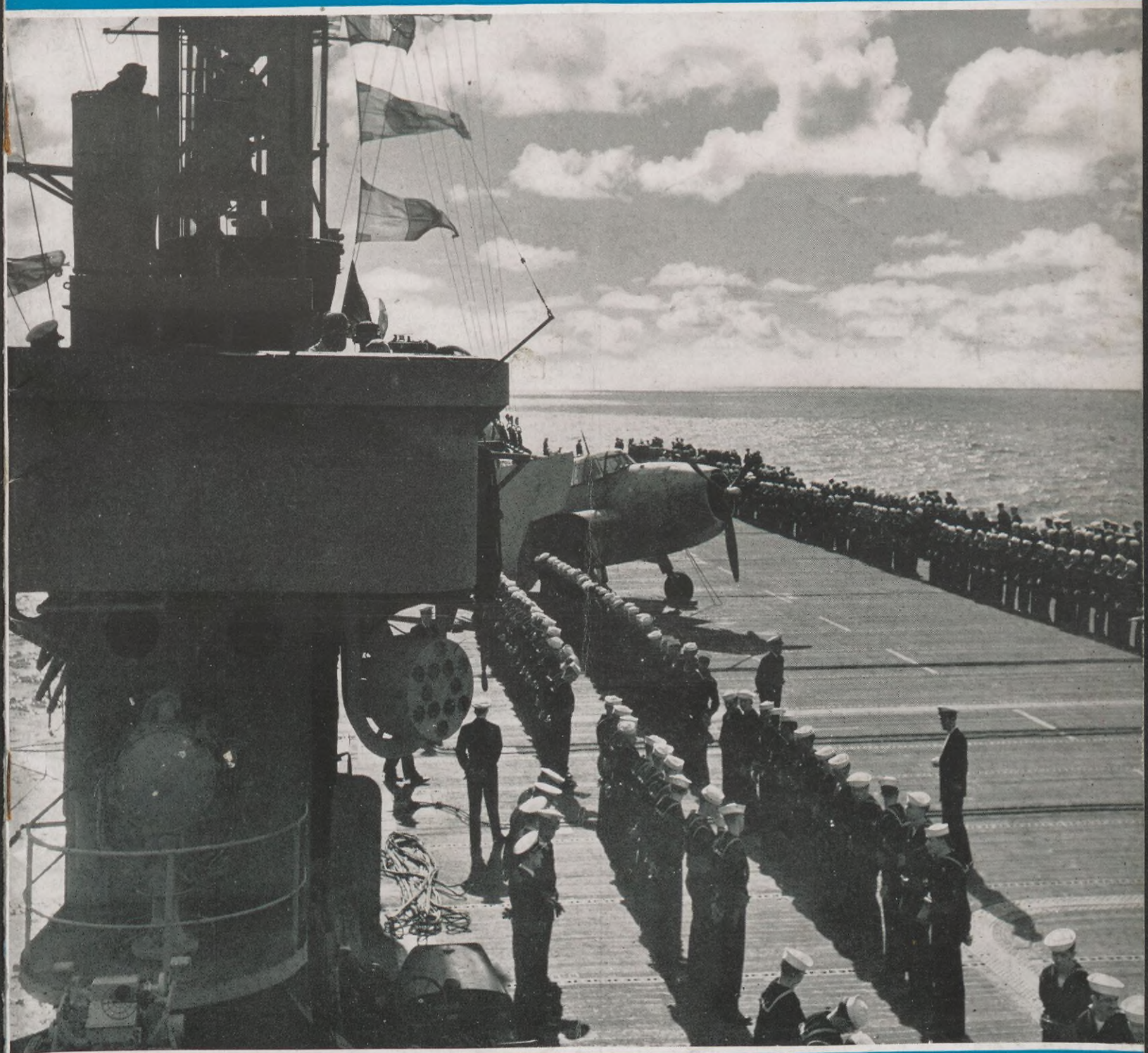
SHELL NEWS



JULY · 1944

matters of Fact

The 6142 Shell employees on military leave, May 31, 1944, held virtually every rank in the armed forces

ARMY	MARINES	NAVY	COAST GUARD
1 is a Lieutenant-General		1 is a Commodore	
4 are Colonels		1 is a Captain	
29 are Lt. Colonels	1 is a Lt. Colonel	2 are Commanders	
102 are Majors	2 are Majors	39 are Lt. Commanders	
210 are Captains	6 are Captains	82 are Lieutenants	2 are Lieutenants
369 are First Lieutenants	12 are First Lieutenants	132 are Lieutenants, Junior Grade	6 are Lieutenants, Junior Grade
360 are Second Lieutenants	11 are Second Lieutenants	168 are Ensigns	7 are Ensigns
145 are Warrant Officers, Flight Officers, or Aviation Cadets.	2 are Warrant Officers, Flight Officers, or Aviation Cadets.	1199 are Petty Officers or Midshipmen	57 are Petty Officers or Midshipmen
619 are Non-commissioned officers	101 are Non-commissioned officers	339 are Seamen, first and second class	36 are Seamen, first and second class
1614 are Privates or Privates, first class	103 are Privates or Privates, first class	307 are Apprentice Seamen	34 are Apprentice Seamen

39 ARE IN THE MERCHANT MARINE

ONE OF A SERIES OF CHARTS SHOWING INTERESTING FACTS, FOR AND ABOUT SHELL EMPLOYEES—

SHELL NEWS

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

JULY • 1944 Vol. 12 • No. 7

The baby flat-top shown on the cover was once one of a fleet of super-tankers. The story of the Seakay, one of these tankers, is told on page 2, "Floating Oil and Baby Flat-Tops." With the invasion of France interest centers on the countries being occupied by the Allied forces. Most of us know that many major oil companies have interests in foreign countries . . . for the first in a series turn to page 6 and read ". . . France."

Dutrex is another Shell "first" described in "Now It Can Be Told," an article telling how a Shell product helped the synthetic rubber situation . . . page 11. Page 14 tells the story of "Fueling the Invasion."

The illustrated organization chart of Wood River Refinery is on pages 16-17; Page 18 shows what flood did to some Shell Pipe Line stations; a page of Victory Garden photographs is shown on page 19; People in the News pages 20-21; Pages 22 and 23 have the list of Shell employees who have given their lives, are prisoners of war, or are missing in action; With the Colors, pages 24-25-26; Alexander Fraser celebrates his twenty-fifth service birthday in July, the story is on page 29; while Service Birthdays occupies pages 30-31-32.

CONTENTS

Published monthly for employees of Shell Oil Company, Incorporated. Shell Pipe Line Corporation, Shell American Petroleum Company and Shell Union Oil Corporation. Address communications to the Industrial Relations Department, Shell Oil Company, Inc., 50 West 50th St., New York, N. Y.

FLOATING OIL AND BABY FLAT-TOPS

by

Martin Edman

The Markay before launching.

STANDING by as her planes scoured the ocean for enemy convoys the baby flat-top rolled easily with each successive swell. Below deck her high-pressure turbines turned over slowly . . . just enough to keep her bow in the wind should a high-circling plane have to land. In her grim war paint she bore little resemblance to one of the prides of America's tanker fleet. Yet, as the Seakay, from 1939 until her induction into Naval service in 1940, she was one of several new super-tankers engaged in carrying Shell petroleum products.

NAVY COULD NOT BE CAUGHT NAPPING

Even before the start of the war in Europe, America's Navy felt that it was lacking in certain modern, seaworthy shipping facilities. Although at the time it seemed improbable that the United States would be involved in the war which appeared in the offing, the Navy could not afford to be caught napping. Under the circumstances, however, it did not feel that it could justify the desired needs as naval construction. It, therefore, sounded out the various groups in the tanker industry as to their ability to cooperate in building a fleet of auxiliary naval vessels.

IN THE EVENT OF WAR

Shell arranged with the Keystone Tankship Corporation to use as tankers two of the ships designed by the Navy. In the event of war the Navy was to have the right to use the ships. The commercial cost of each was more than two and a quarter million dollars. At an additional

cost of approximately eight hundred thousand dollars the Maritime Commission built in special defense features including gun mounts for installation of guns in the event of war.

THE SEAKAY AND THE MARKAY

The tanker Seakay (as well as her sister-ship, Markay) was part of an initial fleet of twelve ships built for possible Navy use by various concerns. Contracts for their construction were placed with four large Eastern shipyards. The vessels were almost twice the size of the average tankers; they were more than five hundred and fifty feet long, carried over six and a quarter million gallons of bulk oil below deck, and accommodated a crew of sixty in living quarters comparable to large ocean liners.

NEW TOP SPEED

Plying the ocean, as they carried Shell products in their immense holds, these Keystone ships were of an entirely new type . . . larger, faster, and safer than any other type of tanker afloat. The Seakay and Markay were able to reach a top speed of twice that of the average American tanker.

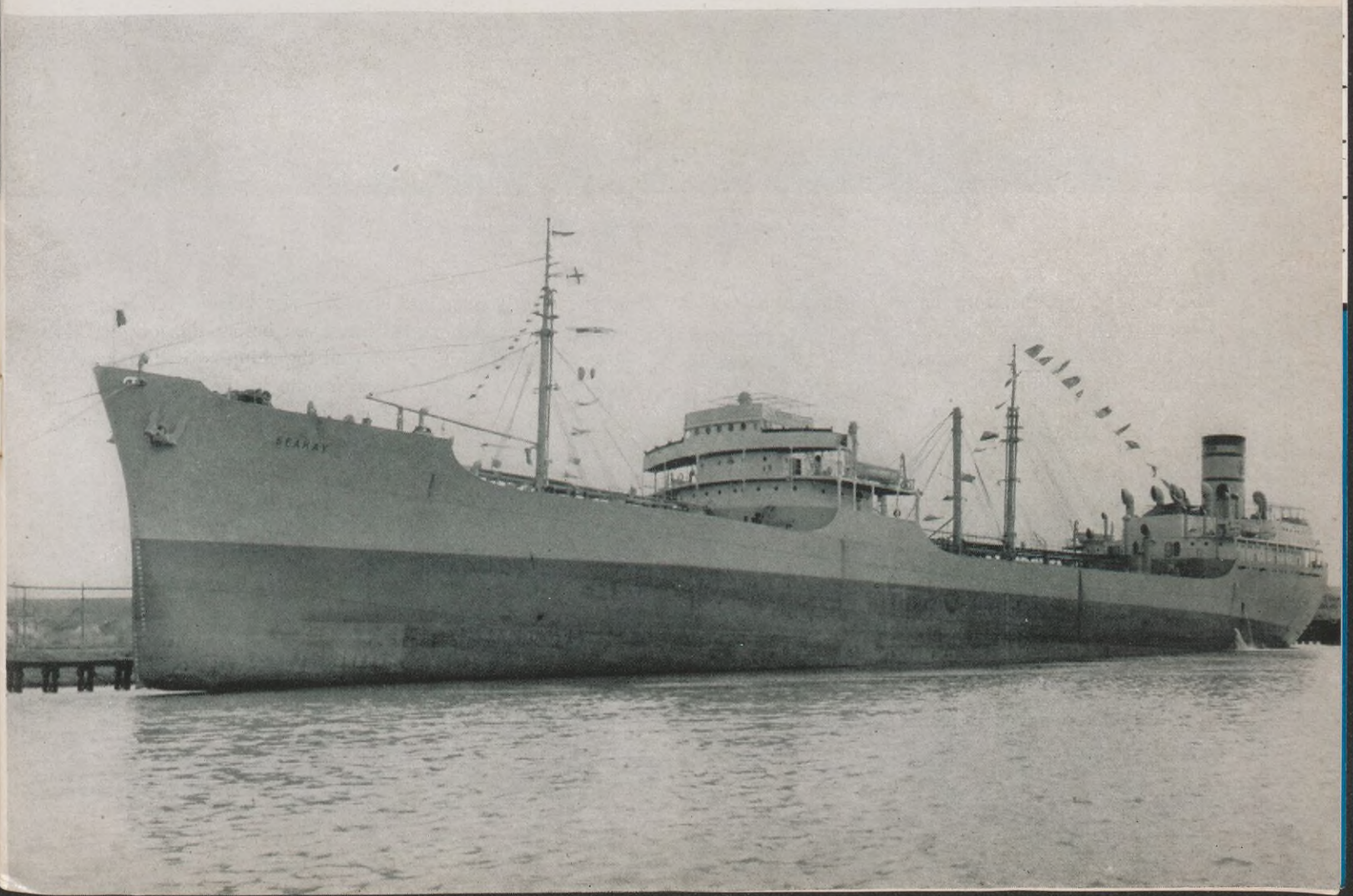
NECESSITATE SHORE FACILITY CHANGES

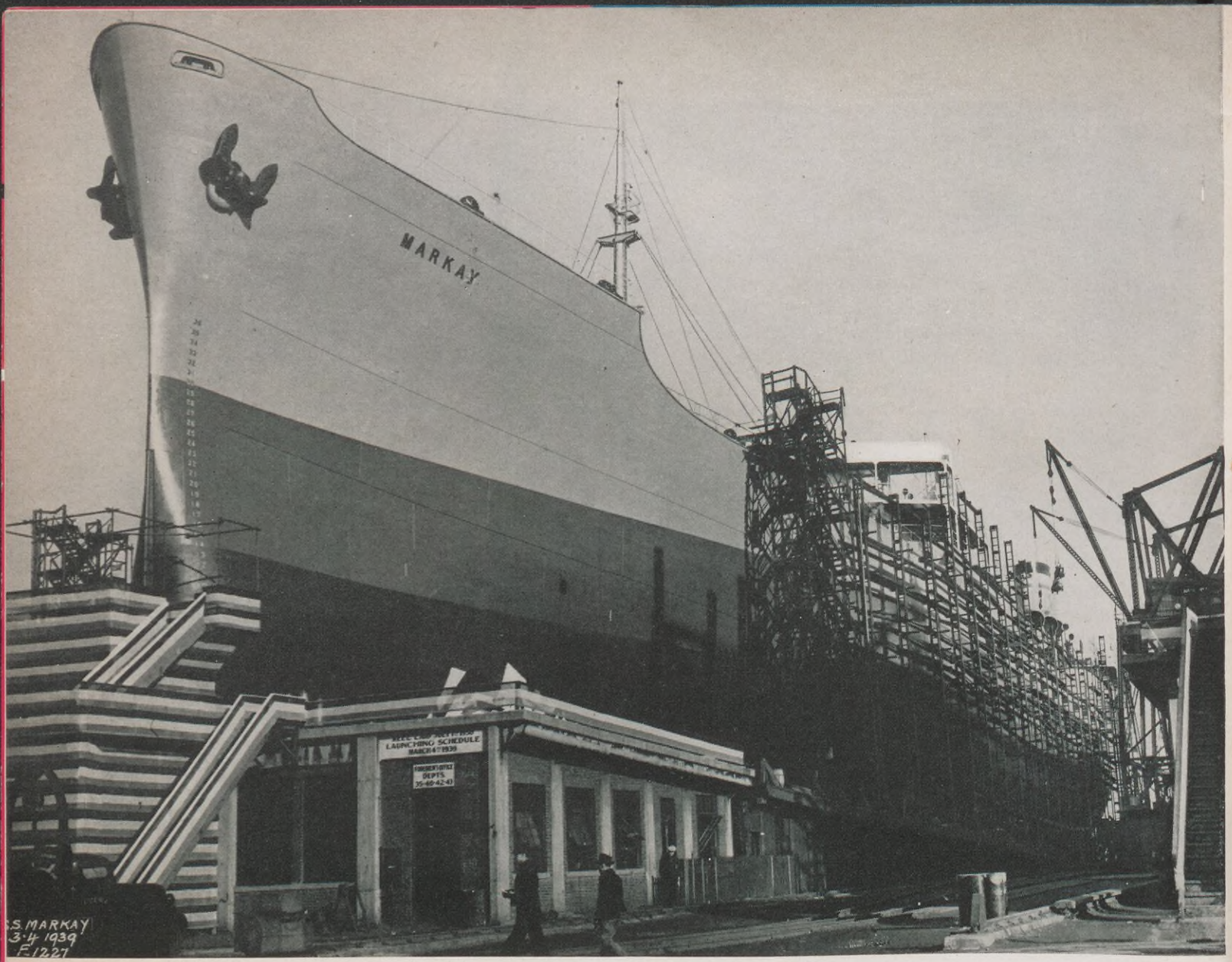
These new additions to the fleet of tankers carrying Shell products were more than existing shore facilities could handle. To accommodate them it was necessary to dredge deeper berths, and to rebuild many of Shell's docks, pipe-lines, and storage tanks. Shell's berths at Sewaren (New Jersey) and Houston (Texas) were dredged to a greater depth, and the docks were reinforced to withstand the additional weight of the vessels. Because of the length of the ships the 500-foot long berth at Sewaren was extended another 150 feet. In addition, an agreement was made with another company for a dock which adjoined Shell's, to permit the extension of our lines to their dock. When two vessels wished to discharge their cargo, or load, at the same time, the other dock might be used by smaller craft.

NEW LINES AIDED NAVY

Dock facilities at Sewaren were further improved to permit the handling of drum and cased products at an inshore bulkhead. Heavily braced pile clusters, independent of the dock, were installed to take the weight of the

The Seakay at dock.





The Markay during the finishing stages of her construction.

giant vessels, and, therefore, not endanger the main dock structure. Oil lines were increased from 10 to 12 inches, and additional 12-inch lines were installed for gasoline, kerosene, and fuel oil.

ADDITIONAL STORAGE SPACE

Additional storage space was constructed to insure the year-round economic employment of the ships. Large tanks were erected at Sewaren and new pumps installed. In addition to handling petroleum products in these tanks, the pumps increased the loading capacity of the terminal to approximately seven thousand barrels per hour, and can be used for multiple products.

FIVE MORE SHIPS

World conditions were changing so rapidly that three of the vessels went into Naval service before ever being used in the merchant marine. Even before this original group of twelve were completed the shipping and tanker industries were asked to participate in the construction of another dozen ships. This time, with Shell's backing, the Keystone Tankship Corporation contracted for five ships. Keystone (and Shell through financial commitments) was responsible for building almost 30 percent of the ships of the type desired by the Navy.

NAVY'S OPTION

When the Navy took up its option on these tankers to convert them to aircraft carriers, it offered a choice of payment in cash or contracting for building replacements. Since new ships were of vastly more importance it was

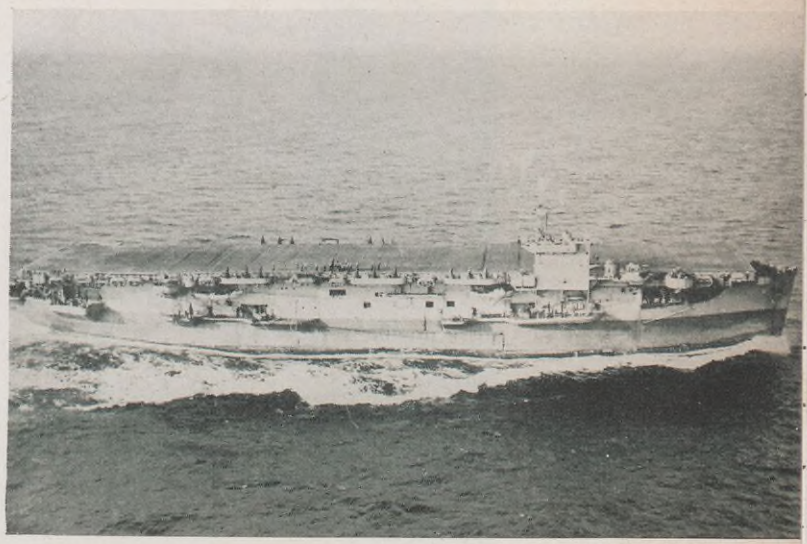
decided to place contracts for two substitutes. Every effort was made to have them conform, once more, with the rigid Navy specifications, and while smaller, they were somewhat similar to their namesakes, Seakay and Markay.

"NEW" SEAKAY TORPEDOED

Today the tankers come into Sewaren and other Shell terminals and are off to distant spots. But war is a grim game. While the new version of the Markay still travels throughout the waters of the world the new Seakay rests on the bottom of the Atlantic, victim of Nazi torpedoes. The vessel, with a full cargo of petroleum products and a deck load of war equipment for the European theater, was reported lost in June of this year.

OLD VESSELS STILL ROAMING SEAS

But the "old" Seakay and Markay, together with other tankers, are roaming the high seas, escorting task forces and serving as bases for air attacks on Pacific atolls. These ships are making news in fields far removed from the oil industry. The proud fleet of super-tankers which once carried Shell products has a new and more important task.



(Acme News Photo)

By comparing this picture with the one below you can see how comparatively easy it was to convert the tankers to aircraft carriers. The superstructure was removed and replaced by the landing deck. Space ordinarily used to carry cargo was converted to living quarters.

The Seakay is loaded with petroleum products. Today her cargo is somewhat different . . . airplanes.

(Acme News Photo)

RAF signal units go through a French town near the original Normandy beachheads. Note the Shell pump on the right.

. . . . . FRANCE

by Alan Miles

As the military forces of the Allies occupy the lands seized by the Axis, SHELL NEWS ***will attempt to describe the petroleum situation, as it was carried on in the pre-war period in those nations. Censorship regulations do not permit a more detailed explanation at the present time***

THE eyes of the world, for the past few years, have been focused on the aerial assaults of the combined air forces of the Allied countries. Chief among the targets for United Nations bombers on both sides of the world have been oil refineries and fields.

Almost every major petroleum company has affiliates with holdings in nations throughout the world. In addition to the refineries, oil fields, and sales organizations operated by companies associated with the Shell Group there are many controlled by Socony-Vacuum, Gulf, Standard of New Jersey, Texas, and others.

In France the situation is somewhat similar to that of other European countries; familiar names in the United States and England are seen on pumps throughout the land. Several months ago the Associated Press reported the adventures of the crew of an American Flying For-

tress which had lost its course returning from a raid over Germany. The clouds which had completely surrounded the plane suddenly broke and the crew saw that they were flying over a large city. In a few minutes a river came in view and they assumed it was the Thames. Now they were sure it was London. Their convictions were strengthened a few minutes later when they saw the sign of the Shell with its familiar yellow and red colors. They looked about for still more familiar signs when suddenly the Eiffel Tower loomed in sight; they knew London was still some distance away and scooted from Paris on toward the English coast.

Very frequently SHELL NEWS receives letters from men in military service who tell how the Shell insignia, seen in foreign lands, makes them "feel so much more at home." Already several of our men in the invasion forces on the beaches of Normandy have written to say, once more, that they have seen the name of Shell on gasoline pumps. The picture on page six shows a village just occupied by the Allied forces. Supreme Headquarters of the Allied Expeditionary Forces have released the picture but will not permit any further identification, excepting to say it is close to the original beachheads. Here, too, the sign of the Shell is plainly evident.

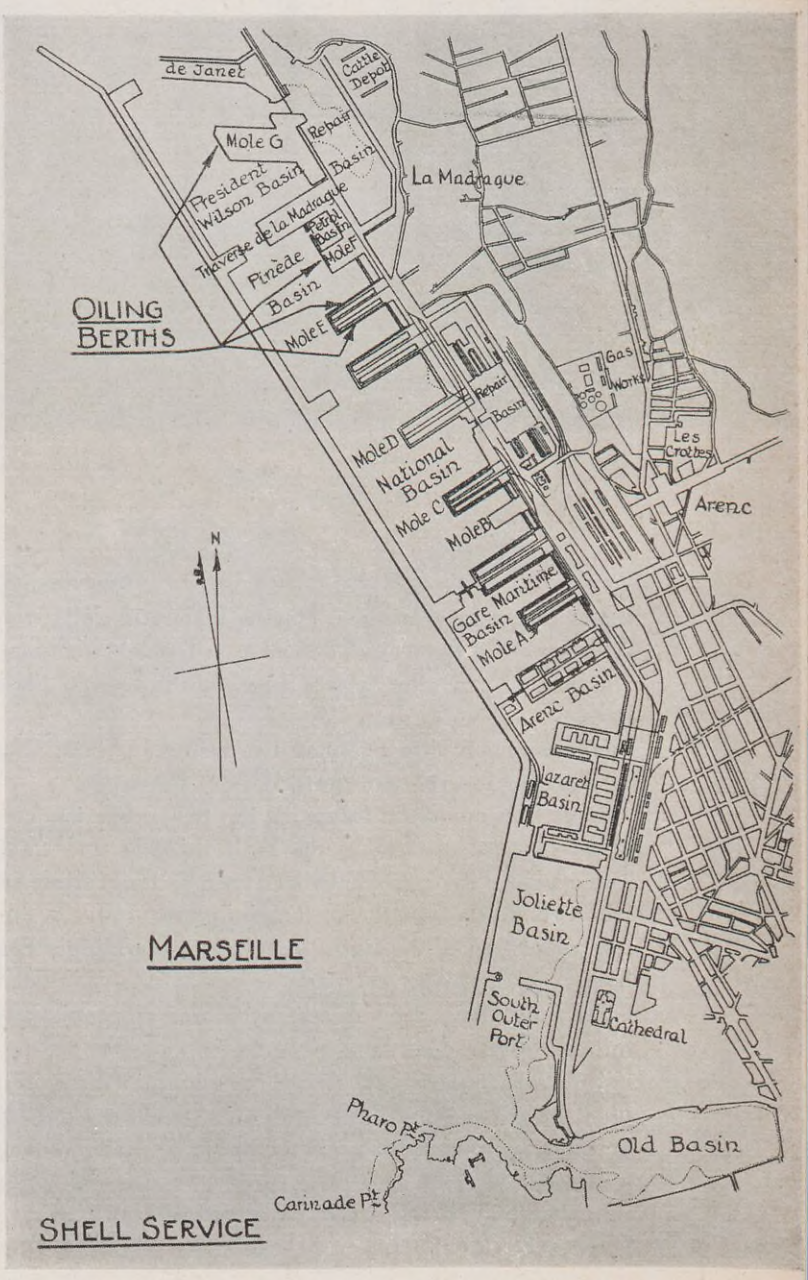
Although France has never been one of the major oil producing nations it does have one of the world's oldest oil producing areas, Pechelbronn, in Alsace. For over two centuries it has produced a constant output, but has never averaged more than one thousand three hundred and sixty-nine barrels a day. Less than one percent of the requirements of the French nation come from here—her only production area.

Historians tell us that in 1720 an old French family, the Lebrons, first noticed a heavy oil oozing through the surface of their land. They discovered that it made a good grease for their wagon wheels and shortly thereafter began selling it to their neighbors. Thirty years later the family had received permission from the government to search below the earth's surface for more of the mysterious substance. The searches were successful and a few years later a royal decree ordered all Frenchmen to use the Pechelbronn greases instead of previously used animal fats.

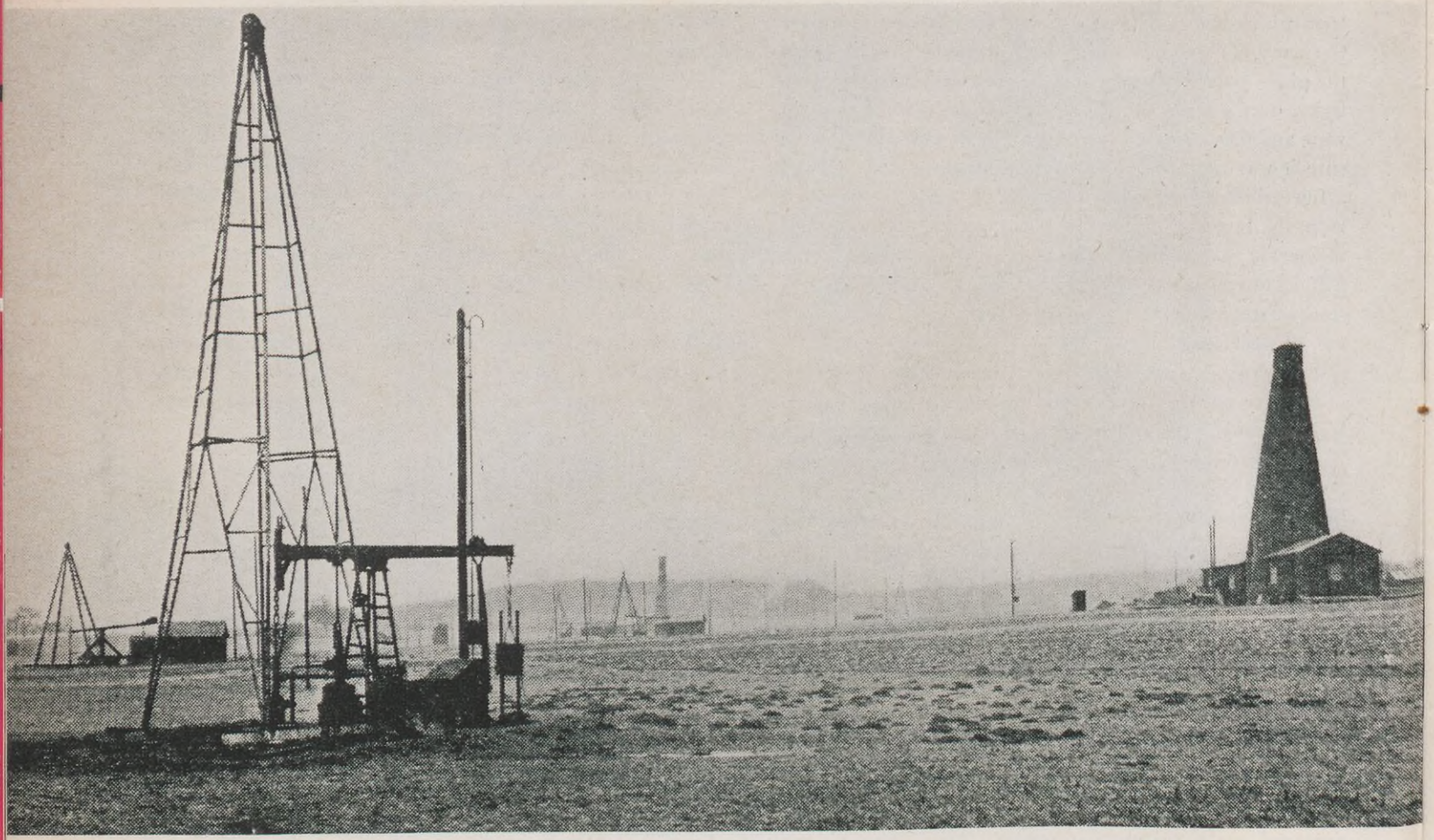
In 1870, shafts were sunk to the then incredible depth of over a thousand feet. But before more experimentation could be performed the Germans seized Alsace in the Franco-Prussian war, and with it the control of France's only oil field. The Germans made some attempt at modernizing Pechelbronn. During the first World War these fields became an important source of lubricating oils. Experts estimate that thirty-five percent of the lubricants used by Germany, during that war, came from Pechelbronn.

After the war the territory was given back to France and the government formed the Societe Anonyme d'Exploitation Miniers de Pechelbronn to operate the fields and the refinery which was erected in 1890. The Pechelbronn refinery had a capacity of over one thousand nine hundred and eighteen barrels of crude a day. It was the only plant in France where crude obtained from French fields was refined.

The Shell associate in France, the Societe Anonyme des Petroles Jupiter, has installations throughout France; there are marine dock installations at Bordeaux, Le Havre, Marseille, Rouen and St. Nazaire, where large ocean



A typical Shell installation in France.



Pumping wells in the Alsatian field.

liners fueled in peacetime. Marine lubricating oils were sold at most of these cities as well as at Calais, Cherbourg, Dunkerque, and other places which make today's headlines.

The company also operated two refineries, Petit Couronne, near Rouen, and Pauillac, near Bordeaux.

Petit Couronne, the larger of the two refineries, consisted of two separate plants built in 1927 and 1931. These plants were originally designed to treat crude oil from Venezuela and the Netherlands East Indies. After the completion of the Haifa pipe-line in the Middle East both Petit Couronne and Pauillac chiefly used petroleum from Iraq. The refinery capacity was approximately thirteen thousand six hundred and ninety barrels per day.

In 1935 the refinery had three separate distillation plants, a refining unit, a redistillation plant, and another unit for treating asphalts. A Dubbs heavy oil cracking unit was added late in 1935; it had a capacity of almost four thousand barrels a day. During the following year a Dubbs reforming unit, with a capacity of about three thousand barrels a day, was put into operation to convert low octane number straight run gasoline into gasoline of higher octane rating to meet market requirements.

Petit Couronne was equipped to produce every sort of product, including butane, propane, lubricating oils and asphalts. New plants for the treatment of gasoline from cracking and refining units were completed shortly before the war. The refinery employed about seven hundred persons.

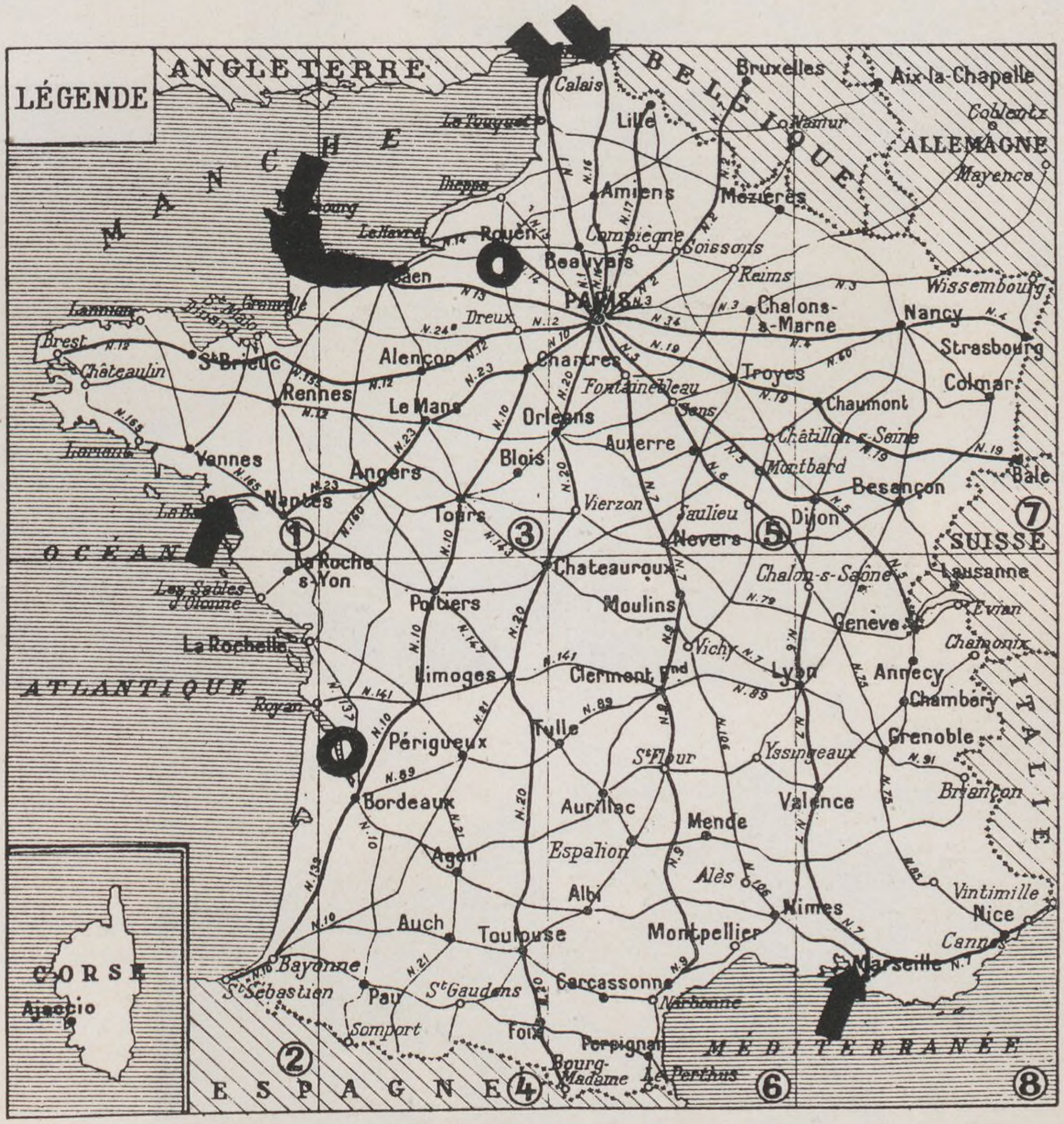
Pauillac Refinery, although built on a smaller scale, was very much similar to Petit Couronne. It was designed to treat three thousand barrels of Venezuelan and three thousand five hundred barrels of Netherlands East Indies crude oil each day. In 1935 the refinery was rebuilt to allow greater production. Among the new facilities was a Dubbs heavy oil cracking unit, and a new reforming unit. The only noteworthy differences between the two refineries were that Pauillac had a plant for refining kerosene and its overall storage capacity was slightly smaller than Petit Couronne.

Among other refineries in France was La Raffinerie de Normandie, near Le Havre. It was the largest and most modern plant in France, and was owned jointly by the French government and French business interests. Normandie used crude from Iraq, East Texas, and Venezuela; its capacity was over two thousand four hundred barrels a day.

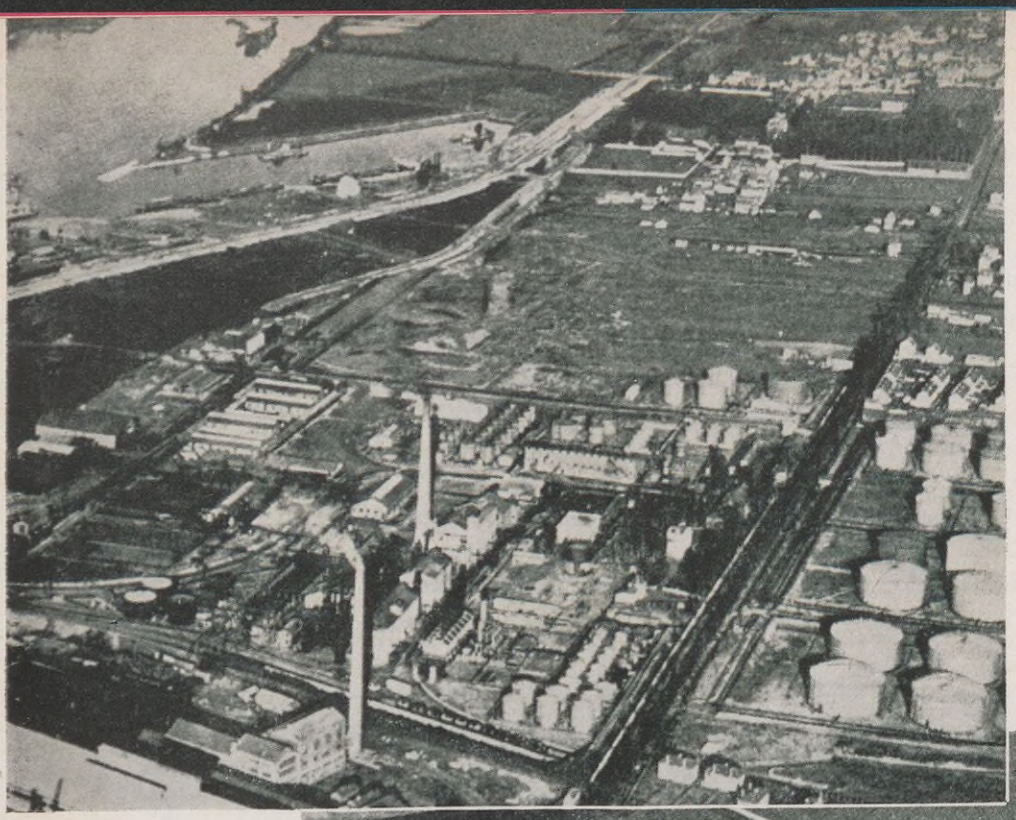
A French affiliate of Standard of New Jersey operated a refinery at Port Jerome, between Le Havre and Rouen, on the Seine. It has a capacity almost equal to the Normandie refinery, and manufactured all products including liquefied gases. The Vacuum Oil Company erected a refining plant adjacent to the Standard Refinery. The Texas Company controlled La Societe des Raffineries de Petroles de la Gironde, with buildings at the junction of the Garonne and Dordogne rivers. It was a smaller refinery than either Standard or Vacuum.

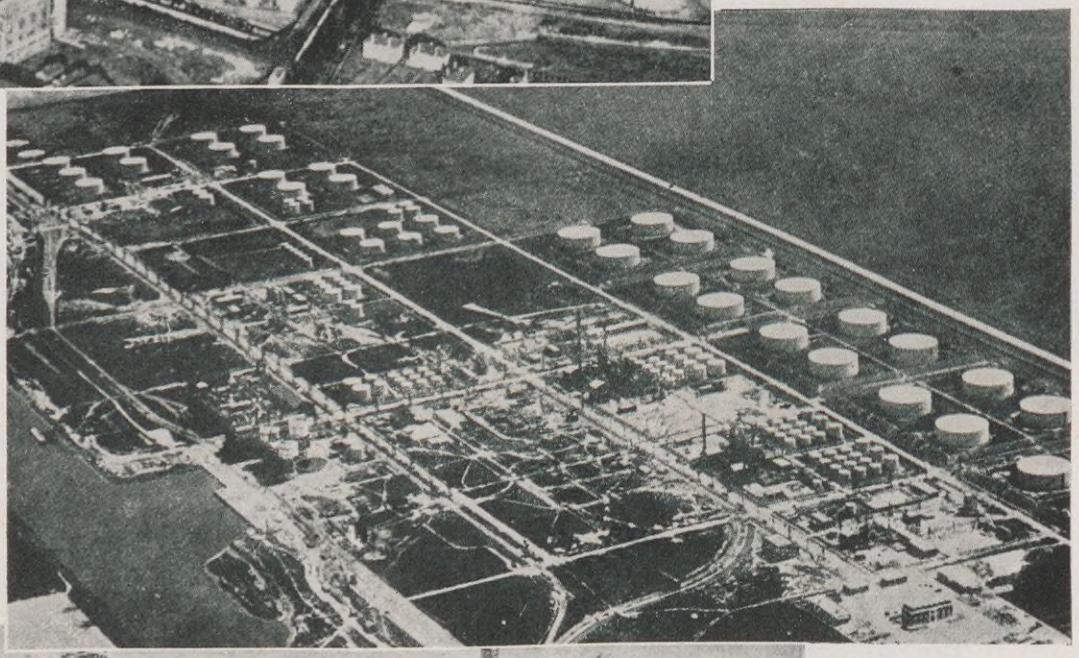
These and other refineries have been prime targets for the American and British Air Forces. French employees of Shell and other oil companies made every effort to destroy useful installations before they were seized by the Nazis. They were extremely successful but the Nazis were able to rebuild many refineries and other installations. It is believed that the rebuilt installations have been completely destroyed in many instances and partially wrecked in others.

As the United Nations regain the lost territory one of the first jobs to be done is to rebuild oil facilities so that they can be put to use by the Allies and thereby hasten the day of final victory.

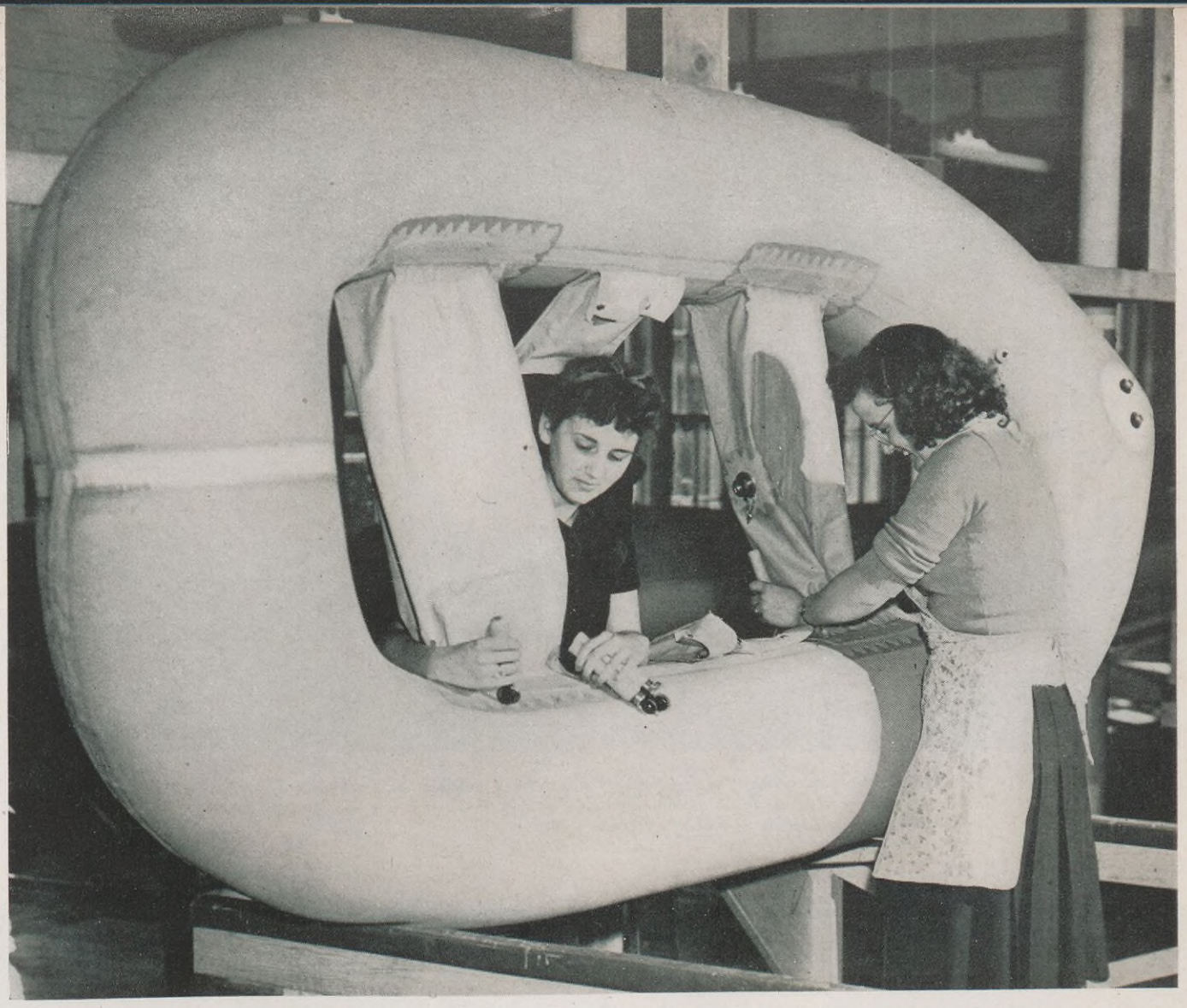


France . . . Arrows indicate some of Shell's dock facilities; circles show location of Shell's refineries; and the shaded area shows the territory occupied by the Allies by July 15th.





Three air views of French refineries: top, Petit Couronne before the erection of the new cracking units which are now completed on the land next to the plant shown in the picture; center, S. Française de Raffinage Raffinerie de Normandie; and bottom, the Pauillac refinery before the cracking units were added.



In the Naugatuck plant of United States Rubber Company, synthetic rubber boats for fliers in Army bombers are in volume production.

NOW IT CAN BE TOLD . . . DUTREX

RAIN is beating on the roof, and Mr. Jones stomps into the hall, pulls off his raincoat and mumbles, ". . . feet are soaking wet! Rubbers . . . worn out—all full of holes. Can't even have 'em patched any more."

"Why don't you get new ones?" asks his wife. "I saw some in the store window the other day, and they look good."

"You mean those synthetic things? They're all right, I suppose, but I'd sure like to have some good pre-war rubbers."

DEMANDING PROOF

Mr. Jones and many others are reluctant to accept substitutes for things they had in the past. Demanding proof of the superiority of new products is characteristic of the American public. Perhaps it is one reason why our manufacturers never stop trying to better their goods.

Never-ending research has brought out, for instance, compounds which mix with synthetic rubber to form a supple material which can be molded with as much ease as natural rubber. Even before the war, when there was no shortage of boots, galoshes and other rubber footwear, synthetic rubber was being marketed for specialized uses.

EXTEND SUPPLY

The base of the two important chemically prepared synthetics Buna S and Buna N is butadiene, produced by Shell and other oil companies. Both Buna S and Buna N

This 25-foot inflatable synthetic rubber pontoon will make it possible for the Marine Corps to move tanks and men across rivers rapidly. Tied side by side, these pontoons will form the foundation for a bridge capable of supporting 28-ton tanks.

resemble natural rubber and were originally developed to extend the supply of crude. Buna N, because of its high resistance to oil, was put to work in gasoline hose and oil storage tank linings.

LITTLE PEACETIME USE

Buna S, however, had very little peacetime use. It was too springy to be worked readily. It had to be made pliant, for it was obvious that a hard-to-manage material could not take the place of natural rubber in most commercial goods. Chemists and manufacturers kept working, always bearing in mind the possibility that crude rubber imports might be cut off, or that prices might rise so high that substitutes for natural rubber would have to be employed. In the 1930's scientists discovered a petroleum product which, when blended with synthetic rubber, made the synthetic more flexible and easier to handle. It was manufactured in the United States, but its cost was high, and the quantities obtained were small.

A NEW POSSIBILITY

Shell Development scientists had an idea other petroleum fractions might make good plasticizers (compounds which make the synthetic more workable) and extend the quantity of Buna S. They discussed the possibility with Shell's Technical Products Department, and decided they would try a product, called Dutrex, which already had been marketed for other purposes.

Batches of Buna S were made up in Shell Development's laboratories, and varying proportions of Dutrex were added to them. It was found that one-fourth to one-half pound of Dutrex to a pound of synthetic rubber made the best combination. Dutrex made the synthetic—the difficult to handle Buna S—more pliable, acted as a toughening agent, and materially increased the quantity of the finished product. The resulting mixture was fully as flexible and wear-resistant as that obtained with the best and highest-priced available plasticizer. And, besides this, the cost was considerably lower; a saving of $120,000 a year already has been effected by one rubber company which uses Dutrex.

SHELL FIRST COMPANY

Shell was the first oil company to manufacture a material of the Dutrex type and still is the only one marketing substantial quantities. The Wood River Refinery, which produces Dutrex, can provide as much plasticizer as the synthetic rubber industry can today utilize. Three grades are now available in commercial quantities . . . Dutrex 5, B, and 6.

USED BEFORE WAR

Before the war these had been used in dum-dum com-

pounds (preparations serving as building insulation or as deadeners for auto body noises). The stickiness of Dutrex had made it suitable for removing the bristles from hogs; in packing plants it was heated to about 200 degrees Fahrenheit and poured into vats. Hog carcasses were dipped into the bath, withdrawn and allowed to cool. When the resinous covering thus formed was stripped off, the hairs were pulled out of the hides.

Early in the war Dutrex was used to form a base for camouflage paints; it was successful during the African invasion. It was cheap and available in large quantities and, therefore, replaced linseed oil, which was more urgently needed as a food product. The largest civilian use, thus far, has been in rubber footwear, sponge rubber and mechanical goods such as hose, gaskets and washers. Tennis shoes have soles of synthetic rubber made resilient and long-wearing by Dutrex; they withstand friction even better than the once-popular crepe soles, which were pure natural rubber.

OTHER FORMS

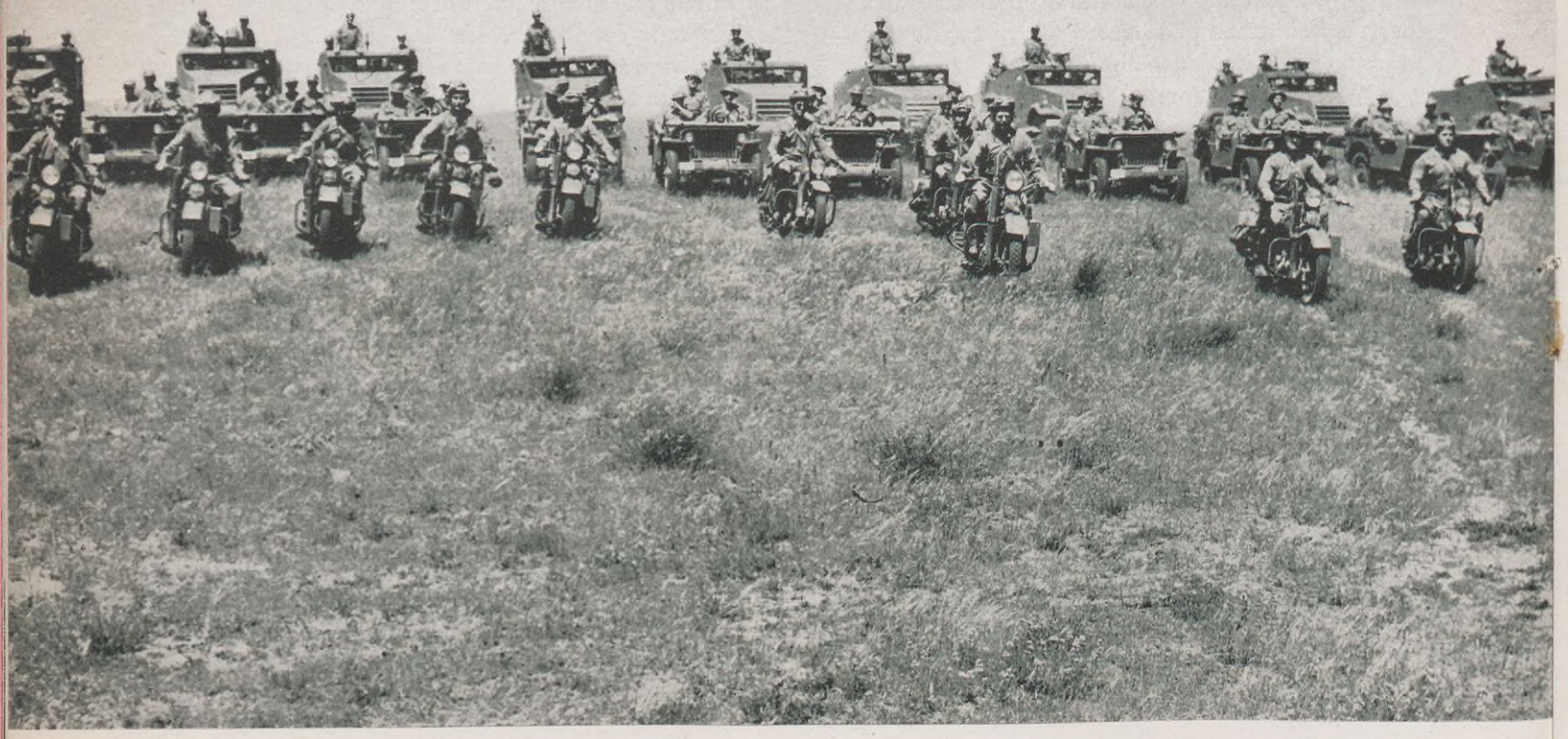
Other forms of Dutrex, still in the experimental stage, are being tested at Shell Development's Emeryville, California, laboratories. A type designated as Dutrex 25 has been combined with polyvinylchloride (a rubber-like substance known to the public by such trade names as Koroseal and Pliofilm). This material's pliability, resistance to freezing and springiness have led to its adaptation for shoe soles, where it wears better than leather; it is easy on the feet and becomes tougher as it ages. Dutrex 25 extends it without lessening any of these qualities. Two forms of Dutrex have proved effective in the manufacture of varnishes. Several are expected to improve inner tubes and may even increase the length of life of tires. Dutrex works well with natural rubber and will probably be used to increase quantity when production of natural rubber goods for civilian use is resumed.

PRODUCTION INCREASED ENORMOUSLY

Synthetic rubber production has increased enormously since 1941, so that today much more rubber is manufactured in the United States than was used at the beginning of the war. The ingenuity of the petroleum industry's scientists and technicians . . . who gave us butadiene, petroleum plasticizers, and toluene . . . has made this possible. Dutrex has been developed to increase and improve synthetic rubber. Thus, another Shell first has taken its place with cumene, avaro and 100-octane gasoline. It will have important everyday uses, too, in the age of plastics that is to come.

Concrete results of the synthetic rubber program are synthetic rubber boots like these. They're 100% Buna S, except for rubber cement, and are being rationed for essential war and industrial work.

Officers' boots, military over-the-shoe boots, parachute jumper's shoes with sponge rubber insoles and ankle braces, and aviation boots with Sperry non-skid soles are among a score of different types of footwear made with synthetic rubber.



The fuel needed to drive these trucks and motorcycles for one hour would be sufficient to drive your car thousands and thousands of miles.

FUELING THE INVASION

by Herbert Squires

WHEN American and British troops swarmed ashore on D-Day the entire gigantic operation depended in no small means on various petroleum products. Every soldier who took part in the invasion required a minimum of 50 gallons of petroleum products each week for him to do his assigned job. And this figure does not include the oil used by Navy and supply ships which would boost the figure per soldier even higher.

National Petroleum News reports that specially trained units landed behind the first wave of invaders to distribute the vital fuels. They state that the job of getting gasoline and lubricants up to the front wasn't handled by amateurs. The men who did the job were trained for months; almost all of them had extensive civilian backgrounds in the various phases of petroleum distribution, handling, and technology.

Each infantry division has its own Quartermaster petroleum unit. Their first job, in an amphibious attack, is to float gasoline and lubricants ashore in 5-gallon blitz cans and other containers for transfer. Small supply dumps are set up on beaches at pre-determined locations. The dumps are constructed as far as possible from other stores of supplies, particularly food and ammunition.

The second phase begins as beachheads are secured and the fighting moves inland. Here the combined forces of the Engineers, Transportation Corps and Quartermasters come into action. They have the joint responsibility of distributing the fuels and of servicing the units ashore.

National Petroleum News states that "the ideal method of moving gasoline forward from a base depot or bulk terminal is, of course, by pipe-line." This is the particular job of the Corps of Engineers and the now-famous portable pipe-line. This invention of Syd Smith, Manager of Shell's Products Pipe Line Department, comes in separate twenty-foot sections. Pumping stations are mounted so that they can be hauled easily by trucks; the special connections for the line were designed for flexibility.

The portable pipe-line has a capacity for a quarter of a million gallons a day, and the line can be laid by Army personnel at the rate of ten to thirty miles a day. The probability is that it is now "in action" in France, since it has been used with great success in Sicily and Italy. Brigadier General Fowler of the Corps of Engineers has said that "the portable pipe-line system . . . has been a material contribution to the success of our armies in the field."

Robert E. Allen of the American Petroleum Institute, in an address, commented on the complete dependence of the invasion on petroleum products. Fuel oil drove the ships that brought the men and supplies to the point of rendezvous from which the attack was launched. Fuel oil powered the mighty battle wagons whose tremendous fire power was relied upon to breach the enemy coast defenses so the invasion forces could land. High-octane gasoline sent the bombers and fighters through the air. Fuel oil and gasoline powered the thousands of landing craft . . . and as these craft reached shore, out of them swarmed tanks and trucks and jeeps and mobile guns . . . bulldozers, portable cranes, and generators . . . all powered by petroleum.

Mr. Allen stated that the average American motorist, in peacetime, used approximately one 42-gallon barrel of gasoline a month. A barrel of gasoline on D-Day lasted so short a time that the finest split-second stop watch could not record its length of existence.

As the landing operations continue and the forces in France multiply, and as new landings are planned and executed the demands for petroleum products increase tremendously. P.A.W. estimates that every oil well in the United States must now produce an average of at least three barrels of oil each day, and that soon they will have to produce four barrels for COMBAT USE ONLY. This does not include oil for training purposes, shipping, or civilian needs.

General "Hap" Arnold, commanding general of the Army Air Forces, said, in early July, "the mystery of the disappearance of the Luftwaffe is simply a case of having no more gasoline . . . something which won't happen to us." With the petroleum industry backing the attack with increased production of all petroleum products and with purchases of millions of dollars in War Bonds General Arnold can be assured that it won't happen here.

An M-3 medium tank is not one of the Army's giants . . . but the gasoline it uses in five minutes is enough to run your car for one day.

WOOD RIVER

MANAG

R. C. ROBE

SUPERIN

F. C. CUT

ASST. SUPT.

V. W. PARKER

ASST. SUPT.

S. J. MEISENBURG

SUPT. CAR EQUIPMT.

F. E. ISAMINGER

RESEARCH DIRECTOR

M. P. L. LOVE

TREATING

H. J. LEAMY

TOPPING

W. REYDON

DISPATCHING

G. C. WALKER

ALKYLATION

P. E. MALSON

GAS

M. R. SPRINKLE

CHIEF RES. CHEM.

H. R. KEMMERER

CHIEF RES. ENG.

R. J. GREENSHIELDS

UTILITIES

G. N. ANDREWS

STORES

F. G. HAWK

IND. RELATIONS

R. H. HORD

REFINERY


NAGER

ROBERTS


IN ENDENT

CUTTING


CHIEF TECHNOLOGIST

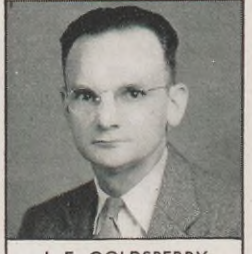
L. R. GRAY


ASST. SUPT.

J. B. WYMAN


ASST. SUPT.

M. A. ROGERS


CHIEF ENGINEER

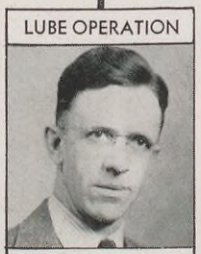
J. F. GOLDSBERRY


EXP. LABORATORY

J. B. HARKNESS


CRACKING

H. D. LOEB


LUBE OPERATION

C. W. RYAN


COMP'G-SHIPP'G

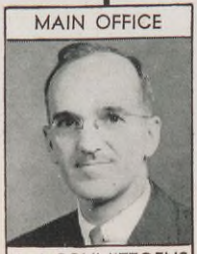
E. B. HARRISON


ASST. CHIEF ENG.

B. STOLLEY


FIRE & SAFETY

R. A. RANDELS


MAIN OFFICE

A. A. SCHMITTGENS


CONTROL LAB.

R. C. WILBUR


PROD. APPLIC.

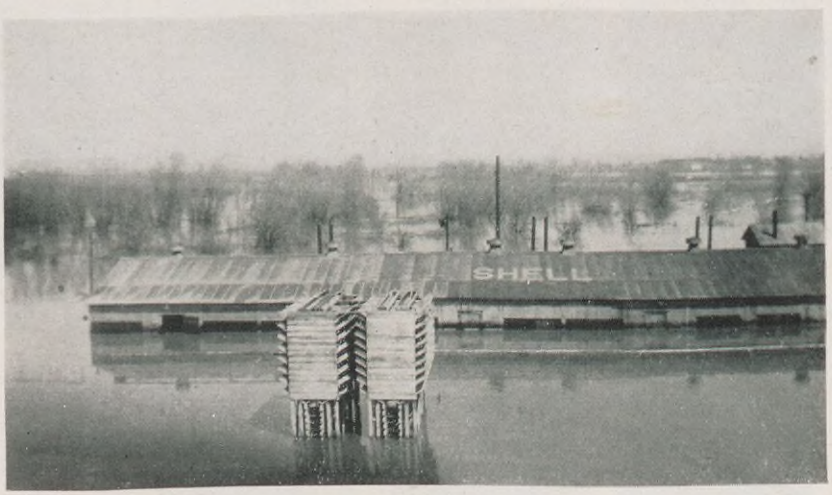
J. WILSON

THE RAINS CAME . . . . AGAIN

The Arkansas River, swollen by three days of torrential rainfall, recently overflowed its banks near Udall, Kansas, and spilled over a Shell Pipe Line Corporation pump station and powerhouse. No one was able to enter or leave the station for eight days.

Another Pipe Line station on Walnut Creek, nearby, was flooded the same day. Foreseeing the possibility, Superintendent Floyd had disconnected the motors and removed the electrical equipment.

Some of the employees of the Udall station waded to work. It was necessary to row a half-mile to get out of the flooded area.



The powerhouse at Udall stood in over five feet of water . . . the station is almost three thousand feet from the Arkansas River.

MORE WINNERS IN THE VICTORY GARDEN PHOTOGRAPHIC CONTEST

The most extensive garden in the vicinity of Houston Refinery is that of J. Mitchell. He has twenty-five rows of potatoes and fifteen rows of corn.

M. E. Tyler, Automotive Supervisor, Baltimore Marketing Division, has a plot 25 by 35 feet and another one almost as large. He grows kale, wax beans, potatoes, and peas.

The W. A. Burnetts (Cleveland Marketing Division) are both victory gardeners . . . their garden occupies most of what was once their lawn.

NOW that summer is here the Victory Garden Photographic Contest seems to be in full swing. $5 prizes went to each of the men who submitted these pictures. Most of the pictures, this month, came from Houston Refinery. Texans claim that when Texas does anything it does it on a grand scale; and so it is with the photographs. But the "biggest of the big gardens" is that of J. Mitchell of the Refinery's Engineering Department. Some of the other pictures received from Houston Refinery which were particularly good were from Otto Cuppy, garage foreman, who has some flourishing bean and tomato plants; Charles Stewart, Engineering, who in addition to raising potatoes, onions, tomatoes, corn and other vegetables, also raises chickens and turkeys for home consumption; H. L. Pitre, Control Laboratory, who has an abundant supply of various vegetables on a vacant lot in Deer Park; George Ehrensberger, who says that even with a smaller plot than last year he expects to raise more than ever; Ray Grange, Cracking, who is proud of his tomato bushes; and S. Patillo, Topping Department, whose particular pride is his bean bush.

The Victory Garden Committee reports that plans for various "Country Fairs" are now in progress. Announcements will be made in local publications in the near future.

PEOPLE IN

HERBERT J. KEMLER

The friends and associates of Herbert J. Kemler learned with sorrow of his sudden death in Houston on June 8th. Mr. Kemler, a graduate of the University of Wisconsin, came with Shell as a Geologist in 1924 and had celebrated his twentieth service birthday only three months before his demise.

In 1927 Mr. Kemler became Assistant Field Superintendent in the Texas Panhandle, and two years later became Office Assistant to the Vice President of the Production Department in Head Office at St. Louis.

In 1933 Mr. Kemler became District Exploitation Engineer at Houston and the following year was made Chief Exploitation Engineer. In 1938 he became General Manager in Charge of Production Activities in West Texas. In September, 1943, Mr. Kemler was appointed Acting Production Manager for the Texas-Gulf Area which position he retained until his death.

R. W. GRAY

R. W. GRAY has been named Office Manager for the Boston Marketing Division. Mr. Gray attended Northeastern University and came with Shell in 1930 as a Credit Man with the Boston Division. In 1935 he became Assistant Division Credit Manager and in 1937 became Credit Manager for the old Northern Division at Portland, Maine. The following year he came with the New York Division in a similar position and in 1940 became Credit Manager for the Albany Division. Later that same year Mr. Gray was appointed Division Office Manager at Albany, which position he retained until his present transfer.

• • •

R. L. DAVIS has been made Head of the Alkylation Department of Houston Refinery to succeed P. E. Malson. He was graduated from Louisiana State University in 1932 and shortly thereafter started at Norco Refinery as a Sample Carrier. In 1933 Mr. Davis became a Motor Testing Engineer. Later that year he became Head of the Gas Department. In November of the same year he was transferred to Wood River Refinery as Assistant Head of the Gas Department, and in October, 1943, was appointed Head of the Alklyation Department which position he retained until his recent appointment.

THE NEWS

R. L. DAVIS

E. P. ERICSON

T. B. RENDEL

E. F. DALY

E. P. ERICSON has been appointed Operations Manager of the Detroit Marketing Division. Mr. Ericson, formerly Operations Manager in the Boston Marketing Division, was granted a special leave of absence in November, 1942, to accept an assignment in the Office of the Petroleum Coordinator where he served as Zone Engineer of the Supplies and Distribution Committee in the New England states.

He came with Shell in 1933 as a maintenance man in the New Jersey sales territory. Less than a year later he was transferred to Philadelphia and in 1937 was made Operations Manager in that city. In the same capacity he was subsequently transferred to Syracuse and Albany, New York, and in 1941 to Boston.

• • •

T. B. RENDEL has been appointed Assistant to the General Manager of the Manufacturing Department at Head Office. Mr. Rendel attended Dartmouth and Cambridge Colleges in England. He came with Shell in January, 1927, as a Motor Testing Engineer at Wood River Refinery. Three years later Mr. Rendel became Head Motor Testing Engineer, and in 1939, became Chief Research Engineer at Wood River. In early 1942 Mr. Rendel became a Technical Advisor to the British Government on the British Air Commission. He returned to Shell in his present position.

E. F. DALY has been appointed Office Manager for the Albany Marketing Division to succeed Mr. Gray. Mr. Daly attended St. Joseph College and St. Louis University. He came with Shell in 1925 as a Clerk at Head Office in St. Louis. In 1930 Mr. Daly became Chief Clerk for the Missouri Division and in 1936 became Chief Accountant for the North Central Division. In 1941 he was appointed Chief Accountant for the Minneapolis Marketing Division and in 1942 came to Head Office in New York as Assistant Chief Accountant in the Treasury Department.

SHELL'S HONOR ROLL OF MEN IN THE ARMED FORCES

SIX thousand two hundred men and women have entered the armed forces in World War II: of these three thousand six hundred and fifty-one come from east of the Rockies. In future issues, censorship permitting, we hope to be able to illustrate more facts about these six thousand two hundred Shell men and women from coast to coast who are fighting this war . . . what branches of the Army, Navy, Marines and Coast Guard they are in . . . and where they are located.

Naturally none of us wants to watch the Gold Stars mount . . . to see the inevitable rise in the lists of Prisoners of War and Missing In Action. And with the invasion of fortress Europe and the increasing fury of the attacks on Japan these lists will, unfortunately, grow even larger. From time to time, in the With the Colors section, SHELL NEWS has published pictures of some of the men who have given their lives, are prisoners, or are missing. We shall continue to do so whenever it is possible . . . as our tribute to these men. We have been asked how we decide on the pictures actually used . . . and an explanation is in order. We make every effort to secure pictures from all those on the lists; but frequently (and understandably) relatives are reluctant to part with photographs of these men. Whenever we receive photographs they will appear in the earliest possible issue. The lists on this and the following page contain the names of all men (East of the Rockies) who are Prisoners, Missing, or were killed in action.

There is little need to remind the men and women in the armed forces that those of us at Shell know how much we owe them. Most of us have had a relative, a friend, or a co-worker on this or similar lists. Every person at Shell is working to bring victory closer and make the publication of these lists unnecessary at the earliest possible date.

Prisoners of War

J. I. Jones, Texas-Gulf Area, Germany, January 30th, 1944.

P. E. Krueger, Products Pipe Line, Germany, May 5th, 1944.

J. K. Larsen, Texas-Gulf Area, Germany, January 28th, 1944.

S. McCloud, Texas-Gulf Area, Japan, (Corregidor) 1942.

J. W. Peebles, Texas-Gulf Area, Germany, June, 1943.

C. Sewell, Shell Pipe Line Corp., Germany, April 8th, 1941.

J. J. Simon, Albany Marketing Division, Germany, February 25th, 1944.

W. R. Sanders, Houston Refinery, Germany, May, 1944.

S. M. Walker, Houston Refinery, interned in Berne, Switzerland, April, 1944.

K. P. Davis, Houston Refinery, Hungary, May, 1944.

Missing in Action

S. E. Masoero, Texas-Gulf Area, Bataan, May, 1942.

J. A. Moffett, Boston Marketing Division, during the early months of 1944.

H. L. Mills, Mid-Continent Area, failed to return from a mission over Germany.

A. A. Foote, Texas-Gulf Area, in the Pacific Area, on May 7th, 1944.

W. Curry, Cleveland Marketing Division, in the South Pacific while on a mission with the Army Air Forces, early this year.

John B. Dunn, Sewaren Terminal, in a mission over Germany, on May 15th, 1944.

E. D. Doran, Albany Marketing Division, missing in air action over Italy, during first months of 1944.

C. W. Bickman, Shell Pipe Line Corp., on his 14th mission over Europe.

"Here the living stand with heads bowed . . . there they lie beneath the earth, that we may live . . . free men in a world of dignity and honor and peace." *(Anonymous)*

Gold Stars

K. W. BAKER, Wood River Refinery, killed in action during the early months of this year.

J. S. BEHRENS, Wood River Refinery, died after naval action in the Pacific on December 1st, 1943.

J. A. BETTIS, Texas-Gulf Area, killed in action in Italy on December 4th, 1943.

J. C. BREITWEISSER, Wood River Refinery, killed in action in Italy during February, 1944.

J. A. BROWN, Houston Refinery, killed in an aircraft accident in November, 1942.

R. BRUCE, Houston Refinery, killed in action with the Air Forces, on the 1st of February, 1944.

R. J. CARNEY, Head Office, died as a result of an aircraft accident on June 5th, 1943.

D. R. DEITRICK, Shell American Petroleum Company, died in service, September 30th, 1943.

T. E. DORSEY, Houston Refinery, killed in naval action on November 6th, 1943.

A. T. EBERHARDT, Mid-Continent Area, died in performance of duties with Air Forces, April 10th, 1944.

W. E. ELDRED, Wood River Refinery, went down with his ship during February, 1943.

N. A. FANGUY, Texas-Gulf Area, killed in an aircraft accident, Aug. 23rd, 1942.

J. M. GRADY, Sewaren, killed in action, Anzio, Feb. 18th, 1944.

R. H. HANNA, Jr., Texas-Gulf Area, killed in training on September 21st, 1941.

G. HACHMAN, Wood River Refinery, died in service on May 29th, 1943.

H. HARRIS, Norco Refinery, killed in an aircraft accident on November 3rd, 1943.

H. HOCK, Shell Pipe Line Corp., killed in raid over Bulgaria, Jan. 24th, 1944.

J. D. LINN, Texas-Gulf Area, missing in action for more than one year and assumed dead.

L. A. LOUDERBACK, Texas-Gulf Area, killed in action on the Philippine Islands, Feb. 1st, 1942.

E. C. NOVAK, Indianapolis Marketing Division, killed in action, North Africa, Nov. 9th, 1942.

F. L. PFLEGER, Texas-Gulf Area, killed in action on November 20th, 1942.

E. A. PLUMLEE, killed in automobile accident, Africa, April 2nd, 1943.

J. E. SCHULTZ, Head Office, died in service on November 14th, 1942.

C. H. SILBER, Head Office, missing while with the Air Forces on Dec. 8th, 1942, assumed dead.

G. H. SMITH, Wood River Refinery, killed in action in Italy on December 24th, 1943.

W. H. SNYDER, Texas-Gulf Area, killed in an aircraft accident on September 11th, 1942.

G. E. STUTEVILLE, Houston Refinery, missing in action in Africa on January 23rd, 1943, assumed dead.

E. F. THURSTON, Houston Refinery, killed in action with the Seabees on November 2nd, 1943.

V. A. TRASK, Mid-Continent Area, died as result of an automobile accident, October 5th, 1943.

R. I. VAN HORN, Mid-Continent Area, killed in an aircraft accident, January 15th, 1943.

C. E. VETTER, Houston Refinery, died in service on April 21st, 1942.

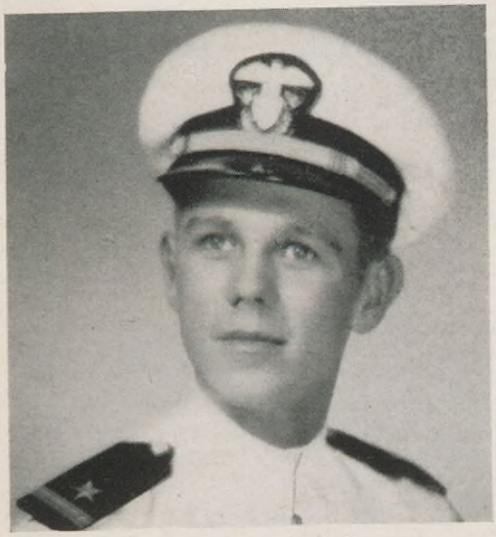
H. A. WALKER, JR., Texas-Gulf Area, killed on January 23rd, 1942.

C. D. WEATHERFORD, Texas-Gulf Area, killed in an aircraft accident in training, January 4th, 1944.

WITH THE

Major Adolph T. Eberhardt, former Assistant Geologist at Centralia, Illinois, in the Mid-Continent Area, was killed when the plane in which he was riding backfired and burst into flames at a low altitude.

Lt. James D. Linn, Texas-Gulf Area, missing in action for more than a year, is presumed to be dead. His mother, Mrs. Leola Linn, receives the Air Medal and Oak Leaf cluster from Col. Ralph Holmes, commanding officer, Lubbock Army Air Field. Lt. Linn had ten combat missions to his credit and had shot down at least one enemy plane.

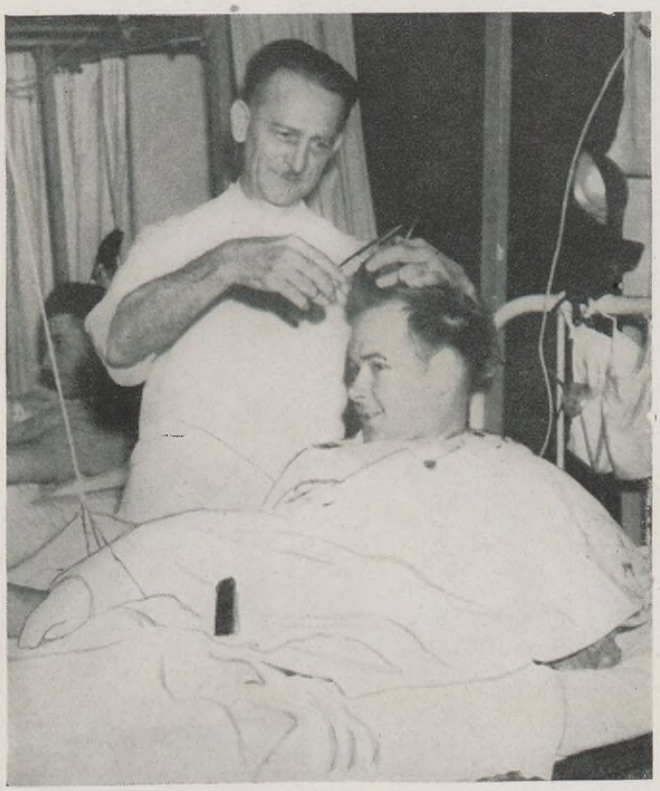


Lt. (jg) Alfred Foote, Texas-Gulf Area, is missing in action in the Pacific. Lt. Foote was a Navy flier attached to an aircraft carrier. He had been promoted to Lieutenant in February, and had been overseas since the first of January.

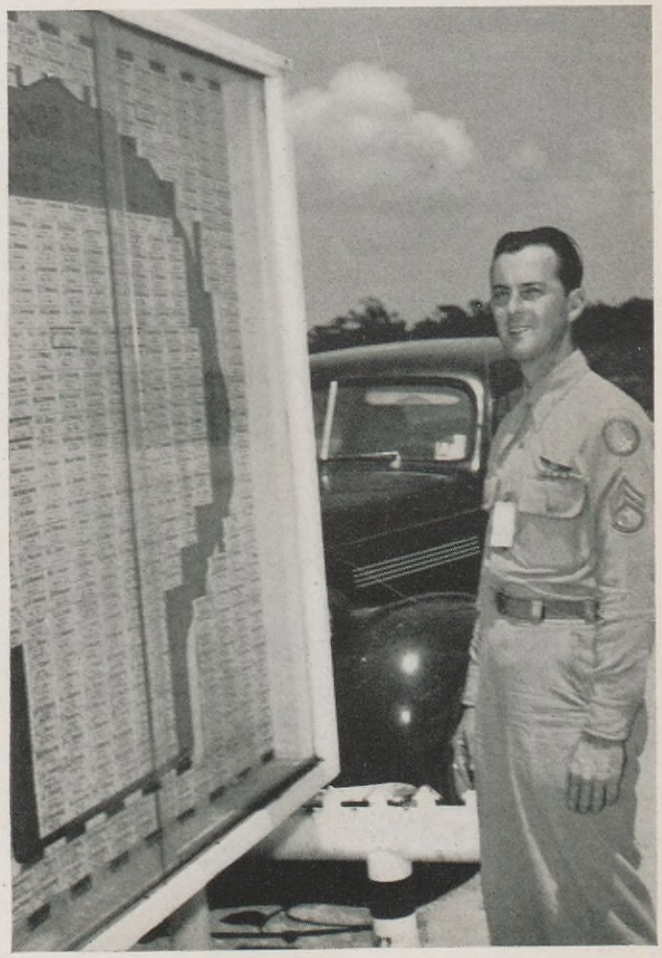
T/Sgt. Jim I. Jones, Texas-Gulf Area, is a prisoner of war in Germany. He reports that he is in a German hospital with a broken leg and writes, "I'll be glad when they send me to a prison camp. I don't have a cigarette. I understand that prisoners are given them." He states that he receives a Red Cross package each week.

T/Sgt. Warren R. Curry, Cleveland Marketing Division, is reported missing in action. His mother reports that his last letter, written two days before he was listed missing, said, "Mom, don't worry about me. We have one of the finest crews in the South Pacific and we won't rest until victory is ours."

COLORS



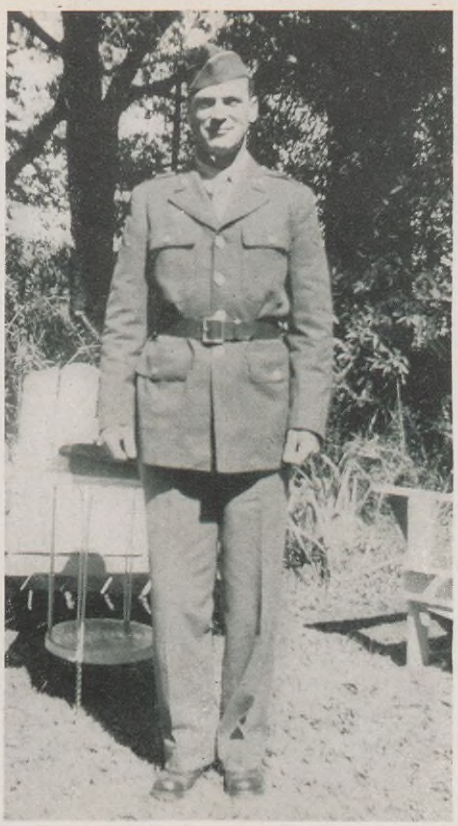
Sgt. J. C. Steinhagen, Texas-Gulf Area, is in Walter Reed General Hospital in Washington, D. C., as a result of a plane crash. He writes, "We were taking off from Dakar, and we got about three miles from the field when our engines cut out. We came down, I mean fast. If the pilot hadn't been cool-headed I wouldn't be here today. It will be quite a while before I get back to flying."



S/Sgt. Thomas C. Huffman, Houston Refinery, was one of three men to parachute to safety when two bombers collided in midair over Europe. The Houston (Texas) Chronicle reports that Huffman, who has participated in 20 raids, was on a B-17, when it passed through a dense cloud. Another plane came in the opposite direction. Both planes carried bombs and guns; suddenly there was a blinding flash as the two ships collided. 17 of the 20 men are still reported missing. It was the first parachute jump for all three men who reached safety. The collision occurred over Greece and the three men took over three months to get to an American base in Italy. They hid in caves, dodged cities and villages, as well as German troops. The Chronicle reports that Sgt. Huffman wears the Air Medal and three Oak Leaf clusters. He was recently home on furlough.

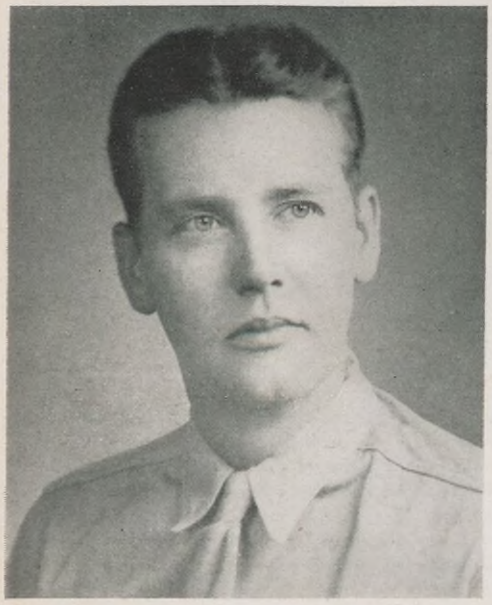
Luther L. Greenhill, St. Louis Marketing Division, is a Carpenter's Mate, 3rd Class. While stationed in the Aleutian Islands he attained proficiency as a watchmaker on his own initiative. His unit reports, "as part of the Welfare program of the 32nd Battalion a new and needed service has been added. Luther Greenhill . . . will do all work for men of his company without charge."

Corp. Ebert R. Acord, Wood River Refinery, is with the Railway Engineers in Italy. Corp. Acord has been overseas for 16 months and seen action in Africa as well as Italy.



Pfc. Russell DeLong, Wood River Refinery, is stationed in England.

Corp. A. E. Dapolito, Albany Marketing Division, is in the South Pacific.



Corp. John B. Ellers, Albany Marketing Division, is in the South Pacific.

Sgt. Sam J. Vitrano, and John Matis, S. F. 2/C, both of Norco Refinery, met somewhere in the South Pacific and wrote, "what should be more natural than to be photographed together in front of a Shell truck."

Lt. Charles Metcalfe, Texas-Gulf Area, is with a Photo Interpretation Unit on the Italian front. During the Anzio beachhead siege Lt. Metcalfe made photographs of the first American troops ashore as the first German bombs dropped near by. He received a commendation which stated that he was the most experienced officer in his line of work in the field.

Another Norco Refinery employee, Corp. Rudolph Waguespack, is overseas in the infantry.

J. H. Hinton, Houston Refinery, is Chief Carpenter's Mate with a Naval Construction Battalion on "Island X" in the Pacific.

Shell Pipe Line Corporation's Choral Club made its first public appearance at Houston Shell Club dance. Elizabeth Tarbutton is directing. In the back row, left to right, are Phil Humbert, Mark Storm, L. K. Mower, Joe Rhodes, C. J. Shefler, and M. O. Gibson; front row: Lou Axley, Margaret McMurrey, Lorene Dennis, Ola Mae Winnett, Dorothy Prosch, Ann Weisinger, Eleanor Caldwell, Rose Maisel, and Virginia Perkins.

AFTER HOURS

One of the annual features of Norco's Plant Day is the exhibition by the Norco Refinery Boy Scout Troop. This year, as usual, they were one of the outstanding attractions.

J. V. "Johnny" Campo is the new manager of the Shell Oilers, the Houston Refinery baseball team. At the half-way point in the season they are among the leaders in the South Coast Semi-pro League.

SERVICE BIRTHDAYS

. . . TWENTY-FIVE YEARS . . .

G. F. WILLS
Purchasing
Head Office

E. JENNEMAN
Crude Oil
Mid-Continent Area

T. P. GAUDET
Cracking
Norco Refinery

E. H. WALTZ
Engineering
Wood River Refinery

E. C. PEET
Vice-President and Treasurer
Head Office

O. J. TREPAGNIER, SR.
Engineering
Norco Refinery

A. ROBERTS
Engineering
Norco Refinery

L. VITRANO
Engineering
Norco Refinery

. . . . TWENTY YEARS . . . .

H. D. DALE
Manufacturing
Head Office

R. STERN
Manufacturing
Head Office

G. B. LOVELL
Marketing
St. Louis Division

C. J. GOLDSTON
Production
Mid-Continent Area

D. C. SMALL
Cracking
Wood River Refinery

TWENTY YEARS

E. M. BLACK
Dispatching
Wood River Refinery

M. J. JENKINS
Cracking
Wood River Refinery

C. J. MILLER
Marketing
Chicago Division

C. PIERSON
Engineering
Wood River Refinery

B. C. ASTRUP
Marketing (Mil. Leave)
Boston Division

H. O. POSKEY
Production
Mid-Continent Area

J. G. RIGGS
Engineering
Wood River Refinery

P. A. KEARNEY
Production
Mid-Continent Area

K. V. KEEFE
Marketing
St. Louis Division

HEAD OFFICE

15 years

F. B. BOICE . . . . . MARKETING
J. J. BOURLON . . . . . TREASURY
R. H. CROSBY . . . . . MANUFACTURING
MISS M. FERGUSON . . . . . PURCHASING
W. H. HUTTEN . . . . . PERSONNEL
W. F. SCHOENTHALER . . . . . T. & S.
A. C. WIRES . . . . . MARINE TRANSPORTATION

TEXAS-GULF AREA

15 years

J. O. PHILLIPS, JR. . . . . LAND
E. R. TAFT . . . . . EXPLORATION
L. E. WALLACE . . . . . LAND

10 years

R. R. BARR . . . . . PRODUCTION
K. R. BOLING . . . . . PRODUCTION (MIL. LEAVE)
T. R. BOLING . . . . . PRODUCTION
F. H. CARTER . . . . . EXPLORATION
M. W. CLARK . . . . . EXPLORATION
E. L. COFFMAN . . . . . TREASURY
C. E. DELK . . . . . PRODUCTION
W. J. DOUCET . . . . . PRODUCTION (MIL. LEAVE)
J. A. FLETCHER . . . . . PRODUCTION
R. L. HALL . . . . . PRODUCTION
J. H. HESTERLY . . . . . LAND
L. M. JACKSON . . . . . PRODUCTION
J. H. JONES . . . . . PRODUCTION
M. R. KAHLE . . . . . PRODUCTION
C. E. LAIN . . . . . TREASURY

TEXAS-GULF AREA 10 years

A. P. LANDRY . . . . . PRODUCTION
A. O. MARSH . . . . . PRODUCTION
E. O. OSBORN . . . . . PRODUCTION
L. ROBIDIAUX . . . . . PRODUCTION
C. J. ROGERS . . . . . PRODUCTION
J. P. SMITH . . . . . EXPLORATION
A. L. TAGGERT . . . . . PRODUCTION
G. C. WOOD . . . . . PRODUCTION

MID-CONTINENT AREA

15 years

K. E. ADAMS . . . . . LAND
E. D. JONES . . . . . LAND
W. G. JUBY . . . . . PRODUCTION
H. L. THOMAS . . . . . PRODUCTION
F. C. WILSON . . . . . TREASURY

10 years

F. D. BAILEY . . . . . PRODUCTION
L. G. BOTHE . . . . . PRODUCTION
H. R. CALLON . . . . . PRODUCTION
M. R. S. DUDLEY . . . . . PRODUCTION
RUTH HARRELL . . . . . TREASURY
R. L. HIGDON . . . . . PRODUCTION
C. M. KENDALL . . . . . PRODUCTION
P. R. STAFFORD . . . . . PRODUCTION
E. A. VOTH . . . . . PRODUCTION
J. WERB . . . . . PRODUCTION
J. C. WILLS . . . . . EXPLORATION
G. W. YOUNG . . . . . PRODUCTION
T. YOUTSEY . . . . . PRODUCTION

HOUSTON REFINERY

15 years

B. H. BROUGHTON . . . . . MAIN OFFICE (MIL. LEAVE)
A. W. CALHOUN . . . . . LOADING
W. O. EDGERTON . . . . . TOPPING
D. B. ELLIS . . . . . LOADING
L. C. FERAY . . . . . AUTOMOTIVE (MIL. LEAVE)
N. B. FIELDS . . . . . ENGINEERING
H. J. GRAY . . . . . CONTROL LAB.
C. E. HILL . . . . . CRACKING
R. M. HORROCKS . . . . . MAIN OFFICE (MIL. LEAVE)
J. HYER . . . . . (on leave) TECHNOLOGICAL
W. H. JACKSON . . . . . LOADING
W. D. McCARY . . . . . TREATING (MIL. LEAVE)
W. L. McKINNON . . . . . (on leave) MAIN OFFICE
J. J. ROARK . . . . . CRACKING

NORCO REFINERY

15 years

R. J. BREAUD . . . . . GAS
E. J. MIRE . . . . . ENGINEERING
J. E. MUNSON . . . . . MAIN OFFICE
O. J. ROUSSELL . . . . . GAS
R. M. WANDLING . . . . . ENGINEERING

WOOD RIVER REFINERY

15 years

G. N. ANDREWS . . . . . UTILITIES
V. M. BECK . . . . . ENGINEERING
C. F. BROWN . . . . . LUBE
J. P. DOMANOWSKI . . . . . CRACKING
D. B. GARDNER . . . . . LUBE
H. E. HANBAUM . . . . . LUBE
C. E. MABB, SR. . . . . ENGINEERING
J. A. MORGAN . . . . . TOPPING
R. R. MOORE . . . . . ENGINEERING
C. A. PRATHER . . . . . LIGHT OILS
J. THOMSON . . . . . CRACKING
W. C. WETZER . . . . . ENGINEERING

10 years

W. W. DIESTELHORST . . . . . DISPATCHING
D. J. DURHAM . . . . . GAS PLANT
S. B. LANGFORD . . . . . ENGINEERING
W. PERRY . . . . . CRACKING
A. A. SCHMITTGENS . . . . . MAIN OFFICE
W. E. VANDERGRIFF . . . . . ENGINEERING
R. L. WATERS . . . . . LIGHT OILS
L. T. WENDLER . . . . . CRACKING

ALBANY DIVISION

15 years

E. S. KOCHER . . . . . MARKETING
G. F. TROY . . . . . MARKETING
J. J. BOORLON . . . . . MARKETING (MIL. LEAVE)

10 years

W. KROSKY . . . . . MARKETING

ATLANTA DIVISION

15 years

E. C. GREEN . . . . . MARKETING
T. N. SODEN . . . . . MARKETING

BALTIMORE DIVISION

15 years

W. P. LEONARD . . . . . MARKETING

10 years

L. E. BROWNE . . . . . MARKETING
E. B. COLLINS . . . . . MARKETING

BOSTON DIVISION

15 years

G. H. ATKINSON . . . . . MARKETING
C. F. CHURCHILL . . . . . MARKETING (MIL. LEAVE)
J. J. CRONIN . . . . . MARKETING
D. P. DEVINS . . . . . MARKETING
M. A. DOLAN . . . . . MARKETING
A. H. DONABEDIAN . . . . . MARKETING
J. C. DONOVAN . . . . . MARKETING
L. M. HANSON . . . . . MARKETING
H. V. LARSON . . . . . MARKETING
L. R. LYONS . . . . . MARKETING
E. J. McDONALD . . . . . MARKETING
N. A. MacKENZIE . . . . . MARKETING
J. B. MULLEN . . . . . MARKETING
J. S. PATRICIO . . . . . MARKETING

CHICAGO DIVISION

15 years

W. C. DOWELL . . . . . MARKETING
E. H. QUICKERT . . . . . MARKETING
J. J. McCANN . . . . . MARKETING
E. C. DECKER . . . . . MARKETING (MIL. LEAVE)

CLEVELAND DIVISION

15 years

E. M. UHL . . . . . MARKETING
G. G. McKENZIE . . . . . MARKETING
S. B. WAITE . . . . . MARKETING

DETROIT DIVISION

15 years

H. H. TAYLOR . . . . . MARKETING

10 years

W. R. MacKAY . . . . . MARKETING

INDIANAPOLIS DIVISION

15 years

R. L. VAN ARSDALL . . . . . MARKETING

10 years

L. D. HAISLEY . . . . . MARKETING
F. E. HEADEN . . . . . MARKETING
O. K. KASLIN . . . . . MARKETING
H. L. HANCOCK . . . . . MARKETING

NEW YORK DIVISION

15 years

G. W. BOTTERILL . . . . . MARKETING
R. F. CAREY . . . . . MARKETING
J. McALPINE . . . . . MARKETING
W. R. PATERSON . . . . . MARKETING

10 years

F. C. NEWMAN . . . . . MARKETING

ST. LOUIS DIVISION

15 years

J. A. HARTMAN . . . . . MARKETING

10 years

T. A. TIERNEY . . . . . MARKETING
E. F. TRUITT . . . . . MARKETING
W. H. STAFFORD . . . . . BUILDING

WAR BOND CHART

JUNE 1944

CUMULATIVE PURCHASES OF WAR BONDS UNDER THE PAYROLL SAVING PLAN HAVE BEEN

$6,911,542.50

SHELL

		5 6 7 8 9 10 11 12 13 14 15 16
ATLANTA DIVISION	100	16.0
NORCO REFINERY	99	13.4
PRODUCTS PIPE LINE	97	13.3
CLEVELAND DIVISION	100	13.2
SHELL PIPE LINE CORP.	100	13.0
DETROIT DIVISION	93	11.3
TEXAS-GULF	90	11.2
BOSTON DIVISION	99	10.5
MID-CONTINENT	91	10.2
CHICAGO DIVISION	100	10.1
MINNEAPOLIS DIVISION	100	10.0
BALTIMORE DIVISION	100	9.9
INDIANAPOLIS DIVISION	100	9.9
SHELL AMERICAN PET. CO.	100	9.0
ALBANY DIVISION	100	8.9
HOUSTON REFINERY	86	8.8
HEAD OFFICE	90	8.7
NEW YORK DIVISION	95	8.6
ST. LOUIS DIVISION	91	8.3
SEWAREN	99	8.2
WOOD RIVER REFINERY	92	7.5

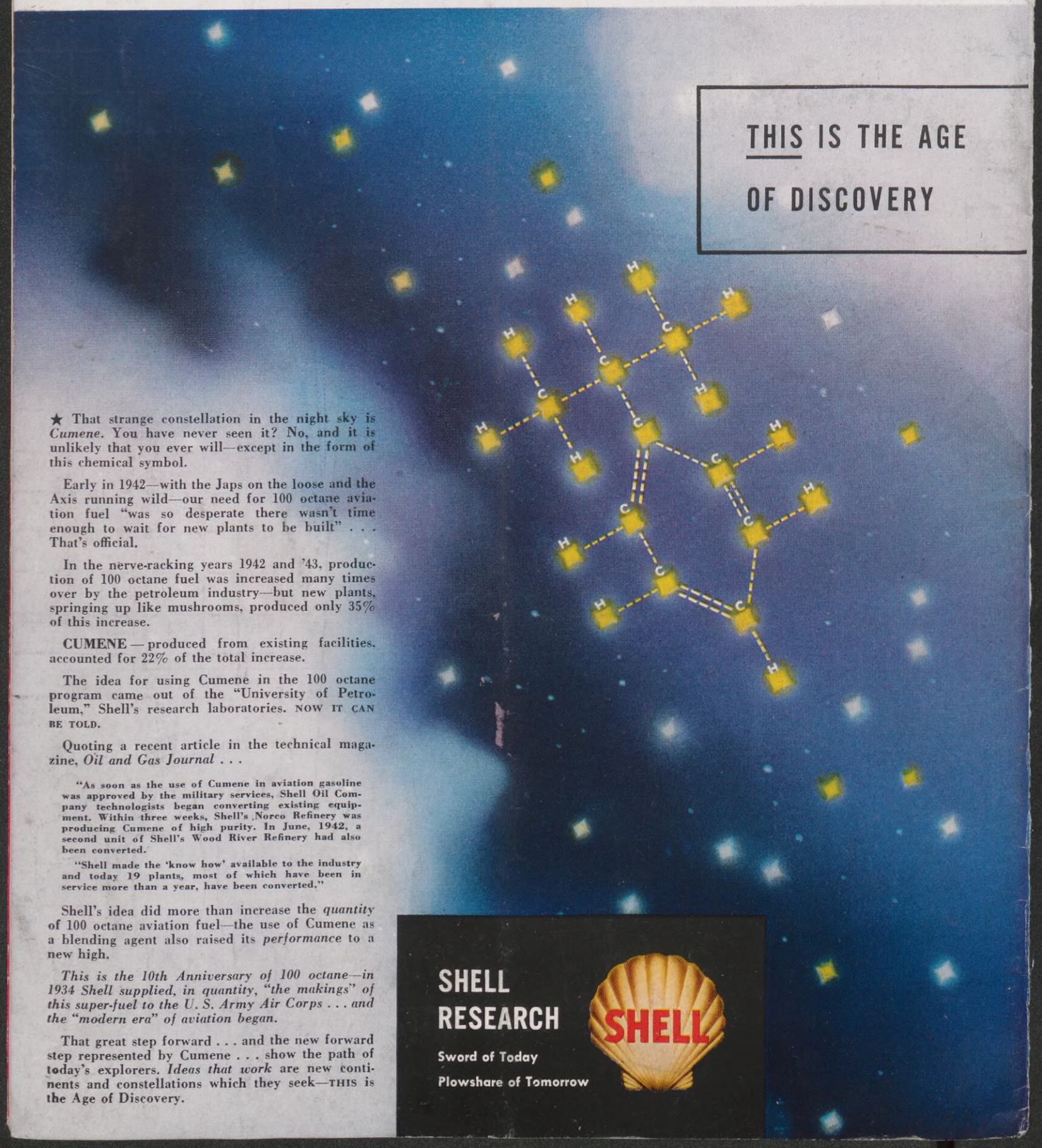
AVERAGE OF PAYROLL SUBSCRIPTION OF ABOVE AFFILIATED SHELL COMPANIES

SHELL OIL COMPANY
INCORPORATED
50 West 50th Street
NEW YORK, N. Y.

RETURN POSTAGE GUARANTEED

Mrs Julia E Parsons
2820 Glasgow St
St Louis Mo

THIS IS THE AGE OF DISCOVERY



★ That strange constellation in the night sky is *Cumene*. You have never seen it? No, and it is unlikely that you ever will—except in the form of this chemical symbol.

Early in 1942—with the Japs on the loose and the Axis running wild—our need for 100 octane aviation fuel "was so desperate there wasn't time enough to wait for new plants to be built" . . . That's official.

In the nerve-racking years 1942 and '43, production of 100 octane fuel was increased many times over by the petroleum industry—but new plants, springing up like mushrooms, produced only 35% of this increase.

CUMENE — produced from existing facilities, accounted for 22% of the total increase.

The idea for using Cumene in the 100 octane program came out of the "University of Petroleum," Shell's research laboratories. NOW IT CAN BE TOLD.

Quoting a recent article in the technical magazine, *Oil and Gas Journal* . . .

> "As soon as the use of Cumene in aviation gasoline was approved by the military services, Shell Oil Company technologists began converting existing equipment. Within three weeks, Shell's Norco Refinery was producing Cumene of high purity. In June, 1942, a second unit of Shell's Wood River Refinery had also been converted.
>
> "Shell made the 'know how' available to the industry and today 19 plants, most of which have been in service more than a year, have been converted."

Shell's idea did more than increase the *quantity* of 100 octane aviation fuel—the use of Cumene as a blending agent also raised its *performance* to a new high.

This is the 10th Anniversary of 100 octane—in 1934 Shell supplied, in quantity, "the makings" of this super-fuel to the U. S. Army Air Corps . . . and the "modern era" of aviation began.

That great step forward . . . and the new forward step represented by Cumene . . . show the path of today's explorers. *Ideas that work* are new continents and constellations which they seek—THIS is the Age of Discovery.

SHELL RESEARCH

Sword of Today
Plowshare of Tomorrow

SHELL