

- Martine

11:1

A CONTRACTOR

The prosperous city of St. Louis, above, received a tremendous impetus to growth in 1803 when the Louisiana Purchase was made (map). Strategically situated on the Mississippi, below, it was the point of departure for settlers coming into the new territory. Pioneers moving westward outfitted at St. Louis, and trappers sent their furs back to the river city where they found ready markets. MONTANA NORTH DAKOTA SOUTH DAKOTA NEBRASKA IOWA ST. LOUIS COLORADO KANSAS MISSOURI OKLAHOMA ARKANSAS

St. Louis

The Fur Traders Who

Were Its First Citizens Would Be Awed Today by the Industrial and Commercial Giant They Founded

S^{T.} LOUIS is one of the most accessible cities in the United States. Built on heights above the Mississippi, it is served by this mighty waterway which splits the heartland



The St. Louis Union Passenger Station is a local landmark. The plaza in front of the building contains a fountain symbolizing the meeting of the Mississippi and Missouri Rivers.

of the continent. Eighteen trunk line railroads converge at St. Louis. Planes of six major air lines and four air freight systems put down at Missouri's largest city. Almost 300 truck lines carry goods to and from St. Louis and 22 bus lines operate passenger routes out of the metropolis.

Because it is a major transporta-

tion hub, St. Louis has long been a city of give and take. To the nation and the world, it gives steel and automotive parts, chemicals and drugs, tobacco, bricks and electrical equipment. Some of America's crack jet fighters are St. Louis products. Their fuel, and other petroleum derivatives. come from the refineries outside the city. A wide variety of food products and clothes bear the St. Louis label. This mellow old river town helps shoe the nation, and quench its thirst with beer of famous brands. More than 350 types of industry prosper in St. Louis and their products number over 3,000.

The Mississippi's queen city, which is older than the United States, takes as well as gives. It is the number one market for raw furs in the nation, processing pelts and distributing them far and wide. Metropolitan St. Louis ranks as the largest hog market in the world, and one of the principal grain markets of the United States. The city imports hides, wool, horses, mules, grain, dry goods and crude oil.

All this means' brisk, large-scale buying and selling to such an extent that St. Louis is today considered one of the major trading posts in the U.S.A. Three major factors have led to this distinction: location, natural resources and population.

The city lies on the west bank of the Mississippi, just below the point at which the river is joined by the Missouri. The waterway has always provided economical transportation to many large cities of the mid-con-

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GOOD IMPRESSION

The large dent in the aluminum safety hat worn by Houston Refinery Rigger Louis E. Wright, shown on this month's front cover, is right where it ought to be. It's in a hat and not in a head. The hat worn by Wright actually saved a fellow employee from injury at the Houston Refinery. The 4-pound bolt he is holding fell on another safety-hatted man from a height of 25 feet. His only injury was a small cut and a headache. An article about the evolution of safety hats begins on page 12.

-Helmets from The Bettmann Archive





Louis is the second largest transportation center in the United States. terminals such as this \$850,000 installation for servicing heavy vehicles.

Enormous railroad yards like this point up the fact that St. One of the major trucking centers of the nation, St. Louis is building

tinent. From 1840-80, river traffic was lively and the waterfront was the busiest part of town. Railroads, at the end of the nineteenth century, passed the riverboats in volume of freight hauled and are still far in the lead.



vessel S.S. Admiral-makes pleasure cruises up and down the Mississippi River in the summonths. mer

The excursion

But river barging has taken a new lease on life. During the last 15 years or so, the channel of the Mississippi has been deepened and made navigable for large tows. River tonnage today is several times greater than that of the 1850's when the Mississippi was the main artery for midcontinent traffic. Since St. Louis is one of the major ports of origin on the Mississippi, it has benefited greatly on that account.

Along with its function as a highway for commerce, the Mississippi



The Lambert-St. Louis Municipal Airport is now undergoing a \$20,000,000 expansion program.

is a natural resource as well. Electricity for the St. Louis area is produced in large quantities by damming the energy of the river, creating a major power source for industry. The rich, nearby coal fields of Illinois provide fuel for heavy industry, and natural gas is available for industrial and home use. Natural resources of another sort-eggs, poultry, fruits and vegetables-come from the neighboring Ozark country to feed the city's population.

Greater St. Louis can claim more than one and a half million inhabitants although the city proper has a population of 900,000. The racial stock from which these citizens have sprung is "melting pot American," a mixture of French, Spanish, German, Irish and other groups.

St. Louisans are sensible, industrious and thrifty. They have avoided "boom and bust" prosperity and built their commercial enterprises on solid foundations. And they have proved their business acumen with hard figures: since 1930, resources in St. Louis banks have increased more than 200 per cent.

Amidst their business activities, the people of St. Louis have found time to live well and to underwrite a number of municipal institutions. They have a fine symphony orchestra, and





Busch Stadium is the home of the St. Louis Cardinals, traditionally one of the more colorful baseball teams in the National League.

an open-air theater for opera which has gained country-wide fame. The St. Louis Cardinals baseball club is a permanent fixture of the National League. Their exploits may be followed in either of the top-flight newspapers, the *Post Dispatch* or the *Globe Democrat*.

Forest Park, one of the country's largest recreational areas, is a 1400 acre block of green along the western border of the city. Here are the city's art museum, the open-air theater and the famous St. Louis Zoo. Close by are Washington and St. Louis Universities-both over 100 years old. The famous St. Louis medical center provides outstanding medical and hospital facilities. Many St. Louis doctors have gained national fame for their accomplishments. Dr. William Beaumont's work on digestion, published in 1883, is still standard medical literature. The first complete removal of a lung was performed by a St. Louis surgeon, Dr. E. A. Graham. Another local surgeon invented an instrument for the removal of the whole tonsil. Pioneering work in radiology, vitamin research and penicillin development was carried out in Missouri's largest city. Of the six Nobel prizes won by St. Louisans, five were awarded for medical advances. The multiple advantages it offers

have often attracted young, growing companies to St. Louis. Such was the case with Shell, only six years old in the United States when it entered the St. Louis area to stay. In 1918, the Wood River Refinery was completed. The area was a logical choice for a major refinery for several reasons: railroad transportation was available, there was an adequate supply of operating manpower and it was the center of a rich marketing area of the Midwest. Wood River today is Shell's largest refinery, still serving the center of the nation.

With the Wood River Refinery in operation, and expanding markets on every side, the Shell organization in the Midwest was making rapid strides toward integration in 1919. And to be near the center of things, the Head Office was moved from Tulsa to St. Louis. At this time, Shell Pipe Line Corporation was organized there.

In later years, Shell operations began to spread eastward and embrace the entire eastern seaboard. By 1940, the time was ripe for a consolidation



New subdivisions on the outskirts of St. Louis proper are helping absorb the population increase.

of Mid-Continent and Atlantic Coast activities and Shell Oil Company's Head Office was moved from St. Louis to New York. St. Louis, however, is still very much a Shell town. More than 4,000 people work for Shell Oil, Shell Pipe Line and Shell Chemical today in the St. Louis Metropolitan Area.

The St. Louis Marketing Division is one of the sales leaders in the area and the volume of gasoline sales in the St. Louis District is annually among the greatest of any district in the Company. Shell products and services are provided to more than 250 retail outlets in Greater St. Louis. Customers include public utilities, breweries, riverboats, railroads and air lines.

Customers of a different sort gave St. Louis its start almost 200 years ago. In the 18th century, the demand for furs was great and the New World was a prime source of supply. A French merchant named Pierre Laclede Liguest chose the site for St. Louis because of its strategic location. The tiny settlement was named in honor of Louis XV then King of France, after his "name" saint, Louis IX. Within a few years, this spot in the wilderness was dominating the fur trade with the 28 Indian nations involved and laying the commercial cornerstone for future prosperity.

When the United States made the Louisiana Purchase in 1803, the trade leadership of St. Louis was assured. President Thomas Jefferson's \$15 million bargain meant an enormous addition to the fledgling U.S.A.—900,000 square miles of territory which literally doubled the nation's size, giving it all or part of 13 new states rich in natural resources. In its crossroads position, St. Louis was the natural jumping off place for this vast new area, and clothing, domestic animals, hardware and household items changed hands in the border city.

The Lewis and Clark Expedition to open up the Northwest left from St. Louis in 1804. Other treks over the prairies originated in the rapidly growing river town and St. Louisans

The Shell Building, pictured at right, serves as headquarters for Shell Oil Company's St. Louis Marketing Division, Shell Chemical's St. Louis Marketing District, and a Shell Pipe Line communications office. often left to pioneer new cities and states. The fur traders of the west, meanwhile, sent the bounty from their trap lines back to St. Louis for transshipment to the East and to Europe.

In the second decade of the nineteenth century, the Mississippi steamboat appeared. The golden age of the river boat lasted about 50 years. Each day saw dozens of steamers carrying cotton, logs and farm products down the Mississippi to New Orleans, returning with all manner of goods for frontier homes. The colorful boats and their people were the "stuff" of social history and were noted down as such in an American classic, "Life on the Mississippi," by St. Louis-born Mark Twain.

The paddle wheel era began to fade just before the Civil War. Railroads came in, and in the early part of this century, automobiles and aircraft. These transportation changes have brought faster and more efficient service than ever to St. Louis-still a major crossroads and trading center serving the Midwest.



Barges, here tied up at Shell's Hartford docks, move products from the Wood River Refinery to midwestern markets along the Mississippi and its connecting waterways.

The statue of St. Louis was presented by an historical society to commemorate an exposition on this site honoring the hundredth anniversary of the Louisiana Purchase.





Photographs courtesy of Massie, Missouri Resources Division; Spainhower; St. Louis Chamber of Commerce.

Shell Oil Company Manufacturing Department

Personnel Changes

A SERIES of personnel changes in the Manufacturing Organization has been announced. In connection with these changes, it may be noted that the Cracking Department, Houston Refinery, has been separated into two Departments: Catalytic Cracking and Thermal Cracking.

New Position Assistant Superintendent, Operations,

Assistant Superintendent, Administra-

Manager, Gas Department, Houston

Manager, Catalytic Cracking Department, Houston

Manager, Thermal Cracking Depart-

Assistant Chief Engineer, Martinez

Wilmington

tion, Wilmington

ment, Houston

Chief Engineer, Martinez

Former Position Manager, Gas Department, Houston

Assistant Superintendent, Operations, Wilmington

Manager, Cracking Department, Houston

Assistant Manager, Cracking Department, Houston

Assistant Manager, Lube Oils Department, Houston

Assistant Chief Engineer, Martinez

Senior Engineer, Head Office



L. J. SNYDER



G. A. LORENZ



Name

L. J. Snyder

G. A. Lorenz

K. J. Kitzmiller

B. Fogelman

C. L. Marshall

E. D. Underwood

A. P. Cupit

E. D. UNDERWOOD



A. P. CUPIT



C. L. MARSHALL



B. FOGELMAN



K. J. KITZMILLER



Staking Wells on Water

Offshore It Takes Several Men And An Assortment of Equipment To Accomplish What Two Men Can Do On Land

POR a number of geological, legal, economic and other practical reasons, oil well locations are carefully worked out before drilling commences. Wells drilled at incorrect locations can result in total loss. In fact, recently one contracting firm drilled a well 10,000 feet deep before it was learned that the site was 2,000 feet beyond the edge of the leased property. Though the well was capable of production, it was necessary to plug and abandon it because the operator had no lease on the location.

Accurate location of a drilling site on land is usually a routine matter. Skilled surveyors, working from established points like Coast and Geodetic Survey markers or township corners, line up sites with speed and accuracy. But on occasion, due to erroneous placement of original survey lines and other complications, accurate location is difficult.

The problem is more difficult when wells must be staked in submerged lands beneath bodies of water. However, along the coasts of Louisiana and Texas, where Shell is drilling offshore and in large bays, the staking of drilling sites on water requires specialized knowledge and precise surveying procedures.

A team of land-based surveyors sight through transits at a predetermined spot out on the water, crosschecking their sightings by "triangulation." As the surveyors watch and signal, a barge is jockeyed into position on the predetermined spot. A



2. Before the work boats leave, two teams of Shell surveyors check over their plans for staking the well.

3. Meanwhile a tug, towing two barges, is on its way to the approximate area of the spot where the well will be staked. The crane will lower the steel framework over the site.



4. On shore, above, Surveyor Dornier centers his transit over a Geodetic Survey marker (see Monument "Salt" on map, opposite page). He then sights on the water tower, above right. Swinging his transit at a predetermined angle, he can sight the proposed well site in the bay.

framework of pipe is then lowered to the sea floor. It will help moor the drilling barge to come and will eventually protect the Christmas tree of the completed well.

Since the location in the water is based on measurement of angles and distances from known points on shore; a minor error in the location of the shore points would greatly magnify the error which would result by projections out onto the water. The complication would increase markedly as drilling moves out into the open waters of the Gulf of Mexico.

Shell surveyors stationed at Geodetic Survey markers on the shore of Red Fish Bay, Texas, where the pictures on these pages were taken, can spot drilling sites up to eight miles out on the water. When it is decided to move farther out at some later date, the surveyors will erect towers over the Geodetic Survey markers. Thus they can compensate for the earth's curvature and spot wells 20 miles offshore with pinpoint accuracy.

Beginning on this page, the pictures give a step-by-step account of how an offshore well is staked.

7

Staking Wells (cont'd)



5. After checking the angle, Dornier, above, sights across the bay and calls to surveyors on the barges by portable radio telephone. On Dornier's instructions, they direct the barges into his line of sight.



6. Simultaneously at another control point, above, Instrument Man Jackie Johnson takes similar bearings. Sightings of Dornier and Johnson intersect at the drilling site. Barges must be in line of sight of both men.



7. Directions are received on a barge by Party Chief W. G. Mutersbaugh. He "talks" barge onto correct spot.



8. Anchors are dropped far out on each side of the barge. By pulling on the anchor lines one at a time or jointly, the barge can be jockeyed into exact position.



9. Once on the spot, the steel framework is lowered to the bay floor. Drilling string will eventually go down through center of frame.

Shell Chemical Corporation Manufacturing Department

Personnel Changes

ICE PRESIDENT C. W. Humphreys has announced an additional series of personnel changes in the Manufacturing Organization, supplementing those published in SHELL NEWS for February.



F. G. WATSON



D. B. LUCKENBILL



F. A. HORSLEY



A. W. FAIRBAIRN



T. G. McKENNA



E. S. MARTIN



R. E. JACKSON

Former Position

Assistant Superintendent, Houston

Senior Technologist, Manufacturing-Development Department, Head Office

Assistant Superintendent, Martinez

- Assistant Department Head, Shell Development, Emeryville
- Assistant Superintendent, Denver

Department Manager, Operations, Houston

Chief Accountant, Houston

Name

F. G. Watson D. B. Luckenbill

F. A. Horsley A. W. Fairbairn

T. G. McKenna

E. S. Martin

R. E. Jackson

New Position Superintendent, Houston Assistant Superintendent, Houston Superintendent, Shell Point Assistant Superintendent, Martinez

Superintendent, Denver SeniorTechnologist, Manufacturing-Development Department, Head Office

Treasury Manager, Norco

Proof Of The Pudding

Farmers Are Planting Their Corn Crops With More Confidence This Spring—Because Of The Proven Effectiveness Of Shell Chemical's Aldrin Insecticide



Farmer Bob Weaver of Gilman, Iowa, contrasts treated corn stalk, left, with the untreated stalk at right. Tests indicate that aldrin treatment will add more than 30 bushels an acre to Bob's third-year corn production this year. IN these days of agricultural surpluses, the non-farmer is apt to get the impression that the farmer just plants his seeds in the spring and harvests a bountiful crop in the fall—and this with monotonous regularity year after year. Such is far from the fact. The farm is today, as it always has been, a battleground between the creatures of nature fighting for survival, and the farmer trying to protect his crops and livestock; with unpredictable weather fighting first on one side and then on the other.

Viewed in this light, America's corn belt is a vast theater of war in which billions of creatures fight and die in one season, but only after they have taken their toll of crops. During the last few years the farmer has gained many allies, not the least important of which is insecticides. Aldrin is one insecticide which farmers of the corn belt have been watching with more than passing interest since it kills billions of tiny pests which live in the soil and attack the corn shortly after spring planting. These pests concentrate their attacks on the roots of the plants and annually take a terrific bite out of this vital food crop.

Prior to the introduction of aldrin, the only known chemical methods of combating these root attacking pests were expensive and only partially effective. Aldrin, already well known as a killer of grasshoppers, boll weevils and other pests, has been highly successful against root worms, wire worms, seed corn maggots, white grubs and other insects which attack the roots of corn plants. Thus protected, the corn roots can develop fully. The end result is a higher yield and improved quality crop.

Last fall a group of Shell Chemical agriculturalists and salesmen made a tour of the corn belt during the harvest. They wanted to see for themselves what aldrin had done for last year's crops. The photographs on these pages show what they found. The farmers who used aldrin were well pleased. Good news travels fast and it is expected that aldrin will be in brisk demand throughout the corn belt with the coming of the spring thaws. If used widely, the insecticide can possibly increase the value of America's 1954 corn crop by millions of dollars.



Harold Garwood of Stonington, III., displays a healthy ear of corn grown in an aldrin-treated field that produced 102 bushels an acre.



Dr. C. C. Compton of Shell Chemical Corporation exhibits yields from both untreated and aldrin-treated corn grown near Henderson, III.



Corn-harvesting, like that going on at right at a farm near Lincoln, Nebraska, occurs early in the fall. The harvested corn is stored in bins, above, until needed for shipment to market.



Because its root system had been nearly destroyed, this untreated corn plant sent out new roots above the ground in a vain attempt to bring in needed water and plant food.



Roy Henry of Indianola, Iowa, compares the damaged roots of untreated corn (at left) with those of treated corn. Roy reports he had barely three-quarters growth in his untreated rows.











The interest of Zene Jasaitis, above, in watches and clocks was spurred by his father who learned the rudiments of his trade in Lithuania and later operated a watch repair shop in Los Angeles, Cal.

Several of the most interesting timepieces in the Jasaitis collection are shown above. The proud watchmakers in many cases covered the works of their watches with glass so the delicate mechanism of the movements could easily be seen.



Collecting Odd and Unusual Watches and Clocks Provides a Rewarding After-hours Hobby for a Shell Chemist

> A top floor spare room in the Jasaitis household has been set aside for Zene's workshop. Here, he inspects a delicate watch part through the microscope.

NO one knows when man first acquired his sense of time. In the beginning, the changes of the seasons helped him divide up his year. Watching the regular motion of the sun through the heavens, he began to understand day and night. And as early man perceived shadows, the idea of the first time measuring instrument came to him—the shadow clock or sun dial.

His Hands

These first crude devices marked the birth of horology, the science of measuring time and the construction of time-measuring instruments. They were followed by the hour glass and the clepsydra, the latter a water clock which measured time intervals by the graduated flow of water through an opening. Next came the mechanical clock and finally, the watch—small, accurate and so beautifully made as to become, in many cases, a collector's item.

Among the collectors of just such

items is Shell Development's Zene Jasaitis, a Chemist at the Emeryville Research Center. The collection of horologist Jasaitis is twofold: a group of timepieces of unusual interest, and one of the most complete technical libraries on horology in the United States.

Like any collector, Zene has his particular favorites among his watches and clocks. High on his preferred list is an elaborately executed silver watch made in England more than 250 years ago. Rich with engraving and more than an inch thick, the timepiece is beautifully proportioned. Like other watches of the day, it is key wound, and strikes the time to the previous quarter hour on a concealed bell when a button is pushed down.

"When this timepiece was made, about 1690," says Zene, "watchmakers sometimes needed a full year to turn out such a hand-made product. Consequently, watches cost a small



fortune and were purchased only by the wealthy."

Probably the most valuable and complicated watch in the collection has a certain historical interest for it was made in Switzerland, on the direct order of the late German Kaiser Wilhelm. Only five such watches were turned out. One of them went to the Kaiser's Court Physician who sold it to a San Francisco jewelry firm. In turn, it was sold to a collector of watches who later sold it to Jasaitis.

The watch in question has a perpetual calendar which allows for leap years and irregular months, chimes the time to the nearest minute when a lever is pressed, shows moon phases and functions as a stop watch. Watches which carry out these various functions are sometimes made today and are worth several thousand dollars apiece.

Other watches in the Jasaitis collection feature unusual placing of hands, elaborate striking mechanisms signalling each quarter hour, intricate case design and workmanship of extreme precision. Among them is a Shell watch especially made some 15 years ago to advertise the quality of Golden Shell Lubricating Oil. This timepiece, fast becoming a collector's item, has glass-covered works in which the Golden Shell lubricant can be seen at work.



Most of the Jasaitis horology collection is quartered in a corner of the living room. Over the past decade, Zene has acquired some 500 volumes in a variety of languages, all relating to the many devices ancient and modern man have invented to measure time throughout the ages.

For documentation on his hobby, Zene can turn to one of the outstanding technical libraries on horology in this country, the result of 10 years collecting on his part. Approximately 500 volumes cover all phases of the subject, from the histories of early medieval timepieces to detailed descriptions of the mechanical factors involved in modern watchmaking.

The library was built up with the aid of friends, dealers, and correspondents in the United States, Switzerland, England, France and Spain. The books cover nine languages, and a few of them date back 300 years and² are extremely rare.

Zene hesitates to put a price tag on his library and watch collection. "You can't measure accurately the value of a hobby in layman's terms," he observes. "What may be worth \$100 to a non-collector might be valued at \$1,000 by a devoted collector. And a hobby is an extracurricular activity and skill that helps make life more interesting. You can't count that in dollars and cents."

The Jasaitis interest in watches and clocks was a father-to-son affair. In his native Lithuania, Zene's father became fascinated by watchmaking. Local craftsmen helped him develop his skill and, when he came to America, he gained more experience in a watch factory. In the years after World War I, he brought his family to the United States and established a watch repair shop in Los Angeles, which he operated until his death in 1943.

The elder Jasaitis left few books or records for he had relied on memory for his customers' names and the details of their problems. In straightening out the tangle, which included putting some customers' watches back together, Zene became interested in timepieces, their construction and repair. He took over his father's tools, added more equipment on his own, and embarked on his unusual hobby.

It was one which was to lead him far afield during World War II. In the early days of the Manhattan Project, which ultimately led to the manufacture of the atomic bomb, there was a demand for professional chemists with the steady hands, keen perception and delicate craftsmanship which come from working with minute objects.

Zene, who holds an M.A. degree in chemistry from the University of California at Los Angeles, and has worked for Shell since 1937, qualified easily. And because a former classmate remembered his skill with watches, he soon found himself on loan to the government for a year at the University of Chicago, working on top secret projects.

In the course of his work, Zene dealt with a few micrograms of the newly isolated plutonium. When it is realized that a microgram is about one thirty-millionth of an ounce, the delicacy of any operation involving this precious substance becomes apparent. Zene helped determine the properties of this rare element and in so doing helped explore the possibilities of atomic energy.

Today, with the awesome field of atomic research behind him, Zene devotes his daytime hours to Shell's Emeryville Laboratory. In the evenings and on week-ends, he continues to steep himself in the lore of watchmaking.

Shell People In The News







JOHN PAAR, JR.

S. A. GERMANY has been appointed Land Manager of the Houston Exploration and Production Area. After completing his education at Texas A & M and Texas Tech., Mr. Germany joined Shell in 1926 at Dallas as a Draftsman.

Since 1934, he has been a member of the Area's Land Department, starting as a Scout and progressing through positions of increasing responsibility. He was appointed Chief Land Agent in 1949 and Area Land Agent in 1952.

JOHN PAAR, JR., has been named Manager, Banking, in the Head Office Financial Organization. Upon completion of his studies at City College of Law and Finance, St. Louis, Mr. Paar joined Shell as Cashier in 1929. Six years later he was made Chief Clerk, and in 1940 he was transferred to New York. He was appointed Assistant Manager, Banking, in 1941, a position he occupied until his current appointment.

D. H. FORD has been appointed Assistant Manager, Banking, Head Office. A graduate of the University of Nevada, with a degree in Business Administration, Mr. Ford joined Shell Oil Company as a Clerk in 1929. He held various





D. H. FORD

AARON WACHTER

positions in Reno, San Francisco and Sacramento until his Military Leave of Absence in 1943. Returning in 1945, he was appointed Treasury Manager of the Sacramento Marketing Division. In 1949 he moved to Head Office as a member of the Auditing Staff and was transferred in 1952 to the Marketing Accounting Department.

AARON WACHTER, Head of Shell Development Company's Corrosion Department at the Emeryville Research Center, has been elected 1954 president of the National Association of Corrosion Engineers. The association, with a membership of several thousand corrosion specialists representing all phases of industry, continually seeks to reduce the large economic losses caused by rusting, acid attack and other forms of corrosion.

Mr. Wachter, who holds degrees from City College of New York and the University of California, joined Shell in 1932. He became Corrosion Department Head in 1938 and initiated the systematic corrosion research program at Emeryville. Today, the department is the research center on corrosion problems for all Shell companies in the United States.



J. P. McKEON



F. H. SCHLAPPRIZZI







J. P. McKEON has been elected Assistant Manager and F. H. SCHLAPPRIZZI, Secretary, of the Shell Provident Fund and Shell Pension Trust in New York City. Also elected were J. J. DAVIS, as Senior Investment Analyst and A. H. THIELKER as Office Manager.







HOW The Safety Hat, Descendant of War Helmets, Is Fairly New—But It Has Already Saved Countless Lives

to Keep a Head

I ONG before Sir Isaac Newton was hit on the head by a falling apple, most citizens were well aware that in order to survive the law of gravity and the axes of irate neighbors they needed to protect their heads. The result has been a long and varied line of protective headgear, mostly for military use, from which has grown the modern safety hat.

The safety hat is comparatively new. Though it was sired in some respects by the 200-year-old fireman's hat, it has been in use in industry for

barely two dozen

years. It has already

saved countless lives.

ways been interested

in protecting his

While man has al-

A

head, it is not known just when, in his long history of accidental and intentional skull bashing, he first realized that mere hair and bone are inadequate for the job. But carvings in the ruins of the City of Culhuacan in Central America show a helmeted figure, thus dating at least one safetyconscious gentleman back to about 3,500 years ago. In intervening centuries, increasing numbers of men-atarms protected their heads with a variety of headgear, ranging from simple iron skullcaps to ornate jobs adorned with fuss and feathers.

Except for display and ceremony, military helmets all but disappeared when firearms came into general use. They were re-introduced by the French in World War I and soon

were worn by the armies on both sides of the line. As the story goes, a French general came upon a wounded man who had saved his life by wearing a metal mess bowl under his cloth cap. The intrigued general ordered a number of steel skullcaps similar to the mess bowl and had them tested in the trenches where there was a high incidence of head wounds from shrapnel. In 1915 a brim and inner lining were added and the French 22-ounce steel helmet was born. Critics of the helmet complained that head wounds were actually on the increase. But the general won them over by producing statistics to show that a large percentage of the helmeted casualties were going to hospitals instead of cemeteries.

The British, in 1916, developed a manganese helmet weighing 21 ounces and with almost twice the resistance to shrapnel as the French model. Reliable estimates indicate the British reduced head wounds by about 75 per cent with this helmet, a safety factor that was passed on to others; since more than a million and a half British helmets were supplied to American troops. In 1916, the Germans appeared with a chrome-nickel-steel helmet. It weighed 35 ounces, but gave better protection than other models. The American GI's "stew pot," which appeared in World War II had some of the features of the earlier German design.

Today's industrial worker, who wears a metal or plastic safety hat as a matter of course, may see little significance in the choice of head protection donned by ancient or modern warriors. But time has shown that the old boys used their heads. Through centuries of changes in style, the inventive designers of military helmets incorporated every feature of safety and comfort that is found in the modern safety hat.

As early as 700 B.C., for example, the Assyrian foot soldier already knew that a conical or rounded hel-

Pipefitter Bill Schipkowski at the Wood River Refinery got only a scalp cut when a 13½pound brick fell eight feet onto his safety hat. met offered a glancing surface to swords and axes and lessened the impact of blows. Egyptians and Greeks of the time knew that a smooth, polished surface also increased the glancing effect. In the 15th century, Emperor Maximilian devised the trick of putting pleated ridges in metal to make it stronger without increasing weight. And almost every army had its own improvements on the harnesses and linings that held their helmets on — and at the same time off—their heads.

In a field where errors were often fatal, improvements in helmets were seldom made without pre-battle trials. The Old Testament relates (I Samuel, XVII: 38, 39) that David refused the brass helmet and coat of mail offered him by Saul, because he first tested it with a sword and found it unsatisfactory. But the earliest detailed record of an armor test was in about 306 B.C. when the Macedonian army of Demetrius Poliorcetes was besieging the island of Rhodes. Demetrius received two new breastplates, and to test them he had his armorer fire at

Pipefitter R. F. Sheppard at the Houston Refinery was struck by a 4-pound bolt which fell 25 feet. Result: Slight cut and a headache. them with a catapult at 20 paces. The armor resisted the shock and was barely nicked by the sharp heads of the catapult bolts. Demetrius, it

would seem, was a careful manexcept for one thing. He wore the armor while it was being shot at.

By the latter part of the 14th century, armorers had worked out a routine test which consisted of firing a bolt from a crossbow at a new helmet. The force was such that the bolt could penetrate a ³/₄-inch plank at 60 yards. If the helmet withstood the shock, it was considered satisfactory for wear in battle.

Safety hat testing, while less dramatic, is far more thorough. The standard requirements generally accepted in American industry today are the ones compiled by the U. S. Bureau of Standards and set out in what is called: "Procurement Division, U. S. Treasury Department, Specification No. 367-A." Aside from

Mechanic Helper Charles Pratt at the Wilmington Refinery was hit by falling coke. Blow severed straps of his hat harness but didn't hurt him.









setting the minimum requirements for material and workmanship, Specification 367-A requires several tests for protective hats to check them for

resistance to impact, piercing, electricity, fire, deterioration, and so on. The most rigid is the drop-ball test. In this the hat is first stripped of any protective coating down to the basic material. It is then immersed in water for 48 hours and immediately mounted on a wooden hat block shaped like a human head. Spherical metal weights are dropped vertically onto the center of the hat crown, and the hat must withstand the impact without denting or breaking enough to touch the wooden block or the inner side of the hat cradle. A piercing test is also conducted along similar lines, substituting a carpenter's plumb bob for the metal balls.

At various times Shell safety men have conducted their own tests of

Carpenter Helper Beryl Agee was installing scaffolding inside a boiler at the Wilmington Refinery when a falling brick merely put a wave in his hat brim just above the eye.



safety hats to satisfy themselves as to which of several types of hats are best suited to employee needs. The first of these so far as is known was held at the Wood River Refinery about 20 years ago. At the time, a number of composition hats were in use at the refinery. But when safety hats made of laminated plastic first appeared, accompanied by claims of superiority, Wood River safety men decided to see for themselves. They

fashioned a wooden head and conducted trials, similar to the present Bureau of Standards' drop-ball test,



on all types of safety hats, both new and used, that were available.

As a result of the tests, the composition hats were discarded. Later when acceptable aluminum hats were developed, there was more latitude for selection. Aluminum hats, because of their reflective surface, appear to be cooler under the summer sun. However, because of their conductivity, they are not recommended for workmen in areas where there is the possibility of electrical contact. The lami-



nated plastic hat, a non-conductor, is safe under such conditions. Regardless of preference in make or model, there is one area of absolute agreement: If anything falls on a man's head, either type of acceptable hat is a mighty handy thing to have on his head.

The tests at Wood River date Shell employees among the first users of safety hats in the oil industry. Protective hats, except those worn by firemen, did not begin to catch on in industry until the early 1930's. In those days workers, particularly structural steel workers, were still stuffing their derbies with wads of paper for protection.

Miners were the first to don safety hats, and in the latter part of 1933 a large shipyard began using them. Reports of lives saved and of im-

Hoist Operator John Campo at Wood River was only slightly stunned when a 4-pound clevis fell 35 feet directly onto the crown of the safety hat he was wearing. He got a new hat. Helper Ted Grandbois of the Martinez Refinery Engineering Department was recipient of an 8-pound brick which fell 22 feet. Thanks to his safety hat, he could pick it up and smile.





proved accident records were so good that the use of protective headgear spread to most other industries in 1934.

It would be impossible to estimate how many fatalities have been avoided because workers unlucky enough to be hit by falling or flying objects were wise enough to be wearing safety hats. The reduction in severity of injuries is also an unknown factor. Individual experiences, however, give a happy picture.

A shipbuilder with 5,000 employees, for example, provided protective hats for all construction workers at the beginning of 1937. In the previous year the company had experienced five deaths from head injuries, and brain concussions averaged about



14 per month. Since safety hats were adopted, that company has experienced no fatalities and brain concussions are almost unheard of among its employees. An oil company, which one year counted only 36 employees wearing safety hats, also counted seven severe head injuries. Five years later, when 2,493 employees were

wearing safety hats, there was only one serious head injury and 10 other serious injuries were avoided by protective hats.



If more proof is needed as to the merits of safety hats, it can be found in the unhappy records of men and women who have been killed and injured when their heads were not protected. One of the most severe cases known-short of death-is the case of a man who was struck by an 8-pound pulley falling from the ceiling of a room. He was not wearing a safety hat and the pulley struck the right frontal region of his head. Though a clot was later removed from the unconscious man's brain, he remained in a coma more than five and a half years.

Mechanic Helper Calvin Murillo (with goggles) of the Shell Chemical Martinez Plant shows a friend, Mechanic Joe Gibbs, the 8½-pound angle iron that fell 10 feet onto his safety hat. The sharp point of the iron only dented the hat and made Calvin's neck stiff for a while. Industrial safety hats, which generally weigh between 12 and 14 ounces, can be classified by two distinct types:

Hat type with a full brim, and cap type with only a visor in front. The hat protects the ears and neck as well as the top of the head. The cap is used where work is done in confined areas. Numerous accessories are available for both types—like chin straps for windy jobs, leather flaps for rain and dust, ear flaps for cold weather. Shell safety men have occasionally devised special accessories for special jobs.

Today, these hard hats are so universally accepted they have become the "standard work hats" of industry. As their numbers increase, the benefits of safety are being spread.

After all, that's the basic principle of the safety hat itself:

To distribute the force of a blow over the largest possible area.



Pumper D. K. Harris of the Tulsa Area was uninjured when struck by a falling 135-pound steel polish rod while servicing a well in the Eastern Oklahoma District, proving safety hats are handy in the field, too. He got a new safety hat and shows the dented one to Safety Representative J. V. Pocock.







Vice President J. G. Jordan, left, congratulates Boston Division Manager Ralph J. Carey.

MARKING the twenty-fifth anniversary of Shell's operations on the East Coast, 39 employees of the Boston Marketing Division were awarded gold watches and diamond service pins in a single ceremony last month in Boston, Massachusetts. It was the largest group in Shell's history to receive 25-year service awards at any one place at one time.

The reason for this unusually large number of employees marking a quarter-century of service together is that in 1929, when Shell was expand-

Thirty-Nine Gold

ing its marketing operations to New England, the Company purchased selected facilities of the New England Oil Refining Company and hired 200 of the refining company's employees in the deal. Nearly all of the 39 persons who received diamond pins and watches at the Boston Service Award Luncheon were former employees of the refining company. A number of other employees in the original group of 200 are scattered throughout Shell or have already retired.

The Service Award Luncheon was held on February 4, the exact anniversary of the date the New England Oil Refining employees joined Shell. On hand for the occasion, and delivering the principal address, was J. G. Jordan, Vice President-Marketing. Several other Marketing executives from Head Office also were guests of the approximately 300 long-service employees and pensioners at the luncheon. Boston Division Manager Ralph J. Carey presented the awards to the 25-year employees. Another 50 Division employees received pins for 20, 15 and 10 years' service.

Pointing out that the 200 Division employees at the time Shell took over New England Oil Refining has now grown to more than 600, Mr. Jordan traced the growth of Shell in the United States and expressed confidence in the future of the Company's position in the Boston Division and New England.

"Today Shell is the nation's third largest producer of crude oil," Mr. Jordan told the group. "The Company is one of the five biggest petroleum marketers and last year net profits amounted to more than the gross sales of 25 years ago. The Company has amassed oil fields, pipe lines, refineries, terminals and depots, and is still in the midst of a half-billion-

More than 300 veteran Shell employees and pensioners gathered in Boston's Hotel Somerset on February 4 to mark the twenty-fifth anniversary of Shell's long-service awards. The largest single group in Shell history received 25-year service awards. The number of Division employees has tripled since the



Watches

dollar expansion program.

"But the Company's most important asset is its people," Mr. Jordan said. "Without the people who make them productive, Shell's material assets would be worthless.

"These facts speak for themselves: The total service of the employees present at this luncheon amounts to about 5,500 years — an average of nearly 20 years per person. The number of persons with a decade or more of service comprises more than half of all the employees in the Division.

"A company is judged by the type of people associated with it," Mr. Jordan added. "While Shell has expanded it has also improved its foundations. Because of the type of people who make up the Shell family, Shell is regarded with respect. Because of you people, Shell has continuously improved its relations with its customers and with the general public."

operations on the eastern seaboard and to receive Company entered New England a quarter-century ago.





Where They Worked

THE row of old bench stills shown above, which would be obsolete in any refinery today, was part of the facilities of the New England Oil Refining Company which Shell purchased a quarter-century ago. Some of the veteran Shell employees who received watches and 25-year service pins in Boston last month once worked at this New England Oil Refining plant in Fall River, Massachusetts. Others worked at various marketing installations which Shell acquired in the purchase.

Shell purchased selected properties of the New England Oil Refining Company early in 1929 to form the nucleus of a new marketing company on the Atlantic seaboard, the only area Shell had not entered at the time. The new company was called Shell Eastern Petroleum Products, Inc., and began operations on February 4, 1929. It began selling Shell branded products in April of that year.

Shell Eastern Petroleum Products has long since been merged with other Shell companies. The Fall River refining facilities have long since been dismantled-except for three of the old bench stills shown above, which are now used to heat asphalt for delivery. Today, on the site of the old refinery, stands a huge marine terminal, receiving tanker-delivered products from the Houston and Norco refineries and distributing them throughout New England. The Fall River Terminal is Shell's second largest in the United States, both in product throughput and the number of employees.



Schoolmobile Seattle Marketing Division Employees

Solve Training Problem For Jobbers And Service Station Dealers In Outlying Areas

A LTHOUGH Shell Oil's Seattle Division serves dealers and jobbers throughout Washington and the Idaho Panhandle, its retail outlets outside of metropolitan Seattle are widely scattered. Some lie as much as 300 miles to the east, and few of the outlying dealers can spare the time to attend the Division training school at Seattle to see the latest in marketing equipment and techniques. Early in 1953—to bring these deal-



ers into the Division training orbitfive Shell merchandising specialists set up a mobile training unit. They crammed the essentials of service station operation into a three-day course, tested it extensively, and then began taking the school to the dealers. In the last nine months of 1953, they travelled 2,500 miles to give their intensive training course 28 different times in 19 separate locations. Before the present year is out, they will add another 3,000 miles and 30 more locations to their training odyssey.

Retail Manager E. J. Cowing is dean of the travelling school, and Merchandising Representatives E. J. Wood, W. F. Mertel, R. L. Gouge and E. W. Marsh are the faculty. They drew on their combined 87 years of merchandising experience to develop

Schoolmobile faculty: from left, E. J. Cowing, W. F. Mertel, R. L. Gouge, E. W. Marsh and E. J. Wood, discuss a new battery charger. the curriculum which includes pump island selling, TBA (tires, batteries and accessories) merchandising, lubrication, product data, keeping of records and so on. They "tested" their course first, by presenting it to the Shell dealer salesmen who work with individual station operators. These dealer salesmen, experts themselves in station merchandising, suggested valuable additions to the curriculum.

The mobile training unit moves on a tight schedule, so that it can be used to fullest advantage. Cooperating Division and District personnel help publicize the classes in advance at each location.

Classes are usually held in a station lube bay rented from the host dealer. This gives the instructors a chance to illustrate new techniques and equipment in a realistic setting and, similarly, makes it easy for the student dealers to visualize the various demonstrations in their own stations.

They Have Retired



C. R. ALDERMAN Head Office Manufacturing



W. T. BLACKBURN Wilmington Refinery Effluent Control & Utilities



N. M. CALHOON Wood River Refy. Engineering



Tulsa Area Production



Shell Pipe Line Corp. Mid-Continent Area



L. S. HARRIS **Boston Division** Marketing Service



A. E. HEINLY Shell Pipe Line Corp. Mid-Continent Area



M. E. JORDAN Shell Pipe Line Corp. Mid-Continent Area



A. W. GAUTHREAUX

New Orleans Area

Production

R. C. KENDIG Pacific Coast Area Gas





P. L. GUARIN Head Office **Exploration & Production**



H. P. LEISTEN Shell Chemical Corp. Dominguez Plant



Martinez Refinery



C. C. SWANSON Pacific Coast Area Production



E. C. SHAW New Orleans Area Production



W. E. WALKER New Orleans Area Production



W. M. SHORE San Francisco Office Marketing



I. M. SMITH Head Office Financial



P. H. PITTS

Shell Pipe Line Corp.

Mid-Continent Area

N. W. SMITH Indianapolis Div. Operations



A. W. KYNDBERG

Minneapolis Div.

Marketing Service

J. L. POUNDS Portland Division Sales



J. W. STEPHENSON **Detroit Division** Sales







coast to coast



Robert Duncan, Carpenter at Martinez Refinery, went out where the big ones live to capture this salmon and the first prize in a fishing derby off the Farallon Islands, several miles outside the Golden Gate.



Hunters from Shell Development's Emeryville Research Center pose with their entries for the SDRA deer derby. They are, seated, l. to r., C. A. Edmonds, N. A. Ferguson, F. C. Chance, and standing, Fred Carter and D. L. Brussard.



G. S. Redman, Operations Manager, Seattle Marketing Division, shown at left, acted as master of ceremonies at the Division's service award banquet. Among the honored guests on this occasion were first year pensioners, (left to right) Thor Johnson, S. C. Evans, L. S. Taylor, J. H. Maule and Harry Jewell.



Vivian Tucker, with pencil in hand, is the guest of honor at a celebration marking her tenth year of service as Secretary of the Credit Union at Houston which serves the Shell Oil Refinery and the Shell Chemical Plant. Seated with her is Mary Jane McFarland, while standing, left to right, are John Anderson, Joe Murray, P. H. Bosse, Robert Haldane, John Garrison, O. A. Sublett, L. J. Snyder, W. O. Miller and A. M. Eaton:



J. E. Murphy, Compounding Superintendent at Sewaren, talks to New York Marketing Division visitors. They are, I. to r., R. M. Smith, I. Spangenberg III, E. Harvell, T. P. Carway, W. D. Smith, R. B. Guerin, C. J. Reitmann, W. C. Rupp, D. F. Knowlton and H. J. Zmiewsk.



Officers and Directors of the Shell Midland Employees Club for the January-June season of 1954 are, front row, R. M. Johnson, Dulene Dollins, E. C. Covey, Jeanette Gall, M. J. Rodgers and, back row, J. E. Peck, Philip Fickman, D. N. Graves, Louis Smith, B. W. Adams and C. H. Row.



Opening this valve at Shell's Wood River Refinery started the first crude through the new distilling plant, an important installation in the current, company-wide refinery expansion program. Present, I. to r., are Ross Sherwood, James Nelder, E. N. Wood, Walter Roberts and William Reydon.



Gene Stramel, Supervisor of Seismic Party 13, Tulsa E & P Area, and his six brothers realized a major ambition when they played one basketball game as a team at Hays, Kansas. Gene wears number 31. All are former members of the Hays High School Team and four were local college stars.



Champion

ECREATION, to Richard A. Cardwell, means doing things the hard way. Dick works as an Insulator Helper at Shell's Wilmington Refinery. After hours, he earns plaudits, awards and prize money at rodeos.

"It's just a hobby with me, but I find a terrific thrill in rodeo competition," says Dick who was recently named bull-riding champion for 1953 by the Cowboy Association of America. The award included a \$300 hand-tooled saddle and a silver belt buckle, given to Dick for piling up the highest number of points accumulated by any contestant during 10 rodeos.



Dick Cardwell pits quick thinking and physical agility against brute strength and power in a rodeo bull-riding event. The idea is to ride a wild Brahma bull for eight seconds and emerge from the ordeal intact.



Fish Story

HE care and feeding of tropical fish" may sound like a dull book title, but these are serious, exacting tasks to Gerhard Hoffmann, an Instrument Maker of Shell Development's Exploration and Production Division at Houston. The objects of his care include such delicate and exotic species as angel fish from the Amazon, firemouths from Yucatan, kissing gouramis from Malaya, Trinidad guppies, Siamese fighting fish and others.

These tiny beauties, and a wide variety of other types, are displayed in the elaborate aquarium in Gerhard's home. Aeration equipment, special lights and electric heaters to keep temperatures constant may make the hobby an expensive one. The preparation of live food to keep the brightcolored fish in top condition may be tedious. "You start with one bowl of fish, then the fish drive you out and you have a 'fish room'," says Gerhard. He does admit, however, that in the 10 years he has followed his hobby, it has

been a rare day in which he hasn't seen something new and fascinating.

(1)

Gerhard Hoffmann must use a magnifying glass to locate new-born fish which often take a year to reach full size. These tropical beauties may come from Sumatra, Africa, Venezuela or other faraway places.





Service Birthdays

Thirty-Five Years

Norco Refinery

Distilling

R A HAMBLIN

Sales



Shell Pipe Line Corp.

Mid-Continent Area



C. J. TROXLER Norco Refinery Dispatching

I C HERWIG

Calgary Area

Exploration





C. M. CAMPBELL, JR. J. Q. BALLARD E. E. BROWN San Francisco Div. San Francisco Office Pacific Coast Area Transp. & Supplies Production Operations



L. M. HETER Calgary Area Production

L. A. ROBINSON

Tulsa Area

Production



A. G. SCHEI

Head Office

Treasurer



G. W. HICKS Seattle Div. Sales

J. SHEA

Martinez Refy.

Dispatching

R. P. HOYLE Pacific Coast Area

Treasury

L. T. SKINNER

Tulsa Area

Production

E. IONES Pacific Coast Area Production

COCHRAN

Tulsa Area

Automotive

Μ.



K. H. FARRAH

Tulsa Area

A. A. COOPER

Martinez Refy.

Thirty Years

I R LEISER Tulsa Area Exploration

D. SPEIGHT

Production

Twenty-Five Years

N. R. LEITHEAD Pacific Coast Area

J. R. LEWIS

C. C. FISHER

Treasury



A E GROEF

Secretary

San Francisco Div. Shell Pipe Line Corp. Los Angeles Div.

R. TATE R. S. SULLIVAN Pacific Coast Area San Francisco Office Wood River Refy. Pacific Coast Area San Francisco Div. Purchasing-Stores Experimental Lab. Production



Sales

C. S. MUMFORD

Tulsa Area

Exploration

E. W. WEISS St Louis Div Operations



G. A. MUNN

San Francisco Office

H. F. WALLACE



R. P. ALLAN Head Office Marketing



H. D. BIRCH Shell Development Co. Emeryville



W. K. ANDERSON Wood River Refy. Dispatching

R. M. BIRD

Sacramento Div.

Treasury



P. L. ANDRY, JR.

Head Office

R. L. BISSONETT Albany Div. Operations



S. S. SMITH

Head Office

Transp. & Supplies

J. J. ARBISI **Products Pipe Line** East Chicago, Ind.



T. C. BONNER Tulsa Area Gas



R. M. ARNOLD Shell Pipe Line Corp. Texas-Gulf Area



J. A. BOURGEOIS Norco Refy. Treasury



St. Louis Div. Sales



T. B. BOWERS Wilmington Refy. Dispatching



R. W. BALDWIN Los Angeles Div. Operations



W. C. BRADEN Sacramento Div. Sales



S. J. BRAND

New Orleans Area

Production



V. P. CHAMPAGNE Norco Refy. Engineering

W. C. BEVIL

Shell Chemical Corp.

Houston Plant





H. F. STANLEY



Production

Twenty-Five Years (Cont'd)



E. D. CLARK Houston Refy. Engineering



R. M. CONLON Indianapolis Div. Treasury

C. T. CREWELL Pacific Coast Area Land

J. R. CROCHET New Orleans Area



A. W. CRONAN Wood River Refy. Engineering



W. E. DEPENDAHL Wood River Refy. Gas



T. DOWDY L. DILLOW Houston Refy. Wood River Refy.



C. DULLUM Martinez Refy. Engineering



O. W. HATFIELD Midland Area Land



J. E. ELLIS

Indianapolis Div.

Operations

F. G. HAWK Head Office Purchasing-Stores



J. A. FELDER St. Louis Div. Sales

P. D. HISHON

Shell Development Co.

Emeryville

C. R. LATOWSKY

Head Office

Marketing



Z. P. HAGER Houston Refy. Dispatching

M. S. HOUSNER

Pacific Coast Area

Production

E. W. LAX

Shell Development Co.

Emeryville

Production

M. B. HAMBRICK Shell Pipe Line Corp. Texas-Gulf Area



H. G. HUNT

New York Div.

Sales

Houston Refy. Engineering



Engineering

F. G. HARKNESS Shell Pipe Line Corp. Mid-Continent Area

E. W. JONES

Houston Office

Transp. & Supplies

J. W. LONGSHORE

San Francisco Div.

Sales



Dispatching

Operations

R. R. KLECHKA

Houston Refy.

Engineering









L. N. LANKFORD Houston Office



R. S. MENZIES Portland Div. Sales

L. A. POCHE

Norco Refy.

Distilling

30



W. A. POLLEY

Tulsa Area

Production

A. M. LARSEN

Chicago Div.

Operations

G. A. HENSLEY

Houston Refy.

Engineering

H. R. MOORE Shell Pipe Line Corp. West Texas Area



W & MOORE Portland Div. Treasury



F G MORRIS Houston Refy. Engineering



F. W. LEWIS

Pacific Coast Area

Purchasing-Stores

R. J. HOWELL

St. Louis Div.

Sales

I. W. MOYER San Francisco Div. Treasury

D. R. LILLEY

Houston Refy.

Engineering

Martinez Refy.





O. ROBINSON Tulsa Area Production





G. E. MANNING

Tulsa Area

Production

J. H. PAULINY D. O. PHILLIPS Shell Pipe Line Corp. Mid-Continent Area

C. A. ROGERS Seattle Div. Marketing Service

S. PRIETO Houston Refy. Engineering









W. T. RITTER Indianapolis Div. Operations







J. G. ROBISON







Shell Pipe Line Corp. Mid-Continent Area



I. E. REDON Norco Refy.



M. D. PATTERSON Wood River Refy. Engineering





Administration







R. B. POLLOCK Sacramento Div. Treasury

Twenty-Five Years (Cont'd)

F. J. ROTH



J. J. ROSS Shell Pipe Line Corp. Texas-Gulf Area



W. TAMELE

Shell Development Co.

Emeryville





E. M. SHELTON Cleveland Div. Wood River Refy.



W. B. WARFIELD Martinez Refy. Engineering

Shell Pipe Line Corp. Texas-Gulf Area

J. L. WATSON R. J. WILKERSON Martinez Refy. Pacific Coast Area **Control Laboratory** Production

W. SKIPPER

Martinez Refy.

Dispatching



A. E. SLAYTER

Shell Pipe Line Corp.

Texas-Gulf Area



Operations

K. L. STELLE Albany Div. **Real Estate**



O. L. WILSON Sacramento Div. Operations

H. E. YOUNG G. R. WOOLF



Engineering

Shell Pipe Line Corp. Wood River Refy. Engineering

Head Office

M. D. WALSH

Boston Div.

Operations

20 Years

H.	J	. Nieman	n.							.St.	Louis
J.	C.	Quilty			 		Ind	ust	rial	Rela	tions

15 Years

Τ.	S.	Darlin	ig									Personne	1
A.	0	. Gru	bert					• •				Personne	1
T.	S. 1	Parker									 	Lega	L

10 Years

R. Bard	Iransp. & Supplies
A. J. DeVito	Transp. & Supplies
Alice E. Kinnear	Personnel
R. E. Mitchell Explora	tion & Production
Elizabeth A. Tonneson	Financial
Grace L. Watters	Marketing

San Francisco Office

	20	Ye	ars
--	----	----	-----

C.	E.	Crompton	•		,				•		P	'u	t		ic	2	Relations
A.	R.	Thomson.			•	•	•	5	•	•	•			•	•		Financial

15 Years S. M. Key..... Transp. & Supplies

Exploration and Production

CALGARY AREA

20 Years

W. T. R. Hunter.....Land

HOUSTON AREA

20 Years J. N. Lynch.....Production

MIDLAND AREA

M. W. Doughdrill.....Production E. I. Enloe....Production

L. E. Greene.....Land C. A. Turner.....Treasury

SHELL OIL COMPANY

15 Years

L. P. Caddel.....Production

G. F. Crismon.....Gas 10 Years O. H. Botard......Gas R. G. Crunk.....Production

20 Years

				-	-		۰.					
L.	C.	Alcorn.										. Production
J.	Η.	Jones.									•	. Production

10.11

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L.	F. [Davidson												Production
E.	М.	Maddin												Production
M	. B.	Womack											:	Treasury

NEW ORLEANS AREA

20 Years

Κ.	J.	GauthreauxProduction	
S.	J.	TheallProduction	
J.	Η.	WalkerProduction	

10 Years

M. S. Barrilleaux	Production
R. Cretchen	Production
R. L. Holliday	. Personnel
R. F. Lanier	Exploration

PACIFIC COAST AREA

	20 Years
W. S. F. V.	. GagePersonnel & Indus. Rel. PayneProduction
	15 Years
A. L.	JohnsonGas

10 Years

Head Office

K. H.	Desomb	re	2.				•					•	. Production
L. F. I	Dollar							P	u	r	c	ha	asing-Stores
W. G.	Freeman	n .											Production
T. L. K	irby												Production
Beulah	A. Ogle												Treasury
O. W.	Ryan												Production

TULSA AREA

20 Years

D.	N	1. Pia	att.					5									Treasury
J.	Β.	Robe	erts														Production
R.	L.	Trap	pp.		,												Production
F.	A.	Wel	sh.														Production
						1	C)	Y	e	20	a	rs	5			

V. D. Laughlin Production S. M. Reffner Treasury

Manufacturing

HOUSTON REFINERY

20 Years

A. H. Baker	Lubricating Oils
P. S. Graves	Dispatching
J. H. Leach	Gas
L. N. Mancuso	Fire & Safety
R. L. Webb	Gas

15 Years

J. A. Connell.										Engineering
F. W. Darnell.										Engineering
A. H. Franz						•	,	•		Gas
H. M. Wallace	.,		,							Engineering

10 Years

J.	Α.	Berwi	ck	Ś.,			 2.		C	0	n	tr	0	11	_ 2	h	0	r	at	or	y
Β.	Β.	Geye									L	u	Ы	ri	24	at	in	g	0	Dil	5
E.	Α.	Kelley	1.					 			• •			E	n	gi	n	e	er	in	g
R.	M	Gee.			 		 												. 0	Ga	s
W	. T.	Riggs					 												. (Ga	s





Sales

F. A. WATSON

MARTINEZ REFINERY

20 Years

Mary	S. Arnold	Treasury
R. F.	Bergstrom	Research
J. J.	LazzariniEng	ineering
D. R.	QuittnerEng	ineering
B. B. 1	TitcombDisp	patching

15 Years

A.	G,	Gardella,	Jr.			 	. Compounding
C.	F.	Walden			 	 	Distilling

10 Years

М.	E.	Espinole								Engineering
W.	Τ.	Larman.								Compounding

NORCO REFINERY

20 Years

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L.	۲.	Guq	lie	Imo.	10	 								1	G	а	S

15 Years

F.	D.	Friloux.						i,					Lng	ineerii	ng
L.	J.	Guidry		•		•							. La	borato	гу

10 Years

E. D. Waguespack.....Cracking

WILMINGTON REFINERY

10 Years

A. L. Anderson Alkylation	
L. R. Beuhl Cracking	
C. W. Bryant Engineering	
F. F. Gates Effluent Control & Utilities	
A. JacksonTechnological	
Esther M. LarkinTreasury	
R. H. LevyDispatching	
T. L. LovingCracking	
H. O. MaupinEngineering	

WOOD RIVER REFINERY

20 Years

H. W. BradvogelEngineering
L. H. BrettCompounding
J. A. Grover Engineering
A. J. Haas Engineering
L. C. HinmanUtilities
L. L. Middleton Engineering
C. E. Musgrave Engineering
E. F. ObertEngineering
D. L. PattonEngineering
O. SummersEngineering
C. WeberEngineering
L. C. Zimmerman

15 Years

C. C.	Beck										Engineering
H. L	. Brehm										Engineering
J. E.	Brewer.										Stores
J. F.	Burns		1.								Engineering
J. R.	Dunnag	an	1.								Engineering
D. H.	Fox										Gas
H.W	Giles.										Engineering
B. W.	May										Engineering
0. N	ewton										Engineering
E. F.	Primas.										 Engineering
RR	Ross										Engineering

10 Years

W. W. Bradshaw Engineering	3
N. W. DouglasStore	s
S. W. MillerCompounding	3
E. NovitskieUtilitie	s
9. F. TurtonDispatching	3

Marketing

MARKETING DIVISIONS

20 Years

W. J. Judd	Albany, Operations
W. F. Harrison	Baltimore, Operations
S. Rasinski	Baltimore, Operations
C. F. Faber	Boston, Sales
A. J. Marnett	Boston, Operations
L. G. Dailey	Chicago, Operations
A. F. Koski	Chicago, Operations
H. O. Krass	Chicago, Sales
R. T. Nelson	Chicago, Operations
A. H. Orn	Chicago, Operations
J. T. Osep	Chicago, Operations
J. J. Schmitz	Chicago, Operations
J. Schweiger	Chicago, Operations
J. A. Sheridan	Chicago, Sales
E. G. Storen	Chicago, Operations
E. J. Teshnow	Chicago, Sales
C. A. Workman	Cleveland, Sales
H. O. Brown	Detroit, Operations
R. Witherspoon	Indianapolis, Treasury
W. T. Rix	Los Angeles, Operations
M. B. Shove	Los Angeles, Sales
R. M. Baker	Minneapolis, Sales
E. Varga	New York, Sales
E. Tieslau	Sacramento, Sales
L. B. Sullivan	St. Louis, Sales
E. E. Scanlan	San Francisco, Sales
C B Maara	Seattle Sales

15 Years

A. L. Fournier	Boston, Operations
W. R. Flach L	os Angeles, Operations
F. M. Gardner	Los Angeles, Sales
H. R. Nebeker	Los Angeles, Sales
H. F. Norberg. Los A	ngeles, Marketing Serv.
V. E. Allen	Portland, Operations
J. T. Provin	Portland, Operations
M. C. Lawler	St. Louis, Treasury

10 Years

A. H. Frey.....Atlanta, Sales W. R. Pearce.....Atlanta, Operations

SEWAREN PLANT

15 Years

C. P.	Ferraro					•			•	ł		4	Depot
W. A	. Gardner .						ł	•			•	•	Terminal

10 Years

E.	A.	Sem	ok										Compounding
A.	Th	oma	s .									,	Compounding

Products Pipe Line

10 Years

Nina	J. Rogers.							.Zionsville, Ind.
T. H.	Saathoof.				4			.Springfield, Ill.

SHELL CHEMICAL CORPORATION

20 Years

C.	V. Ha	nd.		 		 				 	. Houston
A.	Boyer			 			 		• •		. Martinez
М.	M. N	une	z.,	 					• •		. Martinez

15 Years

H. E.	Sparks.								E	a	S	t	e	rn	1	Division
R. W.	White.	 4							4						T	orrance

10 Years

P.	D.	Buehl		 	 	 D	ominguez
C.	E.	Clemons,	Jr.	 	 	 	. Houston
J.	R.	Ensminger		 	 	 	. Houston
G.	B	Shaw		 	 	 	Martinez
H.	H	. Wainwrig	ght.	 	 	 S	hell Point

SHELL DEVELOPMENT COMPANY

20 Years

J. G.	Whitehurs	t								Houston
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15 Years

Τ.	K. Miles.											Emeryville
J.	Todorovic											Emeryville

10 Years

A. O. Anders	Houston
Marjorie Chew	Emeryville
F. E. Lozo, Jr	Houston
R. F. Miller	Emeryville
A. R. Plute	Emeryville
R. H. Overcashier	Emeryville
W. L. Snider	Emeryville
Lillian Van Snellenberg	. Emeryville
E. Weber	Houston
W. H. Wulf	. Emeryville

SHELL PIPE LINE CORPORATION

20 Years

V. L. Bennett	West Texas Area
W. B. Carpenter	Mid-Continent Area
J. E. Fairweather	West Texas Area
M. Hadley	West Texas Area
D. R. Smith	West Texas Area

15 Years

R. W. Spencer.....West Texas Area

10 Years

R. M. DeLozier	Mid-Continent Area
C. E. Heck	Mid-Continent Area
V. A. Jones	Head Office
F. LaFleur	Texas-Gulf Area
W. S. Linn	Head Office
L. R. Platter	Mid-Continent Area
C. A. Reeve	Texas-Gulf Area



THE Red Tape RENG =

Wast Will and Testament

TUPER REPUBLIC

Dated, Junganna fift, 195 0-

BIOLLIT & BRAHL

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Most people neglect to make a will. Their estates have to be distributed by the courts according to fair but impersonal laws. Frequently, the settlement of an estate where there is no will fails to reflect the wishes of the deceased.

You owe it to your family to prevent this from happening to you. If you haven't made a will, do it now! Remember ...

YOUR WILL IS SOMEONE'S PROTECTION

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J. W. Stephens 4710 Bell St., Apt. 1 Houston 23, Texas

SHELL

SCC

around the Nation

Kilgore, Texas, has oil in its back yard. Lying 200 miles north of Houston, this city of 18,000 people is in the heart of the East Texas Field, one of the greatest oil reservoirs in the world. Production from East Texas, since its discovery in 1930, has exceeded 3 billion barrels of oil with at least 2 billion more estimated to be recoverable. Oil revenue coming into the city has blessed it with pleasant homes, churches, schools and parks.

The rigs which today cast their shadows over Kilgore's streets are reminders of another era, kept in existence only to service producing wells.

Present - day drilling, under modern conservation practices, is carried out on widespread plots of land beyond the city limits. Production rates are

carefully controlled so reservoir pressure can be preserved.

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Shell Oil Company operates at Kilgore through the East Texas Production Division Office of the Houston Exploration and Production Area. The Company has more than 1,100 wells in the East Texas Field and, to date, has produced more than 125,000,000 barrels of oil. Shell Pipe Line Corporation has a Division Office at Kilgore and its East Texas crude oil trunk line originates there.