# SHELL NEWS OCTOBER 1953

Man Has Conquered Space and Revolutionized His Way of Living With Airplanes — But the Story Is Yet Unfinished

50

In half a century, man has seen one of his oldest dreams become reality. In a lifetime, he has conquered the sky and hovers on the exploration of outer space. One can only guess what he will find there.

NOT THE

**I**ETAR

This was the famed telegram that heralded the beginning of a new age for mankind—the Age of Flight! It was sent by Orville and Wilbur Wright to their sister from Kitty Hawk, North Carolina, on a December day in 1903. They had just fulfilled a centuries-old dream of man and had taken to the air in a powered flying machine.

In the half-century that has followed, aviation has come of age. The Wright Brothers' flimsy biplane of canvas, sticks and wire, with a 12horsepower motor, has been superseded by all-metal giants powered by turbojets. Man has flown higher and faster, for longer distances and in greater safety—and airplanes have revolutionized transportation and communications.

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This year, as the 50th anniversary of the Wright Brothers' historic flight approaches, a year-long celebration has been in progress to take note of the advancements which have taken place since that fateful day when—in a few brief moments—the barriers of space were swept away. The celebration has been under the guidance of the National Committee to Observe the 50th Anniversary of Powered Flight. Lt. Gen. James H. Doolittle, Shell Oil Company Vice President and Director, and long a leader in aviation, is Chairman of the Committee.

To help the American public to know more about aviation progress, and to honor the pioneers of powered flight, the Committee has issued a picture booklet "Flight," published by M. Philip Copp. The booklet was written by De Witt Copp and a condensed version of it is presented on this and the following pages.



On December 17, 1903, along the wind-swept dunes of Kitty Hawk, North Carolina, where time had known only the complaining of gulls, there was born a new sound. It was the birth cry of the air age. For here Orville Wright, with the aid of his brother, Wilbur, made the world's first controlled powered flight in a heavier than air machine. It lasted 12 seconds.

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#### INTO NORTHERN SOIL

Shell's exploration activities are continuing at a brisk rate in the Calgary Area where the Company holds several million acres of Canadian land under lease and reservation. The cover of this month's SHELL NEWS shows a portable drill in the Burnt Timber region, approximately 40 miles northwest of Calgary in the foothills of the Canadian Rockies. The crew is drilling and loading seismic shot holes.



Aviation first saw combat in World War I. At the beginning, planes were used exclusively for observation. But soon they saw every kind of action: bombing, protecting their own lines, and joining in ground attacks. By Armistice Day, all America was thrilled by the exploits of its own aces. On the home front, in 17 months, the aircraft industry's productive capacity had grown to 20,000 planes a year.



There was a post-war letdown in aviation, but airmen slowly nursed their fledgling industry along as they expanded the commercial usefulness of the airplane. The first municipal airport was opened in 1919 at Atlantic City, New Jersey, and other airports soon began to dot the nation. The man in the street began to think of cutting down travel time over long distances and in the 1920's, the government showed its recognition of the need for long-range planning by authorizing contracts for air mail. The roaring twenties saw the first mid-air refueling flight, a pioneer round-the-world flight, below, the first cross-country dawnto-dusk hop and Admiral Byrd's North Pole flight. In 1927, the imagination of the world was caught by Charles A. Lindbergh as he completed the first non-stop solo crossing of the Atlantic to land in Paris.





In 1929, Admiral Byrd and Bernt Balchen exposed planes and engines to violent weather conditions as they charted the Antarctic area by air. Pioneering flights such as these, deliberately made in the teeth of difficulties, helped demonstrate the safety and dependability of aircraft in extremely adverse weather.

Now that the emphasis was on dependability as well as distance, engineers studied and developed new means of testing the capabilities of aircraft. From tail wheel to propeller, they learned how much stress and strain a plane could withstand. In the early thirties, aviation progress began to climb.





World War II ushered in combat aviation on a huge scale in the major theatres of war and proved what a handful of men like Billy Mitchell had maintained for years: that he who controls the air dominates the land and sea. American production lines turned out airplanes for victory by the thousands.



With peace, the American public's pent-up urge to travel resulted in a wide extension of air line schedules. Fly to Bermuda for a vacation; fly to the coast to see the folks; fly home from college; fly for business and pleasure. Today, American aircraft make up 80 per cent of all commercial planes in use throughout the world and increasing numbers of young Americans are looking forward to careers in the U. S. aviation industry.

Laught H

Meanwhile, the versatility of the airplane continued to grow. Aircraft carrying newly-developed radar instruments began to unmask the spectre of the hurricane, right. The valuable weather information thus gathered means these disastrous storms can no longer smash our coastlines without warning. Airlifts, such as the great one over Berlin in 1948-49, brought in essential food and kept the people of Western Berlin from possible starvation. Light planes are currently being used by business men and farmers for rapid transportation, and by sportsmen for quick trips to faraway hunting and fishing country.

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The pioneering work of British Air Commodore Frank Whittle in the 1940's helped set the stage for a new era in man's conquest of the air—the jet age. The new jet engines led to sharply increased aircraft speeds.





Military airplanes flashed to the fore again as fighting broke out in Korea. American manufacturers turned out jet fighters which gave our pilots protective armor, versatility, and a high victory-in-combat ratio. But a big share of the glory went to the smaller "eggbeaters." When an infantryman was hit, a helicopter quickly got him to a medical center.

In its first 50 years, the airplane has brought distant countries within easy reach and has affected the lives of the world population. In the United States alone, 300 cities with a total population of nearly 62,000,000 can now rely on regular air line service. Aviation has become a major bulwark of the American economy. In addition to its own scores of thousands of employees, the aircraft industry currently has more than 60,000 sub-contractors supplying it. The industry is a part of our daily life and its continued expansion has become vital to our national safety now and in the future.



# Shell People In The News

L. F. STAYNER has been appointed Assistant to the Manager of Shell Chemical Corporation's Julius Hyman & Company Division. Mr. Stayner joined Shell Oil Company in 1938 at Los Angeles. After serving in various sales positions, he was made a Sales Supervisor in the San Francisco Office in 1944. Five years later Mr. Stayner moved to Shell Chemical Corporation's New York Head Office as Assistant Manager-Agricultural Products. In 1952 he went to Denver, Colorado, as Sales Manager of Shell Chemical's Julius Hyman & Company Division.

J. J. LAWLER has been made Sales Manager of Shell Chemical Corporation's Julius Hyman & Company Division. Mr. Lawler, a graduate of Missouri University with a B.A. degree in chemical engineering and a M.A. degree in organic chemistry, joined Shell Oil Company at St. Louis in 1937. He subsequently served in various marketing positions and in 1941 was made a Technical Products Representative in the Cleveland Marketing Division. Returning from a three-year Military Leave of Absence in 1945, Mr. Lawler went to Shell Chemical Corporation as District Manager at St. Louis; and in 1951 became District Manager in Chicago.

**D. A. LIMERICK** has been named Chief Technologist by Shell Chemical Corporation at the Torrance Plant. Mr. Limerick, a graduate of the University of California (Los Angeles) with a B.A. degree in chemistry and the University of California (Berkeley) with a M.S. degree in petroleum engineering, joined Shell Chemical in 1943 at the Shell Point Plant. Two years later he moved to Chemical's San Francisco Office as a Technologist and subsequently served there as a Senior Technologist. In 1948 Mr. Limerick was transferred to New York in the same position and three years later went to the Dominguez Plant as Chief Technologist.

\* \* \*

M. G. HENSHAW has been appointed Chief Technologist at Shell Chemical Corporation's Dominguez Plant. Mr. Henshaw, a graduate of the University of Texas with a B.S. degree in chemical engineering, joined Shell Chemical in 1942 at the Houston Plant. After serving in various capacities there, he was made a Senior Technologist in 1946. Two years later Mr. Henshaw was transferred to Shell Chemical's New York Head Office in the same capacity, remaining there until his return to Houston in 1951.

\* \* \*

H. M. SPINNING has been appointed Treasury Manager of the Sewaren (New Jersey) Plant. Mr. Spinning joined Shell Oil Company in 1929 at Los Angeles, California. After serving in various Treasury capacities in California, Mr. Spinning went on Military Leave of Absence in 1942. He returned to the Company in 1946 and was named a Division Auditor at Los Angeles. In 1948, Mr. Spinning was appointed Division Office Manager at Bakersfield, California, and the following year was transferred to Midland, Texas, as Chief Accountant.



L. F. STAYNER



J. J. LAWLER



D. A. LIMERICK



M. G. HENSHAW



H. M. SPINNING

Shell People In The News . . . cont.



R. C. HENSEL

R. C. HENSEL has been appointed Purchasing-Stores Manager for the Pacific Coast Exploration and Production Area. Mr. Hensel joined Shell Oil Company in 1929 at St. Louis, Missouri. In 1931 he was transferred to Tulsa, Oklahoma and was made a Chief Clerk in the Purchasing-Stores Department there four years later. Mr. Hensel came to Head Office in 1942 in the same capacity and four years later was made a Purchasing-Stores Representative. In 1950 he went on foreign assignment and upon his return a year later he was named Purchasing-Stores Manager-Priorities, in Head Office.



H. A. SHANKS

H. A. SHANKS has been appointed Assistant Manager - Production, in Head Office Purchasing-Stores. Mr. Shanks joined Shell Oil Company in 1927 and, after serving in various Purchasing-Stores capacities, was made Assistant Purchasing-Stores Representative at Tulsa, Oklahoma in 1943. He became Purchasing-Stores Manager for the Midland Exploration and Production Area in 1947, and subsequently served in the same capacity for the Calgary Area. Mr. Shanks was transferred to Head Office as a Senior Purchasing-Stores Representative in 1952.



Crumbling and weathered servant quarters and barns like these on the Diamond Plantation are being torn down to make way for Shell Chemical's modern plant near the Norco Refinery. Note the diamond emblem on the barn. It is dated 1898.

## A Chemical Plant for Norco

A substantial addition to the U. S. supply of glycerine and EPON\* resins will result from a new plant to be erected at Norco, Louisiana, by Shell Chemical Corporation. The plant, Shell Chemical's first at Norco, will be located less than a mile from Shell Oil Company's Norco Refinery and will take its feed stocks from the refinery.

The land where the chemical plant will stand was once part of a wellknown Louisiana sugar and corn property called the Diamond Plantation. Some of the weathered servant quarters and barns are being torn down to make way for the modern petrochemical installations.

With construction planning already under way and completion scheduled for late 1954, the new plant will produce allyl chloride and epichlorohydrin, both components of a variety of industrial chemicals and products. The plant's output, however, will be used to increase Shell Chemical's glycerine production by 25,000,000 pounds per year and to make available substantial additional quantities of epichlorohydrin for EPON resins. \* Registered Trademark, U. S. Patent Office. Construction of the plant is the first step in Shell Chemical's current program to expand glycerine production.

Glycerine, an important chemical for both peace and war, goes into the manufacture of such diverse products as paints, cellophane, cigarettes, toothpaste, cosmetics and explosives. Prior to 1948 it was derived entirely from animal and vegetable fats as a byproduct of the soap industry. Fluctuations of supply made industrial planning difficult. In that year Shell Chemical produced the country's first commercial quantities of synthetic glycerine derived from petroleum. Shell Chemical now supplies more than 20 per cent of the American Market.

Epichlorohydrin is a vital component of many chemical products, including Shell Chemical's EPON resins, which are becoming increasingly important in the surface coatings and structural resins fields.

Shell Chemical's new Norco Plant will employ about 150 persons at the outset. It is expected to play an important part in the continuing growth of the New Orleans industrial area.

# The Calgary Area

SIX years have passed since a new oil strike in Alberta stepped up lease play and wildcat drilling in Western Canada to boom proportions. Today, as widespread exploration and development continue unabated, they focus the attention of the oil industry upon the extensive potentialities of this vast region in the north. Early expectations that Western Canada

might become a major producing area have already been surpassed, and Canada, once critically short of oil, has supplanted Mexico as the third greatest oil and gas producing nation in the Western Hemisphere. Only the United States and Venezuela are producing more.

Part and parcel of this expanding petroleum development, Shell has been



The Western Canadian basin is a vast expanse of land and Shell's seismic crews roam from rolling wheat lands to timbered foothills. The Rocky Mountains form a backdrop.



Calgary, headquarters for Shell's exploration and production activities in Canada, is a modern city of 130,000 population. The Barron Building, in which the Shell Area offices are located, is circled above.



The Calgary Area has successfully completed 16 oil and 12 gas wells. It has also drilled seven gas wells in the Jumping Pound Field for Shell Oil Company of Canada. Above is Caprona Crown A-2, offset to an oil discovery.

spending millions of dollars annually in its Canadian exploration and drilling program. This year alone, the Calgary Area Office—through its Divisions and Districts at Calgary and Edmonton, Alberta, and Regina, Saskatchewan—will expend an estimated \$18 million. In keeping with the general tenor of most oil industry operations in Western Canada, by far the major portion of Shell's outlay will go for acquisition of leases and their exploration.

Oil development in Canada is not a new experience for Shell. Shell Oil Company of Canada, Limited, a marketing and refining company since 1912, began exploring the western plains and foothills more than a decade ago in hope of increasing the Dominion's wartime production. In 1944, the Company discovered one of Canada's richest natural gas pools when it drilled a wildcat at Jumping Pound, 20 miles west of Calgary. This field now supplies gas for Calgary and for other communities to the west. Because of the sulfurous nature of the gas, Canada's first plant for extracting sulfur from petroleum was opened at Jumping Pound in 1951. Since March 1949, when the Calgary Area Office was established, development drilling in the Jumping Pound Field has been under the direction of personnel of Shell Oil Company.

Shell's Calgary Area now holds more than 7½ million acres under lease and reservation, covering territory in Alberta, Saskatchewan, Manitoba, British Columbia, and a small area in Northwest Territories. The

Calgary's citizens like to recall the lusty past when the city was a cowtown. The Calgary Stampede, annual week-long celebration and rodeo, is world-famous. Flapjacks are served free to visitors.



The huge distances involved in developing Canada's oil production put a premium on air travel. The Shell operated DeHavilland Dove, right, makes scheduled and special flights between Calgary, Edmonton, Regina and Bitumont.

![](_page_10_Picture_1.jpeg)

## The Accent Is Still On the Search For Oil in Western Canada, But the Booming Basin Has Already Made the Dominion One of the World's Great Producers.

holdings include 100,000 acres in the famed Athabasca tar sands in northeastern Alberta. In recent years, the Area has kept an average of 12 seismograph parties busy exploring these sprawling tracts of land, with exploratory drilling rigs following in their wake.

Though oil and gas have been hard to come by in this land where weather and terrain pose twin obstacles, and though the customary number of costly dry holes have been logged, Shell has discovered seven new fields. Interesting oil "shows" in wildcats currently drilling indicate that this number will undoubtedly be increased. Development drilling in the discovered fields, and five new wells in an established field, give the Calgary Area at the present time a total of 16 producing oil wells and 12 gas wells. The current development drilling program will enlarge these figures. There are also seven producing gas wells in the Jumping Pound Field, with two more drilling.

The geographical limits of the Calgary Area can be defined only by the extent of the entire Canadian oil play. In fact, the significant feature of Shell's exploration and production activity is the wide area over which it has spread. Shell-Imperial, Springburn No. 1, a joint venture 200 miles northwest of Edmonton, is the most northerly oil producer in Alberta. And 200 more miles northwest of this well, Shell has an interest in the most northerly potential gas well in British Columbia, Nig Creek No. 1. At the same time, Shell's newest oil discovery, Midale A-7-18, is in the Canadian portion of the Williston Basin in southeastern Saskatchewan — near the U. S. border. This separates actual drilling operations by more than a thousand miles as the Canadian goose flies.

But if elbow room is the outstanding feature of Western Canada's present oil boom, it is possibly overshadowed by the vast stretches of land over which it might yet expand. Some geologists say the prospective basin, so far proven in three Provinces, might contain 900,000 square miles in Canada alone. It has already been shown to overlap the Canadian-U. S. border-spreading into Montana and North and South Dakota. This huge region of Paleozoic to Cretaceous producing formations is part of a vast belt of potentially oil bearing rock which sprawls along the eastern flank of the Rocky Mountains for the length of the continent. Formations similar to those in Alberta have been explored at frigid Point Barrow, Alaska, and as far south as the West Texas-New Mexico oil fields. The five largest oil and gas producing states in the United States could be set down in the

Western Canadian portion of this basin alone—and with room to spare.

This is not to say that the Canadian Provinces will eventually produce a comparable amount of oil and gas, but there are hardy optimists who like to think about it anyway. In the six years since the Leduc discovery near Edmonton, which set off the current boom, crude oil production has risen from 19,000 barrels per day to more than 250,000. "Before Leduc," a nowcommon phrase in the language of Canadian oil, the Dominion's known crude reserves were estimated at about 45 million barrels. This year they are pushing the 2 billion barrel mark. Gas reserves have jumped to over 10 trillion cubic feet and are still growing.

![](_page_10_Picture_10.jpeg)

Even routine production work is rugged when temperatures drop to 60 degrees below zero. Above, Pumper Tom Pengilly wears a parka as he gauges a tank in the Caprona-Feen-North Big Valley Field, 150 miles from Calgary.

What's more, with some 170 drilling rigs operating around the clock, Western Canada is getting a strike of some sort about every other day.

This means that the oil-hungry Dominion, which heretofore had produced less than 20 per cent of its needs, is looking to its own back yard as a source of supply. For reasons inherent in the logistics of petroleum transportation. Canada probably never will become "self sufficient" in oil. Much of her great eastern market, which is over 2,000 miles away from her western oil fields, can be supplied more economically from sources outside of the country. On the other hand, arrangements are just now being completed so that Canadian oil fields can supply a small portion of the crude necessary to meet the spiralling demands of the United States Northwest and, undoubtedly, will supply a greater portion as time goes on. Canada hopes eventually to achieve an export-import balance on crude oil. The sledding will be tough,

however, despite the rapid development of new production and reserves, because Canada's per capita consumption of oil products is also rising rapidly, especially in the industrial east.

The big jump in Canada's crude production has not been without its sobering checks and balances. There are the hardships presented by the extremes of weather and terrain, the lack of adequate roads. And there has been, as in the early stages of any expanding oil development where the number of wildcat tests is high, a fairly frequent occurrence of dry holes.

As for the weather and terrain, once the seismic and drilling crews fan out north of Edmonton they are faced with temperatures that occasionally drop to 60 degrees below zero. The southerly reaches along the U. S. border are severe enough in winter but, paradoxically, this region is the scene of the famed chinooks, the warm currents of air that descend

![](_page_11_Picture_5.jpeg)

Trains in Canada are including tank cars in increasing numbers as crude production and per capita consumption of products continue to rise. Below, is the airport at Edmonton, a crossroad for international air routes. The Calgary Area's Division and District Offices are located at Edmonton, Calgary, and Regina.

![](_page_11_Picture_7.jpeg)

from the Rockies and raise temperatures by as much as 60 degrees in a matter of minutes. While this has an effect of shortening and mitigating the severity of the winters, it often turns otherwise hard frozen roads into impassable guagmires.

Despite extreme cold, winter is the only time when some areas can be explored or developed. Much of the northern area of Western Canada is covered with deep bogs of silt and moss vegetation. This is the Canadian muskeg, and it is impossible for oil crews to explore it unless it is frozen hard enough to support their vehicles. Operations in the muskeg are planned well in advance, and, when the freeze comes, the exploration and drilling crews go into feverish action. Wildcat drilling rigs and supplies are laboriously hauled in over the frozen crust and operations continue at a fast pace until the spring thaws. These seasonal obstacles, and the fact that miles of roads have to be gouged through densely timbered trackless regions, explain why to date there is only one producing field in the Northwest Territories-at Norman Wells on the Mackenzie River-where oil was discovered several years ago.

It also explains the Rube Goldbergian variety of vehicles which the oil men use to get about. One of the most useful, the snowmobile, has tractor treads to take it through rough country and ski-like skids at the front for steering over the snow. The vast distances involved also put a premium on air travel. Recently the Calgary Area began scheduled shuttle flights between Calgary, Edmonton, Regina and Bitumont (300 miles north of Edmonton) with a six-passenger plane.

The problems presented in developing the vast Western Canadian basin are not new to the oil industry, but they point up the difficulties and the high costs which must be accepted as a matter of course if progress is to continue. For example, Canada's most costly drilling venture, the \$1,800,000 "Operation Muskeg" well drilled by Shell and four other companies, turned out to be a dry hole. A million dollar joint venture in which Shell participated also failed to produce oil. The company that brought in the highly successful Leduc discovery drilled more than a hundred dry holes before it hit pay dirt. In more recent years, to get the 30 oil and gas producers it now has, Shell's Calgary Area has put down over 40 dry holes.

Counterbalancing these disappointments has been the high ratio of development wells successfully completed in known pools. The ratio of successes to failures in over-all operations indicates that finding oil and gas in Western Canada is not easy—but still good enough to make the quest for oil there a sound investment.

That the oil industry believes this and has high hopes for the future of the Prairie Provinces seems evident in the increasing number of companies, large and small, now operating there. The "oil" listings in the telephone directories of Calgary, Edmonton and Regina look like a roster of the American Petroleum Institute. Calgary alone boasts offices of more than 500 oil companies and service and supply firms.

Calgary, a city of 130,000 population, has long been the "oil capitol" of Canada, mainly because until Leduc and its neighboring Redwater Field were developed, the Turner Valley Field, 20 miles south of Calgary, was the Dominion's big producer.

Edmonton, which has about 50,000 more population than Calgary, is home base for exploratory and drilling operations in northern Alberta and British Columbia. The city is also the southern terminus of the Alcan Highway to Alaska and is an important stopover for scheduled air line flights to the Orient. Regina, a city of 71,000, is headquarters for the easterly spread of the oil play in the Prairie Provinces.

Once out of these cities, exploration and drilling crews may experience a number of scenic contrasts. Their work may take them over gently rolling prairies amid seas of wheat, or they may be making seismic shots in the scenic splendors bordering on worldfamous Banff and Jasper National Parks. One crew might be working near a sugar beet factory or any of the several large industries that have come to Western Canada, while another is deep in a timber tract under the eyes of an inquisitive moose or bear. To the west, the snow-capped Rockies form a backdrop for it all.

Even the place names of the region are intriguing. Moose Jaw, Many Berries, Blackfoot, Spirit River, Medicine Hat, Yellowknife are just a sampling. The creek on which Regina is situated is called Wascana, the Indian name for "pile o' bones," because the Indians once piled the bleached bones of the buffalo herds there in the belief that the buffalo would always return to the grazing grounds of his forefathers. The name Calgary is Gaelic for "clear running water." It was given by the commander of the first Royal Northwest Mounted Police post located there at the junction of the Bow and Elbow Rivers.

But for all its picturesqueness and contrasts, and for all the difficulties encountered by oil companies in its development, Western Canada has proved that it has a great future as an oil and gas producing region. On this the oil industry is agreed.

Calgary Area employees find relaxation and recreation at Banff, above. At right is Shell employee, Lois Swartout. She's not a Texan, but a Canadian ready for the Calgary Stampede.

![](_page_12_Picture_9.jpeg)

Canada's first plant for extracting sulfur from gas was built as an addition to the Jumping Pound Gas Plant, operated by Calgary Area personnel for Shell of Canada.

## Rust Takes a

R UST knows no favorites. It turns up in rifles, tools, fishing tackle, lawn mowers, tank cars . . . in unprotected iron and steel products of every size and description. Experts estimate its annual destructiveness at six billion dollars.

But it looks now as though rust is on the run. A new Shell-developed anti-rust compound known as VPI\* is cutting the rust problem down to size for home and industry.

Rust, of course, is that reddish, porous and brittle coating formed when unprotected iron or steel is attacked chemically by moisture in the air. Most rust preventives are surface coatings like grease and paint which prevent the water and oxygen in the air from combining with the metal. Effective in varying degrees, these rust stoppers are uniformly time-consuming to apply and to remove. Other rust-proofing techniques, which use dehydrants like silica gel, prevent rust by soaking up the moisture in the air. These dehydrants, however, must be hermetically sealed in packages to be effective.

Shell's new rust-preventive-VPIgives greater protection for far less effort. It is not a surface coating-you

\*Registered Trademark-U.S. Patent Office.

VPI crystals vaporize to form a protective film which prevents the rusting action of oxygen and moisture on the surface of metals.

![](_page_13_Picture_7.jpeg)

![](_page_13_Picture_8.jpeg)

![](_page_13_Picture_9.jpeg)

Shown above is one industrial application of Shell's new anti-rust compound: an air gun blowing VPI in fine powder form on the inner surfaces of a Rolls Royce turbine engine. Alcoholic solutions of VPI are also sprayed onto the inner walls of steel drums to protect them against corrosion.

can rust-proof your tools by sprinkling a few VPI crystals in your tool chest; your fishing reel by wrapping it in VPI-coated paper; and your rifle by dusting a little VPI in the carrying case. In man-hours, you save tremendously because you don't have to mess with a hard-to-apply, hard-to-remove surface coating.

Machine guns used to be shipped overseas heavily coated with cosmoline. It took several hours at least to clean the weapons on arrival. Today, the same type of guns are shipped coated with a light oil and wrapped in VPI-coated paper. A few minutes to open the package and they are ready to fire.

The product was discovered originally during World War II by Dr. Aaron Wachter and his associates at Shell Development Company's Emeryville Research Center. Dicyclohexyl ammonium nitrite, to use its "square" name, is a synthetic volatile nitrite salt. It gives off its rust-proofing vapors continuously, much as moth balls give off their distinctive odor.

But, like moth balls, VPI has to be contained to do its best work. Otherwise, the protective vapors, like moth ball odors, will drift away. The enclosing cover does not have to be airtight, however—a closed tool chest drawer or a paper wrapping are enough to keep the vapors close to home.

Today, industry as well as home and the military, are finding new uses for VPI. A leading automobile manufacturer, for example, wraps valves, pistons, pins and close to twenty thousand other automotive parts in cartons protected with VPI paper and then ships them out to consumers. The savings over the previous complicated rust-proofing procedures are great. Other concerns—air lines, tank and trailer manufacturers, gear works, even watch makers—dust VPI inside cylinders and other rust-receptive engine parts or cover entire engine units with VPI paper before shipping or storing them. Industrially, VPI today is limited only by the ability of the user to contain the VPI vapors close

![](_page_14_Picture_1.jpeg)

A sheet of VPI-coated paper is placed on a saw table to protect the metal surfaces from rust. Drill bits, screws, nails and other small workshop items can be protected in VPI-coated paper bags.

A few crystals of VPI, sprinkled into a tool box, keep the tools completely rust-free. Flexible "Poof Bottles" are now being investigated as a method of applying the rust-stopping powder.

![](_page_14_Picture_4.jpeg)

around the unit protected.

New methods of application are being researched constantly. Shell Oil Company's Lubricants Department (which handles sales and distribution of VPI crystals) and the Products Application Department are now experimenting with "Poof Bottles" in varying sizes which will permit users to spray VPI inside containers of different sizes.

A little VPI goes a long way ... an ounce or two, for example, will do most households for years, provided it is applied correctly and its vapors are contained around the metal surface. Non-toxic, non-irritating to the skin, VPI is the new VIP among rust-stoppers.

VPI protection saves the hours of cleaning that used to be necessary when heavy greases were used to protect weapons shipped overseas.

## New Farm at Brea Canyon

Automatic Installations Are Helping Shell Men Keep Tabs on Local Production

A N important technological advance was recently chalked up for Shell with completion of the Company's fully automatic tank and trap farm in the Brea Canyon Field of the Los Angeles Basin Production Division. Here, automatic facilities now exist for quickly determining the kind and amount of production taking place at any of 40 different local wells.

The new unit, called The West Puente Tank and Trap Farm, is currently handling production from 24 wells: approximately 7,000 barrels of crude oil and 7,000,000 cubic feet of gas daily. The remainder of the 40-well capacity will be filled in through the current drilling program at Brea.

Wells may be tested over various intervals—4, 8, 12 or 24 hours. When this is done, production from the well to be tested is automatically diverted from its usual channels and run into a test separator for a predetermined period of time. The gas from the production is then metered and recorded. The mixture of oil and water which is usual in wells in this area is passed through a cut recorder, which electronically determines the percentage of water present. This information, as well as the volume of production, is also recorded.

Production figures for each well are automatically counted and printed on strip charts every four hours with the well code number. At the end of each four hour sequence, the counters are automatically re-set to zero.

The Farm, one of the most up-todate in the industry, is setting a new pattern for Shell. Similar units are planned, or are under construction, for several other Company locations.

![](_page_15_Picture_9.jpeg)

H. E. Blunk, W. L. Faulk and W. J. Reid are shown standing by the flow lines as they enter the automatic test manifold at the new West Puente Tank and Trap Farm in the Brea Canyon Field. Production flowing into Puente goes through the globe-like structures which separate gas from oil.

![](_page_16_Picture_0.jpeg)

Blunk notes data printed by recorder as C. K. Mallory changes the duration of a well test.

![](_page_16_Picture_2.jpeg)

Stock tanks at the farm are manually gauged. Manual gauging and sampling are carried out at the automatic trap installations to check the accuracy of metering and recording equipment.

![](_page_16_Picture_4.jpeg)

W. R. Black, R. W. Dawes and B. L. Given inspect the automatic tank bleeding facilities which take off water from the tank bottom every six hours. Automatic controls prevent oil from escaping.

![](_page_16_Picture_6.jpeg)

Faulk is shown here at the Puente cut determining mechanism and the gross fluid meter.

![](_page_17_Picture_0.jpeg)

![](_page_18_Figure_0.jpeg)

17

![](_page_19_Picture_0.jpeg)

![](_page_19_Picture_1.jpeg)

The Ignacio Martinez homestead, built in 1832, was the first building and home on the Rancho Pinole, which is now Martinez.

From the very old to the very new. In sharp contrast to the Martinez home is the modern Contra Costa County Hall of Records which is located on one of Martinez' main streets. The town of Martinez is the county seat of Contra Costa County.

# Martinez the Town and Shell

Once a Small Spanish-Style Cow Town, This Now Thriving Community Is the Home of Shell's Original U.S. Refinery

![](_page_19_Picture_6.jpeg)

![](_page_20_Picture_0.jpeg)

Looking toward the refinery over the rooftops of Martinez, one can see how the two have grown harmoniously since the refinery's beginning in 1916.

HEY call Martinez, California, a Shell town—and with good reason. The Community and Company have grown up together through 40 years of progress and increasing prosperity, each supplying something to help the other along.

Martinez and Shell first got together in 1913, when the Company constructed a marine bulk terminal there. It was a logical site, for Martinez, though located on quiet inland waters, is accessible to deep sea tankers. Also, the town is a port of call for river

![](_page_20_Picture_4.jpeg)

The Shell Chemical Plant, adjacent to the refinery, was built in 1930. Like the refinery, it has since been expanded and modernized.

traffic between San Francisco, Sacramento and Stockton. What's more, transcontinental and coastal railroads converge on the town and important highways radiate from it.

The same reasons which made Martinez a good site for a terminal also made it desirable for a refinery. In 1914, Shell, then less than two years old, selected Martinez as the place to purchase land for its first refinery. The Company already had extensive producing acreage in the Coalinga field of the San Joaquin Valley, 170 miles to the south, and a crude oil pipe line linking the field and refinery was planned the same year. Other rich producing fields were also within easy reach of the pipe line. Still others, of course, have since been discovered.

With the coming of the refinery and pipe line, Martinez was converted from a cow town to a bustling oil town.

In the middle of the 19th century, Martinez was a part of a huge cattle ranch owned by General Don Ignacio Martinez. Before he died, Don Ignacio saw the first streets plotted for the town which was to bear his name. The little community attracted retired sea captains and Civil War veterans who had "gone west." They settled on small farms nearby or set up modest businesses in the town itself. Fishing, farming and livestock were the principal community interests as the century turned. But industry had almost passed Martinez by and the village remained a village.

Then came the exciting news in 1914 that Shell was negotiating for 400 acres of land on which to build an oil refinery. At the time the town's total property value was only a fraction of the worth of the proposed installation.

When the deal was made, Martinez' progressive destiny was begun. Refinery construction began in 1915 and practically the entire town became involved in it. Those who weren't working on the construction were furnishing supplies and material or catering to the needs of the workers. Business flourished. Every available carpenter, pipefitter, craftsman and teamster was hired. Teams of horses were rented from surrounding farms. As many as 2,000 workmen were employed — a number more than double the town's normal population.

![](_page_21_Picture_0.jpeg)

Martinez, which has pioneered in processes and products, is often called the "refiners' refinery" because it is equipped to manufacture almost every product known to oil refining—in all, a total of 1,200. This necessitates an extensive system of storage tank batteries, as the picture, above, indicates.

Many of the outsiders who had come to Martinez to work on the refinery settled in the town when the construction was finished. They and townsmen alike found jobs in the refinery when it went on stream on January 15, 1916.

In addition to a natural community pride in a new industry, there were other features of the Martinez Refinery of which the townsfolk-and Shell-were proud. It was the first refinery in America to combine a pipe still with fractionating columns, and since the day the first barrel of crude flowed into its maze of piping, the refinery has continued to pioneer in many processes and products. The main feature of the refinery was that it replaced the old "batch still' process -which was little more than huge kettles for boiling oil-with the "Trumble Unit" process, a pipe still which was revolutionary at the time. The Trumble process reduced the size

of distillation units and increased throughput at the same time.

The Martinez Refinery was an imposing structure for its day. But in comparison with present-day refining giants, it had a lot of growing to do. This has been accomplished in periodic expansion programs. And it is still going on, for Shell recently announced that a 4,500-barrel platforming unit will soon be added to the Martinez facilities. It is interesting to note that as the refinery has grown, there has been an almost parallel growth in the population of the town.

In 1930, the community's expansion was given another incentive when Shell Chemical Corporation built its first petro-chemical plant there, adding another industry to the town. Today, over 20 per cent of the employable population of Martinez works at the refinery and chemical plant.

The close association of Community and Company has led to an unusual interest in oil refining among local citizens. While refineries are things of mystery to most people, most Martinez townsfolk have at least a passing acquaintance with such complicated items as fractionating columns, solvent refining equipment and vacuum distillation towers. The acquaintance has broadened through the years as the refinery has expanded and modernized. Today, it can manufacture almost every product known to oil refining—in all, a total of 1,200. As a result, Martinez is often called the "refiners' refinery."

But as the town has taken an unusual interest in the refinery, refinery employees have returned the interest with active participation in community projects. Some assisted in designing, financing and constructing various public buildings. Others are active in Martinez Civil Defense for Industry, the County Development Association, and the County Planning Commission.

![](_page_22_Picture_0.jpeg)

Shown at upper right, P. H. Kollewijn, a Sr. Technologist at the refinery, teaches a class in refinery technology at an evening class of the town's adult educational program.

![](_page_22_Picture_2.jpeg)

![](_page_22_Picture_3.jpeg)

Still others teach classes in communitysponsored adult education classes. There are Shell employees boosting local service clubs, local government, cultural organizations, schools, churches and handicraft groups.

Following Shell's lead, several new industries have built their plants at Martinez. The town is a shopping center for a large suburban and rural area, and boasts an array of educational and recreational facilities that match those of many large cities. This year the population is approaching 15,000.

Almost half of the 1,500 employees at the refinery and chemical plant have lived in Martinez for more than 10 years. A few who helped build the refinery are still on the payroll. The 40-year association of Martinez and Shell has been good for both—and promises to remain that way in the years to come.

> This is the town's water filter plant. Shell employees helped promote and plan the development of an adequate, pure water supply for the town.

> > TTITE

County Planning Commis-∧ sioner G. W. Honegger, right, Engineer at the refinery and a veteran of 38 years of Shell service, discusses a new Martinez sub-division with Ex-Commissioner Rene Narberes, a Supervisor in the Refinery Control Laboratory.

# Much Ado

A Houston Refinery Man Breeds These Small Birds Which Have Suddenly Taken an Important Place in the American Pet World

ALL him Love Bird, Budgie, Budgerigar, Shell Parakeet, Canary Parrot or even Melopsittacus undulatus-it's all the same. No matter what you call him, he is still one of of the most delightful and talented of pets. This small bird, popular in Europe for many years, has only recently taken over American households. "Taken over" is the correct term, too, for once a Parakeet is tamed, he will chatter away like a gossip, perch on your coffee cup, perform acrobatics on your telephone as you are talking, take a playful nip at your ear and in general, remind you

of his presence. He is truly ruler of the roost.

The current rage for Parakeets has taken America by storm. Within the last two years, the popularity of the bird has increased to such an extent that it is now estimated that more than 10,000 of them are sold each week. Until recently, breeders in the United States could not keep up with the demand and thousands of birds were brought out of Mexico to American retailers. Now, however, domestic breeders are able to supply pet shops and department stores with about all the Parakeets they can sell.

D. C. Lisle, of the Houston Refinery, raises these small colorful birds as a hobby and at last count had over 200 - a few of which are pictured above. He has learned that a careful study and application of genetics is a necessary part of raising rare Parakeets, for only by controlled breeding with the proper types can a Parakeetraiser improve his stock. Lisle has one of the largest aviaries in Houstonwhere the birds have wide popularity -and has been breeding them since 1948. In the beginning, Lisle bred only ordinary Parakeets, but the discovery of a baby cinnamon cobalt

![](_page_24_Picture_0.jpeg)

In their native habitat of Australia, where flocks of a million or more will gather at a water-hole, the Parakeet is green. In Europe and the United States, where millions have been bred in captivity, many different color varieties have been developed, such as blue, chartreuse, vivid yellow, violet, grey, cinnamon and even purest white. New and rare colors are being produced all the time.

Lisle agrees with other Parakeet breeders that it is difficult to distinguish males from females among very young birds. Sometimes, though, even the young can be identified. The clue is the cere which is the wax-like band across the face in which the nostrils are situated. The cere of the male is dark blue in color, whereas the cere of the female is a nutria (tan) color in youth, turning to brown in maturity. Also, the cere of the young male is more rounded and stands out more than the flatter cere of the female. Upon reaching adulthood, the birds can be easily distinguished. The male is somewhat longer and more upright in his bearing and is decidedly more friendly and gentle than the female.

#### Training the Bird

Contrary to common belief, both male and female Parakeets can be taught to "talk." The males, however, are likely to talk more readily than the females. To train a Parakeet to talk one should commence schooling when the bird is a few months old. A young bird is easier to teach than an older one. Almost any Parakeet can be taught to speak; that is, to repeat words or short phrases. This is not to say that he can be taught to carry on a prolonged conversation, but, as the famed Doctor Johnson remarked about the dog that walked on his hind legs, "the amazing thing is not that he does not do it well but rather that he does it at all." Some birds accept instruction more readily than others but with enough patience and with the right management, any normal. healthy Parakeet will learn to utter fairly intelligible speech.

![](_page_24_Picture_6.jpeg)

**About Parakeets** 

To the inquisitive Parakeet, nothing, it seems, is considered sacred and even letter-writing must be thoroughly approved by his roving eye.

![](_page_24_Picture_8.jpeg)

This fearless Parakeet is a sports rarity—he likes nothing better than to ride his racing car side-saddle. As long as somebody has the patience to keep pulling the car around by a string, the feathered and noisy speedster will hang on for dear life and ride his toy racer for hours.

#### 23

Parakeets usually take great pleasure in sipping whatever liquid their owners might be drinking. They are particularly pleased when they can steal a gulp or two of morning coffee.

Repeating a phrase for weeks-possibly months-is required before a Parakeet is able to master it. A relatively simple method of teaching a bird to speak is to use phonograph records which are made especially for Parakeet training. One phrase is repeated over and over on each record side; some records whistle a short passage of a tune over and over. The bird will, in time, usually learn to repeat the words or whistle the tune. In the process of training Parakeets to talk, it will be found that each bird is an individual and a law unto itself. Therein lies a part of the charm of the breed.

#### Breeding of the Bird

You might wonder how a breeder of Parakeets can tell one bird from another. D. C. Lisle has the solution to that. When his young birds are a week old, he slips a seamless band over each bird's foot, identifying the bird for life. On each band is the year of birth and a serial number. This serial number is registered in a card index on which is listed the father,

![](_page_25_Picture_4.jpeg)

![](_page_25_Picture_5.jpeg)

Last Spring, Lisle walked away with three trophies out of a total of thirteen given when the Better Budgie Breeders of Houston held their annual show. A Parakeet must "show" itself, much as a dog must "show" at an exhibition and regulations determine how a bird must sit on his perch during judging. A Parakeet must also jump from one perch to another if the judge so indicates.

Just as it takes patience to train a Parakeet to "show," so it takes patience to train a bird to live with a household. According to D. C. Lisle, gentleness and perserverance are "musts" if the Parakeet owner wants his bird to develop into a healthy, funloving and delightful pet.

![](_page_25_Picture_9.jpeg)

D. C. Lisle, above, with two of his prize-winning Parakeets, won three trophies and other awards at a recent Parakeet show held in Houston.

Any Parakeet is a natural show-off. Nothing delights him more than doing stunts. Here two of the breed play "fireman," continuously chasing each other up and down the ladder.

# **They Have Retired**

![](_page_26_Picture_1.jpeg)

D. ALLEN Wilmington Refy. Engineering

![](_page_26_Picture_3.jpeg)

S. W. ANDERSON Wood River Refy. Engineering

![](_page_26_Picture_5.jpeg)

W. R. BUTLER Tulsa Area Gas

![](_page_26_Picture_7.jpeg)

O. W. CLIVER Pacific Coast Area Production

![](_page_26_Picture_9.jpeg)

C. F. COSPER Tulsa Area Production

![](_page_26_Picture_11.jpeg)

G. W. ERICKSON

Martinez Refy.

Engineering

![](_page_26_Picture_12.jpeg)

A. E. ETZKORN Wood River Refy. Engineering

![](_page_26_Picture_14.jpeg)

L. J. FORSTING Wood River Refy. Engineering

![](_page_26_Picture_16.jpeg)

E. H. GREENWOOD Shell Chemical Corp. Shell Point Plant

![](_page_26_Picture_18.jpeg)

W. N. JENKINS Tulsa Area Production

![](_page_26_Picture_20.jpeg)

R. O. KAY Houston Refy. Utilities

![](_page_26_Picture_22.jpeg)

C. G. KITCHEN Cleveland Div. Treasury

![](_page_26_Picture_24.jpeg)

W. G. KOVARIK Wood River Refy. Engineering

![](_page_26_Picture_26.jpeg)

E. S. LARSEN Martinez Refy. Treasury

![](_page_26_Picture_28.jpeg)

D. C. LAW New York Div. Operations

![](_page_26_Picture_30.jpeg)

B. C. MATHEWS Tulsa Area Production

![](_page_26_Picture_32.jpeg)

C. J. MORGAN Portland Div. Sales

![](_page_26_Picture_34.jpeg)

F. C. MOSHER Houston Area Treasury

![](_page_26_Picture_36.jpeg)

New York Div.

**Purchasing-Stores** 

![](_page_26_Picture_37.jpeg)

J. PAYTON Pacific Coast Area Production

![](_page_26_Picture_39.jpeg)

G. C. SCHWASS Wilmington Refy. Engineering

![](_page_26_Picture_41.jpeg)

J. C. SORENSEN Houston Refy. Engineering

![](_page_26_Picture_43.jpeg)

L. S. TAYLOR Seattle Div. Operations

![](_page_26_Picture_45.jpeg)

H. D. TOY Pacific Coast Area Production

![](_page_26_Picture_47.jpeg)

G. F. TROY Albany Div. Sales

![](_page_26_Picture_49.jpeg)

G. G. WOODMANSEE Houston Area Production

# Anthread and coast to coast

AAI

![](_page_27_Picture_1.jpeg)

The newly-elected officers of the Minneapolis Marketing Division Office Shellebraters' Club are shown at their first meeting. They are: (l. to r.) Jack Carlson, Louise Chalupsky, Milton Nesbitt, Richard Timmons, Phyllis Myhre, Kay Madden and John Mulkey.

## All-American

Stand

MARION BROWN, daughter of Mrs. Margaret Brown of the Houston Refinery, is breaking national sports records at the age of 17. She is a member of the National Women's Amateur Athletic Union All-American track team for the 1952-1953 season. Marion has an armful of medals for the running broad jump, javelin throwing, shot-put, discus, basketball, shuttle relay, low hurdles, 100-yard dash, 440-yard relay and the baseball throw. In addition, she plays tennis and volleyball and swims when she can find the time.

Earlier this year, Marion made the longest baseball throw in nine years at the National Women's AAU meet in Connecticut when she threw the ball 225 feet. Later at the Deer Park (Texas) Invitational Junior Olympics Track and Field Meet, she broke her second national record when she rifled a 12-inch softball a total of 215 feet, 41/2 inches to top the existing national record of 193 feet, 11 inches.

![](_page_27_Picture_6.jpeg)

![](_page_28_Picture_0.jpeg)

A. B. Hollis, Jr., editor of the Southern Party Line, employee publication for Shell's Atlanta Marketing Division, was a recent guest on the WAGA-TV program, "Memo For Milady." In the picture above, Hollis and the Mistress of Ceremonies are shown discussing Shell Oil's Carol Lane and her travels.

![](_page_28_Picture_2.jpeg)

Recently elected to guide the Denver Shell Employees Association, the new officers meet to plan their program for the Fall and Winter. They are: (I. to r.) N. J. Matthews, vice president; A. E. Cordray, president; U. H. Capron, treasurer; and Adlicia Hadden, secretary.

A Tulsa Exploration Department draftsman, H. P. Grine (at right), lays claim to the most traveled Shell service pin in the Tulsa Area and perhaps in the Company. A year ago, Grine lost his 20-year pin at the Tulsa Municipal Airport. It was found recently in one of the planes which had flown many miles during the year the pin was missing. Monte Ray, left, also of Tulsa, explains how, through the initials "HPG" and "1948" on the back of the pin, its owner was traced by checking the 20-year anniversary columns in the 1948 issues of Shell News.

![](_page_28_Picture_5.jpeg)

![](_page_28_Picture_6.jpeg)

L. E. Ford of the Martinez Refinery, shown with Mrs. Ford, displays the many trophies he has won in motorcycle races. He is a member of the California Old-Timers Motorcycle Club, a state-wide organization requiring 20 years of active motorcycle riding for membership.

![](_page_29_Picture_0.jpeg)

Members of Products Pipe Line Department's East Chicago Shell Bowling Team who recently won trophies for their winning scores in a Chicago industrial bowling league are pictured above. They are: (standing, left to right) Stanley Longava, John Manfredo and Charles Gulotta; (kneeling, left to right) Frank Kosprazak, Joseph Hemingway and Joseph Keilman.

![](_page_29_Picture_2.jpeg)

Evelyn M. Richmond, of the Torrance Plant, operated by Shell Chemical Corporation, holds one of her pictures which received honors at this year's photographic exhibition of the Photographic Society of America held in Los Angeles. Evelyn, who is a member of the society and exhibits her photographs nationally, specializes in flower photography.

![](_page_29_Picture_4.jpeg)

Golfing champ W. C. Landis of the Baltimore Marketing Division looks concerned as he waits his turn to play. Such concentration paid off and Landis won the golf sweepstakes at the recent Pro-Amateur Golf Tournament at the Country Club of Maryland. He shot an 82 with an 18 handicap, netting him a 64 score.

## **Thirty-Five Years**

![](_page_30_Picture_1.jpeg)

# Service Birthdays

![](_page_30_Picture_3.jpeg)

W. A. KELLER Wood River Refinery Engineering

![](_page_30_Picture_5.jpeg)

R. P. MARTIN Sacramento Division Sales

![](_page_30_Picture_7.jpeg)

R. R. BACON Head Office Manufacturing

![](_page_30_Picture_9.jpeg)

E. R. MUELLER Head Office Financial

![](_page_30_Picture_11.jpeg)

J. M. REDDING Wilmington Refy. Engineering

![](_page_30_Picture_13.jpeg)

G. H. BARNES Houston Area Production

![](_page_30_Picture_15.jpeg)

J. NIGRA St. Louis Div. Operations

![](_page_30_Picture_17.jpeg)

H. W. RICE Tulsa Area Production

## Thirty Years

![](_page_30_Picture_20.jpeg)

E. A. ELLIOTT Wood River Refy. Lubricating Oils

![](_page_30_Picture_22.jpeg)

C. B. PARIS, JR. Houston Area Production

![](_page_30_Picture_24.jpeg)

H. W. SCHAEFER St. Louis Div. Operations

![](_page_30_Picture_26.jpeg)

V. R. KILE Wilmington Refy. Distilling

![](_page_30_Picture_28.jpeg)

L. W. PIPPENGER Shell Pipe Line Corp. Mid-Continent Area

![](_page_30_Picture_30.jpeg)

W. E. SCOGGINS Wood River Refy. Engineering

![](_page_30_Picture_32.jpeg)

V. J. MARASCO Los Angeles Div. Operations

![](_page_30_Picture_34.jpeg)

C. G. POWER Shell Pipe Line Corp. West Texas Area

![](_page_30_Picture_36.jpeg)

B. SHAW Wilmington Refy. Distilling

![](_page_31_Picture_0.jpeg)

S. D. SURTEES Martinez Refy. Lubricating Oils

![](_page_31_Picture_2.jpeg)

P. A. UFERT Wood River Refy. Cracking

![](_page_31_Picture_4.jpeg)

G. M. WALKER Tulsa Area Gas

## **Twenty-Five Years**

![](_page_31_Picture_7.jpeg)

A. J. WESTENRIDER Wilmington Refy. Treasury

![](_page_31_Picture_9.jpeg)

H. WOODWARD Wilmington Refy. Distilling

![](_page_31_Picture_11.jpeg)

E. L. BARRON Martinez Refy. Dispatching

![](_page_31_Picture_13.jpeg)

F. C. BECK Wilmington Refy. Cracking

![](_page_31_Picture_15.jpeg)

W. F. BRIOT Portland Div. Operations

![](_page_31_Picture_17.jpeg)

R. C. CARLOS Pacific Coast Area Production

![](_page_31_Picture_19.jpeg)

C. L. CARTER

Los Angeles Div.

Sales

E. CLYMER Products Pipe Line DeWitt, III.

![](_page_31_Picture_21.jpeg)

C. W. COLSTON Wood River Refy. Gas

![](_page_31_Picture_23.jpeg)

F. H. CORSON Sacramento Div. Marketing Service

![](_page_31_Picture_25.jpeg)

L. W. CRULL Wood River Refy. Gas

![](_page_31_Picture_27.jpeg)

St. Louis Div.

Operations

T. F. DINSMOOR Wilmington Refy. Effl. Control & Util.

![](_page_31_Picture_29.jpeg)

R. B. DOERN Martinez Refy. Lubricating Oils

![](_page_31_Picture_31.jpeg)

J. E. FRANK Martinez Refy. Engineering

![](_page_31_Picture_33.jpeg)

R. D. FROWEIN Martinez Refy. Cracking

H. K. JOHNSON

Head Office

Manufacturing

![](_page_31_Picture_35.jpeg)

R. C. GILMAN Wood River Refy. Engineering

30

![](_page_31_Picture_37.jpeg)

Martinez Refy. Lubricating Oils

![](_page_31_Picture_39.jpeg)

J. L. GRIFFANTI A. M. GRUENEWALD Chicago Div. Purchasing-Stores

![](_page_31_Picture_41.jpeg)

Houston Area Exploration

![](_page_31_Picture_43.jpeg)

![](_page_31_Picture_44.jpeg)

F. F. KUEHNEL Wood River Refy. Engineering

![](_page_31_Picture_46.jpeg)

W. L. MARTIN

**Products Pipe Line** 

Greenville, Ill.

![](_page_31_Picture_47.jpeg)

C. S. MAXWELL Detroit Div. Treasury

![](_page_31_Picture_49.jpeg)

H. F. KENT Wilmington Refy. Compounding

![](_page_31_Picture_51.jpeg)

F. A. KOCHER Los Angeles Div. Operations

![](_page_31_Picture_53.jpeg)

S. A. KOLP Atlanta Div. Treasury

![](_page_31_Picture_55.jpeg)

![](_page_31_Picture_57.jpeg)

### Twenty-Five Years (cont'd)

Sales

![](_page_32_Picture_1.jpeg)

F. MILLER Shell Development Co. Houston

![](_page_32_Picture_3.jpeg)

F. D. OLIVER Houston Area Purchasing-Stores

![](_page_32_Picture_5.jpeg)

T. U. OLIVER

![](_page_32_Picture_7.jpeg)

![](_page_32_Picture_8.jpeg)

L. SAVIONI Martinez Refy.

![](_page_32_Picture_10.jpeg)

L. V. PHEGLEY

R. SEARES Wilmington Refy.

![](_page_32_Picture_12.jpeg)

D. J. POMPEO

H. D. SIMPSON Houston Area Production

![](_page_32_Picture_14.jpeg)

F. E. PRESCOTT

Operations

Operations

![](_page_32_Picture_16.jpeg)

![](_page_32_Picture_17.jpeg)

![](_page_32_Picture_18.jpeg)

G. J. PRIBBLE

Houston Area

Production

![](_page_32_Picture_19.jpeg)

P. PRZENICZNY

E. L. SNODGRASS H. J. TREBELHORN Wilmington Refy. Alkylation

Portland Div. Operations

![](_page_32_Picture_22.jpeg)

Houston Area Production

Wilmington Refy. Shell Pipe Line Corp. Control Laboratory West Texas Area

#### SHELL OIL CO

 TECHNICAL SERVICES DIVISION (HOUSTON) 15 Years	
F. BronsExploitation	J. H. M
10 Years M. K. HubbertGeology	D. Dor I. H. F
CALGARY AREA	
20 Years D. M. ObermierAdministration	R. P. A C. F. C W. L.
HOUSTON AREA	C. J. C
20 Years	
W. E. BurnsProduction	
V. J. McCoyPublic Relations L. W. PriceProduction L. E. RichardsonProduction	J. W. H. E. C L. H. N
MIDLAND AREA	H. K. J. C.
15 Years J. P. Stephenson Exploration	P. R. S. M. S. V
10 Years	
E. C. CoveyLand D. R. SewardProduction L. E. SlagleProduction	E. F. C R. A. I C. W.

)	M	P/	AN	Y		

J. A. WILEY

Engineering

#### NEW ORLEANS AREA

20 Years
A. A. LambProduction
J. H. McGhee
15 Years
D. DomangueExploration
I. H. FloresGas
10 Years
R. P. Arceneaux Production
C. F. Chauvin Production

V. L. LeBlanc.											. Production
C. J. Ourso	•	. ,	• •	•		•			•	•	. Production

#### PACIFIC COAST AREA

#### 20 Years

J. W. Chilton.		Production
H. E. Collins		Production
L. H. Meyers		Production
H. K. Pyott		Production
J. C. Rill		Production
P. R. Stone		Production
M. S. Whitson		Treasury
	15 Years	
E. F. Cleveland.		Production

R.	A. Malott	 	 	 	Production
C.	W. Prewett.	 	 	 	Exploration

Head Office 20 Years M. J. Bradley..... Transportation & Supplies 15 Years

10 Years

Mary A. Duffy......Marketing J. J. Reilly......Transportation & Supplies

#### San Francisco Office

#### 20 Years

М.	L.	BerryManufacturing
R.	W.	CampbellPurchasing
		15 Years
D.	C.	McMackenManufacturing

**Exploration and Production** HOUSTON OFFICE

20 Years

G. B. Bell, Jr. ..... Purchasing

![](_page_32_Picture_46.jpeg)

L. J. VAUGHAN

![](_page_32_Picture_48.jpeg)

Los Angeles Div. Operations

P. F. WORLEY

Wilmington Refy.

![](_page_32_Picture_53.jpeg)

![](_page_32_Picture_56.jpeg)

![](_page_32_Picture_57.jpeg)

![](_page_32_Picture_58.jpeg)

![](_page_32_Picture_59.jpeg)

#### 10 Years

н.	H	. Dornf	elt.						Production
Β.	R.	Holme	5			 		 	. Exploration
C.	A.	Lyon		2.				 	Production
R.	C.	Smith.						 	Production
					-		-		

#### TULSA AREA 20 V ....

20 Tears	
D. H. Bair	Production
F. W. Gibson	Production
J. R. McGehee	Exploration
15 Years	
E. W. Cox	. Production
C. W. Meeks	. Production
C. R. Phillips	. Production
S. J. Poindexter	. Production
I V Simpson	Production

H. J. Markley ......Automotive W. L. Turner ......Treasury

#### Manufacturing

#### HOUSTON REFINERY

#### 20 Years

F. V. Anastasof	Research Laboratory
B. E. Norwood	Effluent Control
15 Yea	ars
A. M. Vana	Engineering
10 Yea	ars
S. W. Chalmers	Engineering
A. H. Cherry	Research Laboratory
O. A. Cox	Engineering
A. C. Doughtie	Engineering
W. E. Hall	Engineering
H. B. Jarrett	Engineering
1. W. Land, Jr	Gas
J. B. Lanier	Engineering
W. D. Murtishaw	Gas

YY. D.	MULTISU	a	W						•	+	•		٠	٠				• •	Gas
E W/	Dago														Fr	-	ine	0	ring
L. YY.	rage	• •	•	٠	•		•	•	٠		•	*	-			9		-0	ing
M. S. S	Smith																		Gas

#### MARTINEZ REFINERY

#### 20 Years

D. A.	C. LaughlinDistilling NormanLubricating Oils
	10 Years
С.	A. AgostinoCompounding
Γ.	C. HarringtonCompounding
V	A Summers Distilling

#### NORCO REFINERY

#### 20 Years

C.	J. Cambre Crack	ing
	10 Years	
H.	A. DuheEngineer	ing
L.	P. Martin	Bas
F.	Rome	ing

#### WILMINGTON REFINERY

#### 20 Years

J. H. CampbellEngineering	
15 Years	
W. C. Javens Effluent Control & Utilities	
10 Years	
G. P. Boss	
B. J. BrummettDispatching	
J. H. Hawkins Engineering	
H. C. LawrenceCatalytic Cracking	
C. C. NeffDispatching	
R Rahh Dispatching	

#### WOOD RIVER REFINERY

#### 20 Years

A. J. DUCKNOIZ	Lingineering
D. A. Davis	Engineering
Gilbert	Engineering
. H. Hammann	Alkylation
H. F. Head	Engineering
R. A. Hicks	Engineering
N. J. Hubbard	Treasury
C. W. Judd	Research Laboratory
N. F. Kuethe	Control Laboratory
M. A. McClintock	Control Laboratory
R. P. McFarlane	Control Laboratory
R. Mikeworth	Lubricating Oils
C. A. Nicolet	Fire & Safety
C. E. Oetting	Alkylation
H. F. Sparks	Treasury
(. L. Teter	Research Laboratory
R. Williams	Compounding

#### 15 Years

E.	A.	Borcl	ners.		 					 	Alkylation
Ρ.	Ca	sna .									 Engineering -
H.	R.	Gov	ver.								 Engineering
L.	J.	Kelly	1				į,				 Engineering
J.	E.	McC	onne	ell.							 Engineering
J.	W.	Min	ter.								 Engineering
A.	C	. Re:	zabel	k							 Engineering
G.	R.	Ruy	le			1					 Engineering
H.	J.	Sche	nk.								Cracking

#### 10 Years

S.	E.	Brzostov	wsk	đ.							. Engineering
Η.	Α.	Harris			+				 		. Engineering
L.	Kru	Imeich							 		. Engineering
М.	E.	Wolf.							 		. Engineering

#### Marketing

#### MARKETING DIVISIONS

#### 20 Years

C. P. Battle	Atlanta, Sales
R. W. Schwarzman	. Baltimore, Operations
J. G. Gilbert	Cleveland, Sales
D. A. Maxey	Detroit, Operations
F. E. Miller	. Indianapolis, Treasury
J. Anderson	Los Angeles, Treasury
G. W. Hart	Los Angeles, Sales
J. W. Ott	St. Louis, Operations
S. E. Donaldson Sar	Francisco, Mktg. Serv.

#### 15 Years

2.	E. Carney	Boston, Sales
-	F Koller	Boston, Operations
1	T Sullivan	Los Angeles, Sales
;	I Dillon	St. Louis, Treasury
•	Dillon.	Seattle, Treasury
5.	E. Babcock	C ul O I'
-	W Durham	. Seattle, Operations

#### 10 Yoars

IO IOUIS	
H. Willingham Atlanta, Treasury	
R. Carroll	
G. McManus Boston, Treasury	
C. Headley Chicago, Operations	
. M. SargentChicago, Sales	
E. GearhardtCleveland, Operations	
G. MinarCleveland, Operations	
Dorothy L. Wentura Minneapolis, Treasury	
V. B. Yadon	
tella Kasper Sacramento, Treasury	
D. StarkSacramento, Treasury	
V. L. Herron St. Louis, Operations	
I. T. Nelson Seattle, Operations	

#### SEWAREN PLANT

#### 15 Years

E. C. Carstensen..... Asphalt

#### **Products Pipe Line** 20 V-

4	to rears	
C. G. Simmons		Sibley, Ill.
1	5 Years	
H. W. Carter		Zionsville, Ind.
R. Smith		Kankakee, Ill.
W. A. Stark		. Wood River, Ill.
I	0 Years	
F C Proven		Doraville Ga

## SHELL CHEMICAL CORPORATION

#### 20 Years

J.	W. Carter
J.	W. Robinson Houston
G.	RidleyShell Point
V.	C. Irvine
	15 Years
D.	G. McFaddenDominguez
C	W Herbert Martinez

#### Helen R. Hansen...... Western Division

#### 10 Years

E. O. GerathsDominguez
C. F. Brice, Jr Eastern Division
N. J. Campbell Houston
D. A. Haragan Houston
A. A. JaegerHouston
F. Lynch Houston
D. R. Nelson Houston
J. R. SandersHouston
E. G. Schumacher
W. C. SimsHouston
R. L. Clough Martinez
M. J. PettyMartinez
K. R. C. Blair Shell Point
M. L. DryShell Point
H. E. StuartShell Point
J. W. SummersShell Point
L. R. DonkleTorrance
S. E. Golambiewski

#### SHELL DEVELOPMENT COMPANY

G. E. Liedholm	20	Years	Emervville
A E Boble	5	Years	Emeryville
B. M. Burchard.			Emeryville
	0	Tears	
E. G. Baker	4		Emeryville
J. J. Bowser			Emeryville
P. A. Devlin			Emeryville
Cora E. Gilsenan			Emeryville
Jean J. Pesko			Emeryville

Cora	E. Gilsen	an	۱.								4	Emeryville
Jean .	J. Pesko											Emeryville
Ethel	G. Pitotti											Emeryville
C. W.	Smith											Emeryville
							2		_			

#### SHELL PIPE LINE CORPORATION

V. L. Burress......West Texas Area 10 Years

W. A. Hillhouse..... Mid-Continent Area

matters of

## STEADY

## SUPPLY

From Texas, California. Louisiana, Oklahoma and other important areas, a steady supply of Shell-produced crude oil flows to our refineries. Approximately 70 per cent of the oil Shell refines comes from our own production. This, in spite of the fact that Shell's five refineries processed 140 million barrels of crude in 1952 as against only 99 million barrels in 1946. SHELL OIL COMPANY 50 West 50th Street NEW YORK, N. Y. RETURN POSTAGE GUARANTEED J. B. Bradshaw 6510 Brookside Houston, Tex.

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Temper TEASER

How many times have you made a fine drive off the tee and an accurate approach shot, only to end up by three-putting the green? Tiny obstacles in the form of damaged grass may well be the reason for your ball's erratic path at the crucial moment. Insects in the soil do this damage, but greens-keepers can now get to the root of the matter with aldrin, Shell Chemical Corporation's powerful insecticide. Penetrating the earth to curb the larvae of Japanese beetles and June bugs as well as to wipe out whole colonies of ants, aldrin protects golf courses, parks, lawns and important pasture lands.