.

**DISTINGUISHED SERVICE CROSS**
For extraordinary heroism in connection with military operations against an armed enemy while serving in any capacity with the Army of the United States.

**DISTINGUISHED FLYING CROSS**
For heroism or extraordinary achievement while participating in aerial flights.

**SILVER STAR**
For gallantry in action in situations not warranting the award of either the Medal of Honor or the Distinguished Service Cross.

**OAK LEAF CLUSTER**
A person who performs an act entitling him to receive the same decoration on more than one occasion, will be awarded for each subsequent act of valor or distinction an Oak Leaf Cluster, to be worn on the ribbon of the medal first awarded.

**PURPLE HEART**
For any act of singularly meritorious service or act of extraordinary fidelity, and for wounds received in battle.