

# SHELL NEWS



NOVEMBER • 1944



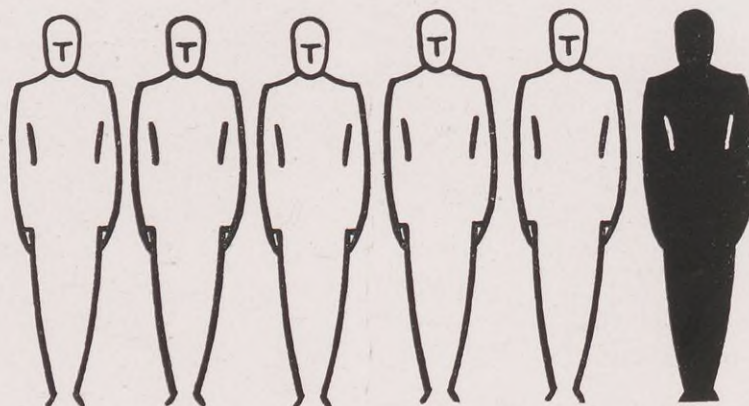
# matters of *Fact*



## 5 EMPLOYEES OUT OF EVERY 6

have protected themselves and their dependents  
under exceptionally favorable terms by joining the

### GROUP LIFE INSURANCE PLAN



The aggregate coverage . . .

**\$80,000,000**

Total claims paid since the in-  
ception of the policy in 1927.

**\$4,000,000**

20,000 employees hold Certificates of Insurance ranging from \$1,000 to \$20,000. Employees pay only 60 cents per \$1,000 per month for this insurance. Dividends, when experience under the plan has been favorable, have permitted waiver of payroll deductions, thereby further reducing the net cost to the employees.



# SHELL NEWS

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

NOVEMBER • 1944

VOL. 12 • NO. 11

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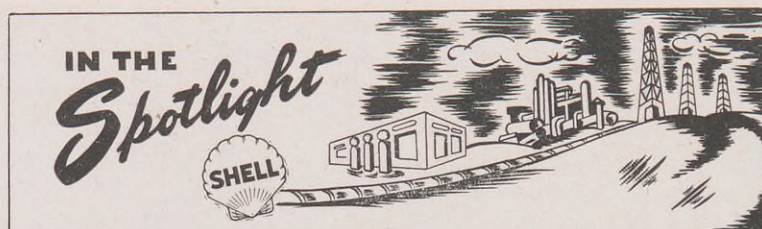
TEXAS GULF AREA.....	GLENN BYERS
MID-CONTINENT AREA.....	H. C. EELLS
HOUSTON REFINERY.....	M. S. HALE
NORCO REFINERY.....	J. E. MUNSON
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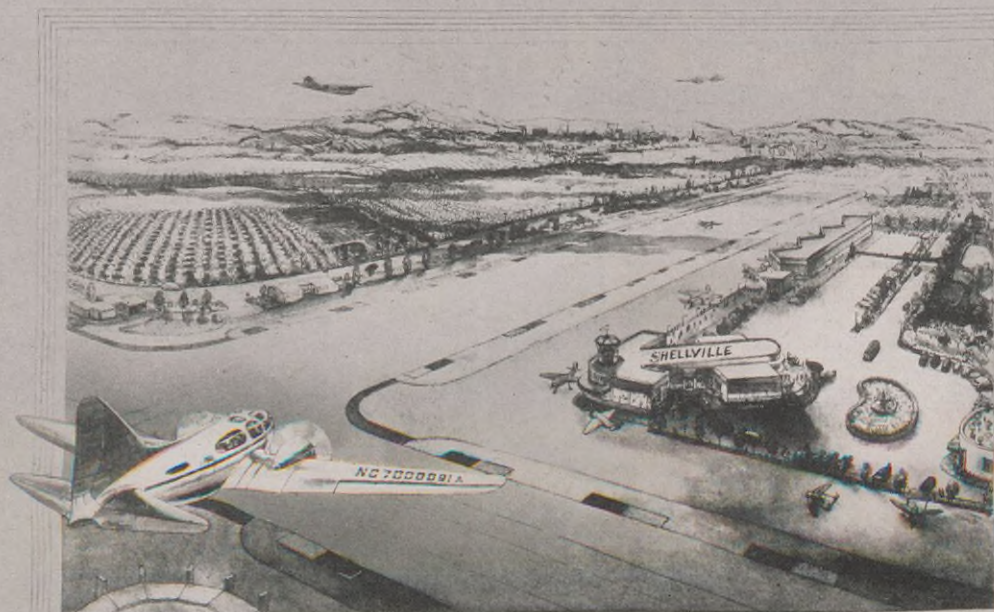


Harold R. Menkel is an Engineer at the Goodrich (Texas) Station of the Shell Pipe Line Corporation. He has been with the Company for more than seventeen years with only one interruption in service . . . that was for two years, two months, and nineteen days spent on military leave of absence in the Army Air Forces.

In May, 1942, "Chew," as he is known to his friends, enlisted. He became an engineer-gunner on the "Jolly Roger," a B-24 bomber. On what would have been his 25th mission in that plane he and his crew were assigned to a new ship, "Shanghai Lil." Over the target the "Lil" had an engine shot away and her gas line cut. She nosed down into the Mediterranean and broke apart, under water. Seven of the crew were injured, two were unhurt and one was reported "missing in action." That one was Menkel. But luck was with him and he was picked up by an Italian fishing boat which took him to a nearby hospital. He doesn't talk much about these adventures, but his ribbons and medals tell quite a story: he wears the Purple Heart, the Air Medal with four oak-leaf clusters, and the European-African-Middle Eastern campaign ribbon. After spending some time in Italian, British and American hospitals "Chew" came back to these shores and after a furlough was sent to the AAF Redistribution Station at Miami where he received his honorable medical discharge.

He is one of over 500 Shell employees who have received honorable discharges and who have returned to their peacetime jobs. On Pages 12 to 17 are the stories of some of these veterans.





## THE AIRPORT

..... ITS IMPORTANCE  
TO YOUR COMMUNITY

The cover of the Aviation Department's new book.

# THE AGE OF FLIGHT

*by Alan Miles*

**T**HE age of flight isn't coming at some distant time . . . it's almost here. All of us hear frequent discussions of the great part aviation will play in the world of tomorrow. We imagine, in that bright new world to come, that the sky will be filled with helicopters, auto-planes, and flying wings. That particular world may not be just around the corner: the helicopter, auto-plane and flying wing will require more experimentation before they will be ready for John Q. Public's use. Aviation's world of tomorrow, however, is almost with us now; the day for which we've been waiting and planning is coming . . . soon.

### 24,000 PRIVATE PLANES

Most of us accept the possession of an automobile as a commonplace, everyday occurrence . . . a perfectly normal, natural state of affairs. But on the other hand, owning a plane is something generally reserved in our minds for the wealthy or the adventurous. This is far from an accurate picture. Before the war there were more than 25,000 privately owned planes in the United States: they flew over a quarter-billion miles in 1940. Almost 17,000 of these were in the light-plane class; the most popular model was a single-engine monoplane carrying



one passenger and the pilot, and costing \$2,000. About 80 per cent of these privately owned planes were engaged in personal or instructional flying while the remainder were used by industrial firms for commercial purposes.

Today the United States Army and Navy Air Forces number over three million men. Of course many of these have no occasion to fly. Generally those who DO fly become aviation enthusiasts who, literally, "spread the gospel." Aviation has been forcibly brought to their attention, and to the attention of almost every man, woman and child in this country.

#### AFTER THE WAR

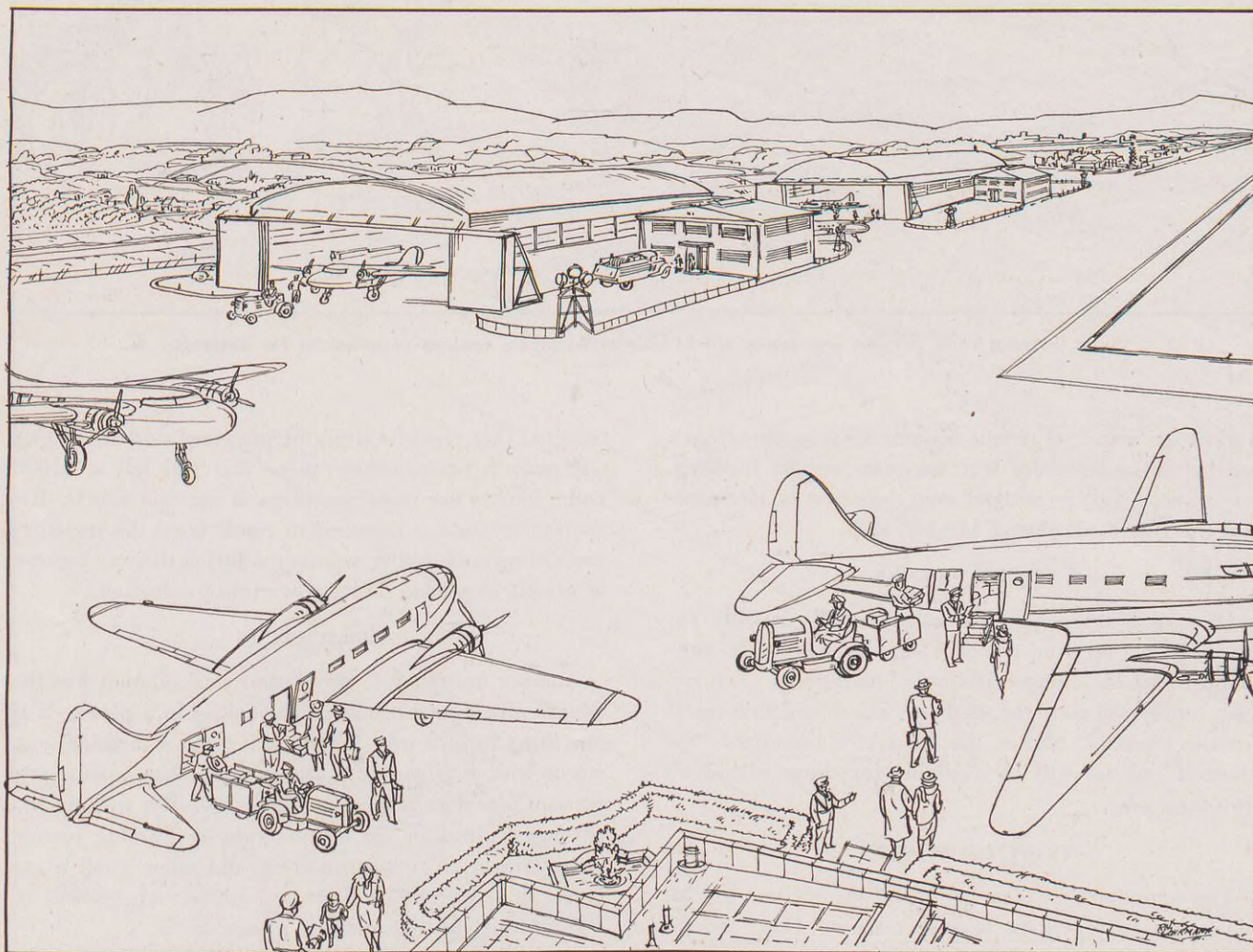
Dr. R. T. Goodwin, manager of Shell's Aviation Department, predicts that during the first years after the close of the war, planes and fliers will multiply faster than automobiles and drivers did in the early days of the horseless buggy. Aviation experts predict that within a few years after the close of war at least 300,000 civilian air-

craft will be using America's skyways. During 1941 the 25,000 civilian planes represented one plane for every 5200 people: 300,000 planes would mean one for every 450 . . . approximately one private plane for every 100 families.

In a booklet issued by the Aviation Department, it is pointed out that automobile drivers had to wait for the building of roads and highways . . . but for pilots the sky is the limit . . . their skyways of tomorrow.

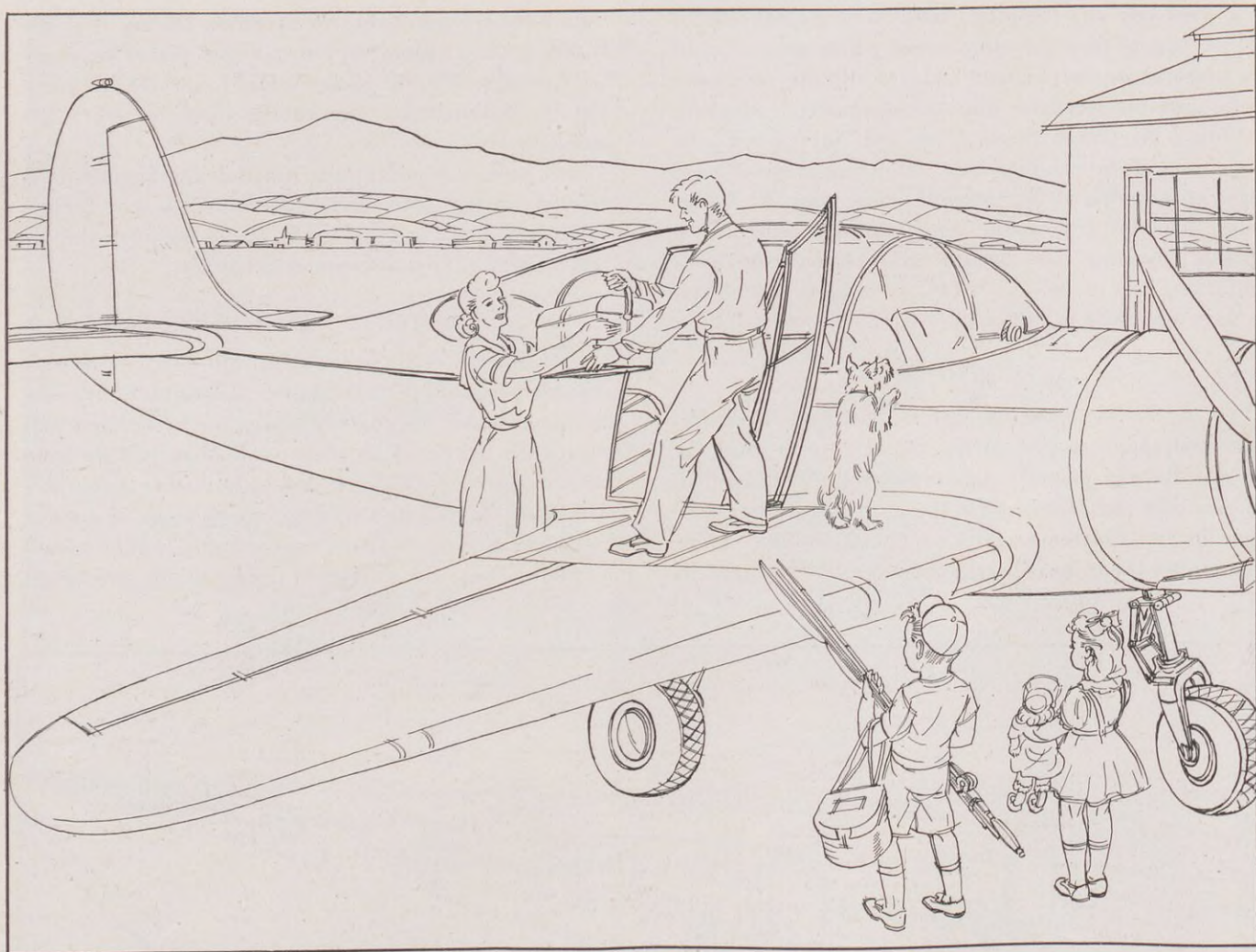
#### MANY POSTWAR USES

They further predict that flying will affect every conceivable phase of life . . . that many thousands of business and professional people will use planes. Salesmen will cover their territories by plane; executives will fly from town to town. In addition, law enforcement authorities will patrol the highways from the air. In cases of disaster and emergency, medical and relief supplies will be rushed by plane. Today the services of certain highly specialized



A conventional airport of today.





In the near future you and your family will be able to fly to the seashore or mountains for weekends.

doctors are almost as remote to some areas as they were a hundred years ago. But with adequate airport facilities, no one need long be without even the rarest of medicines and the best medical and surgical skill.

#### FOR PLEASURE

Of course many persons will use the skyways for pleasure and vacation travel. Then you will fly to your favorite spot for a longer fishing or hunting trip. You and your family will go to the seashore or to a mountain resort for the weekend. And at the airport of tomorrow "fly-yourself" planes will be available for those who don't own their own.

#### COST OF PLANES

The comparatively slow growth of the pre-war private plane can be traced to several reasons. One was the almost prohibitively high initial and operating costs. However, the Department of Commerce, in a special survey,

reported that manufacturers of proposed postwar planes will make a two-passenger plane that will sell at \$1000 and a four to five-passenger plane at not over \$2000. Reduction in costs is expected to result from the improvement of manufacturing techniques during the war because of greatly expanded military aviation production.

#### DRAWBACKS

Another drawback to pre-war private aviation was the danger attending mechanical difficulties in a plane. It is one thing to pull over to the curb when something goes wrong with your car, but quite another when a plane acts peculiarly and an airport is not nearby. But with the experience gained in the manufacture of training planes, "grasshoppers," ambulance craft, and other small plane types, unprecedented safety and utility features will be incorporated in these private planes.

Probably the greatest handicap in popularizing the private plane has been the general inaccessibility of land-



ing facilities. Those who fly the commercial airlines know how out-of-the-way the average airport is. In many cities throughout the country special busses or taxis take thirty to forty minutes to transport passengers to outlying airports.

### SEPARATE LANDING AREAS

The Aviation Department's booklet states that the future growth of private flying may well reach such large proportions that separate landing areas will be necessary to handle only private planes. Aside from the large and medium sized landing facilities, smaller airports, also known as airparks, may be considered to fill this need. They can be located as close to the community as safety and other factors will permit.

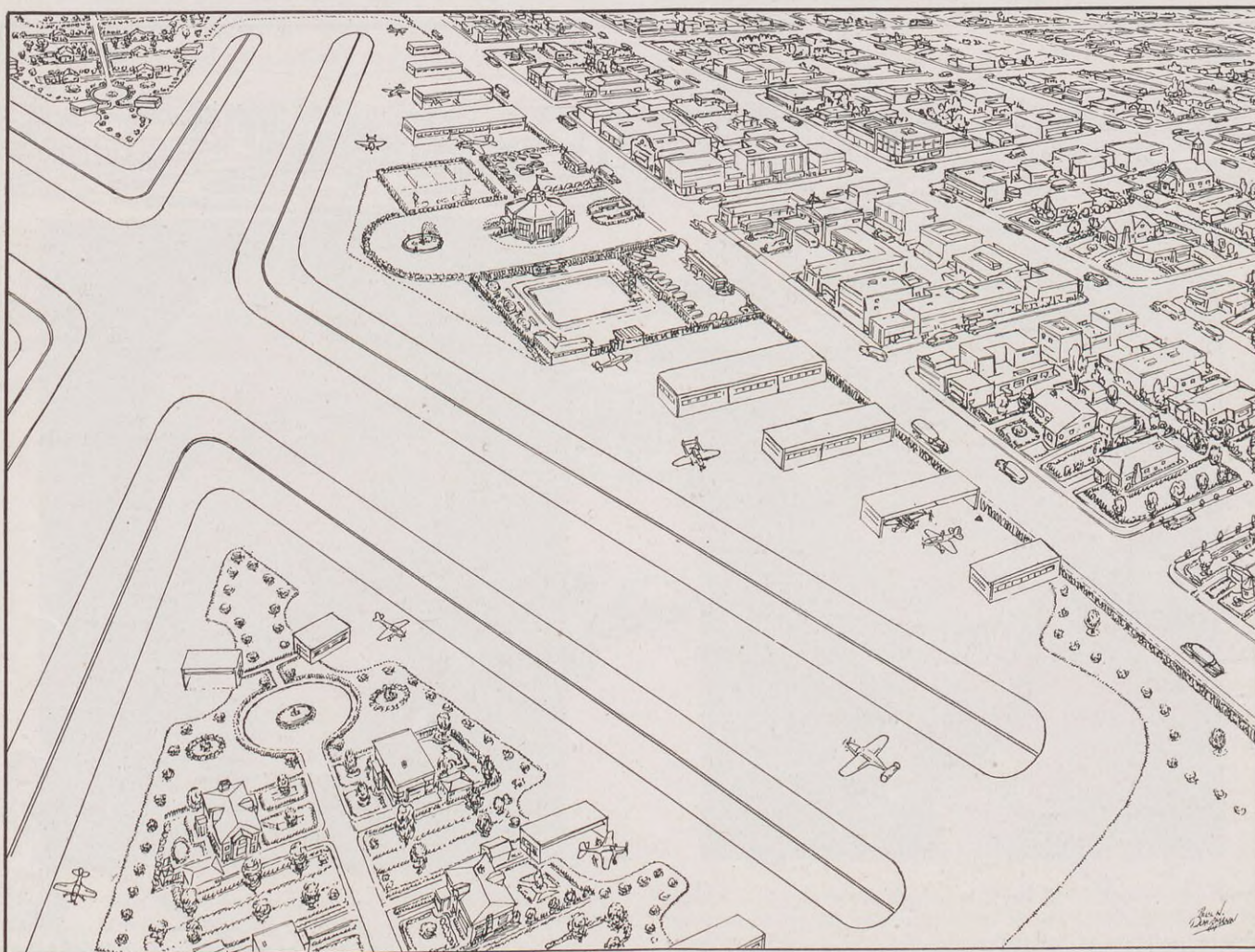
There are three important factors to be considered by communities in the selection of an airport site . . . aeronautical, engineering, and economic. In the aeronautical phase, it is important to ascertain whether space is avail-

able for a sufficient number of landing strips of adequate length which will provide coverage for variable wind conditions. It is also necessary to discover whether approaches and turning zones are relatively free of obstructions. Another point to be considered is the nearness of other airports: ordinarily airports should be separated by at least six miles.

### PROBLEMS

Engineering presents its questions: are there drainage problems? An airport site which appears to be a fine one in August may be a veritable bog in November or March. Are there grading problems? Naturally an airport can't be built on the side of a steep hill. And can power, water, phone, and sanitary facilities be readily installed?

On the economic side of the picture, an airport must be located so that it will serve the greatest number of people with a minimum of surface travel, but at the same time be so situated that it is capable of being expanded and ex-



Attractive airparks with homes connected by taxistrips to the runways, can provide the nucleus for residential expansion.



tended in the future to coincide with aeronautical and engineering demands. Budget allotments, assessments and allocations must be considered in the light of each community's financial condition.

### CONSTRUCTION OF AIRPORTS

The construction of an airpark is no simple matter. In some suburban and rural areas having level terrain, comparatively little labor would be required. But there is always grading, drainage, landscaping, lighting, construction of runway surfaces and ramps, and construction of airport buildings, garages, and service stations. One of Shell's customers, the Parks Air College of East St. Louis, Illinois, reports that 6000 airparks can be completed in a minimum of two years and a maximum of eight years and that a 100-acre airpark can accommodate 450 private planes, each with an individual hangar.

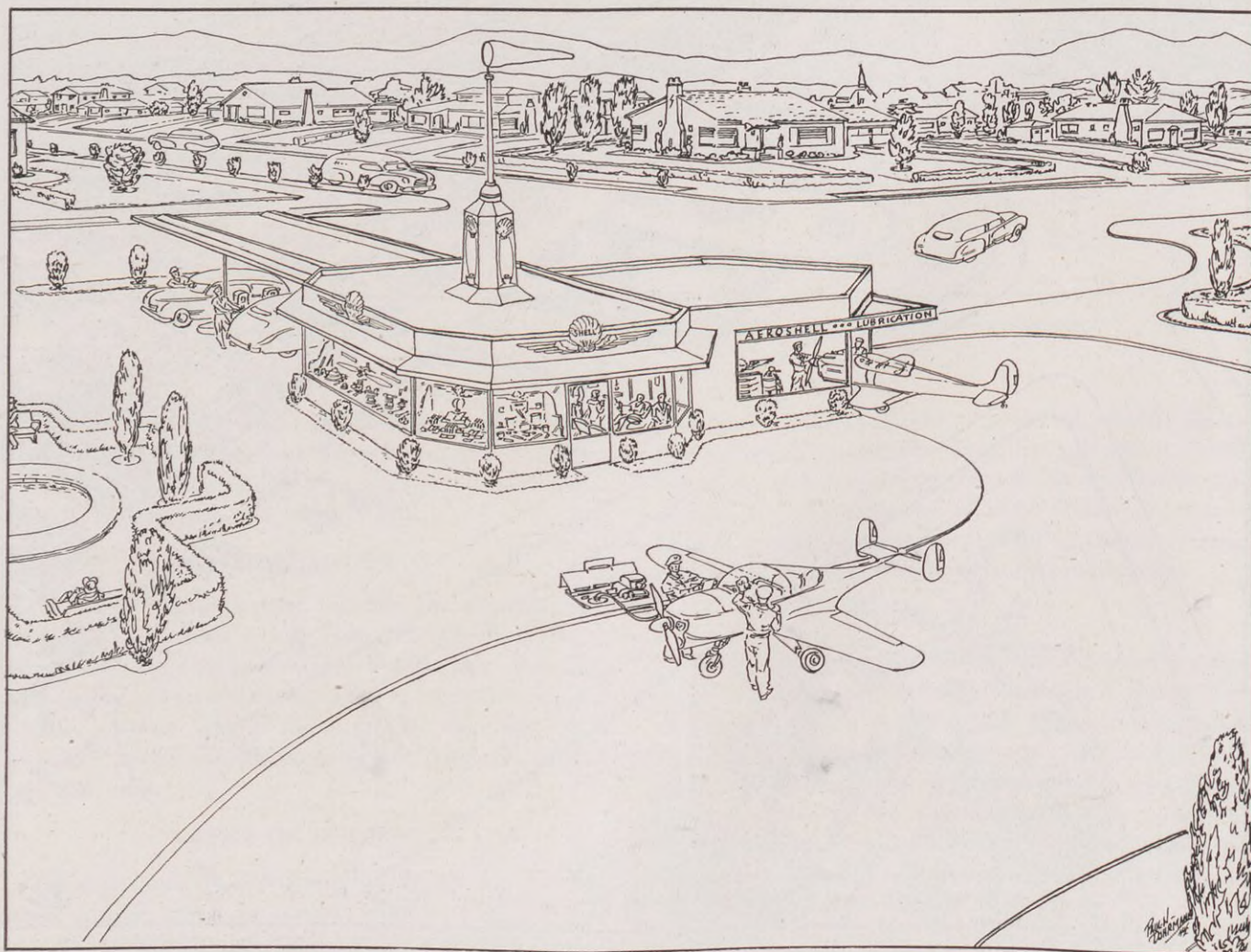
Parks states also that the average airpark will need approximately only 48 men to maintain both the field and the planes; this would include dispatchers, guards, fieldmen, a manager, mechanics, gasoline and oilmen, and

salesmen . . . comparatively few men to operate the airport of tomorrow.

### SHELL ISN'T WAITING

But Shell is not waiting for tomorrow. On the 1st of September the New York Marketing Division opened an office in the loading ramp at New York's great LaGuardia Airport for servicing transient pilots at the field. For some time Shell has had the exclusive rights to sell aviation fuels and lubricants to non-scheduled fliers at LaGuardia, but with the establishment of the office there far better service will be rendered. Similar offices will be located at many other airports, large and small.

Naturally Shell will be in the forefront in the "age of flight." In co-operation with aircraft engine designers and plane manufacturers, the Company will continue its active interest in the aviation field. The men and equipment which first gave the world 100-octane aviation gasoline can be depended upon to give the aviation world many more "firsts," and to live up to Shell's aviation motto, "Better Fuels For The Age of Flight."



A glimpse into the near future—a modern service station of tomorrow to serve both airplanes and automobiles.



# SECURITY . . . SHELL STYLE

*by Robert Anderson*

**E**ACH paycheck you receive has a notation that one percent of your pay has been deducted for Social Security taxes. The Company matches that with a similar amount and when you reach the age of 65 you receive monthly checks from the Government to protect you in your old age.

But employees of Shell do not depend solely on the Government for protection since the Company has its own form of social security . . . the Pension Plan. Under its terms employees who have been with the Company for twenty years are eligible to retire, if they qualify under the regulations, and yet continue to receive part of their salary.

During 1944 33 employees have retired, under the

Shell Pension Plan, on full or proportionate pensions. Full pensions, forty percent of their average monthly compensation over their last five years of employment, were granted those who had worked for not less than twenty years . . . and who had reached the normal retirement age of sixty for men and fifty-five for women.

Proportionate pensions were granted those of the normal retirement age who had worked less than twenty years but more than fifteen. Their pensions are proportionate to the number of months and years they had been with the Company.

On this and the following pages are pictures of some of those who retired during this year . . . together with something about their plans.

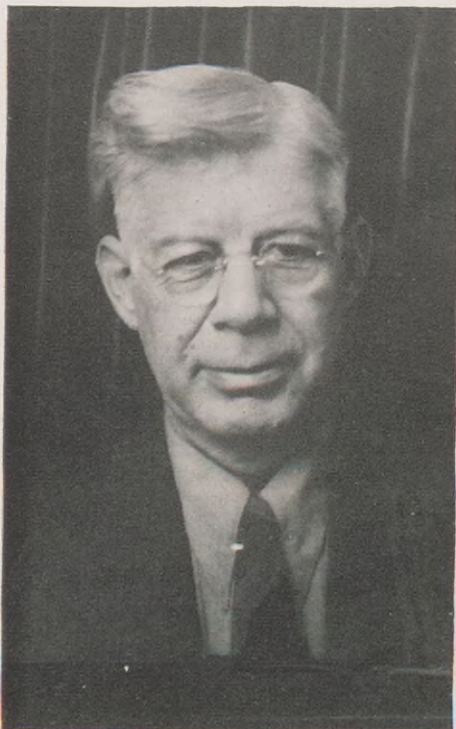


Marvin S. Berry, Chief Station Engineer at Hendrick Station of the Shell Pipe Line Corporation, retired in July. He moved to Fayetteville, Arkansas, where he plans to buy a house and "just relax."



Herbert L. "Pa" Isaminger worked at Wood River, Houston and Norco refineries during the twenty-five years he spent with the Company. When he retired in August he told friends that he would settle down near a fish-laden stream and would interrupt his fishing just long enough to eat and to bowl a few games.





G. E. Minturn, East Chicago Terminal, Products Pipe Line, has moved to Long Beach, California, where he owned a home. He intends to devote most of his spare time to deep sea fishing.



George C. Grisham, Wood River Refinery, retired on August 7th and he, too, intends to spend most of his time fishing and working in his garden.



S. W. "Shorty" Craig, Plant Superintendent at Wasson in the Texas-Gulf Area, has been searching for a country home. He and Mrs. Craig traveled to Virginia and then back through the south. They are now in Dallas and have their eyes on a spot in Arkansas where they hope to settle down in the near future.



James M. Stewart, Wood River Refinery, is shown being presented with a War Bond from his fellow employees. Mr. Stewart intends to live at Wrights, Illinois.





Felix R. Smith, Mid-Continent Area, spent sixteen of his twenty years in Shell's Oklahoma fields and the remaining four in Kansas. Evidently he feels that Missouri is the place for a change for he has retired to a farm in that state.



James "Jim" Matthews of the Boston Marketing Division retired last Spring. Mr. Matthews' plans were to "just take life easy."



J. E. Martin, St. Louis Marketing Division, is devoting much of his time to hunting and fishing, and visiting old friends in the Company.



Employees of the St. Louis Marketing Division gave a dinner in honor of W. L. Schafer who retired after twenty years' service with the Company. On behalf of his fellow employees, P. C. Thomas, Division Manager, presented Mr. Schafer with an amethyst ring.

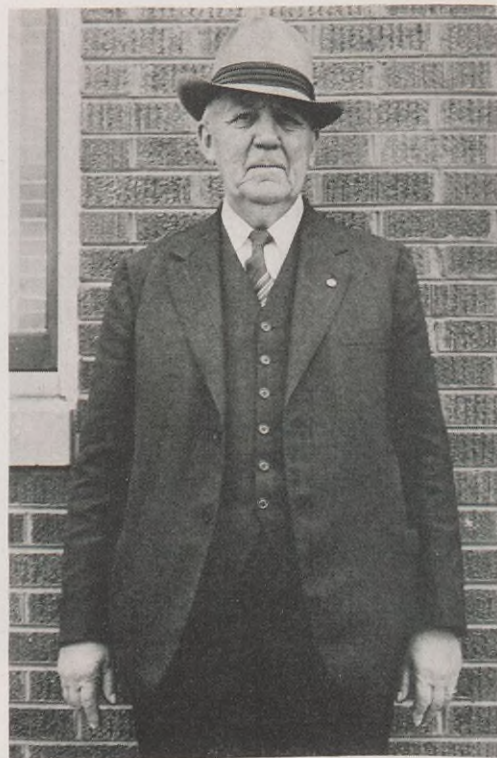


W. M. Seymour, Wood River Refinery, made a trip to the Gulf for fishing shortly after he retired. He intends to spend his time puttering around his St. Louis home.





Harry A. Delano, first person in the Boston Marketing Division to be pensioned, is shown receiving his first pension check from Division Manager Underwood.



Henry H. Bergfeld, Wood River Refinery, is another who intends to make up for lost time in fishing. He owns a home in Alton, Illinois, and plans to take things easy there.



Lon Sanders, Texas-Gulf Area, raises vegetables and dairy cattle on his farm at Hornbeck, Louisiana. He is shown with one of his prize calves.



Walter A. Nowaski, Wood River Refinery, is with Mrs. Nowaski and their grandson.





Frederick Noblitt, Wood River Refinery, intends to build a new home after the war, have a garden, and tend to his chickens.



Gordon L. Shanks was honored with a luncheon at which he was presented with a watch by his fellow employees of the Shell Pipe Line Corporation. He intends to make Chicago his home.

## EMPLOYEES PENSIONED IN 1944

Bergfeld, Henry	Wood River Refinery
Berry, Marvin S.	Shell Pipe Line Corp.
Brush, George S.	Boston Division
Carr, John W.	P. P. L. North Line
Cates, Joseph A.	Shell Pipe Line Corp.
Delano, Henry A.	Boston Division
Grisham, George C.	Wood River Refinery
Ingram, Charles C.	Shell Pipe Line Corp.
Isaminger, Herbert L.	Norco Refinery
Kelly, John F.	Head Office
Kleen, Henry	P. P. L. North Line
Klos, Charles	Shell Pipe Line Corp.
Lovell, Georgia B.	St. Louis Division
Lynn, James E.	Shell Pipe Line Corp.
Matthews, James W.	Boston Division
McClellan, William	Shell Pipe Line Corp.
Medler, Roy H.	Mid-Continent Area
Myers, Mentor J.	Shell Pipe Line Corp.
Neil, Ott R.	Shell Pipe Line Corp.
Nelson, Henry M.	Chicago Division
Neyhard, Wm. E.	P. P. L. North Line
Noblitt, Frederick A.	Wood River Refinery
Nowaski, Walter	Wood River Refinery
Sanders, Lon	Texas-Gulf Area
Sawin (Sr.), Geo. R.	Albany Division
Schafer, Wm. L.	St. Louis Division
Shanks, Gordon L.	Shell Pipe Line Corp.
Shattuck, John A.	Shell Pipe Line Corp.
Simmons, Wm. D.	Mid-Continent Area
Smith, Felix R.	Mid-Continent Area
Stewart, James M.	Wood River Refinery
Thibault, Joseph L.	Boston Division
West, Mirton R.	Mid-Continent Area



G. S. Brush, Boston Marketing Division, retired in early summer. He has settled down on his Vermont farm.





S. E. YANDLE



ERNEST L. HOLMES



W. G. VANCE

## MEN WHO HAVE COME BACK

*By Herbert Squires*

“OUR men going into military service are still Shell employees although temporarily inactive as such.” These words appeared in SHELL NEWS in March, 1942, just a few months after Pearl Harbor. At that time Shell’s military leave policy was formally announced and assurance of job protection was given to those already in the armed forces and to those about to go. Since that time the Company has repeated its original promise and there are now over 500 employees who already know that what was said was meant.

Today, in production areas, refineries and marketing divisions, men are returning to work . . . honorably discharged from the Army, Navy, Marines and Coast Guard. They are returning to their old jobs or to better ones for which they have qualified because of new skills learned while in the service of their country. They have many tales to tell; they have traveled far. Some have never left these shores, others have been in many battle zones; many of those who have returned wear the Purple Heart; some are veterans of both wars. But today, once more, they are civilians united in trying to help their former brothers-in-arms by giving them the petroleum supplies they so urgently need.

Ernest L. Holmes is typical of the men who have come back. Holmes worked at Norco Refinery when he was called into service. He left behind a wife and a son when he became a private in the Field Artillery at Fort Sill, Oklahoma. But he didn’t stay in the United States for

very long. During the 18 months following his induction he saw service in New Caledonia, Guadalcanal, New Georgia, Bougainville, and New Zealand. In the invasion of New Georgia, Holmes was wounded in the severe action and returned to the States where he received a medical discharge. Now he is back on the job in Engineering Field and says, “I feel I’m continuing my fight against the enemy by helping produce more 100-octane gasoline . . . I remember my own experiences.”

A few hundred miles west of Norco is Houston Refinery. S. E. Yandle was employed there as an Instrument Man. He came with Shell on October 20, 1936, and at that time probably would have scoffed at anyone who would have predicted that six years and three days later he would enter the Navy. Yandle went to the South Pacific via boot camp at Davisville, Rhode Island. He became an Electrician’s Mate, 1st Class, and had many adventures. But let him tell it in his own words, “From boot camp we were sent to the West Coast and from there we embarked for the South Pacific. The trip across was uneventful until we were about a day out from Guadalcanal. Our convoy was attacked but luckily no ships were hit. The bombs, though, were too close for comfort. The Japs sure were anxious to give us our baptism of fire. Some of the dates I most remember were the days of the famous battles March 20, April 7th, and June 16th, 1943. During the latter I had a ringside seat to watch the big air show over Guadal. I watched as the

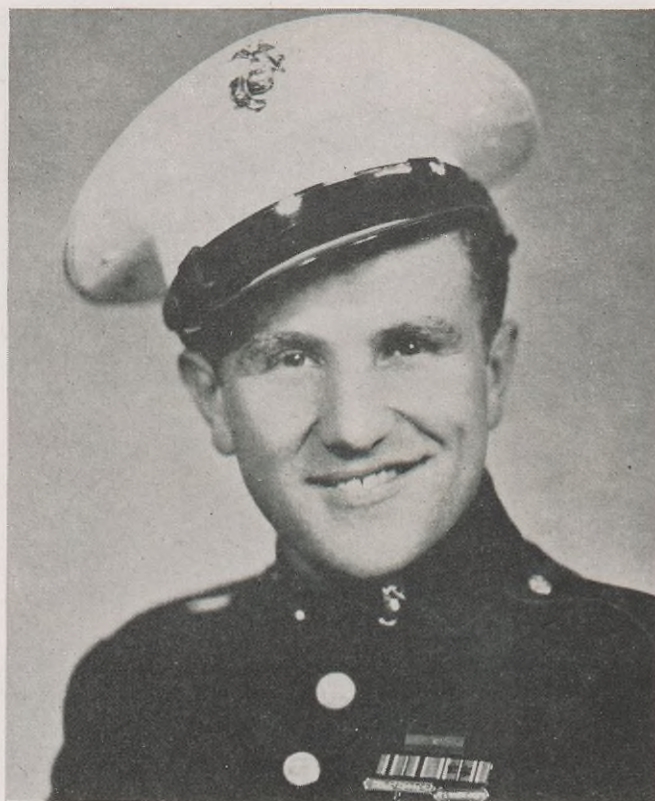


Japs dive-bombed an LST. Well, I always wanted to see some good dog fights . . . and believe me I got my wish that day. The final score was 97 Jap planes to 6 of ours. Out of the 118 Jap planes that came only 21 got away but even they were badly shot up for the most part. However we didn't fight only the Japs; we had to fight mosquitoes, malaria, and all sorts of diseases.

"Petroleum products played a big part in all the theatres of war I fought in and visited . . . Diesel oils, motor oils, and aviation gasoline. One cannot begin to imagine the various types of equipment that the Army and the Navy use in combat. We've got to remember that they need lots of stuff and we have to give it to them . . . this war is not over by a long shot. Let's get the other fellows back home to their families . . . soon."

Yandle is back at Houston Refinery working in Engineering Field at his old job. . . . Instrument Man. Right in that same department is a man who can talk over old campaigns with Yandle. He is W. G. Vance, another Instrument Man. Vance had been with the Company for over thirteen years when he was called to duty. A veteran of the first World War, Vance for the second time underwent boot training. From boot at Norfolk he went to Port Hueneme, California, and then to the South Pacific. As a Chief Machinist's Mate in a Naval Construction Battalion he saw plenty of action in the Solomons, at Guadalcanal and again at New Caledonia. Vance received the Purple Heart for an injury suffered on Guadalcanal which eventually brought about his discharge and subsequent return to his civilian job with Shell.

Geno Ferrari was a Marine. When he left Wood River Refinery to enter the service on November 2, 1942, he knew the Marines were a tough outfit, but his adventures topped anything he had imagined. Everything went at a normal pace for a while . . . basic training at Camp Elliot, California, then fifteen weeks at a Sniper School. This was rugged, but still not the real thing. Then came overseas duty with the Marine Assault Troops during several major campaigns in the South Pacific. On November 25, 1943, Ferrari was on Bougainville when he received a concussion of the brain and powder burns from the waist up. This injury came only five days after his company had received a commendation from their Commanding General for outstanding conduct displayed on Pururta Island in voluntarily fighting a fire in a fuel dump while facing danger from exploding fuel and ammunition. All this time the outfit was under fire from Japanese planes. But that wasn't the first time Ferrari had faced bombardment from the skies; on the Russell Islands the previous July the Jap planes had come over on many missions. In the summer of 1944 he was given an honorable medical discharge and now he works on a new job in the Refinery's Engineering Department.



GENO FERRARI



EARL F. BAXTER





FLOYD WILKINS



RUSSELL L. SEWALL

Earl F. Baxter had been at Loma Novia, Texas, in the Texas-Gulf Area for seven years when he enlisted as a Coxswain in the Navy at Corpus Christi, Texas. It was a far cry from the warmth of the Lone Star State to Dutch Harbor, Alaska, but that is where fate, in the shape of Navy orders, directed Baxter. While performing his duties Baxter was hit by a truck and received a severe back injury which resulted in his spending six months in a Seattle hospital and then getting a medical discharge. Early this year Baxter returned to work at the same stand . . . Loma Novia.

Floyd Wilkins was employed as a Roustabout at Bristow, Oklahoma, in the Mid-Continent Area. He went into the Army on February 7, 1941, exactly 10 months before Pearl Harbor. His first stop was at Fort Sill; then to Camp Robinson, Arkansas; to Camp Shelby, Mississippi; and finally to Ford Ord, California, before going overseas. His troop carrier, the President Coolidge, struck a mine near Australia and sank before he and his comrades could salvage any of their equipment. He was landed on the New Hebrides Islands where he received more equipment and shoved off for Guadalcanal and the Russell Islands. Although he was one of the first twenty men to hit the beaches during the Rendova invasion he escaped injury. Wilkins returned to the States early this year and was given an honorable discharge. He came back to the Mid-Continent Area and is now in the Brame District.

Former Corporal Russell L. Sewall is back with his friends in the Minneapolis Marketing Division where he is a Statistical Clerk in the Division's Office. But it took only a little less than two years to make the trip from Minneapolis to the South Pacific and back again. After eleven month's training in Louisiana and Texas, Sewall was en route to Australia when he became hospitalized. His comrades continued to New Guinea while he spent months in Melbourne and Sydney attempting to regain his health. But the ailment failed to respond to treatment and Sewall received his medical discharge this past summer. He feels that he can continue to do a good job . . . this time on the home front, and particularly with War Bond sales.

Col. James F. Muller, Norco Refinery, returned to civilian life during August. Col. Muller, a veteran of the first World War, remained on the Army's active list by attending group schools and training camps after his discharge as a lieutenant at the end of the last war. He was called to duty as a major in September, 1941, with the Corps of Engineers.

Herbert W. Hughes was a senior draftsman in the Texas-Gulf Area when he went on military leave. Hughes enlisted in the Seabees in May, 1942 and was sent to Davisville, Rhode Island, for his boot training. He went



overseas as an Electrician's Mate, Second Class, and reports that he had few of the ordinary duties of an Electrician's Mate. His first overseas stop was at New Hebrides; his ship then went to Guadalcanal where he became ill. Hughes was hospitalized, sent to New Caledonia, and finally to the San Diego Naval Hospital where he received his medical discharge. He is now back at work in the Texas-Gulf Area at Jackson, Mississippi, in the Land office.

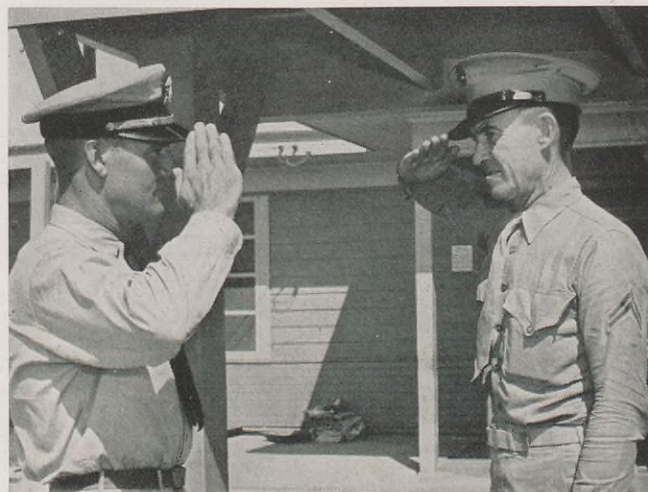
Laurence M. Moberly left his job at Iowa, Louisiana, in the Texas-Gulf Area, to serve in his second war. First enlisting in the Marines in January, 1918, he received his boot training at Parris Island, S. C. He was then assigned to the First Marine Aviation Force and saw action in France. Moberly volunteered for service as a Private First Class, in June, 1942. In the picture on this page an ensign salutes Moberly shortly before he received his second honorable discharge from the Marines.

L. Richard was employed at the Houston Refinery for thirteen years before he was called to service in June, 1942. Richard took his boot training at Norfolk before going overseas. He spent thirteen months at Guadalcanal, New Hebrides and New Caledonia. His battalion helped build a large air base on Guadalcanal and many roads on the other islands. They received a Presidential Citation for their work on Guadalcanal. Richard participated in three major battles. At the time of his discharge he was a Shipfitter, First Class. He has returned to his original job in the refinery's Engineering Field Department.

T. R. Mjoen was an Automotive Clerk in the Mid-Continent Area at Tulsa, Oklahoma, before he entered the Signal Corps in November, 1942. Mjoen is another veteran of the first World War, having served in France for a year with the Marines. He has returned to the Mid-Continent Area and is now Senior Tabulating Machine Operator.



COL. JAMES F. MULLER



LAURENCE M. MOBERLY (right)



L. RICHARD



T. R. MJOEN



HERBERT W. HUGHES



Floyd A. Sawyer, Texas-Gulf Area, went on Military leave in November, 1941. He was overseas eleven months with an Engineer Aviation Battalion, and served in New Caledonia and New Hebrides. He was injured on board ship several months after he arrived overseas. Private Sawyer was one of the first to return, having come back with the Company in October, 1943.

W. D. McCary, Houston Refinery, entered the Navy in July, 1942, and after training at San Francisco went on patrol duty along the West Coast. After several months of this he was sent to the South Pacific with the Third Amphibious Force which saw action in the Solomons, at Guadalcanal and at Bougainville. McCary was in three major battles and came back to the States in March of this year. At the time of his discharge he was Chief Boat-swain's Mate. He came back to the Treating Department only nine days after leaving the Navy.

Kenneth E. Howard, Wood River Refinery's Engineering Field Department, was granted a leave of absence in July, 1942, to service with the Army Engineers. He received his basic training at Camp Robinson, Arkansas, and in November, 1942, was sent to Iceland where he remained for one year. While enroute to Iceland his convoy ran into a submarine pack and had some exciting experiences. Their escort battleships were credited with sinking seven enemy submarines with a loss of only one ship in the convoy. While in Iceland Howard did construction work and helped build a large airport now being used for heavy bombers and for air transport planes. He wears the European Theatre of War Ribbon and the Bronze Battle Star.

Cleveland Marketing Division has five returned veterans. One of them is already familiar to SHELL NEWS readers . . . O. R. Rittgers, Driver-Salesman at Dayton, Ohio, who was presented with a gold watch in recognition of an act of heroism in a recent fire at Dayton. The others are

O. L. West, Real Estate Supervisor who was in the Army Air Forces; W. J. Thompson, Clerk in the Division office who was assigned to the Infantry; R. J. Reppenhagen, Driver-Salesman at Cleveland, who was in the Marines; and our sole female representative in these pages, Frances Bevins. Miss Bevins joined the Woman's Army Corps in November, 1942. She received her training at Fort Des Moines, Iowa, and was assigned to Administration School shortly after. Miss Bevins was made Company Clerk for a WAC Detachment at Army Radio School at Kansas City, Missouri, and became a Sergeant. She was honorably discharged in April, 1943, and returned to her position as Comptometer Operator in the Division office.

A. J. Cummings, Houston Refinery, is another of the Engineering Field Department who entered the Navy. He took his boot at Norfolk and advanced training at Port Hueneme, California. Cummings saw action at New Caledonia, Guadalcanal, Florida Beach, the Russell Islands, and New Georgia; he participated in two major battles. His battalion helped build a base hospital at Florida Beach and one on Tulagi, as well as seaplane and air bases. He was a Shipfitter, First Class at the time of his discharge, and is now back at work in the old department.

Byron A. Smith had been at Wood River Refinery for several years before he enlisted in the Navy. He entered the service as a Machinist's Mate, Second Class, and received his boot training at Great Lakes Naval Station. He became an instructor there after completing his training. He was later assigned to a destroyer on convoy duty for tankers and supply boats along the Atlantic Coast. Smith stated that on one trip from New York to Cuba his ship sighted two enemy submarines and probably sunk them. He is another Shell employee who is a veteran of both World Wars. Smith is back on the job at Wood River.



FLOYD A. SAWYER



W. D. McCARY

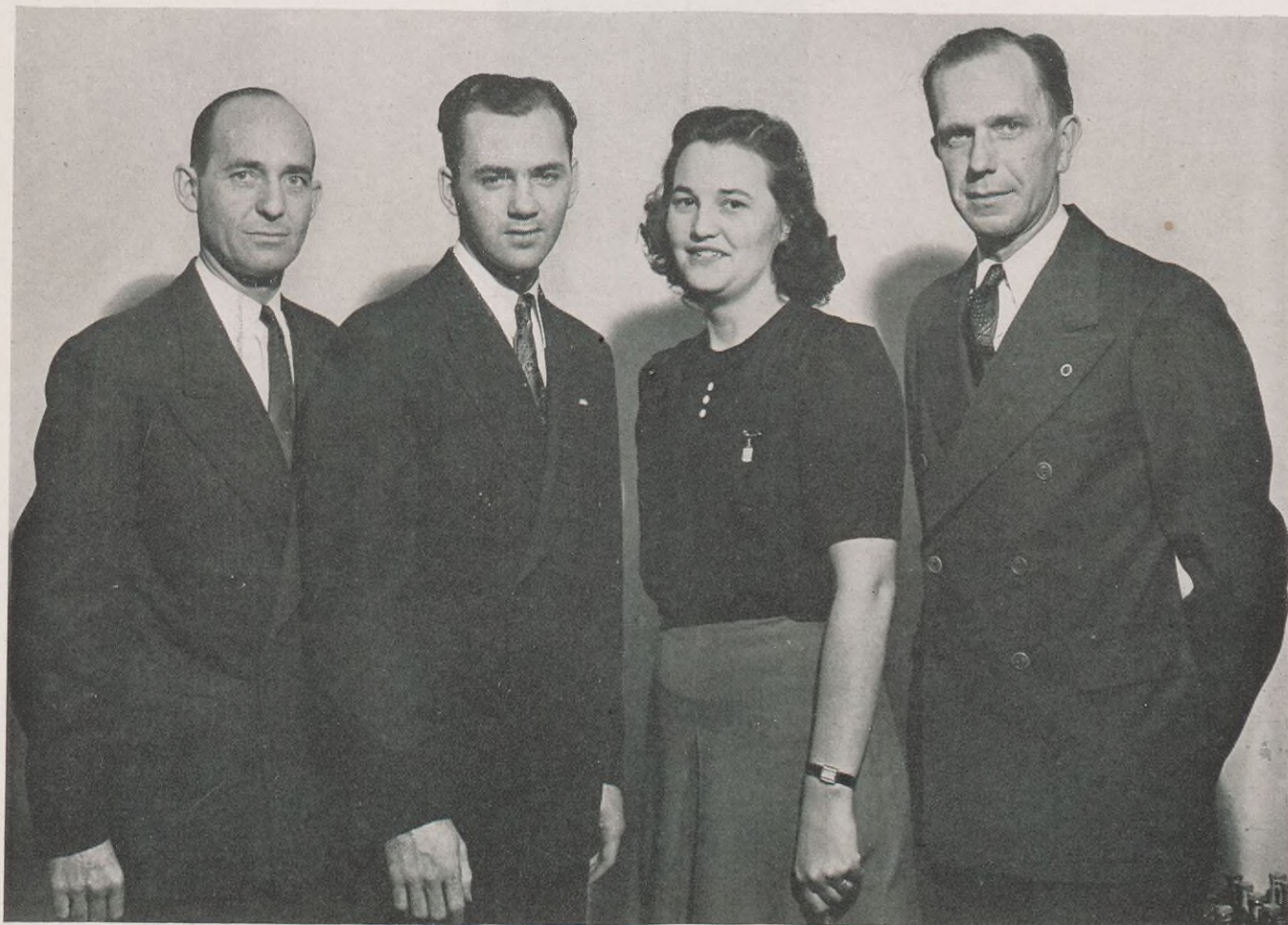


KENNETH E. HOWARD

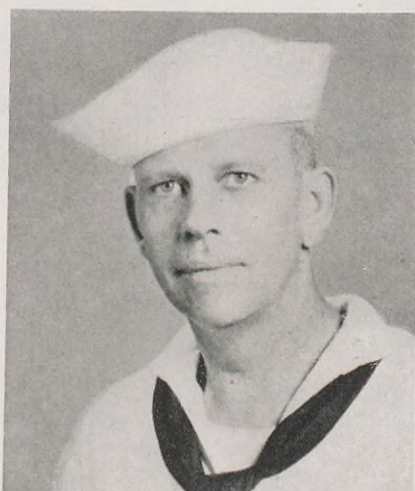


Holmes, Yandle, Ferrari, Vance, Baxter, Wilkins, and Sewall and the others are only a few of the many hundreds who have returned to work. There are many others, some with equally interesting stories to tell . . . for instance, William F. Ahaesy, who joined the Navy in

1903, served an 18 year hitch, was a reserve officer for 14 years, was called to duty after Pearl Harbor, and now is back in the Boston Marketing Division. The tales of these and other veterans who have returned will be told in future issues of SHELL NEWS.



WEST, THOMPSON, MISS BEVINS, REPPENHAGEN



BYRON A. SMITH



A. J. CUMMINGS



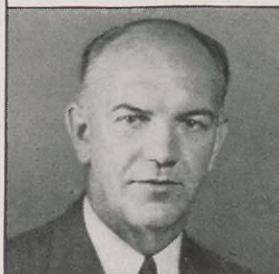
# BOSTON MARKETING DIVISION

DIVISION MANAGER



H. J. UNDERWOOD

ASST. DIV. MGR.



L. R. LYON

IND PRODUCTS  
MGR.



R. B. LEWIS

FUEL OIL  
MGR.



J. W. DODGE

ASPHALT  
REP.



R. C. CHASE

REAL ESTATE  
SUPVR.



J. H. MILLS

DIVISION  
SERVICE SUPVR.



M. F. RICE

OPERATIONS  
MGR.



C. B. GOODMAN

OFFICE  
MGR.



R. W. GRAY

CREDIT  
MGR.



E. W. TAYLOR

CHIEF  
ACCT.



G. E. NINDE

MKTG.  
SERVICE MGR.



F. FARLEY

PURCHASING  
STORES REP.



F. M. SULLIVAN



# BALTIMORE

# MARKETING DIVISION

DIVISION MANAGER



H. M. BAILEY

ASST. DIV. MGR.



C. L. KLUCK

DIVISION  
SERVICE SUPVR.



P. F. CAUSEY

LUBRICANTS  
MGR.



J. TREXLER

OPERATIONS  
MGR.



H. HANCOCK, JR.

OFFICE  
MGR.



J. B. ROBINSON

CREDIT  
MGR.



F. R. MERRILL

FUEL OIL  
MGR.



C. M. SHUTT

TECH. PROD.  
MGR.



A. E. BAKER

REAL ESTATE  
SUPVR.



E. W. SANDKER

CHIEF  
ACCT.



E. B. COLLINS

PURCHASING  
STORES REP.



W. P. NELSON

MKTG. SERVICE  
MGR.



F. S. STIERTZ

FIELD  
MGR.



F. A. ADKINS

STATE REP.  
DIRECT.



W. T. DAVIS

DISTRIBUTOR — JOBBER SUPERVISORS



R. B. COLEBURN



H. C. HAX



S. L. TROY



E. C. WILTON





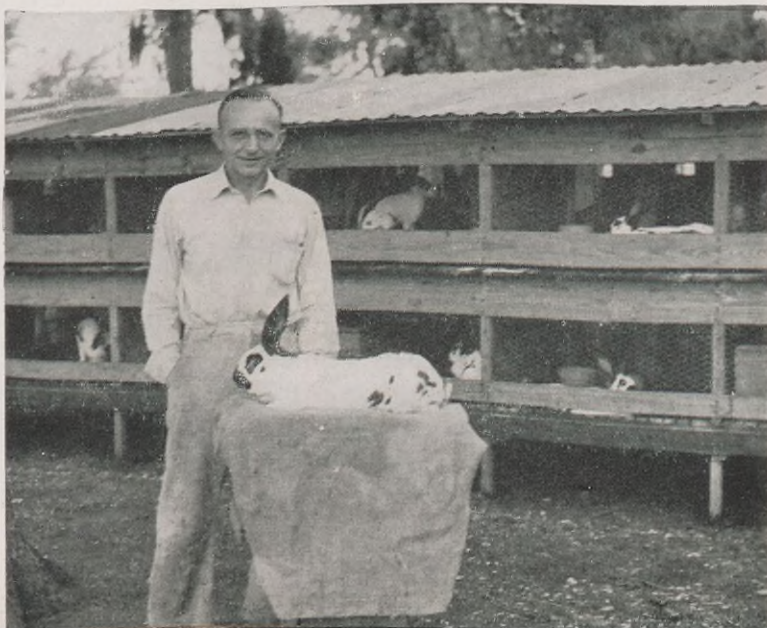
## 'ROUND THE REFINERIES, AREAS, AND DIVISIONS

Tradition has it that the position of chief clerk and storekeeper is a man's job. But in the Premont District of the Texas-Gulf Area they have decided that there are few positions women can't hold these war days. Nevertheless supply salesmen and others in the oil business are amazed to find Mrs. Florence C. Jacobsen on the job. She came with Shell in 1942 at Conroe, Texas, on a temporary assignment and then spent some time in the field at Premont before getting her present assignment. In her capacity as storekeeper Mrs. Jacobsen frequently leaves her private office and works in patched blue jeans on the pipe racks . . . a place once sacred to men.

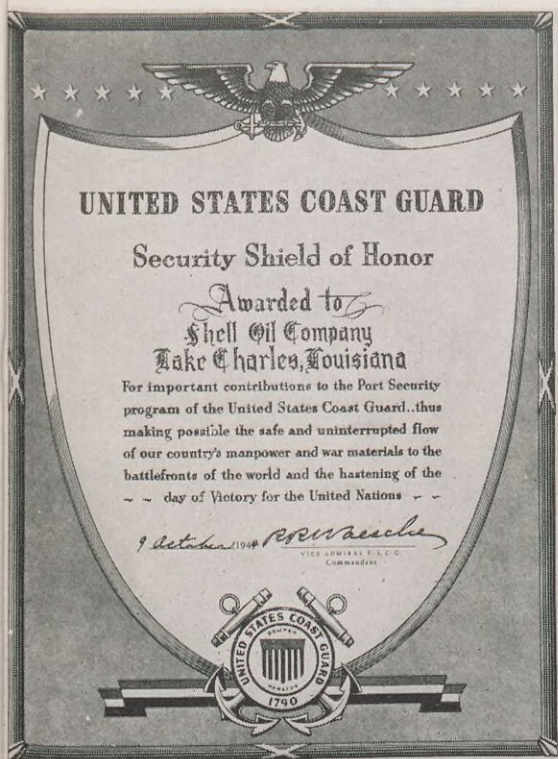


Plastics seem to be solving many problems these days. In the Texas-Gulf Area they are using a plastic as a substitute for cement in plugging back wells. The Company first tried the new method of controlling water in producing wells back in July, 1943. On the first thirty-two wells experimented, thirty were successful while two failed. The failures were attributed to insufficient penetration rather than the plastic itself. Operating costs are approximately the same but the results are superior. Today plastics are being used in over 700 wells in the East Texas field.

George Blanya, Houston Refinery, is a specialist in Checker Giant rabbits. Mr. Blanya, a mechanic in the refinery's Automotive Department, has a 24-compartment breeding house and a six-compartment developing house for show stock. His entries have won awards in all shows in the Houston area while one of his champions has won first place in every Texas show in which it has been entered. Blanya organized one of the South's largest clubs for breeding and showing rabbits and is a director of the National Checker Giant Club.







The Company has been awarded the United States Coast Guard Security Shield of Honor. The presentation was made at a formal ceremony on the lawn of the Lake Charles, Louisiana (Texas-Gulf Area), office. Lt. Commander Andrew Johanesen of the Coast Guard presented the shield and E. N. van Duzee, Division manager, accepted it on behalf of Shell. The award was given in recognition of measures taken to prevent sabotage at the Company Terminal on the Calcasieu Ship Channel. The ceremonies were witnessed by over 60 employees and friends of the Company and was followed by a barbecued chicken lunch. On the left is the shield, and on the right the crowd at the presentation.



A hurricane in the north is a rarity . . . when the New York Division's Area office at Inwood, Long Island, New York, was hit there were many amazed looks the following morning. The roof blew off one building, trees were down, the Shell signs were scattered over the landscape, telephone and electricity were non-existent for several days. This is how the main office looked, and the motor boat on the right was tossed into Shell's yards over a twelve-foot wall.



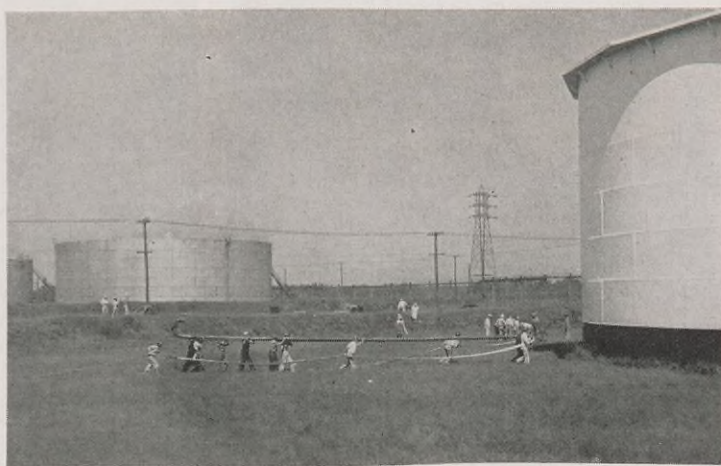


The trucks pull up near the "burning" tank. Equipment is unloaded, hoses spread and the foam tower pulled out, ready to be set up.

Safety Representatives from Shell Pipe Line Corp., the refineries and production Areas, assembled in Houston recently to discuss fire and safety problems. For drill purposes it was assumed that a floating roof tank containing crude oil was on fire. Having no fixed foam chambers it was necessary to use portable foam towers with dry powder generators. One of the chief factors in the extinguishment of heavy oil tank fires is the time required to apply the extinguishing or cooling agents. Twenty minutes is considered the critical burning period and it is essential that apparatus is assembled within this time; otherwise the foam may cause a frothing over of the tank and the spreading of the fire. In this drill the crews left their jobs and reported to their station as they would in an actual emergency. A public address system was used to direct fire crews to their proper locations and to coordinate fire fighting operations.



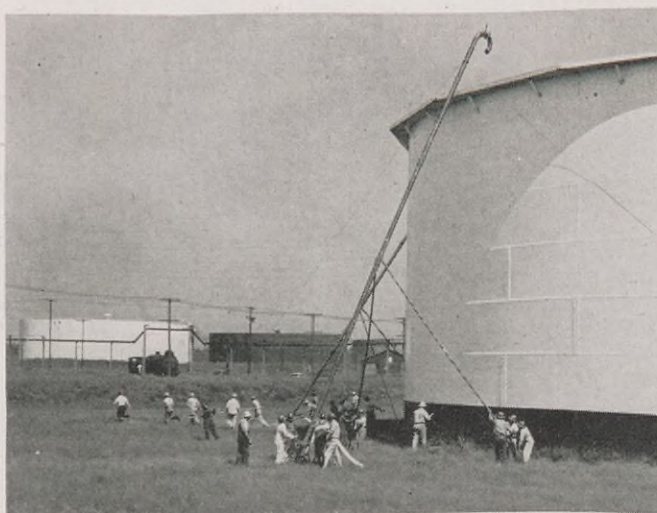
While others start to erect the tower these men set up the generator.



The hoses are being dragged toward the tank and the long tower is carried by ten of the firemen.

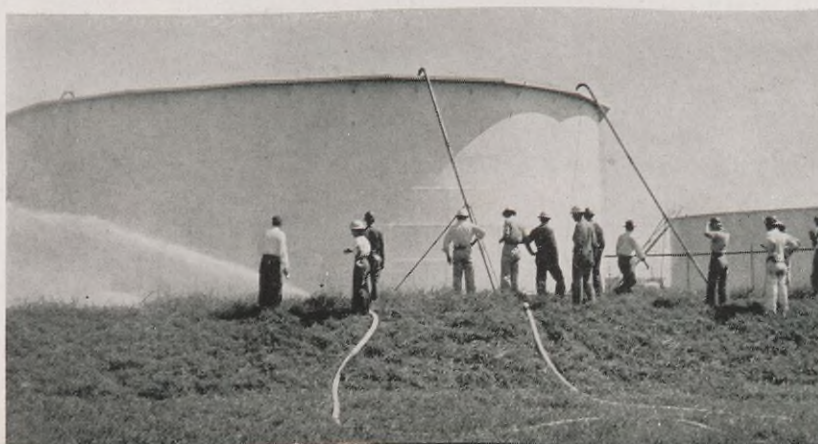


Up it goes! Among the volunteer fire-fighters are several women workers.



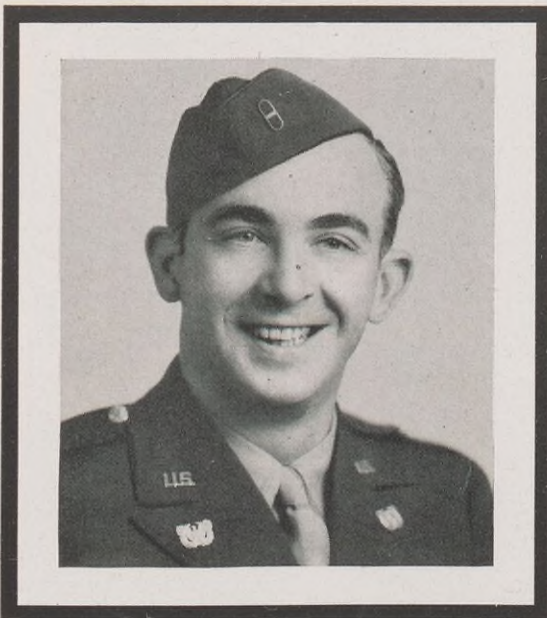
Almost in position with the hose ready to swing into action. Note the hook at the end of the tower. This sets over the edge of the tank and the powder is forced through the hoses, up the tower, and into the tank.

In action . . . within the time limit . . . all's well.





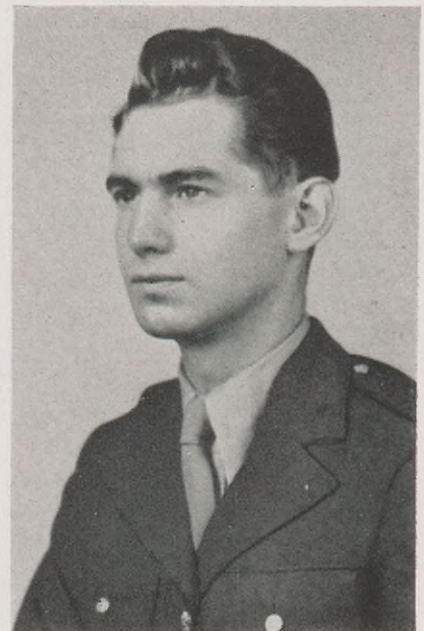
# WITH THE COLORS



Lt. Frank P. Coupland, Texas-Gulf Area Land Department, was killed in action on the Italian front. Lt. Coupland's group was on reconnaissance when they were ambushed. In a letter written home shortly before his death he had explained to his wife that most of his work was done at night under difficult conditions. Lt. Coupland entered the army as a private on April 3, 1941. He rose through the ranks to the grade of Warrant Officer before going overseas in May, 1943. He saw service in North Africa and Sicily as well as Italy. Lt. Coupland had previously received the Purple Heart and was given his commission as a battlefield promotion.



Lt. (jg) David B. McCorquodale, West Texas Division of the Texas-Gulf Area, is reported missing in action. He was attached to a submarine reported lost in the Pacific area. Lt. McCorquodale entered the Navy in September, 1942 and received his commission at Annapolis the following January. He received his submarine training at Key West, Fla., and New London, Conn. and received his promotion to lieutenant (jg) early this year.



Private Sheldon W. Taylor, Fall River, Mass. Terminal of Products Pipe Line, was wounded in action in France this summer and was awarded the Purple Heart. He had been in service two years before being wounded.



Sgt. Homer C. Garrett, Houston Refinery, was injured in the invasion of France. Sgt. Garrett was on a ship crossing the English Channel; as it neared the coast of France it struck a water mine. The explosion threw him to the deck and he lost consciousness. When Sgt. Garrett came to, he realized the ship was rapidly sinking. He found that it was impossible to move his legs; he saw another soldier nearby who had been badly injured and held the soldier's clothing to prevent him from drowning. A destroyer rescued both men. Sgt. Garrett was confined to an English hospital for several months.



Lt. Ernest S. Moody (at right above), Accounting Department in Houston, Texas-Gulf Area, has been awarded the Silver Star "for gallantry in action against the enemy in France." He had previously been wounded in action and had received the Purple Heart. Lt. Moody has been in France since D-Day. While engaging the enemy his tank was set afire by enemy action, killing one member of his crew and wounding two others. Exposing himself to mortar fire Lt. Moody got out of the tank and extinguished the flames. He removed the wounded under intense enemy fire and carried one of the men over 150 yards to safety. A month later another tank was shot out from under him. Lt. Moody was sent to an English hospital to recuperate.





Corporal Dixon D. Hedges, Land Drafting Department, Texas-Gulf Area, was one of several soldiers who recently conversed with General Dwight D. Eisenhower. General Eisenhower expressed interest in Corporal Hedges' work in the First Army Photo Interpretation Detachment. Left to right, Gen. Eisenhower, Corporal Hedges and Sgt. Frank Short, Detroit, Mich.



Pfc. Edward C. Brandweide, St. Louis Marketing Division, reports that he has "covered a lot of ground in France since D-Day." He is a radio operator in an aviation signal company.

Lt. Commander H. A. R. Kieran, Boston Marketing Division, is Assistant Area Petroleum Officer for all Central American countries and the West Coast South American nations. Commander Kieran coordinates the activities and supplies of the U. S. Military services and civilian petroleum supply in these countries.



S/Sgt. James J. Morrell, Detroit Marketing Division, is "somewhere in India."



# AFTER HOURS

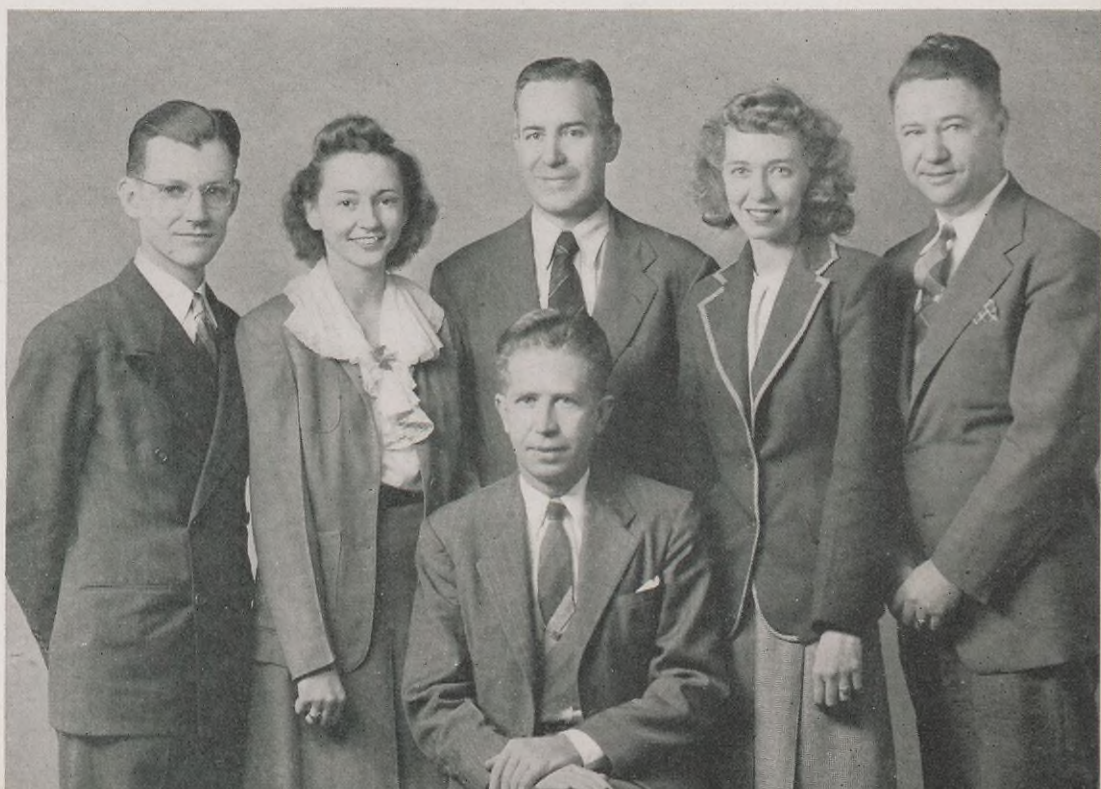


Employees of the Cleveland Marketing Division hold a golf tournament every year. The 1944 "championships" were held at the nearby Bunker Hill Club. Here sit winners and losers . . . the trophy is being held by this year's champion, L. D. Higdon.



Miss E. M. McCauley of the Cleveland Marketing Division shows fellow employees how to drop a putt. From left to right, H. E. Greenfield, "Dolly" McGinnis, "Chet" Kitchen, Ruth Donovan, Miss McCauley, Emily Dryja and William Carlton.

Employees in the Atlanta Marketing Division elected new officers recently in their "Shell Southerners" Club. Seated is the President, G. L. Wulff, while standing from left to right are J. R. Bowen, Executive Committee Member; Carolyn Cathy, Secretary; W. J. Bettess, Executive Committee Member; Lois Bruce, Vice-President; and F. W. Bryant, Treasurer.







Employees (and their families) of the Rensselaer (N.Y.) Depot of the Albany Marketing Division had their annual picnic and fair late this fall.



Under the sponsorship of the Norco Lions Club and the American Legion, a Red Cross Mobile Blood Bank made its fifth visit to Norco Refinery in late September. A total of 138 pints of blood was collected on this single trip. While some Norcoites donate their blood others stand in a long line waiting their turn.



The Houston Shell Club held a "tacky" party as one of the features of the autumn season in the Texas-Gulf Area. The object of the members was to come to the affair looking their worst. Many of them succeeded beyond expectations. Proud of their appearance are the Roy Deslattes (Land Drafting) who came as "prides of the '90s."





The Baltimore Marketing Division's Country Fair served as a get-together for many of the employees. Here they are with their prize-winning exhibits.

Lubricating Engineers of the Indianapolis Marketing Division "engineered" a lunch picnic at the suburban home of one of the group. From left to right are Al Cowan, the host; H. K. Josef; Ned Headen; Hugh Jackson; Roy Van Arsdall; Howard Hill; Les Fowley; Al Pavey; and Grover Barkdoll. If you look closely you can spot "Penny" under the table.



Purchasing-Stores representatives from the various areas, divisions, and refineries met in New York during early October. Judging from the papers, brief-cases and pleased smiles the meeting was a huge success.





H. W. PENTERMAN



SHERWOOD BUCKSTAFF



J. W. SUTTON

## PEOPLE IN

H. W. PENTERMAN has been appointed Executive Assistant to the Vice-President of the Mid-Continent Area in addition to his present responsibilities as Land Department Manager. Mr. Penterman was graduated from Carnegie Tech with a degree in Civil Engineering, and also studied at the University of Tulsa. He came with Shell in 1919 in the Production Department. After working in the St. Louis and Tulsa offices Mr. Penterman became Chief of the Texas Land Dept. in 1921. During the years from 1922 through 1935 he held various positions in that Department both in the Tulsa and Houston Offices. In 1936 Mr. Penterman was appointed Land Manager for the Mid-Continent Area with headquarters in Tulsa. As Executive Assistant Mr. Penterman will act as Attorney-In-Fact and have the full duties and authorities of the Area Vice-President during the latter's absence.

SHERWOOD BUCKSTAFF has been appointed Exploration Department Manager of the Mid-Continent Area to replace R. E. Shutt, who recently retired. Mr. Buckstaff is a graduate of the University of Wisconsin with degrees in Mining Engineering and Geology. He came with Shell in 1925 as Assistant Geologist in the Wichita

Falls, Texas, office. In 1927 he was named Geologist in Ardmore, Oklahoma, and following various assignments in the Exploration Department was promoted to Senior Geologist in the Tulsa office in 1939, which position he has held until his present appointment.

J. W. SUTTON has been appointed District Supt. in the Production Dept. of the East Texas Division (Texas-Gulf Area). Mr. Sutton was graduated from Rice Institute in 1927. He came with Shell in 1937 as a District Supt. in the Louisiana Division. Since that time he held similar posts at Iowa, La., and in the Gibson District until his present appointment at Kilgore, Texas.

FRANK LOVERING, Texas-Gulf Area, has returned from military leave to his position as District Superintendent. Mr. Lovering was called into service with the Coast Artillery at Camp Beauregard, La., in March, 1941 as a captain. Early in 1942 Captain Lovering was named Camp Intelligence Officer at Camp Davis, N. C., and received his majority. Later that year he attended the Command and General Staff School at Fort Leavenworth, Kansas. In January of this year he was promoted





FRANK LOVERING



WM. W. RAND



D. M. GRUBBS



FRANK WILSBERG

## THE NEWS

to lieutenant-colonel. He returned to inactive status after his unit was abandoned during the summer. Prior to entering military service Mr. Lovering was District Supt. at Iowa, La., and at present he is in a similar position at Quitman, Texas.

• • •

WM. W. RAND has been appointed Acting District Geologist in the Tallahassee, Florida, office of the Texas-Gulf Area. Mr. Rand, a graduate of the University of California, came with the Company in 1926 as a Geologist at Los Angeles. In 1934 he was appointed Assistant Manager of the Distilling Department of the Martinez Refinery and a year later became an assistant to the Vice-President of Production at Los Angeles. In 1940 Mr. Rand was appointed Field Geologist at Shreveport, Mississippi, and early this year became Assistant District Geologist at Tallahassee.

• • •

D. M. GRUBBS has been appointed Acting District Geologist at Jackson, Mississippi, in the Texas-Gulf Area. He came with Shell in 1941 as a Field Geologist

after being graduated from the University of Oklahoma and after receiving his Ph.D. at the University of Chicago. In 1942 he was made Assistant Area Geologist at Houston, and later that same year Assistant District Geologist at Shreveport, and then at Jackson.

• • •

FRANK WILSBERG, yardman at Grand Haven, Mich., in the Detroit Marketing Division, was presented with a watch as a token of appreciation by the Company for heroism beyond the requirements of his position. On July 11, 1944, Mr. Wilsberg, together with John Stadt, a fellow worker, was checking the lines and valves during the unloading of the tanker "Martha E. Allen." A sudden northwest storm came up during the unloading, pushing the boat away from the dock. The flexible line from ship to shore could not take the stress and strain and, therefore, snapped. Mr. Wilsberg, disregarding his own life and safety, made his way from the vessel to the dock and shut off the valve to stop the flow of product. He had no sooner reached the dock when the other line broke. He was showered with product but immediately closed both valves. The vessel was brought back to dock and anchored and the balance of the cargo pumped off.



# SERVICE BIRTHDAYS

## ... TWENTY-FIVE YEARS ...



W. LINDER  
Car  
Wood River Refinery



J. F. LORIO  
Car  
Norco Refinery



T. D. McMURRY  
Topping  
Norco Refinery



MISS R. L. MYERS  
Exploration  
Texas-Gulf Area



K. H. SCHILLING  
Exploration  
Texas-Gulf Area



H. C. SHIPMAN  
Production  
Mid-Continent Area



U. R. SOUTHARD  
Engineering  
Wood River Refinery

## T W E N T Y Y E A R S



W. G. ADKINS  
Production  
Mid-Continent Area



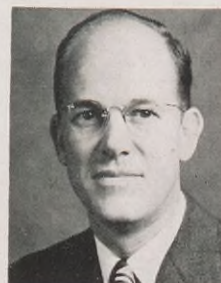
W. H. BAILEY  
Extraction  
Wood River Refinery



D. A. BALLARD  
Production  
Mid-Continent Area



A. A. BARNES  
Cracking  
Wood River Refinery



R. T. BROWN  
Industrial Relations  
Wood River Refinery



J. T. FITZGERALD  
Lube  
Wood River Refinery



M. J. FREICHEL  
Marketing  
Chicago Division



L. P. HITT,  
Mid-Continent Area  
Shell Pipe Line Corp.



C. KARNES  
Engineering  
Wood River Refinery



W. P. LAREW  
Marketing  
St. Louis Division

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



C. S. MAGUIRE  
Engineering  
Wood River Refinery





C. A. MEYER, JR.  
Engineering  
Wood River Refinery



A. D. NANCE  
Production  
Texas-Gulf Area



B. F. PUHSE  
Engineering  
Wood River Refinery



O. H. REEVES  
Gas Plant  
Mid-Continent Area



N. W. ROE  
Production  
Mid-Continent Area



C. SCHMITT  
Marketing  
St. Louis Division



J. H. SCHULKE  
Production  
Mid-Continent Area



H. J. SEEGER  
Engineering  
Wood River Refinery



E. R. SHEET  
Production  
Mid-Continent Area



H. W. SHEPPARD  
Cracking  
Wood River Refinery



O. N. WAGGONER  
Production  
Mid-Continent Area



E. D. WINTERS  
Production  
Mid-Continent Area



L. C. ZUMWALT  
Production  
Mid-Continent Area

#### HEAD OFFICE

15 years

J. R. INGERSOLL . . . . .	MARKETING
L. P. PATTISON . . . . .	MARKETING
P. G. MURDOCK . . . . .	MANUFACTURING

#### SHELL PIPE LINE CORP.

15 years

J. H. ASH . . . . .	WEST TEXAS AREA
F. E. BULMAN . . . . .	MID-CONTINENT AREA
J. A. CHASTAIN . . . . .	BAYOU PIPE LINE SYSTEM
C. R. ELLER . . . . .	BAYOU PIPE LINE SYSTEM
W. K. HAWTHORN . . . . .	WEST TEXAS AREA

10 years

M. L. DAFT . . . . .	HOUSTON, TEXAS
J. M. HOLDER . . . . .	MID-CONTINENT AREA
E. E. MOON . . . . .	(mil. leave) MID-CONTINENT AREA
W. K. SCUDDAY . . . . .	WEST TEXAS AREA
W. E. WADSWORTH . . . . .	WEST TEXAS AREA

#### TEXAS-GULF AREA

15 years

J. J. HAVENS . . . . .	PRODUCTION
------------------------	------------

10 years

B. H. COLVARD . . . . .	PRODUCTION
G. S. COOPER . . . . .	PRODUCTION
W. R. CRUMP . . . . .	PRODUCTION
H. H. HONEA . . . . .	PRODUCTION
E. W. LARSON . . . . .	PRODUCTION
E. J. McLAIN . . . . .	EXPLORATION
W. S. PIKE . . . . .	EXPLORATION
W. F. ROCKHOLT . . . . .	(mil. leave) PRODUCTION
O. E. SIMPSON . . . . .	PRODUCTION
H. C. WINFREE . . . . .	PRODUCTION

#### HOUSTON REFINERY

15 years

B. L. ALLEN . . . . .	BOILERHOUSE
R. V. BOARD . . . . .	STOREHOUSE
L. L. BURKHALTER . . . . .	LOADING
W. L. CALDWELL . . . . .	CRACKING
L. L. CHANDLER . . . . .	CRACKING
N. P. HAND . . . . .	ENGINEERING
A. A. HANDRICKS . . . . .	TREATING
N. D. HAVEN . . . . .	ENGINEERING
J. W. MATTHEWS . . . . .	CRACKING
R. D. PERRY . . . . .	(mil. leave) MAIN OFFICE

#### MID-CONTINENT AREA

15 years

T. L. ALLISON . . . . .	PRODUCTION
L. CASTLEBERRY . . . . .	PRODUCTION
W. E. EDWARDS . . . . .	PRODUCTION
C. O. HARVEY . . . . .	PRODUCTION
P. K. ROBERTS . . . . .	PRODUCTION
M. B. TUCKER . . . . .	EXPLORATION

10 years

H. DICKSON . . . . .	EXPLORATION
J. H. GRIFFIN . . . . .	PRODUCTION
Z. T. SIGLER . . . . .	PRODUCTION
H. R. WITTE . . . . .	TREASURY

#### NORCO REFINERY

15 years

G. C. BOURGEOIS . . . . .	ENGINEERING
A. J. CHAUVIN . . . . .	LABORATORY
R. J. ENGLADE . . . . .	GAS
B. VICKNAIR . . . . .	CRACKING

10 years

E. E. DUHE . . . . .	ENGINEERING
L. J. RICHARDS . . . . .	GAS
G. E. SONGY . . . . .	(mil. leave) TOPPING
J. D. WALKER . . . . .	LABORATORY



## WOOD RIVER REFINERY

15 years

L. ADKINS . . . . .	TOPPING
E. F. HATTEN . . . . .	LUBE
J. T. HAWKINS . . . . .	TOPPING
J. B. HENSLEY . . . . .	LUBE
W. C. KIRK . . . . .	TREATING
G. T. LAMM . . . . .	ENGINEERING
E. P. LOIRE . . . . .	CAR
M. S. MAGEE . . . . .	TREATING

10 years

J. S. BRIEN . . . . .	SAFETY
T. H. ELLIS . . . . .	CRACKING
H. T. PLANK . . . . .	LUBE
P. S. HELM . . . . .	GAS
J. LEVORA . . . . .	LUBE
C. H. MANKEL . . . . .	ENGINEERING
G. E. MALLORY . . . . .	LABORATORY
W. C. ROOT . . . . .	UTILITIES

## PRODUCTS PIPE LINE

15 years

S. G. LUCAS . . . . .	TERMINAL
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## ALBANY MARKETING DIVISION

15 years

P. A. BELLINGER . . . . .	SALES
H. R. BUTLER . . . . .	SALES
J. W. DOMERMUTH . . . . .	SALES
W. C. DUNCAN . . . . .	SALES

## ATLANTA MARKETING DIVISION

15 years

W. L. BALL . . . . .	(mil. leave) TREASURY
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## BALTIMORE MARKETING DIVISION

15 years

H. W. HANCOCK . . . . .	OPERATIONS
H. McCURDY . . . . .	MARKETING SERVICE
E. P. ROBERTSON . . . . .	TREASURY

## BOSTON MARKETING DIVISION

15 years

R. CARROLL . . . . .	TREASURY
F. R. CHASE . . . . .	SALES
M. J. GILLIGAN . . . . .	OPERATIONS
D. W. LEHAN . . . . .	SALES
B. B. MacLEOD . . . . .	SALES
H. E. SULLIVAN . . . . .	SALES

10 years

V. C. GUPTILL . . . . .	SALES
R. A. LEONARD . . . . .	OPERATIONS
S. MURRAY . . . . .	SALES
A. F. STIMPSON . . . . .	SALES
F. S. YOUNG . . . . .	SALES
R. M. LAMPE . . . . .	SALES

## CHICAGO MARKETING DIVISION

15 years

G. W. PERRY . . . . .	SALES
E. G. CHAPMAN . . . . .	SALES
R. G. GINLEY . . . . .	TREASURY
E. H. POTE . . . . .	SALES

## CLEVELAND MARKETING DIVISION

15 years

V. E. HAHN . . . . .	MARKETING SERVICE
R. E. KINCAID . . . . .	SALES

10 years

R. B. HOWE . . . . .	SALES
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## DETROIT MARKETING DIVISION

10 years

A. M. CHAMPAGNE . . . . .	SALES
T. ATKINSON . . . . .	SALES

## INDIANAPOLIS MARKETING DIVISION

10 years

J. F. BURKE . . . . .	OPERATIONS
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## MINNEAPOLIS MARKETING DIVISION

15 years

J. W. MEDROW . . . . .	SALES
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## NEW YORK MARKETING DIVISION

15 years

W. CARLOZZI . . . . .	SALES
J. W. KENNEDY . . . . .	GUARD
W. H. LUIS . . . . .	OPERATIONS
A. McEACHEN . . . . .	SALES
R. T. McINTYRE . . . . .	OPERATIONS
A. J. O'KEEFE . . . . .	SALES
L. RUCHTI . . . . .	SALES
H. W. RYERSON . . . . .	SALES
P. L. SCHAAFF . . . . .	SALES
G. V. WELSH . . . . .	SALES

10 years

V. R. BJORKMAN . . . . .	OPERATIONS
W. ROZETT . . . . .	SALES

## ST. LOUIS MARKETING DIVISION

15 years

C. E. CONAWAY . . . . .	TREASURY
R. T. GREGORY . . . . .	SALES
J. A. LEONHART . . . . .	OPERATIONS

10 years

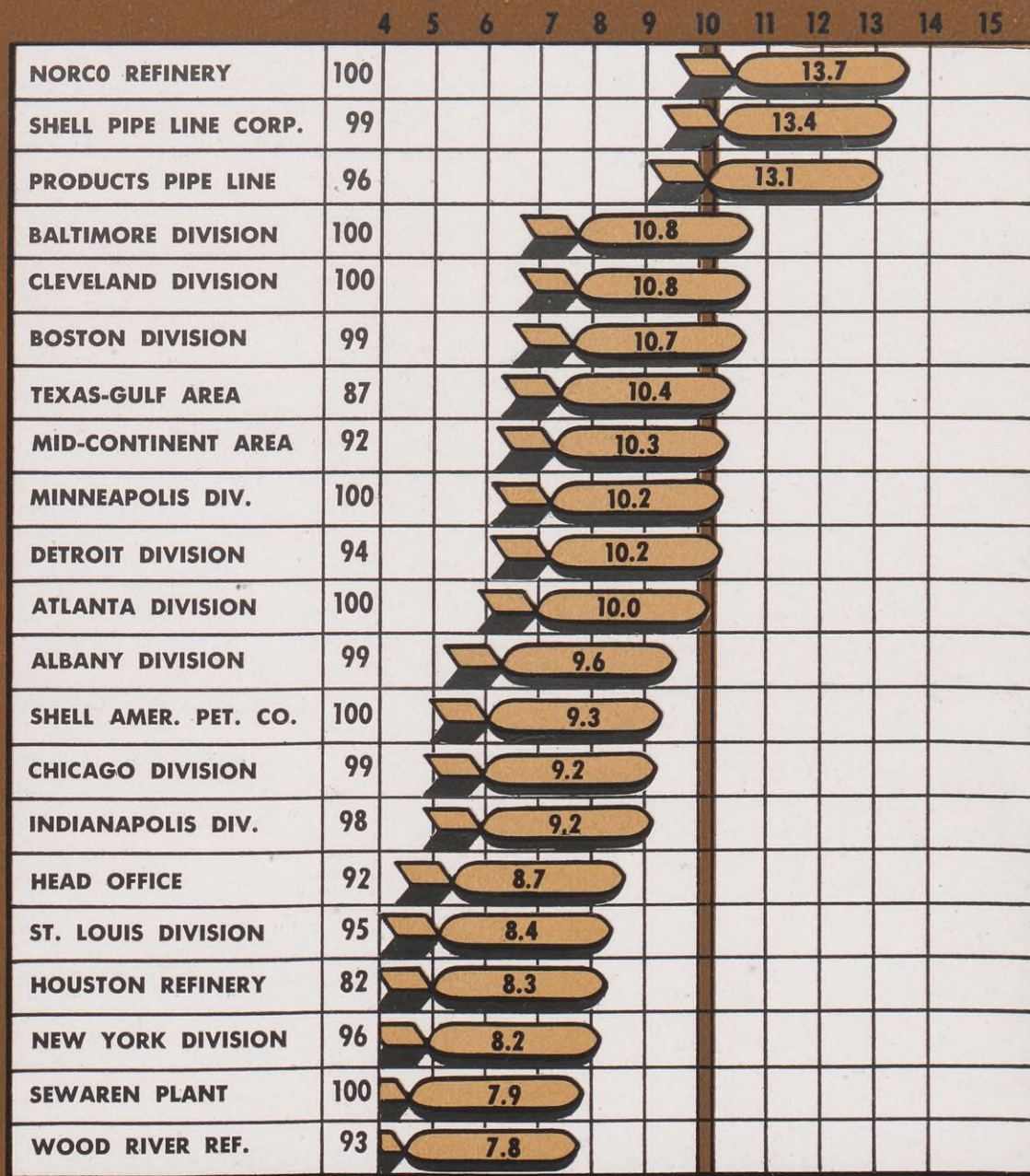
A. A. GREGORY . . . . .	SALES
J. A. LAYTON . . . . .	SALES
L. SILVERSTEIN . . . . .	SALES
A. TREFZ . . . . .	OPERATIONS
E. R. HEYMAN . . . . .	SALES



# WAR BOND CHART

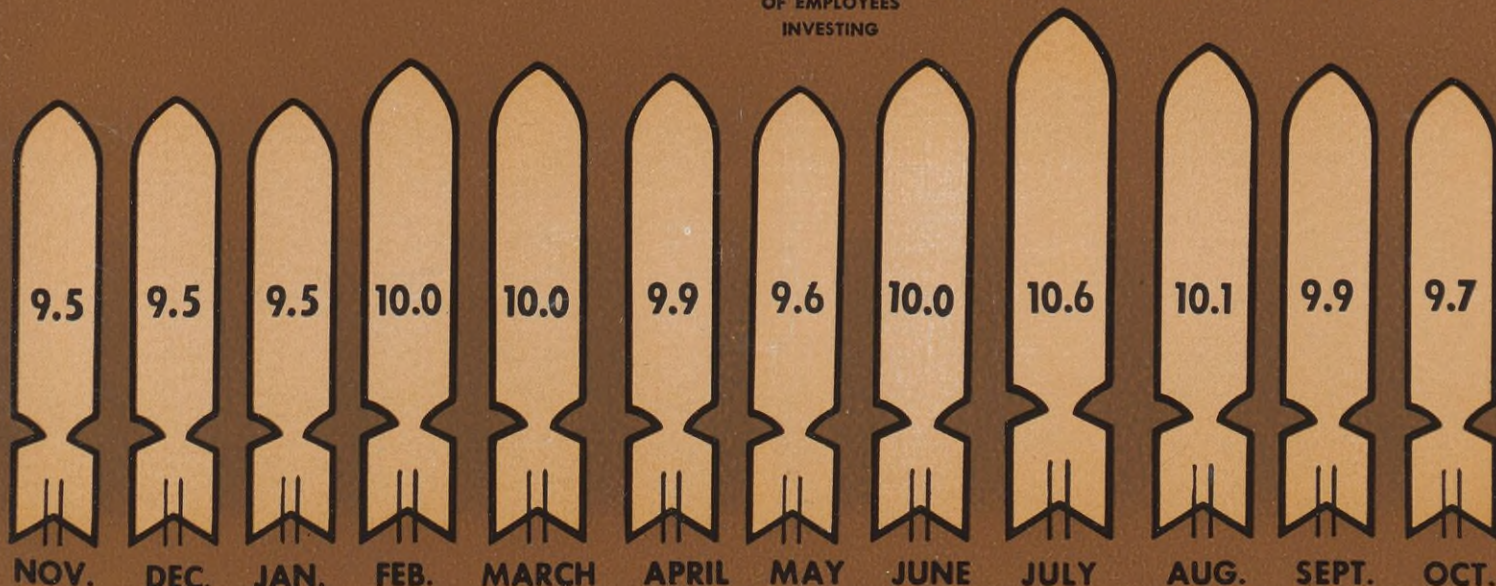
OCTOBER  
1944

CUMULATIVE PURCHASES  
OF WAR BONDS UNDER  
THE PAYROLL SAV-  
ING PLAN HAVE BEEN  
\$8,452,556.50



PERCENTAGE  
OF EMPLOYEES  
INVESTING

PERCENTAGE OF EMPLOYEES' PAYROLL



AVERAGE OF PAYROLL SUBSCRIPTION OF ABOVE AFFILIATED SHELL COMPANIES



SHELL OIL COMPANY

INCORPORATED

50 West 50th Street  
NEW YORK, N. Y.

RETURN POSTAGE GUARANTEED

Miss Esther Parsons  
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St Louis 7 Mo

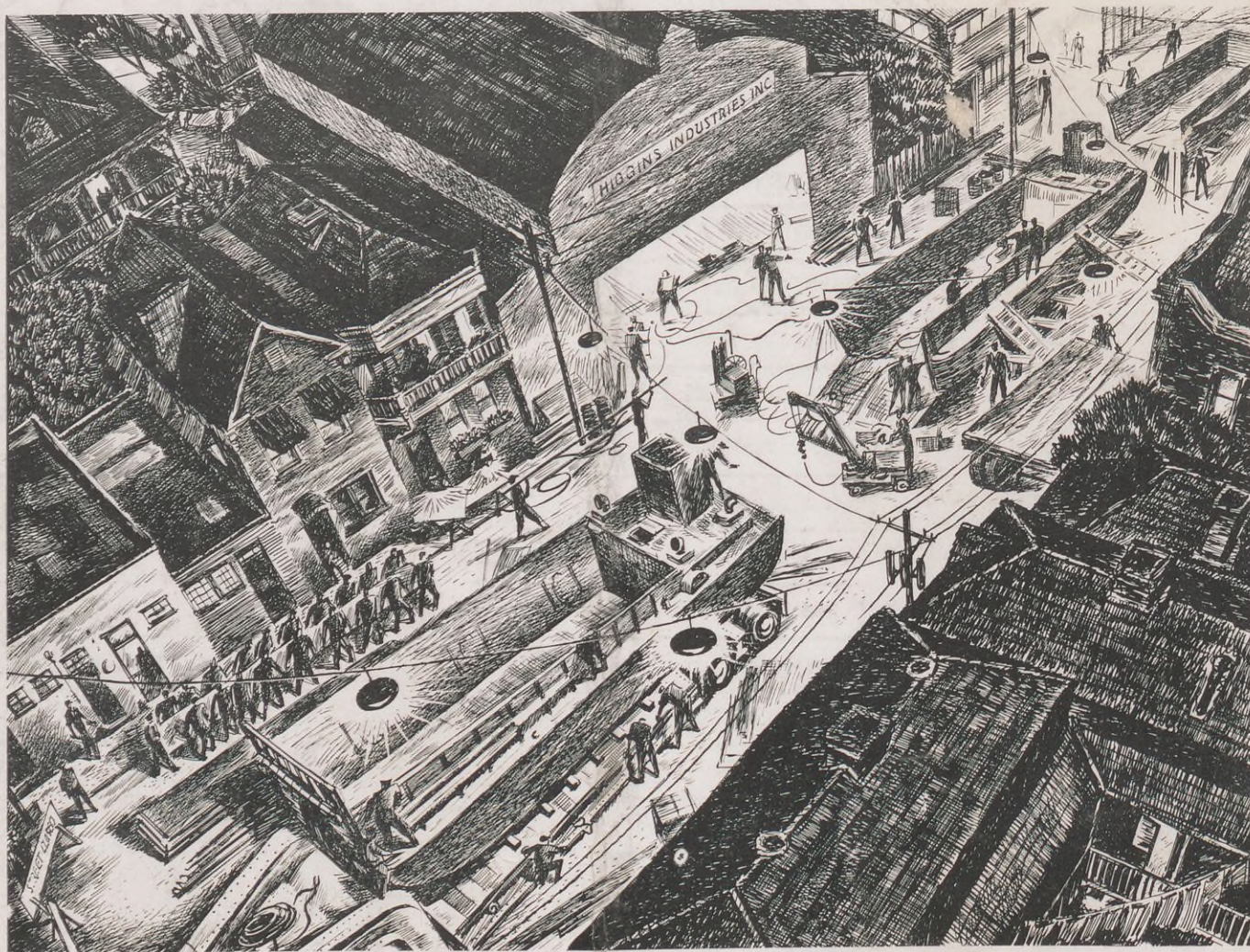
Sec. 562 P. L. & R.

U. S. POSTAGE

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New York, N. Y.

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**HIGGINS INDUSTRIES, INCORPORATED**, big name in boats, turned a city street into a factory for tank landing boats! Shell contributes to Higgins' production wizardry by supplying vital Industrial Lubricants

## SIDEWALK SHIPYARD

**THE JOB:** To build a large number of still-undesigned wood landing boats and steel tank lighters for the U. S. Navy—in just two weeks, and without a factory site available!

But A. J. Higgins proved it could be done. By special permission of the mayor he threw up a double assembly line right on a New Orleans street!

"Production Miracle" and "Higgins" are synonymous. Only two weeks later the complete order of our "ugliest but fastest" tank landing boats was delivered to the Navy Yard at Norfolk—astounding both high-ranking Naval officers and the residents of Polymnia Street! From the thousands of fast and ferocious shallow-draft landing barges Higgins Industries has since turned out, American troops and motorized equipment have ploughed ashore on the Solomons, Sicily, Italy, France . . .

To help speed landing-barge production at Higgins, Shell Lubrication Engineers were called in early. Shell Industrial Lubricants and greases were recommended for use in Higgins' giant woodwork shop and veneer plant, main source of structural material for small-type tank land-

ing boats. In operation all these Lubricants have shown superior performance.

And in the great Higgins machine shop, famous Shell Turbo Oil is used. Every day the rust-preventive properties of this extraordinary lubricant are helping insure peak production.

In addition, Shell supplies Diesel fuel and heavy-duty oils for "running in" landing barges . . .

**As industry goes all-out for Victory**, proper lubrication becomes even more vital. Yesterday's solution is seldom good enough for today!

At the "University of Petroleum," Shell's research laboratories, lubricants are constantly being improved. Shell Lubrication Engineers apply these improvements in the field.

Make sure the machines in your plant get the benefit of all that's new in lubrication. Call in the Shell Lubrication Engineer.



LEADERS IN WAR PRODUCTION RELY ON SHELL INDUSTRIAL LUBRICANTS