

SHELL NEWS



NOVEMBER • 1948



AN AWARD
FOR
CHEMICAL ENGINEERING
ACHIEVEMENT
TO
SHELL DEVELOPMENT COMPANY

IN RECOGNITION OF ITS MERITORIOUS
CONTRIBUTION TO THE ADVANCE OF THE
INDUSTRY AND PROFESSION, MADE POSSIBLE
THROUGH A BROADER PARTICIPATION BY THE
CHEMICAL ENGINEER IN THE AFFAIRS OF
THE PROCESS INDUSTRIES

PRESENTED BY
CHEMICAL ENGINEERING
NOVEMBER 10, 1948



NEW HONORS FOR SHELL DEVELOPMENT

SHELL DEVELOPMENT COMPANY has received the 1948 Award for Chemical Engineering Achievement in recognition of the Company's success in synthesizing glycerine from petroleum on a commercial scale for the first time and because of its long-time program of pioneering in petroleum chemicals and engineering. The presentation was made at a dinner of the engineering profession on November 10, at the Hotel Waldorf-Astoria in New York.

The award is sponsored by the technical publication *Chemical Engineering*. It was established in 1933 as a means of recognizing outstanding group achievements in solving major industrial problems, at the same time calling public attention to those companies which have encouraged their chemical engineers to participate broadly in all affairs of the process industries. Six previous awards have been made to individual companies. Previous awards have also gone to the Synthetic Rubber Industry and the Atomic Bomb Project. These latter two awards recognized the accomplishments of many individual companies and organizations, Shell Development Company and Shell Chemical Corporation being among those honored in 1943 with the award to the Synthetic Rubber Industry.

Selection of Shell as recipient this year was made by a committee of senior educators in the field of chemical engineering. Dr. Alfred Holmes White, Professor Emeritus of Chemical Engineering at the University of Michigan, is chairman of the Award Committee.

What Chemical Engineering Means to Shell

Entering into all phases of process development, from inception in the laboratory to final design, chemical engineering plays a leading role in the activities of Shell Development Company, Shell's basic research organization. The measure of its importance is the number of commercial chemical plants using the Company's processes. Today, there are 250 such plants, built by Shell or its process licensees.

(Continued on page 2)

SHELL NEWS

VOL. 16—No. 11 NOVEMBER, 1948

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

*Employee Publications Division
Personnel Department, New York*

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Wood River Refinery	R. H. Hord
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New Honors For Shell Development . . .

Research men for Shell Development have already developed fifty-three major industrial processes. Among the most outstanding are those with which Shell pioneered in the development of super aviation fuels. For example, when the Cold Acid Process in a Shell plant first put iso-octane (100 octane fuel) into commercial production in April 1934, the product ceased to be a laboratory curiosity and became a large volume aviation fuel.

Toluene, basic ingredient of T.N.T., and useful in a variety of peacetime applications, is another important example. Shell's Toluene Recovery Process was responsible for over 40 percent of the toluene made from petroleum during the war when it was introduced on a commercial scale.

Chemicals made from petroleum by processes initiated by Shell Development include a wide variety of ketones, of which acetone is one. As a class, ketones are used principally as solvents in the manufacture of lac-

The original research which formed the basis of the synthetic glycerine process was carried on at Shell Development Company's main laboratories in Emeryville, California.



Chemicals from Petroleum

Hydrocarbon raw materials are available in large quantities as by-products of petroleum refining and Shell Development has the job of searching for means to convert many of them to valuable chemicals. From this work—which comprises exploratory and fundamental research, process development and engineering design—an integrated branch of the organic chemicals industry has evolved and made possible quantity production of high quality solvents and chemical intermediates for American industry.

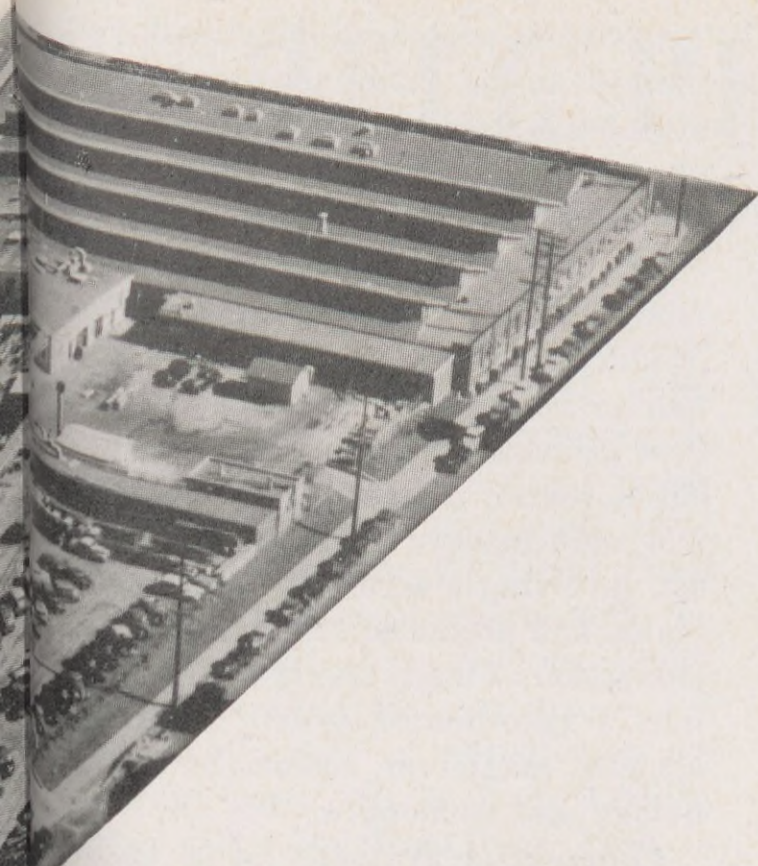
Acetone, however, because of its high solvent power, is also ideally suited for use in medicinal preparations, fats, oils and resins, and in the extraction of essential oils. Its other uses are in cellulose acetate plastics, smokeless powder, perfumes, safety glass, celluloid articles and photographic film.

Shell-developed processes are also producing a wide variety of commercial alcohols, among them isopropyl

alcohol (an industrial solvent) and allyl alcohol, an intermediate used in large volume in the manufacture of plastics of the kind going into table tops and decorative applications. D-D*, a "soil fumigant," has permitted farmers to attain increased land productivity. This is particularly true of certain crops of which pineapples are an outstanding example.

These are but a few instances of the products which have come from Shell Development research for use by industry and agriculture. The latest success story from the Emeryville Laboratories of Shell Development Company, however, is the crowning ac-

*Trade Mark Registered U. S. Patent Office.



familiar, at least indirectly, to all of us who, during the war, saved much of the grease and animal fats from which it was manufactured.

The result of a lucky accident, glycerine was first discovered in 1779 by Karl Wilhelm Scheele. While making plaster out of olive oil and lead oxide, he spilled water on the mixture. The next day he found the plaster covered with a sweet-tasting syrupy liquid. His scientific curiosity aroused, Scheele continued to experiment and found he could obtain the same liquid from almond oil, butter and lard.

A generation passed, however, before glycerine was dignified by a name. Then, a French scientist, Chevreul, did extensive research with the product and gave it its name, derived from the Greek word *glykeros*, meaning sweet. Exact chemical composition was established, and in 1823 Chevreul patented a method of reacting fats with lime to produce glycerine and a crude soap. Subsequently, another scientist, R. A. Tilghman, discovered that glycerine could also be produced by a process known as fat splitting which used heat to break down fats and oils. Until Shell scientists uncovered this new source of glycerine, these two methods were basically the only ones employed in its manufacture for more than a hundred years.

complishment for which the Company received the Award for Chemical Engineering Achievement—discovery of a process for manufacturing glycerine from petroleum on a commercial scale. The end-result of that story is to be seen in the new glycerine plant, dedicated last month at Houston, which was designed by the engineers of Shell Development and built by Shell Chemical Corporation.

Glycerine—Nearly 170 Years Old

Glycerine goes into the manufacture of hundreds of everyday products—explosives, cosmetics, tobacco and many others. Its importance is

Allyl Chloride—The Stepping Stone to Glycerine

Because glycerine had always been a by-product of the soap and fatty acid industries—its commercial production being dependent upon the production of soap and fatty acids—the problem of finding a means of manufacturing glycerine from other sources had engaged the attention of research workers, both academic and industrial, for many years. Through their work two processes had been projected which appeared to be applicable to commercial use. Both processes involved the synthesis of a chemical known as allyl chloride, a close structural relative of glycerine.

Allyl chloride, however, wasn't to be had so easily. It existed in the laboratory, but was not economical to manufacture on a commercial basis. In fact, its principal source was *glycerine*. The question was: How to produce allyl chloride, the stepping stone to glycerine, from a raw ma-

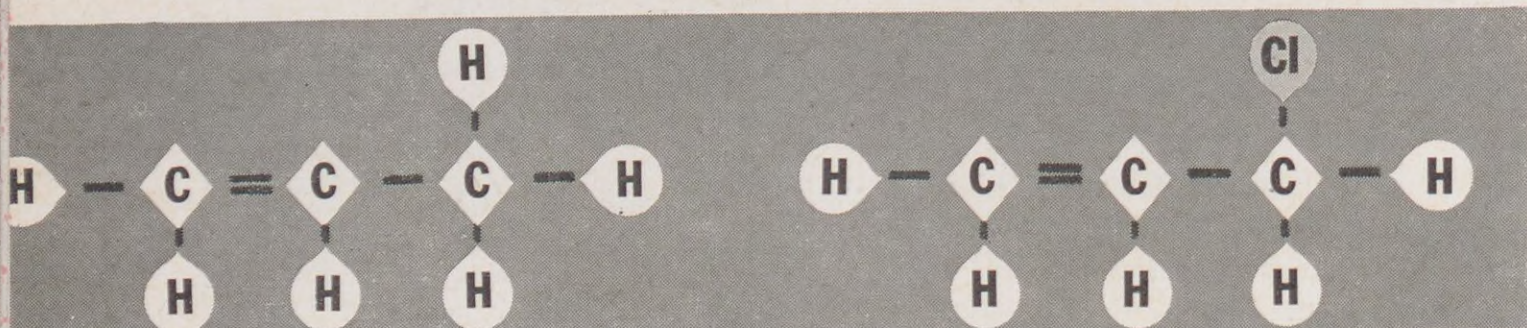


Glycerine serves in a thousand everyday products. In furniture varnishes and dynamite; in cellophane, lacquers and in scores of other products, glycerine brings comfort and convenience to modern living.



PROPYLENE

ALLYL CHLORIDE

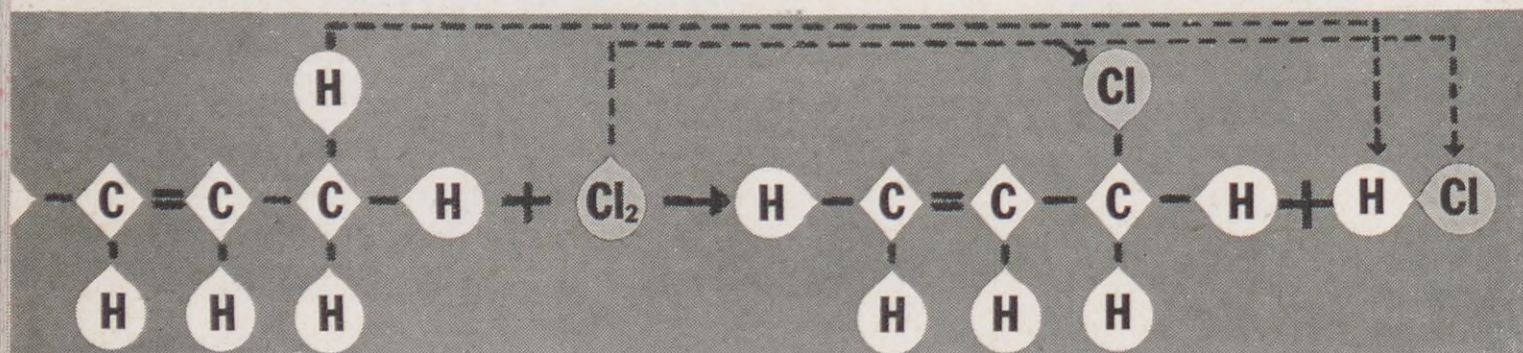


The structure of propylene, a gas produced during petroleum refining, is very similar to that of allyl chloride—the stepping stone to glycerine. The only difference is seen on the third carbon where propylene has a hydrogen atom and allyl chloride has a chlorine atom. To the uninitiated it might look easy simply to substitute a chlorine atom for the hydrogen atom by reacting propylene with chlorine, as shown in the diagram below. That it isn't, is testified to by the fact that it has been acclaimed by scientists as one of the great contributions to organic chemistry.

PROPYLENE

CHLORINE

ALLYL CHLORIDE



KEY:

- C . . . Carbon atom
- H . . . Hydrogen atom
- Cl . . . Chlorine atom

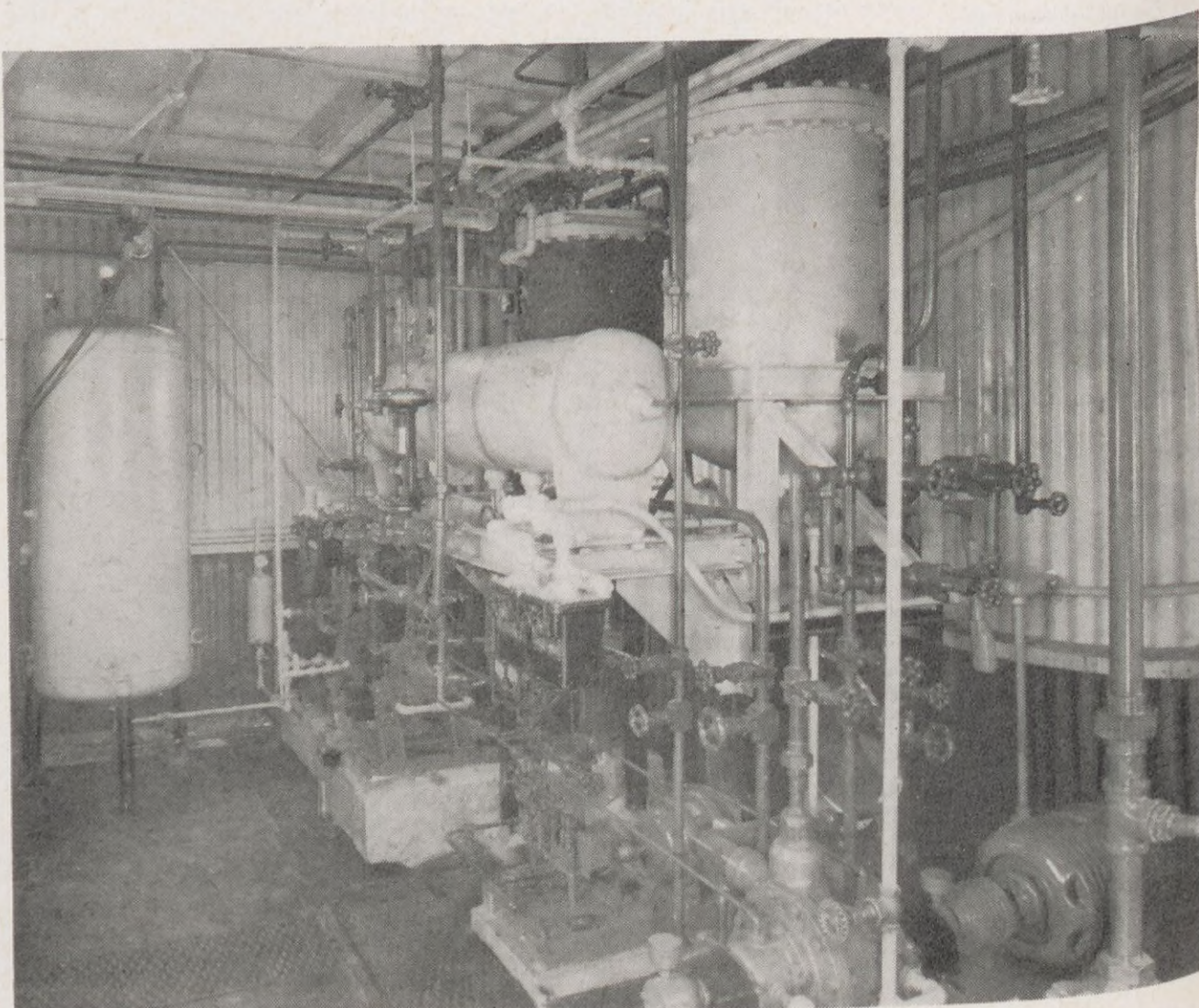
Pilot plant experiments at Shell Development Company's Emeryville Laboratory employed the reaction system pictured below

terial other than glycerine itself? To answer this question, the scientists of Shell Development turned to propylene, a large quantity gaseous hydrocarbon "by-product" of petroleum refining. Its chemical structure is much like that of allyl chloride. Could allyl chloride be made by reacting propylene with chlorine? Textbook thinking of the time indicated that this was probably not possible, and actually when this had first been tried it produced a material that was worthless for glycerine synthesis.

One other approach, that of carefully controlling the reaction conditions, looked promising, however, and Shell scientists decided to try it. Months of laboratory work followed. Hundreds of different experiments were made, but at last they found the conditions that would produce allyl chloride in commercially significant

yields from propylene. Much still remained to be done and was done after basic research found the method of changing propylene to allyl chloride. First, the process had to be tested on a pilot plant scale before it was ready to be adapted to commercial production. Then, a commercial plant had to be designed and engineered. New problems in heat transfer, distillation, reactor design and process control were mastered. The whole project, involving a series of interrelated plants and products, required the organization of many specialized talents into a coordinated group effort to achieve maximum fusion of technology and economics.

Commercial synthesis of a basic commodity has proved its worth time and again in the past. It has resulted in products such as aniline, camphor, rayon, methanol, acetone, ammonia and other chemicals which have had far-reaching economic effects. The economic force of synthetic glycerine production should be no less great since, by assuring an independent supply, it will stimulate new uses for glycerine. The synthesis of glycerine on a commercial scale by Shell Development Company is one more example of the importance of basic research to industry and to the country.



SHELL PEOPLE IN THE NEWS

SIDNEY BELITHER who has been in charge of Shell's Pacific Coast operations since 1934 has announced that he will retire on December 31, 1948.

In view of Mr. Belither's retirement and in line with the current trend, arrangements are being made more closely to integrate the Pacific Coast operations of the company with the activities East of the Rockies. Under these arrangements responsible for the coordination of activities on the Pacific Coast will be **P. E. LAKIN**, who will move from New York to San Francisco. Mr. Lakin's career, which started with Shell on the Pacific Coast in 1915, has brought him in touch with all parts of the United States. Since 1942, he has been in the Head Office of Shell in New York as Vice President in charge of Marketing East of the Rockies.

This unification of management



Sidney Belither



P. E. Lakin

functions headquartered in New York will in no way curtail Shell's Pacific Coast activities. In fact, it is expected that the full utilization of the nation-

wide resources of the company will aid in the further expansion of business in all departments on the Pacific Coast.

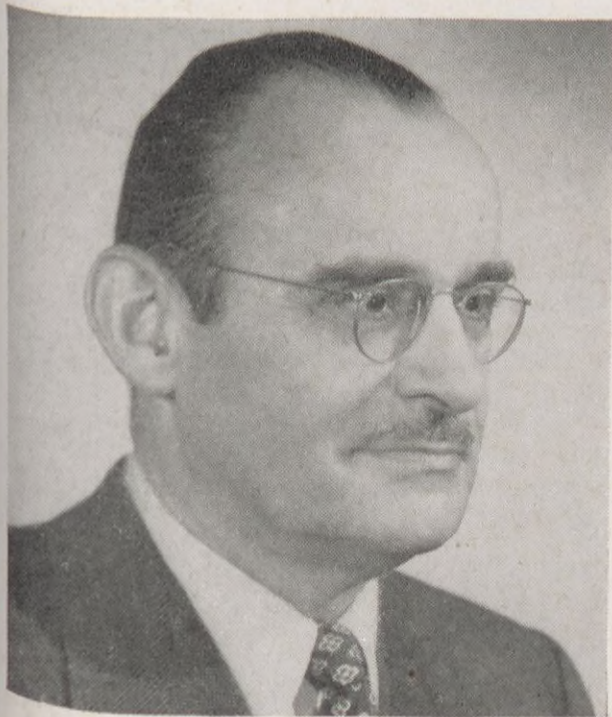
A. E. LACOMBLE, President of Shell Development Company, has been elected Chairman of the Board of that Company as of January 1, 1949. He will be succeeded as president by **M. E. SPAGHT**, now a Vice President of Shell Development.

Mr. Lacomble's distinguished career in the field of petroleum research and development began when he joined the Shell Group after receiv-

ing his doctorate in science from the University of Leyden in 1920. He came to the United States as a Chemical Engineer at the Martinez Refinery in 1926. He held executive positions of increasing responsibility until in 1935, he was made Vice President-Manufacturing in St. Louis. In 1939 he went to The Hague but returned to the United States in 1940 at which time he was made Chairman

of the Executive Committee of Shell Development Company. He became President of that company in 1943. Mr. Lacomble will transfer his headquarters to New York early in 1949.

Mr. Spaght, who received his A.B., M.A., and Ph.D. degrees in Chemistry from Stanford University and studied also at the University of Leipzig, began as a Research Chemist at the Martinez Refinery in 1933. By 1940, he had become Manager of Research and Development-Manufacturing in San Francisco. During the next five years, he supervised Shell's Pacific Coast refining expansion for wartime production. Early in 1945, he went to Europe as a member of the U. S. Naval Technical Mission and later the same year to Japan as a director of the U. S. Strategic Bombing Survey. Upon his return in December, 1945, he was made Manager of Manufacturing for the Pacific Coast Territory and held that position until he was appointed Vice President of Shell Development Company in 1946. Mr. Spaght will make his headquarters on the West Coast.



A. E. Lacomble



M. E. Spaght

Presenting . . . THE



QUARTERBACK: R. C. Byars, Midland Exploration and Production Area. Missouri University 1926-28 . . . regular quarterback, 60-minute man lettering three years in tough Big-Six Conference.



RIGHT HALF-BACK: Lloyd W. Madden, Houston Exploration and Production Area. Colorado School of Mines 1937-39 . . . high scorer in United States in 1939 . . . named to Associated Press and Collier's little all-American team.



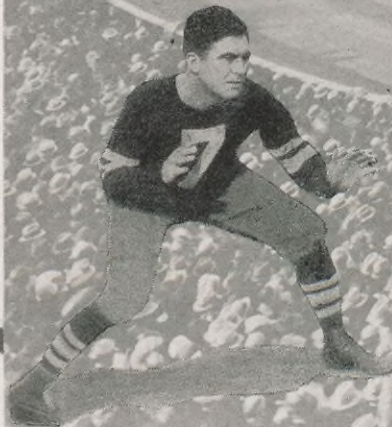
LEFT HALF-BACK: Jack M. Frye, Houston Refinery. University of Missouri 1935-36 . . . member of all Big-Six Conference team and honorable mention on all-American team . . . played in East-West game in San Francisco in 1937.



FULL BACK: Craig Wilton, Baltimore Marketing Division. Georgia Tech 1922-24 . . . named to second all-American team . . . high scorer in South Atlantic section . . . played in National Professional Football League.



RIGHT END: Lawrence C. Hull, 3rd, New York Marketing Division. Dartmouth 1935-37 . . . member of the Dartmouth team that defeated Yale for first time in 57 years . . . selected on Collier's all-American team.



RIGHT TACKLE: R. A. Randels, Wood River Refinery. University of Nebraska 1925-27 . . . picked on all-Western team for 1927; played on East-West Shrine team in San Francisco in 1927.



RIGHT GUARD: J. A. Lokanc, Chicago Marketing Division. Northwestern University 1937-40 . . . played right guard in East-West game in 1941 and played with Chicago Cardinals of the National Professional League in 1941.



CENTER: J. F. Kroeger, Shell Chemical Corporation. Northwestern University 1942-44 . . . regular, alternating between center and tackle on 1943 Northwestern team that ranked 7th in the country.

SHELL ALL AMERICAN

IT'S hot, it's cold . . . it's wet, it's dry . . . it rains, it snows. But nobody cares. Saturday afternoon comes and, millions strong, the football fans take over. The "rah-rah" days are here again.

If there is anything Americans enjoy more than coaching from the sidelines, it is discussing the merits of individual players. Every year fans all over the country get the bug and name their all conference and all-American team selections.

SHELL NEWS, hearing from time to time about this or that employee's former gridiron exploits, thought it would be fun to try to pick a Shell all-American. And we have a whale of a team, because

in and among Shell's thousands lurk a good number of the great and near great of yesterday's grid stars.

SHELL NEWS had to take more than one good look at Shell's roster of players before it could attempt to pick a first team. Outstanding players turned up in every section, for every position. Football-wise the talent was uniformly good . . . which meant that selection of a first and second team was difficult and to an extent—arbitrary. Press clippings, personal write-ups and a touch of chance added up to the final selection . . . with a trifle more of these ingredients any of the other players could have made the first team.



LEFT GUARD: L. J. Hallmark, Houston Refinery, Sam Houston State Teachers College 1935-39 . . . one of the all-time greats of Sam Houston, a 60-minute man who sparked the team to many triumphs over favored opponents.



LEFT TACKLE: Norman E. Tomlinson, Wood River Refinery, Washington University of St. Louis 1936-38 . . . honorable mention for all-American tackle in 1936; all-conference tackle of the Mississippi Valley Conference in the same year.



LEFT END: Sydney A. Gervin, Jr., Atlanta Marketing Division, University of Pennsylvania 1926-29 . . . named all-Eastern end and received honorable mention on several all-American teams.

Shell Second All-American



QUARTERBACK: J. A. Mayhew
Tulsa Area . Oklahoma



RIGHT HALF: J. K. Hannifan
Houston Area . Beloit



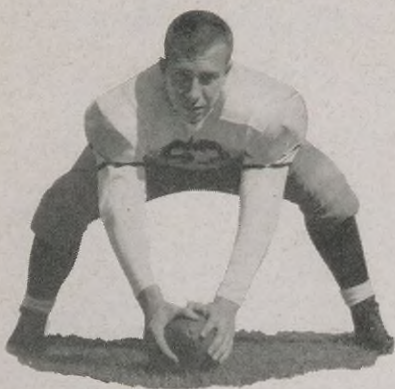
FULL BACK: Vernon Barth
St. Louis Division . Missouri



RIGHT END: J. S. Hoppock
Head Office . Lehigh



RIGHT TACKLE: M. B. Holdgraf
Atlanta Division . Vanderbilt



CENTER: N. W. Brown
Boston Division . Dartmouth



LEFT GUARD: O. E. Siebenmann
Chicago Division . Northwestern



LEFT TACKLE: G. H. White
Midland Area . California

They May Not Have Told You, But Some of Your Best Shell Friends Are Ex-Football Heroes



LEFT HALF: J. A. Tetlow
Atlanta Division . Loyola



RIGHT GUARD: R. F. Lampe
Albany Division . Colgate



LEFT END: Robert Doyle
Midland Area . Northeast Missouri Teachers

ENDS

J. L. Brown
M. R. Church
C. L. Creager
H. D. Dale
F. E. Davis
R. C. Dawkins
T. R. Johnston
R. J. Lynch
E. V. Mathys
Al Ppujol
M. F. Rice
R. C. Rushlow
A. C. Sawyer, Jr.
G. F. Warren

Louisiana State
Oklahoma A. & M.
Colorado School of Mines
Allegheny
Dartmouth
Abilene Christian
Oklahoma A. & M.
Boston University
Beloit
Rice
Maine Professional League
25th Division-U. S. Army
Spring Hill
Rice

Midland Area
Houston Area
Tulsa Area
Wood River Refinery
Boston Division
Midland Area
Shell Pipe Line Corp.
Boston Division
Houston Area
Houston Area
Boston Division
Detroit Division
Detroit Division
New Orleans Area

TACKLES

W. O. K. Anderson
Bill Bandle
H. G. Brown
E. G. Christianson
R. M. Estlinbaum
H. Hartmann
George Moorman
Andy Nobles
J. W. Pittman
William Roever
C. A. Wischoff

Texas
St. Louis
Howard Payne
Wisconsin
Sam Houston State Teachers
St. Louis
McKendree
Rice
Texas A. & M.
Colorado School of Mines
Wisconsin Tech

Midland Area
St. Louis Division
Midland Area
New Orleans Area
Houston Refinery
St. Louis Division
Wood River Refinery
Houston Area
New Orleans Area
Houston Area
Tulsa Area

GUARDS

T. B. Brown
J. W. Freeman

M. H. "Bo" Guess
T. M. Hajecate
H. C. Leland
L. E. Magerovich
I. C. Manning
P. F. Mason
C. W. McDowell
W. L. McKinnon

Oklahoma A. & M.
Presbyterian College of
South Carolina
Mississippi State
Southwestern Louisiana Institute
Tufts
Hampden-Sydney
Rusk Junior College
Glenville State Teachers
Wabash
Rice

Houston Refinery
Atlanta Division

Midland Area
Houston Refinery
Boston Division
Head Office, N. Y.
Midland Area
Head Office, N. Y.
Atlanta Division
Exploration and
Production Research
Midland Area

H. W. Whiteley III

Tusculum

CENTERS

R. L. Carruthers
Paul Ciolli
R. W. Dunham
Marshall Steeby
J. W. Stephenson
T. F. Wilson

Abilene Christian
John Carroll
Rutgers
Central Missouri State Teachers
Indiana
Columbia

Shell Pipe Line Corp.
Houston Area
Head Office, N. Y.
Detroit Division
Detroit
Head Office, N. Y.

BACKS

R. W. Bond
G. H. Creighton
Leo Ermis
C. F. Free
D. H. Gardner
G. G. Hughes
T. B. Lambert
J. J. Lawler
B. A. Mueller
H. E. Nicholes
P. E. Oleson
A. R. Thomas
E. N. Van Duzee
D. J. White

Washington & Jefferson
Hardin-Simmons
St. Edwards
Drake
South Carolina
Duke
Stanford
St. Louis
Rice
Rollins
Detroit
Denver
Minnesota
Wabash

Houston Area
Midland Area
Shell Pipe Line Corp.
Houston Area
Baltimore Division
Head Office, N. Y.
Midland Area
Shell Chemical Corp.
Houston Refinery
Atlanta Division
Detroit Division
Head Office, N. Y.
New Orleans Area
Midland Area

Safety Makes the Head Lines

SHELL OIL COMPANY and Shell Pipe Line Corporation have recently received eleven awards in two nation-wide contests sponsored by the National Safety Council, recognized leader in the fields of industrial and public safety and accident prevention. These contests were the 1947-8 Annual Petroleum Section Safety Contest involving 181 units, and the 1947-8 Annual National Fleet Safety Contest for passenger car and motor truck fleet operators in which 1,458 fleets from all types of business and industry participated.

In the Petroleum Section Safety Contest, Shell Pipe Line Corporation in competition with 17 other companies won first place in Group A—Oil and Gas Pipe Lines, while the East of Rockies Manufacturing Department of Shell Oil Company was able to hold first place in its group of 16 contestants during a large part of the contest year and to win second place in the final standings.

In the National Fleet Safety Contest, the Midland Exploration and Production Area won first place in the Intercity Truck, Private Carrier division for fleets traveling 270,000 miles or over per year. East Prod-

ucts Pipe Line, Norco Refinery and the Plantation Pipe Line terminals each received honorable mention certificates for perfect records in their respective divisions of the contest, and the West Texas Area and the Communications Department of Shell Pipe Line Corporation won first and second place awards, respectively, in their divisions.

The Bayou Pipe Line took two awards, its employees taking third place in the Passenger Car Division, Group III, for driving 189,348 miles

without an accident, and receiving honorable mention in the Intercity Truck, Petroleum Division for a perfect record of 135,621 accident-free miles.

In addition to the contest awards, Shell Pipe Line Corporation for the second time in two years was awarded the Council's Award of Honor for Distinguished Service to Safety in recognition of 1,272,630 man-hours worked by employees without a disabling injury from January 16 to June 11, 1948.





←Ray A. Randels (left), Manager of the Fire and Safety Department, Wood River Refinery, receives the Group A second place award in behalf of the Manufacturing Department at the National Safety Congress in Chicago. W. I. Kent, General Chairman of the Council's Petroleum Section presented the certificate.

D. M. Farrell (center), Assistant Personnel Manager, Shell Pipe Line Corporation, Houston, thanks N. H. Dearborn, President, National Safety Council for the second-year Distinguished Service to Safety Award granted to Shell Pipe Line Corporation, in the form of a banner and framed certificate. Watching with interest are other Shell Pipe Line men who attended the National Safety Congress: (left to right) L. W. Fisher, Howard D. Solsbery, John H. Reese, and E. M. McCracken.



←W. I. Kent, General Chairman of the National Safety Council's Petroleum Section, presented the first place plaque awarded Shell Pipe Line Corporation to D. M. Farrell (left). The award recognizes Shell Pipe Line's winning safety record among 18 contestants in the Group A—Oil and Gas Pipe Lines department of the Petroleum Section Safety Contest for 1947-48.

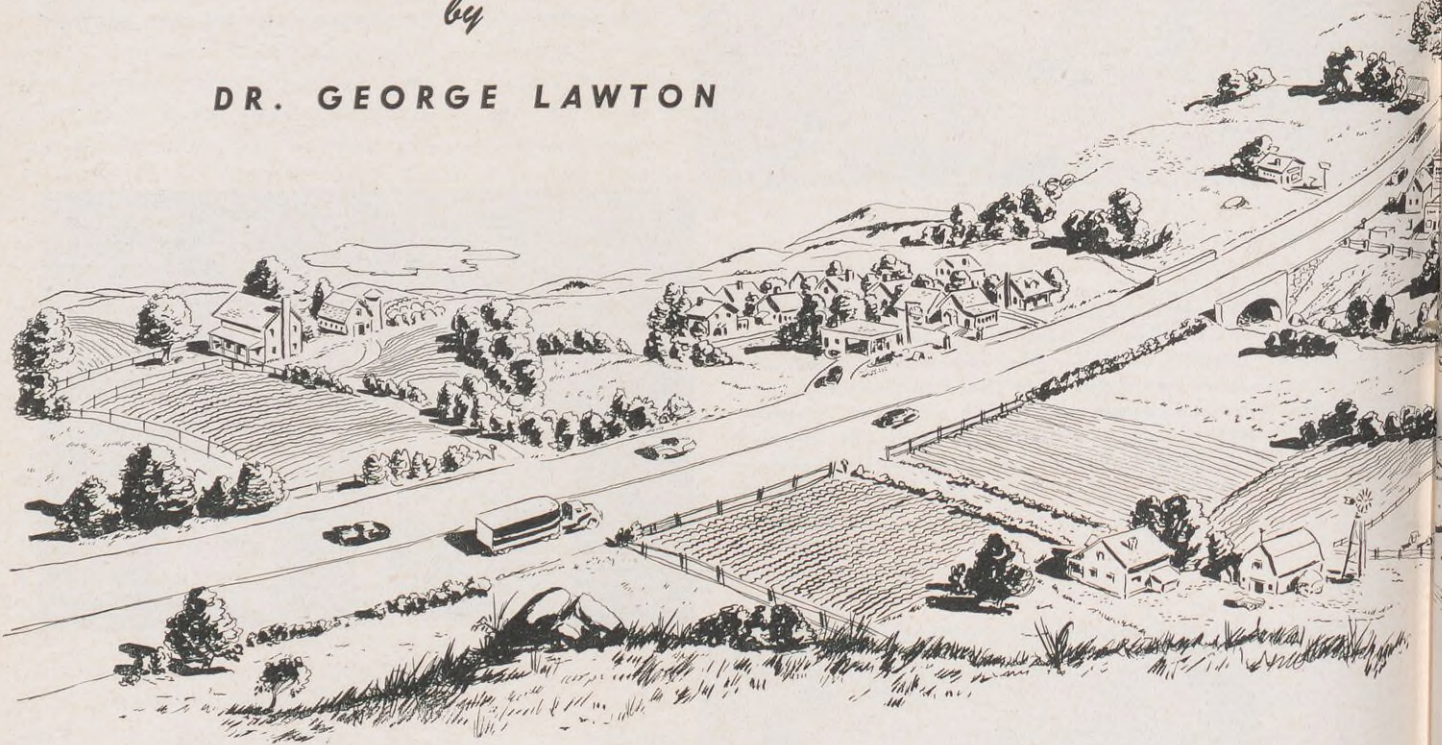
Midland Exploration and Production Area was represented at the National Safety Congress by G. H. Creighton (left), Safety Engineer, who was on hand to receive the first place fleet award for Intercity Truck Private Carriers, Group I, in the National Fleet Safety Contest. The presentation was made by Leslie J. Sorenson, Vice President of the National Safety Council.



RETIRE TO Pleasant Surroundings

by

DR. GEORGE LAWTON



(This is the third in a series of articles dealing with general aspects of retirement which the author, a consulting psychologist, has written for SHELL NEWS. Previous articles appeared in May and August.)

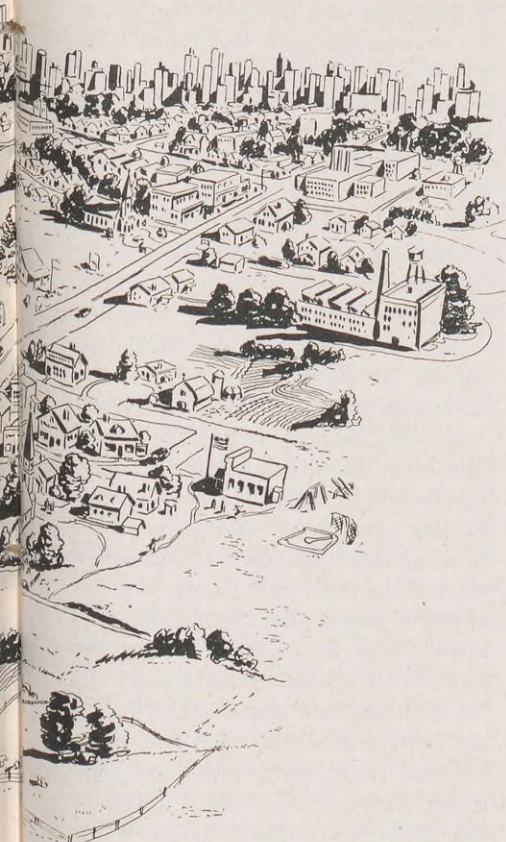
IN two previous articles we have talked about the need to plan for retirement. When you draw up your retirement blueprint one of the first things you will want to consider is where to live. With some people the decision is easily made; with others, it is most difficult. Generally speaking, there are two ways of getting into trouble on this score. One is to postpone the decision about where to live until *after* retirement. The other is to choose a place *before* retirement without ever having lived there.

Some men, after having moved around quite a bit, decide that after retirement they will return to their

home town. This is one of a number of good plans . . . but only if your ties with the old home town have been regularly renewed. Otherwise, you should forget all about going "home." It will not be "home" any longer, but only a vaguely familiar place occupied by strangers.

George Osborne, for example, is one who has the right idea. At present, he is living in a fair-sized city and he and Mrs. Osborne have a place not far from his place of work. They have lived there several years now and have only three more to go until he will retire. George is one of those men who hold that "there's no place like home." Though he has worked in

several locations during his years with Shell, he feels that there can be only one place for him come retirement time: Jonesboro, where he grew up and where Osbornes have lived for several generations before him. Come hell or high water, George and Mrs. Osborne manage to get back to Jonesboro regularly. Then too, they subscribe to the "Jonesboro Gazette" and usually the Gazette publishes a paragraph or two in its local news columns concerning their visits. During their visits they look up old friends and through them make friends with new people back home. In between visits they keep in touch by letter . . . not just at Christmas time, but more or



less regularly all year round. In these and other ways they keep up to date on what goes on in the old burg and see to it that their friends are reminded of them from time to time. When George retires, they will return to Jonesboro. Their coming will be expected and they will find a pleasant and familiar environment waiting for them. There is little doubt that his choice of a location for retirement will prove to be a happy one.

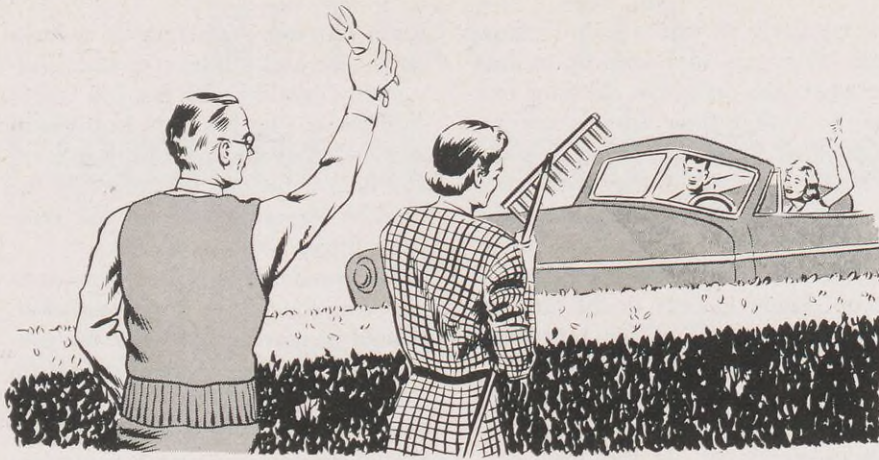
Spend your post retirement time where you have the most and the closest social ties. If you have continuously lived in a small town where you have acquaintances and friends for a lifetime, perhaps that's the best place for you. Take Bob Cashel for example. Bob has lived and worked all his life in Centerville (population 30,000), and this is where he wants to live after he retires. To a large extent his social problems are solved by his decision which, with such a background, will help him greatly in making a success of retirement.

On the other hand, Jim Phillips (who was also born and raised in a small community) has moved about as new and better jobs called him.

Right now he is working in a large city at the best job he ever had. Presumably, it will be his last job before retirement. Jim has been in his newest location about five years; ten more and he'll be in line to retire. By the time he leaves the job he will have spent fifteen years in the city.

Jim wondered long and often as to where he should live after retirement. Should he stay in Irvington, the suburb where he now lives; should he return to one of the other places where he has lived and worked; or should he strike out for a new place altogether? Jim and his family have built up an interesting social life where they now live. Mrs. Phillips and the children have made many friends in the community, and by the time Jim is ready to retire the children will have grown up and Irvington will be their "home town." He and Mrs. Phillips have already checked on a number of places which they feel would be within their financial range after retirement and which would also promise them a satisfactory social life and interests. However, they have finally made up their minds that Irvington should be their





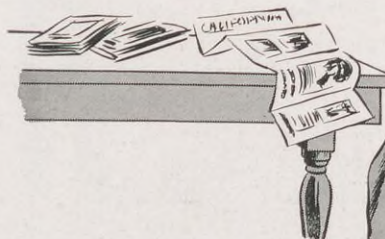
adopted "home town" as well as the children's and there is where they will live after retirement. Their decision is a good one and is based on sound reasons.

Let's assume, however, that instead of returning to your home town or remaining in the community where you are working, you have decided to go off to a brand new place upon retirement. That's all right, too, but don't make the mistake Perry Watkins made. Perry and his wife planned that when he retired they would move to Evansburg, where their son lived. Evansburg is hundreds of miles from their original home community and also from the town in which they lived while Perry worked for Shell. Nevertheless, they sold their house . . . at a good price . . . and went to Evansburg. Unable to find a house there, they took a small apartment. But they didn't like the small apartment, and they couldn't abide Evansburg. Then, to cap it all, their son was suddenly transferred to a new location a thousand miles away. So the Watkins returned to where they had lived before, and were they happy to get back! But were they chagrined at having sold their house! For it cost much more than they had received to buy a house not as good as the one they sold before leaving for Evansburg. Both Perry and Mrs. Watkins wish they had tried out Evansburg for a time after retirement before taking such a decisive step.

If you are planning to move to a new community after you retire, it's

well to remember this: You will inherit no community standing. Your new friends and acquaintances will discourage your attempts to acquaint them with the manner of person you were in your old community. It will be of little use to try to get them to understand what you once did and how important you once were. Trying to gain recognition on the basis of past repute is an unfailing method of becoming a Grade A bore. You can identify yourself in your new community and make friends only on the basis of what you are and how you appear to your new neighbors. They will be but little interested in your past, since they are not identified with it in any way. You can sulk at this attitude on their part, if you wish, and substitute gin rummy with your wife every evening, but it will get you nowhere. If you move to a new home after retirement, better forget the past, wipe the slate clean and start to work creating a standing for yourself in the new community . . . a standing based on what you are and what you do.

Where one lives and what one does . . . one's social life after retirement . . . are closely interwoven. I don't know whether misery loves company



or not; but I do know that without friends, without a rewarding social life, one is apt to be miserable. One aspect of the problems connected with the development of one's social life after retirement can be illustrated by looking at the case of Rufus Jones. Jones was happy in his job with Shell. In the section where he worked all the people were his friends, and he had many others throughout the Company. Outside of Shell, however, he had very few friends. When he retired, he missed most of all, the daily contacts with his friends at Shell—the exchange of views, ideas and opinions; the noon hours at lunch together—which had made up an important part of his work-a-day life. Most of these friends lived in other parts of the city; their homes were so widely scattered that the easiest place to see them in a group was at the plant. This he did frequently at first, but with less and less satisfaction. It just wasn't the same as it had been. For one thing, they were busy with work; and, for another, still full of talk about the people in the organization and the events of their working day. But, as topics of conversation, these things were slipping further and further away from Jones all the time. One can re-heat the same dish once or twice; but re-warming the same incidents month after month just doesn't work. It was too much for Jones to expect that his friends could carry him along with them and continue to identify him with their daily work. In addition, Jones missed being an ac-



tive part of the organization and, as a result, came to feel as if he were no longer a part of anything. He saw less and less of his former co-workers, until he didn't see them at all.

The moral of this tale—if moral there need be—is that, unlike Jones, we should not limit our friendships to a single source such as our place of employment. Instead, as we grow older, we need to work harder at making new friends; we need to widen our circle of friendships.

In planning where to live after retirement it is always important, if you are married, to consider the needs and aspirations of your wife. It is the infrequent case when a man spends all his retirement years by himself. More often than not he has a wife with whom to share them. Strangely enough, however, we occasionally find a married man who believes it is he alone who is retiring and that his wife is just coming along for the ride. Such a person draws up a retirement plan without discussing it with his wife and without taking her needs and wishes into consideration. In so doing, he's being completely unrealistic and just as foolish as the man who will cross Main Street blindfolded.

You may retire to California or to Florida. You may have days crammed full or bare of activities. But wherever you may go, however active you may be, you will need a retirement plan which, if you are married, will meet the needs and interests of both yourself and your wife. Have you ever talked over with her in detail where you want to live and how?

After retirement, you and your wife will become more dependent on each other than ever before. It will mean that you will have more time than ever for each other. Having more time to share in mutual interests, you will be able to undertake together, perhaps to fulfill, some of those plans or projects which had to be postponed during the years when you were occupied in raising a family and earning a living.

Some husbands, either because they differ markedly in temperament and habits from their wives, or are much older, or for other reasons, prefer a quieter social life than do their wives.

In other instances, where both the husband and the wife would like an active social life after retirement, a reduced income may mean a new environment and, although not necessarily so, a less ample or rewarding social life than anticipated. This emphasizes the fact that unless Mr. and Mrs. see eye to eye on the question of whether to remain where they are or go to a particular new community, their marital bark may find itself on a stormy sea.

In my own counselling work, one rule I lay down to a client is that he never decide on a place where he will live after retirement unless he and his wife have tried it out in advance, at least for a single stretch of several months, and preferably repeated a time or two.

Before you decide on a town to live in, answer these questions: Whom do you know there already? What about the stores, churches, libraries, newspapers, cultural resources, civic activities? Some people like a town with plenty of facilities for sports, where golf and fishing, for example, are readily available. One man I know would be miserable if he lived in a town without a baseball park. Another couldn't endure a city with but a single newspaper.

CHURCH BAZA



There are men and women who want to live in a town where books are to be had easily, where there are several clubs and things going on like lectures, concerts and lodge meetings. Some people can derive enough mental stimulation from books, radio, and their own observation and reflection on people and events about them. Others need external stimulation in the form of clubs, forums or fraternal organizations.

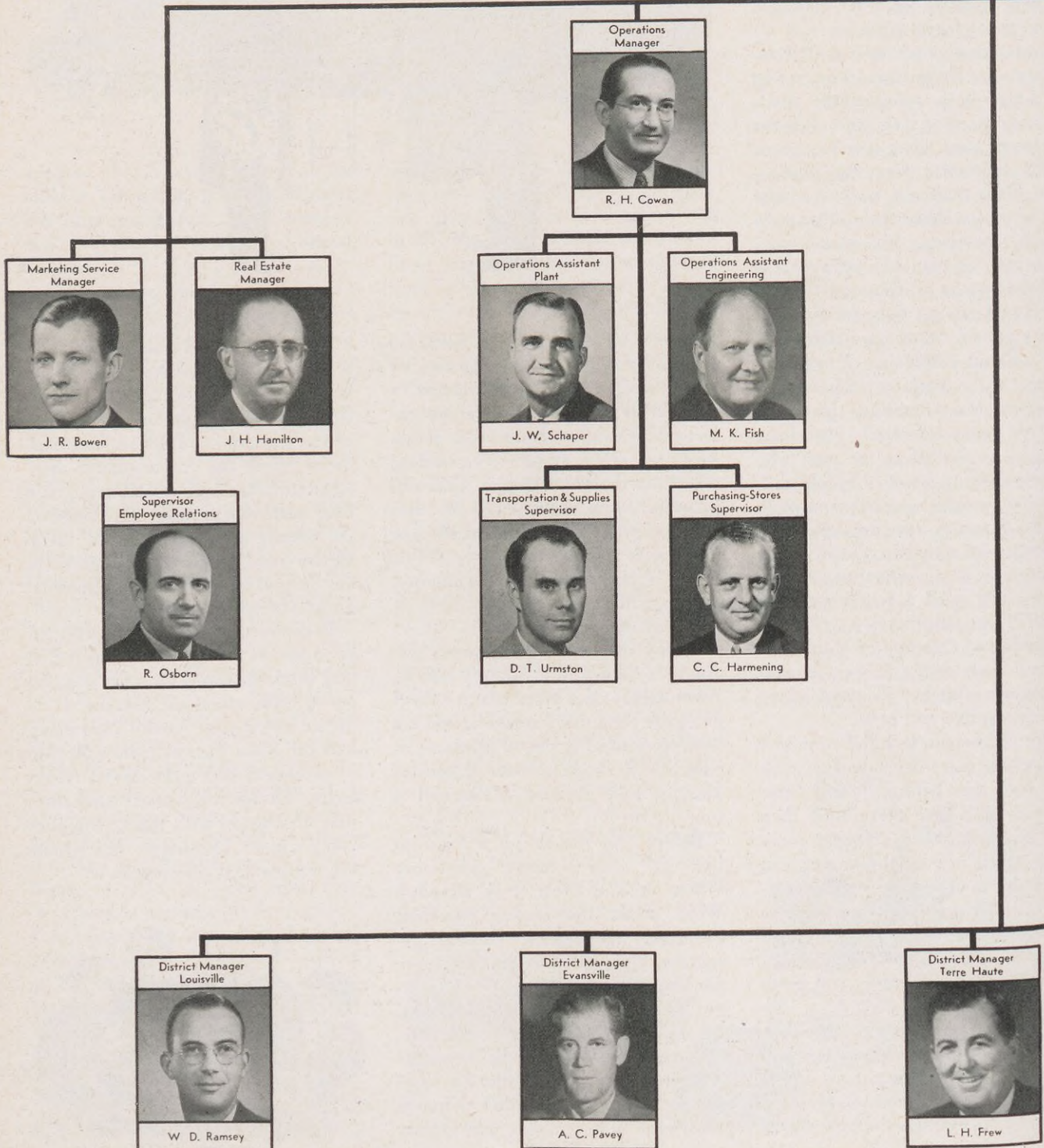
Retirement can be a wonderful experience. It is worth planning for. If you think planning isn't for you, get out a little notebook, become a reporter looking for candid interviews, and jot down the examples you find of successful and unsuccessful retirements. Decide for yourself what planning had to do with them. I'm sure you'll agree: The happy retirements are the planned retirements.





The twentieth in a series of
Organization Charts
Shell Oil Company, Incorporated
(East of Rockies Territory)

November—1948



INDIANAPOLIS MARKETING DIVISION

Sales
Manager



E. H. Cain

Office
Manager



R. M. Conlon

Retail
Manager



J. B. Jackson

Asphalt
Representative



E. H. Crawley

Lube
Manager



J. G. Fuller

Fuel Oil
Manager



W. C. Smith

Chief
Accountant



W. C. Huonker

Credit
Manager



H. J. Kobusch

Jobber
Representative



R. Gordon

Special Products
Manager



R. K. Deutsch

Commission
Representative



M. T. Gisler

Sales Development
Representative



C. F. Price

Shellane
Manager



C. E. Silvers

Farms Sales
Representative



E. W. Pogue

Aviation
Representative



F. H. Sipe

District Manager
Indianapolis




B. A. Gwynn

District Manager
Muncie

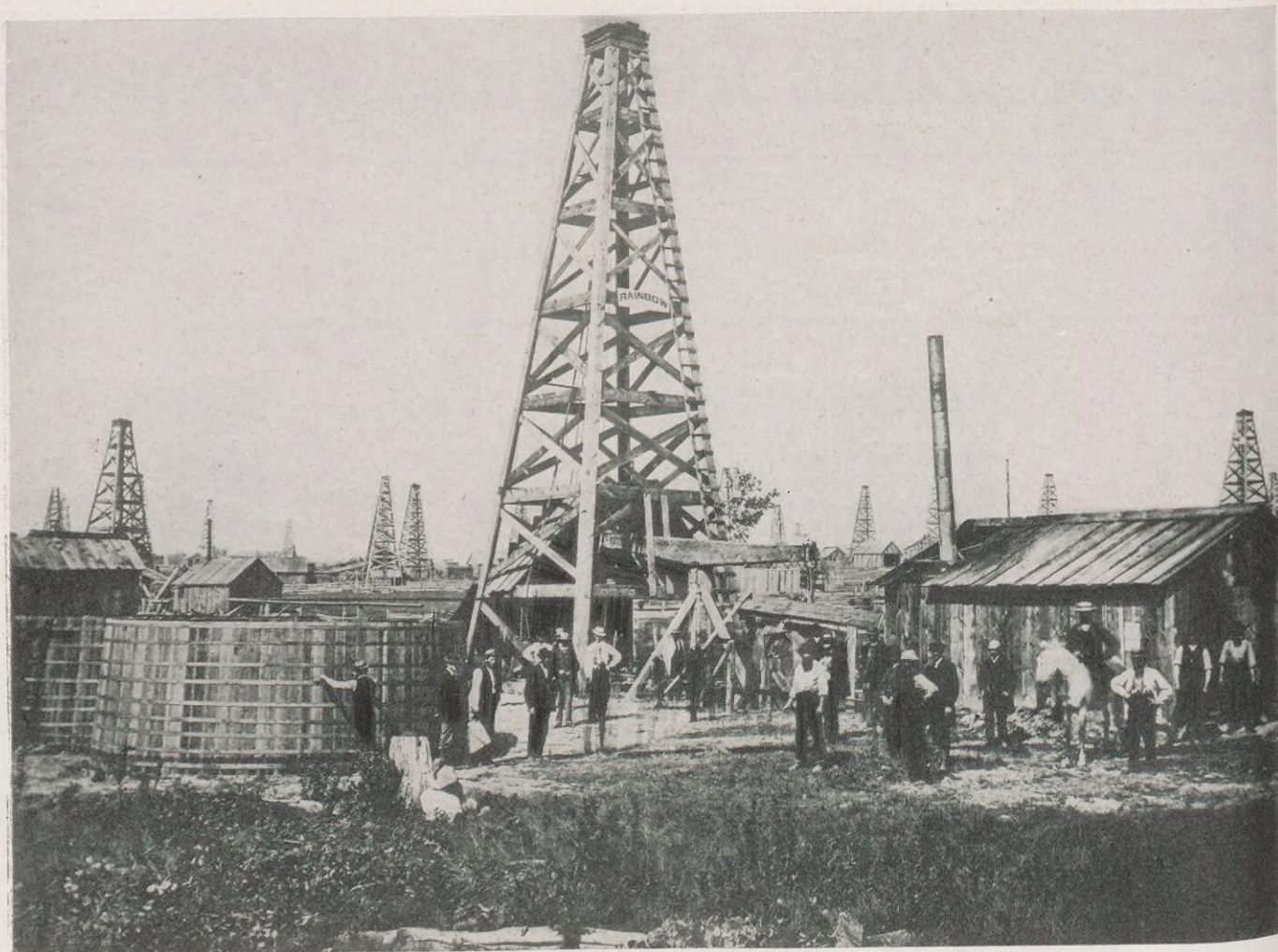


J. J. Shannahan

District Manager
Fort Wayne



L. D. Haisley



A History of the Oil Industry

The First Period: 1859-1900

ACCORDING to many popular accounts, the history of oil dates from August, 1859 when "Colonel" Edwin L. Drake brought in his well near Titusville, Pennsylvania. That is not quite the fact. Nobody knows when oil was first discovered, but there is ample proof that it was centuries before Drake's day. This, however, does not lessen the importance of Drake's discovery. Drake did not discover petroleum, but he did put it in the big time.

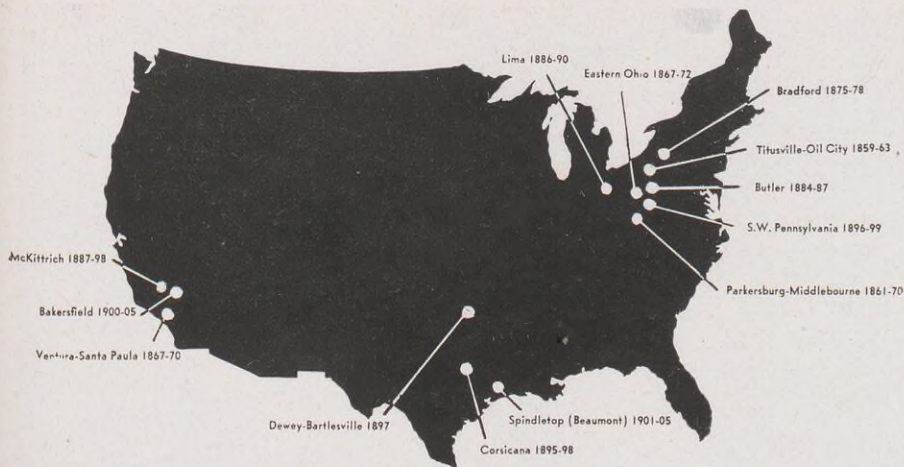
Petroleum, whose normal habitat is beneath the surface of the earth, is sealed off in most cases by impervious rocks before getting to the surface,

although where outcroppings of rock occur it has succeeded in making its way above ground many times in many places without man's help; in China, Egypt, the United States, for example—and long before 1859.

When Drake "hit the jackpot" at Titusville, petroleum was already well known as a "by-product" of salt wells and as a "seepage" recovered from springs, ponds and streams. More than that, the distillation of petroleum to give off several marketable products was known. As early as 1833, Dr. Benjamin Silliman, American scientist and writer, distilled crude petroleum, obtaining naphtha, burning oil

(later known as kerosene) and a mineral pitch residue; and in 1850, Samuel Kier erected and operated the first petroleum refinery at Pittsburgh, Pennsylvania—a one barrel still. But the available supply of petroleum, gathered mostly from the streams of Pennsylvania and from the salt wells of Kentucky, was so small as to be insignificant as a factor in the American economy. In fact, most of it was peddled as rock oil, a quack medicine, guaranteed to cure any ailment the buyer might have.

However, the potential market was tremendous. The search for a safe and inexpensive illuminant had been



THE EARLY OIL FIELDS

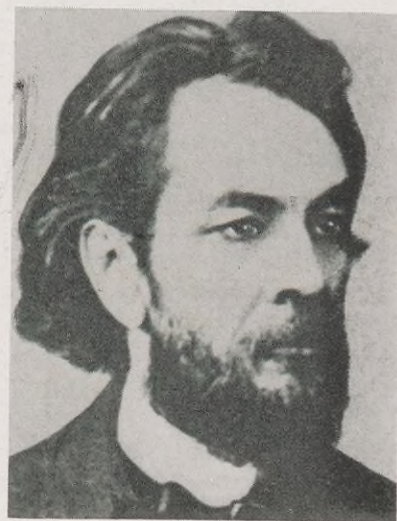
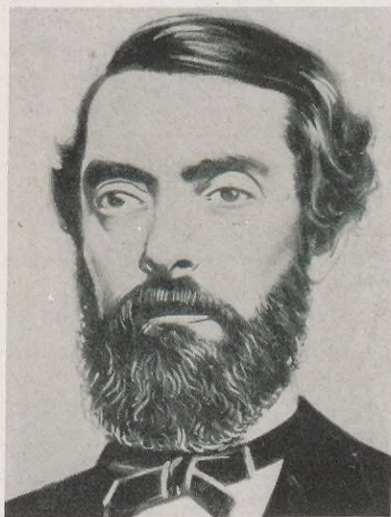
The growth and development of the modern oil industry in the United States may be divided roughly into three major periods. The first, dating from Drake's discovery in 1859 was primarily a kerosene economy. The second, beginning as the 20th century dawned, was a gasoline economy based on the development of the internal combustion engine. Today the industry is in a third period characterized by increasing technological development and product diversification.

This is the first of three articles tracing the oil industry's growth and historic position in the American economy. The others will appear in forthcoming issues of SHELL NEWS.

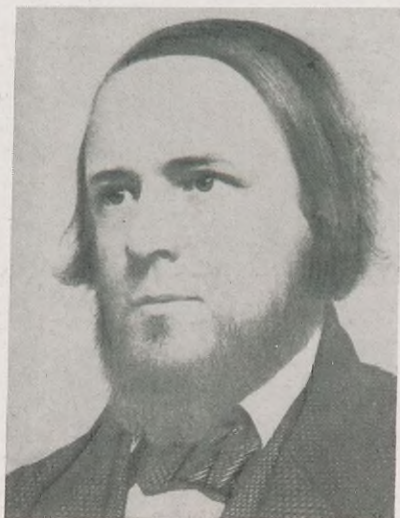
carried on by chemists and other scientists for many years. Nevertheless, the great majority of Americans, in the middle of the 19th century, still were forced to resort to the candle to light their homes and places of business. Natural and artificial gases were used in some communities but proved unsatisfactory. By the middle of the century, however, several companies had begun to engage in the production of an illuminating oil from coal as improved lamps made their appearance. By 1860 fourteen plants were in operation. Abraham Gesner, Canadian chemist and geologist, registered the word "kerosene" as a trademark, and it became the generic term for lamp oils from varied sources. But kerosene manufactured from coal was greatly inferior to that made from petroleum.

In the light of these facts, it is remarkable that somebody did not drill an oil well *before* Drake.

Ironically enough, Drake knew little about petroleum and even less about drilling. He was neither engineer nor mechanic. He was the representative of the Seneca Oil Company, successor to the Pennsylvania Rock Oil Company, an enterprise conceived and run by a man named Bissell. This gentleman, a retired school teacher, was shown a small bottle of "rock oil" when visiting

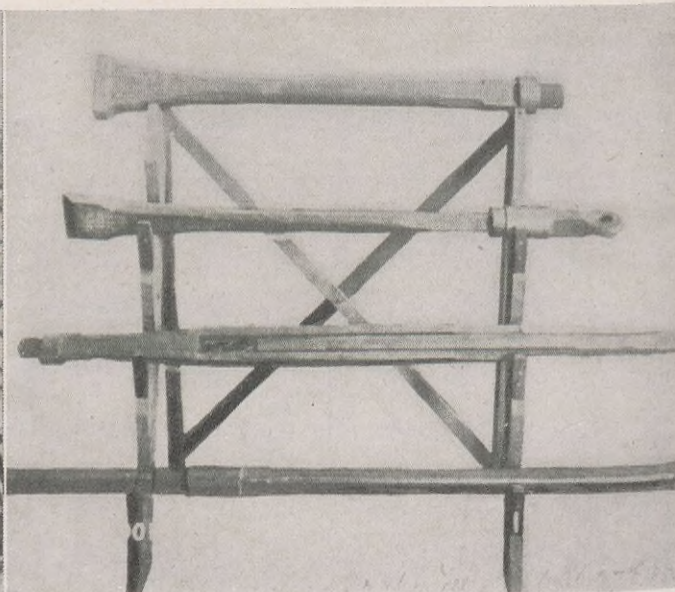


Above left to right: Edwin L. Drake, who drilled the first American oil well at Titusville and George H. Bissell, organizer of the Pennsylvania Rock Oil Company. Below left to right: Dr. Benjamin Silliman, who first reported the potentialities of crude petroleum; and Samuel H. Kier, who erected the first oil refinery in America.





Grasshopper Wells, near Titusville. Only 17 feet deep, the 13 wells in this section produced 100 barrels of oil per day.



Tools used in the earliest search for oil were hand-made, crude. These were used by Drake to drill America's first oil well.

Dartmouth College in 1854. The wonders of the fluid were described to him in glowing detail, including its possibilities as an illuminant. Realizing the significance of what he had been told, Bissell resolved to go into the petroleum business.

Before proceeding, Bissell sent a sample to Dr. Silliman of Yale, asking him to analyze and report on it. Silliman was the chemist who had first

distilled petroleum in 1833. Silliman's report, which was made public, dispelled any doubts which Bissell might have had with reference to the potentialities of petroleum. In summing up, Silliman said:

"It appears to me that there is much ground for encouragement in the belief that your company have in their possession a raw material from which, by simple

and not expensive process, they may manufacture very valuable products.

It is worthy of note that my experiments prove that nearly the whole of the raw product may be manufactured without waste, and this solely by a well-directed process which is in practice, one of the most simple of all chemical processes."



During 1865-68, Pioneer, Pennsylvania, was one of the boom towns along Oil Creek. From there crude, in wooden barrels, was transported by barge to Pittsburgh and other refining centers.



Iron boiler tank cars of the 1880's, capacity 85 barrels each, were forerunners of today's modern tank car fleets. Pipe lines, often laid along the surface of the ground, fed the tank car loading racks.

**EXPORTS (Thousands of bbls.)
1865 - 1900**

YEAR	CRUDE	LIGHT NAPHTHA	KEROSENE	LUBES	RESIDUE	TOTAL
1865	293	12	304	—	—	609
1875	350	280	4,560	28	66	5,284
1885	1,940	350	10,611	309	136	13,346
1895	2,650	352	17,020	1,034	3	21,059
1900	3,290	442	17,600	1,695	470	23,497

From the beginning, one of the largest markets for U. S. crude and refined products was abroad. Export figures for selected years to 1900 are shown in the chart at left, while figures for total production are shown below.

Bissell's company bought leases in the region from which the sample came. The location of these leases was naturally significant. They were on the very land through which the "oil-polluted" streams ran. So that, sharing in the common knowledge that the oil came up through the ground, Bissell argued that he had more than an outside chance of finding oil if he drilled close to the streams. He sent Drake to Titusville with specific instructions to drill for oil. Drake suffered some disappointment before he brought in his well and more than one local wiseacre said that he didn't know enough to quit. But when the great day came Drake was acclaimed a hero.

The Early Oil Fields

Following Drake's discovery, drilling operations quickly spread to neighboring areas. In less than 15 years the oil fields reached across western Pennsylvania into West Virginia, Ohio and Kentucky. Pennsylvania, however, continued to be the principal producing state until after 1900. By that time, other states, too, were being heard from. As America pushed westward, so did the search for oil. As early as the 1850's the presence of oil was recognized in Kansas, although it wasn't until after 1889 that sufficient wells were put down to place it on the list as an important producing state. Lack of a readily available market was one ob-

stacle to development. Nevertheless, as time passed hundreds of wells were brought in, with the result that Kansas crude swamped the capacity of its refineries.

In 1869, Californians brought in their first commercial producer, a well in Ventura county, and by 1875 production was coming from shallow wells in the Los Angeles area. Successful drilling operations started in Texas as early as 1865 with discovery of a commercial producer near Nacogdoches, but the first important discovery in that state occurred when the Corsicana field was opened in 1895.

Oil men were heard from, too, in Indiana, Michigan and Illinois. Oklahoma entered the picture in the late 1890's, but its period of greatest activity and development didn't begin until after the turn of the century.

From the beginning the oil fields were the mecca for prospectors and adventurers lured by the prospect of sudden riches. Each new field had its boom—and boom conditions. Prospectors were followed by speculators, entertainers, the lawless; small towns mushroomed, often to fade quickly into ghost towns. Leases changed hands; the poor became rich, the rich poor. Accordingly, the discovery and development of the first oil fields assumed a colorful but haphazard and uncertain character.

The Trouble: Too Much Oil

Five hundred thousand barrels of

**U. S. CRUDE PRODUCTION
1860-1900**

YEAR	PRODUCTION (Thousands of barrels)
1860	500
1870	5,261
1880	26,286
1890	45,824
1900	63,621

crude were produced in 1860 at an average price of \$9.60 per barrel. The next year production jumped to over two million barrels, and the bottom dropped out of the market. That year the average price sank to 49 cents, some crude selling for as low as ten cents a barrel. The trouble was too much crude without refining capacity to process it or adequate transportation facilities to get it to existing refineries or to the populous marketing areas.

At the outset, refining capacity was chiefly to be found in the plants of the coal oil refiners who, anxious to get their hands on a better source of kerosene, quickly abandoned coal as a raw material and switched to petroleum which was cheaper and easier to handle. It wasn't long before the industry began to erect its own refiner-



Petroleum skimmed from Pennsylvania and Kentucky ponds or recovered from seepages was sold as medicine in the pre-Drake days. Samuel H. Kier got his start in the industry in this way, later turning to the distillation of a carbon oil or kerosene as the principal product from his refinery.

ies. The principal refining centers were: Pittsburgh and other locations adjacent to production; Cleveland, whose access to lake transportation linked it by water to both the eastern and midwestern markets; and New York, Philadelphia and Baltimore with their deep water ports looking toward the markets of Europe.

Meanwhile, the transportation problem was also receiving attention. After the first oil wells were drilled and the early refineries began to operate, transportation became the industry's greatest problem. The Allegheny Mountains and other ranges stood as barriers to the more populous cities of the Atlantic seaboard. When the first oil wells were brought in western Pennsylvania was still largely a wilderness. Roads were few, and where they existed they were rough and muddy. Wagon transportation from the oil fields to railheads came high. River transporta-

tion was undependable and hazardous.

Oil producers and refiners fought the obstacles with every type of transport they could devise. Producers made use of wooden trucks and barges loaded with iron-hooped wooden barrels. As early as 1862, a pipe line was laid a short distance from a Pennsylvania field to a nearby refinery. About the same time, railroad flat cars were used to transport wooden barrels. Specially built wooden tank cars, forerunner of today's modern steel tank car, were then developed to ease the transportation bottleneck. By 1890, three trunk pipe lines were serving refineries on the Atlantic coast. Improvement in methods of rail transportation kept pace with pipe line development and construction.

The transition from coal to petroleum as the principal source of kerosene was rapid. The development of lubricating oils from petroleum came

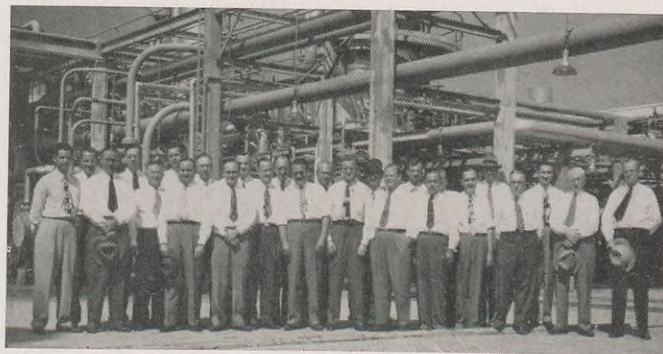
more slowly, however, as product quality was limited by the technology of the day, and industry had to be convinced that the new lubricating oil was superior to those in use. Gradually, however, as oil men learned more about manufacturing lube oils, as quality improved, industries—led by the railroads—began to accept petroleum lubricants as the answer to their lubrication problems.

In its early years, the petroleum industry was most concerned with kerosene because of its popularity as a luminant. The American economy was not geared to absorb the more volatile and more complex hydrocarbons which distilled off at the top, or the lower cuts, among them the middle distillates, asphalts and waxes. It was to be left to the mechanical engineers and oil men of a later day to discover their manifold uses.

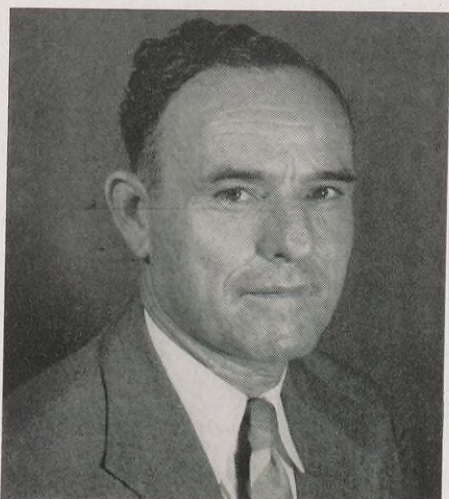
The principal markets were abroad. In fact, the European market was far larger than the one at home. The first transatlantic shipment of oil was made in 1861, only two years after Drake's discovery. By 1865, government revenue on oil exports was large enough to compensate to a large extent for the loss caused by the cessation of cotton exports during the Civil War. In 1866, oil exports were nearly sufficient to pay the interest on the outstanding bonds of this country then held in Europe.

The industry began to develop new markets for the increasing supplies of refined products and, aided by the rapid industrial growth of the United States, began to diversify its products. Gradually an orderly enterprise emerged. Increased refining capacity, new markets and improved transportation facilities shored up the once unstable crude market. Market fluctuations continued, of course, but as production and demand came more and more into balance a more steady market was assured. Without being aware of it, the oil industry was preparing itself for the next big play—the impact of the gasoline powered engine on the nation's economy and the shift from Pennsylvania as the country's principal oil producing state, to the mid-continent states, Texas, and California.

'ROUND THE REFINERIES, AREAS, AND DIVISIONS



After the semi-annual meeting of the Marketing Lubricants Department in Houston, Texas, September 28 and 29. Marketing Division lubricant managers and representatives toured Shell's new lubricating oil plant with members of the plant staff.



Albert J. Schexnayder, Machine Shop foreman at Norco Refinery, was honored recently by the Lions Club of Norco for his civic leadership during the year 1947.



Training supervisors for the East of Rockies territory held their annual meeting in New York September 27-30.

Below: The Chicago Division's annual Service Award Luncheon, held June 29 in the Michigan Room of the Edgewater Beach Hotel in Chicago, was attended by 173 ten-year-and-over people and six pensioners.



AFTER HOURS



Shell employees and members of their families, frolicked, ate and sang at Wood River Refinery's annual picnic which was held August 21 at Rock Springs Park, Alton, Illinois. Two of the picnic high spots were the foot races of the eight- and nine-year-old girls (top) and the six- and seven-year-old boys (above).

"Doc" Cunningham (center) poses with Richard Kung (left) and Philip Mackeldon, the horseshoe pitching champions of the Wood River Refinery picnic. Kung won the singles title and shared the doubles championship with Mackeldon.



Burt Corson, Mel Novak, Jack Kelbaugh, Nate Clark and Les Duncan of the Baltimore Division golf team which finished fourth in the twelve team Industrial Golf League of Baltimore this summer.





◀ B. E. Bailey and Mrs. Bailey took home a set of reading lamps when their names were drawn for one of the door prizes at Houston Refinery's barbecue picnic. Jack Staton made the presentation.



Winter league averages (shown in parentheses) prove that Houston Refinery has a powerful bowling team. Kneeling: Curtis Stanberry (184); George Thron (174). Standing: "Jeep" Sartor (176), Charlie Brockmeyer (174), and "Berry" Risinger (191).

Pictured above are some of the 1500 people who attended Houston Refinery's annual barbecue late in the summer. Right are the committee chairmen: Jack Staton, "Jo" Schwartz, John Larkin, Pat Mosher, Hortense Barrell, Pete Gilliam and Sam Gennusa.



Doraville: Boomtown Modern Style

Here Shell Employees at the Doraville Terminal Have Joined Their Fellow Townspeople to Make the New Doraville One of the Most Progressive Communities in Georgia

TWENTY miles northeast of Atlanta, along the main line of the Southern Railway, the fast-growing town of Doraville, Georgia, is proof that community planning, civic pride and modern industry make an unbeatable team. Seven years ago, in 1941, Doraville had a population of 250. Two years later, the town and rural route population had passed the 1,500 mark. Today, 5,000 persons work and make their homes in and about this thriving community.

The growth of Doraville, where Shell has a terminal on the Plantation Pipe Line, stems in part from the new industries which have settled there during and since the war. It is

also due to a combination of organized community activity, initiative and hard work on the part of residents of Doraville.

When the Plantation Pipe Line came to Doraville in 1941, the town had a post office and one store—a grocery. Little traffic used the two unpaved roads. There were no industries. People made their living principally from truck farming and dairying. But with arrival of the pipe line and construction of terminal facilities by a number of oil companies, a change began. Construction of the terminals and operation of the pipe line required some expansion of public utilities serving the town, as more electricity was needed for power and light. A road improvement program was undertaken by the community to handle increased traffic.

After the pipe line with its supplies of petroleum products for metropolitan Atlanta and other growing

F. S. Brown, J. C. Roberts, W. P. Grier, Jr., Pastor, and E. S. Hobson discuss affairs of the Associate Reformed Presbyterian Church.



markets in Georgia, other industries came to Doraville and took their place alongside agriculture in importance to the town.

This meant a steady increase in the town's population and additional payrolls, which created a growing demand for local shopping facilities and an expanding business community. Today, Doraville numbers among its industries an automobile assembly plant, and electrical, chemical and lumber concerns, all new arrivals in the last seven years.

The business district now includes a bank and 16 stores. An estimated 1,000 homes have been built to house new residents. The fourth class post office of 1941 will soon become a second class post office, its mail turnout having jumped 1,500 per cent in the seven-year period. From one-half square mile, the town's area has increased to over two square miles today, and 15 miles of paved roads join stores and homes.

"It's just jumped from a village to a prosperous community," says Postmaster Clyde Spires, looking around him at the enlarged school, improved firehouse and downtown property which averages from \$100 to \$150 a frontage foot. But Spires' observation, while true enough, tells only half the story, for in this Georgia town the residents were not content to sit back and watch. They pitched in to help. Among them are Terminal Superintendent Ed Hobson, a veteran of more than 23 years' service with Shell, and his associates at the Doraville Terminal, who afford a good example of the way in which residents of the community have worked to build their town.

Hobson arrived in Doraville in the autumn of 1941 to assist in the construction of the terminal. Preparing to settle in one place for the first time in his life, he found community work a new experience. He joined the Civic Club, an organization of 75 citizens which later sponsored—and secured—better lighting in the schools, an improved transportation system, a better fire department and more effective safety measures, and is now working for a new city charter. Hobson was



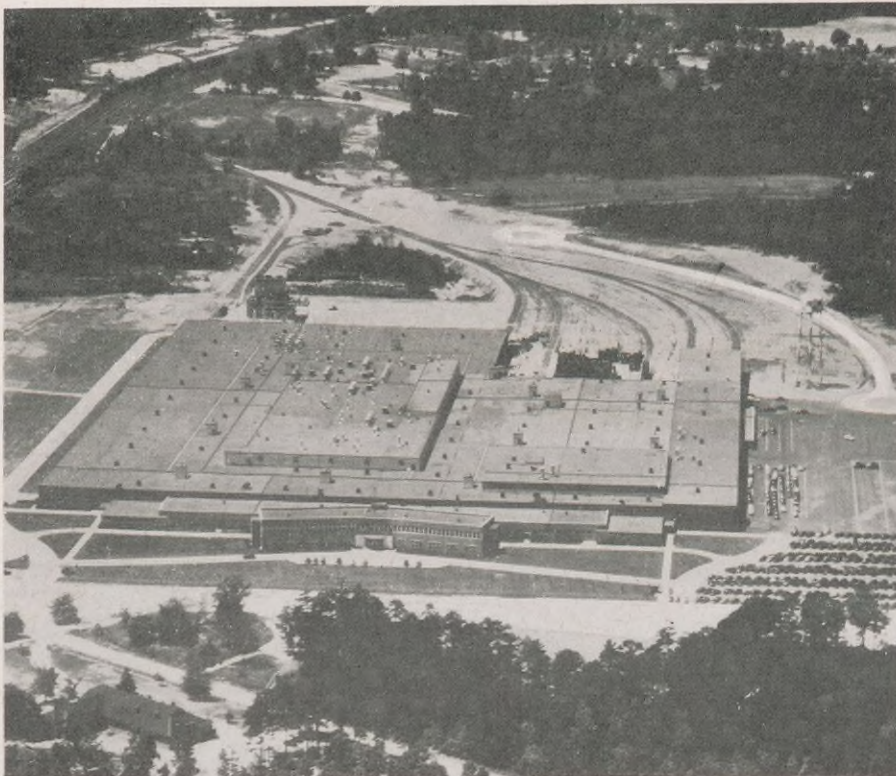
An informal meeting of the town council on the front porch of Mayor Carlos Jones. Left to right, J. R. Kinnard, Mayor Jones, Robert W. Smith and Cicero A. Johnston.

Doraville terminal members left to right are: J. C. Roberts (kneeling), Erwin Woodward, F. S. Brown, J. W. Pearce (in cab), E. S. Hobson, J. C. Strader, and J. R. Kinnard.





Above: Leaders in the Doraville Women's Club talk over new plans. Left to right: Mrs. William Kerr, Mrs. J. C. Strader, Mrs. Ed Hobson, Mrs. Robert O. Todd and Mrs. Bruce Roberts. Below: General Motors has the largest Industrial plant in Doraville today.



president of the Civic Club in 1943, and has also served as a member of the Planning and Zoning Commission. Established to promote industrial development, the commission has helped to select and plan sites for incoming industries and has devoted much time and attention to street modernization and road improvement programs.

There is a special sense of participation in the growth of Doraville on the part of Loader-Clerk Rufus Kinard, for he once farmed the land where Shell's terminal is located. He, too, belongs to the Civic Club and is a member of the Planning and Zoning Commission.

Other Shell employees are justifiably proud of their contributions to community life. Youth is being well served by Shell men and their wives. Classes at the nearby Chamblee High School, for instance, absorb a portion of their scientific knowledge from Laboratory Specialist Gilbert Stunkard who lectures to students in his off time. When the Boy Scouts of the town put on their packs and take off for outings in the nearby woods, John Strader frequently leads the party. Strader, Purchasing-Stores Representative at the terminal, is a member of the Parent-Teachers Association, and Mrs. Strader organized a Camp Fire Girls unit for Doraville.

Local churches, focal points for social life in any community, have become familiar meeting places for Doraville Shell employees, their wives and children, and community centers for the townspeople. Church suppers and get-togethers find the wives at work, while several Shell men serve as church officers.

Hobson, Stunkard, Strader . . . Woodward, Brown, Roberts . . . these Shell men and their families are proud of their town. They are quick to explain that Doraville's growth and development is the result not of one person or group but of cooperation among all the town's residents and with the industries and business concerns which have chosen to settle there. It has been a joint effort, a close relationship that has benefited the entire community.



SERVICE BIRTHDAYS

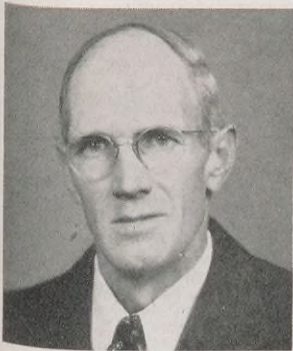


30 Years



M. G. DYE
Houston Area
Production

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



P. E. ADAMS
Shell Pipe Line Corp.
Mid-Continent Area



E. AIKENS
Chicago Division
Operations



W. B. BEWLEY
Tulsa Area
Production



H. E. BROWN
Wood River Refinery
Cracking



O. D. CALDWELL
Tulsa Area
Production



H. C. CURRY
Houston Area
Production



J. H. HACKMAN
St. Louis Division
Operations



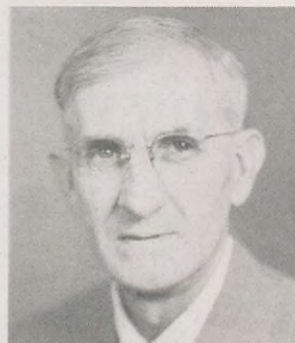
C. W. HARRIS
Shell Pipe Line Corp.
Mid-Continent Area



R. C. HICKS
Tulsa Area
Production



A. E. JAGO
Regional Staff (Houston)
Administration



W. T. LOVELL
Wood River Refinery
Engineering Field



C. A. NYHOF
Tulsa Area
Crude Oil



W. G. REEDER
Shell Pipe Line Corp
Texas-Gulf Area



J. A. REID
Atlanta Division
Treasury



R. STURGILL
Wood River Refinery
Engineering Field



I. S. VAN RHEIN
Head Office
Treasury

T W E N T Y Y E A R S



C. J. ALEXANDER
Atlanta Division
Sales



H. R. AYERS
Tulsa Area
Exploration



H. C. BARR
Minneapolis Division
Operations



C. R. BROCKMEYER
Houston Refinery
Engineering



O. E. CARLSON
Tulsa Area
Gas-Gasoline



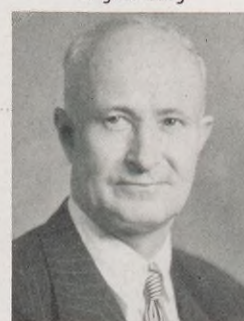
P. J. COLAN
Norco Refinery
Cracking



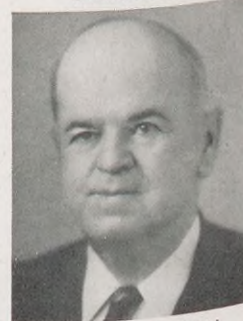
W. C. CRAIN
Products Pipe Line
Sibley, Ill.



L. W. CRULL
Wood River Refinery
Toluene



E. L. CRUTCHLEY
Wood River Refinery
Engineering Field



P. J. DEMUNCH
Tulsa Area
Production



L. ELLER
Wood River Refinery
Engineering Field



F. ELZER
Indianapolis Division
Marketing Service



H. B. FAWLEY
Shell Pipe Line Corp.
Texas-Gulf Area



L. C. FORBES
Tulsa Area
Production



E. J. FRAWLEY
Chicago Division
Marketing Service



C. H. HACKE
Wood River Refinery
Experimental Laboratory



S. J. HYMEL
Norco Refinery
Engineering



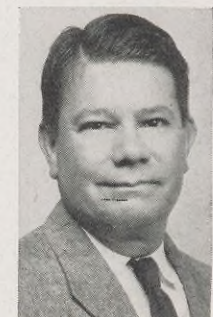
C. JOHNSON
New Orleans Area
Production



I. J. LOUSTEAU
Norco Refinery
Engineering



E. T. MCGARVEY
Wood River Refinery
Lube C. & S.



N. J. MITCHELL
Wood River Refinery
Gas



W. C. PUTNAM
Shell Pipe Line Corp.
West Texas Area



A. J. RICHARD
Norco Refinery
Engineering



E. J. ROUSSEL
Norco Refinery
Engineering



H. C. SCHNEIDER
Expl. & Prod. Research
Service



F. C. SCHUETTE
Wood River Refinery
Engineering Field



C. E. SLATER
Shell Pipe Line Corp.
Texas-Gulf Area



E. B. SNYDER
Shell Pipe Line Corp.
Mid-Continent Area



J. M. SULLIVAN
Tulsa Area
Exploration



G. H. TASSIN
Norco Refinery
Laboratory



N. D. TROXCLAIR
Norco Refinery
Topping



C. O. WHITE
Midland Area
Treasury



L. C. WILLMIRTH
Wood River Refinery
Engineering Field

Head Office

10 Years

T. Dunlop..... *Marketing*
R. G. Pearson..... *Public Relations*

Shell Pipe Line Corporation

15 Years

F. C. Brown..... *Head Office, Houston*
L. Moore..... *West Texas Area*
T. E. Suggs..... *West Texas Area*

10 Years

K. Q. Kelly..... *Mid-Continent Area*
W. J. Plassmeyer..... *Mid-Continent Area*

Houston Refinery

15 Years

R. E. Bishop..... *Dispatching*
J. F. Fairleigh, Jr..... *Topping*
B. M. Gillin..... *Engineering Field*
H. F. McFall..... *Catalytic Cracking*
H. D. Smith..... *Engineering Field*

10 Years

I. B. DeWalt..... *Engineering*
J. J. Sandifer..... *Engineering*

Norco Refinery

15 Years

H. A. Dufresne..... *Industrial Relations*
G. V. Gebbs..... *Industrial Relations*
C. A. Mayhall..... *Gas*

Wood River Refinery

15 Years

E. J. Becker..... *Lube C. & S.*
L. Grammer..... *Engineering Field*
W. E. Hurley..... *Dispatching*
B. E. Jun..... *Engineering Office*
C. L. Kirby..... *Lube C. & S.*

G. J. Krieb..... *Engineering Field*
C. C. Little..... *Engineering Field*
H. G. Neemann..... *Gas*
F. A. Reese..... *Engineering Field*
C. W. Rinkel..... *Engineering Field*
E. Schiber..... *Engineering Field*
E. Scott..... *Lube D. & D.*

10 Years

E. Bradley..... *Lube C. & S.*
G. E. Jones..... *Engineering Field*
G. Kinnikin, Jr..... *Engineering Field*

Exploration and Production

Houston Area

15 Years

H. C. Edge..... *Production*
W. W. Welch..... *Land*
H. S. Winston..... *Production*

10 Years

J. B. Franklin..... *Production*
E. A. Vogler..... *Exploration*

Midland Area

15 Years

H. M. Duncan..... *Production*
B. M. Lauderdale..... *Production*

10 Years

C. G. Gerber..... *Production*
M. M. McClintock..... *Production*
E. W. McVey..... *Production*

New Orleans Area

15 Years

C. R. Lancaster..... *Production*
H. C. Lay..... *Production*
J. L. Marcantel..... *Production*
O. O. Olano..... *Production*
J. L. Sanders..... *Production*

L. C. Seward..... *Production*
J. C. Smith..... *Production*

10 Years

R. Elliott..... *Production*
P. Gros..... *Production*
J. E. Richard..... *Production*

Tulsa Area

15 Years

G. A. Clark..... *Treasury*
J. W. Cole..... *Production*
J. O. Edwards..... *Production*
W. L. Jeffries..... *Gas-Gasoline*
R. H. Miller..... *Production*

10 Years

O. D. McDaniel..... *Production*
F. W. Summers..... *Production*
C. Thomason..... *Exploration*

Exploration and Production Research

15 Years

G. H. Hoffman..... *Physical*

Marketing Divisions

15 Years

H. E. Lamphere..... *Albany, Operations*
J. V. Pyle..... *Atlanta, Operations*
M. E. Kujala..... *Cleveland, Operations*
E. F. McCormick..... *Indianapolis, Sales*
J. J. Shannahan..... *Indianapolis, Sales*
G. W. Johnston..... *New York, Operations*

10 Years

E. W. Hood..... *Baltimore, Mktg. Serv.*
R. V. Yost..... *Baltimore, Operations*
W. D. Broadwell..... *Boston, Sales*
J. F. Flynn..... *Boston, Operations*
S. M. Loudon..... *Boston, Sales*
C. E. Regent..... *New York, Operations*
H. J. Goforth..... *St. Louis, Operations*

matters of *Fact*



ALL OF YOUR EGGS ARE NOT IN ONE BASKET

On June 30, 1948, Shell Provident Fund had \$62,000,000 invested for the future security of Shell employees and their families.

This money was invested in securities of the United States Government and of many different commercial enterprises, whose financial history and prospects are carefully and continually checked.

**FAMILY
PORTRAIT**



PIPELINER

● **HENRY J. PUCKETT**

For the past twelve years, Henry J. Puckett has helped to lay and maintain sections of Shell Pipe Line Corporation's Kilgore-Houston ten-inch line. As a Pipeliner, Henry is a member of a maintenance team that repairs line breaks, maintains tanks on tank farms, connects field lines to gathering facilities and assists in keeping communication systems open. His work requires many skills, not the least being a skilled pair of hands . . . the ability to use a variety of tools.

Henry owns his home in Goodrich, Texas, a pleasant town of 500 people where he and Mrs. Puckett live with their son and daughter, Joe Edward and Betty Lou. In the family's spare time, they pack up for outings to nearby streams abounding in bass and catfish.

In seven states, 230 Pipeliners engaged, like Henry Puckett, in day-to-day maintenance of pipe line facilities, are helping to keep a steady flow of crude moving at record levels to Shell's East of Rockies refineries. Other Pipeliners—more than 50 in all—who are members of maintenance crews stationed along the Products Pipe Lines, are playing a similar role in helping to bring refined products to consumers. They are among the pipe lines' "Minute Men" who stand ready at all times to meet any emergency threatening the pipe lines' vital supplies of crude and products.

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