

SHELL NEWS

DECEMBER 1956



REGAL WRAPPINGS

almost



Mrs. Lona Waite, Clerk in the Edmonton Division of the Calgary E & P Area, gets a radio message from a remote drilling crew at her Slave Lake Office.



st Mrs. Santa Claus

Shell's Woman Employee Nearest the North

Pole Always Has a White Christmas

IN Canada's far north country, where the skies are colored by the northern lights and there is never a doubt about a white Christmas, Shell's woman employee nearest the North Pole lives and works.

She is Mrs. Lona Waite of Slave Lake, a community in Alberta Province 171 miles north of Edmonton. As a Clerk in the Edmonton Division of the Calgary Exploration and Production Area, she handles all radio and teletype messages between Slave Lake and Edmonton.

Mrs. Waite and her husband, Gordon, have lived at Slave Lake since 1947, when he became station agent there for the Northern Alberta Railroad. Neither was a newcomer to the north country. After their marriage in 1941, they lived in Edmonton for 18 months before moving to Smith, Alberta, west of Slave Lake, where Waite was a station agent for the railroad. In 1945, he became station agent at Faust in Alberta, east of their present home, and two years later he was transferred to Slave Lake.

The 500 persons in the community, which has been settled for less than

40 years, depend mainly on lumbering and mink raising for their livelihoods. As station agent, Waite watches more than 1,000 carloads of lumber leave the village every season. And with oil exploration and production increasing in the area, carloads of equipment and tank cars of crude oil are rolling in and out of his sidings.

Mrs. Waite came to work for Shell in 1950 to serve as the communications link between the Edmonton Division Office and Shell units in the field. To contact the field parties, she uses a two-way radio. Messages back and forth between Slave Lake and Edmonton are teletyped. The bulk of her transmissions are routine daily reports and equipment orders from seismic crews and drilling rigs, and dispatch information on aircraft operating for Shell in the Division.

Occasionally, however, there comes a message far from routine, such as the time a member of a drilling crew was injured and needed medical care. The rig crew radioed Mrs. Waite, she teletyped the message to Edmonton, and a plane was sent to the rig site to airlift the man to a physician.

SHELL NEWS

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

Employee Communications Department
New York, N. Y.

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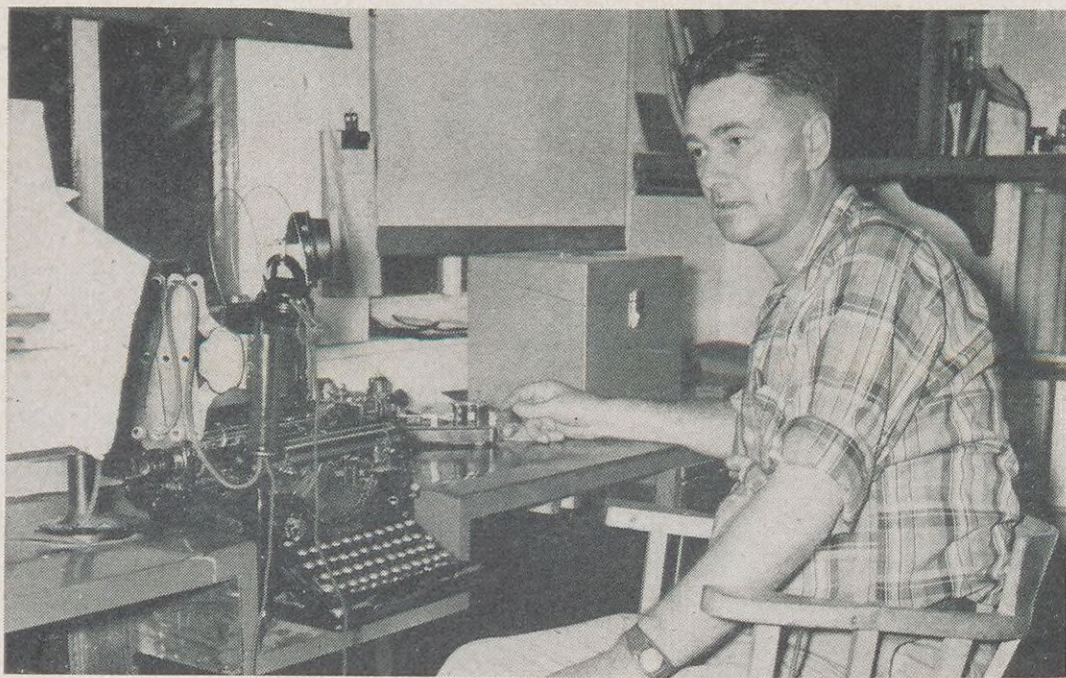
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REGAL WRAPPINGS

The original Christmas story tells little about the kings or Wise Men who visited the manger in Bethlehem. Some early church fathers said there were Twelve Wise Men, but tradition has fixed the number at three because of the three gifts they brought—gold, frankincense and myrrh.

At any rate, three regal figures have become traditional symbols of the Christmas celebration. The stately trio on this month's front cover are made of Christmas wrapping paper. They were made by the Dennison Manufacturing Company of Framingham, Massachusetts—the first manufacturers of Christmas seals and printed wrapping paper. A story of Christmas gifts and Dennison's role in decorating them begins on page 10.

Almost Mrs. Santa Claus (cont'd)



Gordon Waite, left, Station Agent for the Northern Alberta Railroad, mans his telegraph key in the Slave Lake depot. He dispatches about 1,000 freight cars of lumber each season from the area, in addition to an increasing number of tank cars of crude oil from new wells in the region.

Occasionally unusual conditions carry her radio voice to fishing ships in the Pacific Ocean, more than 1,000 miles away—causing some confusion among the fishermen, who think one of the ships is breaking tradition by carrying a female operator. Mrs.

During the short-lived Canadian summer, the Waites live in their cabin on Lesser Slave Lake, only 10 minutes drive from their home. Here they relax while Waite plays with their dog, Judy. Their summer cabin has a propane stove, refrigerator and other modern conveniences.



Waite says atmospheric conditions caused by sun spots, electrical storms or northern lights are the causes of most of these radio oddities and freak receptions. The Canadian weather has nothing to do with radio transmission—perhaps the only thing not affected by the weather there.

Winters, of course, are long and cold in northern Canada. The lowest thermometer reading Mrs. Waite recalls there is 53 degrees below zero—"but that is rare." She and the 100 or more other women of the village switch from skirts to ski slacks and parkas during these "cool" spells.

Slave Lake summers, however, bring long, warm days ideal for swimming and fishing. Temperatures quite often top the 90-degree mark at the Waites' summer cottage on Lesser Slave Lake, 10 minutes by car from their home. Besides swimming in the sand-bottomed lake, there's fishing for arctic trout, pike and pickerel, and hunting for wild fruit which grows in abundance nearby.

When summer ends, the Waites return to their home in Slave Lake for the winter. There they have almost all the conveniences available to any city dweller, including electricity and oil heat. While there is no physician living in the community, a registered nurse is always available. Also, a three-man unit of the Northwest Mounted Police is stationed there. However, Slave Lake does lack city water facilities, and the Waites buy their water from a local "waterman," who delivers it for 75 cents a barrel.

Entertainment is limited in the community. The only movie theater shows 16-millimeter mysteries and westerns three times a week. The Waites rarely see these movies; preferring their own home films of north country activities.

For other forms of entertainment, the Waites and most other families in



Mrs. Waite looks through the mail-order catalog of an Edmonton store. Slave Lake has two general stores, but Mrs. Waite must shop by mail for most clothing and household needs.

the village rely on civic and social organizations such as the Elks, of which Gordon is a member, or the Royal Purple Lodge, of which Lona is Honored Royal Lady. The community also is building a curling rink—a form of bowling on ice.

Mrs. Waite buys groceries and does some other shopping at Slave Lake's two general stores. Prices are slightly higher than those a housewife would pay in Edmonton, because of freight charges. However, some foods are produced at Slave Lake, and their prices are about the same as those paid in Edmonton. For example, a quart of local milk costs 20 cents; milk from Edmonton is 28 cents.

For most clothing and other household needs, Mrs. Waite shops by mail from stores in Edmonton or other cities up to 1,500 miles away. In that way she pays the regular prices for goods—but also experiences her one frustration in north country life:

She can't take advantage of sales!

Gordon and Lona Waite and their dog Judy stand on the front porch of their summer cabin. The sand-bottomed Lesser Slave Lake offers swimming and fishing through the warm-weather months. Wild fruits and berries grow in abundance near the Waite cabin.





Oil stamps issued by Iraq contrast today's modern oil fields there, top right, and the ancient use of asphalt to waterproof boats, left. They served as asphalt "tankers."



Another oil stamp concerning asphalt's early history was issued by Trinidad, top, showing the discovery of that island's asphalt lake by Sir Walter Raleigh in 1595. A Russian stamp, below, shows the Temple of the Fire Worshippers near Baku, the center of an ancient religion. The "eternal fires" were gas seeps which had been ignited.



Postage Stamps From 24 Nations Trace Petroleum's History Through the Ages

OIL IN THE MAILS



South American nations have issued two of the most beautiful oil stamps. Left, an Argentinian stamp shows an offshore rig. Below, a Bolivian stamp pictures a gas storage tank and refinery joined by pipe lines.



Though western Europe has produced relatively little oil, its nations have issued several oil stamps. Top, a Belgian stamp shows part of a refinery. Bottom, a French stamp pictures a derrick in its right corner and Bordeaux at left.



Other Russian oil stamps include one from Transcaucasia, left, showing a wooden derrick and gusher, and another, bottom, depicting two wooden derricks in the Caucasus Mountains.

To a stamp collector armed with magnifying glass and reference book, a few hundred square inches of engravings can tell the story of oil through the ages—and even locate the areas of world oil activity.

These engravings have been used in the more than 340 postage stamps picturing the oil industry and its history. The stamps have been issued by 24 of the 50 countries producing petroleum. All together, they trace the oil industry from the uses of oil seeps centuries before Christ to today's offshore rigs.

Collectors who specialize in owning stamps illustrating the oil industry, or any other particular subject, are known as "topical" collectors by philatelists. The first stamp collectors, who started the hobby within a year after the first stamps were issued in England in 1840, were topical collectors; they had to be, since the first stamps pictured only Queen Victoria. The hobby grew so quickly that within a few years the British humor magazine PUNCH remarked that stamp collectors "displayed more anxiety to

treasure Queen's heads than Henry VIII did to get rid of them."

By the turn of the century, most nations had broadened the scope of stamp art to include commemoration of special events, national achievements or other subjects besides portraits of state leaders. Some of the best oil stamps are those illustrating historical locations and events in which petroleum played a major role.

One of the earliest oil stamps, for example, shows the Temple of the Fire Worshippers near Baku, Russia — a temple that was the center of a Persian religion almost 3,000 years ago which left its impression on Christianity, Judaism and Mohammedanism. The stamp was issued in 1918 by Azerbaijan, now a part of Russia, and shows the temple's four flaming towers against a background of crude oil well derricks.

The "eternal fires" that were the basis of the fire worshippers' religion actually were gas seeps which had been ignited. The sect's main temple was built over such leaks at the eastern end of the Caucasus Mountains on the Caspian Sea near Baku. This is now the site of one of Russia's richest oil fields.

Another Russian oil stamp of a few years later also shows the Caucasus as a background for two wooden oil derricks. Still another oil stamp was issued by Transcaucasia, now a part of Russia, which shows a gushing well with a wooden derrick. The colors of these three stamps are relatively dull, and the engravings are not exceptional.

At Baku, as at many other places in the Old World, oil and asphalt seeps were known and used for thousands of years. Asphalt was particularly popular because of its waterproofing properties. The Bible's Book of Genesis points out that Noah's ark was coated with asphalt within and without, and Moses was found floating among the bullrushes in a basket kept watertight by pitch.

A stamp issued by Iraq in 1923 shows both early waterproofing use of asphalt and what might be called the great-grandfather of today's sea-going tanker. The stamp shows two "guffas" — round boats made by stretching skins over wood, then covering the skins with pitch—floating down the Tigris River. One carries a man and a cargo; the other is loaded with men and donkeys. When the boatmen reached Bagdad, they sold their asphalt cargo, dismantled the boats and sold the skins, then rode home on the donkeys.

Asphalt is the subject of another stamp issued by Trinidad in 1935. It shows the discovery of Trinidad's asphalt lake by Sir Walter Raleigh in 1595. The asphalt lake, one of the largest exposed asphalt deposits in the world, covers about 100 acres and flows slowly toward the nearby sea. The stamp also shows two men in the right corner gathering asphalt (the lake is firm enough on its surface to support a light truck) and pictures oil derricks in the left corner.

Naturally enough, oil derricks are the most popular scenes for oil stamps. Often a country decided to issue postage picturing an oil field to publicize its oil activities. Old World nations which have done this include Iraq, now one of the Middle East's largest producers, France, Austria, and several Soviet states.

Iraq's stamp, issued in 1942, shows three derricks—two apparently on producing wells, one in the foreground on a well still being drilled. Austria's stamp is an excellent close-up view of a rig, as seen from another rig. The stamp was issued in 1947 to commemorate the Vienna International Fair.

The French oil stamp was issued in 1955. France has relatively little oil production at the present time, but the oil industry was one of the French industries honored by a special stamp that year. The stamp shows a detailed study of a modern rig on the right and



Colombia issued a striking oil stamp, with detail so exact that men can be seen (when magnified) working on the rig.



Canada issued one of the few oil stamps from the North American continent. It pictures chemical refining equipment.



One of the few U. S. stamps, issued to honor the American Chemical Society anniversary, depicts a plant scene.



Another example of excellent oil stamp engraving is this Austrian issue showing three derricks as seen from a fourth.

a view of the city of Bordeaux on the left.

Two of the most striking oil stamps showing drilling operations came from South America. One, issued by Argentina in 1936, shows an offshore rig in the Comodora Rivadavia Field on the Atlantic coast—the country's biggest field. The other was issued by Colombia, and is perhaps the most outstanding engraving among the oil stamps. It shows drilling operations at one rig, with three other derricks in the background. The men working on the rig are visible to the naked eye and, with a magnifying glass, can clearly be seen adding another section of drill pipe. A sump pit is in the foreground, and steam pours from the stack of the machinery shed.

Other good examples of South

American oil stamps include a Peruvian one showing a gusher; a Brazilian stamp picturing a forest of derricks (obviously a purely imaginary field), and two Bolivian stamps showing both production and refining. The production stamp merely shows two derricks with a forest in the background. The refining stamp, one of the most beautiful of the oil stamps, shows a refinery's towers on the left and a huge spherical gas storage tank on the right. A network of horizontal pipes runs through the foreground.

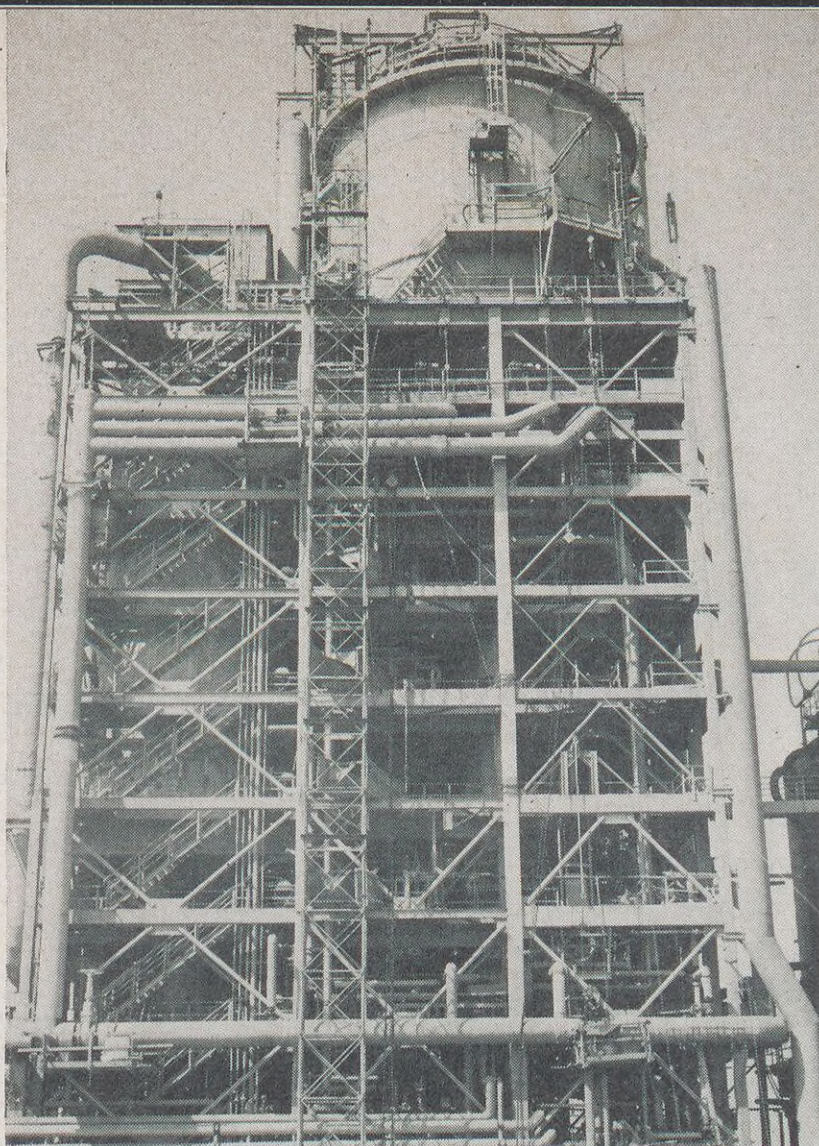
Oil stamps have been notably scarce among the North American continent countries despite the amount of oil production here. Mexico has issued none, Canada has brought out three and the United States has issued only two stamps with oil interests actually

depicted. One of the Canadian stamps shows two storage tanks and two derricks; one shows three oil wells along with a wheat field and pioneer settlers, and the third and most recent one pictures some refining equipment on a stamp dedicated to the chemical industry. This latter stamp, a 25-cent one in pale red, was issued this year.

One of the United States "oil" stamps, issued in 1951 in commemoration of California's state centennial, shows the tops of two derricks in the upper right corner. The other stamp, issued the same year in honor of the 75th anniversary of the American Chemical Society, depicts a catalytic cracking unit, a fractionating tower and a butadiene reactor. Though dedicated to chemistry it is an authentic oil stamp.

The head office building of Shell Nederland N.V. in The Hague appears on a 25-cent stamp issued by the Dutch Post Office in a series featuring modern Netherland architecture. Below is a post card with a stamp showing the same picture. Collectors call it a "maximum card."





The catalytic cracker at the Wilmington-Dominguez Refinery rises 200 feet above the ground. The scaffolding near the center of the structure holds a temporary elevator which was used to lift supplies and equipment during the recent turnaround. A permanent and larger elevator (not shown) was also used to transport men and heavy equipment.

**An Army of Workers
Speeds the Scheduled
Overhauling of the Catalytic
Cracking Unit at the
Wilmington-Dominguez Refinery**

CAT CRACKER TURNAROUND

PLANNED as meticulously as a full-scale army maneuver, an attack was launched recently on the catalytic cracker at the Wilmington-Dominguez Refinery by almost 900 craftsmen — disconnecting pipes, inspecting vessels and replacing or repairing worn parts in a major overhaul job.

Refinery men call the job a “shutdown” or “turnaround.” A part of the

refinery’s maintenance program, it is scheduled periodically to replace deteriorated equipment before serious trouble occurs. The turnaround is carefully planned months in advance so that a large reserve supply of product components produced by the cat cracker can be built up and every detail of the overhaul job can be coordinated so the work will be finished as

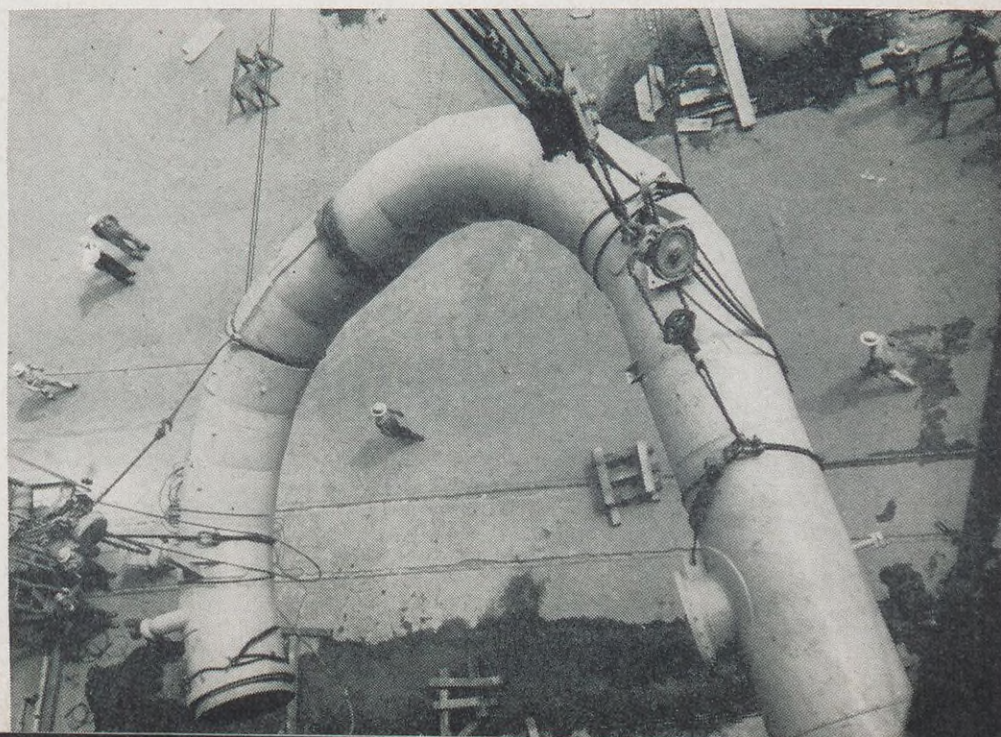
quickly as possible. Every minute counts since the cat cracker normally produces more than \$100,000 worth of products each day.

The 200-foot-high cat cracker at Wilmington turns out high octane components used in the production of aviation and premium gasoline. The catalyst used is composed of silica and alumina which is in a powdered form

Equipment and supplies were ready and waiting when the highly-coordinated cat cracker overhaul job got under way. The two large bends of pipe in the center of the picture are being repaired and relined during the turnaround.



After connecting the bends of pipe (shown in left photo), one of the biggest rigging jobs of the turnaround started—lifting the huge pipe into position on the cat cracker.





"Command Post" for the turnaround was the cat cracker control room. In the foreground are, left to right, Head Fire and Safety Inspector W. J. Crowther, Operator N. D. Douglass and Master Mechanic J. S. Ritchie. The room served as communications center for the turnaround.

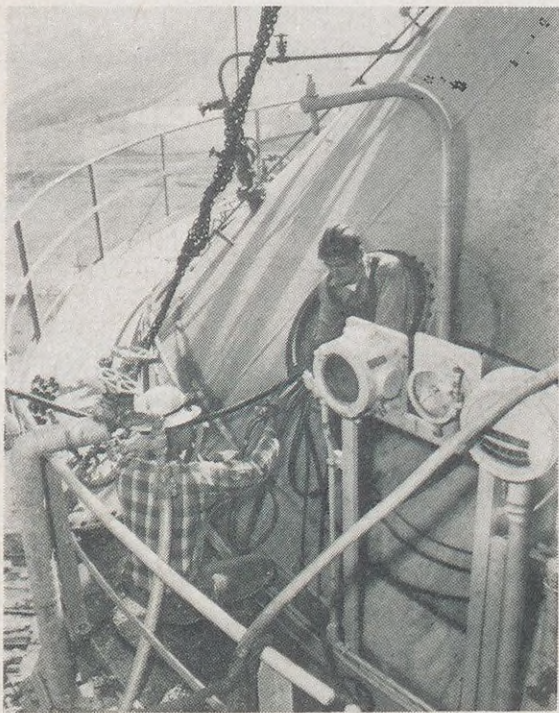
about the fineness of flour. The oil feed to the cracking unit is pre-heated in furnaces and when combined with the catalyst is "cracked" into various products. The abrasive and erosive action of the catalyst on the equipment of the cat cracker is one of the major reasons the turnaround is necessary.

The big overhaul operation started when the flow of oil into the cat cracker was shut off. As the unit cooled, the army of specialists moved in to start their intricate maneuvers through the towering mass of steel beams, pipes and vessels. On hand were engineers, riggers, laborers, crane operators, truck drivers, clerks, pipe fitters, inspectors, carpenters, storemen, insulators, toolkeepers, painters, blacksmiths, sheet metal workers, welders, boilermakers, electricians, machinists, instrument repair-

men, bulldozer operators and brick masons. Each was assigned a specific job and followed definite work schedules to speed the overhaul program.

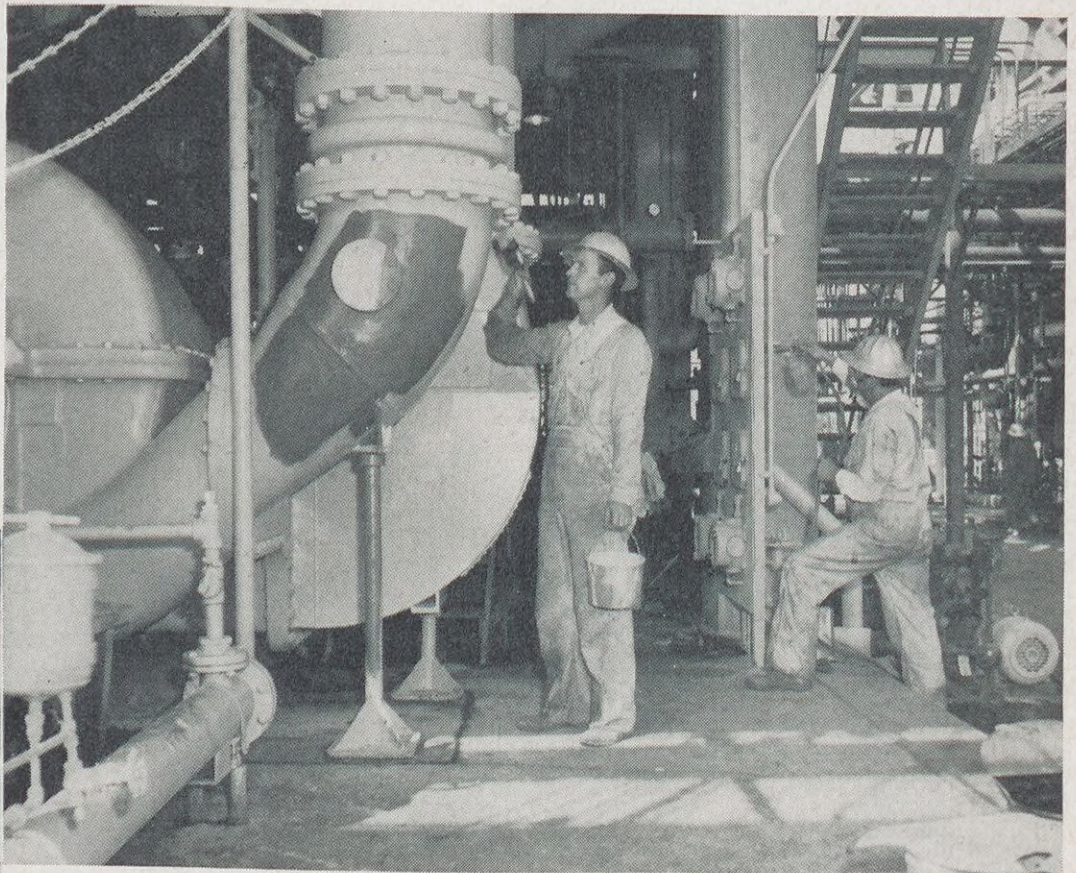
The "command post" for the operation was located in the cat cracker control room. A telephone page system was installed in the room for use in giving instructions to the workmen. It was connected with temporary loud speakers and telephones located on each of the 14 floors of the cat cracker.

Twenty-six days after the turnaround started, the cat cracker was again warming up and oil was flowing through its complicated arteries. Wilmington-Dominguez was once again manufacturing high octane gasolines. The pictures on these pages show some of the jobs that had to be done during the turnaround.

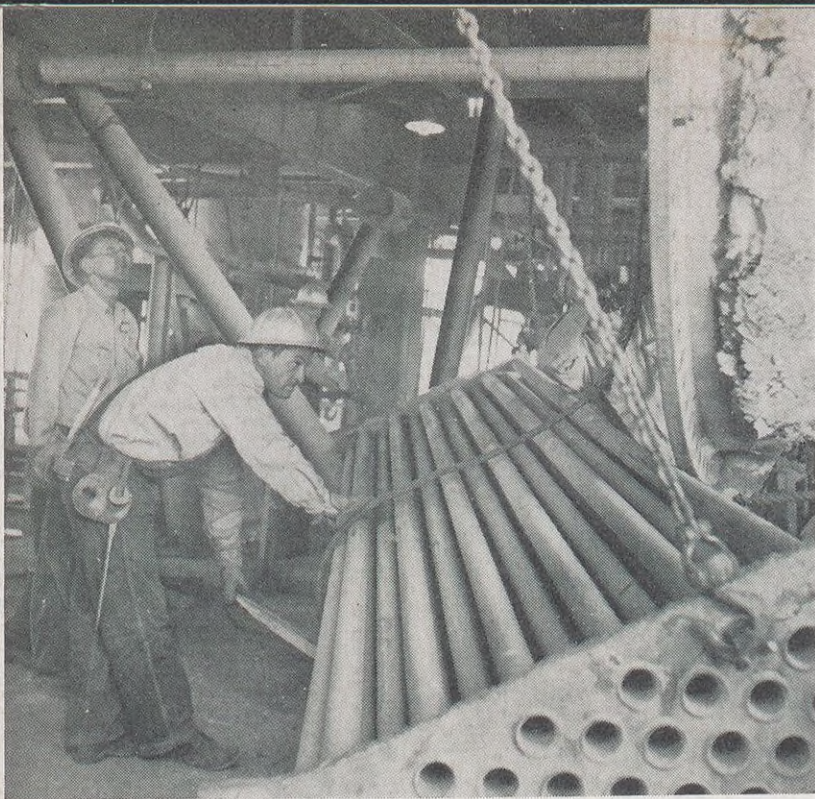


Working on a vessel near the top of the fourteen-story cat cracker are Rigger E. C. Gothard, left, and C. O. Price, Rigger Helper.

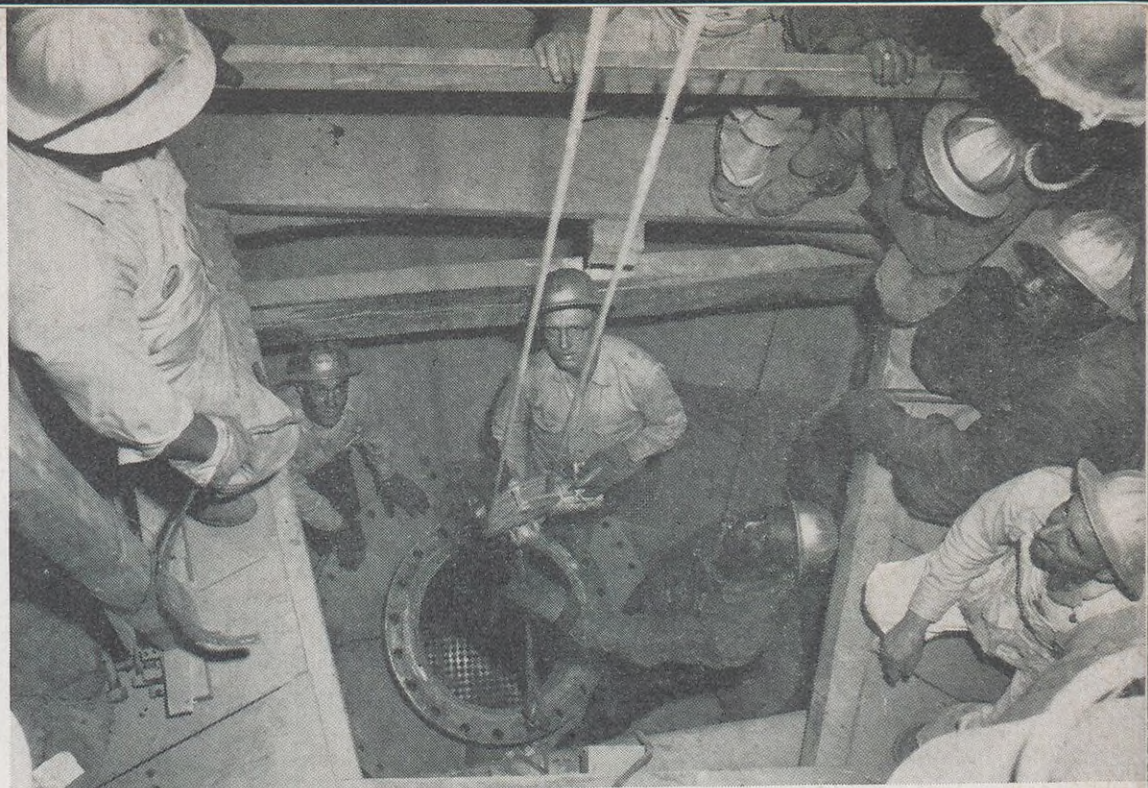
D. L. Cleveland, Manager of the Cat Cracking Department, inspects eroded "cyclones" which were replaced during the turnaround.



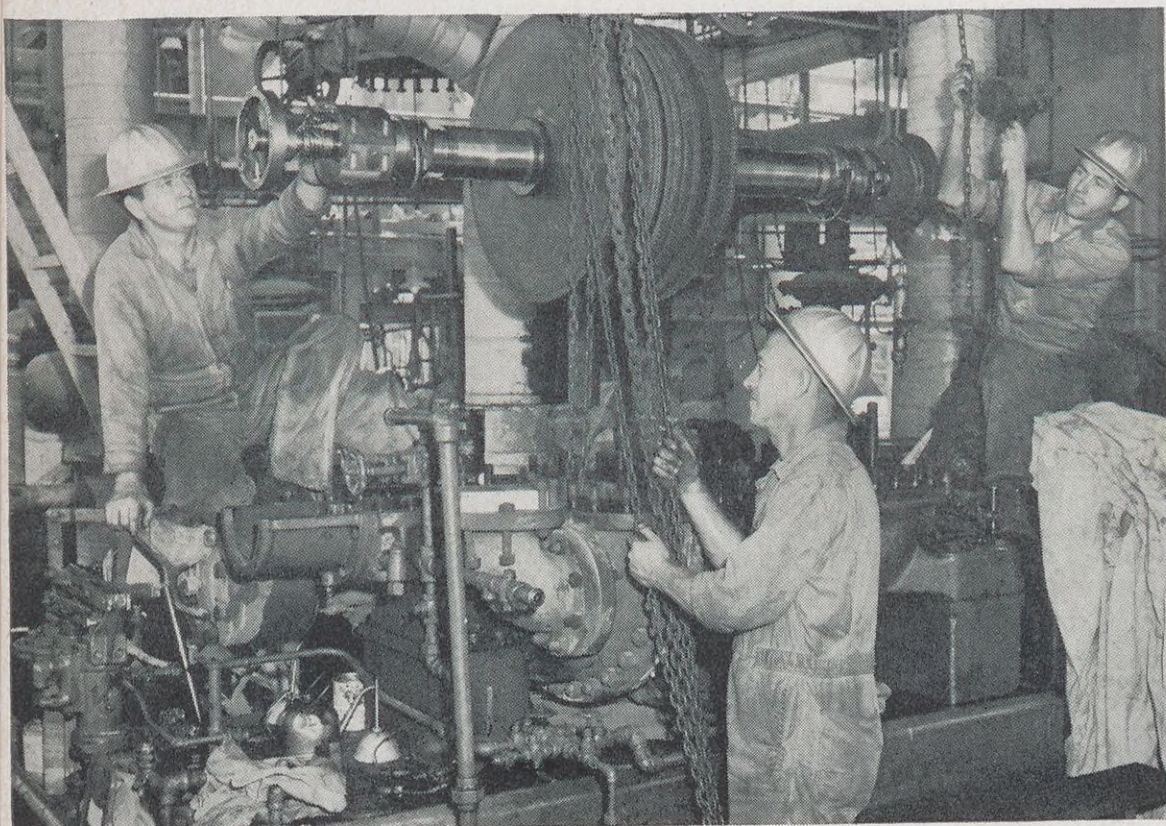
Last to move in on a repair job during a turnaround are the painters. Here, L. L. Gibson, left, and J. L. Brown repaint air blower pipe and control panel.



Turnaround workers remove a bank of corroded tubes from one of the boilers used for steam generation in the cat cracker. New tubes were installed in the boilers during the overhaul operations.



Riggers prepare to bring a joint of the catalyst line into place beneath a temporary floor in one of the vessels. Left to right (below floor) are Pipefitter L. W. Curl and Riggers E. C. Gothard and Solomon Renty.



Air pressure is used to move the catalyst through pipes of the cat cracker and to burn coke from the spent catalyst. Reassembling an air blower are, left to right, Machinists W. R. Bright and D. L. Baldridge and Operator Helper M. D. Cook.

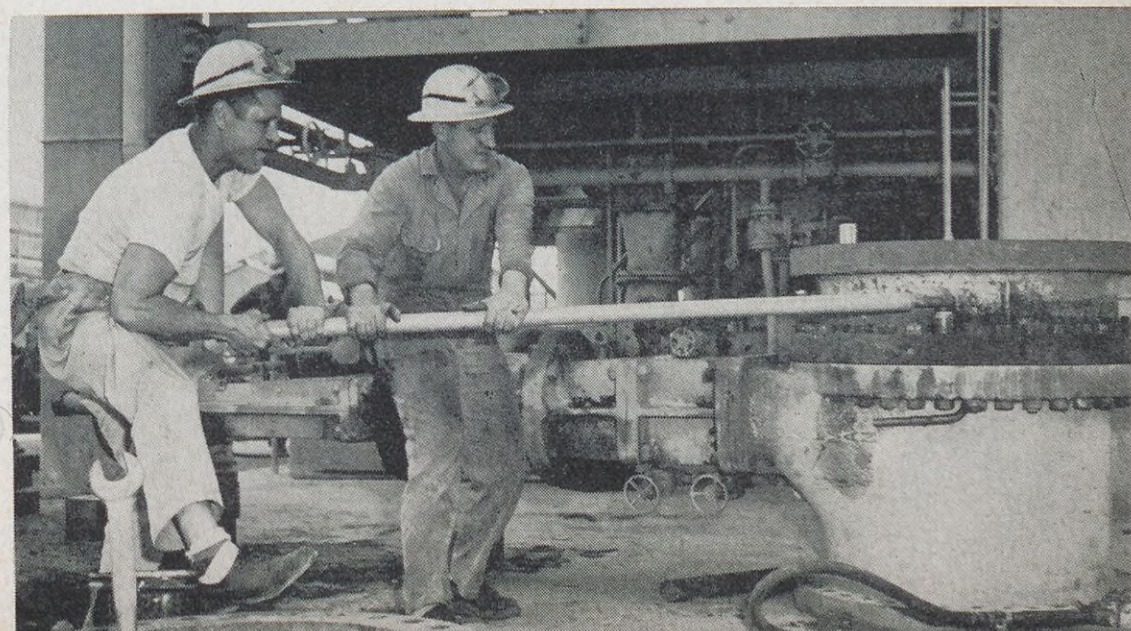


Welder J. L. Elkins enters an access door to a large vessel. The scaffolding inside was erected so the vessel could be cleaned and repaired during the turnaround.

Large sections were cut out of the catalyst stand pipes in the cat cracker so they could be cleaned and repaired. Here Welder L. A. Bapp stands on a platform in the pipe to make repairs.



Valves like this 32-inch giant were removed from lines and lowered to the ground for rebuilding during the overhaul job. Here Assistant Operator W. B. Meier and Machinist J. H. Sandusky reassemble the valve.



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A CHRISTMAS CUSTOM

Today's Gifts Are Wrapped With Colorful Paper and Trimmed With Appropriate Accessories, a Tradition Which Got Its Start Less Than 100 Years Ago.

ALTHOUGH the Wise Men gave the world's first Christmas gifts, today's custom of exchanging gifts at Christmas time actually has its foundation in ancient tradition rather than in the birth of Christ at Bethlehem 1,956 years ago.

The Bishop of Rome proclaimed the official birthday of Christ in the middle of the Fourth Century as December 25 — a date coinciding with traditional pagan festivals which had been observed centuries before Christ's birth. However, the ancient rites were too firmly rooted for the

attention of the public to be shifted immediately from the customary revelries to a Christian festival. Thus, to popularize Christmas, the Church finally allowed many of the ancient customs to become part of the celebration of Christ's birthday.

Among these customs were feasting, decorating the home with mistletoe and evergreens—and exchanging gifts. The most popular gifts exchanged among the Romans were small statuettes of various gods. Symbolizing the returning power of the sun, candles were also given to friends.

And evergreen branches were left at friends' homes on New Year's day.

Today the ancient customs are an integral part of our Christmas celebration — feasting, now with turkey and all the trimmings; evergreen trees, which are now gaily decorated; mistletoe, a decoration today favored by young people, and the exchanging of gifts—to many, the most important custom of all.

From the time of the ancient Romans to the 19th Century, gift-giving remained relatively simple. But during the Victorian era, people started

wrapping their gifts and a new art was born—the art of gift wrapping.

Just when the custom of wrapping gifts started is hard to determine, but it is safe to say that prior to 1800, the majority of people presented their Christmas gifts unadorned. Cloth was an early gift wrapping, but the first widely-used wrapping materials were brown paper and twine. During the 1880's white tissue paper (which previously had been used primarily to wrap silverware) became popular as a gift wrapping, and colored twine was used to brighten up the packages. Then in the 1890's colored crepe paper and colored tissue were introduced as gift wrapping and people started tying their packages with baby ribbon.

In the early 1900's, the Dennison Manufacturing Company of Framing-

ham, Massachusetts, introduced innovations in gift wrapping which marked the transition from tissue and baby ribbon to the large gift wrapping industry of today. In 1901, Dennison put the first Christmas tag on the market—a tag which looked much like a shipping tag, but with a holly design printed on it. It caught the public's fancy, and by 1903 two more Dennison Christmas tags were finding favor—one with a bell design and another with the head of Santa Claus printed on it. The following year Dennison came out with the first gummed Christmas seal. It, too, was decorated with a holly design.

During this same period, Dennison introduced the first Christmas wrapping paper—tissue paper with a holly design. Printed crepe paper was also manufactured at this time for home

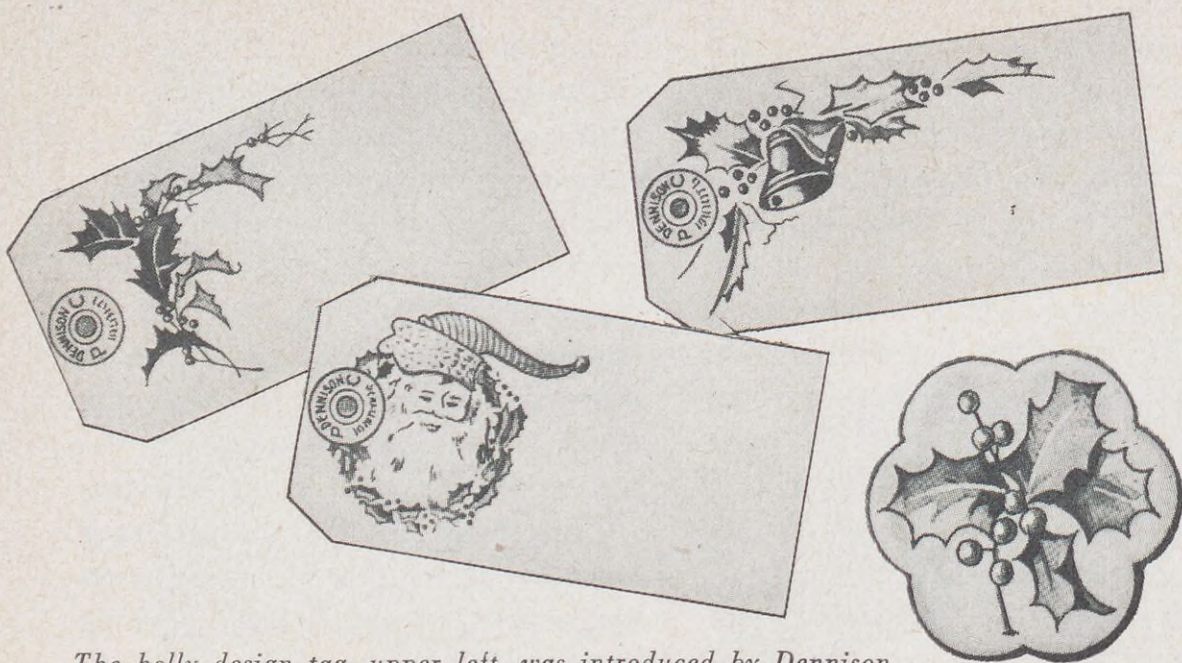
decoration as well as gift wrapping.

Christmas seals and tags were good sellers and Dennison increased their number of designs during the years which followed. However, it took much longer for the printed wrapping paper to arouse public interest. In fact, the single holly design tissue appeared in Dennison catalogs for about 15 years before the public began to demand a variety of designs.

Many people in the gift wrapping business believe that Christmas seals had more to do with creating interest in printed wrapping papers than anything else. For variety, gift wrappers of the early 1900's would paste the seals on packages in various designs, giving a printed paper look to plain tissue. But not until the 1920's did Dennison and other gift wrapping companies start producing several



A new Christmas line of wrapping paper gets its start in the Dennison Manufacturing Company's art department where designs are selected from hundreds of sketches sent in by free-lance artists. Here two Dennison artists: Mrs. Mary Ann Gonzalez, left, and Mrs. Sylvia Barry, place colored sketches of Christmas designs on a board to test their "compatibility" for use in a future line of Christmas wrapping paper.



The holly design tag, upper left, was introduced by Dennison in 1901 as the first Christmas tag produced commercially. The other tags were added to the line in 1902 and 1903. The first Christmas seal, right, was the Dennison sticker of 1904.

different designs of Christmas wrapping paper. And it was 1935 before a large variety was available to the public each Christmas.

Since 1935, the gift wrapping industry in the United States has grown rapidly, with its greatest growth occurring only in the last 10 years. Although gift wrapping is now popular in almost all parts of the world, the variety of wrappings sold in other countries is small compared to the number sold in the United States. Today Americans demand a large selection of Christmas gift wrappings plus a different selection each year.

Dennison alone markets approximately 200 different designs of Christmas wrapping paper each year, plus many different tags, cards and seals designed to obtain a matching relationship with the papers. Dennison also offers its customers a wide choice of ribbon styles which look well with all the Christmas wrappings.

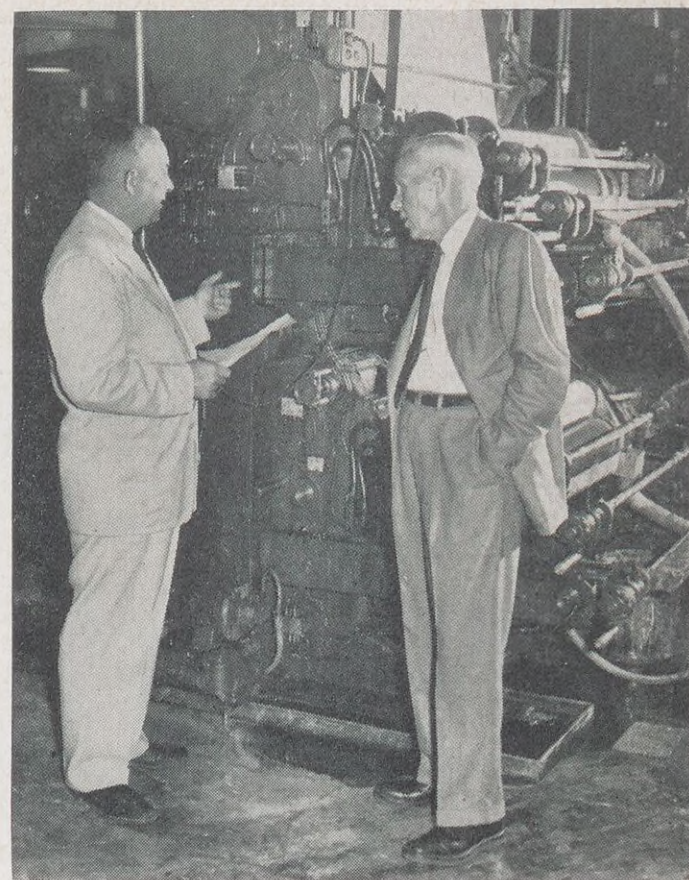
The Christmas "line" of gift wrappings accounts for 75 per cent of Dennison's gift wrapping business. To allow time for designing, production, sampling, packaging and other details,

Here Mrs. Gonzalez tries different color schemes on an artist's design before it is selected for a new Christmas wrapping paper.

each Christmas line is planned two years in advance. Dennison is now working on designs which will be sold for Christmas of 1958.

Free-lance artists provide the majority of Christmas designs, which are first submitted in rough sketch form. After culling out weak numbers and duplicates, Dennison returns the roughs to the artists for finished drawings with instructions for changes and production requirements.

When the finished sketches are received by the Dennison art depart-



Shell Industrial Salesman S. W. McCarthy, left, discusses a Shell lubricant used in a color press with J. A. Garvey, Vice President of Dennison Manufacturing Company.

ment, the complete line is looked over for flaws or lack of balance. The finished line must contain a definite proportion of strong "basic" designs — motifs such as holly, Santas, poinsettias, bells and candles. Each year these basic designs, which Dennison has found the public likes best, must be created in a fresh new style.

Most of Dennison's Christmas gift





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Robert L. Collins, a warehouse worker at the Dennison plant in Framingham, Massachusetts, adds another layer to stacks of Christmas wrappings. After it is printed, the paper moves from here to the cutting and folding machines and then to the packaging department.

wrapping is printed with water-color inks. The more expensive papers are printed on five color process gravure presses. For the water-color presses, the designs are transferred to three rubber rollers and one gravure cylinder — all carefully synchronized for four-color printing. For the gravure presses, the original sketches are photographed; the colors are separated by the camera for the five gravure cylinders.

Dennison's press runs reveal the way in which Americans have gone all-out for Christmas gift wrapping. Each year the water-color and gravure presses print millions of feet of Christmas gift wrapping paper. Also, many

millions of gift tags and Christmas seals are printed every year.

For such a mammoth job of printing, Dennison's presses — as well as the machines which cut, fold and package the products — must be kept in perfect operating condition. One of the special problems is keeping the fast-moving machinery well lubricated. Shell supplies Dennison with seven lubricating oils and a special multi-purpose grease which are used on machines producing gift wrapping as well as shipping tags, labels and many other types of paper specialties. Recently Dennison called on Shell to find a solution to oil leakage from open bearings in the water-color



Dennison Cutters: left to right, Evelyn Calderara, Gladys Halley and Helen Driscoll, operate a cutting and folding machine. They slip bands around the folded sheets and the paper is ready for display counters.

Pauline Young operates a machine which wraps open boxes of assorted Dennison Christmas seals with cellophane paper.



presses, and Shell developed a special "cling" oil which did the job.

The Christmas gift wrapping and accessories come off the presses a year before they are used in packaging Christmas gifts. Dennison gets the products to every city and town in the United States. In fact, there are few homes in the United States that are without a package wrapped with Dennison paper under the Christmas tree each year.

Make Your Own Christmas Wise Men

The three wise men on this month's front cover, designed by Dennison Manufacturing Company's editorial department, can be used to decorate the center of a table or as wall or door decorations during the Christmas season. The foundations for the wise men are 15-inch-high cones made of heavy colored paper. Cellophane tape holds the cones together. The cloaks are made of brightly colored Christmas wrapping papers cut into rectangles 14 inches wide and 10 inches deep. The paper is pleated and attached to the cones at the top with cellophane tape. Edging from "lace" paper doilies and gummed stars provide the trim for the cloaks and is attached before pleating. The crowns are cut from gold paper and adorned with gummed stars. Wool yarn, pipe cleaners, sequins and bits of felt are used for the facial details. For wall and door decorations, the back of the cones can be flattened so the figures will fit flush against flat surfaces.

The Santa Claus in the upper right picture was made with the same cone base used for the wise men. The unusual packages below were also designed by Dennison for do-it-yourself fans. They appear in a new Dennison booklet entitled, "This is the Way We Wrap Our Gifts."

Here are examples of Dennison gift wrapping suggestions: A package for children, upper right, is decorated with lollipops and a candy cane. Below it is a clown package utilizing blank notary seals. For adults, a bottle of champagne, center, is wrapped in colored foil and decorated with ribbon, real grapes and champagne glasses. Below are two packages wrapped together as a sled.



Mrs. Milada Carroll, left, and Augusta Mignani work in Dennison's editorial department in New York City creating new ways of wrapping gifts and making paper center-pieces and decorations. These two ladies also designed the three wise men on this month's cover.



BOXCAR SHRINKER

The Invention of a Shell Chemical Corporation Analyst "Shrinks" Boxcars While They Roll to Prevent Cargo Damage

G. L. Wilkes, Senior Analyst in Shell Chemical Corporation's Head Office Distribution Departments, checks a shipment of bagged EPON® Resin protected from damage by his "car shrinker."



A BOXCAR rolling 25 miles an hour down the tracks at a Houston railroad yard smashed to a dead stop as it struck a line of other cars. One end of the rolling car was torn out, and the string of restraining cars groaned under the impact. But the freight inside the cracked car was unmoved and undamaged because of a Shell Chemical Corporation employee's invention.

The demonstration was purposely arranged for observing railroad officials who wanted a tough test for the invention of G. L. Wilkes, Senior Analyst in Shell Chemical's Head Office Distribution Department.

Wilkes calls his device a "car shrinker," because it takes up the slack always present when cargo shifts in loaded cars. When a car is jolted, cargo is moved tightly together and empty spaces are left at the ends of the car. Freight falls into the space and is crushed by the shifting cargo.

Wilkes got his idea for

the device while at Houston trying to find a way to cut down on the number of paper sacks of EPON® resins broken in shipment. He realized that different ways of packaging the resins would not solve the problem. The real answer lay in finding a way to eliminate the cause of the damage.

To do that, he designed a set of movable walls (called bulkheads) attached to metal frames at each end of the boxcar. A system of rods and ratchets allows the bulkheads to move

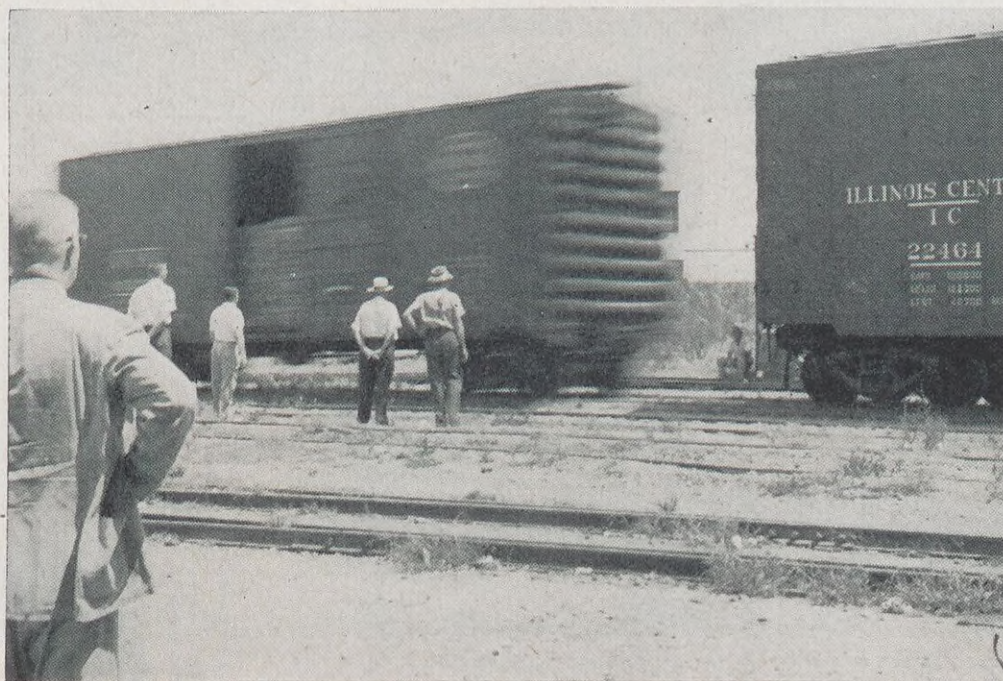
towards each other, but stops them from moving back again. With each jolt of the car, the bulkheads take up the space created by compressing the cargo. Once compressed, the cargo cannot slide back.

The "car shrinker" has an added advantage when used with freight packed in boxes or drums. Usually loading crews add supports (called dunnage) in the middle of the car to hold the cargo in each end. "Car shrinkers" eliminate the need for these center supports, and make it possible to ship more freight in a boxcar by making the car "shorter."

Railroad men watching the Houston yard test were so impressed they now are testing it on regular shipments.

United States railroads paid out more than \$98 million last year alone to shippers whose freight was damaged in boxcars; Wilkes' "car shrinker" offers a possible way to reduce these damage payments.

A boxcar with its cargo held by a "car shrinker" rolls toward a string of cars at a Houston yard to test the strength of Wilkes' invention. The cargo was unharmed when the cars crashed together, but the end of the car was torn out.





The twenty-third and twenty-fourth in a
series of organization charts

Shell Oil Company

December—1956

New Orleans Marketing Division Organization Chart





C. C. McGuire



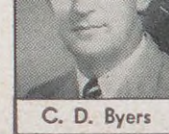
E. R. Boswell



D. R. Haggart



W. S. Milton



C. D. Byers

New York Marketing Division Organization Chart



Division
Manager

B. C. Astrup



Operations
Manager

M. J. Hannon



Sales
Manager

C. F. Martineau



Treasury
Manager

R. D. Hague



Assistant
Sales Manager

V. F. Nightingale



Marketing
Service
Manager

J. N. Heroy



Personnel
Manager

W. J. McGloin



Division
Engineer

J. V. Hazen



Superintendent
Distribution

D. L. Hickey



Asphalt
Manager

O. H. Kollock



Aviation
Manager

A. J. M. Hamon



Commercial
Manager

W. T. Clancy



Chief
Accountant

J. H. Hall



Credit
Manager

J. W. Obenhoff



Public Relations
Manager

A. B. Prybil



Real Estate
Manager

T. R. Bakey



Division
Representative
Purchasing-Stores

T. F. Kremer



Fuel Oil
Manager

H. G. Hunt



Lubricants
Manager

R. M. Cokinda



Retail
Manager

J. R. Tate



Special
Products
Manager

W. A. Kingsbury



Division
Representative
Special Accounts

E. J. McKeon



Plant
Manager
Brooklyn

J. B. Dunigan



District
Manager
Brooklyn

P. F. Mullane



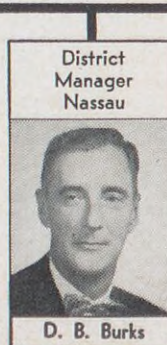
District Manager
Manhattan-
Queens

E. W. Hennessy



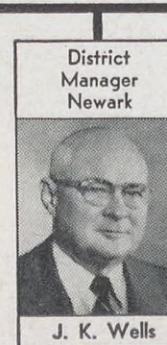
District Manager
Mt. Vernon

C. B. Dixon



District Manager
Nassau

D. B. Burks



District Manager
Newark

J. K. Wells



District Manager
Suffolk

E. W. Mellor



District Manager
Trenton

C. H. Mead, Jr.

Shell People in

Shell Oil Company Exploration and Production Organization



J. D. GOODRICH

J. D. GOODRICH has been named Production Manager of the Tulsa Exploration and Production Area. Mr. Goodrich, who holds a degree in mechanical engineering from Rice University, joined Shell in 1937 as a Mechanical Engineer at Midland, Texas. He served at various Texas and Louisiana locations and in 1946 was named Chief Mechanical Engineer at New Orleans. He served in similar positions at Houston and Tulsa and in 1953 was appointed Division Production Manager of the Tulsa Area's North Texas Division. In August, 1954, Mr. Goodrich moved to New York as Manager of the Exploration and Production Organization's Head Office Mechanical Engineering Department.

Mr. Goodrich will assume his new duties at Tulsa next spring upon completion of a current special assignment. A. G. COPELAND, who has been Chief Exploitation Engineer in the Tulsa Area, will act as Production Manager until that time.

Shell Oil Company Manufacturing Organization



J. F. THOMPSON

J. F. THOMPSON has been named Manager of the Utilities and Effluent Control Department of the Wilmington Refinery. Mr. Thompson, who holds a degree in chemistry from the University of California, joined Shell Development Company at Emeryville in 1937 as a Laboratory Helper. He joined Shell Oil Company in 1946 as a Junior Technologist at the Martinez Refinery and six years later was named Assistant Manager of the refinery's Control Laboratory. In June, 1955, Mr. Thompson was appointed Assistant Department Manager, Zone D, at the Anacortes Refinery.



G. P. HINDS, JR.

G. P. HINDS, JR. has been named Chief Research Technologist in the Research Laboratory at the Houston Refinery. Mr. Hinds, who holds degrees in chemical engineering from Tulane University and California Institute of Technology, joined Shell Oil Company in 1939 as a Junior Research Engineer at the Wilmington Refinery. He transferred to the Research Laboratory at the Houston Refinery as a Research Chemist in 1943, and, after progressing in chemical and technological positions, was named Chief Research Chemist there in April, 1951.

ple in the News

H. W. ANDERSON has been named Chief Research Chemist of the Research Laboratory at the Houston Refinery. Mr. Anderson, who holds a degree in chemistry from the University of Minnesota and a Ph.D. in chemistry from the University of California, joined Shell Oil Company in 1943 as a Technologist at San Francisco. He transferred to the Martinez Refinery as a Technologist in 1945 and was named Chief Research Chemist there in 1949. In March, 1953, Mr. Anderson was appointed Chief Research Chemist at the Research Laboratory at the Wood River Refinery.



H. W. ANDERSON

R. A. BURDETT has been named Chief Research Chemist in the Research Laboratory at the Wood River Refinery. Mr. Burdett, who holds Bachelor and Master degrees in chemistry from Cornell University, joined Shell Oil Company in 1941 as a Junior Research Chemist in the Research Laboratory at Wood River. He transferred to New York in 1950 as a Senior Chemist in the Head Office Manufacturing Research Department, and in 1951 returned to Wood River as Assistant Chief Research Chemist in the Research Laboratory. In January, 1953, Mr. Burdett was appointed the Laboratory's Chief Research Physicist.



R. A. BURDETT

Shell Chemical Corporation Personnel and Industrial Relations

J. P. RUBY has been named Personnel and Industrial Relations Manager at Shell Chemical Corporation's Torrance Plant succeeding J. H. PRIOR who has taken an assignment with the West Coast Personnel and Industrial Relations Organization, headquartered at Los Angeles.

Mr. Ruby, who holds a degree in economics from U.C.L.A., joined Shell Oil Company in 1937 as a Roustabout in the Long Beach (California) Field. He served in various positions at Long Beach and Los Angeles and in 1951 was appointed Personnel and Industrial Relations Manager of the Pacific Coast Area's San Joaquin Division. In April, 1955, Mr. Ruby transferred to Shell Chemical Corporation as Assistant Manager of the Personnel and Industrial Relations Department at Torrance.



J. P. RUBY



Mrs. Violet Lundquist, winner of one of the top 1956 Carol Lane awards, is co-editor with her husband of the Anthon (Iowa) Herald.



Mrs. Lundquist watches an automobile safety check, in Hornick, Iowa, one of many she set up in communities in the Anthon-Sioux City area.



Police and safety officials confer with Mrs. Lundquist in front of the Sioux City police headquarters. Sign urges drivers to reduce accidents.



This statuette awarded to winners symbolizes "woman's protective instinct."

Here Mrs. Lundquist and an Anthon garage owner arrange for free automobile inspections, a part of the program which won her the Carol Lane award.



Iowa Woman and Georgia Club Win Honors in National Competition Named for Shell's Travel Director

TRAFFIC SAFETY AWARD WINNERS

MRS. VIOLET LUNDQUIST, a newspaper editor of Anthon, Iowa, has been named top individual winner of the 1956 Carol Lane Award for Traffic Safety. The first award among organizations went to the Business and Professional Women's Club, Decatur, Georgia.

The awards, named for the women's travel director of Shell Oil Company, are the only national awards recognizing the accomplishments of women in traffic safety work. They are presented for "significant contributions to the preservation of lives through development and direction of an effective traffic safety program." The awards are administered by the National Safety Council through a Shell grant.

Mrs. Lundquist was cited for arranging vehicle safety check programs in nine Iowa communities of less than 1,000 population in Woodbury County, Iowa. Mrs. Lundquist, who is co-editor with her husband of the



Officers of the award-winning Business and Professional Women's Club of Decatur, Georgia, met with city and county officials to coordinate many aspects of their driver-training program. Their aim was to see that young people learning to drive automobiles learned to drive them safely. Classes have been started in 11 schools.

weekly Anthon (Iowa) Herald, contacted local officials in the communities to set up the safety program, helped set up the inspection stations and also made certain that a local sponsoring group was organized to make the safety check its annual project.

The Business and Professional Women's Club of Decatur, Georgia, was given its award for its successful inauguration of driver training classes in 11 high schools in DeKalb County, Georgia. Its project is of a continuous nature, and is set up to run until June, 1957. Already hundreds of high school students have been made safety-conscious, and publicity about the program has helped make the entire community concentrate on traffic safety.

First award in both the individual and group divisions is a \$1,000 savings bond and a bronze sculpture symbolizing "woman's protective instinct." Second and third place win-

ners in both categories receive \$500 and \$250 in savings bonds, respectively, as well as a bas-relief of the sculpture.

Mrs. Virginia Linsky, Detroit, Michigan, received the second place individual award. Second place in the group division went to the Coahoma County Home Demonstration Council, Clarksdale, Mississippi.

Mrs. Joseph Ennis, Smyrna, Delaware, placed third among individuals. Azalea City Women's Club, Mobile, Alabama, was third among groups.

In addition to the award winners, 22 women in 13 states won certificates of merit for their efforts in traffic safety. Certificates of merit were won by 32 women's groups in 21 states.

All individual award winners and a representative of each of the group award winners were given expense-paid trips to Chicago as the guests of Shell to receive the awards in a ceremony October 22. The presentations were made by Carol Lane.

The community cooperated in the Decatur project. Local business men such as Shell Dealer Bill Willmot, center, supplied free gas, oil and service to training cars.



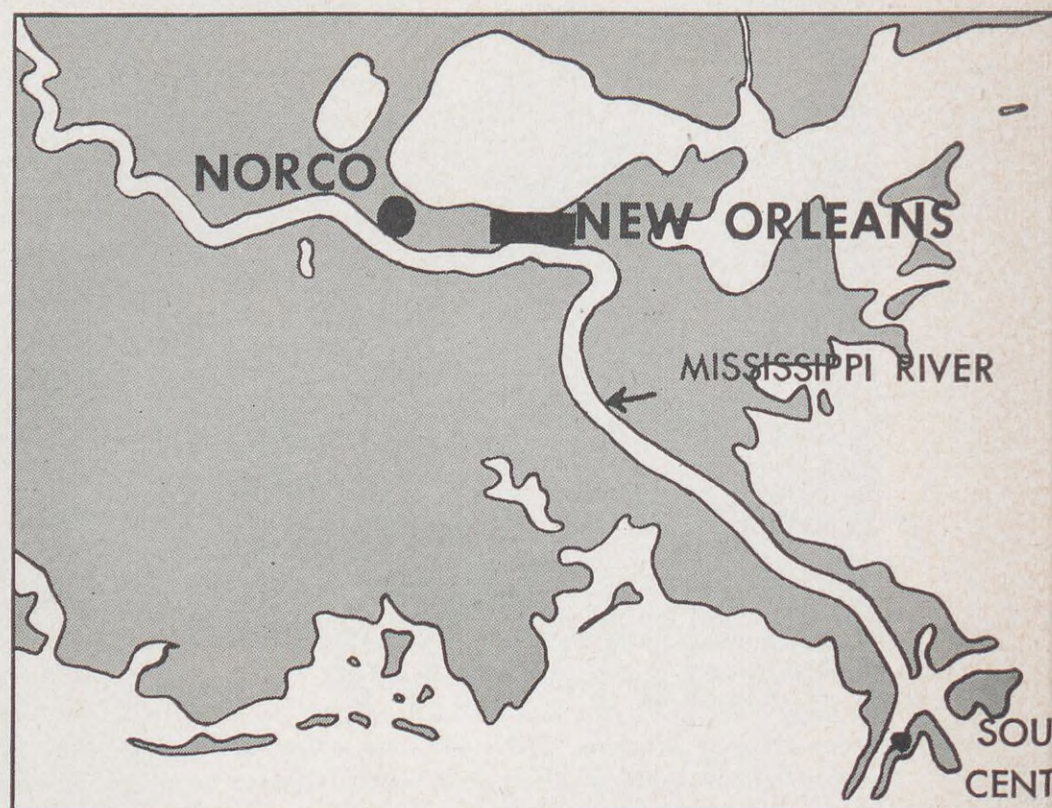
At one of the meetings in the American Legion Hall at Decatur, the Business and Professional Women's Club safety committee discuss their group's driver-training program.



High school students get a safe driving demonstration from Police Officer R. M. Cansler, one of five DeKalb County policemen specially trained to take part in the program.



UNDERWATER GATHERING



Facilities for processing natural gas at Shell's new central facilities at Southwest Pass, Louisiana, include a gas compressor station, scrubbers and dehydrators. The gas is from Shell's offshore wells.

The Southwest Pass central facilities are located on a finger of land at the mouth of the Mississippi River about 85 miles southeast of New Orleans, not far from some of Shell's new offshore wells.

A NEW system of underwater pipe lines in the Gulf of Mexico off the Louisiana coast is putting the first natural gas from Shell's offshore wells into commercial channels.

The lines are part of the three new facilities at Southwest Pass, located at the mouth of the Mississippi River 85 miles southeast of New Orleans, to handle production from Shell's offshore wells. New pipe lines also bring crude oil from wells to the central handling facilities, and storage tanks hold it until the crude is loaded on barges to go to the Norco Refinery.

The lines carrying the gas from the offshore fields join with a new pipe line of the Tennessee Gas Transmission Company, which takes the gas on to customers along the eastern seaboard. Before Shell and TGT constructed their lines, offshore gas either

was held in the wells or flared. But by early 1955, Shell's offshore gas reserves had grown so large that TGT, trying to fill the growing demand from northern and eastern customers, negotiated to buy offshore gas from Shell and other companies.

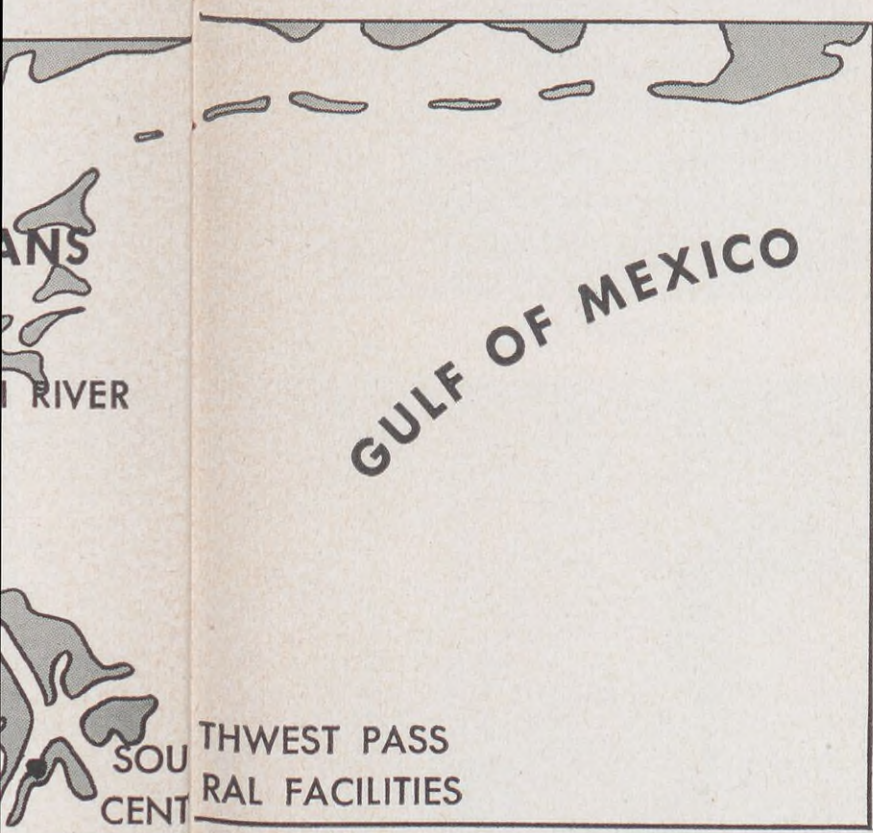
While contracts were being settled, TGT and Shell started building the pipe lines to bring the gas from the Gulf Coast to customers. TGT's 119 miles of new 24-inch line, called the "Muskrat Line," follow the Gulf Coast from Bayou Sale, Louisiana, to Shell's Halter Island Field and on to the mouth of the Mississippi. To feed gas into the "Muskrat," Shell laid a total of 25 miles of gathering lines, including compressor stations and auxiliary equipment, from five fields at a cost of almost \$2 million.

Shell's new lines opened officially last October. The first delivery was approximately 40 million cubic feet of gas daily, most of it from the Southwest Pass central facilities.

The central facilities equipment is placed on piles on the marshy finger of land to keep it out of reach of water. The heavy equipment was put together at factories, taken to the Southwest Pass by barge and lifted onto the pilings by barge-borne cranes. Five personnel buildings there, including offices, living quarters and recreation room, also are on piling. Steel runways lead to all operating units.

The gathering lines for natural gas and crude oil leading to the facilities had to be laid under water and through marshes, creating some knotty problems for New Orleans Exploration and Production Area engineers.

NG SYSTEM



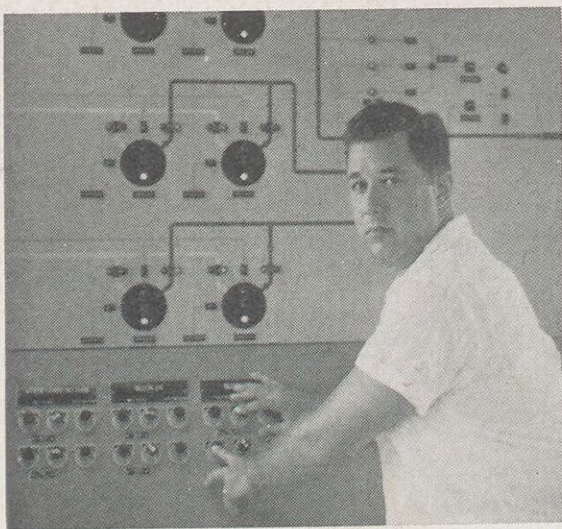
New Pipe Lines and Handling Facilities at the Mouth of the Mississippi Are Taking the First Natural Gas from Shell's Offshore Wells

Head Roustabout E. R. Pizzati stands on a crew boat tied to a barge loading dock with the overhead steel walkway in the background. In addition to handling gas, the central facilities collect crude oil from offshore wells and store it until it is shipped on barges to the refineries.

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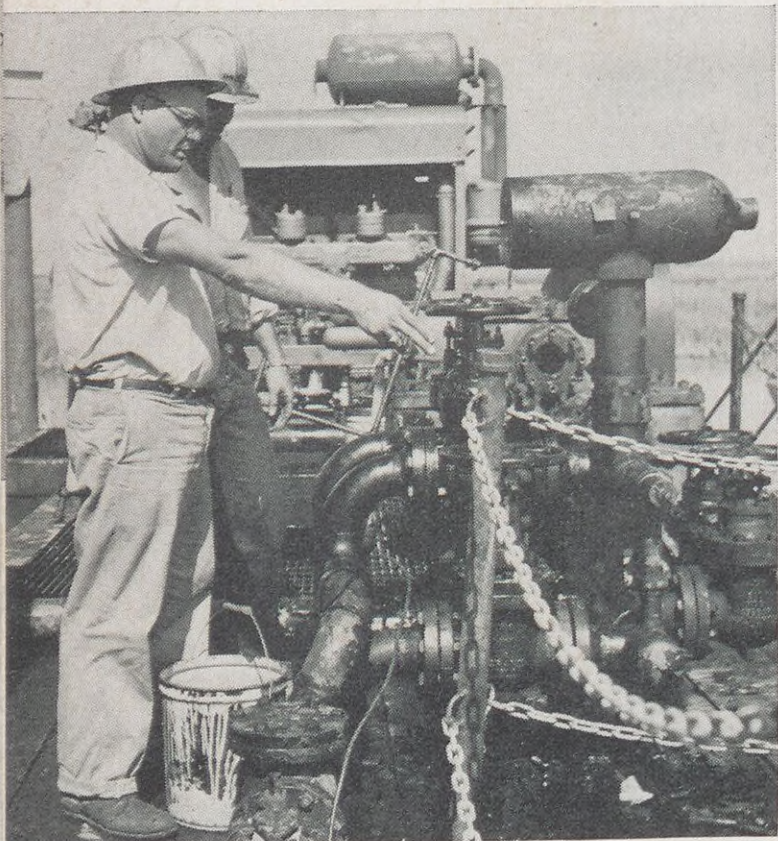
▲
District Gauger S. H. Ban operates the control panel which switches crude oil to different storage tanks located at Southwest Pass.

The pipe must be buried several feet under the bottom to avoid obstructing boat traffic and to make sure it is not moved around by wave action. If the pipe is larger than six inches, it must be covered with concrete to keep it from floating in water or mud, and it also must be coated with a special preparation to prevent corrosion.

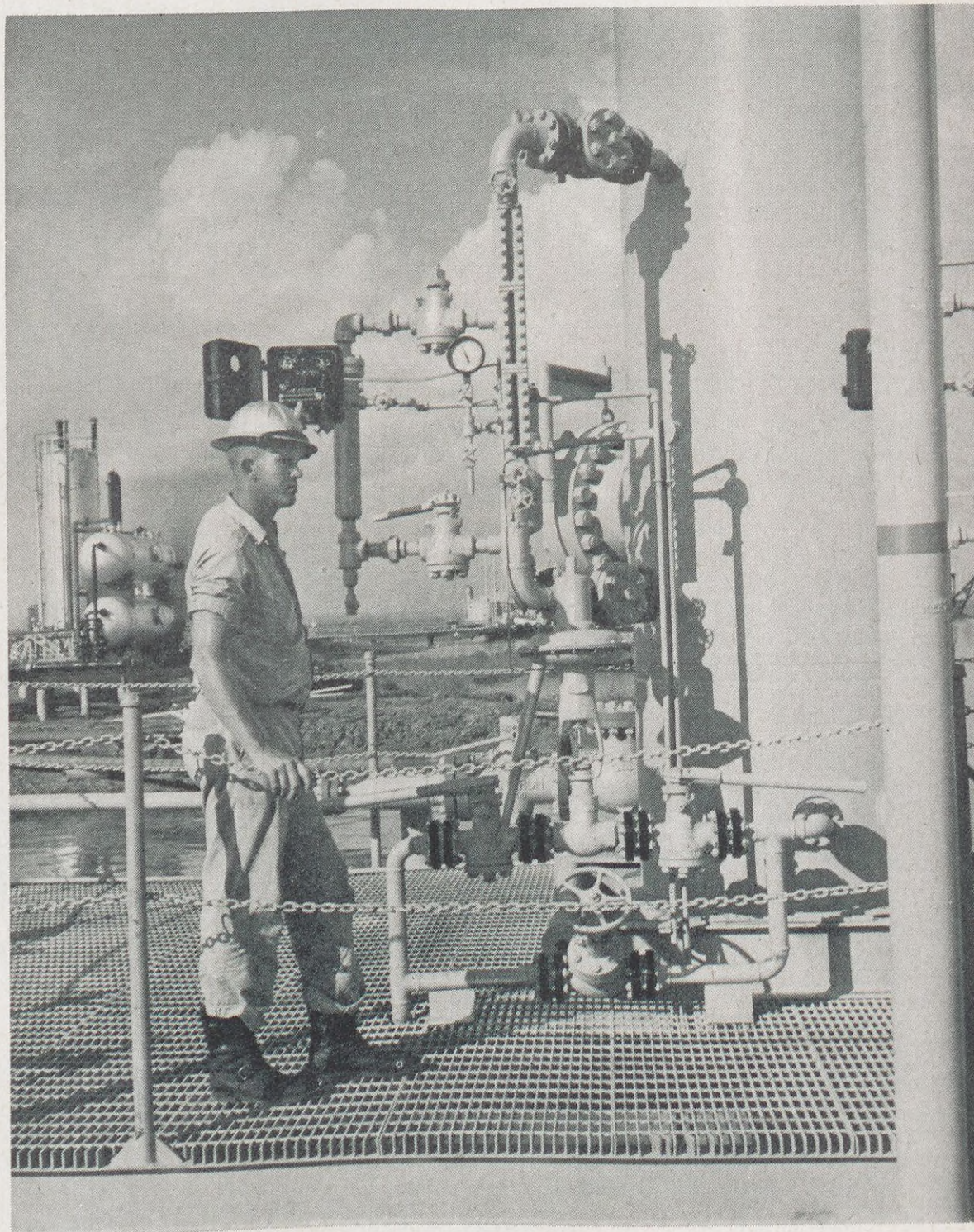
The pipe lines which carry crude oil lead from individual producing wells to several manifold platforms. From there the crude is pumped into a common flow line to the central

facilities, run through heat-treaters to remove any water, and sent to storage tanks. From there it goes to the Norco Refinery.

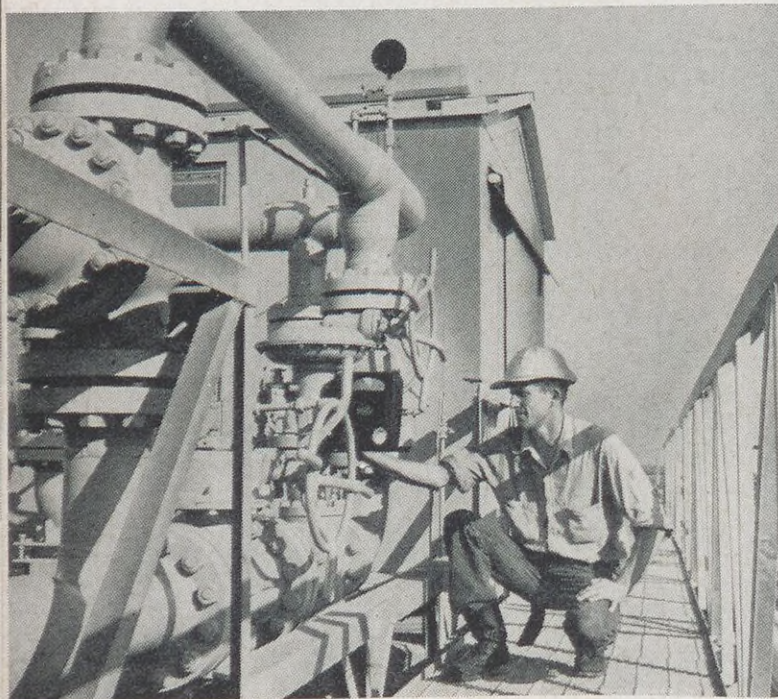
Crude oil still is Shell's principal production, but the new offshore project is a good example of why gas sales now account for about 20 per cent of the Company's total production income. Shell already is planning expansion of gas sales from the Southwest Pass facilities by 50 per cent, and offshore sales may reach 100 million cubic feet per day in a few years.



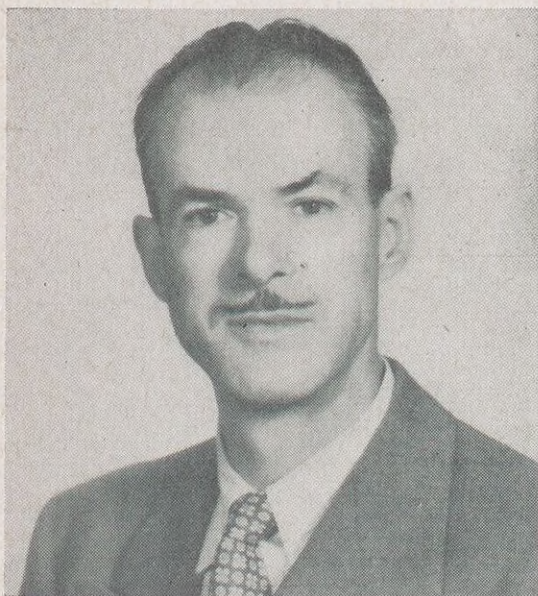
▲
Production Foreman William Ford, pointing, checks some pumping machinery on a platform with Gang Pusher M. A. Hayes.



▲
Gauger-Pumper B. V. Buras adjusts the pressure control where gas from Shell's offshore wells is metered into the pipe line of the Tennessee Gas Transmission Company.



▲
Gauger-Pumper Roy Wiersema checks the controls on one of the central facilities' scrubbers. The scrubbers take the water out of natural gas after it comes from the wells.



J. G. BEJARANO

Shell Chemical Corporation

J. G. Bejarano Dies

J. G. BEJARANO, Manager of Shell Chemical Corporation's Denver Plant, died October 24 in a Denver hospital after a brief illness.

Most of Mr. Bejarano's 30 years of service with Shell was spent with Shell Chemical Corporation at Shell Point, Torrance, Dominguez and Denver. He made substantial contributions to the growth of Shell Chemical Corporation and his loss will be felt throughout Shell and the chemical industry.

Mr. Bejarano is survived by his wife, Isabel, and three children.

C. W. HUMPHREYS, Vice President Manufacturing, Shell Chemical Corporation, has announced the following personnel changes:

Name	From Former Position	To New Position
H. E. Hughes	Superintendent, Houston Plant	Manager, Denver Plant
F. G. Watson	Assistant to the Vice President, Head Office Manufacturing	Assistant Manager, Head Office Manufacturing Development
C. H. Plomteaux	Assistant Superintendent, Norco Plant	Assistant to the Vice President, Head Office Manufacturing
J. W. Hyde	Assistant Superintendent- Operations, Houston Plant	Superintendent, Houston Plant
D. N. Rindsberg	Assistant Superintendent- Technical, Houston Plant	Assistant Superintendent- Operations, Houston Plant
J. F. Roorda	Manager-Operations, "C" Department, Norco Plant	Assistant Superintendent- Technical, Houston Plant
J. B. Henderson	Manager-Operations, "A" Department, Norco Plant	Assistant Superintendent, Norco Plant
J. H. Knaus	Manager-Operations, Denver Plant	Manager-Operations, "A" Department, Norco Plant
J. T. Robson	Assistant Chief Chemist, Houston Plant	Manager-Operations, "C" Department, Norco Plant
P. R. Bolenbaker	Assistant Chief Chemist, Denver Plant	Manager-Operations, Denver Plant



H. E. HUGHES



F. G. WATSON



C. H. PLOMTEAUX



J. W. HYDE



D. N. RINDSBERG



J. F. ROORDA



J. B. HENDERSON



J. H. KNAUS



J. T. ROBSON



P. R. BOLENBAKER



SHELL COAST TO COAST



N. A. C. A. Leaders

J. H. Doolittle, left, a Vice President and Director of Shell Oil Company, has been elected chairman of the National Advisory Committee for Aeronautics. He succeeds Dr. J. C. Hunsaker, right, also a Director of Shell Oil Company, who served as chairman for the last 15 years. Dr. Hunsaker, Professor Emeritus of Massachusetts Institute of Technology, remains on the committee. The N. A. C. A., set up by Congress in 1915, is the nation's principal aeronautical research agency. It is financed by the U. S. government.

Keeper of the Bees

A 100-YEAR-OLD book and a chance to keep bees as a boy is providing G. K. Kendall, of the Willbridge Terminal of Shell Oil Company's Portland Marketing Division, with a hobby, honey and extra money.

When he was 14, Kendall spent a lot of his time helping an elderly, dis-

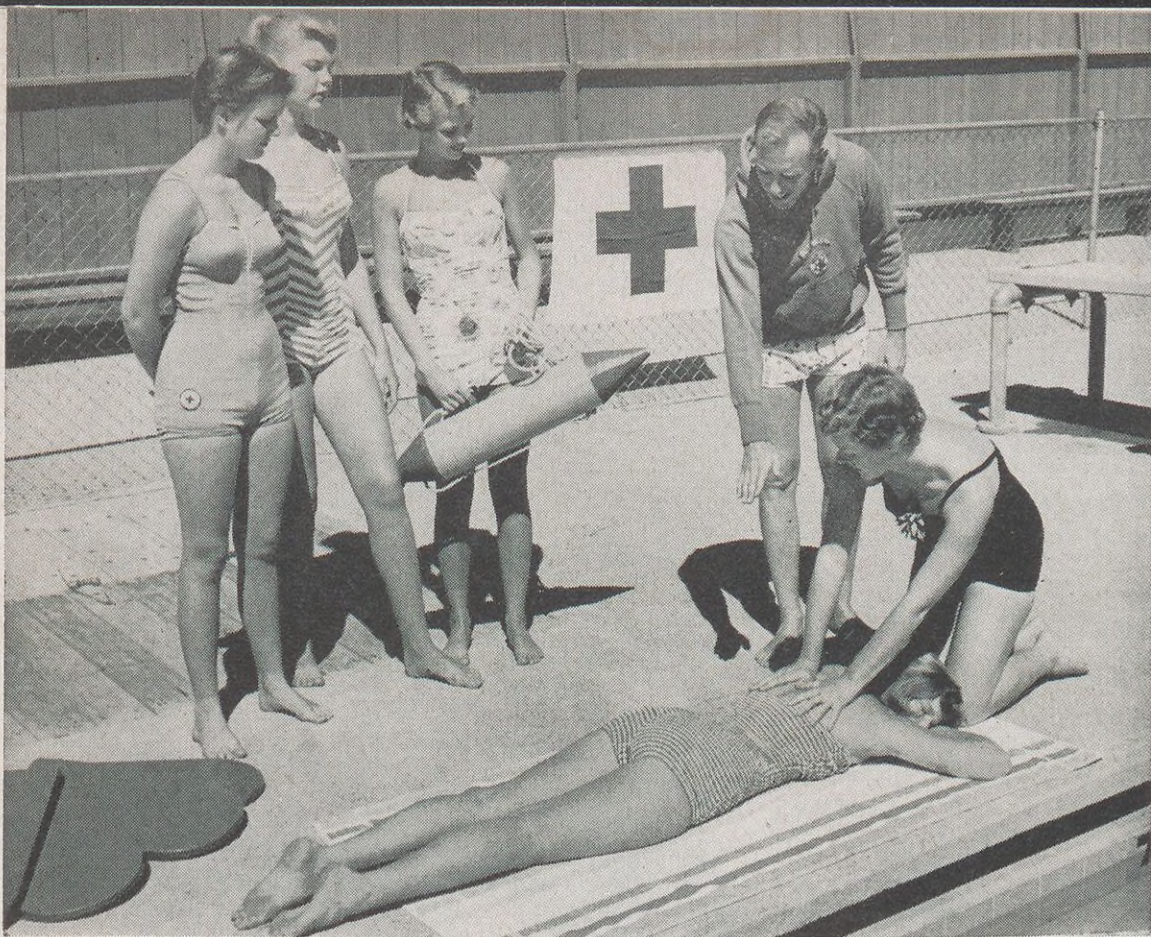
abled neighbor whose sole income came from honeybees. Kendall's reward was a century-old textbook on bee-keeping and a working knowledge of how to set up his own hives. He has raised bees ever since, and each time he changed location he took along a starter colony to keep in business.

Usually Kendall keeps about 20 active colonies, each in a plain wooden box containing about 10 frames. Each colony has about 50,000 bees. He sets up the colonies near an orchard or clover field so the bees will not have to fly far to their source of food. When food is scarce, bees become irritable. Though he's been stung many times, a bee sting bothers him less than a mosquito bite.

The bees work from May through July, and require Kendall's attention only once a week. They produce about 50 pounds of honey, which Kendall markets to dealers in five-pound pails.

A 30-year man with Shell, Kendall has a standing offer from the State of Oregon to become its bee inspector when he retires.





Pool School

At left, D. E. Olson, Inspector in the Martinez Refinery's Analytical Laboratory, instructs Mount Diablo, California, teen-agers in a water safety school sponsored by the American Red Cross. Olson, who holds six Red Cross swim instruction certificates, taught three swimming classes last summer. Each class had more than 250 students, ranging from beginners to experts.

In the Swim

Fourteen employees of the Donaldsonville, Louisiana, Division of the New Orleans Exploration and Production Area, who work around canals and bayous in southern Louisiana, have completed a 10-week voluntary course to learn how to swim. The volunteers met for 10 weeks on their own time. Classes were held twice a week in Plaquemine from 5:30 to 6:30 a.m. After they learned swimming fundamentals, they were taught the proper way to jump into deep water, and how to swim while fully clothed. The pupils are, left to right, E. O. Bourgeois; C. LeGrande; P. I. Hebert; N. Romero; C. J. Ourso; H. J. Blank; J. Valenziano; J. C. Landry; L. J. Caillet; N. J. Laurent; L. J. Callegan and L. A. Lafield.



Televised Talent

The "Rip Chords" quartet, which includes three employees of the Anacortes Refinery, recently won honors on Arthur Godfrey's "Talent Scouts" television show. Quartet members are, left to right, B. G. Lovins; Clayton Lacey of Seattle, the only non-Shell member; D. J. Coughlin, and D. S. Satre. Occasionally Lovins also accompanies the group on the guitar. The "Rip Chords" have performed several times in Seattle, Everett and Anacortes, and recently won \$100 first prize at the Blossom Festival revue at Bellingham, Washington.





Art Winners

Anna Abernethy, left, and Hiltrude Koch, right, both with Asiatic Petroleum Company, tied for first place in the popular judging at the Head Office Art Class Show. Adrienne Camilli, standing, Shell Chemical Corporation, was first in a professional jury's ratings. Art teacher is A. C. Williams, a member of Shell Oil Company's Marketing Aviation Department.

Minstrel Musical

The Shell Employees Club's Male Chorus at the Norco Refinery recently presented two performances of a minstrel show, "Melody Minstrel." The show drew capacity crowds. The Male Chorus started originally as a barber-shop quartet, now has more than 30 members. The group also is in demand at local functions.

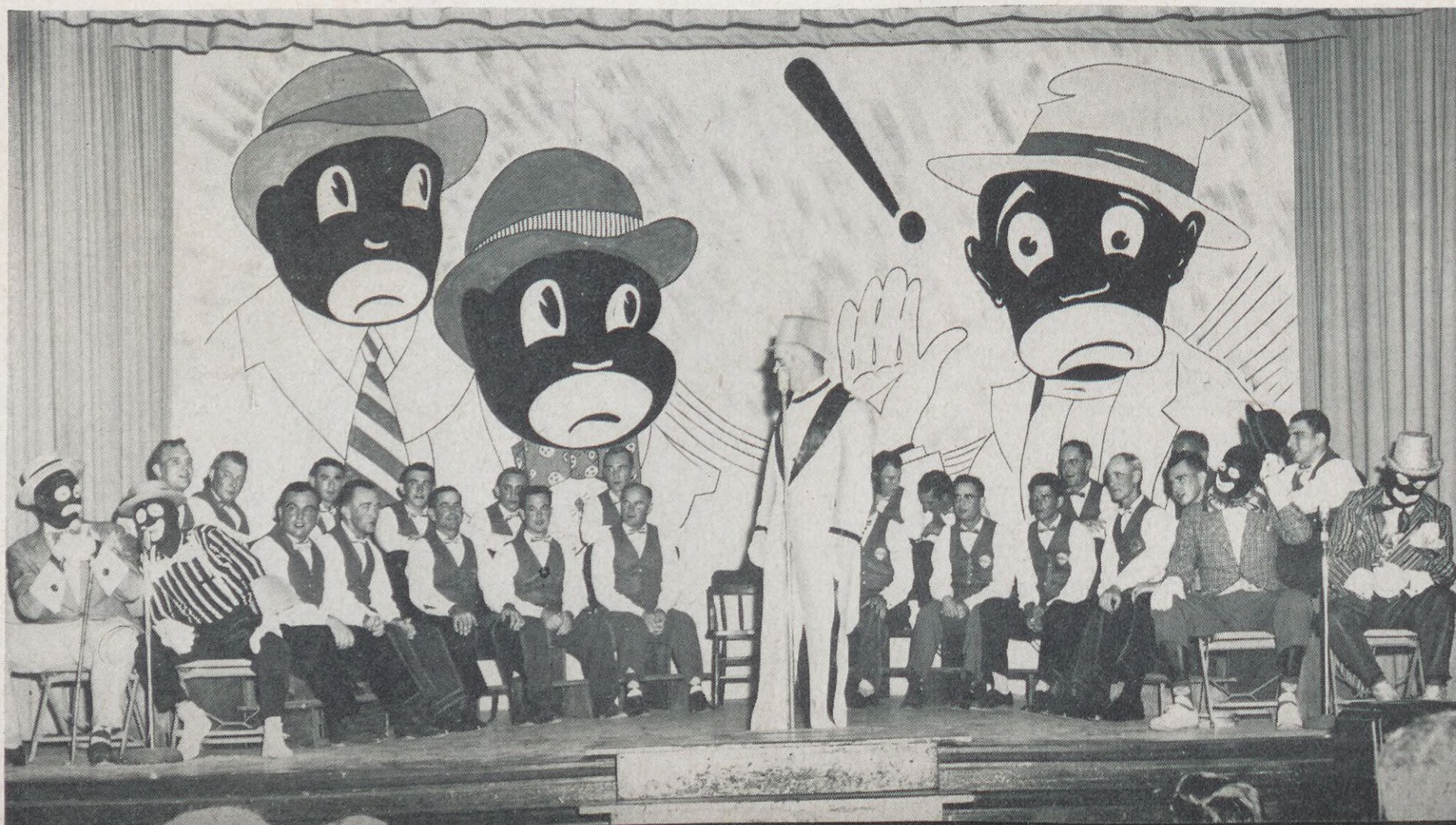
Offshore Tour

Shell girls at the recent Desk and Derrick international convention in New Orleans took time out for trips to some of Shell's offshore wells. H. S. M. Burns, President of Shell Oil Company, addressed the final convention banquet session.



Prize Flowers

D. E. Wares, Supervisor in the Office Service Division of the Calgary Exploration and Production Area, shows his gladioli which won prizes in two recent flower shows in Calgary. In the Calgary Horticulturist Show he won a Reserve Championship, and in the Calgary Gladiolus Society show his entry was named best in its class. Both shows attracted entries from throughout Canada. Wares has been raising gladioli for 15 years.



Service Birthdays

Thirty-Five Years



C. R. DAVIS
Martinez Refy.
Dispatching



E. L. DIXON
Wilmington Refy.
Engineering

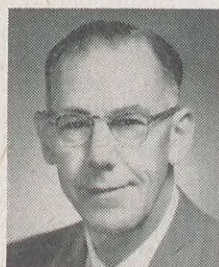


L. H. HANKER
Pacific Coast Area
Production

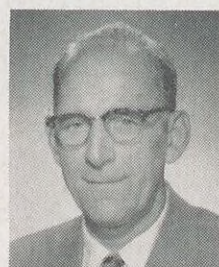


J. W. VANNI
Wilmington Refy.
Pers. & Indus. Rel.

Thirty Years



J. L. ARTHUR
Pacific Coast Area
Production



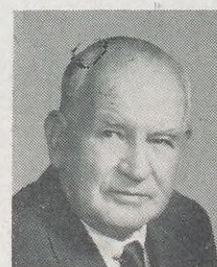
L. F. BANSE
Pipe Line Dept.
East Chicago, Ind.



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



T. W. BEEMAN
Tulsa Area
Production



D. BRYMER
Pacific Coast Area
Purchasing-Stores



J. P. CARVER
Shell Pipe Line Corp.
Texas Gulf Area



R. H. CHASE
Shell Development Co.
Emeryville, Calif.



M. C. CLEMENTS
Pipe Line Dept.
Los Angeles, Calif.



E. W. GREEN
San Francisco Office
Purchasing



G. GREGOR
Wilmington Refy.
Distilling



F. W. HEATH
Shell Chemical Corp.
Shell Point Plant



J. N. KENNEDY
Tulsa Area
Gas



C. P. KESSINGER
Wood River Refy.
Fire & Safety



R. A. LONG
Tulsa Area
Production



B. R. LYCKMAN
Wilmington Refy.
Treasury



R. A. McCORD
Tulsa Area
Production



C. E. McTAGGART
St. Louis Div.
Operations



A. T. MEADE
Los Angeles Div.
Operations



W. G. RINGER
Wood River Refy.
Engineering



G. F. SCHALCHLI
Pipe Line Dept.
Somis, California



E. G. SHAKELY
Midland Area
Production



H. Y. SMITH
Portland Div.
Operations



T. D. SMITH
Martinez Refy.
Treasury



R. J. TAYLOR
Wilmington Refy.
Dispatching



B. R. WEBSTER
Pacific Coast Area
Legal



G. WEYHUELLER
Pipe Line Dept.
East Chicago, Ind.



A. R. WOOLERY
Tulsa Area
Production



A. L. WYNKOOP
Pacific Coast Area
Gas



W. A. YOUNG
Wilmington Refy.
Engineering



P. ZLATIC
Wilmington Refy.
Engineering

Twenty-Five Years



M. L. ADAMS
Shell Development Co.
Modesto



J. W. BOSWELL
Calgary Area
Exploration



W. J. BUKOWSKI
New Orleans Div.
Operations



J. D. CARTER
Tulsa Area
Land



G. E. COVEY
Pacific Coast Area
Gas



E. L. DAYMUDE
Shell Development Co.
Emeryville



A. W. FAIRBAIRN
Shell Chemical Corp.
Head Office



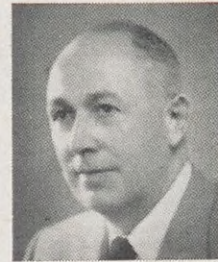
W. F. GRIFFIN
Atlanta Div.
Operations



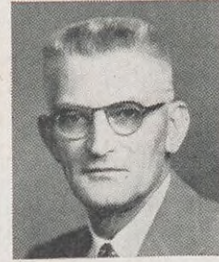
E. J. HOOS
Sacramento Div.
Treasury



A. J. JOHNSON
New York Div.
Operations



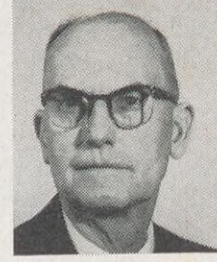
W. A. KINGSBURY
New York Div.
Sales



S. F. LEFFLER
Wood River Refy.
Dispatching



J. M. LINDER
Wood River Refy.
Distilling



J. P. MADOLE
Wilmington Refy.
Effluent Cont. & Util.



J. F. MANN
Houston
Sales



C. V. McMULLIN
Denver Area
Exploration



C. R. MERRIS
Wood River Refy.
Engineering



L. L. MOORE
Pacific Coast Area
Production



H. D. NARANS
Pacific Coast Area
Exploration



L. OLDHAM
Pipe Line Dept.
Sibley, Illinois



C. C. PARKER
Shell Pipe Line Corp.
West Texas Area



F. W. PAYNE
Shell Pipe Line Corp.
West Texas Area



F. A. PORTER
New Orleans Area
Land



C. J. RALLS
Tulsa Area
Treasury



W. L. REED
Head Office
Prov. Fund & Pens. Trust



R. R. RENSHAW
Shell Chemical Corp.
Head Office



K. M. REYNOLDS
Pacific Coast Area
Treasury



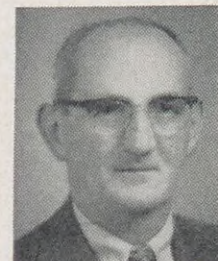
L. C. RIGGS
Tulsa Area
Land



A. O. RING
Tulsa Area
Production



L. T. RITZEL
Minneapolis Div.
Treasury



J. P. SCHMITT
New York Div.
Operations



H. A. SWENSON
Martinez Refy.
Engineering



M. TESTA, JR.
Head Office
Purchasing-Stores



S. J. VIGNEAUX
New Orleans Div.
Operations



J. R. WALKER
Wood River Refy.
Control Laboratory



J. R. WATSON
Wood River Refy.
Control Laboratory



B. J. WEBER
Norco Refy.
Engineering



J. S. ZAMENSKI
Baltimore Div.
Operations

SHELL OIL COMPANY

Head Office

15 Years

A. C. Williams.....Marketing

10 Years

J. C. Boesch.....Purchasing-Stores
W. A. Doyle.....Financial
R. M. Noell.....Financial

Exploration and Production TECHNICAL SERVICES DIVISIONS (HOUSTON)

10 Years

R. B. Bonner.....Production

CALGARY AREA

15 Years

W. W. Watkins.....Production

DENVER AREA

15 Years

C. M. McCain.....Land

HOUSTON AREA

20 Years

J. S. Edwards.....Treasury
M. P. Etzel.....Treasury
L. H. Humphrey.....Pers. & Indus. Rel.
A. L. Stokley.....Production
E. J. Theesen.....Exploration
C. H. Welch, Jr.....Exploration

15 Years

C. A. Alaniz.....Production
C. H. Allton.....Production
R. I. Berry.....Production
R. B. Kidd.....Production
F. C. Pidgeon.....Production
B. R. Short.....Production
C. F. Suggs.....Production
M. L. Vaughan.....Production
M. R. Zuehlke.....Production

10 Years

R. J. Cole.....Production
A. A. Glueck.....Production
W. J. Graybill.....Treasury

MIDLAND AREA

20 Years

H. M. Glass.....Pers. & Indus. Rel.

15 Years

G. L. Rowlett.....Production

10 Years

G. R. Adams.....Gas
E. H. Chamberlain.....Gas
L. R. Hayden.....Production
E. L. Metzger.....Exploration

NEW ORLEANS AREA

20 Years

W. J. Matherne.....Production
R. G. Wall.....Purchasing-Stores

15 Years

L. A. Rogers.....Production

10 Years

D. L. Broussard.....Pers. & Indus. Rel.

PACIFIC COAST AREA

20 Years

C. H. Sterling.....Production
W. M. Wallis.....Production

15 Years

R. R. Farnsworth.....Exploration
J. McCulloch.....Production
F. J. Roraff.....Production

10 Years

J. C. Arndt.....Land
W. F. Bangs, Jr.....Production
L. S. Brown.....Production
G. S. Goff.....Production
G. R. Harris.....Exploration
J. S. See.....Purchasing-Stores
W. M. Ward.....Production

TULSA AREA

20 Years

A. H. Baker.....Production
M. D. Dunlop.....Legal

15 Years

W. A. Beavers.....Production
J. B. Burke.....Production
S. P. Cernan.....Production
E. Dodge.....Production
C. C. Ellis.....Gas
C. T. Fletcher.....Production
J. T. McCasland.....Production
H. E. Nowell.....Production
H. O. Smith.....Production
T. O. Stewart.....Production
W. A. Stone.....Production
R. F. Thomas.....Production
T. C. Griffin.....Production

10 Years

J. A. Bennett.....Treasury
R. E. Ryle.....Production

Manufacturing

ANACORTES REFINERY

20 Years

H. W. Swyter.....Zone A

10 Years

L. W. Martin.....Treasury

HOUSTON REFINERY

20 Years

J. W. Alford.....Dispatching
G. H. Cansler.....Catalytic Cracking
J. V. Clay.....Dispatching
O. M. Gindratt.....Engineering
C. H. Herring.....Automotive
A. R. Hughes.....Engineering
W. E. Jensen.....Control Laboratory
K. P. Kemp.....Dispatching
R. R. Lambert.....Catalytic Cracking
A. H. Loughridge.....Engineering
E. W. Love, Jr.....Engineering
C. J. Mitchell.....Engineering
M. Moore.....Engineering
R. M. Patterson.....Control Laboratory
A. G. Perrard.....Engineering
R. R. Sawyer.....Engineering

15 Years

C. T. Burns.....Engineering
W. L. Calhoun.....Engineering
W. F. Colwell.....Engineering
E. E. Dunn.....Dispatching
S. A. Hester.....Engineering
J. H. Hinton.....Engineering
W. F. Jackson.....Engineering
T. Jones.....Control Laboratory
V. P. Loughery.....Engineering
H. M. McLeod.....Dispatching
H. M. Miller, Jr.....Fire & Safety
J. E. Moulder.....Engineering
F. J. Olexa.....Engineering
B. C. Parker, Jr.....Dispatching
C. D. Townsend.....Engineering
K. E. Train.....Research Laboratory
D. E. Womack.....Distilling

10 Years

E. P. Barrett.....Engineering
C. A. Compton.....Dispatching
P. M. Culbreth.....Engineering

MARTINEZ REFINERY

20 Years

J. Marin.....Compounding
C. S. Shea.....Compounding
S. C. Singer, Jr.....Engineering

15 Years

J. C. Costa, Jr.....Engineering

10 Years

J. Castillo.....Engineering
W. B. James.....Engineering
W. Slobodnik.....Engineering
N. R. Swenson.....Engineering
E. L. Vicars.....Engineering

NORCO REFINERY

15 Years

R. T. Heriard.....Catalytic Cracking
J. A. Vitran.....Pers. & Indus. Rel.

WILMINGTON REFINERY

20 Years

E. J. Blaine.....Engineering
A. B. Matthews.....Engineering
E. Van Pelt.....Compounding

15 Years

C. W. Clay.....Dispatching
E. C. Gothard.....Engineering
J. E. Rice.....Dispatching

10 Years

H. Harrelson.....Fire & Safety

WOOD RIVER REFINERY

20 Years

D. Best.....Alkylation
H. H. Davis.....Engineering
S. F. Good.....Alkylation
E. R. Helmkamp.....Distilling
M. V. Schiefer.....Engineering
J. L. Schnell.....Engineering
L. E. Stokes.....Aromatics
H. H. Zuidema.....Prod. Application Dept.

15 Years

W. J. Andrews.....Engineering
V. W. Bailey.....Engineering
M. E. Bohlmeier.....Engineering
M. E. Hagemeier.....Thermal Cracking
E. B. Hasting.....Engineering
C. F. Hillier.....Engineering
W. R. Jones.....Engineering
F. J. Mathews.....Engineering
F. B. McGow.....Engineering
D. E. Smith.....Engineering
L. L. Wall.....Engineering

10 Years

H. A. Murphy.....Engineering
J. A. Simpson.....Engineering

Marketing

MARKETING DIVISIONS

20 Years

H. Elliott.....Chicago, Operations
B. H. Runft.....Chicago, Operations
E. R. Bentley.....Cleveland, Treasury
A. C. Spring.....Detroit, Operations
Katherine T. Cesmat.....Los Angeles, Sales
H. L. Bowden.....Sacramento, Sales
C. A. Oswald.....St. Louis, Marketing Service
W. C. Wheeler.....Seattle, Marketing Service

15 Years

E. S. Fairhurst.....New York, Operations
R. D. Hicks.....New York, Operations
K. W. Friedline.....St. Louis, Operations
L. D. Bertram.....Seattle, Operations
A. E. Goodman.....Seattle, Operations

10 Years

R. F. Beach.....Albany, Operations
J. W. Carroll.....Atlanta, Treasury
L. N. Cobb.....Atlanta, Operations

F. D. Cudlipp.....Baltimore, Sales
J. C. Bowen.....Boston, Sales
N. B. Cashman.....Boston, Operations
S. H. Prindle.....Boston, Operations
N. Gibbons.....Chicago, Marketing Service
G. E. Kallotte.....Chicago, Operations
H. B. Larson.....Chicago, Operations
L. J. Maly.....Chicago, Operations
C. F. Miller.....Chicago, Operations
J. R. Morrison.....Chicago, Treasury
M. Sarich.....Chicago, Operations
A. J. Vojtesak.....Chicago, Operations
J. E. Fisher.....Cleveland, Operations
M. E. Little.....Cleveland, Operations
E. J. Balutowicz.....Detroit, Operations
E. F. McGee, Jr.....Detroit, Sales
P. Semyan.....Detroit, Operations
M. Kaneshiro.....Honolulu, Operations
W. E. Bormann.....Los Angeles, Operations
J. P. Crangle.....Los Angeles, Sales
L. R. Wood.....New Orleans, Marketing Service
T. C. Burke.....New York, Operations
E. F. Oehler.....New York, Operations
G. H. Sheffield.....New York, Sales
C. W. Specht.....New York, Operations
R. C. Stensland.....New York, Operations
H. W. Wehle.....New York, Operations
H. F. Young.....New York, Operations
G. L. Ashworth.....Portland, Treasury
A. C. Ruby, Jr.....Sacramento, Operations
R. E. Bean.....St. Louis, Sales
J. H. Sunstrup.....St. Louis, Operations
R. G. Chaplin.....Seattle, Treasury
D. C. Peeler.....Seattle, Operations

SEWAREN PLANT

20 Years

P. Shaul.....Engrg. & Maint.

15 Years

D. J. Berardi.....Engrg. & Maint.
J. W. Carey.....Terminal
S. Fedynyshyn.....Laboratory
A. F. Leitner.....Treasury
J. T. Martowicz.....Terminal
M. J. Meszaros.....Engrg. & Maint.
J. Rogalcheck.....Laboratory
W. L. Tunison.....Asphalt
F. S. Wojtanowski.....Engrg. & Maint.

10 Years

J. A. Gallas.....Compound
E. F. Smith.....Treasury

Pipe Line Department

20 Years

D. H. Berggren.....Bakersfield, Calif.
D. A. Henry.....Los Banos, Calif.
L. B. Hildreth.....Tracy, Calif.
J. A. Mettier.....Wasco, Calif.
M. A. Sawdey.....Bakersfield, Calif.
G. L. Stunkard.....Indianapolis, Ind.

15 Years

F. M. Crabill.....Conejo, Calif.
C. C. Foster.....Toledo, Ohio

10 Years

W. R. Clark.....Ventura, Calif.
L. B. McCorkle.....Charlotte, N. C.

SHELL CHEMICAL CORP.

20 Years

J. M. Thompson.....Houston

15 Years

E. S. Templeton.....Dominguez
H. A. Harvey.....Houston
C. C. Horton.....Houston
P. H. Sanders.....Houston
G. D. Shannon.....Houston
E. D. Stanlev.....Houston
J. D. Washburn.....Houston
C. G. Topping.....Shell Point

10 Years

B. L. Dickerson.....Houston
L. L. Duke.....Houston
E. P. Franzen.....Houston
T. O. Kreft.....Houston
C. W. Connors.....Martinez
R. L. Morrison.....Martinez
D. H. Walbolt.....San Francisco
T. C. Adams.....Shell Point
J. P. LaDuke.....Shell Point
R. C. Miller.....Shell Point

SHELL DEVELOPMENT CO.

20 Years

E. P. Davies.....Emeryville
W. M. Widlund.....Emeryville

15 Years

J. A. Coughlin.....Emeryville
N. F. Kubicek.....Emeryville

10 Years

Alice A. Caulkins.....Emeryville
Barbara A. Fawke.....Emeryville
J. L. Jungnickel.....Emeryville
C. C. Nielsen.....Modesto

SHELL PIPE LINE CORP.

20 Years

D. L. Carter.....Texas Gulf Area
L. F. Kent.....Texas Gulf Area
J. Smith.....West Texas Area

15 Years

A. D. Bagley.....Texas Gulf Area
H. R. Davis.....Mid-Continent Area
A. L. Jordan.....Mid-Continent Area

10 Years

J. L. Watkins.....West Texas Area

Calif.
N. C.

matters of
fact



Snowball

Your Provident Fund account grows and grows in much the same manner as a rolling snowball. The longer it rolls the larger it gets.

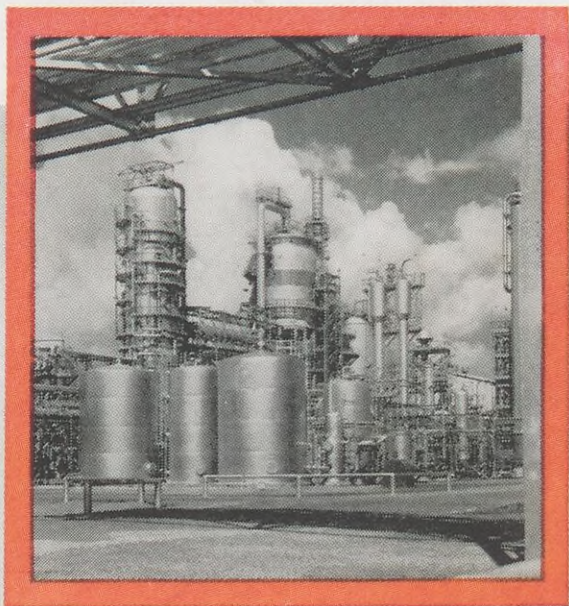
Through the "snowballing" effect of your own and the Company's contributions, and earnings on both, your Provident Fund at retirement should help provide financial security for you and your family.

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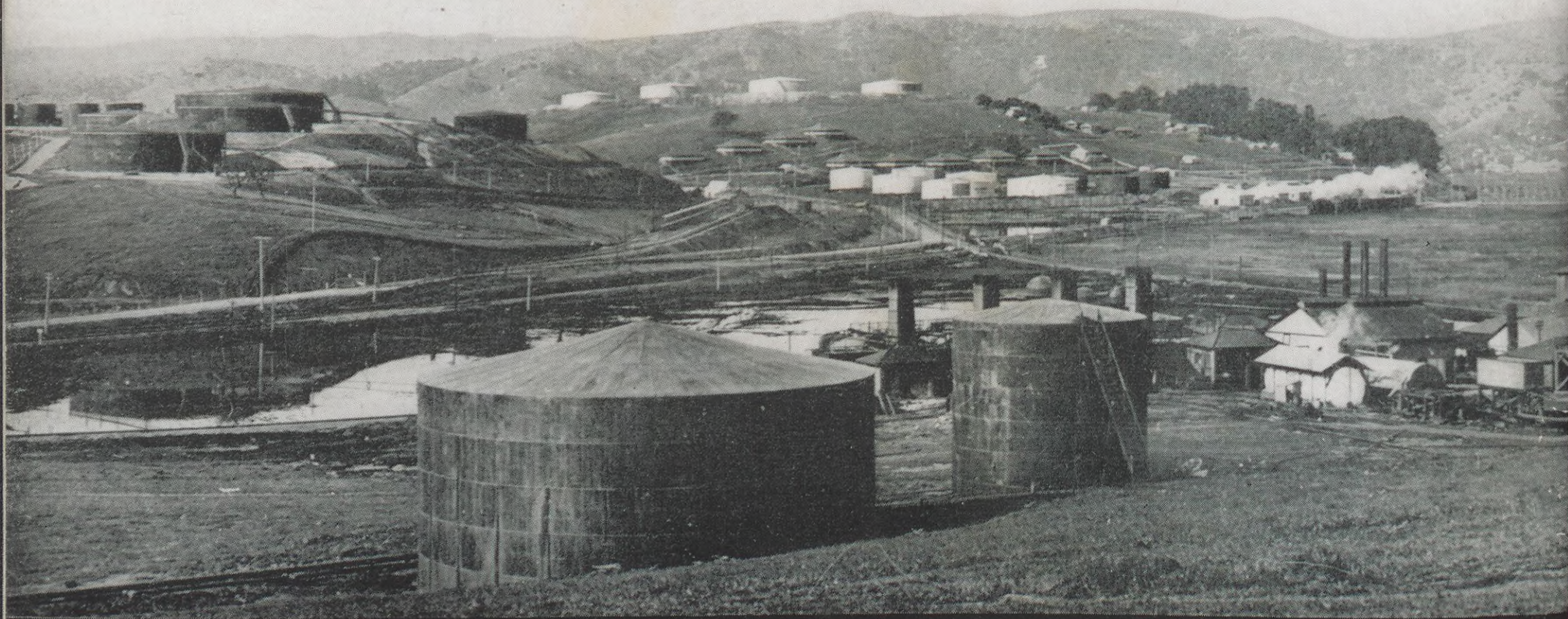
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New York, N. Y.
Permit No. 1101



This modern catalytic cracking unit at the Norco Refinery continues the tradition of technological pioneering begun at Martinez.

Martinez Refinery, shown in the distance in 1915, the year it went on stream, incorporated designs considered "advanced" for their day.



SHELL'S
beginnings

MANUFACTURING ... Forty-one years ago this month — in December, 1915 — the first unit of the Martinez Refinery went on stream. Other units of the plant were completed the following year, with a total initial capacity of 5,500 barrels a day.

Martinez had the distinction of being the country's first modern continuous process refinery, employing the now-standard combination of pipe still and fractionating column. It set a technological pace which has not slackened in the design and expansion of all Shell refineries through the years.

Today, with six strategically located installations in the United States, Shell's daily refining capacity is 579,000 barrels.