



shellegram

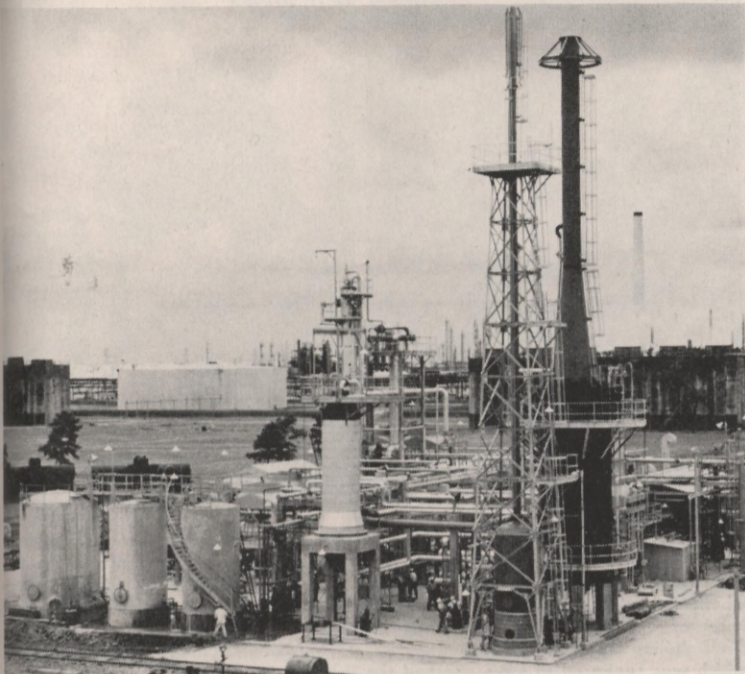
SHELL OIL COMPANY
HOUSTON REFINERY

SHELL CHEMICAL COMPANY
HOUSTON PLANT

VOL. 25, No. 8

HOUSTON, TEXAS

AUGUST, 1960



LATEST STEP in Shell's continuing program to improve product quality was taken this past month when the new L.H.T. unit went into operation at the Refinery.

Lube Oil Hydrotreater Goes Into Operation

The second hydrotreater in little more than a month went on stream at the Houston Refinery during August. The new unit, the Lube Oil Hydrotreater, is located east of the Lubricating Oils Department Office and south of the Clay Contact unit.

In early July the Distillate Hydrotreater was placed in operation in the east section of the Refinery between the Catalytic Cracking and Platforming areas.

No Production Increase

Thus, in this short space of time, Shell has taken two big strides in its policy of continual product quality improvement.

These two new units, like every new unit built at the Refinery in the past 10 years, were added not to increase total production but to improve the versatility and performance of Shell products. As a result total Refinery production has not been increased.

Whereas the D. H. T. improves the quality of furnace oil and diesel fuel processed at the Refinery, the L. H. T. will improve the color, color stability, odor, and oxidation characteristics of lubricating oil stocks.

The L. H. T. utilizes the Shell trickle phase process in its operations. A mixture of hydrogen and lubricating oil stock at elevated temperature and pressure flows through a reactor bed containing catalyst. Quality improvement of the feed stocks is accomplished by the removal of sulfur and trace contaminants in the lubricating oil stocks. The process will utilize a once-through hydrogen rich gas from the

D. H. T. Vent gases from the L. H. T. will be sent to Shell Chemical for sulfur recovery.

With a rated capacity of 6,500 barrels per day, the new unit has been designed to process nine different charge stocks in blocked-out operation. These include the high viscosity index lubricating oil stocks and DIALA® transformer oil formerly treated at the Refinery's Clay Contact unit, and the three low viscosity index distillates previously treated elsewhere.

In addition to heat exchangers, pumps and additive facilities, the major parts of the on-site equipment include a 12 million BTU/Hour feed pre-heat furnace, a reactor

filled with catalyst, two product separators, a stripping column for flash point control, and a Stratco flash evaporator for removing traces of moisture.

Lewis, Nelson Were Project Engineers

Project engineer for the on-site facilities was H. J. Lewis, while E. J. Nelson was the project engineer for the off-site work.

The new unit is in the "B" Section of the Lubricating Oils Department, which handles the lubricating oil dewaxing and crude wax deoiling, and also handled the clay contacting of lubricating oils. The Clay Contact unit was shut

See L. H. T., Page 2

Houston Executive Club Site For Refinery's 10-&-Over Service Party

Refinery Service Club members are marking their calendars—and the big date is Saturday, September 17. The Houston Executive Club is the place and it's the 21st anniversary of the Refinery 10-And-Over Service Party.

The members who attended last year—and a record crowd was there—remember a day of activities, fellowship, good food, and the renewal of old acquaintances.

26 New Members

A total of 26 new members have joined the ranks of the Club this year, swelling the total to 1461 active employees. Add to this another 110 pensioners and you have the ingredients which should produce a record turnout this fall.

Many pensioners were here for last year's party, with some coming from out of the state to be with the gang once again and to welcome the new members into the Club.

Fried chicken, shrimp, and all the extras highlights a menu similar to the one which proved so successful last year. And to spice the menu, hors d'oeuvres will be located at strategic points around the Club.

All-Day Affair

The Houston Executive Club is throwing open its recreational facilities to Service Clubbers for the day, and this includes swimming, tennis, horse shoe pitching, and golf. Last year Shell men kept a steady stream of traffic flowing across the fine golf course, and indications are that our weekend linksmen will be at it once again this fall. W. E. Rasco is in charge of reservations for the golfers.

It is recommended that each Service Club member bring his Refinery identification card as a strict identification list will be maintained at the Club for the admittance of Service Club members only. This is necessary since the Houston Executive Club has its own members who will be using Club facilities on that day.

Gilliam Accepts Red Cross Post



GILLIAM

The new Red Cross disaster chairman for LaPorte is N. F. Gilliam, who began to gain experience on his new assignment within a few hours after his appointment.

Gilliam, a Refinery veteran of more than thirty years, accepted appointment to the important post from Hugh Q. Buck, Disaster Chairman of the Harris County Red Cross Chapter.

Hardly had he done so than he found himself in action, surveying the August 12 "mystery gas" emergency in LaPorte and calling in the Red Cross professional staff to be ready in case the emergency worsened.

Gilliam, who lives at 202 North Nugent in LaPorte, thus got his first experience as Red Cross disaster chairman. But he already was well trained, having completed Red Cross emergency training courses.

See GILLIAM, Page 7

Chemical's Cogan Gets Patent For Precast Concrete Method

The United States Patent Office recently issued a patent to M. H. R. Cogan, Assistant Chief Engineer—Office at the Chemical Plant as assigner to Shell Development Company, Emeryville, California. The patent covers a new joint that connects precast concrete structural members together and the method of making it.

The use of precast concrete is becoming an increasingly popular method for building economical structures previously erected from structural steel and cast-in-place concrete.

Precast concrete offers improved quality control and extensive savings because there is no need for complex forms as there is with cast-in-place concrete. However, de-

signers of precast structures have been confronted with the problem of how to connect two precast concrete structural members together when erecting a structure. The method covered by the patent now provides the construction industry with an effective, efficient and economical means of overcoming a major problem.

While constructing pipe supports at an offsite facility, the need for a less expensive and complex method of joining precast concrete structural members was encountered at the Houston Plant. Cogan devised a simplified method and submitted the first drawing in November, 1951.

The first application of the new connection at the Houston

See COGAN, Page 2

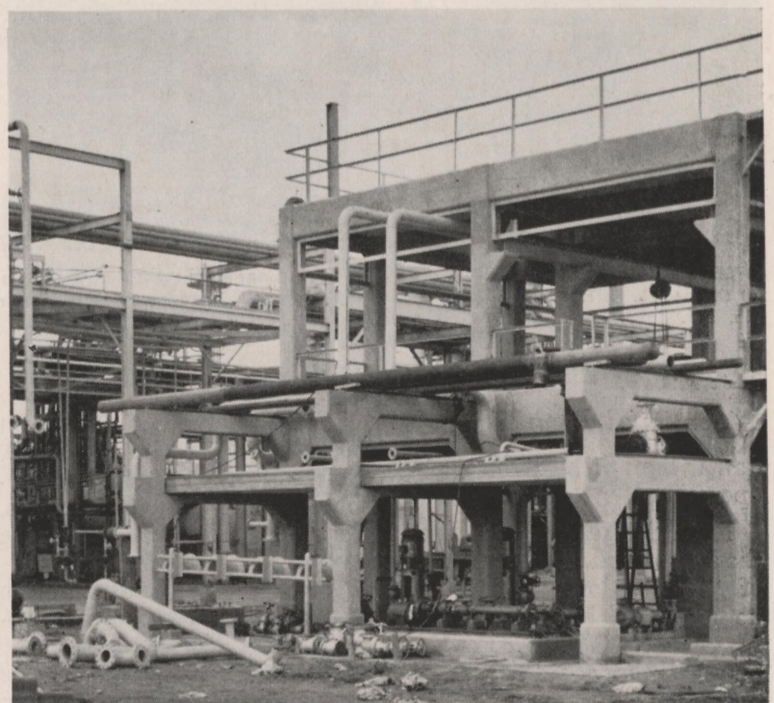
'61 UF Drive Not Far Away

The time is approaching for the 1961 United Fund Drive—when Harris County citizens are asked to band together and contribute toward the support of those less fortunate.

Here, in brief, are facts about this year's appeal, scheduled for this fall:

GOAL: \$5,707,538 . . . PURPOSE: support of 65 health, welfare and character-building agencies . . . INCREASE IN GIVING NEEDED: 6.5% . . . MANPOWER: more than 10,000 volunteers work in this largest single fund appeal of the year for the largest number of human service agencies.

The 1961 drive will be the tenth UF appeal held in Houston and Harris County.



UNDER CONSTRUCTION is one of the many applications at the Chemical Plant of the new method for joining together precast concrete structures. The framework of the Propylene unit is shown here. M. H. R. Cogan designed the method.



SUNNY TRAMMELL

Auto Accident Fatal To Shell Employee

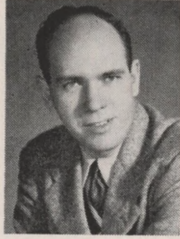
It is with regret the SHELL-EGRAM reports the untimely death of a Refinery employee, Mrs. Sunny Lanette Trammell. Mrs. Trammell was the victim of an automobile accident near Odessa, Texas in the early morning hours of August 11. Also killed in the two-car collision were her father, Grover Jerry Gerard, Sr., and a brother, Billy Jack Gerard.

A keypunch operator in the Research Laboratory, Mrs. Trammell had been employed at the Houston Refinery for the past three years. She was a 1955 graduate of Milby High School in Houston.

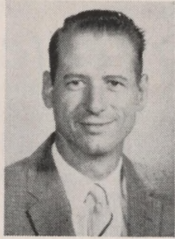
Mrs. Trammell is survived by her husband, H. F. Trammell, and a two-year-old son, Bobby. An expression of sympathy is extended by her friends at Shell.

Series Of Personnel Moves Are Announced For Houston Refinery

Refinery Manager J. A. Tench has announced a series of personnel moves to become effective in October. Involved in the moves are four current Refinery staff members, G. A. Martin, B. S. Baldwin, R. G. Schneider, J. B. Moyers, and R. W. Robinson, who transfers to Houston from Head Office.



MARTIN



BALDWIN

Martin, who has served as assistant manager in the Aromatics Department since March 1958, begins a new assignment as a group leader in the Houston Research Laboratory where he will supervise the activities of the Wax Products Research Group. This group is concerned with studies of the fundamental properties and behavior of hydrocarbon waxes and with the development of improved wax products for special application.

A graduate of Iowa State College with the Ph. D. degree in chemistry, Martin began his Shell career at the Wood

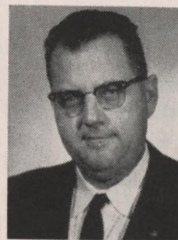
River Research Laboratory in October 1945. He was transferred to Houston in 1952 as a group leader and later worked as a senior technologist in the Catalytic Cracking Department before moving to the Aromatics Department.

Replacing Martin at Aromatics is B. S. Baldwin, presently group leader in the Technological Department, a position he has held since December 1957. Baldwin's first assignment with Shell was at the Martinez Refinery in September 1951. Following this he was moved to Head Office Manufacturing Research and came to the Houston Research Laboratory in July 1956.

R. G. Schneider replaces Baldwin in the Technological Department, leaving his position of assistant manager in the Lubricating Oils Department, "B" Section, to his successor, J. B. Moyers.



SCHNEIDER



MOYERS

The Wood River Refinery was the first assignment for Schneider after he was employed in February 1943. He is a graduate of the University of Michigan with the B. S. degree in chemical engineering. While at Wood River he held a variety of technical assignments in the Technological, Gas, and Experimental Laboratory Departments. He followed the Wood River assignments with a two-year tour at The Hague. Upon his return in September 1953 he was transferred to the Houston Refinery. Since coming here he has worked in the Technological, Thermal Cracking, Treating, and Lubricating Oils Department.

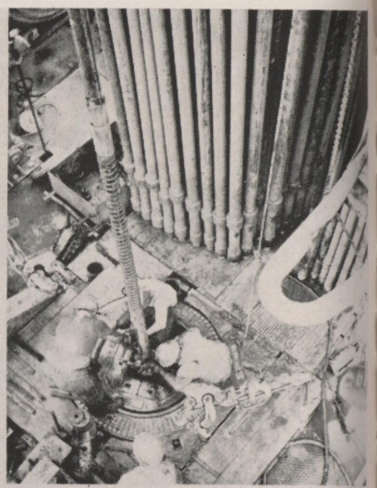
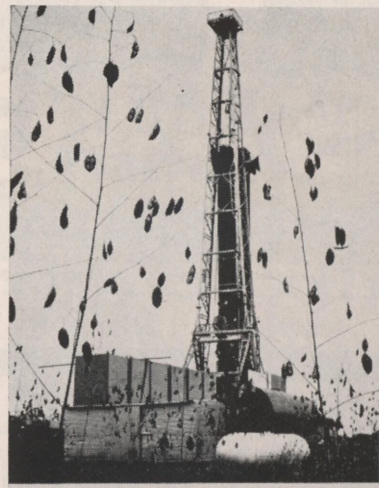
Moyers was employed at the Houston Refinery in 1938 after his graduation from the University of Texas with the M.S. degree in chemical engineering. In 1947 he became assistant manager of the Refinery Distilling Department, and in 1955 he moved to the Catalytic Cracking Department in the same capacity. His assignment to the Lubricating Oils Department as assistant manager of "A" Section became effective in September 1957.

The newcomer to the Houston Refinery is R. W. Robinson, presently assigned to the Head Office Manufacturing Operations Department. He replaces Moyers as assistant manager of "A" Section in the Lubricating Oils Department.

Robinson is a graduate of Wayne University, with the B. S. degree in chemical engineering, and from the University of Michigan with the M. S.



ROBINSON



TOP, LEFT: Operations on this deep Shell Oil Company wildcat were brought to a halt when a "fish" consisting of drill collars and bit twisted off in the hole more than 18,000 feet below the surface: TOP, RIGHT: The crew will soon know whether they've caught their fish or not, as the last joints of more than three miles of drill pipe emerge from the hole. BOTTOM, LEFT: This one got away. Shell drilling engineer B. J. Bullard kneels to examine the empty fishing tool, which was supposed to have grasped the fish and hauled it to the surface. It took about 24 hours to run the tool into the hole and back out again. BOTTOM, RIGHT: Bullard checks the grapple which fits inside the fishing tool. Close inspection showed that the grapple's teeth never engaged the fish. On the next trip, however, the fish was caught and successfully removed from the hole.

Here's A Fishing Trip That Costs A Fortune

Most fishing is for one of two reasons—recreation or profit. The accompanying photographs illustrate a fishing trip that falls into neither of these categories, however. It was certainly no fun, and it cost the fisherman a small fortune.

In the oil fields a "fish" is any unwanted object which may fall into or be left in the well bore during drilling operations. The most common fish are pieces of drill pipe, bits or other equipment which remain in the hole when the long drill string is withdrawn from the hole.

The accompanying pictures were taken during the attempts of the drilling crew on a Shell Oil Company wildcat to recover a fish consisting of two 30-foot lengths of drill collar and the attached diamond drill bit. The collars (heavy pipe used to add weight at the bottom of the drill string) had twisted off more than 18,000 feet below the surface.

To recover the fish, the crew used an overshot, a tool designed to slip over the end of the drill collar, engage the fish with sharp teeth or "slips," and hold on to it tightly as the drill string (and the fish, presumably) are pulled from the hole. This particular effort was a failure, and evidence indicated the tool failed to engage the fish. It took three tries

degree in chemical engineering. He joined Shell in October 1953 as a technologist at the Martinez Refinery, and was transferred to Head Office in 1957.

to recover collars and bit, and the troubles still weren't over. While drilling less than 100 feet, two more separate fishing jobs were required. Total cost of recovering the three fish was in excess of \$50,000, with \$26,000 spent for rig time alone.

If the wildcat finds oil or gas, the fishing expeditions will be worth it. The chances against success, however, are eight to one—tough odds for even the most ardent angler.

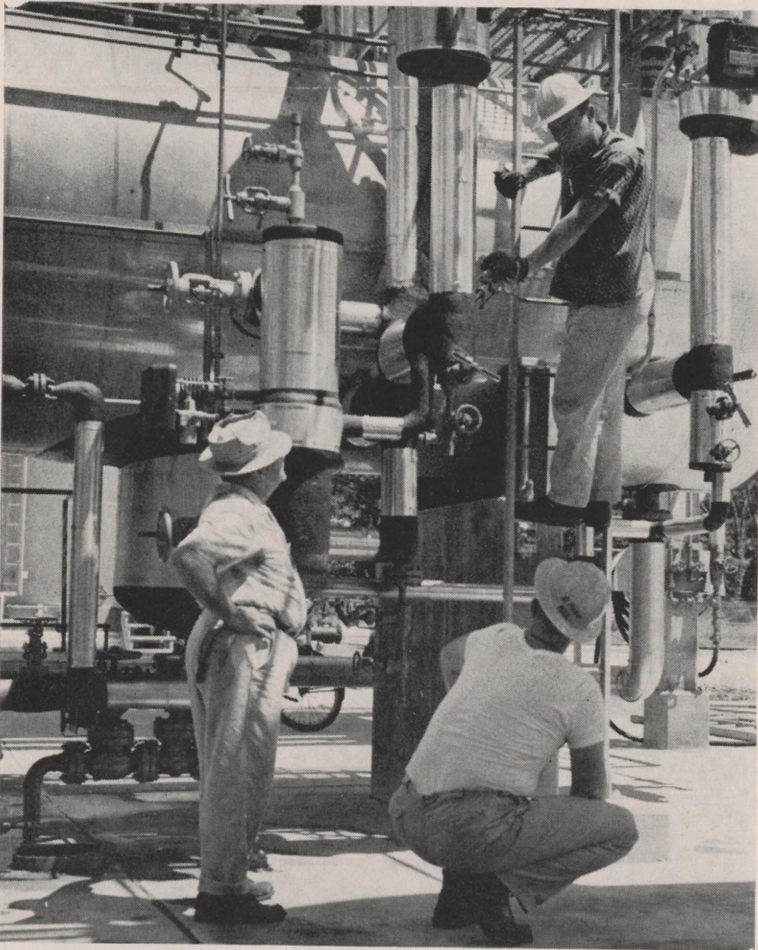
Cogan—

(Continued From Page 1)

Plant occurred early in 1952 and was an immediate success. Since that time, several hundred more connections have been made at the Chemical Plant in both pipe supports and structures, at a considerable savings in time, money and materials.

Once it became obvious that the new joint successfully overcame one of the major problems in assembling precast concrete members, the patent application was initiated. On August 16, 1960, the patent was issued. A Canadian patent will be issued within the next month.

Myles has also received two patents covering methods of manufacturing corrosion resistant grid trays and tray supports. The trays and supports are used in such equipment as strippers, column neutralizers, and other columns where corrosion of trays is a problem. The grid trays and supports have been used successfully in the Houston Plant for several years.



OPERATOR HELPER J. H. Massingill checks the level at one of the product separators at the new L. H. T. unit. Looking on is Shift Foreman C. B. Locke, while Operator No. 1 R. Baker kneels at the base of the ladder.

L. H. T. On Stream—

(Continued From Page 1)

down when the L. H. T. started operation.

R. G. Schneider is presently the assistant manager in charge of "B" Section, but he will be succeeded by J. B. Moyers in October. W. D. Loveless handled the coordination between operations and construction and the initial operation of the new unit, assisted by M. K. Kopp and N. E. Dun-

can. The operating assistant for the "B" Section is V. B. Thomas, and the shift foremen are F. B. Wischhusen, F. J. Sweeney, C. B. Locke and R. G. Funk.

Prior to the startup of the unit an intensive training program was conducted for the personnel who would operate the unit. For three weeks they divided their time between the classroom and the unit, learning the operation procedures.

To provide you with information about...

Public Issues Affecting Our Industry

Must "Temporary" Gasoline Taxes Pave Path For New Highways?

The National System of Interstate and Defense Highways, provided for under the 1956 Federal Highway Act, is a 41,000-mile network of superhighways connecting metropolitan areas across the country.

Since good highways make driving safer and more pleasurable, open up new areas, expedite essential services and aid national defense, virtually everyone in the nation stands to benefit from the System—provided the problem of how to pay for it is satisfactorily resolved.

The System originally was estimated to cost \$27.6 billion, with the Federal Government to pay 90 per cent of the costs and the states 10 per cent. To raise the Federal Government's share (\$25 billion), the 1956 Highway Act established the Highway Trust Fund, to be fed by certain Federal automotive excise taxes. These include taxes on gasoline and diesel fuel (hiked in 1956 by 50 per cent to three cents per gallon), tires and tubes and trucks and busses.

However, the Highway Act dedicated only half the revenue realized from the Federal excise tax on new trucks and busses to the Highway Fund, while providing that the other half, along with revenue from the taxes on new automobiles, automotive parts and accessories and lubricating oil would continue to go into the General Fund of the U.S. Treasury for non-highway expenditures.

Highway Trust Fund Inherited Debt

By 1959 the Highway Trust Fund had run out of money, principally because (1) it had to pay a \$2 billion debt inherited from an earlier highway program, and (2) a revised cost estimate had increased the estimated cost of the program from \$27.6 billion to \$40 billion (with the Federal Government's share increasing to \$36 billion). Consequently, the new program's expenditures had exceeded the revenue coming into the Trust Fund. To put the program in the black, Congress in 1959 temporarily cut back on the rate of expenditure and levied a temporary one-cent per gallon tax on gasoline to expire on June 30, 1961, and be replaced by certain automotive excise taxes which are now going into the U.S. Treasury for general use.

Despite these stipulations by Congress, proposals already have been made to extend this temporary tax to 1964 and to continue sending to the General Fund those Federal automotive taxes scheduled to go into the Highway Trust Fund in 1961. Moreover, these proposals include levying an additional half-cent a gallon tax on top of the "temporary" one-cent tax.

These proposals have been made since existing taxation is insufficient to raise the Federal Government's share of the cost estimate of the program. Furthermore, the Bureau of Public Roads is preparing to announce a new estimate in January, 1961.

Tax Rate Approximately 50% On Gasoline

Since enactment of the Interstate System four years ago, there have been two Federal and a total of 17 gasoline tax increases in 15 states. As a result, motorists today pay an average of more than 10 cents in taxes for every gallon of gasoline they buy. This is a tax rate of approximately 50 per cent—a rate greatly exceeding the so-called luxury taxes on jewelry and furs, and higher

than that on any product except alcoholic beverages.

There are signs that the Federal and state gasoline taxes may have reached the point of diminishing returns. Further tax increases might well result in: (1) motorists curtailing their driving or following the trend to lightweight cars designed primarily for fuel economy and (2) oil companies and service station dealers experiencing a slowdown in anticipated sales. This would mean, of course, that taxing authorities would fail to gain from a higher tax rate on a reduced volume of revenues. This has been the experience in European countries where taxation has made gasoline a luxury.

Can the National System of Highways be paid for without further tax increases?

Thoughtful people in and out of the petroleum industry believe that the System can be paid for without further tax increases—provided that (1) all motor vehicle taxes go to highway purposes and (2) highways are designed efficiently and economically.

Interstate Highways Benefit All

Since the interstate system benefits the entire economy, it seems only fair that other beneficiaries besides motor vehicle owners contribute to its cost. However, if motorists are to be assessed with the entire cost, then all Federal automotive taxes should be applied to the highway program. Similarly, all states should use state gasoline taxes specifically for highway purposes. Only 27 states have legal safeguards preventing state highway user taxes from being used for non-highway expenditures.

Presently, Federal automotive excise taxes total about \$4 billion annually, with only about 60 per cent going to the Highway Trust Fund and the rest to the General Fund. If all these taxes were to go to the Highway Trust Fund, it would be enough to pay the Federal Government's share of the costs.

The need to design the highways efficiently and economically is underscored by the estimated increase in the cost of the system from \$27.6 billion to \$40 billion. No opportunity to carry out economies should be overlooked. For example, it has been suggested that all states should be required to consider 1) alternate routes when drawing up a highway design and (2) bids calling for competitive paving materials. Where competitive bidding has led to the use of asphalt, thousands of dollars per mile have been saved.

To find out how much of the System's cost increase is due to extravagance, separate investigations have been launched by the White House, by a special subcommittee of the House Public Works Committee, headed by Representative John A. Blatnick (Dem., Minn.), and by the House Ways and Means Committee, headed by Representative Wilbur Mills (Dem., Ark.).

In addition to preparing a new cost estimate, the Bureau of Public Roads is exploring ways of more fairly allocating the costs of the System among various groups of beneficiaries—including both highway and non-highway users.

Motorists have a right to hope that these investigations and studies will help to solve the Interstate Highway System's financial problems—without further gasoline tax increases.



RESEARCH LABORATORY personnel involved in the development of the new premium grade dairy wax examine milk cartons coated with the wax. From left to right are W. P. Grisham, J. C. Muyres (seated), D. M. Bartay, K. G. Arabian, and R. G. Lutz.

New Premium Dairy Wax Is Developed Here At Houston

A premium dairy wax which provides an improved coating for peaked-top milk cartons was introduced recently by Shell Oil Company.

Developed at the Houston Refinery Research Laboratory, new SHELLWAX® 250 is designed to give a highly flake-resistant coating that is outstanding in the prevention of leaking cartons.

Providing a hard, durable finish, Shellwax 250 forms a firm carton that resists bulging and minimizes scuffing of wax on refrigerator shelves or other surfaces. The appearance of the cartons will also be improved because of the shinier finish produced by the new wax.

Houston Research personnel involved in the development of the premium wax were K. G. Arabian, Senior Research Chemist; R. G. Lutz, Research Chemist; D. M. Bartay, J. C. Muyres and W. P. Grisham, Laboratory Technicians. B. G. Post, former Group Leader who

is now on a special assignment abroad, participated in the early stages of this project.

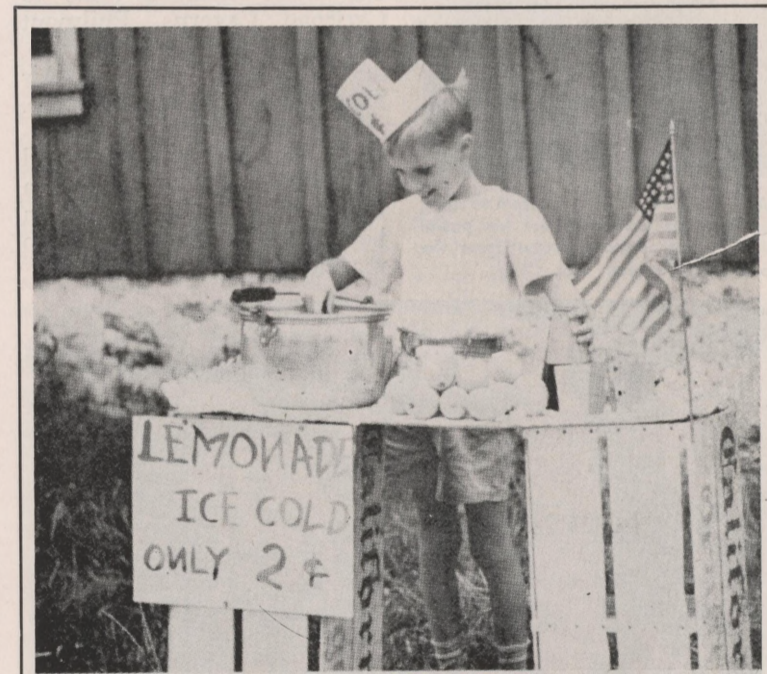
The work was done under the supervision of Stanley Marple, Assistant Chief Research Chemist.

Shellwax 250 is manufactured at the Houston Refinery. It is sold exclusively to dairies, where peaked-top cartons are formed, waxed and filled in a series of quick operations.

30 Years Service



G. E. Thorn
Eng. Const. (Refy.)



WHERE DOES HIS PROFIT GO?

Except for a few cents for more lemons (there's still some sugar left in mom's pantry), his profit will probably go for ice cream sodas and candy.

In a company like Shell, however, profit plays a much more complex and vital role. While some goes for such things as taxes and dividends to shareholders, a proper portion is earmarked for new equipment and facilities.

This not only provides for continuing growth, but creates greater job security and opportunity for employees.



T. K. STEWART, Editor

Staff Photographers: Sam Davis, Al Locke

10 Years Service

L. W. Dickerson
Eng. Fld. (Refy.)

D. M. Morris
Fire & Safety (Refy.)

L. K. Gillum
Refy. Lab

C. L. Smith
Treasury (Refy.)

D. E. Wilson
Cat. Crack. (Refy.)

Shell Sons Attend Scout Jamboree; Return With Memories, Mementos

For a few days in July a sprawling, tent city near Colorado Springs was the capitol of scouting.

The occasion was the Fifth National Boy Scout Jamboree, a giant event which attracted over 56,000 boys to the edge of the Rockies in this the 50th year of scouting in the United States. Not only were the 50 States represented, but scouts from 38 foreign countries were in attendance.

It was an activity-filled week that burned lasting memories into the minds of those making the trip. There were the campfires where they laughed together, swapped souvenirs and "tall tales," and entertained each other with short skits. There was the heat of a hot summer day—and that special mountain coldness when the sun disappears.

Refinery, Chemical Plant Represented

Many Shell sons were a part of all this. Five Refinery sons and one Chemical Plant boy can recall first-hand these and many other memorable experiences.

When the train left Houston on the morning of July 18, Refinery sons answering the "All aboard" included Jimmy Eskridge, son of C. B. Eskridge; Gary Schroeder, son of J. W. Schroeder; Tommy Roe, son of E. W. Roe; Carl Schneider,

son of R. G. Schneider; and Tommy Wallace, son of H. M. Wallace.

One other Shell son made the trip, Stanley Morgan whose father is S. E. Morgan of the Chemical Plant. Stanley traveled by bus to the Jamboree, with a stopover at the Philmont Boy Scout Ranch in New Mexico. His was the good fortune to get an all-expense paid trip to the Jamboree by winning a contest held by his troop, Boy Scout Troop 353 in Houston.

After a day and night train ride to Colorado Springs, the scouts were transported by bus to the camp-site eight miles away. There, they pitched their tents, assembled dining tables, and prepared for the encampment.

Days Filled With Activity

In the days to follow the scouts cooked their meals, took care of their personal gear, worked at achievement awards, attended campfires, took pictures, and made new friends.

When asked to recall some of the highlights of the Jamboree, Explorer Scout Jimmy Eskridge quickly told of the visit to the Jamboree by President Eisenhower. He can still see the massive campfires when over 56,000 scouts gathered at one location. "There were scouts all over the countryside," he exclaimed. He remembers well the impressive ceremony on the last night of the Jamboree when all lights were turned out and each scout lit a candle and recited the Scout Oath.

At the conclusion of the Jamboree some of the boys went on to the Philmont Scout Ranch in New Mexico for a few more days of camping and hiking, while the remainder returned home by bus. The trip back included visits to Carlsbad Caverns, Philmont Ranch, Santa Fe, New Mexico, and overnight stays at Air Force bases along the route.

For these boys the experience furnished mementos and memories to be cherished a lifetime—an experience when boys inch a little closer to manhood.



GARY SCHROEDER doesn't seem to mind his duties as waterman for his patrol as he draws cooking water from the troop's main water bag.



"WALKING A LADDER" the hard way was a part of the physical fitness program practiced by the scouts at the Jamboree. From left to right are Tom Wallace, Jimmy Eskridge, Tommy Roe and Carl Schneider, all sons of Refinery employees.

DANGEROUS DRIVERS

Dangerous drivers seem to be the most gullible, according to hypnotic studies of drivers with bad accident records. Under hypnosis, they revealed

that they automatically assumed other drivers were safe, brakes would work in time, and that there were never approaching cars around a curve or over a hill.



WITH PIKE'S PEAK TOWERING in the background, this photograph shows the beautiful setting for the 5th National Boy Scout Jamboree near Colorado Springs, Colorado. This tent city was home for over 56,000 scouts.



A POPULAR PLACE FOR all the scouts throughout the Jamboree was the Trading Post shown here in the large circus-type tent in the background. "Free periods" found many scouts here.



IN TENTS such as these the scouts made a home for themselves during the Jamboree. Meals were eaten at the table surrounded by the four tents.



BREAKING CAMP and preparing to go home, these scouts pack their equipment at the end of the Jamboree.

Chemical Sons Get Boy Scout Honors

At a recent Troop Board of Review for Troop 90 of the Boy Scouts of America, sponsored by the La Porte Community Church, Joe Dick Seyer, son of C. W. Seyer, Engineering Maintenance and Ronald Callaway, son of M. S. Callaway, P Operations, were given the Star Scout Award.

To be eligible for the Star Scout Award, each boy had to earn five merit badges which required varying degrees of effort and time to acquire. In addition, each of them had to have been a first class scout for at least three months.

The Star Scout Award is the third highest award that can be earned by a Boy Scout. The second step is a Life Scout, while the highest rank attainable is Eagle Scout.

YEAR AROUND LIVING

Seventy feet water front Kemah home; four bed rooms; excellent condition; own private boat slip and boat house, plus 19' inboard; \$13,250; \$1,500 down. Phone LEnox 9-2206, Seabrook, Texas.

Chemical Plant's Explorer Post Enjoys Full Summer Of Activity

After three months of activity, Explorer Post 179, the chemical specialty post that is sponsored by the Chemical Plant, is a growing and thriving organization. The 22 members have elected their officers and cabinet members who are working on the calendar of events for the year.

The weekly programs have been arranged to provide each of the boys with an opportunity to learn about the chemical industry and some of the professions and crafts that are part of it. The boys have discussed some of the basic theories of electronics and some of the fundamentals of chemistry during the meetings of the first three months. Each of the general topics was climaxed by a field trip which provided an opportunity to bring together theory and practical application. The first trip was to the studios of KTRK-TV, while the second was a tour of the Chemical Plant with special emphasis on one of the manufacturing processes.

Since social development is considered as important as vocational development there have also been several social affairs held. The boys and their dates held a picnic and swim party at Shellwood. Also the Post activity supported and participated in an all day

beach party that was sponsored by the Pasadena District of the Boy Scouts of America. The old saying "A good time was had by all" has been fully realized and there are several other events scheduled which will provide more fun for the members.

The Post is still accepting registrations from any interested boy between the ages of 15 to 18 or from a boy who is 14 and in the ninth grade. It is not necessary to be a son of a Shell employee to be eligible to join in the fun and adventure of Explorer Scouting. Additional information can be obtained from T. L. Keelen—Research and Development—Industrial Chemicals Division or N. L. Malone—Operations. Also, anyone interested in learning more about Explorer Post 179, is invited to attend the meetings which are held on the second, third, and fourth Tuesday during the month at 7:00 p.m. in the Cafeteria Conference Room at the Chemical Plant.

GAS SAVER—LIFE SAVER

One driving habit that wastes fuel is unnecessary acceleration. The driver who pumps the gas pedal is not going to get as good mileage as the one who drives more moderately.

Mizenko Transferred To New Assignment In Research Lab.



MIZENKO
J. W. Mizenko, until recently assistant manager in the Refinery Engineering Field Department, has been transferred to the Houston Research Laboratory in a move which became effective August 1, according to Refinery Manager J. A. Tench.

In his new assignment as senior research engineer, Mizenko will work with a new Research Laboratory function involving instrument development and application. This includes pilot plant and field testing of new equipment, investigations of data logging and computer control, and development of new instruments to a limited extent.

Mizenko's career with Shell includes many years of experience in this area as he was in charge of instrument engineering at the Refinery from September 1948 until September 1957.

A graduate of L. S. U. with a B.S. degree in chemical engineering in 1943, John was employed by Shell Development Company at Emeryville,

California. In November 1944 he was transferred to the Houston Refinery where his first assignment was in the Refinery Laboratory.

Later he worked in the Technological Department and was then assigned to the Refinery's Engineering Department in December 1945 as a junior instrument engineer. He was named instrument engineer in February 1947. Following his assignments in instrument engineering, he was named senior engineer, then assistant manager in the Engineering Field.

Emerson Moves To Head Office



EMERSON

D. W. Emerson has been transferred to Head Office Manufacturing, with his initial assignment in the Manufacturing-Research Department.

Emerson joined the Houston Research Laboratory in March 1957 as a Research Chemist and has been engaged in exploratory and process development work during his tenure here. A graduate of Dartmouth College with the A. B. in chemistry, Dave received the M. S. and Ph. D. degrees in chemistry at the University of Michigan.

Service Stations Are Nation's 4th Largest Retailer

The patronage of sixty million or more motorists has made the nation's 200,000 service stations the fourth largest retail-traders in the country. Service station sales rank close behind food, clothing and automobiles.

In a decade, economists figure service stations will attract \$21 billion in business every year. With so many thousands of dealers vying for customer approval, oil marketing is one of the most competitive businesses in the world.

Repairable Reels Needed For Boys

The Refinery's C. A. Compton is putting a hobby of long standing to a new use. He is repairing fishing rods and reels which will be used at the Lighthouse, a boys' camp near Corpus Christi operated by Evangelist Lester Roloff.

To help supply these boys with fishing gear, Compton is asking anyone who has old repairable rods and reels to turn them over to him. Compton repairs the equipment, then forwards it to the camp. Anyone who cares to help in this project should contact either Compton, who works in the Refinery Dispatching Department, at GR 3-4293, or O. R. Joines, also of the Refinery Dispatching Department.

Americans use close to 780 gallons of petroleum a year per person—about 13 times the amount used by the average person in the rest of the Free World.



TECHNOLOGIST C. H. BROWN explains Catalytic Cracking operations to this group of teachers who recently visited

the Houston Refinery as members of the Petroleum Workshop held at the University of Houston this summer.

Teachers Tour Refinery As Members Of Petroleum Workshop At U. of Houston

Fifty-one school teachers from 15 Texas cities have completed the third annual Petroleum Workshop on the campus of the University of Houston.

Each participant earned three hours of postgraduate credit for the course, sponsored each year by the Texas Mid-Continent Oil and Gas Association, the University, and some 50 oil industry firms of which Shell is a contributor. The companies provided funds for the program in the form of individual scholarships.

During the Workshop the teachers-turned-students heard top petroleum experts from 34 oil, service and supply firms. The group also visited four

industry locations including the Houston Refinery. Other locations visited were the Diamond Alkali Company plant, Hughes Tool Company, and the Humble Oil and Refining Company research center.

School systems represented at the 1960 Workshop were Amarillo, Garland, Dallas, Fort Worth, Richardson, Grand Prairie, Irving, San An-

gelo, Victoria, Pasadena, Baytown, Galena Park, Cypress, Katy, and Houston.

Objectives of the course are to aid secondary school teachers in acquiring an understanding of petroleum's place in the nation's economy and to provide them with information which can be used to strengthen their classroom curriculum.

Chemical's W. L. Gailey Chosen For Senior Fireman's Citation

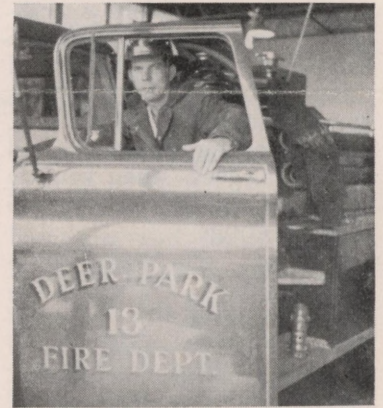
Mr. W. L. Gailey—P Operations at the Chemical Plant recently received a Senior Fireman Certificate of Appreciation from the Allstate Insurance Company. The award was given in recognition of his long and devoted service in guarding lives and property as a member of the Deer Park Volunteer Fire Department.

Seek Senior Fireman In State

The Allstate Insurance Company has been conducting a search of all fire departments in the State to locate the most senior fireman in the State of Texas. Every department has been asked to recommend their most senior man and he is awarded the Certificate of Appreciation. In addition his name is placed in competition with other winners and the most senior man of the group will be named the State's Senior Fireman. The winner will be honored at a banquet and receive an expense paid weekend vacation at the Lost Valley Ranch, Bandera, Texas.

Gailey is a charter member of the Deer Park Volunteer Fire Department, which was formed in October 1950. He has been an active member and held the position of secretary for five years. Last year he served as first assistant for the Department.

When asked to indicate the fire that he felt was most



W. L. GAILEY, Chemical Plant, prepares for a fire drill as a member of the Deer Park Volunteer Fire Department.

memorable of his fire fighting career, Bill quickly mentioned the Amoco Virginia fire of November 8, 1959. The tanker Amoco Virginia was loaded with gasoline and jet fuels when it burst into flame.

All the fire departments in the Houston area were asked to supply equipment and manpower. Bill came off a "graveyard" shift and reported to the fire station, boarded a pumper truck and reported to the scene of the fire. He assisted other members of the department in maintaining a steady flow of water and foam. The Deer Park pumper truck operated for 21 hours without stopping.

Bill and all other members of the volunteer fire departments deserve recognition for their services to their communities.



HOLDING the Joseph A. Holmes Safety Award certificate recently presented to the Refinery Distilling Department are W. A. Carpenter, Distilling Department Manager, and J. A. Tench, Refining Manager. Distilling Department representatives standing with them are C. K. Collins, Operator No. 1, and W. O. Edgerton, Shift Foreman.

Refinery's Distilling Department Tops Million-Hour Safety Mark

Another "first" for safety was recorded recently at the Refinery with the presentation of the Joseph A. Holmes Safety Award to the Distilling Department. The award was in recognition of the completion of one million hours of work without a disabling injury by departmental personnel.

The award is given by the Joseph A. Holmes Safety Association in recognition of noteworthy accomplishments in the oil industry.

This marked the first time a Refinery operating department has been so honored.

Actually, the Distilling group passed the magic million mark this past January, and have continued to build upon their record since then. As of the last day of August the string of consecutive accident-free days had risen to 2898.

As a memento of their accomplishment, ball-point pens with the employee's name inscribed, were presented to the 66 employees who were members of the department when the million-hour mark was reached.

Have School Expenses? Visit Your Credit Union

Do you need a few extra dollars to pay those "back to school" expenses? Or would you rather consolidate a number of bills into one. Here is a suggestion—borrow from your Credit Union. Your Credit Union offers you a quick and

convenient way to meet those obligations—and at a low interest rate which is hard to beat. You can make application for a loan quickly and easily by calling the Credit Union at GR 9-2886.



THE OLD FASHIONED barbershop quartet has come a long way in appearance as this picture of a group of Pasadena ladies indicates. The lady barbershoppers, many of whom are Shell wives, are (front row) Mrs. R. D. Jaquay, Mrs. Sol Saikley, Mrs. D. B. Fortenberry; (middle row) Mrs. P. M. Moore, Mrs. J. H. Moser, Mrs. E. O. Kindschy, Mrs. L. R. Hafer; (back row) Mrs. R. J. Varga, Mrs. R. E. Griffith, Mrs. L. D. Ross, and Miss Geraldine Moore. Mrs. Moser is the president of the group.

Lady Barbershoppers' Hope Is For Harmony In "Help Wanted" Call

Sing a song to your neighbor—he'll start humming along—Sing a song to a stranger—soon he'll join in the song—

So goes the song "Harmonize the World" that is the motto of Sweet Adelines, Inc., and such is the intention of a group of enthusiastic women who hope to become Sweet Adelines soon. More specifically, if you ladies have been hearing rumors of—of all things, women!—singing barbershop harmony in Pasadena, and are feeling the urge to find out "what goes," then you are cordially invited to come to their meetings.

Shell Wives Lead Group

Spearheading the group are two Shell wives, Mrs. J. H. Moser and Mrs. E. O. Kindschy, who are former Sweet Adelines from California and Wyoming, respectively. The director is another Shell wife, Mrs. L. D. Ross. Other Shell wives interested are: Mrs. R. E. Griffith, Mrs. R. D. Jaquay, Mrs. D. B. Richardson, Mrs. S. C. Slaymaker, Mrs. D. B. Fortenberry, and Mrs. B. R. Graham. These ladies are anxious to have a practicing group ready to sing pleasing harmony as soon as possible, for there are many civic and service organizations for which they can perform. It takes lots of practice—but then practice is fun when you know that you are accomplishing something worthwhile.

According to Mrs. Kindschy, barbershop singing among women is something relatively new in Texas, but it is catching on fast. There are six chapters in the region now, including one in Houston. Mrs. Kindschy wants to emphasize that there is no maximum age limit for joining, (minimum is 18) and that informal dress is the usual procedure. She says that absolutely any woman who can carry a tune and enjoys singing is eligible for membership. Voices of all ranges are used in barbershop harmony. Low, resonant altos and high, clear sopranos are always in great demand, and

"middle-range" voices are equally welcome.

Meetings are held every Monday evening from 8:00 to 10:00 p.m. at St. Peter's Episcopal Church (1050 E. Thomas) in Pasadena. Anyone from Pasadena and surrounding areas who would like to come, or would like more information, may call Mrs. Moser at GR 3-4758 or Mrs. Kindschy at GR 2-8617.

Open House Planned

An open house is planned for September 27 at Radio Station KRCT in Pasadena. The Houston Chapter will be there to furnish chorus and quartet singing, and any ladies interested in joining are invited to attend.

N. S. A. Members Model At Foley's

The Houston Chapter of the National Secretaries Association was featured recently by Foley's when ten of the N. S. A. members were models for the "Meet Me At Six" style show. The show was presented during the dinner hour and was open to the public.

Two of the models for the event were Shell employees Hilda Chevalier of the Refinery and Louise Hall of the Chemical Plant.

Hilda is a member of the Speakers Bureau Committee for the Houston Chapter of N. S. A., while Louise is the treasurer of the local group.

Jane Leach Named To CACTUS Staff

Jane A. Leach, daughter of Mr. and Mrs. M. O. Leach, Chemical Plant, has been named section editor of the 1960-1961 University of Texas yearbook, THE CACTUS.

Besides being elected editor, Jane has been selected to serve as an advisor for the Scottish Rite Dormitory for the next school term. She served on the freshman council this past school year. Miss Leach is a graduate of Pasadena High School, class of 1959.

Two Shell Sons Follow Similar Careers Down DeMolay Trail

For two Shell sons, the year 1960 marks the end of their careers in the Order of the DeMolay, a fraternal organization for young men. Reflecting back over the last few years Roy Plaisance and Robert Jewell have a lot in common.

Not only were the careers similar, but the boys have literally scaled the heights of success in DeMolay. Between the two they held almost every important office in the State, and captured endless awards and honors in DeMolay competition.

For Roy, son of the Refinery's R. D. Plaisance, his tenure of office in DeMolay ended when he presided at the State Conclave recently in Fort Worth. And for Robert, whose father is the Chemical Plant's D. V. Jewell, his DeMolay activities cease when he reaches his 21st birthday in November.

Roy was a member of the Park Place Chapter, while Robert is a member of the Reagan Chapter. During the past few years these boys have held practically every office in their home chapter, including the highest office of Master

Counsellor. Roy became a DeMolay in 1956; Robert joined a year earlier.

The similarity of their careers reached a height in 1958 when each boy was a member of an international championship DeMolay team. Roy was a member of the Park Place Chapter team entered in DeMolay Degree competition, while Robert's Reagan team competed in the Initiatory Degree class. After winning local, state and region honors these two teams advanced to the finals in Kansas City where they were matched against teams from throughout the United States and 14 foreign countries. This amazing coincidence becomes even more unusual since this international competition is held only once every 20 years.

Both boys were named Outstanding DeMolay of the Year by their chapters in 1957. Both boys are Past Illustrious Knight Commander. The boys served as co-chairmen of the State Conclave, held in Houston in 1959. Both boys hold the Chevalier Honorary Degree as well as the Honorary Degree of Representative DeMolay.



IN THE TWILIGHT of their DeMolay life, Roy Plaisance (left) and Robert Jewell (right) can look upon a trophy case full of memories marking their remarkably similar careers. Here, the boys are holding their "Kansas City" trophies—won at Kansas City in 1958 when their teams were declared international champions.



LUCILLE and Ernest Rhodes pause on the steps of the Cascade Hotel in Mexico City before leaving for another day of visits during their recent vacation there.

Refinery Couple Wins Free Trip To Mexico City

A week's vacation in Mexico City, with all expenses paid, was the prize enjoyed by the Refinery's Ernest Rhodes and his wife, Lucille, recently.

The trip, made by airplane, was third prize in a contest held by the Weingarten's grocery chain in Houston. Mrs. Rhodes had registered at a neighborhood store, and was fortunate enough to have her name drawn.

This was the first visit by the Rhodes to Mexico City, and according to Ernest the city left many lasting impressions. They were particularly pleased with the friendly atmosphere of the people, and enjoyed visiting points of interest in and near Mexico City. Their stay also included a trip to picturesque Tasco, Mexico, for two days of sight-seeing.

TRAVEL TIPS

Reflected glare induces drowsiness, studies indicate. One hour's driving in the sun without sunglasses can make drivers sleepier than three hours driving in less light.

25 Years Service



C. E. Bergfeld
Eng. Fld. (Refy.)

L. R. Brossette
Treating (Refy.)

J. R. Devereaux
Therm. Crack. (Refy.)

G. Ehrensberger
Eng. Fld. (Refy.)

L. B. Harris
Eng. Fld. (Refy.)



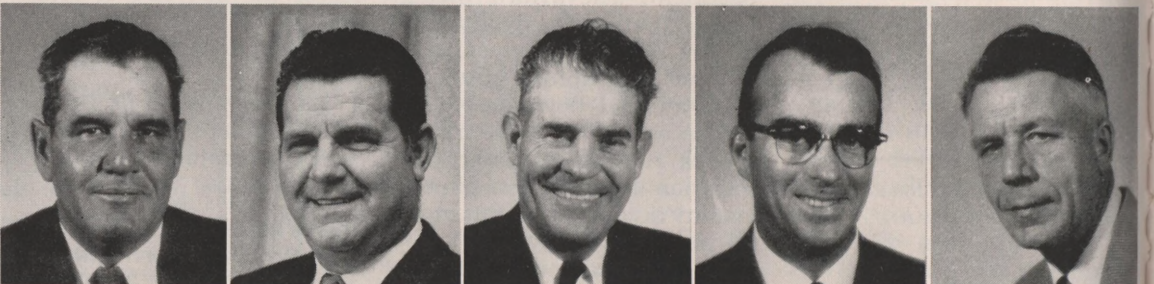
R. G. Hightower
Dispatch. (Refy.)

L. B. Jones
Distilling (Refy.)

C. D. Lee
Eng. Fld. (Refy.)

L. D. Marsac
Treating (Refy.)

W. B. Rhoden
Eng. Maint. (Chem.)



L. Simmons
Eng. Fld. (Refy.)

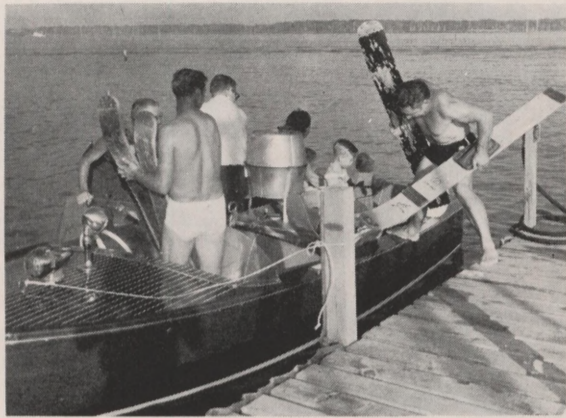
R. W. Smith
Eng. Maint. (Chem.)

J. A. Sullivan
Eng. Fld. (Refy.)

F. J. Sweeney
Lube Oils (Refy.)

E. J. Vollers
Distilling (Refy.)

Down To The Sea On Skis—Safely



Wedding Bells Ring At Chemical

WILLIAMS—HANSEN

Miss Jean Williams—Administration, and Ted A. Hansen were married on June 24, 1960. Mr. Hansen is Acting Manager of the Better Business Bureau of Houston. The Hansens are living at 2500 MacGregor Way in Houston.

NEUMAN—McMILLEN



The wedding of Miss Rose Marie Neuman, Engineering Maintenance, to Jacques J. McMillen was performed on June 25 in the Sacred Heart Catholic Church. The couple will reside in College Station where the groom is a student at Texas A&M.

STEVENSON—EDENS



Miss Fannie L. Stevenson, Treasury Department, was united in marriage to Randolph E. Edens, June 18, in the Riverside Methodist Church in Houston. The groom, a graduate of Sam Houston State College, is an Executive Trainee with Joske's. They are residing at 7309 Moline in Houston.

STOKES—EVANS

Miss Nadine Stokes—Treasury Department, was united in marriage to John N. Evans on July 1, 1960 in Houston. The groom is an electrician and works out of Local 716 Electrical Workers Union. They are residing at 3610 Wilwood Lane in Houston.

Water skiing has been described as America's new-found playground, with six million Americans going splash-splash—and often flip-flop—in the water.

In this part of the country the sport approaches a year-around activity. It seems to be a "natural" for the swimmer, the boatsmen, the outdoorsmen.

The picture of the skier gracefully skimming over miles and miles of waterways comes to mind when we think of water skiing. But occasionally dangers do appear to cloud this picture of grace and poise, for those spills seem inevitable. What are the things we should do to remove the dangers and yet enjoy the fun and excitement of skiing?

Recently, the SHELLEGRAM posed this question to C. W. Herren of the Refinery. And Cecil should know of what he speaks. He is a director in the American Water Ski Association, and an avid—and skilled—skier himself.

Rather than just describe some of the "don'ts" of boating and skiing, Herren went us one better. He showed us.

With some fellow members of the Houston Water Ski Association, Cecil and his friends demonstrated a few of the more important "don'ts". See how many of the wrongs you can spot before reading further.

SCHLEETER—JAGGERS

Mr. Frank Jagers, Engineering Maintenance, was united in marriage to Miss Jo Beth Schleeter on July 17 at the Bethany Christian Church in Houston. Mrs. Jagers is a senior at Rice University. They are residing at 2007 Brun in Houston.

Gilliam—

(Continued from Page 1)

As disaster chairman for LaPorte, he will be concerned with the Red Cross disaster-preparedness program and, in event of disaster, would direct local operation.

15 Years Service

- M. A. Alcalá
Eng. Fld. (Refy.)
- J. A. Cassaro
Aromatics (Refy.)
- W. H. Peters
Fire & Safety (Refy.)
- D. H. Smith
Eng. Fld. (Refy.)
- W. M. Stephens
Eng. Fld. (Refy.)

How Many "Don'ts" Can You Find In These Pictures?

The "Don'ts" of Water Safety

In the first picture, Cecil skis nonchalantly (for the moment) into a congested area (a taboo), passing between the swimmer and the dock where there are people fishing. The fish probably got away but it looks like the poor swimmer is a "dead duck." Besides the operator, one other person should be in the boat to watch the skier. There's an extra person in this boat but he's in enough danger without worrying about what might happen to the skier. By straddling the bow of the boat he invites serious injury at any moment. Also, neither of the occupants of the boat are wearing life preserving equipment.

The second picture could be entitled, "How not to go boating." Something every boat operator should learn is the safety capacity of his boat. It's not always the same as the seating capacity.

By the looks of the people, the skis, the deck chairs, and the stove going aboard this boat, there's not even seating room left. Note, also, no life preserving equipment was included in the gear taken aboard. Judging by the way Cecil is getting aboard, this is one boat trip he may never make! With arms loaded (arms should be free) and stepping onto a boat not properly fastened to the dock (stern is free) he is at the brink of a mishap.

A common problem encountered in water skiing is the "tag-along" boat—the fellow who likes to drive his boat close behind a skier. One slip by the skier and he falls in the path of the second boat. It is obvious by now that it required accomplished skiers and boatsmen to stage these pictures. Because they love to ski and love the water, they observe the "Do's" and refrain from the "Don'ts" of water safety. As Cecil expresses it, "Good safety practices are just the application of good common sense."

Red Cross First-Aid Class Has Eight Graduates At Refinery

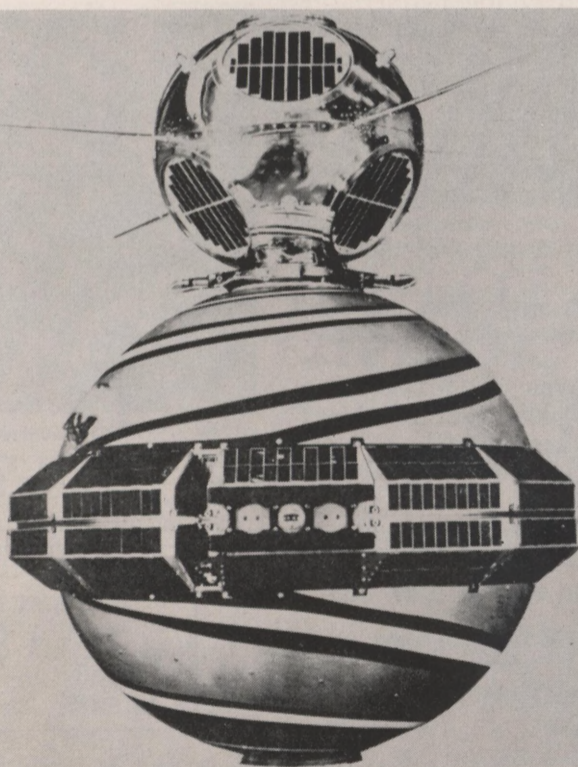
Eight Shell people recently completed the Red Cross 10-hour standard first-aid course. The course was held in the Refinery Cafeteria, with Fire & Safety's H. M. Miller, a certified Red Cross instructor, in charge. The group met each Tuesday and Thursday from 4:30 til 6:30 p.m. for five weeks.

Receiving certificates of completion were T. R. Kelley, M. A. Massey, Lee Scott, and R. W. Starkweather, Research; J. J. Marek, Refinery Engineering Field; G. B. Hutts, Refinery Purchasing-Stores; and Molly and Linda Miller, daughters of H. M. Miller.

The course, divided between lecture and class participation,

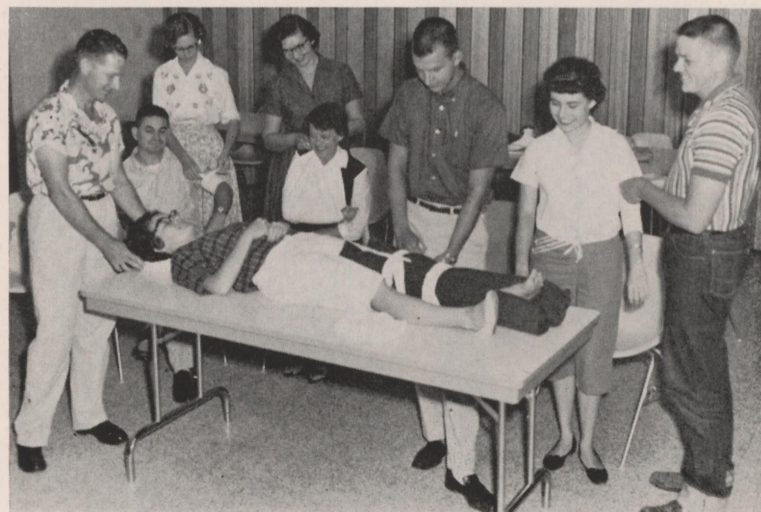
emphasized both theory and practical application. The "hurry cases"—bleeding, breathing and poisoning—injuries which must receive immediate attention, were stressed during the course. Other phases of the training included first-aid for fractures, shock, head and internal injuries, burns, and heart attacks.

Plans are underway to hold other first-aid training classes if sufficient interest is shown. Anyone wishing to attend either the basic or the advanced course should contact H. M. Miller at Refinery extension 390. The hours for the courses will be scheduled to suit the majority of the participants.



linked in "piggyback" fashion for their trip into space are the U. S. Navy's solar radiation measurement satellite (top) and Transit II-A, an experimental navigation satellite. Scoring a spectacular space "first" for the United States, the two satellites were rammed into orbit simultaneously June 22 by a two-stage Thor-Able-Star launch vehicle, which used Shell UMF-C fuel in its first stage. Once in orbit, the smaller 42-pound unit was released from the 223-pound Transit II-A by a spring device, putting the two into separate orbits. The larger satellite is a forerunner of a network of navigational satellites which are expected to give ships, submarines and aircraft position fixes in any weather, day or night, anywhere in the world.

—Official U.S. Navy Photo



THIS WASN'T FINAL EXAM NIGHT for the members of the recent Refinery First Aid Class, though it might well have been as each student got in the act for this photo. The "victim" on the table is Linda Miller, daughter of H. M. Miller (left) who served as the instructor for the course. The "sitting injured" are R. W. Starkweather and T. R. Kelley, both of Research. Standing behind Starkweather applying the arm bandage is Lee Scott, Research, while behind Kelley is M. A. Massey, also of Research. Standing at the table are G. B. Hutts, Refinery Purchasing-Stores, Molly Miller, daughter of H. M. Miller, and J. J. Marek, Refinery Engineering Field.



MEMBERS of the Sessum Service Station softball team get ready to take the field for a league game. Kneeling, from left to right, are B. W. Campbell, D. D. Jones, R. T. Duncan, G. A. King, J. S. Myrick, G. A. Summerlin, and T. B. Robertson. Standing in the back row are E. F. Baudat, A. J. Di-

Cresce, W. G. Noak, S. F. Culberson, C. D. Russell, W. O. Overton, J. B. Woodard, and C. W. LaGrone. Players not in the picture are C. E. Moore and H. E. Janicki. All of the team members are Chemical Plant employees except Janicki, Myrick and Baudat, who are from the Refinery.

Shell Softballers Finish Year With Two League Titles

The Sessum Shell Service Station softball team, composed of Chemical Plant and Refinery employees, recently completed one of its most successful seasons in history. The team was sponsored jointly by the service station and the SERA.

Entered in two leagues, one in Pasadena and one in Houston, the team finished as champions in both. In the Houston Industrial League Playoffs, the Shell nine advanced to the finals in the tournament, winning five games along the route before losing a two-of-three series in the finals to the Houston Light & Power Company team.

In this tourney, J. B. Woodard pitched every game for Sessum and amassed a total of 36 scoreless innings.

The season finale came with their entry in the Houston Chronicle Tournament, an annual event which this summer attracted more than 230 area softball teams.

The Shell softballers knocked over three opponents before losing out in the fourth round to M. & H. Cleaners of Houston, one of the tournament favorites. At the time the Shell team was eliminated, only 16 clubs remained from the giant starting field.

When the dust had settled



SAFE AT FIRST! W. G. Noak reaches first ahead of the ball for Sessum's Shell Service Station, while coaching is T. B. Robertson, of the Shell softball team.

after the final out, the Shell team had recorded 28 victories for the year while losing only ten games.

SERA Duplicate Bridge Club Moves Location To Elks Club

In anticipation of increased attendance this fall the SERA Duplicate Bridge Club has moved the location of its tournaments to the more spacious, and centrally located Elks Club on Richey Street in Pasadena. The tournaments are held on the third Monday of every month starting at 7:30 p.m. and are open to all SERA members and their guests. The next tournament will be held on Monday, September 18.

The Bridge Club was recently awarded a franchise by the American Contract Bridge League so that masterpoints,

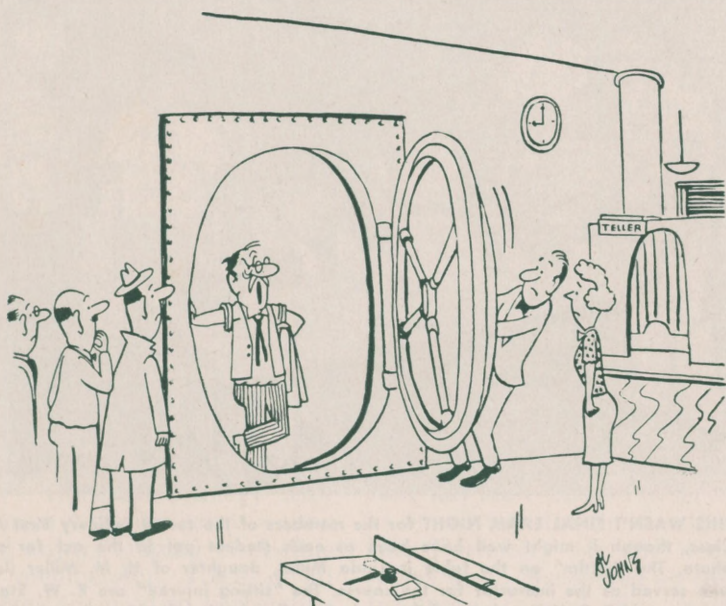
which are the basis of a national rating system, can be awarded to the tournament winners.

For the rubber bridge players who are unfamiliar with the operations of a duplicate tournament a brief explanation follows.

All the hands are dealt at the start of the evening and never reshuffled. Each hand is played and then placed in a special board to be replayed by different pairs on the succeeding rounds. At the end of the evening the score for each board is match-pointed, that is, one point is awarded for every pair that played the hand from the same side and did not score as well, and one-half point is awarded for every pair that had an identical score. The total points that are earned on all hands are added together and the pair with the highest total-point score is the winner.

Duplicate bridge takes most of the luck out of the game, since one pair is compared to another playing the exact hand. Everyone receives the same distribution of cards.

Further information on the activities of the Duplicate Bridge Club can be obtained by contacting either G. H. Reisser, Ext. 185 or G. W. Dawkins, Ext. 856 at the Chemical Plant.



"Good morning! I trust you all had an enjoyable weekend?"

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November 8 Is Election Day; Display Citizenship With Vote

On the second Tuesday in November American citizens will be asked to elect our leaders. If history repeats itself, a bare 60% will make this decision. A deciding 40% will stay home.

This was the tabulation after the 1956 Presidential election when only 62 million of the 102 million eligible Americans, exercised this precious right of voting.

Close elections in the past point only too clearly to the power—or absence of power—of the non-voting citizen. Indeed, the course of history might well have been shaped differently had a greater percentage of the eligible voters found their way to a voting booth on Election Day.

Our Votes Add Up

Borrowing a page from the past, here are a few examples where one-vote or few-vote margins changed the complexion of an election:

In the 1948 Presidential election, Ohio and California were lost by Thomas E. Dewey to Harry S. Truman by a margin close to one vote per precinct. The combined electoral votes of these two States would not have elected Dewey President, but it would have thrown the election of the President into the House of Representatives because Truman would have been 13 electoral votes short of the necessary

266 majority in the electoral college.

A classic example of the one-vote margin occurred outside the United States. A 1923 election in Munich helped pave the way for World War II. A single vote margin elected a leader for the Nazi Party—Adolph Hitler.

In the 1956 governor's contest in Illinois, incumbent William Stratton remained in office by less than one vote in each precinct. Out of the 9,588 state precincts, the margin of victory for Stratton was only 7,916.

Coming closer to home, the race between Lyndon Johnson and Coke Stevenson for U. S. Senator in 1948 stands as a prime example of the significance of the individual vote. The margin of victory which sent Johnson on to the Senate was 87 votes—and this slim margin was realized in a voting turnout of 988,195 from the state's 6,000 precincts.

Steps Clearly Marked

The steps of citizenship are clearly marked: pay your poll tax; keep informed concerning the issues at stake, the background of the candidates, and what each represents; evaluate the abilities of the candidates; then on Election Day cast your vote.

To quote the words of the noted English statesman, Edmund Burke, "The only thing necessary for the triumph of evil is for good men to do nothing."

We are asked to do something on November 8.

Dark Jester Is Picked Top Pup In Collie Show

Around the Jennings' home, Dark Jester has come of age.

Dark Jester is the 8-month-old collie puppy owned by Susan, Tim and Bub Jennings, children of the Refinery's F. D. Jennings. A registered collie, Dark Jester was entered in a recent dog show sponsored by the South Texas Collie Club at McGregor Park. When the handsome, dark-coated puppy took top honors in his match, the Jennings children beamed with pride—and so did their daddy.

Susan, age 12, Bub, age nine, and Tim, age six, are now anxiously awaiting the American Kennel Club Dog Show, scheduled for this fall in Houston, when they hope their puppy can add another ribbon and trophy.

Births—

Mr. and Mrs. H. E. Hoelscher, a son, Harlan Howard, 9 pounds 7 ounces, July 5. Hoelscher is a clerk in the Refinery Engineering Field.



SUSAN JENNINGS, daughter of the Refinery's F. D. Jennings, stands with Dark Jester at the South Texas Collie Club's recent puppy match at MacGregor Park.

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Deer Park, Texas

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