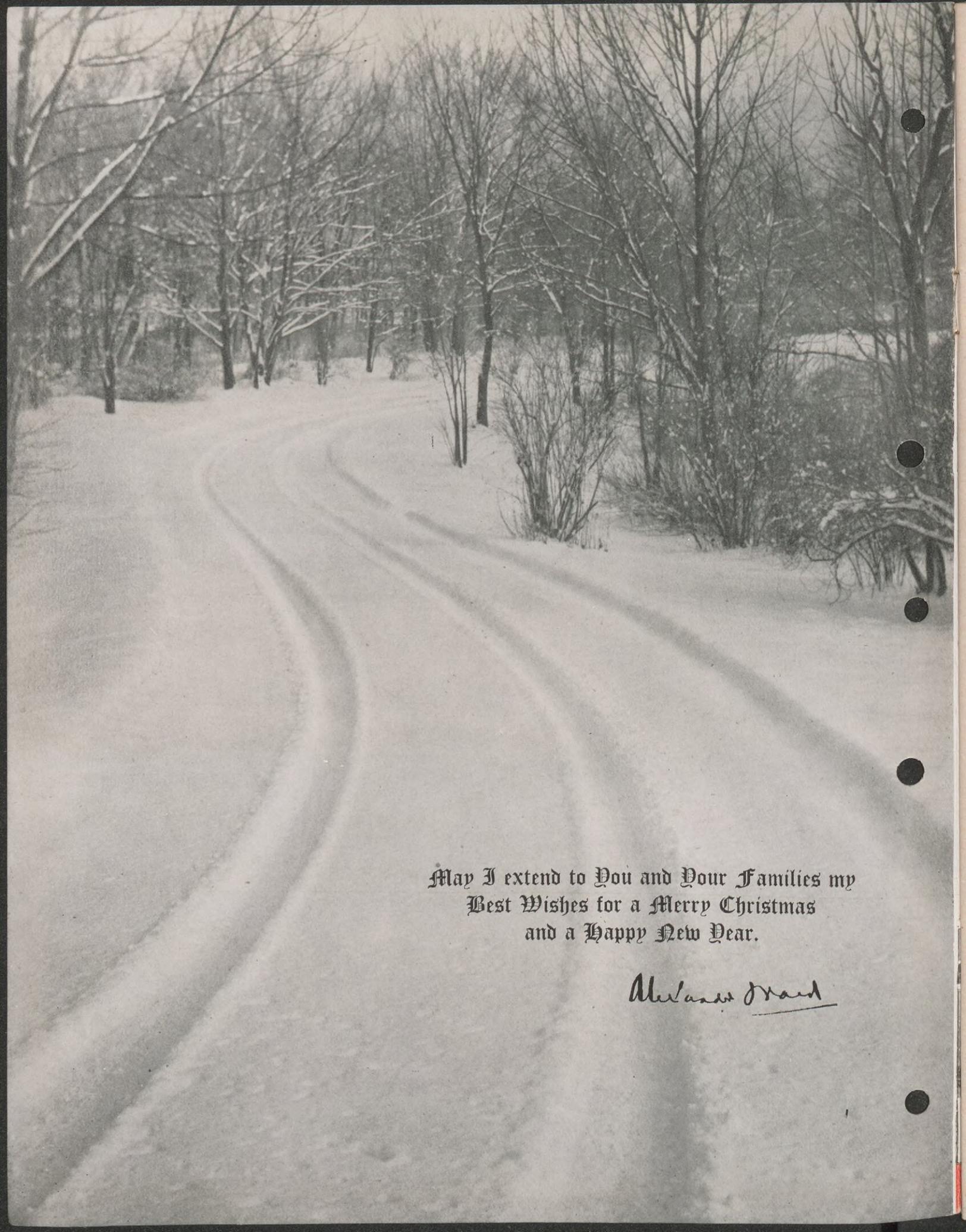


SHELL NEWS



Christmas • 1946



May I extend to You and Your Families my
Best Wishes for a Merry Christmas
and a Happy New Year.

Melrose Road

Christmas

CHRISTMAS is an old, unchanging story and yet its enchantment is eternally new. In this ever-green quality of Christmas lies its principal charm. It is a mixture of many odd and apparently unrelated items . . . the laurel wreath on a front door, candle light reflecting on snow-mantled pines, a sprig of holly in a lapel, the shining wonder in a child's eyes. It is the elevator boy's cheery greeting, good friends gathered for a party and the familiar, mellow carols ringing on the crisp December air.

Christmas is all of these things and more. It is the great religious time of the year when churches throughout the land celebrate the miracle of the Nativity.

It is the long awaited night for the children when Donner and Blitzen and Prancer and Dasher come galloping across the chimney tops to bring Santa Claus with his sled load of gifts.

It is the time of the year when families gather and it is in this respect that Christmas, 1946, will be a very special one. For the last four years millions of soldiers spent their Christmases thousands of miles away in bleak shattered cities, on lonely atolls, in hot deserts and in steaming jungles. This year most of them are home to gather around the hearth in the family circle.

Yes, on this Christmas the star will shine brightly in the East because once again, there is peace on earth.

SHELL NEWS

VOL. 14 • No. 11

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

DECEMBER • 1946

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AND it came to pass in those days, that there went out a decree from Caesar Augustus, that all the world should be taxed.

(And this taxing was first made when Cyrenius was governor of Syria.)

And all went to be taxed, every one into his own city.

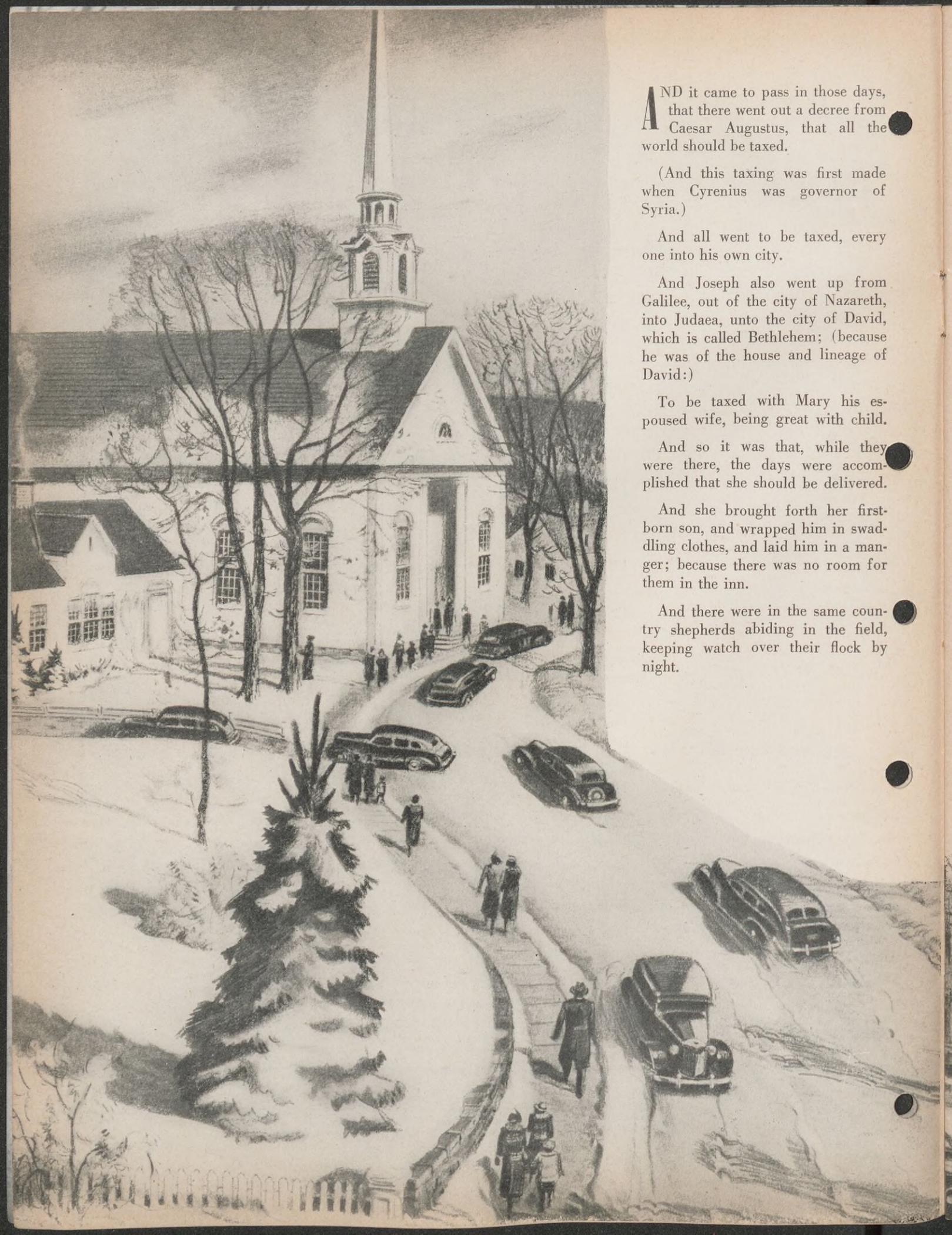
And Joseph also went up from Galilee, out of the city of Nazareth, into Judaea, unto the city of David, which is called Bethlehem; (because he was of the house and lineage of David:)

To be taxed with Mary his espoused wife, being great with child.

And so it was that, while they were there, the days were accomplished that she should be delivered.

And she brought forth her first-born son, and wrapped him in swaddling clothes, and laid him in a manger; because there was no room for them in the inn.

And there were in the same country shepherds abiding in the field, keeping watch over their flock by night.



And, lo, the angel of the Lord came upon them, and the glory of the Lord shone round about them: and they were sore afraid.

And the angel said unto them, Fear not: for, behold, I bring you good tidings of great joy, which shall be to all people.

For unto you is born this day in the city of David a Saviour, which is Christ the Lord.

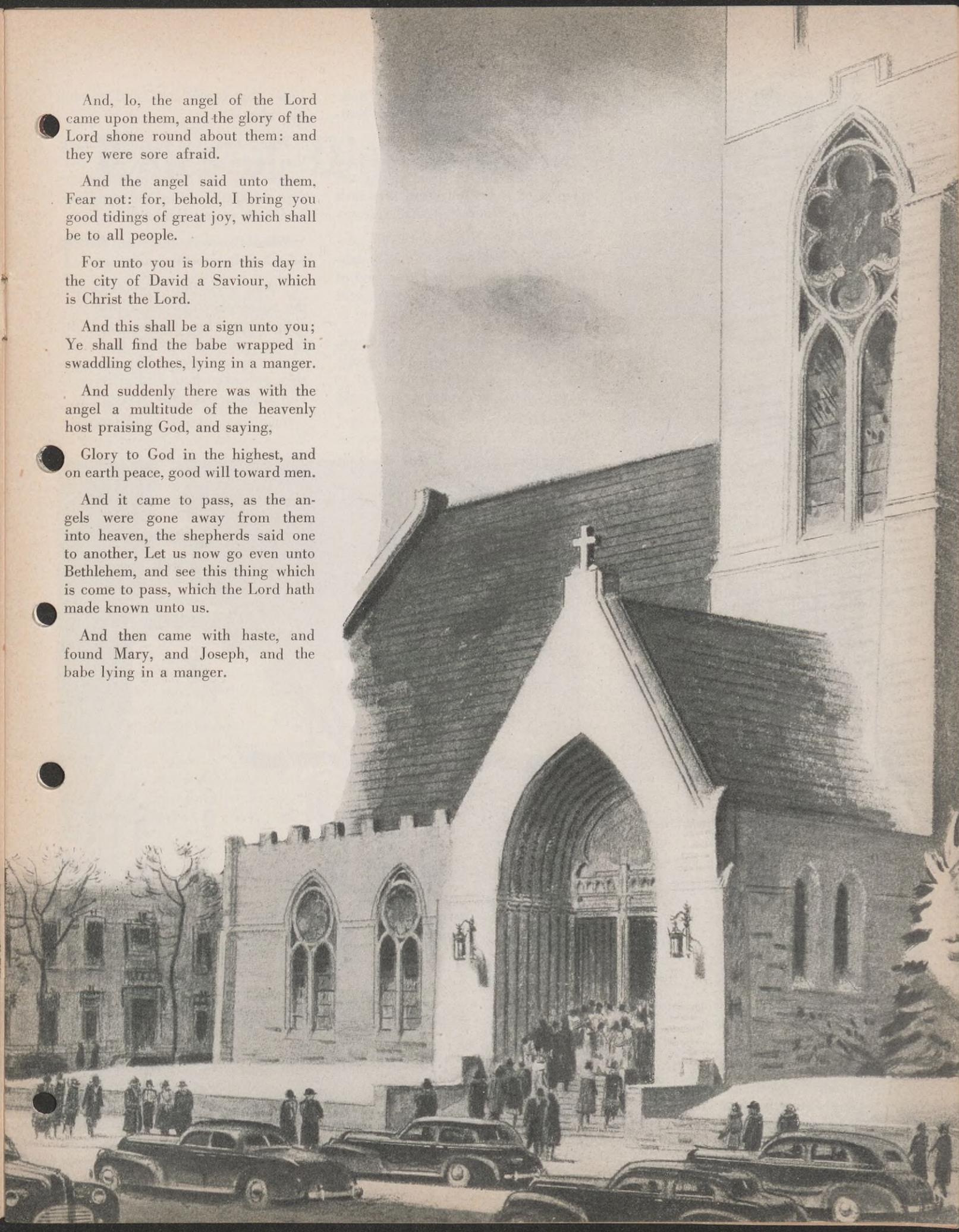
And this shall be a sign unto you; Ye shall find the babe wrapped in swaddling clothes, lying in a manger.

And suddenly there was with the angel a multitude of the heavenly host praising God, and saying,

Glory to God in the highest, and on earth peace, good will toward men.

And it came to pass, as the angels were gone away from them into heaven, the shepherds said one to another, Let us now go even unto Bethlehem, and see this thing which is come to pass, which the Lord hath made known unto us.

And then came with haste, and found Mary, and Joseph, and the babe lying in a manger.





And they said unto him, In Bethlehem of Judaea: for thus it is written by the prophet,

And thou Bethlehem, in the land of Juda, art not the least among the princes of Juda: for out of thee shall come a Governor, that shall rule my people Israel.

Then Herod, when he had privily called the wise men, enquired of them diligently what time the star appeared.

And he sent them to Bethlehem, and said, Go and search diligently for the young child; and when ye have found him, bring me word

again, that I may come and worship him also.

When they had heard the king, they departed; and, lo, the star, which they saw in the east, went before them, till it came and stood over where the young child was.

When they saw the star, they rejoiced with exceeding great joy.

¶ And when they were come into the house, they saw the young child with Mary, his mother, and fell down, and worshipped him: and when they had opened their treasures, they presented unto him gifts; gold, and frankincense, and myrrh.

Matthew 2

And when they had seen it, they made known abroad the saying which was told them concerning this child.

And all they that heard it wondered at those things which were told them by the shepherds.

But Mary kept all these things, and pondered them in her heart.

And the shepherds returned, glorifying and praising God for all the things that they had heard and seen, as it was told unto them.

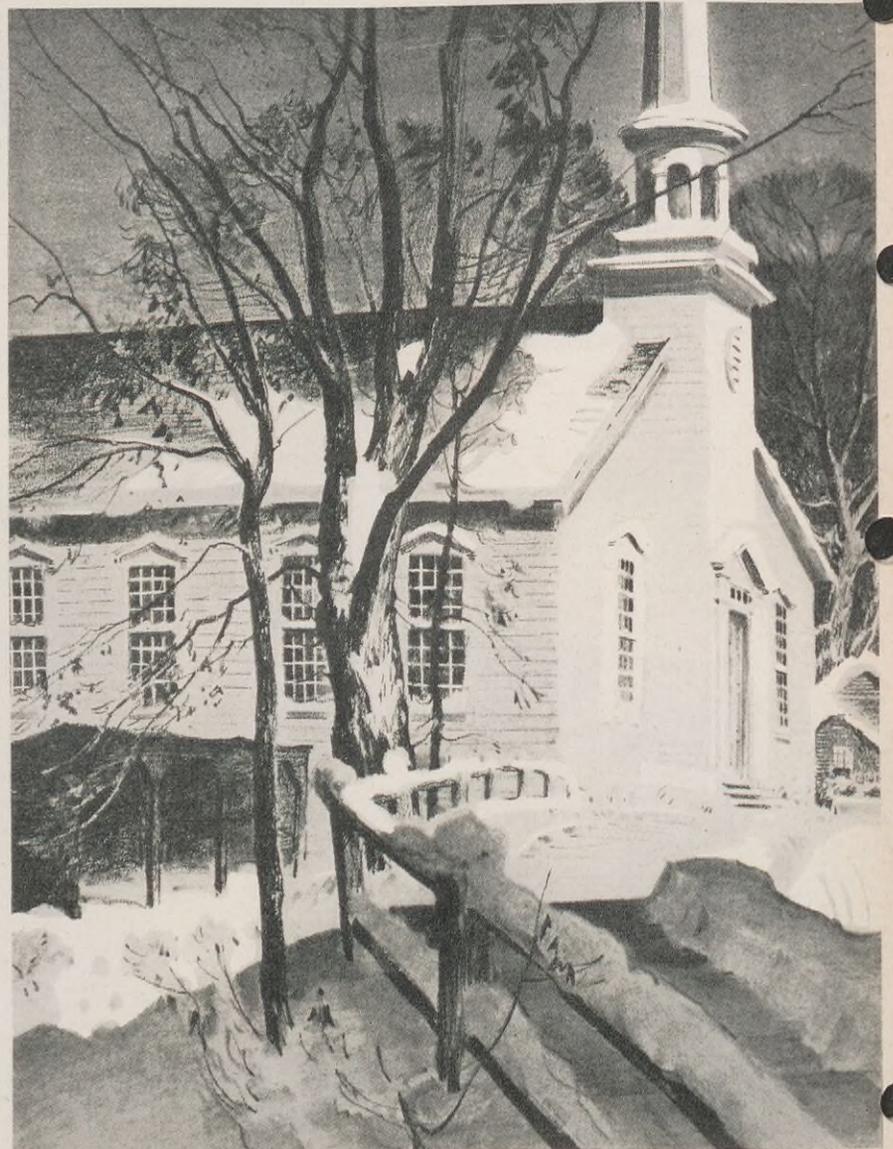
Luke 2

NOW when Jesus was born in Bethlehem of Judaea in the days of Herod the king, behold, there came wise men from the east to Jerusalem.

Saying, Where is he that is born King of the Jews? for we have seen his star in the east, and are come to worship him.

When Herod the king had heard these things, he was troubled, and all Jerusalem with him.

And when he had gathered all the chief priests and scribes of the people together, he demanded of them where Christ should be born.



Tales of War-Time Christmases

THIS year thousands of Shell veterans who spent war-time Christmases overseas are home.

They are home with unusual, unforgettable memories of Christmases in battle-torn Europe, in the wind-swept reaches of the Aleutians, on bleak, ravaged atolls of the South Pacific, or on gray ships plowing somewhere through December seas.

SHELL NEWS interviewed a number of these veterans who related a variety of harrowing, grim, and lonesome Christmas war experiences. This is their story.

E. L. Green, Senior Engineer at Houston Refinery, won't forget an exciting flight over the "Hump." Green, a colonel in the Corps of Engineers, was preparing for an ordinary Christmas celebration in 1944—ordinary except for the fact that he was in India. A Christmas tree, boxes from home and eggnog, "slightly short on the nog side," were the proposed bill of fare—until his superiors cooked up a less tasty menu.

Orders directing him to China required Green to leave by plane before dawn on the "Day." Shortly after take-off, most of the passengers in the C-46 settled down for a winter's nap. They were awakened by a sharp crack

when the plane was flying at 15 thousand feet. "It wasn't Santa's whip, either," said Green. The ship had lost an engine. With the pilot's "prepare to jump" signal, all thought of Christmas quickly evaporated. Baggage, express, and movable equipment were jettisoned hastily, and the plane managed to limp back to its base. Green and his companions started out again before daylight. The second time they arrived safely in Kunming, China with only "the usual storms, wing icing, etc. at 20 thousand feet."

On Leyte Island, Philippines that same year, L. C. Feray, Automotive Department, Houston Refinery, as an air force technical sergeant, helped fly bread to the front line troops for their Christmas dinner. He, however, dined on K-rations.

Meanwhile on the other side of the world, J. W. Thomas, also of the Automotive Department, Houston Refinery, was suffering as a prisoner of war with a number of Russian soldiers on the Rhine. His Christmas repast was one bowl of cabbage soup, his first meal in five days. Camp morale climbed several points, he remembers, when an American P-51 shot down a German fighter directly above the compound. Thomas bedded



E. L. Green recalls some terrifying minutes on abortive Christmas flight over "Hump," 1944.



Polish refugee orphans were honored guests at A. L. Ellerd's squadron Christmas party in England, 1944. Ellerd is at Wasson Gas Plant No. 1.



George T. Gray, Research Laboratory Assistant, Wood River Refinery, stood guard near Roer River, 1944. Concentration of German "88's" prevented delivery of Christmas dinner.



L. C. Feray flew bread to front line troops on Christmas.



Santa sheds for tropical deliveries at Manus, Admiralty Islands. That's a banana Christmas tree in background.



F. J. Link traded souvenirs with two English-speaking "fuzzy-wuzzies" Christmas, 1944.

down for the night on rock floors in freezing weather, and did not know for two weeks that his feet had been frozen.

Several thousand miles away, F. J. Link, Houston Refinery Shift Foreman, spent a less hazardous day with two New Guinea fuzzy-wuzzies. The natives, who had learned English at an Australian mission, represented their tribes in trading for souvenirs. Link's skipper gave him the day off to trade souvenirs with the small friendly warriors.

Christmas, 1944, will never be forgotten by G. M. McCawley, Chief Accountant at the Houston Refinery, who was in the Battle of the Bulge. Waist deep in snow on the coldest day of the campaign, McCawley, then a lieutenant colonel, and his men faced a deadly barrage. On Christmas his unit suffered its heaviest casualties, and one company was wiped out when the enemy steam-rolled its members as they tried to hold a road crossing. Overhead, a shuttle of thousands of American planes pummeled the Germans. Nobody thought much about Christmas, though. In fact, Yule dinner arrived ten days later.



Orvin F. Smith dined on a bag of nuts and a shriveled apple in a German field hospital.

Christmas, 1944, was a hot one for J. T. Kirk, Chief Cost Clerk, Houston Refinery, who was then a Seabee lieutenant in Manus, Admiralty Islands. With the mercury pushing 115 degrees, Navy personnel decorated a banana tree and exchanged gifts they had fashioned in the base workshops. Kirk recalls, "So much effort was put into making this a 'real' Christmas that being away from home was forgotten for a few hours." Santa Claus, incidentally, appeared with no shirt, a cotton beard, Navy rubber boots, and a pith helmet. He carried—you guessed it—a sea bag.

James E. Lane, Terminal Operator, Massachusetts Products Pipe Line, is a New Englander who was on Parry Island in the Marshalls in 1944. "Instead of the ground being covered with hard-packed snow," he notes, "it was covered with white coral sand. There were no evergreens or wreaths of holly to express the Christmas spirit—only a few cocoanut trees swaying in the breeze. The weather was warm, and that alone made it hard for a New Englander to believe it was Christmas."

A makeshift German field hospital



After eight months of Kamikaze attacks on the aircraft carrier Hornet, William Rozett, Jr., Manager, Special Products Department, Boston Division, was "sweating out" return to stateside Christmas, 1944.

was a desolate Christmas haven for Orvin Smith, Terminal Clerk, Harris-town, Illinois that same year. Four days earlier his leg had been ampu-tated after he had been wounded and captured during the German break-through. Seventeen wounded Ger-mans lay near him in the hospital, and each received a gift package from the German Red Cross. Smith's ration was a bag of nuts and a shriveled apple.

The Japanese paid several Christ-mas calls in 1944, according to H. M. Luttrell, Products Pipe Line Loader at Terre Haute, Indiana. Luttrell was an infantryman in the Philippines when "Betty" bombers, a flight of Zeros, and finally a Nipponese naval task force played Santa Claus with lethal intent. The Christmas turkey line reformed three times before he finally reached the service tables. Two attacks had sent everyone but the turkeys scurrying for cover.

An oil refinery at Blechhammer, Germany, was pounded by United States air forces in 1944. Max J. Roussel, Treater Helper, Norco, par-ticipated in the air raid there on Christmas Day.

The hold of a transport ship in

New York harbor put some limita-tions on Oliver Stone's 1944 Christ-mas activities. Stone, now with the Legal Department at Houston, had expected to be at sea but sailing had been delayed, apparently by the un-certainty of the war's progress in Europe. The stranded soldiers aboard managed to muster a reasonable, though somewhat cramped, facsimile of the gay celebrations which were almost within earshot on the shore several hundred yards distant.

There was rain for Christmas, 1944, according to P. J. Higgins, Produc-tion Department, Houston. Then a marine, he remembers the downpour which drenched his Christmas feast. "Our battalion had just completed the landing strip on Morati Island and was preparing to move out," he recalls. "Christmas eve we loaded the ships and were tying the loose ends Christmas morning. It rained all the time. The cook's dog house had been torn down before noon, but the pots and pans containing the turkey and other 'stuff' had been covered. With rain running down our necks and down our sleeves with every bite, we stood and ate turkey and dressing, and it tasted mighty



This Santa needed no padding, according to K. R. Bowie, District Superintendent, Quit-man, Tex. (standing third from left). Tree, improvised from timber and camouflage net, was aboard ship New York bound from Cal-cutta, 1945. Temperature, incidentally, was 110 degrees.



Christmas dance at Furstenfeldbruk, Ger-many, was one of chief Yule diversions for homesick servicemen. About 20 UNRRA girls were welcome guests.



American soldiers flocked to Hitler's former playground during Christmas season in 1945. German ski instructress (third from left) gives G. I.'s some pointers.



Many G. I.'s practiced Christmas Christianas on slopes of Zukspitz, highest winter mountain in Bavarian Alps, scene of 1936 winter Olympic Games. Time: 1945.



William Michel spent an uncomfortable Christmas night in 1944 in "buzz-bomb" alley.



David Mahoney (above) and Gordon Legg (below) were forced to seek cover from Jap planes during native carol recital.



good. Our mood was festive, despite the rain, the mud, and eating from a standing position, for we were leaving the place."

In Leyte Gulf that Christmas, H. F. Pierce, Exploitation Engineer, Houston, was aboard Freight Supply Ship 309. The Christmas dinner menu offered turkey, cranberry sauce, and fruit cake for those who were fast eaters. But the slow diners were driven from the feast by a Jap air raid. The attack lasted an hour—just long enough for the dinner to become cold. As Pierce puts it, "fortunately the only casualty that day was one Christmas dinner for the F. S. 309."

Dixon D. Hedges, Land Department, Houston, will not forget the unexpected guest his aerial photo interpretation unit had on Christmas, 1944, near Gosselies, Belgium. "We had worked hard all day at our headquarters, and were returning at midnight to our billets for a much needed rest. We had been warned that Nazi paratroopers had been dropped in our area. One of the sergeants thought he saw a movement in his room as he entered. He whipped out his "45" and switched on the light. A few feet away was a German paratrooper trying on one of the sergeant's blouses. Both were startled, but the GI beat the Nazi to the draw."

Meanwhile, aided by a compass and information from Belgians, H. W. Pliske, District Salesman, Cleveland, and five others were moving stealthily toward Bastogne by night. Christmas marked the fifth day that the group

had been cut off behind the enemy lines. Twice they had been halted by wary sentries, and twice they had managed to bluff the guards by responding briefly in German. Their Christmas dinner was a cow beet, dug from its winter mound, and a chunk of stale bread which a Belgian woman had given them the previous night. After their meager meal, a sergeant read loud from a prayer book and Pliske in turn read the Bible. Several cow beets, three more "halts" by sentries, and five nights later they managed to sneak through the Nazi lines into Bastogne.

Not far away, near Liege, Belgium, William Michel, Treasury Section Clerk, Minneapolis Marketing Division, spent an uncomfortable night in the rain on a bluff overlooking his billet. His headquarters detachment had been mustered to defend the position as the battle for Bastogne progressed. Michel says he spent most of the night worrying about the German rocket bombs which were flying overhead in what he calls "buzz-bomb alley"; however, none landed near his company.

A Christmas Midnight Mass by moonlight on the English Channel occupies an important place in Thomas F. Healy III's memory book for 1944. Healy, now a Fuel Oil Salesman in Rhode Island, sat on the fender of a half-track aboard an LST bound for France from England as a priest celebrated Mass. A mess table, covered with white sheets and decorated with two candles which could not be lighted because of the black-out, served as the altar. Every man who was not on watch—450 in all—attended the unique service.

Christmas carols sung that night by natives of the village of Guinan, on the Island of Samar, were interrupted for David M. Mahoney, Fuel Oil Salesman, Boston, and Gordon L. Legg, Dispatcher, Cambridge, Mass. Twice, Japanese air raids forced native carolers and American sailors who were joining in the singing to disperse.

James W. Ritchey, Control Laboratory Tester, at Wood River Refin-



James Ritchey attended candlelight services in Jerusalem, 1943.

ery, spent Christmas, 1943, near the birthplace of Christianity. The day before he had obtained permission to travel from Payne Field, Cairo, to attend special candlelight service in Jerusalem, at which 250 soldiers from Middle East units joined in a world-wide chorus broadcast. Next day he visited various monuments in the city and dined at a Special Service kitchen.

On Africa's Gold Coast, John A. Mawhinney, Jr., Chief Clerk, Personnel and Industrial Relations Department, Regional Staff, Houston, was the proud recipient of a collapsible Christmas tree sent by his wife. The Yule tree was in odd surroundings, but all the more welcome because of that.

Lee A. Latta, Paleontologist, Exploration Department, Lake Charles, missed all but two hours of Christmas, 1944 when he crossed the international date line at 2 a.m. near Suva, Fiji Islands. He ate his Yule repast at the usual time—about noon, but by then it was December 26.

W. J. Snow, Machine Shop Foreman, Houston, was "snowed" under in the Aleutian Islands Christmas, 1943. Four sailors were killed by avalanches, and the "White Christmas" was further marred by a submarine alert and the approach of Jap observation planes.

Near Liverpool, England, S. Y. Sanchez, Engineering Field, Houston Refinery, spent Christmas firing 20 mm. guns at strafing Nazi aircraft while on guard at port docks. He was able to take time out, though, for C-rations. Next year Sanchez had the same bill of fare as he moved to the front lines near Tresee, France. General George Patton had been with his men Christmas eve drinking coffee from a tin can as German planes swooped low on strafing missions. Sanchez remembers that Patton exhorted his men not to fall back on the morrow.

Twenty hours of the Yule, 1943, were spent by S. R. Martin, Assistant Master Mechanic, Houston Refinery, in the hold of a Russian ship which was "manned" almost entirely by wo-

men. Working in 20 below zero cold, Martin was helping to rebuild the craft's bottom. Christmas dinner, the only break in the job, was served at 8 in the evening.

Christmas, 1942, was an exciting prelude to the Guadalcanal landing next day for J. W. Nixon, Assistant Chief Engineer, Houston Refinery. His ship zig-zagged all day through the "Slot," a channel through the Solomon Islands, and by nightfall he concluded that it had been one of the grimmest days of his life. His most vivid recollection was of the Christmas meals: three servings of navy beans and dehydrated potatoes.

Elsewhere, ice cream on a ten-below-zero day made the same day memorable for James A. Cleveland, Topping Department Gauger, Norco Refinery. Cleveland was stationed with the army at Julianhaab, Greenland, where the chapel in which Christmas services were held was anchored by steel cables to withstand 90-mile gales. Christmas night he went to a movie, but he was more thrilled by the northern lights which were "just like a giant rainbow flickering."

A letter from E. W. Thomas, now



Collapsible, foot-high tree pleased J. A. Mawhinney, Jr.



S. R. Martin (center) worked all Christmas Day making repairs in hold of Russian ship.



Snow-covered Quonset Hut was W. J. Snow's abode in Aleutian Islands, 1943. Death of four soldiers in avalanche, air attack, and submarine alert marred Yule festivities. (Mr. Snow shown in inset).

a Fuel Oil Clerk, Marketing-Service Department, St. Louis, describes an unusual church service in 1942 in Leopoldville, Belgian Congo. Thomas was curious about individual chairs in the large Catholic Church which were used as seats and then reversed with considerable scraping to use for kneeling in prayer. Bats swooped above his head, and altar boys wore no shoes. Collection boxes were made of copper and resembled "glorified soup ladles," but the congregation contributed so much that "the collectors had to pause now and then to stuff their pockets with the brimming currency."

Edith Sawon, Clerk, St. Louis Bulk Depot Office, won a prize—half of a Christmas cake—for the best decorated Christmas tree in the WAC detachment at Versailles in 1944. Most of the plans for a big celebration had been cancelled when the German break-through started, but

the military police finally held their Yule dance for the WAC's on January 5.

When the shooting was over, Shell men could celebrate something more than a makeshift Christmas. Fay J. Lalanne, Geological Draftsman, Exploration Department, Lake Charles, spent Christmas 1945 at the swank D'Angleterre Hotel in Nice, France. That's on the Riviera—a pleasant place to be any time.

At Seoul, Korea, Raymond W. Carlin, Laboratory Assistant, Exploration Department, Lake Charles, partook of beer flown from Japan for the occasion, and was entertained by curious native dances and music.

For T. T. Hendrix, Pipe Lines Terminal, Guilford, N. C., five days of sea travel lay ahead before his arrival in the United States in 1945. Although the sea was rough most of the soldier passengers dined heartily on

turkey. The night before, one of the GI's had undergone a successful appendectomy after the vessel had been slowed and turned into the wind to enable doctors to operate.

* * *

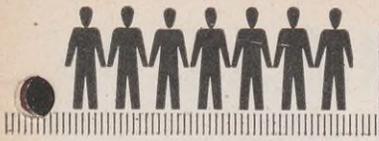
Shell veterans dotted the globe on war-time Christmases: from Saipan to Casablanca; from Aachen to Accra; from Anchorage to Brisbane. They fought or idled in remote tongue-twisting places, once strategically important and now all but forgotten.

If they had time to think about it, they probably dreamed of the gay celebrations at home, consoling themselves with thoughts of the many Yules to come.

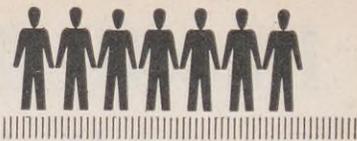
Christmas at home hasn't changed much, but for many ex-servicemen this year's festivities is the answer to dreams in far-away lands—a joyous exciting day of fulfillment.



Two American soldiers hitched Ole Dobbin to a sleigh for this ride down main street of Furstenfeldbruck, Germany, Christmas morning, 1945.



THEY HAVE RETIRED



Tulsa Exploration and Production Area



J. E. Slate, Production



J. J. Hubberstey, Production



G. W. McAfee, Production

New Orleans Exploration and Production Area



James A. Short, Production

Willem Mullemeister, General Planning



Head Office

Wood River Refinery



Anton F. Fanke (center) shown with a group of his associates in the Boiler House who presented him with a money filled wallet.



Adolph H. Eppel (center) about to receive a going-away gift from his fellow Tinners.

REORGANIZATION OF EXPLORATION AND PRODUCTION ACTIVITIES

THE Texas-Gulf Area of the Exploration and Production Department has been divided into three new areas to be known as the Midland Area, Houston Area, and New Orleans Area. The former Mid-Continent Area will be known as the Tulsa Area, but it will retain its present organization. The purpose of this move is to improve the organization of exploration and production work and to decentralize responsibilities in an already large and still growing sphere of Company operations.

The managers of the new areas will be W. A. Alexander, Houston Area; B. Dykstra, Midland Area; E. G. Robinson, New Orleans Area. The Tulsa Area will continue under the management of R. B. Roark, Vice President.

The Midland Area will cover the

present West Texas-New Mexico Division and Districts. The Houston Area will be made up of the territory now covered by the South Texas and East Texas Divisions and the Tyler, Houston, and San Antonio Districts, except for North Louisiana and South Arkansas which are to be within the New Orleans Area. The New Orleans Area will include all of Louisiana, South Arkansas, Mississippi, Alabama, Florida, Georgia, and the Atlantic Coast States.

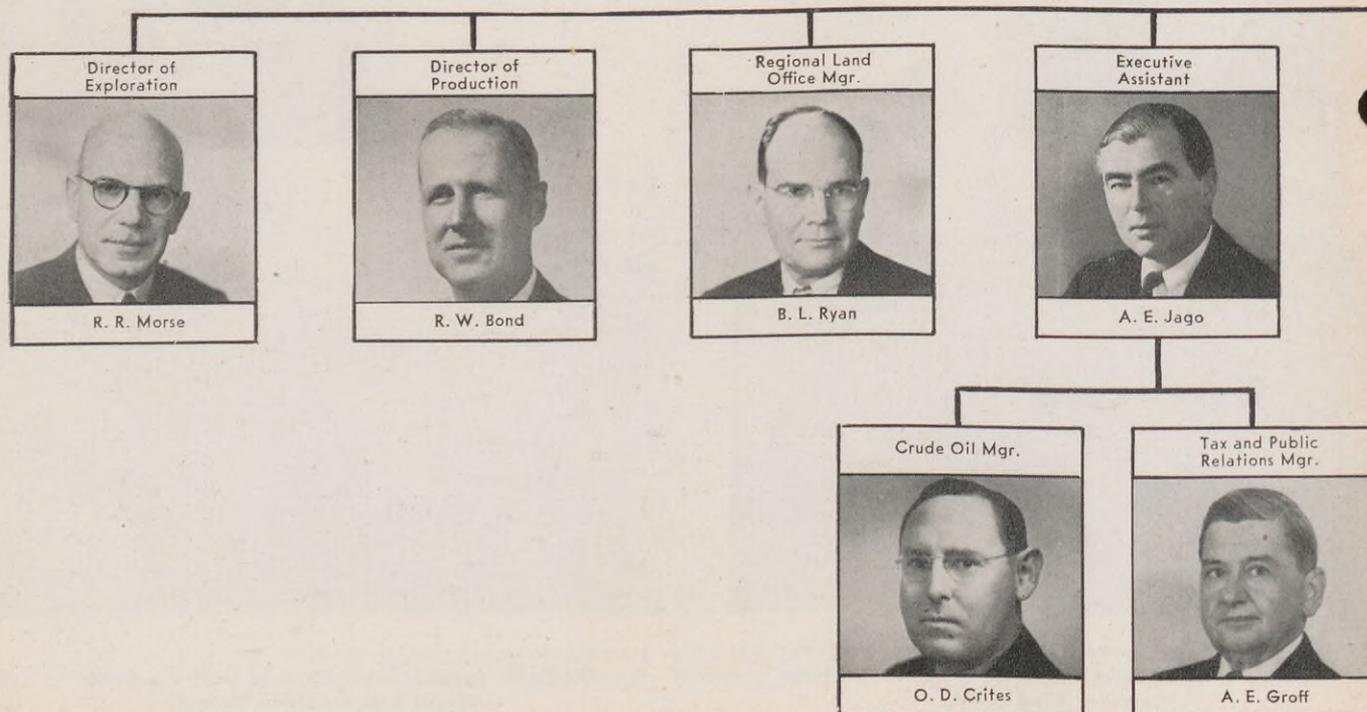
To coordinate the activities of the four areas a Regional Staff has been created at Houston with A. J. Galloway as Regional Vice President. Every major phase of Land Exploration, and Production work will be represented on the Regional Staff. Additional functions of the Regional Staff will be to act in an advisory ca-

capacity to the Regional Vice President and Area Managers and to assist in the preparation of budgets, plans, programs and training of personnel.

For the time being the new area managers will remain in Houston, establish their separate organizations, and rearrange the flow of work in the Houston Office. It is intended eventually to locate complete staffs in all of the three new area offices; but actual transfers of personnel will be spread over many months due to the difficulty of obtaining houses and office space.

On these pages is a chart of the East of Rockies Exploration and Production Regional organization; on the next pages (14 and 15) is a chart of the Area organizations.

R E G I O N A L



EAST OF ROCKIES

Vice President



A. J. Galloway

Assistant to Vice President



G. H. Stokes

Assistant to Vice President



P. L. Guarin

S T A F F

Director Gas-Gasoline



T. R. Goebel

Treasury Representative



E. R. Mueller

Personnel & Ind. Relations Rep.



J. H. Sembower

General Attorney



J. T. Dickerson

Automotive Supervisor



E. J. Strawn

Purchasing & Stores Rep.



O. D. Story

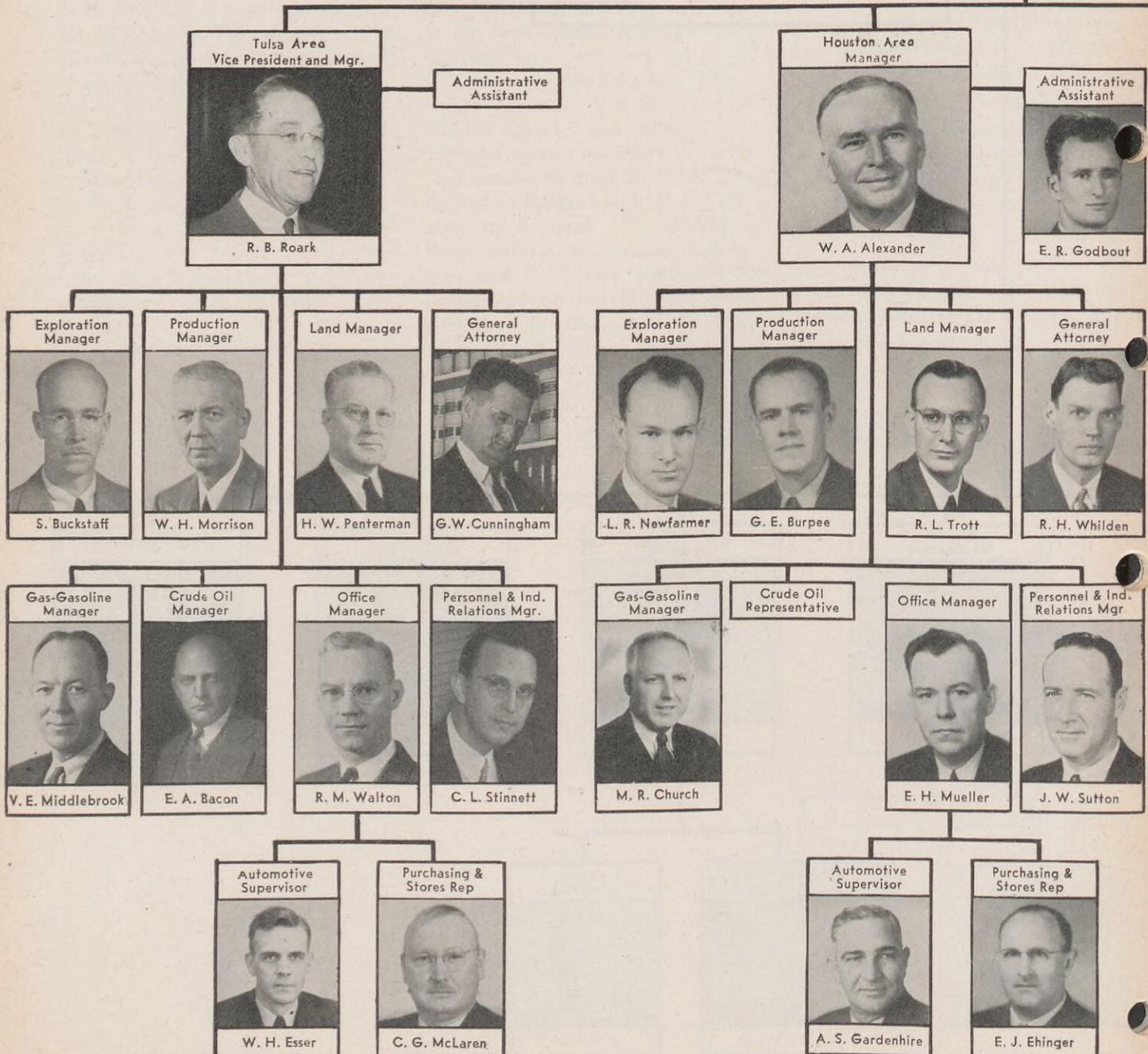
EXPLORATION AND PRODUCTION

Vice President



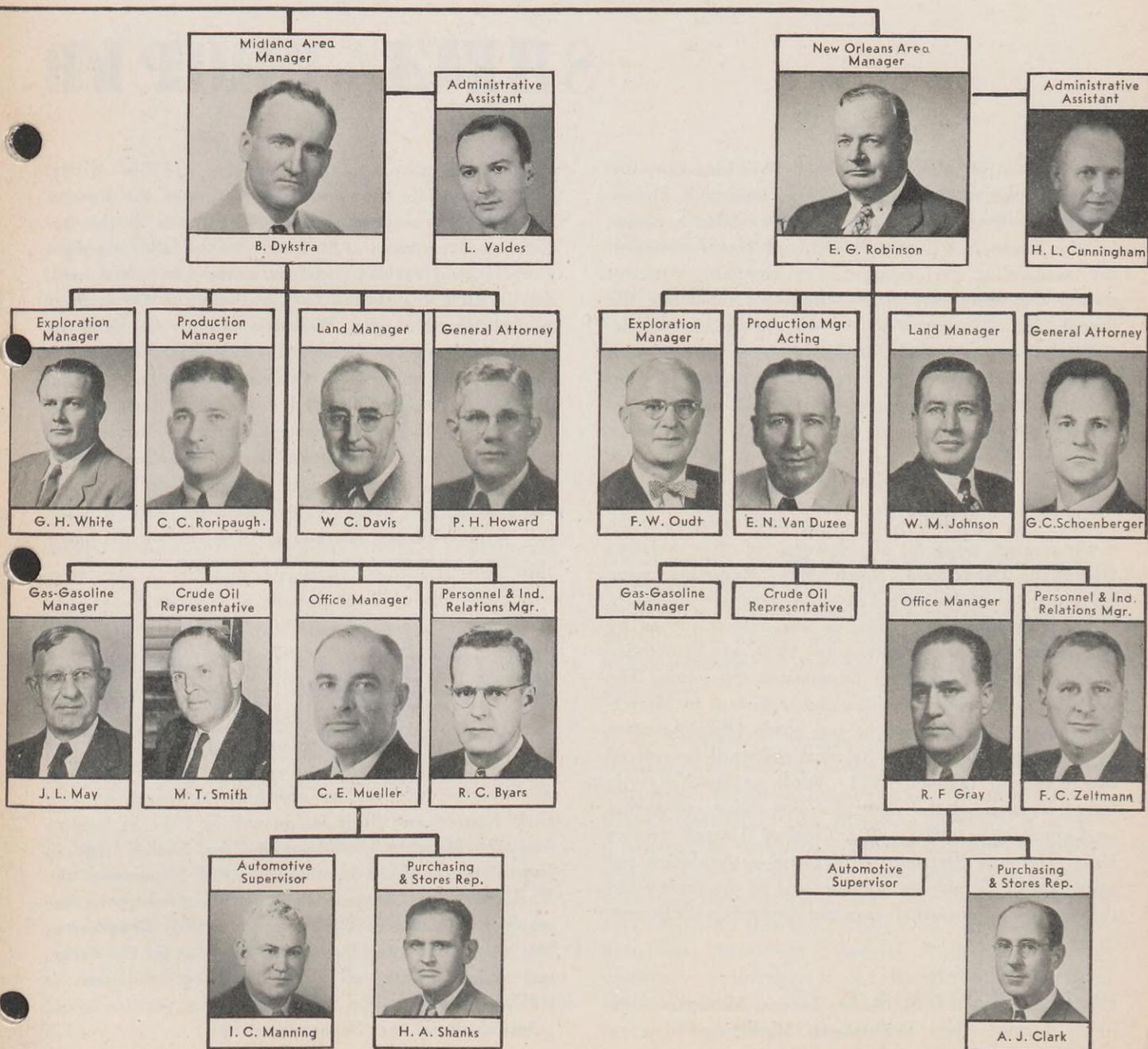
A. J. Galloway

O P E R A T I N G



EAST OF ROCKIES

ORGANIZATION





T. E. SWIGART



E. F. ZIMMERMAN



C. A. MILLER, JR.



R. M. CLOUGH

SHELL PEOPLE

T. E. SWIGART, President of Shell Pipe Line Corporation, received one of the petroleum industry's highest honors on October 17, when he was awarded a plaque by the Texas Mid-Continent Oil and Gas Association for outstanding performance as a company executive during the past year. The citation accompanying the award read, in part;—" . . . in recognition of distinguished service and able leadership in the development of the Texas Oil Industry." In the above photo Maston Nixon, left, past president of the Association, is shown making the presentation to Mr. Swigart.

EUGENE F. ZIMMERMAN was recently assigned to the newly-created position of Manager of the Aviation Operations Department, Head Office, Marketing, upon his return from Military Leave. A graduate of Washington University, St. Louis, he was first employed by Shell Petroleum Corporation in 1929 as Automotive Engineer in the Marketing Department, St. Louis. The following year he became Research Assistant in Marketing-Aviation and in 1940 he was made Office Assistant in this Department where he remained until he entered the service in October, 1941. While in the Navy Air Corps he attained the rank of Commander and served as Commanding Officer of a Combat Aircraft Service Unit. The new department will assist in the design and operation of all airport facilities and in the design and development of airport storage and dispensing equipment.

CHARLES A. MILLER JR. has become Manager of the newly formed Plant Department, Marketing, in a re-

organization move, effective December 1, 1946. Miller, a graduate of St. Louis University, joined the Roxana Petroleum Corporation in 1924 as a Clerk in the Accounting Department at St. Louis. In the following eight years he held various positions in the accounting field, and in 1932 transferred to the Marketing Department as Assistant Manager, Marketing Plant. In 1936, he became Operations Manager in the Marketing Department of Shell Petroleum Corporation at Jacksonville, Florida, moving to Cleveland in the same capacity two years later. In 1940, he was appointed Manager of Engineering and Maintenance in the Marketing Department at Head Office where he has served until the new realignment. The Plant Department which he now heads will work with the Marketing Divisions on all plant operating matters.

ROBERT M. CLOUGH has been named Manager of the newly-formed Automotive Department in Marketing-Operations. A graduate of Harvard University, Clough in 1926 joined the New England Oil Refining Company which was later purchased by Shell. In the following ten years he held various positions in Operations with Shell Eastern and Shell Union and in 1937 he became Assistant Manager of Operations for Shell Union in New York. In 1940 he was appointed Manager of the Marketing Plant Automotive Department where he has served until the recent realignment of this Department. The new Automotive Department will handle the design and maintenance of all Marketing truck equipment. It will also test, approve, and arrange for the use of all paints used by the Department.



J. H. HALL



H. E. DISCHINGER



H. P. INGERSOLL



A. SKIOLVIG



H. G. SWANSON

IN THE NEWS

JOHN H. HALL has been appointed Manager of the Engineering Department, Head Office Marketing. An engineering graduate of Washington University, St. Louis, he joined Shell Petroleum Corporation in 1932 as an Electrical Engineer in the Engineering Department of Head Office, Marketing, in St. Louis. Two years later he became Equipment Engineer in the same department and in 1936 was made Construction and Maintenance Superintendent of the Florida Marketing Division at Jacksonville. From 1939 until his present assignment, he has served as Superintendent of the East Line, Products Pipe Line Department, at Zionsville, Indiana.

HUGH E. DISCHINGER has been appointed Superintendent of the East Line, Products Pipe Line Department, to succeed J. H. Hall. Dischinger, who has been with Shell for more than 22 years, joined Roxana Petroleum Company as a Designing Engineer at the Wood River Refinery. Subsequently, he served as Safety Engineer at St. Louis and in 1940 he became Superintendent of the North Line, Products Pipe Line Department with headquarters at Harristown, Illinois which, later that same year, were moved to East Chicago, Indiana. He remained at East Chicago until his recent appointment.

HULLET P. INGERSOLL was recently appointed Superintendent of the North Line, Products Pipe Line Department, succeeding Hugh E. Dischinger. A veteran of more than 23 years service with Shell, he joined Roxana Petroleum Company as a Laborer at Arkansas City, Kansas, Refinery. In 1927, he was transferred to the East Chicago, Indiana, Refinery as a Topping Plant Stillman and in 1929 became Assistant Head Stillman.

He was named Assistant Superintendent of the East Chicago Terminal in 1940, and the following year he became Terminal Superintendent which position he has held until his latest appointment.

AGE SKIOLVIG was recently named Assistant Manager in charge of the Specification Division of the Operations Department, Head Office, Manufacturing, upon his return from military service. Skiolvig, who was graduated from Copenhagen College, Denmark, in Chemical Engineering, began work with Shell as a Laboratory Helper on the Pacific Coast in 1922. In 24 years with Shell he has held technical and administrative positions in both East and West of the Rockies territories. In 1940 he was named Manager of the Products Department, Head Office, Manufacturing, in New York, where he remained until he entered the service in 1943. While in the Navy he reached the rank of Commander serving in both the Atlantic and Pacific and in Panama where he was technical adviser to the Navy in the construction of pipe lines.

H. G. SWANSON, Manager of the Chicago Marketing Division, was recently elected Chairman of the Illinois Petroleum Industries Committee of the American Petroleum Institute. The Illinois Committee is a subdivision of the American Petroleum Industries Committee whose primary function is to keep oil men informed of legislation affecting the industry. Mr. Swanson has been associated with this work since 1933, having served on the Iowa Petroleum Industries Committee prior to assuming membership in the Illinois group in 1941. With 23 years of service with Shell, he is well qualified to head the Illinois Committee.

THEY DELIVER THE GOODS

The second of two articles on Shell's Transportation and Supplies Department



M. E. Grant, Manager of Marine Transportation



D. K. Laidlaw, Assistant Manager (Operations) of Marine Transportation



R. Bard, Assistant Manager (Planning) of Marine Transportation



A. C. Hultgren, Manager of Traffic Department



C. H. Wager, Assistant Manager of Traffic Department

THE ever-widening streams of finished products that Shell refines must be rigorously controlled in their passage to the marketing outlets. Many factors daily influence their course and the constant diligence of the Transportation and Supplies Department guides them to their ultimate destination. Thus, coordinating the available supplies of crude with refinery needs, and balancing the supply of refinery products with the demand for them are the respective tasks of T & S Crude Oil and Supplies Departments. Important as they are, these departments whose operations were discussed in SHELL NEWS last month form only a part of Shell Transportation and Supplies. Three other departments—Products Pipe Line, Marine Transportation, and Traffic—also play important roles in Company transport operations. Theirs is the job of arranging for the transportation of manufactured products to major distribution centers.

Products Pipe Line Department

Nearly 40% of the thousands of barrels of finished products moving daily out of Shell's three refineries east of the Rockies flow through the Products Pipe Line Department's extensive pipe line system. 69,000 barrels a day are handled by this largest

and newest of Company products carriers. The system gives Shell access to valuable markets in areas beyond the reach of water transportation where truck and tank car transportation costs would prove prohibitive. Products Pipe Line Department under S. S. Smith has the job of making full use of this system.

Less than ten years ago most oil companies were in the position of having to "wrap" and ship separately for over-land transportation every item their customers wanted. They had tank cars and trucks, of course. A few had gasoline pipe lines. But the trucks and tank cars were expensive to operate. Economically more practical, the gasoline lines were limited in use because of the fear of contamination. When it was necessary to move a variety of products, it was practically necessary to use more than one line.

In 1938, however, Shell man Syd Smith, assisted by Jack Hall, Norris Plank, John Kuehn, Joe Robinson, and others, developed to a practical working scale the idea of a multiple products pipe line. Through the new techniques and refinements evolved, it became entirely practicable to run many different grades of refinery products through one line without fear of contamination. Movement of the different tenders (batches) of products could now be controlled to the extent of knowing where each product was in the line at any given moment. This precision pipelining surpasses all other methods of over-land products transportation in economy and efficiency when sizable quantities are involved.

Precision pipelining depends upon knowing the exact position in the line of a given tender at a given time, and is possible only so long as the pressure control throughout the line is absolutely accurate. So Smith, C. D. Faires, Chief Engineer, and their staff

must establish and maintain intricate working schedules to keep operations functioning smoothly. Various types of pumps, meters, valves, and other automatic mechanical devices are among their mechanisms of control in the lines themselves. Specialized procedures and methods of administrative control throughout the department serve to insure the efficient application of schedule instructions.

Controlling every line movement is the Department's dispatching staff headed by Chief Dispatcher M. E. Overman and his assistant L. E. Garrison. Shell's teletype lines handle communications between the dispatching office in New York and the various terminal and line stations. Pumping and pressure instructions are sent out by the department 24 hours in advance and bulletins on hourly changes and special instructions can, of course, be sent out at any moment over the teletype circuit.

Invaluable in the New York dispatching section's coordinating activities is the products pipe line dispatching board, an ingenious affair which presents an accurate picture of the actual condition of the lines every hour in the day. Designed by Smith in 1938, the board represents the actual moving streams of products in the lines by means of a manually moved tape. The tape is scaled at an eighth of an inch to 100 barrels, and the various types of products are indicated by edging the tape with different colors. As Wood River Pump Station, for example, introduces new tenders of products into the lines, the kind and quantity of the product inserted is reported to the dispatching office which in turn introduces the appropriate color on the representative tape. Thus, the dispatching crew can see at a glance whether or not the actual location of the various tenders in the line conforms to their schedule instructions. Since the location of each pump station and intermediate terminals relative to "tender heads" is indicated on the board by metal markers, the dispatchers are in a position to arrange for speeding or slowing the movement of any tender simply by contacting the appropriate terminals over the teletype circuit.

Today T & S operates nearly 800 miles of products pipe lines. The largest is the section stretching from Wood River, Illinois, to Lima, Ohio. Over 350 miles of eight inch trunk lines form the backbone of this East Line. One extension, a six inch line, runs from Lima, Ohio, to Columbus. Shell has arrangements for transportation through a connecting line which runs from Lima to Shell's marine terminal at Toledo, Ohio.

Extending from Wood River 250 miles north through Illinois and Indiana to East Chicago is Shell's second eight inch products line. And in New England, a six inch line connects Fall River with Waltham and Worcester in Massachusetts. In addition to these products lines, Shell makes use of the 300 mile Bayou Pipe Line system, which is operated by Shell Pipe Line Corporation but owned by Shell Pipe Line Corporation in conjunction with five other companies. The Bayou system carries gasolines, kerosene and #2 Fuel from Houston to the Plantation Pipe Line which begins at Baton Rouge, Louisiana. Shell owns an interest in Plantation and operates eight take-off terminals along the line that extends from Baton Rouge all the way to Greensboro, North Carolina. All these lines carry the refined products to take-off terminals and depots from which they are transported by truck, tank car and tanker to consumer centers.

The products pipe lines form a large part of Shell's refined products transportation system—but only a part. Several other divisions of T & S have important roles in the great flow from the oil fields to the consumer.



S. S. Smith, Manager of Products Pipe Line Dept.



C. D. Faires, Chief Engineer, Products Pipe Line Dept.



M. E. Overman, Chief Dispatcher, Products Pipe Line



H. E. Dischinger, Superintendent East Line



H. B. Wyrick, Superintendent Massachusetts Line and Plantation Line terminals



H. P. Ingersoll, Superintendent North Line

Marine Transportation

Water transportation is cheap and is used extensively by Shell. Ocean tankers have ready access to the refineries at Norco and Houston, and to many of the marketing terminals, and the transport of finished products by barges and tankers to and from our various marine terminals effects vital freight saving. Arranging for this water transportation is the responsibility of the Marine Transportation Department under M. E. Grant.

Grant, D. K. Laidlaw, his operations assistant, and their staff, arrange for suitable marine carriers on long term contract or individual charter basis. Their biggest problem in coordinating the available shipping facilities with Shell needs is the development of adequate tonnage coverage. Starting with their knowledge of terminal requirements and the conditions at the source of supplies, they must calculate the shipping needed for every terminal. Deficiencies between long term tonnage in hand and short term requirements must be made up by special chartering.

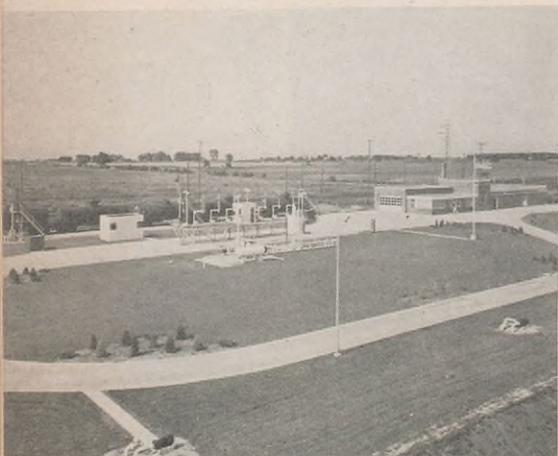
A major portion of Shell's marine transportation is carried by deep water tankers. About 70,000 barrels a day move by these large vessels from the two Gulf refineries to Gulf and Atlantic Coast terminals. The larger part is handled under long-

term contracts of affreightment. The Company's remaining deep water tanker needs are attended to by charter of individual vessels.

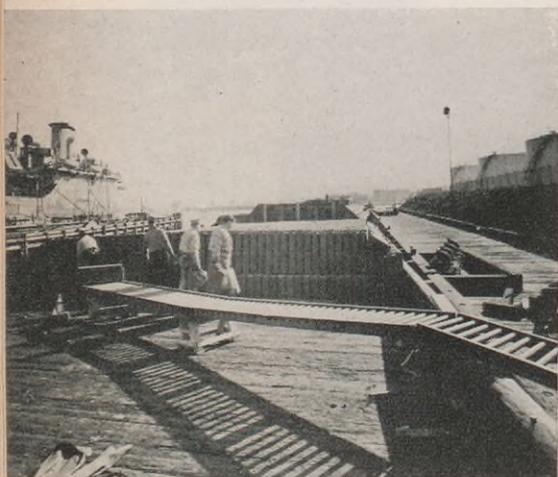
Powerful, ocean-going T-2 type tankers carry the bulk of this deep water freight. Powered by turbo-electric engines, these tankers carry up to 140,000 barrels of products a trip. These vessels are compartmented so that as many as seven different products may be carried on one vessel at one time. They make the round trip from Houston to Sewaren, New Jersey in approximately fourteen days.

Marine Transportation takes care of most of Shell's lake tanker needs through a contract with the National Oil Transport Corporation. The Marketing Department has terminals dotted all along the coast lines of the Great Lakes. These are ordinarily supplied from the East Chicago or Toledo pipe line terminals by lake tankers which sometimes carry products all the way from East Chicago to Detroit.

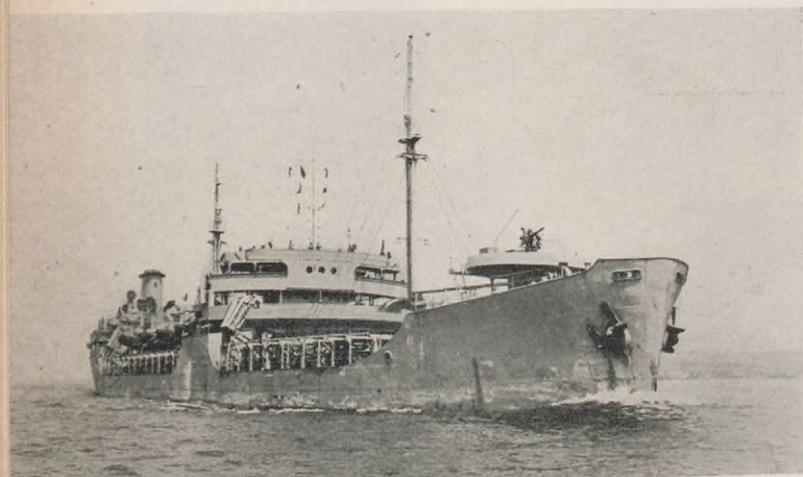
Barges play a big transport role for Shell. They carry crude oil into the Norco and Houston refineries, but the most important part of their work is the movement of finished products out to the multitude of marine terminals. Products for Shell terminals on the upper Mississippi River, for example, are generally barged direct from Wood River. Barges also move



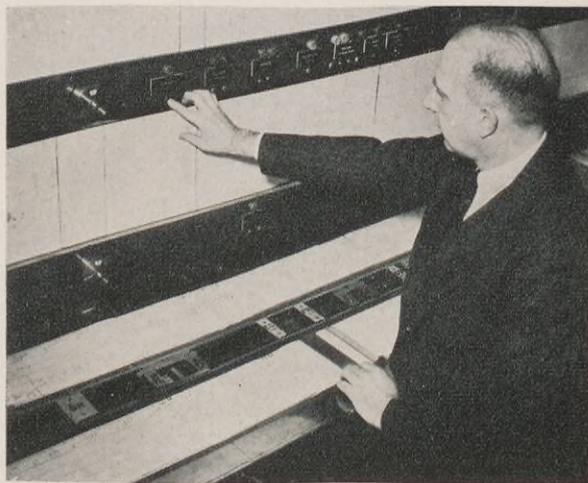
Products Pipe Line terminal Harristown, Ill.



A tanker being loaded at Sewaren



This type of T-2 tanker carries the bulk of the deep water freight



R. A. Bayless making a setting on the Products Pipe Line dispatch board

great quantities of products between terminals and from terminals to depots. Thus, products barged from the great tanker terminal at Sewaren, New Jersey, serve the entire Metropolitan New York area while product demands all the way from Washington, D. C., to Richmond, Virginia are filled from Wagner's Point, a smaller counterpart of the Sewaren terminal located near Baltimore, Maryland.

These barges vary greatly in size and shape. Most of the Mississippi-Ohio River barges are flat, rectangular-shaped scows, regular water sleds. These shallow draft barges are rigidly grouped together in small fleets and then pushed along toward their destination by power craft. Sometimes as many as 60,000 barrels of barged products are pushed by these small craft at one time. The barges in the New York area are also specially designed oil carriers, but they differ from the shallow ones used on the Mississippi. Instead they are very similar to small tankers with the important exception that most are not self-propelled, but must be moved about the harbor by regular harbor tugs.

Marine Transportation often is in position to see the need for new terminals or the necessity for changing tankage and dock arrangements or even eliminating existing terminals. Planning these new developments and

changes are among the most important of the Department responsibilities, and an entire section under Richard Bard, Assistant Manager Planning, handles this work.

Marine Transportation is invaluable to Shell. Waterways, however, fall far short of reaching all Shell terminal and bulk storage points, and moving products to locations beyond the reach of pipe lines and marine transportation is the province of still another T & S Department.

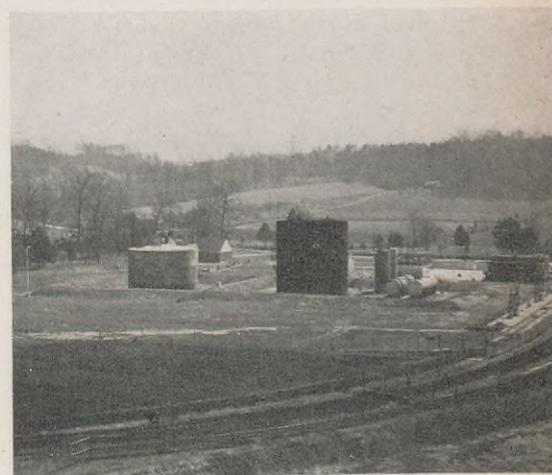
Traffic Department

Getting Company products overland to thousands of widely scattered depot terminals and customers is the job of the Traffic Department. In many ways Traffic's duties here are similar to those of Marine Transportation: that is, to provide the necessary transportation in the right amounts at the right places at the right time in the most economical fashion. A. C. Hultgren, assisted by C. H. Wager and his staff, has the job, and railroads and trucks are the means they utilize to take care of it.

Rail shipments handle much of the overland transportation. To meet its responsibilities Traffic enlists over three thousand railroad tank cars. Shell owned RPX tank cars make up the main part of the fleet. Ranging from 8,000 to 10,000 gallons in capacity, these cars are not compart-



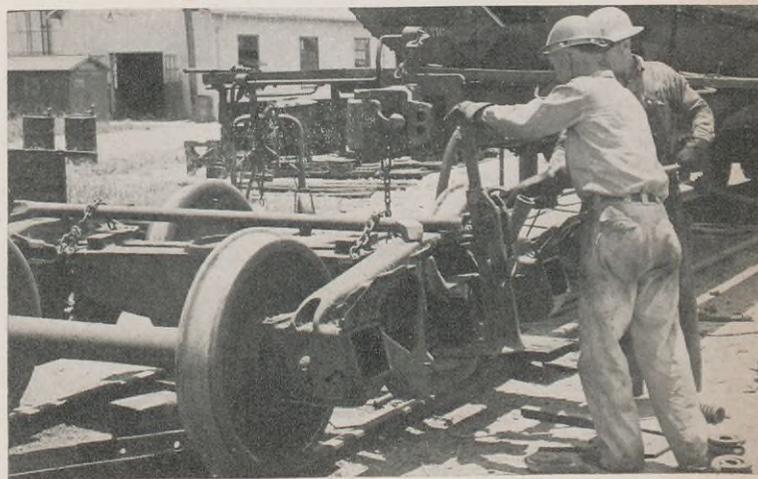
Barging plays a big transport role for Shell



Knoxville Depot along the Plantation Pipe Line



Shell-owned RPX tank cars range from 8,000 to 10,000 gallons in capacity



Defects are eliminated and cars reconditioned at Houston Refinery's Car Repair Shop

mented and carry a single product at a time. More varied as to structure and capacity are the UTLX cars the Company leases from the Union Tank Car Company. These range from 4,000 to 12,000 gallons in capacity and may have as many as three compartments. Specially constructed pressure cars are used for transporting propane, butane, liquefied gas blends, and natural gasoline.

Traffic, of course, has to keep track of the good and bad cars, make full use of those in good condition, and arrange for the repairing of those failing for one reason or another. The Manufacturing Department operates repair shops at each of the three refineries. Many an RPX tank car has had its face lifted at Houston, Norco, or Wood River. When for any reason Traffic does not have in service sufficient tank cars in good condition to balance its needs, it must contract for as many more or different cars as shipping needs dictate. In addition, the Department constantly supervises the routing of Company-owned equipment in the interest of economy and efficiency.

Quoting rate information and publishing rate schedules is the important service that Traffic Department rate clerks perform. These rate men have to pore over great stacks of tariffs to find the information and then must sort and index the knowledge in a huge bank of files. The Department

distributes and keeps up to date a list of rates between all Shell origins and possible destinations as well as rates of our competitors from some of their origins. A variety of rate structures exists for the many different Shell products, and the Traffic Department works with the railroads in determination of adequate and just rates for any new products Shell develops for which rates have not already been established. It is up to the Department to see that so far as is possible all rates new and old are in line with other related rates.

Traffic plays no less important a part in the trucking operations. Collaborating with common or contract carriers, it arranges transport hauls wherever needed. It works closely with Marketing in determining the location and extent of transport needs and, along with the Marketing Divisions, negotiates and signs all the necessary contracts. Generally, a trucking concern must have permission of the Interstate Commerce Commission or some other regulatory body before it can operate in a territory, and Traffic must work with its haulers to obtain the necessary "operating authority."

Keeping all concerned informed as to current rates and rate information is just as important in truck shipping as in rail shipping. So Traffic has again the same problem, of contacting the various carriers and, when neces-

sary, State and Federal regulatory authorities for the establishment of appropriate rate charges. In that connection claims against the railroads for overcharges, losses, or damages all must be handled by the Department.

Traffic assists Marketing by analyzing truck hauls reported by Marketing Divisions to determine that the hauls are in accordance with Company policy, within the scope of the carrier's authority, and the contract or tariff involved. The Department checks those freight bills which for one reason or another cannot be checked in the field. Time required to make deliveries is also analyzed periodically to determine if shipments are moving over the fastest routes.

Still another of Traffic's functions, related not only to trucks but also to the rails, is to analyze the rules and regulations of the Bureau of Explosives that affect Company transport activities. And closely tied in with rail and truck transportation are the problems of arranging transportation for Company personnel when their duties require traveling. Traffic's passenger section functions effectively in supplying these needs. Traffic's job is a large one, but a job well taken care of for Shell.

"Well taken care of . . ." in fact, describes all T & S operations. These operations make up an all-important chapter in the story of Shell.

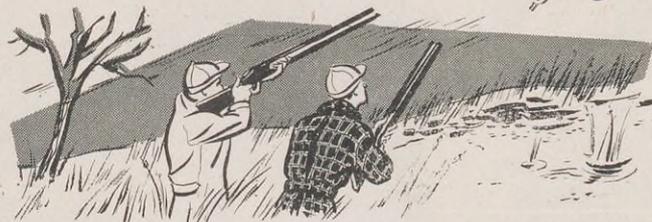
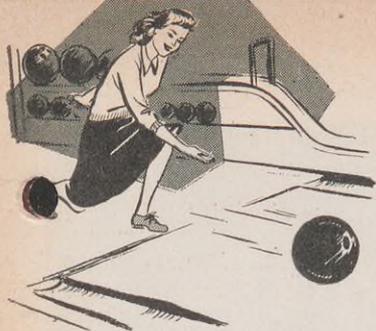


One of the Shell tank trucks



Newtown Creek Depot of the New York Marketing Division

AFTER HOURS



Employees of the North Connecticut District, Boston Marketing Division, with their families at the District's annual outing.



The Chattanooga Choo Choo was but one feature of the picnic, held at Chattanooga's Warner Park by Shell employees of the Plantation Products Pipe Line Terminals and their families



Shell Pipe Line Corporation employees and guests line up for food at the annual picnic of Safety Chapter 22, held at Kilgore City Park, Texas.



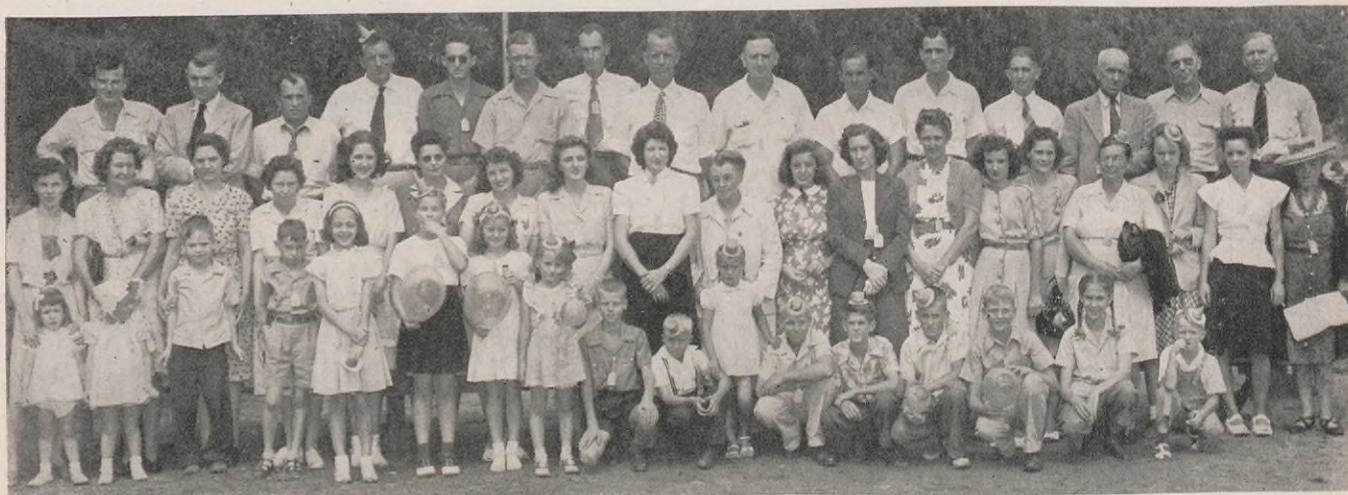
The Shell Employees Association of the Tulsa Exploration and Production Area held its first post-war Handicap Golf Tournament. A group of participants is shown.



Champion Leland Baker rims the cup in the final round against runner-up Andy Schurtz.



The annual picnic of the Lansing District, Detroit Marketing Division was held earlier in the year



Above: Old and young gathered at Suttles Park, Charlotte, North Carolina, for the annual picnic of Shell employees at Greensboro, Charlotte and Spartansburg terminals of the Plantation Pipe Line.

Below: Employees and their families at a "90,000 Gallon Party" at the Shell Wasson No. 2 Gas Plant, Denver City, Texas. The affair was staged to celebrate the Plant's record of 90,000 gallons of gasoline in one day's run.





Above: The Detroit Marketing Division employees held a dinner dance last month at Botsford Tavern, an historical Detroit landmark. In keeping with the setting, square dances were featured.



Shell's McCamey District Softball Team which recently won first place in the McCamey City League.



Right: Members of the Minneapolis Marketing Division Office Staff admire the bride's rings at the reception following the marriage of Miss Lorain Olson, Division Office Clerk.



Shell employees at Sewaren gather at the outdoor grill during the Sewaren So Shell Club picnic, held at Roosevelt Park in Metuchen, New Jersey.



The Eighth Annual Shell Ten Year Club Banquet for Houston Refinery Employees was held recently. 425 members attended.

NEW YORK'S SHELL PLAYHOUSE



Two romantic duets, William Cummings and Carolyn Holdgrun and Janet Shepherd and George Walker.



The quartet: Bernard J. Langguth, W. D. Gibson, F. C. Carter and Leon Harris; and the song: "I'll probably go on living in New York."



A sketch in rehearsal.



The board of strategy holds a script conference.

ON December 6th and 7th, the Shell Playhouse, a new dramatic group, presented "Shellebrities of 1946" before a capacity house in New York City's Barbizon Plaza Theater. A musical in two acts, the revue was completely Shell in every respect as all the members of the Playhouse are employees of Shell or Shell affiliated or associated companies and all material was original.

The story of the Playhouse goes back to 1944 when Dave Urmston and Frank Carter, at that time both of Head Office Transportation and Supplies Department, began toying with the idea of forming a dramatic club. Concrete action was taken in May, 1946 when a questionnaire was circulated to interested employees. The response was enthusiastic and uncovered a variety of hidden talents and interests which included every phase of theatrical production.

The first step was to secure a theater and after considerable negotiation the Hotel Barbizon Plaza Theater was reserved for the evenings of December 5, 6, and 7. With the cash deposit made, the die was cast and the Playhouse venture was launched.

The next move was the election of officers and by mail ballot the 88 members selected F. C. Carter, President; R. H. Firth, Vice-President; Tora Tillstrom, Corresponding Secretary; Mary A. Duffy, Recording Secretary; and D. T. Urmston, Treasurer. Shortly after the election Dave Urmston was transferred to the Indianapolis Marketing Division Office and Kathleen A. Schretzman was appointed to fill his unexpired term.

Because of its growing popularity the club was expanded to include employees of Shell Union, Shell Chemical, Shell Development and Asiatic Petroleum.

The group decided to stage a revue composed entirely of original

material as its first presentation as this would afford the greatest number of persons a chance to participate. From the beginning the Playhouse has operated on the "workshop" principle and every effort has been made to give each member an opportunity to work in a field in which he is interested.

To gather material, a Sketch and Song Contest was promoted and when the deadline date arrived 21 songs and 11 skits had been submitted to the Board of Judges composed of Anna R. Clarke, Pernin G. Potts, Helene Bogstahl, Barclay Van Dyke, William J. Cummings and Marguerite L. Schmidt.

Eight sketches were selected and tryouts were held in mid-October at which time the eight directors auditioned the aspirants and assigned roles. The chorus call brought out such a large group that two separate lines with 16 girls in each were formed. In the show each line did three routines. At the regular rehearsals on Tuesday and Thursday nights the individual units rehearsed separately and the entire cast was assembled only four times prior to the dress rehearsal on December 5th.

Operating on a limited budget, the Shell Playhouse could give many pointers to the producers of "Shubert Alley." For example, costuming the entire cast promised to be a costly procedure, even on a rental basis. Betty Craik and Emmy Fine conducted some research in various yard goods outlets and found that by making the costumes it would be possible to keep within the budget. Accordingly, the ingenious Miss Craik set about designing the costumes. To stretch materials as far as possible the costumes were fashioned so that various pieces might do double duty. Therefore, the same skirt or blouse might appear in several of the numbers but so cleverly were the costumes

designed that this was not noticeable.

Catherine Ryan headed the Costume Committee and under her direction a large corps of helpers spread out the various materials on floors and desks and cut out the patterns. Volunteer seamstresses then took the cut-out pieces home with them and, with the aid of mimeographed instruction sheets, completed the job.

The variety of props needed for the sketches were for the most part brought from home by enthusiastic actors. With the wide range of topics satirized in the various skits, the search for necessary props often resembled a scavenger hunt.

Betty Craik as Publicity Director edited and published "Program Notes," a mimeographed circular which printed news of interest to members. Prior to the show, this appeared every ten days and it is planned that it will continue on a monthly basis.

Production Manager of the revue was Jack Phillips and he assumed all the headaches which traditionally go with this post—the designing, construction and painting of scenery; makeup; prompting; properties. The position of Stage Manager was held by Bill Moore.

Doug Burleson was Business Manager and as such had charge of the printing and distribution of the program, management of ushers and myriad other tasks.

Marie Winters and Charlotte Quick undertook the tedious but necessary job of copying music. They also formed the nucleus of an orchestra with Miss Winters as manager.

As for the production itself, "Shellebrities of 1946" was a well-rounded musical, complete with chorus, sketches, production numbers and individual specialties. The workshop principle extended through the entire production and most of the songs and sketches were the product of many minds and talents. Frank Carter, the President, served as overall director and collaborated in the writing of several of the songs and skits.

The skits satirized topics of the day including such subjects as radio quiz

shows, parents' trouble with baby-sitters, the tribulations of a telephone operator and, of course, the well known apartment shortage. Sly digs at Grand Opera highlighted the sketch "At the Opera" which featured a transition from classical music to low-down boogie. Over-stuffed Wagnerian figures wearing mop-like wigs added to the general hilarity. A song and dance routine "9-5" set forth the career girl's week—from Monday morning's reluctance to Friday night's exuberance. Production numbers in the Ziegfeld tradition were "Fiesta," the first act closing, and the grand finale "Christmas Shopping in New York." Outstanding in the music department were "The Stars Rained Music," a love song by Walter Pevney and "Fiancée's Lament—1946," an amusing novelty song by Ruth Burnett.

The colorful, fast-moving revue is but the first in a long series of presentations which the ambitious group has planned for the future. It is a future which involves extra hours of labor which is often dull or back-breaking, and frequent sacrifice of leisure time. Strangely enough the players seem to like it—conclusive proof that there's no business like show business.



A chorus line runs through a routine at rehearsal.



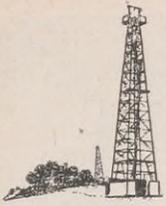
Brushing up on the lyrics around the rehearsal piano.



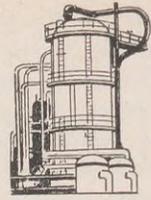
Walter Pevney, Marie Winters, Ted Krukowski and Charlotte Quick polish up some rough spots in a musical score.



Miriam Hawelka, Catherine Smith and Eleanor Peterson do a trio number in the Andrews Sisters style.



'ROUND THE REFINERIES, AREAS, AND DIVISIONS



Approximately 75 Shell employees and guests attended the Fuel Oil Training Session of the Indianapolis Marketing Division.



The Head Office Auditing Staff held its annual meeting earlier in the year. Presiding was J. M. Flaherty, assisted by A. Howard.



Above: Shell Asphalt Technologists from many countries met at Wood River Refinery. Representatives were present from England, the Netherlands, France, Egypt, New Zealand, India and Australia. Tours were conducted through the Refinery and methods of Asphalt manufacture and testing were discussed.

Left: The annual Treasury Managers Conference was held at Head Office, in the fall.



Spearheading the Community Chest campaign at Shell Pipe Line Corporation Head Office in Houston are left to right; seated, Bebe Wakefield, H. R. Griffing, chairman, and Luverne Clymer; standing, E. M. Smith, F. C. Brown, J. C. Pareti, S. R. Evans, and W. M. Kieseewetter.



At the Virginia Oil Men's Association annual convention at Virginia Beach was this foursome made up of (left to right) C. L. Kluck, Baltimore Division Sales Manager, R. B. Coleburn, Shell Distributor Representative in Virginia, L. L. Duncan, Baltimore Division Office Manager, and F. C. Fitchett, Shell Distributor, Danville, Virginia.



Standing in front of a Shell plane at the dedication ceremonies of the Shell Lake, Wisconsin, Airport are, (left to right); Bill Byrne, Jobber Representative; Roy Ruyle, Assistant Division Manager; Vern Allen, Shell Jobber; Jim Wheeler Head Office Aviation Supervisor; and Jack McLaughlin, Division Aviation Representative.



At the Sunset Hill Country Club at Edwardsville, Illinois, Wood River Refinery Department Managers played host to St. Louis Marketing Division Managers at a buffet dinner. To the left above some of the guests at the buffet table, while to the right the group is shown enjoying the repast.



SERVICE BIRTHDAYS



T W E N T Y - F I V E Y E A R S



CARL BARKER
Head Office
Treasury



C. DILLING
Wood River Refinery
Engineering



F. W. J. HAAS
Houston
Exploration



G. L. MINOR
Tulsa Area
Production



G. R. MONKHOUSE
Shell Chemical Corporation



L. J. ROPER
Wood River Refinery
Control Laboratory



H. C. STOKES
Shell Pipe Line Corp.
Mid-Continent Area

T W E N T Y Y E A R S



A. P. ANDERSON
Head Office
Manufacturing



H. E. ARMSTRONG
Products Pipe Line
Auburn, Ill., Station



L. F. BANSE
Products Pipe Line
East Chicago Terminal



I. F. BEARDEN
Shell Pipe Line Corp.
West Texas Area



T. W. BEEMAN
Tulsa Area
Production



J. E. BROOKMAN
Shell Pipe Line Corp.
West Texas Area



S. A. GERMANY
Houston Area
Land



E. GILES
Tulsa Area
Production



J. R. HELDENBRAND
Tulsa Area
Production



C. B. HENSON
Wood River Refinery
Engineering



O. W. HOMANN
Wood River Refinery
Automotive



J. W. HULL
Products Pipe Line
East Chicago Terminal



H. HUNSUCKER
Indianapolis Division
Operations



J. W. JEWETT
Shell Pipe Line Corp.
Mid-Continent Area



J. N. KENNEDY
Tulsa Area
Production



C. P. KESSINGER
Wood River Refinery
Industrial Relations



L. W. LINN
Products Pipe Line
Sibley, Ill., Station



R. A. LONG
Tulsa Area
Production



R. A. McCORD
Tulsa Area
Production



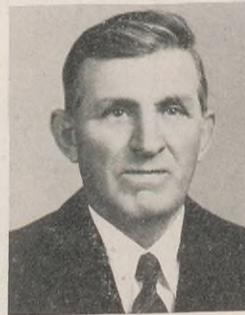
M. A. McLAUGHLIN
Tulsa Area
Treasury



C. E. McTAGGERT
St. Louis Division
Operations



J. B. MULDOVAN
Products Pipe Line
East Chicago Terminal



D. A. NORTON
Shell Pipe Line Corp.
Mid-Continent Area



B. G. POAG
Head Office
Manufacturing



C. J. RALPH
Products Pipe Line
East Chicago Terminal



W. W. RAND
Houston
Exploration



W. R. RASCHERT
Indianapolis Division
Operations



C. F. REAMS
Tulsa Area
Production



J. W. REEVES
Products Pipe Line
Vandalia, Ill., Station



E. C. REINHARDT
Houston
Expl. & Prod. Lab.



G. D. RILEY
Shell Pipe Line Corp.
Mid-Continent Area



E. G. SHAKELY
Tulsa Area
Production



F. J. VAN SCHAIK
Products Pipe Line
East Chicago Terminal



T. V. VENATOR
Shell Pipe Line Corp.
Mid-Continent Area



G. WEYHMUELLER
Products Pipe Line
East Chicago Terminal



A. R. WOOLERY
Tulsa Area
Production

Head Office
10 Years

N. C. Haynes.....T. & S. Traffic

Shell Chemical Corporation
15 Years

M. Testa.....New York

10 Years

B. Alles.....Houston
H. E. Berry.....Houston
E. L. Coleman.....Houston
J. O. Dowell.....Houston
A. L. Fraser.....Houston
W. V. Graves.....Houston
W. R. Hightower.....Houston
O. W. Hunley.....Houston
J. G. Matthews.....Houston
J. M. Thompson.....Houston

Shell Pipe Line Corp.
15 Years

L. E. Ogden.....Texas-Gulf Area
O. C. Parker.....West Texas Area
F. W. Payne.....West Texas Area

10 Years

D. L. Carter.....Texas-Gulf Area
L. F. Kent.....Bayou Pipe Line System
Jack Smith.....West Texas Area
Joe Smith.....West Texas Area

Products Pipe Line
15 Years

L. Oldham.....Bradley, Ill., Station

10 Years

F. D. Smith.....East Chicago, Ind., Terminal
G. L. Stunkard.....Doraville, Georgia, Terminal

Houston Refinery
10 Years

B. Allen.....Engineering
O. C. Eugene.....Engineering
R. Fisher.....Engineering
S. F. Good.....Gas
E. W. Love, Jr.....Engineering
R. G. Wall.....Stores

Norco Refinery
15 Years

P. Rebowe, Sr.....Engineering
B. J. Weber.....Engineering

Wood River Refinery
15 Years

S. F. Leffler.....Loading Racks
J. M. Linder.....Topping
C. R. Merris.....Engineering
J. R. Walker.....Control Laboratory
J. R. Watson.....Control Laboratory

10 Years

D. Best.....Alkylation
H. H. Davis.....Cracking Cleanout
E. R. Helmkamp.....Cracking
M. V. Schiefer.....Engineering
J. L. Schnell.....Cracking Cleanout
L. E. Stokes.....Lube Extraction
J. R. Sullivan.....Cracking
H. H. Zuidema.....Research Laboratory

**Exploration and Production
Departments**

Houston

10 Years

Miss M. P. Etzel.....Administrative

Houston Area
10 Years

J. S. Edwards.....Production
N. L. Starr.....Exploration
H. R. Stevenson.....Production
A. L. Stokeley.....Production
E. J. Theeson.....Exploration
C. H. Welch.....Exploration

Midland Area

10 Years

H. M. Glass.....Personnel & Industrial Relations

New Orleans Area
15 Years

J. W. Boswell.....Exploration
F. A. Porter.....Land

10 Years

W. Matherne.....Land

Tulsa Area
15 Years

C. V. McMullin.....Exploration
C. J. Ralls.....Treasure
L. C. Riggs.....Land
A. Ring.....Production

10 Years

A. H. Baker.....Production
M. D. Dunlop.....Legal
A. J. Erbert.....Production
L. H. Humphrey.....Treasury

Marketing Divisions
15 Years

W. A. Kingsbury.....Albany, Sales
A. C. Mooney.....Albany, Operations
W. J. Bukowski.....Atlanta, Operations
W. F. Griffin.....Atlanta, Operations
S. J. Vigneaux.....Atlanta, Operations
C. A. Anderson.....Boston, Treasury
J. E. Holgate.....Boston, Operations
M. V. Peters.....Chicago, Marketing
H. J. Kobusch.....Indianapolis, Credit
L. T. Ritzel.....Minneapolis, Credit

10 Years

J. B. Graham.....Baltimore, Operations
W. H. Borchardt.....Chicago, Marketing
H. Elliott.....Chicago, Marketing
B. H. Rufft.....Chicago, Marketing
E. R. Bentley.....Cleveland, Treasury
O. E. Kindberg.....St. Louis, Operations
C. A. Oswald.....St. Louis, Marketing

matters of *Fact*



To move its products from field to refinery, and from refinery to consumer, Shell uses approximately

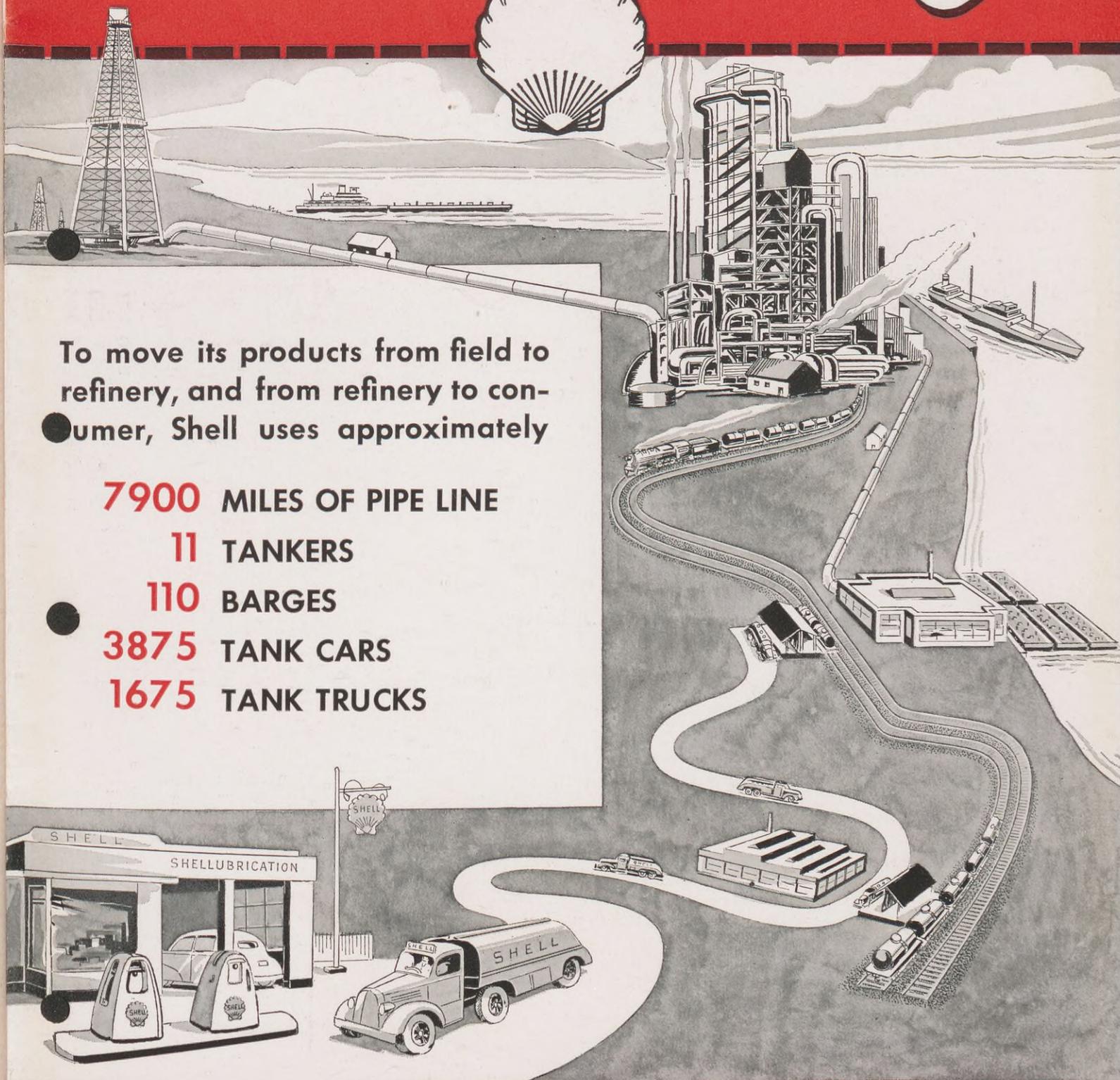
7900 MILES OF PIPE LINE

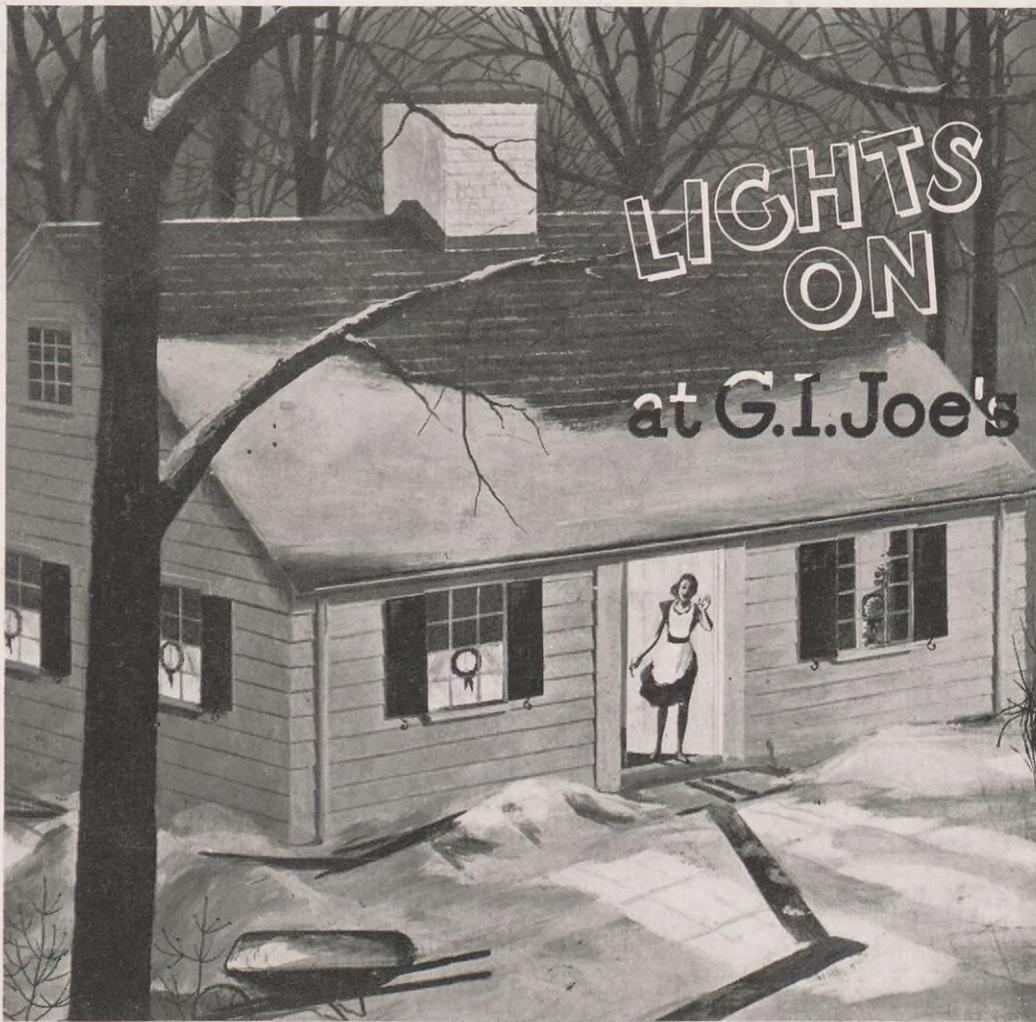
11 TANKERS

110 BARGES

3875 TANK CARS

1675 TANK TRUCKS





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 8025 Detroit St.
 Houston 12, Texas

LIGHTS ON . . . the friendly beam in the dusk says somebody lives here. *Lights on* . . . suddenly a bare little house comes alive . . .

At the touch of a switch everything begins to work: The oil burner, toaster, washing machine, vacuum cleaner, radio. Lights on . . . "My new place," says Joe, sort of offhand. He means: My castle, my home . . .

Everywhere this is happening—new families, new homes. There have been delays and heartaches, and at the last moment there might have been no light. Electrical wiring has been scarce, with a shortage of insulating materials a major cause. A Shell discovery—in petroleum—has done much to increase the supply of insulation.

Shell scientists had created a new family of materials . . . **DUTREX**.* They found a way to use Dutrex as an "extender" and a "plasticizer"—

extending and making more workable the limited supply of vinyl resins. A wire insulation, made from the plastic, has passed exhaustive tests in the Fire Underwriter's Laboratories.

**Out of leadership in Research . . .
 a remarkable new Shell Gasoline**

Just as Dutrex is a Shell Research "first," Shell Research now brings you a new, finer gasoline for your car. Your motor will prove to you, with your first tankful, that the new Shell Gasoline is *4 ways better*.

* Trade Mark Reg. U. S. Pat Off.



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