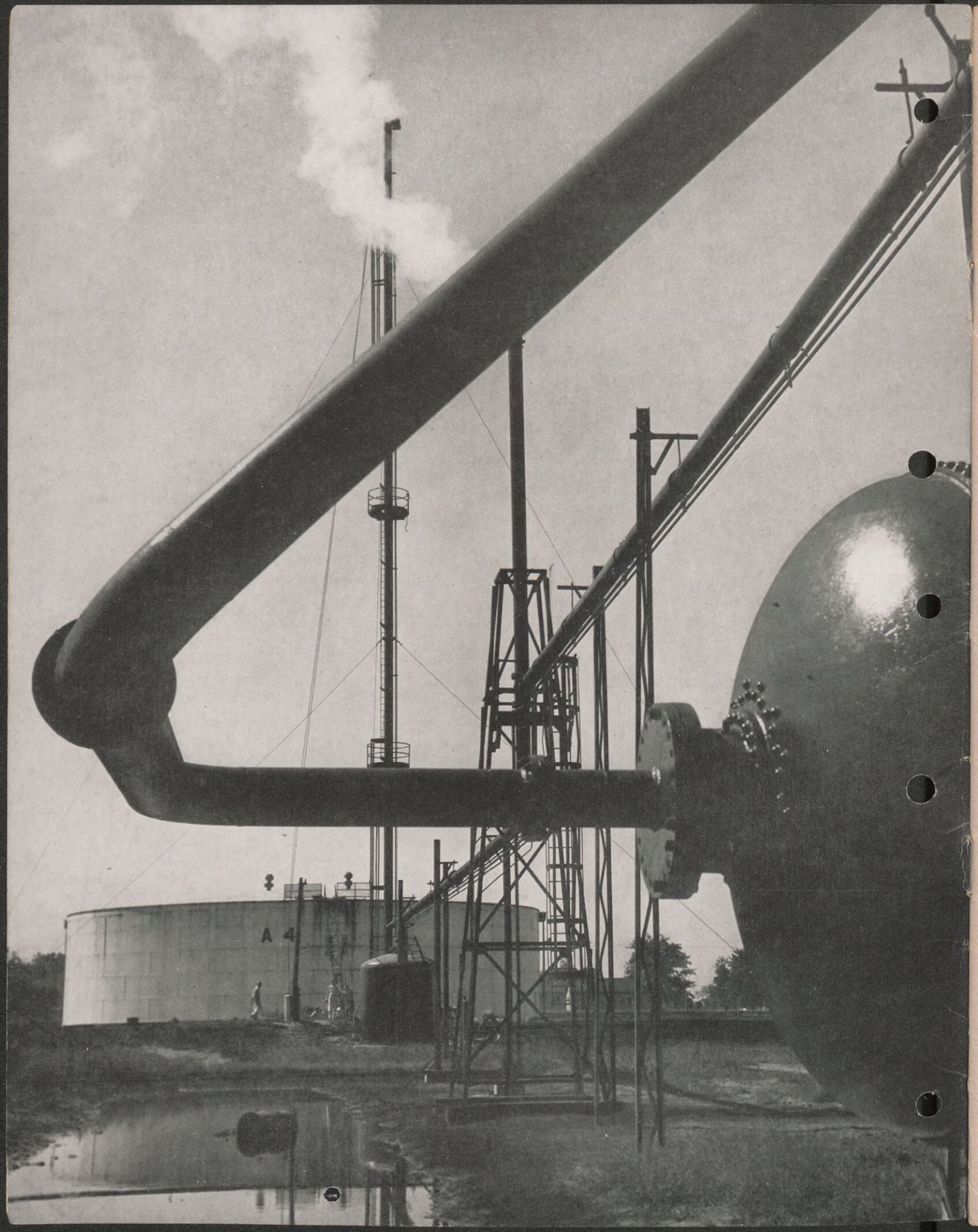
SHELL NEWS

APRIL · 1946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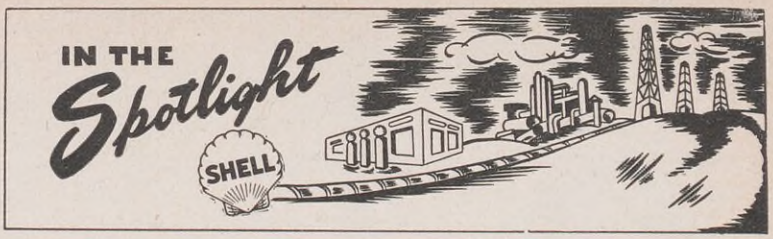
SHELL NEWS

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

APRIL • 1946 VOL. 14 • No. 4

• Contents •

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



DON'T MENTION THAT WORD!

Until comparatively recently it was indelicate to mention the name of one of the world's most horrible diseases. Although no stigma could possibly be attached to the unfortunates who suffered from it, cancer could not be mentioned in polite society. Each year, in the United States alone, more than 16,000 persons die of cancer. At this rate about 15 million of the present population of the U. S., or one of every nine persons, will die of cancer unless a definite and dependable means of controlling it can be found.

Focal point in the current national drive to control cancer is the great new research center to be constructed in New York City. The Memorial Cancer Center Fund is asking the public to enable New York's Memorial Hospital, the largest cancer center in the world, to meet the responsibility placed upon it by the increasing demands which are being made on its facilities, for research at the Hospital.

Careful analysis by the most experienced and competent persons indicate that the most logical approach to the cancer problem is offered by an integrated four-point program.

1. Treatment in hospitals which are integrated with a cancer center of as many patients as can be accommodated, without creating any single concentration of patients so large as to be unwieldy.

2. Intensive research in which full use is made of the clinical material provided by the treatment of patients and of any new information concerning cancer which may be developed anywhere.

3. The widespread organization of clinics for the early diagnosis of cancer so that extension of the disease can be prevented by prompt treatment.

4. Maintenance of an adequate teaching program to encourage young doctors and scientists to specialize in cancer work.

It is believed probable that with the most extensive and adequate application of existing techniques, the death rate from cancer can be decreased by about 30 percent. It is also believed quite probable that adequate research will develop new methods, will make possible a much greater reduction in mortality from cancer—perhaps, eventually, almost complete control of the disease.

Your contributions, of all amounts, will be greatly appreciated. Please send check or money order to Memorial Cancer Center Fund, 37 Wall Street, New York 5, New York.

Front cover: Spring at Houston Refinery.

Inside front cover: Erecting a flare torch for burning waste gases at Wood River Refinery.

Back cover: Hooking up a well in the McCamey Field of the Texas-Gulf Exploration and Production Area.

Summer Vacations

All Shell employees (who have been with the Company for more than one year) will receive a minimum two weeks' vacation; those with Shell for fifteen or more years will receive three weeks. This article is NOT an attempt to describe ALL places of interest (even in a specific area), but does suggest some places to visit if you take your vacation during July, August or September.

BEFORE describing where to go, what to do, and what to see, it would be well to remind you of a few essentials: when you decide the "where to go" write immediately and make reservations at the hotel of your choice; then (if motoring) write to Shell's Touring Bureau, 50 West 50th Street, New York 20, N. Y. Tell them where you are going, where your trip will start, what stopovers you wish to make, and other information you think will be of help to them. The Touring Bureau will route your trip and send you the necessary maps and other pertinent data. But remember that the Bureau cannot make your hotel, air or plane reservations. Air and train reservations, while easier to get than during the war, must still be made as far in advance as possible; make them now, but cancel if your plans are changed.

GETTING AWAY FROM IT ALL!

Going to Europe on a two or three weeks' vacation is a definite possibility in these days of four-motored planes. But it is a vacation that is not advisable since food is not plentiful in war-torn Europe and accommodations are not yet up to their pre-war standards. But you can go abroad and stay in this hemisphere . . . and not be too far from home. Mexico, Cuba and Canada are ready to greet a tremendous flow of visitors from the U. S.

MEXICO

Those who live in the southwest are not more than a short trip from the border by automobile. However, Northerners, too, can make the trip in comparatively short time by air. For instance, the actual flying time to Mexico City from St. Louis is a little less than twelve hours; from New York, sixteen hours; Chicago, thirteen hours; New Orleans, six hours; and Houston, five hours.

Planning the trip is simple since no passports are necessary. Just ask for a Mexican Tourist Card which can be obtained from your local Mexican Consul, by mail, or at the border if you travel by car. The card is good for six months and is required by all visitors excepting children under the age of fifteen. Motorists require a special Auto Permit which can be secured through the AAA at a cost of three pesos (approximately 65 cents). Examination of luggage is quickly performed at the airport or on the train, or at the border. You may return to the States with one hundred dollars worth of goods (per person) duty free, when intended for personal use or as gifts.

Language is no difficulty in Mexico; English is spoken in most hotels, restaurants and stores because of the great number of visitors from the States; the Mexico City police force has a special corps of policemen who speak most foreign tongues; just look for the U. S. flag on their sleeves.

Mexico is a "must" for the hunter with black or silver tipped bear, several species of deer, puma or American panther, wild boar, lynx, badger, coyote, wild turkey, quail, duck, geese, pheasant and dove in great numbers. Rivers and lakes have an abundant supply of fish; deep-sea fishing excels at Acapulco, Guaymas, Mazatlan, Tampico and Vera Cruz. Further information can be obtained from any Mexican Consul.

Typical of the many fascinating cities in Mexico is Oaxaca, in the Valley of Giants. It lies near the jagged peaks of the Sierras at an elevation of five thousand feet. Three different civilizations have contributed to the history and culture of the city: Indian, Spanish-Colonial and Modern. Descendants of Zapotec and Mixtec Indians walk with sandaled feet and in traditional costumes past the crumbling ruins of temples and tombs of their ancestors. Plodding burros and streamlined cars go along Oaxaca's streets.

Oaxaca is an overnight trip from Mexico City, and, en route, the traveler passes through the old Spanish City of Puebla flanked by four snow-capped volcanos Iztaccihuatl, Malinche, Orizaba and the famous Popocatepetl. Puebla is famous as a center of tile work, onyx ware and pottery factories.

If possible, visit Oaxaca on a weekend, for Saturday is market day. Processions of Indians stream into the city toward the markets; men, women and children in every type of regional costume fill the road in ox-drawn carts or on burros. However, they not only buy, but sell and barter. Oaxaca is a center of arts and crafts; pottery and blankets are among the most popular with tourists.

Oaxaca's famous Church of Santo Domingo has an interior said to be "the most superb example of Baroque decoration in Mexico." Santo Domingo was founded by the Dominicans in the early sixteenth century and is a massive structure with walls six feet thick and ceiling covered with gold. Another sight of interest is the ruins of Monte Alban on the top of a hill four miles from the center of the city. Aldous Huxley, prominent English writer, describes the ruins: "The site is incomparably magnificent. Imagine a great isolated hill at the junction

Fishermen with their large dip nets on Lake Patzcuaro in Mexico.

of three broad valleys; an island rising a thousand feet from the green sea of fertility beneath it. The Zapotec Indian architects levelled the hill-top; laid out two rectangular courts; raised pyramidical altars or shrines at the center, with other, larger, pyramids at either end; built great flights of steps alternating with smooth slopes of masonry to wall in the courts; ran monumental staircases up the sides of the pyramids and put friezes of sculpture round their base. It remains, even today, extraordinarily impressive."

Mexico City is modern with up-to-the-minute cinema palaces, its famous bull-fight arenas, and modern hotels. There is something doing every second in Mexico City, say the natives. And judging from the fact that the fourth biggest industry in all Mexico, and the biggest in Mexico City, is the tourist trade, it is probably true.

HOLIDAY ISLE OF THE TROPICS

Less than an hour by plane from Miami, and today's traveler is flying over legendary Morro Castle, guarding the entrance of Havana Harbor. Havana, Santiago de Cuba, and other famous Cuban cities are merely hours from most eastern and southern cities by air. The boat trip, too, is a quick one . . . and enables you to bring your automobile with you.

American citizens need no passports to enter Cuba and may bring their cars as part of their personal baggage. no entry fee is charged. Havana and other Cuban cities have a corps of licensed English-speaking guides whose fees are officially regulated. If you bring your car make sure you have your State registration and driver's license together with a filled-out U. S. Customs declaration. The customary rules and signals generally common in the U. S. (including right-hand driving) are in force in Cuba.

For the motorist the broad Cuban Central Highway, which extends from the western city of Pinar del Rio, through the entire length of the island, is an ideal way to see all of Cuba. Pinar del Rio is Cuba's great tobacco center; as you drive along the more than 700 miles, one gains a complete picture of the various phases of the isle. From your car you may see picturesque villages and towns, modern industrial cities, old pineapple plantations and sugar cane fields, and the Texas-like plains of Camaguey where cattle is raised. From the Cuban Central Highway are many branch roads which lead to the beaches and waters. The terminus of the Highway is at Santiago de Cuba.

The Cuban climate is warm throughout the year and hot, but not humid, during the summer. Oddly enough there are no flies or mosquitoes, generally found in tropical climates. Fishermen will find a virtual paradise off the shores of Cuba. Seven hundred varieties of fish are in these waters off the island of Antilles, while hundreds of varieties are plentiful in Cuba's many lakes and rivers.

Havana's Capitol . . . pride of the city.

Taxco, Mexico . . . the market place.

Havana, a centuries-old city, still preserves the castles, fortresses, and palaces of ancient days. But for the cosmopolite the modern city has its sumptuous beaches, casinos, golf courses, yachts and country clubs, its race tracks, and luxurious hotels and residences.

Cuba is a playground for young and old, for those who want a calm vacation lolling in the sun, for those who want the excitement of deep-sea fishing, or the thrills of race tracks and gambling casinos.

NEIGHBOR TO THE NORTH

The world's longest unguarded border is the line separating the United States from Canada. For those in the northern states travel to Canada is simple, but all roads heading north eventually lead to our neighbor. Air and train service is frequent and quick. But undoubtedly the best way to visit Canada is by automobile. Here, too, you don't need a passport and the customs regulations are similar to those of Mexico.

The province of Quebec with its major cities of Quebec and Montreal offers the traveler the old world in a new world setting. Reminders of the French regime are found all through the province but particularly in the two cities. Incidentally, Montreal is the world's second largest French-speaking city. But both French and English are spoken in almost every home, hotel, restaurant, or store.

Quebec's modern highways (although frequently a trip on one of the old dirt roads is advisable for the sightseer) make it possible to tour the entire province in a two weeks' vacation and yet make a leisurely trip. On the extreme eastern end of the province is the historic Gaspe Peninsula with its breathtaking scenery. Here handlooms and spinning wheels are part of every cottage and the natives refuse to have anything to do with newfangled radios or movies. The residents live chiefly from their income received for the sale of fish. Their methods are primitive since they do not use rods but catch all fish in huge spread-nets. The beaches have large outdoor bake ovens, crude drying racks, and other evidences of a life not too familiar to the 20th century U. S.

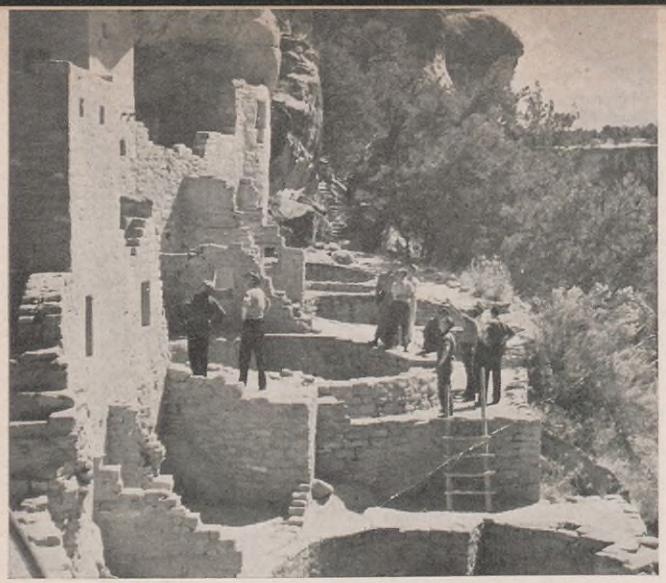
The province offers a wide choice for the visitor: the longest inland water cruise in Canada on modern liners up the St. Lawrence; hunting and fishing; golfing, and almost any sport you can name. In Quebec City are modern hotels and many fascinating spots to visit. The Citadel is part of the ancient fortifications of Quebec, situated on a promontory 350 feet high. It overlooks a broad stretch of the St. Lawrence and at one time was considered an impregnable fortress. In the Lower Town (Quebec's ancient city) is the oldest church in Canada, Notre-Dame; a short distance away are the Parliament Buildings, and overlooking the St. Lawrence, too, are the Ramparts of Quebec, studded with old iron cannons. The famous walls of the city are still in a good state of preservation and the gates of the city (though never closed) remain as they did centuries ago. America's Lourdes, the most famous shrine on the continent, is Sainte Anne de Beaupre, only a few minutes' drive from the heart of Quebec City; Montmorency Falls, a hundred feet higher than Niagara, are on the way to the Shrine.

Montreal is the shopping center of Eastern Canada and is a modern city. From nearby Mount Royal you can see the entire city at a glance, with more churches and chapels than Rome itself. "Must" spots are the Bon-Secours Market, oldest and largest open air market in the city; Notre Dame de Montreal, the 100-foot high lighted Cross of the Mountain; McGill University; the fortifications of St. Helen's Island, erected in the 18th century: and the large department stores on St. Catherine Street, Montreal's Fifth Avenue.

Ontario province is one of strange contrasts from the blast furnaces of Hamilton, Canada's Pittsburgh, to the pastoral landscapes on Lake Erie. The Thousand Islands are a part of Ontario which also has the large cities of Toronto, Ottawa, and London.

One trip which will give the tourist a broad picture of ancient and modern Canada can be made through the Laurentians from Montreal. Highway No. 11 is a broad, modern, four-lane road which runs through the picturesque hamlets of Sainte-Rose and Sainte-Therese. Both are typical small Canadian villages; for variety there is the industrial town of Saint-Jerome on the turbulent Riviere du Nord. Here the climb into the Laurentian foothills begins.

On the way to the heights of Mont Tremblant, highest



Mesa Verde, Colorado, near Estes Park.

peak of the Laurentians, the visitor will pass many glittering lakes . . . a fisherman's dream country. Northward the road runs through the parishes of La Conception, Labelle and L'Annociation, with wooded areas for hunting many varieties of game.

On the nearby Lievre River is Mont Laurier, town of mines and quarries; then the farming area of Noranda; Hull, an industrial city with Canada's Federal Houses of Parliament on the southern bank of the Joseph River; and finally Mont Tremblant which has every type of outdoor pursuit: fishing, hunting, golf, tennis, badminton, archery, etc.

Ontario and Quebec provinces are both lands of many contrasts, old, new . . . places to visit and revisit.

IN THE STATES . . . COLORADO,

In SHELL NEWS' March issue we discussed places to go on a Spring vacation; naturally, many will be suitable in the summer months. Particularly adaptable to both seasons are New York's Long Island, the Berkshires, the Carolinas, Virginia Beach, and the Ozarks. Sections not previously discussed but suitable for summer vacations are numerous; here are a few places to go in the states.

For the mid-westerner Colorado is a quickly accessible place to cool off on hot summer days. There are many national playgrounds and parks in the State; typical is Estes Park which combines in its area everything for the complete vacation.

The village of Estes Park is the focal point and has in its corporate borders every modern facility including air-conditioned hotels and theatres, hospital, public library, auditorium, churches, swimming pool . . . yet within a matter of minutes are wilderness trails for the explorer, trails for horseback riding (which start right in town), trout streams, lakes for boating, golf courses, and hunting areas. In fact Estes Park offers snow, too, on even the hottest days; it is not an uncommon sight to see people having snow fights in bathing suits.

TEXAS-GULF COAST

Padre, Mustang, St. Joseph and Matagorda are four comparatively new resorts for the summer vacationist. There, almost two hundred miles of beaches and waters filled with fish (particularly trout, mackerel, tarpon and kingfish) stretch along the Texas Gulf coast. For the hunter duckshooting is ideal and a cool breeze from the Gulf makes his day bearable. All four resort towns are in the "building-up" stage and reservations may be difficult . . . every type of amusement is available along the two-hundred-mile stretch . . . and that distance is just a short one for the average Texan.

WISCONSIN

In the north is Wisconsin which calls itself the "playground of the middle west." Wisconsin has rolling hills, deep valleys, rocky gorges, majestic rivers, rich farmlands, and unspoiled wilderness. It has SEVEN THOUSAND lakes which offer an abundance of fishing, swimming, sailing, motor-boating, canoeing, and fishing. There are more than 10 thousand miles of trout streams, countless bass streams, and every other type of fishing desired, except deep-sea. Since 1937 Wisconsin has hatched and planted more than a billion fish throughout the state. Anglers can head for Wisconsin and never be disappointed.

IN THE EAST

Chief vacation resorts in the east are along the Jersey coast, in Massachusetts, and Maine. Atlantic City is the most prominent spot on the New Jersey coast and has a good claim to its title of "The World's Playground." Now completely returned to civilian life after four years of Army duty, Atlantic City is in full swing again. And "full swing" includes the reopening of its famous beaches, and amusement piers where for a single admission price you can spend an entire day which can include swimming, seeing the latest movies, vaudeville, a circus, dancing to name bands, and bathing in the sun. The boardwalk stretches for miles and for those who don't feel like walking there are the rolling chairs. The boardwalk is liberally supplied with theatres, amusement parlors, restaurants, and hotels. The wide beach is rarely crowded and the ocean is inviting during the summer months. The days are warm but the evenings are cool.

The Maine coast is one of the finest and longest in the country: its tidal line is actually 2486 miles long with sandy beaches, rocky headlands, secluded anchorages, deep waters, and picturesque harbors. Boating has become top sport on the coast although swimming runs a close second. In every Maine coastal town one may hire a fishing boat to seek giant tuna, mackerel, cod or haddock.

Up the St. Lawrence on a great liner.

One of Quebec City's old streets.

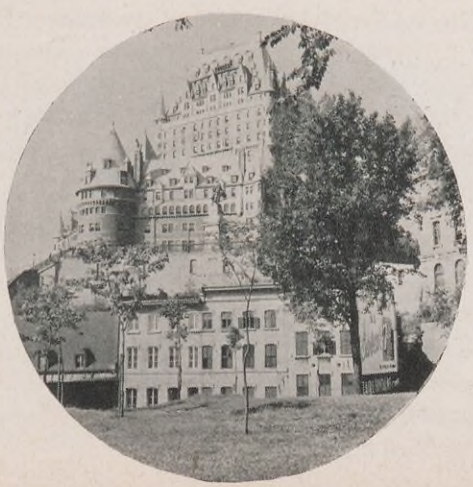
Inland Maine has many lakes, miles of forests, and many miles of farmland. There are few spots in the entire state which could not offer a visitor fishing, golf, tennis, boating, outings, hiking, mountain climbing, or riding.

Further to the south is Cape Cod, rapidly becoming the East's most popular summer resort. The Cape has no hunting but is ideal for the swimmer, and the fisherman. Most prominent of the towns on the Cape is Provincetown, nearest point to Europe on the eastern seaboard. Provincetown is a mecca of artists, authors and deep sea fishermen. Its narrow streets are limited to one-way traffic through necessity: both Commercial and Bradford have sidewalks on one side only; its stores are old, and antiques plentiful. From Provincetown's Pilgrim Monument, 252 feet high, you can see the mainland 30 miles away. On the beaches below, the Pilgrims first landed and later sailed to Plymouth and the Rock. On the beaches of Provincetown you still may walk over the wrecks of ships which have been on the beaches for many decades.

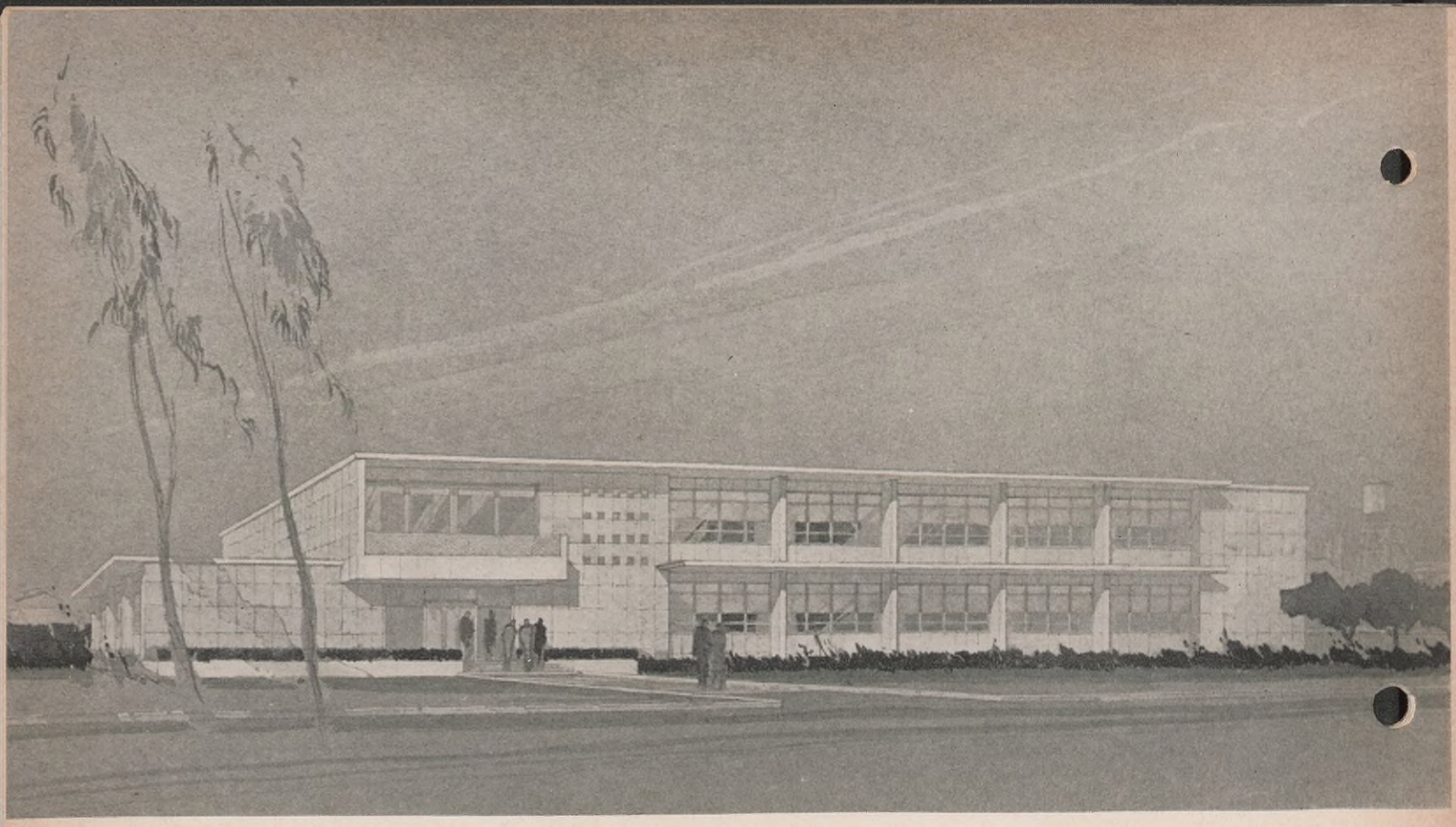
The Cape is the summer theatre center of the East with playhouses in many towns. Most famous of the theatre colonies is at Dennis with a modern playhouse and movie theatre, others are at Chatham, Hyannis (the Cape's shopping center and a model city), Provincetown, and Truro.

As we stated in the introduction, we can't tell you all of the places to go . . . this is just scratching the surface, but these are suggestions which may give you a hint of something new. Please bear in mind that the Shell Touring Bureau is anxious to help you, not only with mapping out a trip but with further suggestions of where to go. Just drop them a line.

One of Quebec's most modern buildings.



The boardwalk, beach, and hotels in Atlantic City.



Shell Chemical's Administration Building in California (Under Construction)

SHELL CHEMICAL CORPORATION

WITHIN a comparatively brief span of years the output of the industrial world has been augmented by a number of useful chemicals derived from what were formerly the waste gases from petroleum refinery operations. The Shell Chemical Corporation, recently formed to take over the business of the Shell Chemical Division of Shell Union Oil Corporation, an outstanding manufacturer and distributor of many of these chemicals derived from petroleum by-products, is a wholly owned subsidiary of Shell Oil Company, Inc., with head offices in the Shell Building, San Francisco. Its officers are: Jan Oostermeyer, President; W. P. Gage, Vice President in charge of manufacturing; L. V. Steck, Vice President in charge of marketing; J. W. Watson, Treasurer; J. Rysdorp, Secretary; H. M. Kurtz and P. T. Vockel, Assistant Treasurers; J. W. Nield and J. M. Selden, Assistant Secretaries.

Shell Chemical Corporation operates four plants, namely Shell Point, Martinez, and Dominguez in California and one at Houston, Texas. It also manages the butadiene plant at Torrance, California for Rubber Reserve. The company's future activities will be directed toward the further development and sale of chemicals from petroleum. To shorten delivery time of products to eastern customers, storage facilities of Shell Oil at Sewaren are used and additional storage facilities are located in the East and Middlewest.

The first step in the expanding marketing program, which was the opening of Eastern Division headquarters at 500 Fifth Avenue, New York City, coincided with the change in the corporate name. G. R. Monkhouse, former manager of the Minneapolis Marketing Division of Shell Oil Company, Inc., and recently returned from military service, is in charge of Shell Chemical activities East of the Rockies as General Manager of the Eastern Division, and M. L. Griffin is his administrative assistant. Sales activities of the division are under the direction of J. M. Selden, Sales Manager. Jim Selden was formerly Vice President of R. W. Greeff and Company, Inc., who were exclusive distributing agents for Shell Chemical products East of the Rockies prior to the opening of the Eastern Division. Other Greeff and Company personnel who came direct to Shell Chemical are: B. K. Read, C. W. Lee, and W. H. Kildow, district managers for New York, New England, and Chicago, respectively. Thus the Eastern Division contains a nucleus of personnel already well acquainted with the chemical industry and applications of Shell Chemical products.

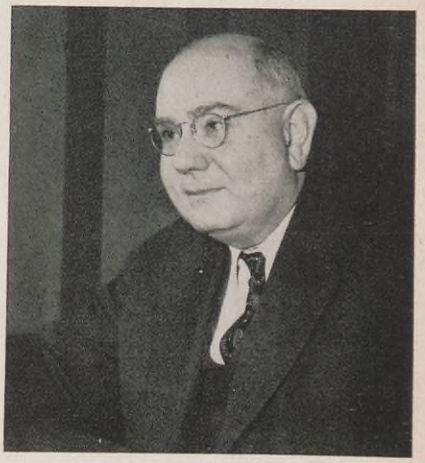
Eastern Division district sales offices are established at Houston, St. Louis, and Cleveland under E. R. Scogin, J. J. Lawler, and W. W. Williams. Jim Lawler and Woody Williams are former Shell Oil Company employees recently returned from service in the Navy. E. R. Scogin has been selling Shell Chemical products in the Southwest for a number of years working out of the Houston refinery. P. T. Vockel, former office manager of the Chemical Division of Shell Oil Company, Inc., Houston, is office manager of the Eastern Division and supervises all treasury functions and related office detail. W. S. Thornhill, manager of sales development and who was formerly with Shell Development Company, maintains nationwide liaison with Shell Development Company introducing chemicals as they become available in commercial quantities and fostering new uses for existing products. The manager of marketing service is W. Q. Mooney, a former Shell Oil employee who handles office procedure involved in sales, transportation, storage of products, and related problems of the division.

Although Shell Chemical's history as a producer of chemicals from oil and gas goes back to 1929, when it was organized as a Delaware Corporation under the name of Shell Chemical Company, scientific research and technical investigations on an extensive scale had previously been conducted by its organizers to determine the feasibility of economically utilizing gases and products formerly wasted in oil fields and refineries. Commercial activity actually began in 1930 with the construction near Pittsburg, California of the first large nitrogen fixation plant on the West Coast. This location, since known as Shell Point, was chosen because of the availability of natural gas and the proximity of rail and water transportation for the shipment of ammonia and ammonium sulphate to the agricultural districts of the Pacific Coast area and to the Hawaiian and Philippine Islands.

This plant started operations in 1931 producing anhydrous ammonia, aqua ammonia, and ammonium sulphate with carbon black, benzol, and naphthalene as by-products. Although Shell Chemical's ammonia is sold

G. R. Monkhouse, General Manager
Eastern Division

Jan Oostermeyer
President of Shell Chemical Corporation



J. M. Selden, Jr., Assistant Secretary of Shell Chemical and Eastern Division Sales Manager

M. L. Griffin
Administrative Assistant

W. Q. Mooney, Manager, Marketing Service, formerly Manager of Sales Service for Shell Oil's Marketing Dept.

W. S. Thornhill
Mgr. of Sales Development

Paul T. Vockel, Office Manager and Assistant Treasurer of Shell Chemical

H. Winter and E. C. Peterson, Shipping

Michael Testa, Export Sales, with Margaret Hannah, Steno-Secretary

Charlotte Quick, Secretary to G. R. Monkhouse (left), and Marjorie Cooke, Steno-Secretary

Rita McKenna and Julia Vuini, Steno-Secretaries

for refrigeration, ice-making, water-purification, and explosive manufacture, the bulk is used for soil fertilization, either as such or in combination with sulfuric acid as ammonium sulphate.

At about the same time, Shell Chemical approached the problem of utilization of what was to prove to be its major source of raw materials, waste gases from refinery operations. A growing demand for motor fuel was forcing refineries to expand high-temperature cracking operations to supplement the normal gasoline output. These increased cracking operations, however, yielded large quantities of light gases for which little use had been found. It was customary to dispose of them by directing them into the refinery fuel-gas systems and burning the excess at open fires. With the general increase in cracking operations, these flares became a familiar sight in refining areas and represented a waste of valuable resources. It was soon found that certain components of these waste gases could be converted into chemicals, the marketing potentialities for which became so great that before the Shell Point plant was completed, engineers were working on designs for a plant at Martinez, California to be devoted to the production of these petroleum-derived chemicals.

This plant commenced operations in 1931 and was greatly expanded in 1933 to take care of the increasing demand for secondary butyl alcohol, tertiary butyl alcohol, isopropyl alcohol, methyl, ethyl ketone, and acetone.

In 1936, Shell Chemical completed the construction of the Dominguez chemical plant, located in the Dominguez Refinery of Shell Oil Company, Inc., near Los Angeles, California, embodying in its design knowledge gained from the operation of the Martinez and Shell Point plants. This new plant added the production of diacetone alcohol, mesityl oxide, and methyl isobutyl ketone to the list of synthetic alcohols and ketones produced by Shell Chemical.

Shell Chemical entered into an arrangement with its affiliate, Shell Oil Company, Inc., in 1940 whereby its processes for manufacture of chemicals from by-product gases were installed at the latter's refinery at Houston, Texas. New among these processes was the first commercial production of butadiene in the nation.

As operations expanded and each plant increased its output, it became evident that further diversification of chemical products was needed. Continuous research had furnished processes for manufacture of new derivatives from primary products and construction of enlarged facilities at the existing plants was continuously under-

Accounting: Left (front to back) Marion MacNaughton, Elsie Anzalone, J. B. Knight, P. Wadyka; (right) Ann Toner, Helen Marx.

Helen Urquhart and Marie Thompson, Mail and Files.

way. However, both the general expansion program and the company's progress in developing new chemicals were interrupted by the war.

In addition to secondary chemical syntheses based on alcohol and ketones, Shell technologists had successfully followed other routes from petroleum into the chemical field. Chlorination (the basis of the butadiene process at Houston) is one of the most important of these new routes. Simultaneously, Shell announced the discovery of a direct synthesis of allyl chloride from waste gas, thus opening an entirely new approach to the field of plastics and structural materials. Erection of facilities at Houston for the manufacture of allyl chloride, allyl alcohol, and D-D, a soil fumigant, was long delayed by wartime restrictions, but was completed in 1945. These products will have continually wider application in the future.

During the war Shell Chemical undertook to design and build one of the largest butadiene units in the country at Torrance, California. The company staffed it with experienced personnel and is now operating it for the Reconstruction Finance Corporation, office of Rubber Reserve. Also, the Cactus Ordnance Works located near Dumas, Texas, was operated by Shell Chemical as prime contractor for the Ordnance Department. In this plant during the war an additive for aviation gasoline was produced, followed by the production of ammonia.

In the latter part of 1943, Shell Chemical Company was merged with Shell Union Oil Corporation as the Shell Chemical Division.

It would be next to impossible to list all the products Shell Chemical furnishes to industry. You see them everywhere . . . in lacquers, varnishes, plastics, glass, synthetic fibers and resins, photographic film, inks, medicines, cosmetics, insecticides, explosives, rubber and countless other items that contribute to the pleasures of modern living. Shell Chemical will continue to meet the needs of an ever-advancing civilization with petroleum-derived chemicals . . . products whose infinite possibilities for industrial and scientific application are yet to be completely realized.

Sales: (Left, front to back) Marie Reina, H. C. Bare, Mary Conway; (right) G. W. Huldrum, M. G. Folsom.

Left (front to back) Betty Hill, Cashier; Catherine Hines, Jane Wallace, Eugenia McNutt; (right) Ruth Anderson, Ethel Kelly, Harriet Dresden.

Ruth Kendall, switchboard operator, and Betty Booth, Teletype.

SPEAKING OF PEOPLE

These are the men and women who work in the Texas-Gulf Exploration and Production Area's Land Department

by R. L. Trott
Assistant Land Manager

Photos by FORREST ADRIAN

WHEN an individual buys a piece of land, the procedure is relatively simple. He selects the property, sees that the title is clear, makes a deal with the owner, and with very little worry or trouble to anyone, the transaction is completed. When an oil company such as Shell buys or leases land, the undertaking is much more complicated. It involves dozens of different problems, each of which must be handled by a specialist. Handling these problems is the work of the Land Department.

Suppose the Exploration Department decides that Shell should acquire oil and gas leases in a certain area in East Texas. They determine from the Land Department the approximate land available for leasing and the estimated per acre cost of leases. Then the Exploration Department authorizes the Land Department to purchase leases in the area, and appropriates the funds for this purpose.

The authorization memorandum is received by Bill Johnson, assistant to Land Manager Bert Ryan. If it is of an important nature, he discusses it with the Land Manager, then routes it with any necessary instructions to Brad Hearn, Area land agent who directs work in East Texas. If the leasing job appears to be unusual in any respect, Johnson and Hearn will discuss it fully before turning the job over to the Tyler office. The district land agent, in this case E. C. Casey at Tyler, then gets the job. Casey will go over the proposal with the man who is to do the actual buying and will furnish him with a map or plan of the area under consideration.

After all the available leases have been purchased in the area of interest, the Exploration Department evaluates the area. The decision to buy leases may have been made as the result of some general lead; final evaluation of the prospect usually is not made until after the leases have been taken.

As the exploratory work progresses, the Land Dement is kept fully informed. Disposition of the area is governed by the results of the final evaluation made by the Exploration Department. If the area is determined to be a high-grade prospect, it is one which we probably shall drill, and then the Land Department

Party chief Ernest Burnett (with pencil, in center) explaining a survey of the Mize Area.

Brad Hearn, Area land agent who directs work in East Texas, and Bill Johnson, assistant to the Land Manager, discuss a new authority to purchase leases.

begins preparing the area for drilling. All unleased tracts or unleased mineral interests within the area must be reconsidered with the view of obtaining leases covering them. Abstracts of title must be obtained and the Legal Department called on to render title opinions covering each lease. The Drafting-Surveying Division begins a survey, on the ground, of our leases and the district office begins to "cure" all objections raised by the Legal Department in connection with the title to each lease. Because failure to protect the Company on loopholes in titles or inaccurate land descriptions can tie up an entire prospect in lawsuits after a discovery well is drilled and can even result in the loss of very valuable leases, the Land Department must attend to all these matters carefully, automatically, and as quickly as possible.

If an area does not justify drilling by Shell, considering all our other obligations and the acreage position, but nevertheless is of interest to others, we may "farm out" a portion of our leases or agree to give money in the form of a "dry hole" contribution to an operator interested in drilling a test well in the area.

Leasing an area, handling its titles, surveying it, and promoting test wells to be drilled by other operators are only a few of the many duties performed by the Land Department. It must purchase land for the Company's industrial use, such as for refineries, the research laboratory, gasoline and cycling plants; it must pay lease rentals, negotiate joint venture deals, provide for the unitization of leases and pooling of royalty and mineral interests for gas-distillate cycling. In addition it purchases or constructs maps of areas in which the Company is interested and maintains the master file covering each lease and mineral interest owned by the Company.

General supervision over all this work is exercised by Bert Ryan, Land Manager. He has of necessity delegated a considerable portion of the administrative work to his two assistants, Bill Johnson and Bob Trott. Johnson, through the area agents, handles the buying of leases, commissioning of lease brokers and negotiations on test promotion, and farm out and joint operating deals. With the Division chief, Buck Herzog, he also supervises the work of the Drafting-Surveying Division. Trott, through the Division chief, Bob Wingo, looks after the work of the Title and Rental Division and, with the area and district land agents, supervises the work of curing titles to the leases preparatory to drilling.

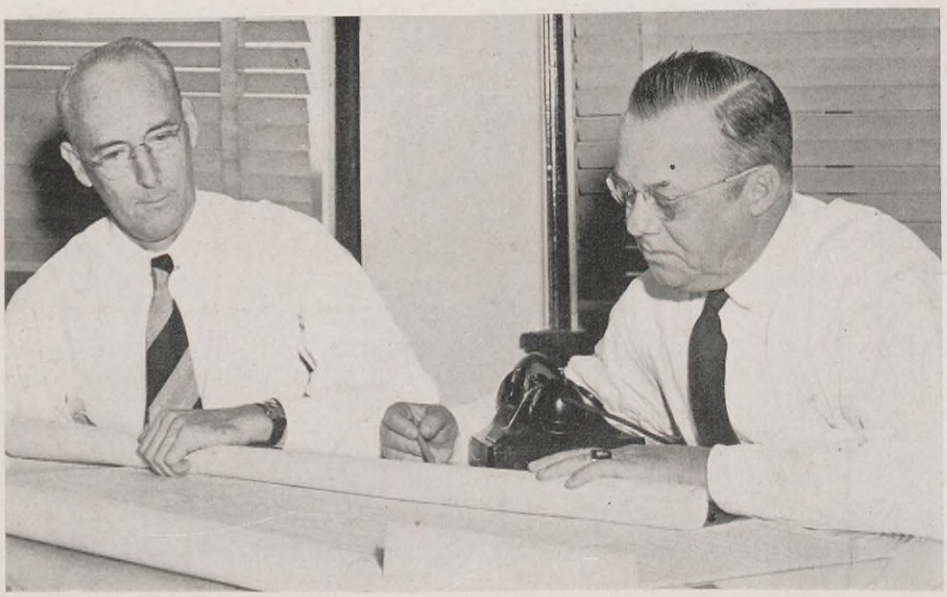
A part of Land Department work which has become more important in recent years is that of unitizing and pooling gas-distillate fields. Jobs of this nature are supervised by Ben Black, who also works with the area land agents in the preparation of joint operating agreements. To obtain the greatest ultimate recovery from gas-distillate fields, wells must be spaced on a field-wide pattern rather than on a pattern which conforms to the individual lease lines. In such cases operating the field as a unit is to the best interest of both the royalty owners and the lease owners. This requires that lease owners unitize their leasehold estates and that royalty interests under the various leases be pooled, so that each lease and royalty owner participates in the production from all wells in proportion to the amount of acreage or royalty he owns in the field, even though no well is located on the

Bob Wingo, center, chief of the Title and Rental Division, discusses a title problem with Tom Dilworth (left) and Wilbur Brandau.

particular tract under which he claims title. In the Sheridan Field of Colorado County, Texas, royalty interests have already been pooled under more than 6,500 acres, and provision has been made for expansion of the pooled area still further when the productive limits of the field are proved to be greater than the present unit. These joint operating deals, together with the buying of leases and negotiation on test promotion, are the work of the Land Division of the Department.

"The workshop and service arm of the Department," says Bob Wingo, division chief, "is the Title & Rental Division," and his claim may well be true. In the Rental and Record Section, supervised by W. C. Brandau, leases, assignments, and other papers evidencing the ownership of lands, oil and gas leases, etc., are received, bank drafts covering them are cleared for payment, and the conveyances are recorded in the public records of the various counties in which the land is situated. Lease and rental records and others such as authority and area-control records are prepared and maintained.

An innovation pioneered by this section is the addressograph rental and record system, which is now being



Ben Black, administrative assistant, and "Mac" McLain, area land agent, discuss a joint operating agreement.

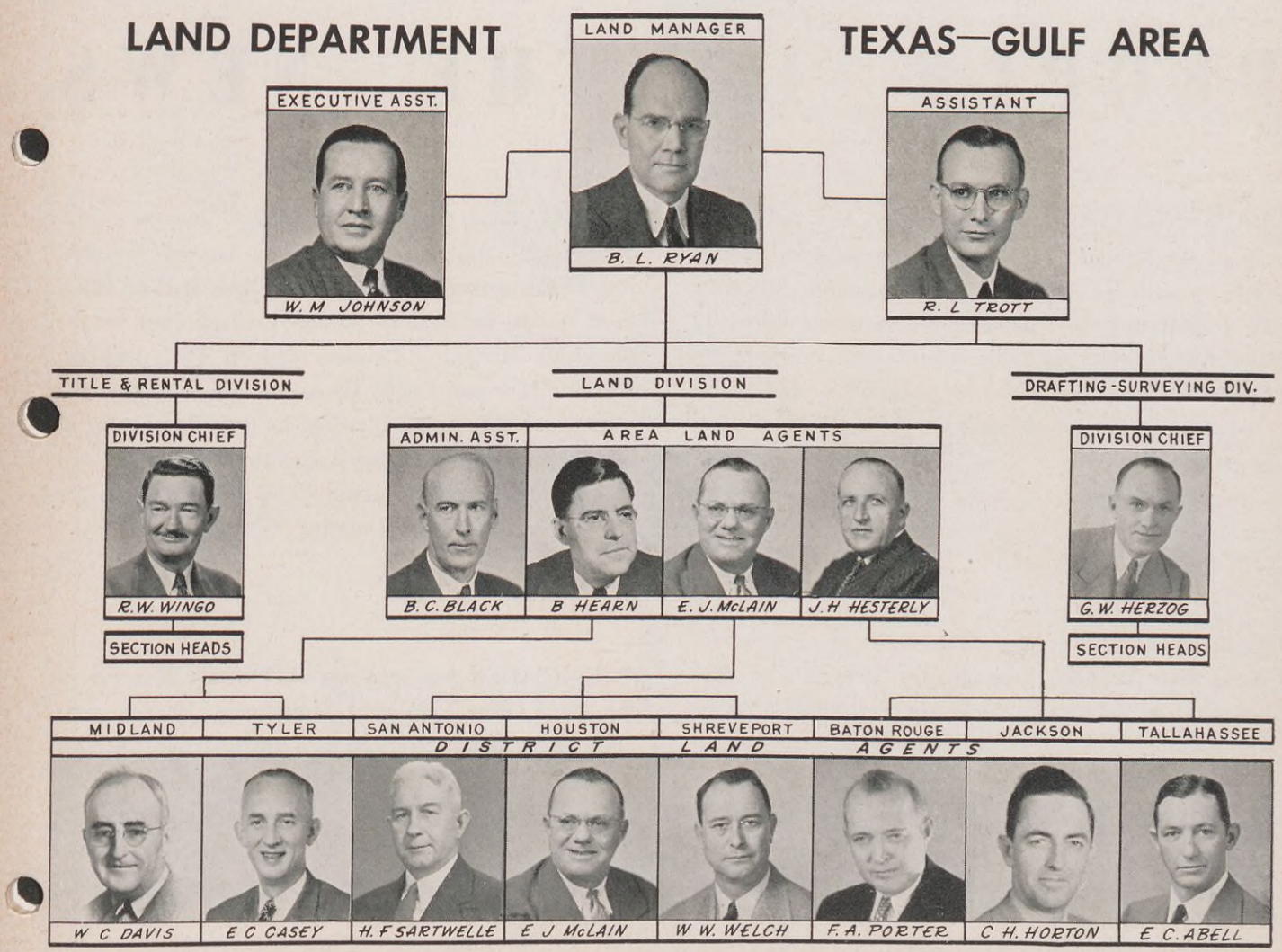
adopted by a number of the major companies. Under this system pertinent lease information is embossed on metal plates, from which impressions are taken in printing lease records, acquisition and surrender reports, rental lists, rental payment, and rental receipt forms. When one considers that more than 12,000 active leases are now on record and that an error in a rental payment can cause the loss of a valuable lease, he can readily see that accuracy and efficiency must be the watchwords of this section.

The Lien and Tax Section under Jack Lavin obtains, where possible, subordination of mortgages that encumber our leases and maintains records on unsubordinated liens in order to afford the Company an opportunity to protect its leases in the event of threatened foreclosure. In certain states a periodical check of taxes also is conducted in order to avoid the possible loss of leases through tax foreclosures.

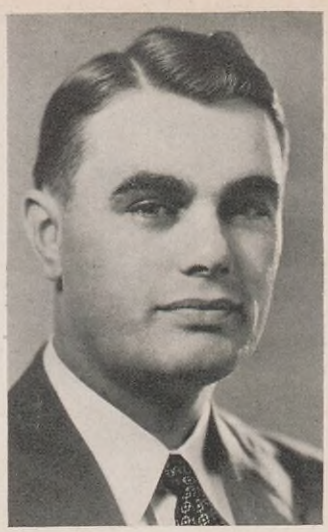
Under the management of Madeline Phinney, the File and Mail Section maintains individual lease files on oil and gas leases, as well as a general filing system. Land Department lease files are used not only by the Department but by a number of others as well, including Legal, Production, Exploration, and Crude Oil.

Tom Dilworth, head of the Title section, will tell you that his is perhaps the most important section of Title & Rental, that the character of its work is more varied, and that the headaches are more frequent. In addition to the normal routine of title work — ordering abstracts, requesting title opinions from the Legal Department, requesting title cures from the district offices, straightening out rental and lease records caused by deaths of lessors and sales of royalty and minerals by lessors — it keeps track of titles to lands and leases in twelve states. This section also manages to find time to perform the all-important function of clearing leases and areas for drilling. Generally this consists of a review of the title by the Legal Department and a survey of the land by the Drafting-Surveying Division for the purpose of appraising the title before drilling is started.

The second and final installment of the story of the Land Department will appear in the May issue of SHELL NEWS.



BRUNO STOLLEY



W. G. PRECOBB

F. C. REEVE

F. E. HEADEN

PEOPLE IN THE NEWS

BRUNO STOLLEY has been appointed Assistant Manager of the Head Office Personnel Department. Stolley came to work for Shell in 1930, immediately following his graduation from Tulane University with a degree in Civil Engineering. Since that time he has worked in the Norco, Houston, and Wood River refineries and at the time of his recent appointment was Assistant Chief Engineer at Wood River.

• • •

W. G. PRECOBB has been named Office Manager of the Wood River Refinery. Precobb came with Shell in 1930 as a Clerk in the Detroit Marketing Division. In 1934 he was named Chief Clerk and four years later became Chief Accountant and Credit Manager at the Detroit Division's Omaha (Nebraska) office. In 1941 he was appointed Chief Accountant in the Chicago Marketing Division and in 1942 became Office Manager of the Minneapolis Marketing Division.

F. C. REEVE has been appointed Office Manager of the Minneapolis Marketing Division to succeed Precobb. Reeve came with Shell in 1930 as a Clerk at Head Office in St. Louis. In 1933 he became General Clerk in the Cleveland Marketing Division and in 1941 was appointed Office and Credit Manager of the old Nashville (Tennessee) Marketing Division. In 1942 Reeve came to New York in the Marketing-Accounting Department and in 1944 was named Assistant Chief Accountant of the Treasury's Marketing-Accounting Section.

• • •

F. E. HEADEN has been named Assistant Manager of the Head Office Lubricants Department. Headen came with the Company in 1934 as a Junior Sales Engineer in the Chicago Marketing Division. In 1942 he was appointed Manager of the Lubricating-Industrial and Technical Department of the Indianapolis Marketing Division which position he retained until his present appointment.

SHELL UNION CORPORATIO

ANNUAL REPORT
For the Year Ended
DECEMBER 31, 1945

SHELL UNION'S ANNUAL REPORT

A YEAR ago at this time the United States was fighting a war on two fronts: European and Asiatic. The end of the war in Europe was clearly in sight; the end of the war in the Pacific seemingly distant. The combination of the final all-out drive to end the European phase of World War II and shorten the Pacific war resulted in a new high peak of production for Shell during the first nine months of 1945. The Company's record of aviation gasoline production continued in high gear: during the entire war (from January 1942 to July 1945) Shell manufactured more than 2 billion gallons of aviation gasoline of which 1 billion, 890 million was 100-octane or higher. The Company produced 11.5% of the national total of aviation gasoline and 13.1% of the total of high-octane during the war.

A total of 7621 Shell employees were in the service, approximately 29% of the pre-war male staff. Gratifyingly, of the first 4000 men to receive honorable discharges, more than 86% have rejoined the Company . . . far above the national average. During the year 1945, alone, the Company paid $1,641,000 in military allowances . . . insurance, family, and service payments. This brought the total amount paid during the war years to almost 8 million dollars.

Obviously the end of the war brought a sudden curtailment to the demands of the military and production of the higher octane gasolines was cut considerably. But the motoring public had waited several years for the days when gasoline, for pleasure driving, would be available. Their demands balanced, to a great extent, the drop in military needs with the result that the over-all production picture for 1945 was almost identical with 1944 . . . the Company's greatest production year.

During 1945 the sale of crude oil dropped almost 3% but, nevertheless, the Company increased its expenditures in oil field development and in improvements in refinery and marketing facilities. Salaries, wages, and retirement benefits of employees increased materially during the past year. Salaries and wages were almost two million dollars over the 1944 figures, while Company contributions to the Shell Pension Trust and Shell Provident Fund aggregated $10,612,000, an increase of 21% over the previous year. The Company has also established a reserve of $8,790,000 (of which $458,000 has been provided by Shell Pipe Line Corporation) for a special contribution to the Shell Pension Trust, to be made in 1946.

The charts on the following pages do not include the accounts of Shell Pipe Line Corporation since only dividends received from this wholly-owned subsidiary company are included in the consolidated accounts.

Shell Union Oil Corporation and Subsidiary Companies Earnings

From the sale of products

$475,911,000

From dividends and other income

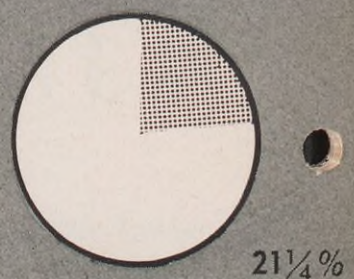
$3,644,000

Which gave us a total income of

$479,555,000

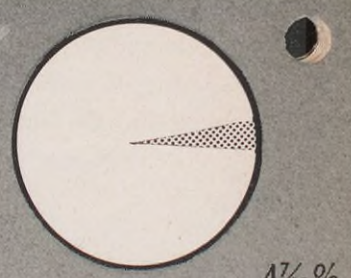
Shaded areas in circles indicate percentage of each dollar of income.

Paid to employees as wages, salaries, military leave allowances, and other benefits

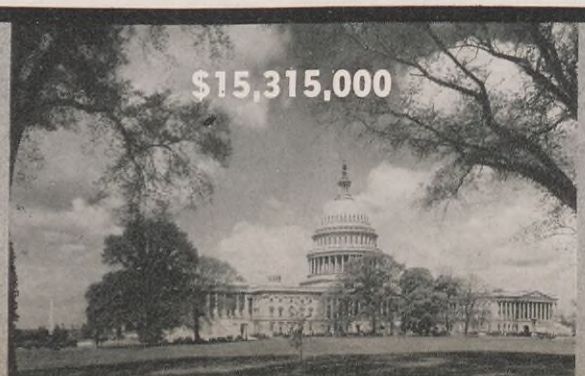


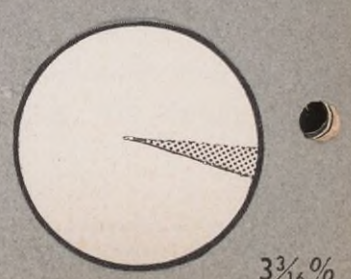
*Included in this amount is a special contribution of $8,332,000 to be made in 1946 to Shell Pension Trust.

Paid to the many thousands of people who have invested money in the Company . . . as dividends on their common stock

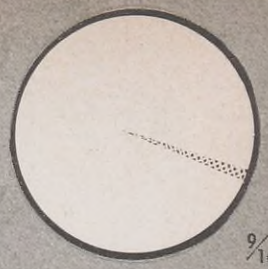


Paid taxes (including amount set aside for Federal income and excess profits taxes)

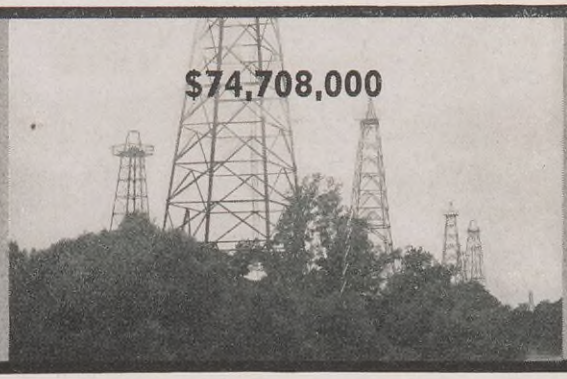




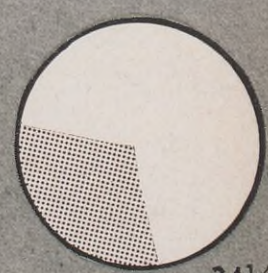
Paid as interest on borrowed money, and other expenses



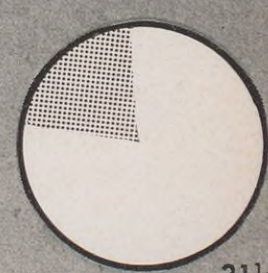
Provided for wear and tear of all plants and equipment, exhaustion of oil reserves through production of oil and gas, expenses of drilling wells, losses on properties retired or abandoned, and other property provisions



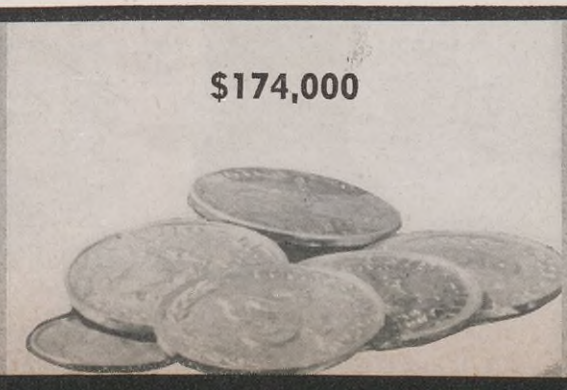
Purchased crude petroleum and refined products



Paid for materials, services, rents, repairs, and other expenses of producing, transporting, and refining crude oil, and transporting and marketing Shell products



The balance was retained as working capital



OPERATION SALVAGE

Shell's Wilmington (California) Refinery performs an unusual task.

LEFT—Russell Beard, in hip boots, with Carl Frey.

BELOW — The pump which helps work the solid residue.

CLEANING out Reservoir No. 4 at Shell's Wilmington (California) Refinery was a major operation because of heavy petroleum residue that had accumulated through the years. This West of the Rockies' Reservoir was built in 1922 when the Wilmington Refinery was new and for years was a landmark in that section of the country. With a capacity of 2 million barrels (84 million gallons) it was the storage place for surplus fuel oil, of which there was a great quantity at one time. The Reservoir is 1000 feet long, 425 feet wide on the bottom and 29 feet deep. Except for the height, the huge Los Angeles Coliseum, where the Olympic Games were held, could be set inside No. 4 with room to spare.

In recent years surplus fuel oil vanished and an empty

LEFT—The size of the operation is shown by this picture of the Reservoir.

RIGHT—The tractor which works the solid residue.

LEFT—The drags, themselves.

RIGHT—The engine which operates the drag lines.

reservoir was left with more than a quarter million barrels of hydrocarbon residue on the bottom. Various methods of salvaging were considered and contractors were invited to make bids, but failed to do so. Shell finally decided that definite action should be taken and a plan was chosen which promised success.

The flammable residue is solid except when worked or heated. The salvage method works the solid mass with a bulldozer until it starts to flow, then pulls the heavy fluid with a drag to a sump where sticks, rocks, and other debris are screened out. Steam heats the fluid until it can be pumped.

This plan was soon found to contain numerous unforeseen problems: the dragline sometimes fouls, the drag won't turn over, the tractor bucks . . . and it's a mucky job setting things straight. An inch of rain puts 7800 barrels of water on top of the fuel and the reservoir drainage ditches must be kept open; one day alone, almost four inches of rain fell, equivalent to over 30 thousand barrels of water. These problems were solved by the combined ingenuity of Shell personnel, with Carl Frey, general foreman, and Russell Beard, job foreman, in charge.

Up to February 10, nearly 200 thousand barrels of fuel had been salvaged, leaving upward of 60 thousand barrels still to be dredged out. Shell also will salvage a half million board feet of sheathing, another half million board feet of rafters, and a sizable quantity of girders, columns, and braces, all very helpful in these days of lumber shortage.

VETERANS WHO HAVE RETURNED

C. F. Churchill

H. A. Halberstadt

G. O. Miller

W. S. Roberts

Four more of the many veterans back at work in the Boston Marketing Division: C. F. Churchill has returned to his former position as marketing service clerk in the Boston office; H. A. Halberstadt is back on the job as sales representative at the Providence (R. I.) office; G. O. Miller is also in his old position as marketing service clerk; while W. S. Roberts has returned as division service supervisor in charge of merchandising.

T. B. Lambert

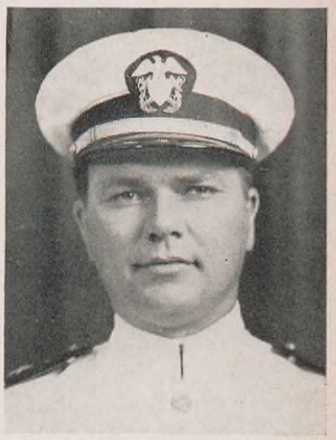
George E. Crist

Desire Domingue

John L. Teague

Scores of Texas-Gulf Exploration and Production Area veterans are returning each month, among those back recently are: T. B. Lambert who has resumed his position as district superintendent at Hobbs, New Mexico; George E. Crist, clerk in the Houston Accounting Department; Desire Domingue, helper on the Holekamp party; John L. Teague, assistant operator on the Walker party; Andy F. Nobles, oil pumper in the Rosharon District; John C. Hill, oil pumper at Premont; Jack W. Loofs, senior draftsman in the Houston Exploration Department; and Jesse V. Lindsey, senior landman at Shreveport.

Andy F. Nobles



Jesse V. Lindsey

John C. Hill

Jack W. Loofs

ALBANY MARKETING DIVISION

M. C. Cook — J. F. Mink — W. J. Oldfield

ATLANTA MARKETING DIVISION

J. C. Harras — W. W. Salzer — G. H. Smith
L. M. Raymond

BALTIMORE MARKETING DIVISION

A. V. Anderson — J. L. Smith — G. L. Wetzel
J. V. Grose

BOSTON MARKETING DIVISION

W. Ballou — G. G. Ragonesi — L. J. Vestue
S. S. Cooper — W. S. Roberts — L. A. Weston
S. Cupp — F. E. Sullivan

CHICAGO MARKETING DIVISION

G. T. Kadlec — J. L. Schlegel — W. M. Smith
O. H. Kallack — J. G. Sestak — R. O. Uddman
P. Koepp

CLEVELAND MARKETING DIVISION

C. E. Cooley — R. J. Helmstetter — J. T. Lawlor

DETROIT MARKETING DIVISION

K. J. Downing — A. S. Lovelady — G. Neave

INDIANAPOLIS MARKETING DIVISION

D. D. King — J. J. Reck — E. R. Stauber

MINNEAPOLIS MARKETING DIVISION

L. D. Arts — A. L. Walatka

NEW YORK MARKETING DIVISION

W. I. Adams — C. D. MacMakin — R. E. Meyer

ST. LOUIS MARKETING DIVISION

K. W. Friedline — E. J. Stein — W. D. Walsh, Jr.

HOUSTON REFINERY

J. W. Alford — J. E. Harris — W. F. Reed
C. L. Braddy — W. H. Jackson — G. E. Roberts
L. B. Crump, Jr. — R. E. Lee — M. D. Rucker
S. P. Davis — T. E. Luke — E. D. Stanley
V. T. Ellis, Jr. — E. E. Lumpkin — M. D. Thomas
W. C. Felscher — A. D. Mainard — R. E. Walling
J. D. Florrow — H. M. Miller, Jr. — E. I. Whitney, Jr.
C. R. Gates — C. B. Nolan — F. B. Wischhusen, Jr.

NORCO REFINERY

M. L. Hurst — H. E. Soniat — M. W. Walsh

WOOD RIVER REFINERY

J. A. Bowman — M. C. Jordan — R. V. Picolotti
E. J. Foehrkalk — J. F. Kelahan — C. E. Priest
S. M. Fulkerson — F. C. Lewis — R. R. Ross
R. H. Fulton — D. J. Manning — A. L. Sharleville
G. T. Grady — T. L. Mortland — G. L. Shaver
R. D. Harrington — S. Mulnik — M. C. Siekbert
L. C. Hendrickson — J. M. Nash — L. E. Stokes
E. G. Huebner — W. H. Nietert — L. D. Wetherell
E. E. Hume — J. H. Oldham

SEWAREN PLANT

S. Fedynyshyn — J. Ruiz — E. A. Wojtkowski

TEXAS-GULF EXPLORATION AND PRODUCTION AREA

R. M. Brougher — R. R. Eckart, Jr. — H. M. O'Conor
W. E. Burns — R. G. Haney — L. J. Ramagost
J. C. Corbello — J. C. Hill — T. S. Zajac
G. Cryer — C. J. Hymel

MID-CONTINENT EXPLORATION AND PRODUCTION AREA

J. H. Brown — C. F. Koger — V. S. Roberts
J. W. Davis — H. C. Matthais — J. P. Shannon
J. W. Hestwood — I. L. O'Dell — J. W. Timothy
E. H. Kelso — C. D. Raper — M. Workman

PRODUCTS PIPE LINE

H. E. Buser — E. J. Feldkamp — A. F. Rose

HEAD OFFICE

W. J. Daugherty — R. S. Martin — F. H. Skelly
R. Ford — E. J. McKeon — R. H. Tubman
J. N. Heroy — W. J. Moore — A. C. Williams
E. G. James, Jr. — Miss E. A. Roe — H. A. Williams
J. D. Loeber — Miss H. C. Petrie — Miss M. J. Raftery

L. D. Marsac

C. R. Gates

U. M. Tomlinson

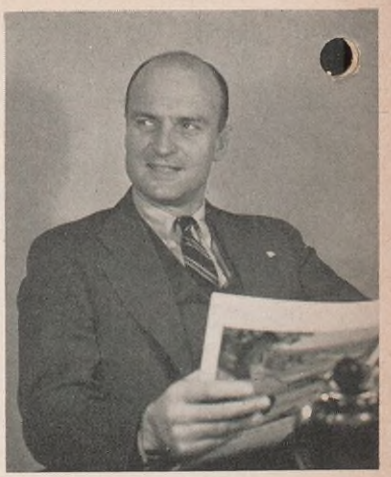
W. F. Wilson R. D. Perry

Houston Refinery, too, has many returned veterans: L. D. Marsac, Treating Department; C. R. Gates (with his jungle pet), Cracking; U. M. Tomlinson, Loading; W. F. Wilson and R. D. Perry, Main Office.

William E. Moir

G. L. Stetson

K. Young



J. G. Campbell, Jr.

Among the Head Office men back with the Company are William E. Moir now in Financial Accounting; G. L. Stetson and K. Young, both of Manufacturing Department; and J. G. Campbell, Jr., of Personnel.

Aime Lizotte

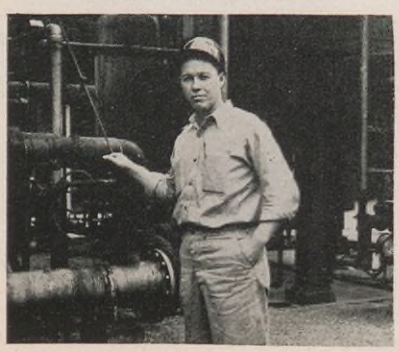
Among the dozens of veterans who are once more working at the Wood River Refinery are Aime Lizotte, Engineering; Vincent R. Muetnich, Engineering; Ernest E. Pruitt, Engineering; Harold T. Plank, Lube; Lloyd A. Wilson, Engineering; Eugene A. Campbell, Topping; Emil C. Schneider, Lube; Franklin W. Tonkinson, Engineering.

Vincent R. Muetnich

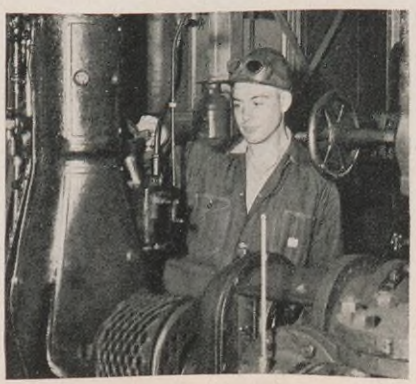
Harold T. Plank

Ernest E. Pruitt

Lloyd A. Wilson



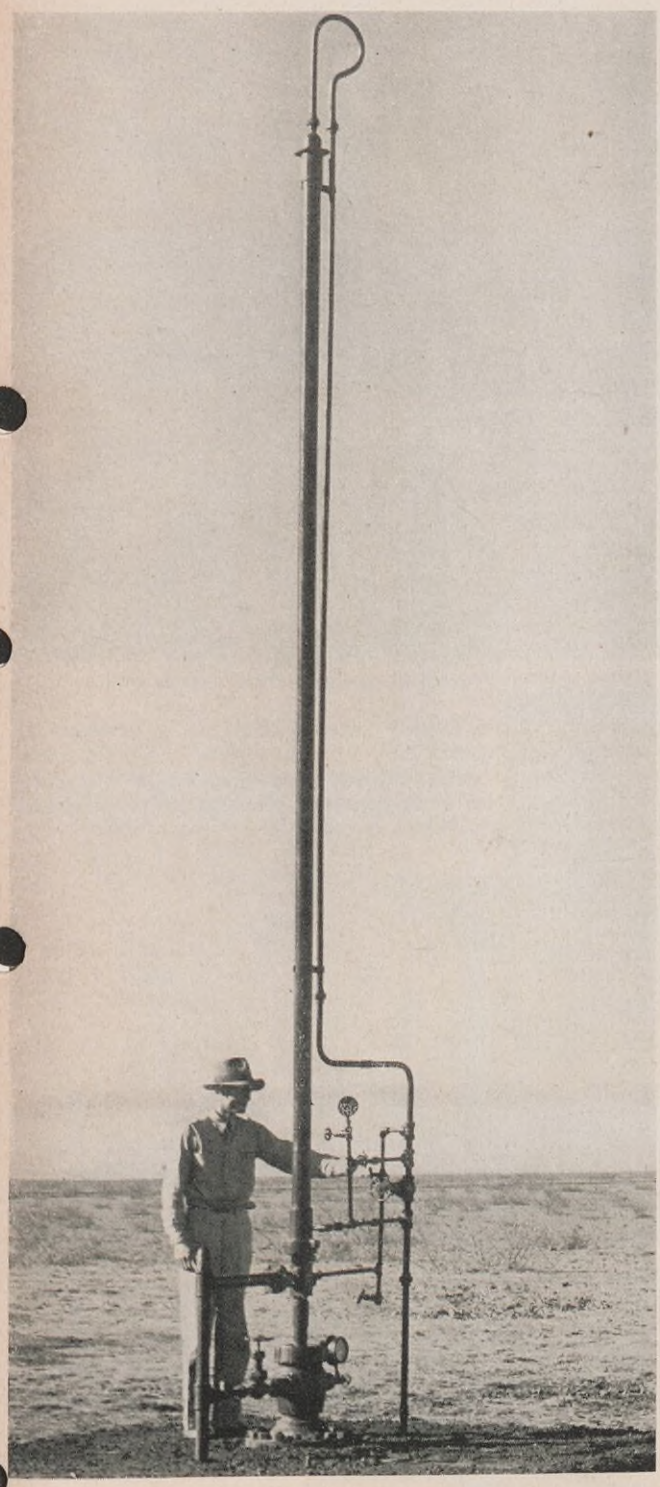
Eugene A. Campbell



Emil C. Schneider

Franklin W. Tonkinson

'ROUND THE REFINERIES, AREAS, AND DIVISIONS



Hydraulic lift which is used in the process of removing paraffin accumulations from a Kobe-pumped well.

EVERPRESENT in oil fields where natural pressure is insufficient to bring the oil to the surface is the rhythmical, up-and-down movement of pivoted steel "walking" beams, constantly working, lifting and lowering, as they perform their part in the pumping of oil from under the ground. Connected at one end to the well pumping or sucker rods, at the other to the pumping machinery, these steadily-moving beams are a sure sign that the well is "on the beam" and producing oil.

Recently, however, wells have appeared on which such beams are not in evidence. These wells are generally indistinguishable from flowing wells in their appearance. Because no heavy machinery is present at the wellhead to give the observer a clue that they are being pumped, any person who mentally connects the beam pump with oil production might wonder how these wells could produce. Investigation would show that they are operated by means of a force with the suggestively-modern name of "fluid power."

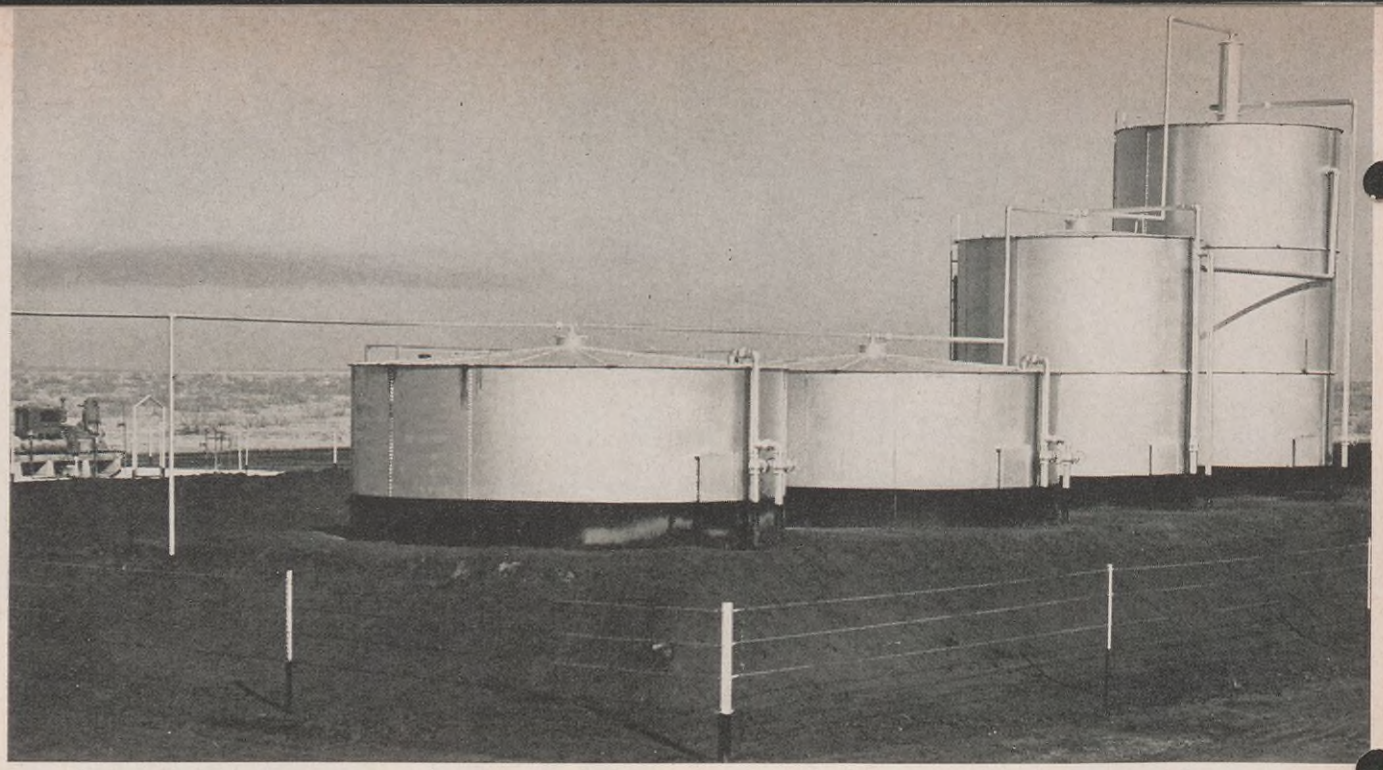
The reason for this change from the conventional beam pumping unit lies in the fact that wells are constantly getting deeper. On shallow wells the beam pump is very satisfactory, but on a deep well it is not efficient. Under influence of the great stress to which they are subjected in a deep well, sucker rods stretch. Also important energy is lost in reciprocating and accelerating the long column of heavy rods necessary in a well of great depth. To overcome these disadvantages, Shell has installed "fluid power"—Kobe hydraulic pumps—on some of its deepest pumping wells in West Texas and in other fields of the Texas-Gulf Area.

The Kobe pump operates by taking oil, already produced from the well, at low pressure and raising this oil, by means of a pump, to a pressure high enough to produce the force necessary for lifting the oil. This power oil, at pressures up to 2000 lbs. per square inch, is the "fluid power" which is the heart of the Kobe hydraulic pump system. The high-pressure-power oil is carried by small pipes across the lease and down the well to the bottom where the actual pumping is to be done. These pipes, called power lines, connect the Kobe triplex pump on the surface with the engine of the production unit, or pump, at the bottom of the well. By this system several wells can be connected to a single-triplex, or three-cylinder, pump located at a convenient spot on the surface.

When the "fluid power" reaches the production unit at the bottom of the well, it furnishes power for a piston which operates a plunger pump. As this pump sucks oil from the well bore, it forces the oil through the production tubing to the surface and the "power oil" also exhausts into the stream of oil being produced from the well.

Installation of the Kobe pumping units involves several problems. Because clean power oil is the first essential to successful Kobe pump operation, a special power oil tank of sufficient capacity must be installed at the tank batteries to allow adequate settling of dirt and water from the produced crude oil. This assures a constant supply of clean oil at the top of the tank to feed the power oil line leading to the triplex-pump intake.

During severe winter months, paraffin accumulations may cause abnormal pressure increases. In this event, hydraulic lifts are used to raise the entire power line in the well high enough to permit paraffin scrapers to cut the paraffin on the outside of the line. As the paraffin is loosened, it is forced up to the surface with the produced oil and power oil. The inside of the surface



Power oil treating system and stock tanks—Coombs No. 1, Russell Field. Clean power oil is the first essential to successful Kobe operation.

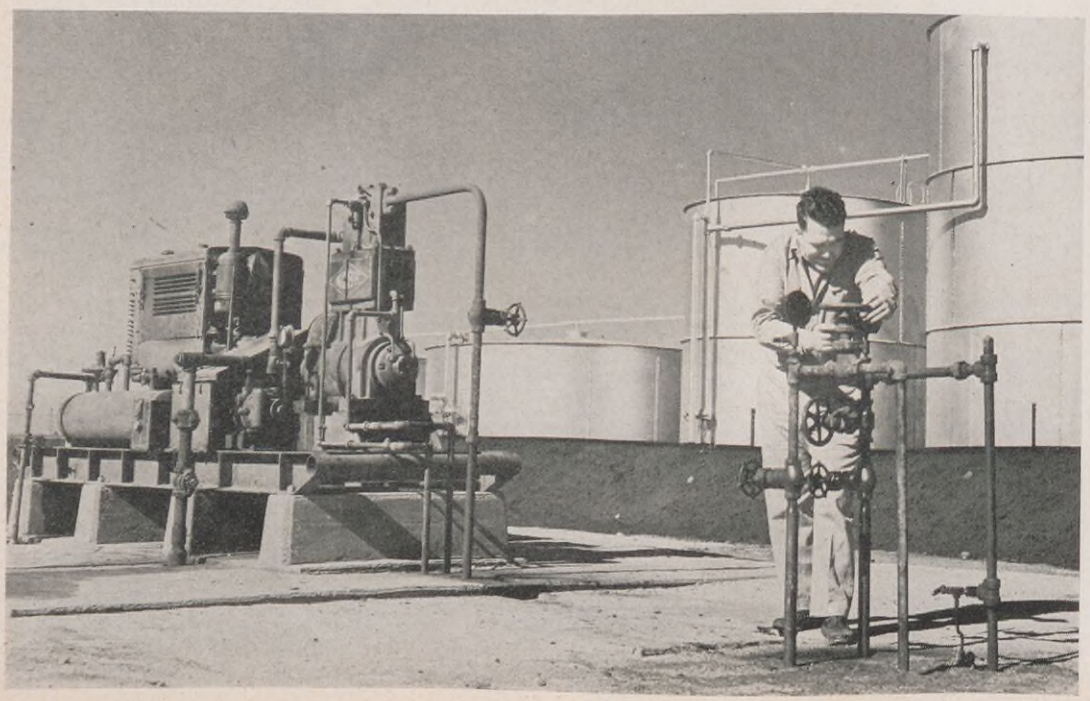
pipe lines and power lines are cleaned of paraffin by inserting soluble balls in the pipe and pumping them down the well where they are caught in a special pocket and gradually dissolve.

Besides their usefulness on deep wells, Kobe installations have a decided advantage in fields subject to floods. This is particularly true of the East Texas field. Here the beam pumping units on wells located along rivers or in the bottom lands subject to flooding are installed on steel structures that may be as high as thirty feet. These structures are expensive. Often the pumper must go to the well in a boat to start the beam pumping machinery, and even then pumping the well may be impossible because of the flood conditions.

Kobe solves these problems. The triplex pump and engine can be placed on high land and the power oil piped to the well. The well can then be pumped, even when under flood waters, simply by turning a valve at the triplex power unit located on high land.

Another Kobe advantage is its flexibility in centralizing well pumping motive power and distributing high-pressure-power oil to a number of wells requiring different quantities of power to lift the production. For this reason it is proving a popular method of multiple-well pumping in shallower, as well as deep, fields.

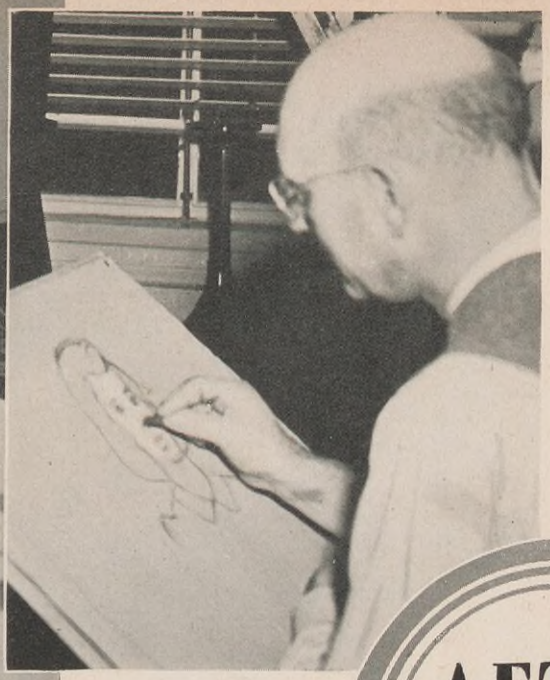
Although Kobe is still being watched as to economy in operation and dependability, it offers a pumping system, quite different from the conventional beam-type, which is gaining recognition in areas where deep well problems and other special conditions are anticipated.



Kobe Triplex pump and power Unit . . . Pierson No. 1, Russell Field.

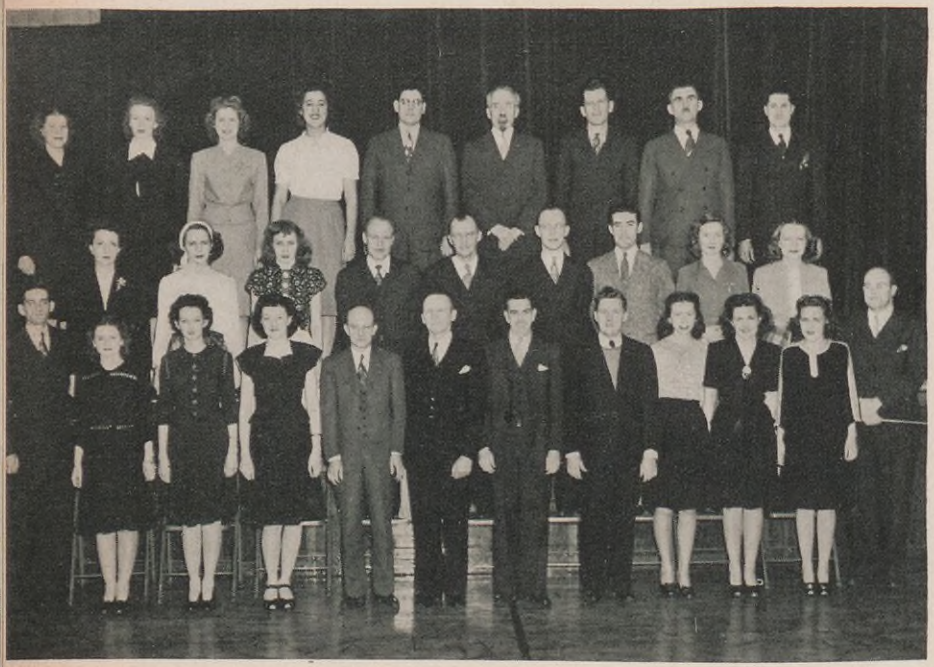
Former Lieutenant-General James H. (Jimmy) Doolittle, now vice-president of Shell Union, was presented with an Elgin Honor Watch by the Company's Marketing Division Managers. Presenting it is J. L. Wadlow, Division Manager at Atlanta; standing from left to right are J. W. Southworth, Detroit; H. J. Underwood, Boston; R. T. Seidel, Minneapolis; S. Eddy, New York; H. M. Bailey, Albany; S. A. Flint, Cleveland; (seated) J. G. Sinclair, Indianapolis; H. G. Swanson, Chicago; R. D. Kizer, Baltimore; and P. C. Thomas, St. Louis.

The Elgin Honor Watch. The watch is unique in that its purchase is limited for presentation to persons who have performed unusual acts of heroism.



Members of the Texas-Gulf Exploration and Production Area's Sketch Club practice on their fellow-workers and friends. Posing is Jean, daughter of A. J. Galloway, drawing are Bonnie Muckleroy and Virginia Perkins of the Area's Land Drafting Department. Billy Haas, Exploration Drafting, also sketches Jean.

AFTER HOURS



Employees at Wood River Refinery have formed the Shell Choral Club and have made several public appearances. Members are (front row) Walter Lang, Mary Juneau, Lelia Thornbeaugh, Doris Bell, J. W. Elliott, Donald Smith, J. E. Long, A. P. Texada, Mary DeLong, Norma Deist, and Lorna Weimers; second row, Jane Thatcher, Ruth Aulabaugh, Dorothy Cordes, F. D. Macy, Harold Raines, E. C. Larson, L. Neese, Doris Meyer, Katherine Hanes, G. L. Hayes (Director); third row, June McKean, Emma Diefendorff, Eileen Gallatin, Elizabeth Halliday, E C. Claridge, Dr. G. H. vonFuchs, E. B. Wiley, R. A Randels and Wayne Seymour.

The So-Shell Club team of the Sewaren (New Jersey) Plant were the winners of the Middlesex County Industrial Basketball League championship. Standing are B. Bailey, Manager; E. Stasynaka, Captain; T. Sarotowicz, A. Bigos, C. Konkowski, and L. Lacanic, Coach. Kneeling are E. Richards, J. Elisko, G. Govelitz, and J. Kop

The Houston Ten-and-Over Club held its sixth annual dinner recently (above). Exclusive of twelve on military leave, the Club has 293 members including Shell employees from Texas-Gulf Exploration and Production Area and Shell Pipe Line Corporation. Twenty-three of those present were women members (left).

Wood River Refinery's Basketball team, first half winners in the Alton League, are in a fight for honors in the second half. Standing, Lawrence Mefford, Gerald Naugle, Fred Greenwood, Jack Cleary; kneeling, Jack Williams, John Petrasky, Ed Locke, R. Whitler.

Members of the Production Department at Hobbs, New Mexico, in the Texas-Gulf Exploration and Production Area brought their families and friends to an informal house warming to celebrate the opening of a new assembly hall and recreation center.

Every Friday night is "Shell Night" at one of the alleys in Alton, Illinois, near Wood River Refinery. Two bowling leagues are in action, each consisting of 16 teams, using 32 alleys. Here are some of the men bowling in the Golden Shell League, and the officers of the Girls' Bowling League . . . the latter are June McKean, Rose Bohart, and Marian Teachout.

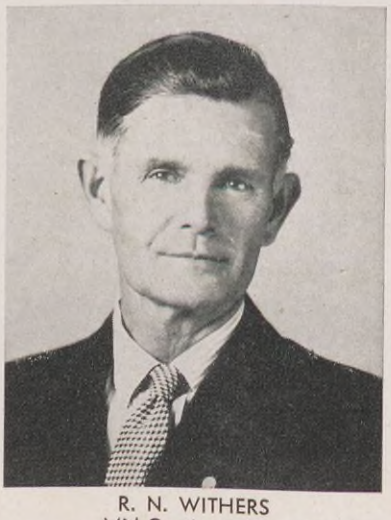
The Houston Shell Club's new officers are Ed Bryan, Personnel-Industrial Relations, president; Edith Harrison, Treasury, secretary; R. L. Hughston, Legal vice-president; Virginia Perkins, Land-Drafting, treasurer.

SERVICE BIRTHDAYS

THIRTY YEARS

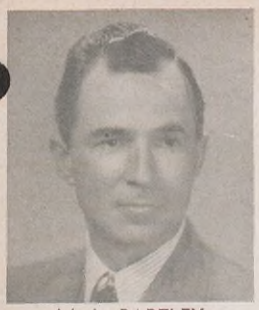
L. A. MASSEY
Mid-Continent Area
Production

TWENTY-FIVE YEARS



R. N. WITHERS
Mid-Continent Area
Production

TWENTY YEARS



M. L. BARTLEY
Houston Refinery
Dispatching

W. A. CARNAHAN
Head Office
Treasury

G. W. CARSTENS
Wood River Refinery
Automotive

S. J. CHAISSON
Norco Refinery
Engineering

R. V. CONOVER
Bayou System
Shell Pipe Line

H. DeLOZIER
Mid-Continent Area
Shell Pipe Line

H. J. GOMEZ
Norco Refinery
Engineering

O. E. HENDRICKSON
Mid-Continent Area
Shell Pipe Line

E. W. HENNESSEY
Head Office
Marketing

H. M. KAY
Wood River Refinery
Cracking

G. KNAUSS
Wood River Refinery
Automotive

J. O. LELAND
Mid-Continent Area
Production

S. S. LORENZ
Mid-Continent Area
Shell Pipe Line

R. T. LUDEWICK
Mid-Continent Area
Production

W. R. MAYBERRY
Wood River Refinery
Cracking

I. D. McCHESNEY
Texas-Gulf Area
Production

C. C. McGUIRE
Atlanta Division
Marketing

E. R. MEEKS
Houston Refinery
Cracking

S. H. MORPHEW
Mid-Continent Area
Shell Pipe Line

C. F. OGLESBY
Wood River Refinery
Lube

J. P. O'KEEFE
Head Office
Treasury

W. F. PAXTON
Wood River Refinery
Engineering

F. PILAND
Texas-Gulf Area
Gas-Gasoline

W. C. REYNOLDS
East Chicago, Ind.
Products Pipe Line

A. D. RICHARDS
Houston Refinery
Topping

J N. SANGUINETTE
St. Louis Division
Marketing

E. H. SCHNARRE
Bradley, Illinois
Products Pipe Line

V. I. SCROGGS
Mid-Continent Area
Shell Pine Line

E. T. SIMONEAUX
Norco Refinery
Car

G. D. TAYLOR
Mid-Continent Area
Production

P. J. WEBER
Norco Refinery
Engineering

T. YOUNG
Wood River Refinery
Automotive

SHELL PIPE LINE CORPORATION

15 years

B. D. FISHER . . . . . MID-CONTINENT AREA
A. C. WEBB . . . . . TEXAS-GULF AREA
W. E. YATES . . . . . TEXAS-GULF AREA

10 years

F. F. ALLGAIER . . . . . BAYOU
W. L. FULLER . . . . . WEST TEXAS AREA
F. H. GARNER . . . . . WEST TEXAS AREA
S. M. MANNING . . . . . TEXAS-GULF AREA
M. C. O'NEAL . . . . . WEST TEXAS AREA
E. TAYLOR . . . . . TEXAS-GULF AREA
L. M. WHITE . . . . . WEST TEXAS AREA
W. A. YORK . . . . . MID-CONTINENT AREA

SHELL AMERICAN PETROLEUM CO.

10 years

L. B. HARRELL . . . . . SALES

HOUSTON REFINERY

15 years

W. R. CARTER . . . . . ENGINEERING
W. O. HOPPER . . . . . CONTROL LAB.

10 years

E. W. BROWN . . . . . ENGINEERING
C. H. CONERLY . . . . . TOPPING
T. DEL PERAL . . . . . ENGINEERING

NORCO REFINERY

15 years

W. F. GUBERT . . . . . WELDING

10 years

H. A. LE BLANC, JR. . . . . ENGINEERING

WOOD RIVER REFINERY

15 years

R. T. COALE . . . . . CRACKING
L. DILLOW . . . . . AUTOMOTIVE
B. TYLER . . . . . CRACKING

10 years

E. M. AHRENS . . . . . MAIN OFFICE
D. D. DITTES . . . . . CRACKING
G. K. DYCUS . . . . . CONTROL LAB.
A. W. GILBERT . . . . . ENGINEERING
C. P. HACKETHAL . . . . . CONTROL LAB.
I. A. HEMANN . . . . . CRACKING
J. A. HMUROVICH . . . . . ENGINEERING
A. J. LOSCH . . . . . DISPATCHING
H. M. LURTON . . . . . RESEARCH LAB.
W. L. MILLS . . . . . RESEARCH LAB.
G. W. NORDER . . . . . LUBE
C. A. PICKERING . . . . . LUBE
R. QUACKENBUSH . . . . . CRACKING
J. M. SONES . . . . . CRACKING
E. L. SOOY . . . . . CRACKING
G. J. TURNBEAUGH . . . . . ALKYLATION
C. E. WEDEL . . . . . TREATING
H. WEHRMAN . . . . . LUBE

MID-CONTINENT EXPLORATION AND PRODUCTION AREA

15 years

E. C. BOTNER . . . . . PRODUCTION
H. J. HESP . . . . . TREASURY
F. G. NEWMAN . . . . . PRODUCTION
M. PETERSEN . . . . . PRODUCTION

10 years

J. L. COLLINS . . . . . PRODUCTION
G. M. DRESSEL . . . . . PRODUCTION
E. R. SHOREY, JR. . . . . PRODUCTION
J. W. TIMOTHY . . . . . EXPLORATION

TEXAS-GULF EXPLORATION & PRODUCTION AREA

15 years

C. P. BRISTOL . . . . . PRODUCTION
D. C. ROBERTSON . . . . . PRODUCTION

10 years

C. J. BOUDREAUX . . . . . PRODUCTION
G. R. BRAINARD . . . . . PRODUCTION
F. E. BROWN . . . . . EXPLORATION
R. E. BYRD . . . . . EXPLORATION
G. H. CALHOUN . . . . . PRODUCTION
R. A. DESLATTE . . . . . LAND
C. W. FARIS . . . . . PRODUCTION
W. D. FELLOWS . . . . . CRUDE OIL
L. W. GUIDRY . . . . . PRODUCTION
T. S. GRAHAM . . . . . PRODUCTION
C. H. HORTON . . . . . LAND
C. A. LANDRY . . . . . PRODUCTION
H. H. LESTER . . . . . EXPLORATION
R. E. McADAMS . . . . . EXPLORATION
R. E. McKAGUE . . . . . PRODUCTION
J. A. MARCEL . . . . . EXPLORATION
R. R. NICHOLS . . . . . EXPLORATION
J. M. NUTTALL . . . . . LAND
H. D. PARKS . . . . . PRODUCTION
J. F. REDMOND . . . . . PRODUCTION
J. L. ROBBINS . . . . . PRODUCTION
F. A. SAWYER . . . . . TREASURY
W. A. SIMPSON . . . . . PRODUCTION
V. W. TERRAL . . . . . PRODUCTION
A. D. TINKER . . . . . PRODUCTION

MARKETING DIVISIONS

15 years

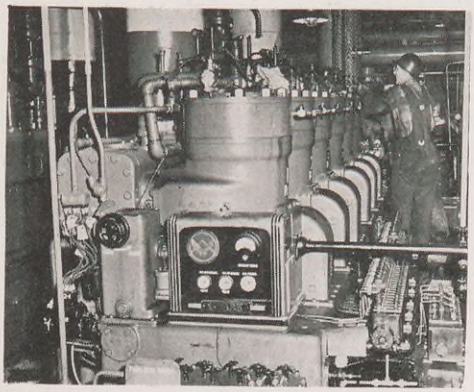
J. A. TETLOW . . . . . ATLANTA, OPERATIONS
F. E. DUTILH . . . . . ATLANTA, OPERATIONS
P. L. FRIEND . . . . . BOSTON, OPERATIONS
P. P. SHUMSKY . . . . . BOSTON, OPERATIONS

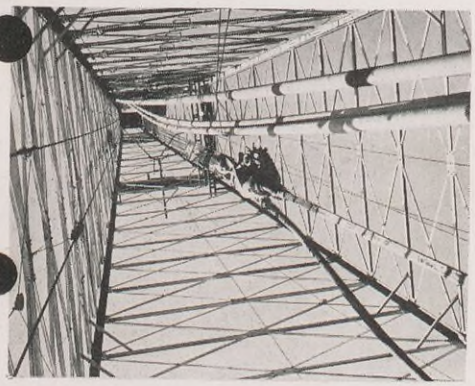
10 years

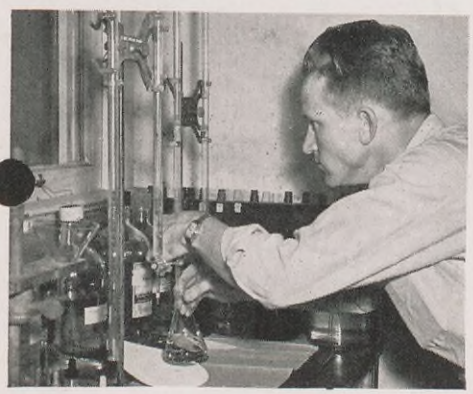
J. B. ELLERS . . . . . ALBANY, OPERATIONS
V. B. CONLEE . . . . . BALTIMORE, SALES
LORETTA H. MORIN . . . . . MINNEAPOLIS TREASURY
A. SCHAINKER . . . . . ST. LOUIS, SALES
F. T. HALL . . . . . ST. LOUIS, OPERATIONS

? WHAT DO YOU KNOW ?

Each month Shell News tests your mental agility . . . you don't have to be a petroleum expert to know the answers which are at the bottom of the page . . . upside down.







1. Upper left: This control panel at Wood River is in

   Cracking Laboratory
   Topping Loading

2. Upper right: A Shell-developed product aids greatly in synthetic rubber production. It is

   Toluene Lastex
   Dutrex Alkylate

3. Left center: The deepest well in the world was drilled in

   Mississippi New Mexico
   Louisiana Texas

4. Right center: This is usually referred to as a

   Loading Rack Christmas Tree
   Derrick Pipeline

5. Lower left: Approximately how many products can be manufactured using petroleum as a base

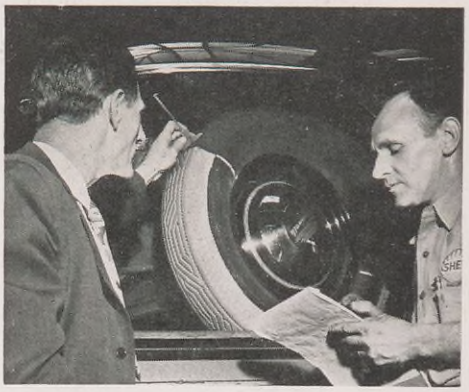
   100 500,000
   1,000,000 1,000

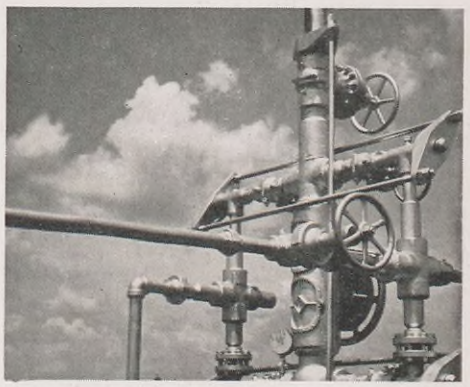
6. Lower right: Barges still carry petroleum products up the Mississippi and on other American rivers. The largest amount of oil ever transported by barge was recently delivered to which Shell Terminal

   Winona Bettendorf
   St. Paul Paducah

7. Below: The United States Navy used tremendous amounts of Turbine Oil. Approximately what percentage of these oils came from this Company

   100% 90% 80% 70%





Answers: (1) Cracking (2) Dutrex (3) Louisiana (4) Christmas Tree (5) Million (6) St. Paul (7) 90%

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