

YOUR SAFETY FLAG

While recently visiting many of our stations for the first time, I was thrilled by the sight of Old Glory and the new safety flags flying from shiny flag poles. They symbolize the fine spirit of the men—who everywhere are so friendly, co-operative, and loyal. I was made happy as a "green hand" to feel that I was being accepted as one of them.

There was a depressed atmosphere around certain stations where the safety flag had just come down because of an apparently needless ac-

cident elsewhere in their Division. It brought to mind the inescapable fact that a thoughtless action by one per-

son sometimes can put a whole organization "in the dog house."

Be that as it may, the steady reduction of lost-time accidents—reaching a new low of only one per month over the whole system

during the past few months—is a record of which all concerned may well be proud. It should inspire every one of you to keep your safety flags flying!

(Signed)

H. H. ANDERSON



THE GO-DEVIL

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My Name

WELL folks, here I am again, and this time with a brand spanking new name, and boy howdy what a name — "The Go-Devil."



"GO-DEVIL"

I can picture myself tearing along through the entire system, bringing to every Shell Pipeliner the news and excitement which is happening all along the line. I hope to scrape out any and all news which may have developed, and in my wake leave a clean system through which will flow a high-gravity tender of close fellowship and good will.

IT was G. L. Shanks, Valuation Engineer, who entered the name "Go-Devil" in the "What is My Name" contest, and he will be awarded a five dollar prize by the judges who considered this suggestion the most appropriate of the names submitted by the many persons who entered the contest. The name "Go-Devil" is fitting from the point of view that (1) A go-devil is definitely associated with pipe line operation; (2) it is descriptive of the mission to be served by the pipe line magazine, and (3) the name is distinctive and catchy.

GEER'S QUICK ACTION SAVES BAKER'S LIFE

Quick first aid treatment by A. L. "Buck" Geer, Electrical Maintenance Supervisor, West Texas Area, undoubtedly saved the life of O. K. Baker. Right-of-Way Agent of Shell Oil Company, when the latter stumbled into a nest of rattlesnakes and was bitten four times, on May 28th, while on an inspection trip near Seymour, Texas.



A. L. GEER

With the added difficulties of losing the way, running out of gas, and driving with a profusely bleeding and very sick man in the car, Geer kept cool and alert and managed to get Baker to the hospital for professional care within 35 minutes of the time of the accident. The doctor who took over the case stated that the first aid administered by Geer was the best he had even seen on a snake bite case. Official commendation has already been given Geer for his prompt and correct work, and appreciation surely goes to him from the entire Shell family.

Details of the accident read like a Saturday serial at the neighborhood movie—action and drama being packed into 30 minutes. Geer tells the story thus:

"Baker and I drove south from Seymour to Bomarton, where we left the highway and being on unfamiliar country roads soon were lost. After wandering around 30 or 40 minutes, we found the pipe line right-of-way where the point of damage was. I hooked a test set on the telephone to call the office while Baker walked down to a little stream about 100 yards from where I stood. In a moment, while the phone was ringing, I heard several screams from the direction in which Baker had gone. I jerked my test set from the line and ran toward the creek. Baker was running toward me
(Continued on Page Eight)

TO W. F. Byrne, goes the credit for the title layout and theme, along with C. N. Bissell and S. N. Shields, who assisted in the designing and lettering.

PIPELINERS FIGHT FLOOD PROBLEMS

Heavy rains which continued unrelentingly during the past three weeks in parts of Oklahoma and Texas, which normally have no rain at this season of the year, have caused dry river beds and trickling streams to flood thousands of acres of country side. These flood waters, the highest in memory of many pipeliners, have seriously hampered and imperiled our pipe line operations. In order that the flow of "black gold" might not be stopped, the men along the pipe line and the telephone and telegraph systems have kept twenty-four-hour vigil at the river crossings and in the lowlands and have been required to suffer many personal inconveniences—these are the men whose day-in and day-out efforts are seldom heard of, but who, nevertheless, are the men who regardless of weather make it possible for the system to continue operating. Their splendid work in this flood emergency has been most commendable.

The thought was recently expressed that many of our men in the offices and along the pipe line seldom realize what is going on "behind the scenes" to keep crude oil moving to the refineries and to make it possible to pick up the telephone receiver at any time during a 24-hour period and talk with distant points along the pipe line. The floods now pouring over our facilities serve to make all of us conscious of some of the problems with which these field men are confronted from day to day.

Red River Crossing Goes Out

Red River, at the point of our pipe line crossing, reached its highest flood stage in many years and for several weeks has imperiled all of our facilities. Saturday, June 14, the main line crossing gave way to the flood waters, necessitating the loop line to carry the load across the river. This loop was laid in 1928 in order to meet just such an emergency—now after 13 years it is well serving its initial purpose. All telephone and telegraph facilities were previously washed away. Temporary camp facilities had been set up at Red River for the men who have been assigned there to keep close watch on conditions so as to be ready to take whatever action is necessary in event of a break in the line—the river had come within ten inches of the

(Continued on Page Five)

T & T Have Their Troubles

By W. C. Putnam, Wire Chief

"River, Stay 'Way From Our Door!"

That's what J. E. Brookman, District Telephone Maintenance Supervisor, must have been saying for two days before it happened. However, at 8:15 Saturday evening, May 24th, the Red River, swollen from heavy flood waters, failed to heed our warning and washed away seven of our poles and wire. By 8:45 Brookman was picking up Jess Dudley, Maintenance Foreman, and four of his men and headed toward Red River. Meanwhile, Carl Power, District Telephone Maintenance Superintendent, had been notified at Haskell, Texas, of the trouble at Red River and started about ten o'clock to help Brookman make temporary repairs if and when possible.

At the break of dawn on the 25th, Brookman, Power, Dudley and his men did yeomen duty and managed to make temporary repairs by stringing 3000 feet of rubber covered wire on trees of every size and description between pole 35-3 (Last pole on Texas side to stand), and 34-32 pole which withstood this first onslaught of rushing water. The hardest job of all was stringing about 1000 feet

(Continued on Page Five)



Tanks mounted on 8-foot piling in Deep Fork River Bottom.

Mid-Continent

On Monday evening, June 10th, a farewell party was given O. A. Vertrees and family by Shell Employees in the Cushing District at the Armory in Cushing. A basket dinner was served and a musical program was rendered, supplemented by group singing of old-time songs. About 200 or more were in attendance.

Farewell gifts were presented, among which was a Mix-Master and a beautiful set ring was presented Mr. Vertrees by those employees who worked under his direct supervision during the past years. Mr. Vertrees resigned June 7, 1941, to engage in other lines of endeavor after 15 years' service with Shell Pipe Line as Maintenance Foreman and Construction Foreman in Oklahoma and Texas.



Graduating from Meeker High School, Meeker, Oklahoma, in the 1941 class are three students, sons and daughters of Pipe Liners. Left to right: Opal Passmore, daughter of A. H. Passmore, 2nd Class Station Engineer at Cushing, Okla.; Warren Arthur, son of H. J. Arthur, Ray Station Engineer, and Marjorie Moore, daughter of James A. Moore, Ray Station Engineer.

On Wednesday, June 4, 1941, Margaret Maurine Jones and A. Orlin Crownover, were married at Pittsburg, Kansas. Mr. Crownover lately entered the service of Shell Pipe Line Corporation as Surveyor at Cushing Office.

"GATOR" HUNTER

Chief Engineer A. F. McBride of Cleveland Station has turned mighty nimrod. He recently used his trusty 25-20 rifle to dispatch two fair sized alligators found cruising in the bar-ditch next to the station fence. One specimen measured 6-foot-6-inches and weighed 150 pounds. When "Mc" was asked if he liked alligator steaks he replied "No, but I am going to have book covers and bill-folds on the market soon. And I mean the gen-u-wine articles too."

"Doc" Brown Uses Sleeve Dresser As Laryngoscope

At a recent safety meeting in East Texas, General Chairman E. H. Spier was becoming concerned about the absence of his secretary Jack H. Brown, as the meeting hour arrived. Jack never misses a meeting, always being on time with a carefully prepared set of minutes. This was an outdoor meeting, and dark was approaching—still no secretary.

Finally, Jack appeared with an expression of peace, confidence and satisfaction on his countenance. Then he told the reason for his being tardy.

It seems that just at the time to depart for safety meeting, a neighbor called for help in doctoring his cow. Bossie was down and out, suffering plainly from asphyxiation and suffocation. All attempts to hold open the bovine's jaws were both dangerous and futile, until Jack had an inspiration. He quickly secured a small set of pruning hooks from his house and a four-inch dresser sleeve from the station near by. Using said sleeve as a laryngoscope he thrust the hooks safely through Bossie's buccal cavity, bringing to light the obstruction which proved to be a fair sized piece of sassafras root. In a few minutes the cow had recovered, the neighbor was happy, Jack H. Brown, D. V., was on his way to Regular Safety Meeting, Chapter No. 22.

MISS BECKER GOES TO WASHINGTON

This is not an advertisement of a sequel to the recent moving picture "Mr. Smith Goes To Washington," featuring Jimmy Stewart, who Caroline really thinks (??) is still in Washington. We wonder if this had any bearing on her decision to leave Head Office and take up residence in the Nation's capital, where she will continue to serve Mr. High as secretary. Her close business associates and many pipe line friends have expressed their regrets at seeing her leave the pipe line family, but wish her every success and happiness in her new position.

SAFETY RECORD Days Without Accidents

Mid-Continent Area	238
Telephone and Telegraph	207
Texas-Gulf Area	151
West Texas Area	1

PIPELINERS FIGHT FLOODS—
(Continued from Page Three)

gate valves at the river crossing at the time of this writing.

Normally a small rambling rut through the sands of West Texas, the Pecos River is now a raging flood, spreading over much of the countryside. These waters caused disruption of operations on the Taylor Link-McCamey lines for several days.

Mid-Continent Not Missed

In the Mid-Continent Area the Washita River left its banks near the pine line crossing and spread over Paul's Valley.



Flood water rushing down U. S. Highway No. 77 at Paul's Valley, Oklahoma.

Oklahoma, and vicinity, blocking all traffic through the town. Some of our men, together with their cars and trucks, were marooned in the town for 40 hours. Highway 77, which runs through the town, was impassable.

The boys from Key West, Oklahoma.
(Continued on Page Seven)



Deep Fork River Bottoms

T & T HAVE THEIR TROUBLES—
(Continued from Page Three)

of wire out across the water covered bottoms to pole 34-32.

To start, Brookman had hired the best available boat and motor in Wichita Falls to do this particular part of the



Last picture taken of T. & T. Red River crossing tower which location at height of flood was 400 feet out in channel. The tower was washed away as were 27 of the poles on the south side of the river.

job, but odd as it may seem, this boat with its powerful little motor was of absolutely no value to them because of the peculiar water currents caused by the water swirling around trees. The boat could not be made to do its owner's bidding and finally was discarded. Since the boat could not be made to perform, our men (Brookman, Power, Dudley and his men) had to wade in water and mud that was more than knee deep, and at times armpit deep, to drag 1000 feet of wire out to pole 34-32.

Due to the excellent co-operation of all the men on the job telephone service was restored temporarily at 3:45 p.m., May 25th, just 19 hours and 45 minutes after the line had gone out of order.

But this was not the end for more flood waters were on the way down and at 5:30 p.m., June 2nd, Old Man River rose up and washed away three more poles north of 34-32. This time, however, only Brookman, Power and one extra help lineman took on the job of temporary repairs, and between dawn and 8:30 a.m., of June 3rd, when telephone service

(Continued on Page Six)

West Texas Area

On Saturday afternoon, May 24th, twenty-seven Pipe Line employees and their families gathered at Big Spring City Park and enjoyed a basket supper, under sponsorship of the Big Spring Safety Chapter, which includes Westbrook, Garden and Robert's stations, and Colorado office.

The P. R. Shaffers, who are being transferred to Eanice, New Mexico, were honored with two social functions. First, on the evening of May 20th, about 25 fellow employees gathered on the Pecos river for a steak fry. After eating, several speeches and responses were made and the Shaffers were presented with a set of glasses. On Saturday evening the 24th, the members of the McCamey Country Club, including both Shell employees and townspeople, honored the Shaffers with a dance and refreshments at midnight.

T & T HAVE THEIR TROUBLES—

(Continued from Page Five)

was again restored, these three "stout fellows" had strung in another 2000 feet of wire across the treacherous water covered river bottom flats to pole 34-28. Lost time on this case was only 15 hours, nine hours of which was spent waiting for the pitch dark night to wane into daylight. This a job well done!

Still no rest for the weary. Old Man Red River was not to be denied. At 10:00 p.m., June 6th our temporary repairs had washed away again. Brookman and Power were again called for night duty, but this time the river had done its worse and when daylight finally came on Saturday, the 7th, both Brookman and Power saw that all poles leading from the Texas bank to the "H" fixture and our 85-foot steel tower away out in the bottom had been washed away. By 2:00 p.m., Saturday, both the "H" fixture and the tower between the Texas and Oklahoma banks fell and disappeared into the muddy red waters of Old Man River.

At the time of writing, June 12th, high water still have restricted any attempt at repairs. But with the help of Tim Gregory, Maintenance Foreman in Oklahoma, and his men, previously given in preparation for the next attempt, the lines should soon be repaired.

Twenty-seven poles were washed away not including the "H" fixture or the steel tower.

Telephone and Telegraph

C. B. "Bruce" Cowling, Telegraph and Telephone operator at the McCamey office, until March 6th, when he answered the call of "Uncle Sam" to report to Fort Bliss, Texas, is now in training at Fort Warren, Wyoming.

R. V. "Eddie Cantor" Forester, Telegraph Engineer, Houston, reports a third daughter in his home, Susan, born February 20, 1941.

Pipe Liner Presents Diplomas

E. H. Conn, District Telephone Maintenance Supervisor, with headquarters at Goodrich, Texas, presented the diplomas to the graduating class of the Goodrich High School, May 23rd, as president of the School Board of Trustees. Mr. Conn has been president since September, 1939, and from March 3 of the same year until his present appointment, he was a member of the board.

The night of the Houston flood Bill A. Littell did not get home. We are wondering if he just used the high water as an excuse, especially since his wife is away vacationing in St. Louis.

Mr. and Mrs. J. W. LaBoon (T&T) announce the arrival of a son, Bruce, June 14th.

J. K. Alfred, H. O. Engineering Department, "had" a 6½-pound boy at 6:30 a.m., June 6th. The doctor arrived at about 6:35 a.m.



Group of Head Office Pipe Liners who gathered in Accounting Department on May 15th to extend good wishes to Harry Phelps, who returned to St. Louis to engage in a business venture.

Snapshot Saga Of Shell Club's Fishing Party

Houston Pipe Liners and other Shell Club members "set sail" for Bettison's fishing pier on the coast early on the day of May 17th. Our first view shows some of them embarking on the "Eva" for the pier, shown in the second picture, looking top to bottom. Our heroine enters the story in the third shot and we see her angling from the pier, face hidden with a sun-shade; then a close up of the red-fish tugging on the line, giving a strong tussle with his 11½ pounds. And finally, now facing the camera, we see our heroine is none other than Mrs. S. B. Bean, whose husband is in the Engineering Department of Head Office, and who really made the big catch of the day.

PIPELINERS FIGHT FLOODS— (Continued from Page Five)

say that when the Deep Fork River leaves home and starts to wander, they, too, have troubles in performing their regular duties. From reports, it is probably appropos to say that this time the river not only left home, but that it has been on a tough "binge."

A number of persons in the Mid-Continent pipeline family were forced to leave their homes by the onrush of flood waters. These are always unfortunate experiences, and their fellow employees have expressed hope that those victims of the flood have suffered no serious loss of personal property.

No reports have been received from other flooded points along the pipe line, however, the cloudburst throughout Texas and Oklahoma have converted most of the otherwise dry lands into veritable lakes.

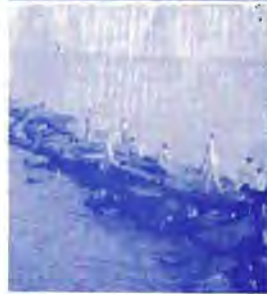
Even after the flood waters recede, the troubles of the pipeliners are still not over. In the wake of the muddy waters will be left considerable damage to be repaired, replacements to be installed and tons of sediment and debris to be cleared away, but there is definite satisfaction in knowing that no problem or job is too big for the pipeliner.

MENU AT RED RIVER CAMP

Breakfast—Bacon and Eggs

Lunch—Eggs and Bacon

Supper—Bacon and Egg Hash



GEER'S QUICK ACTION SAVES BAKER'S LIFE—

(Continued from Page Two)

and trying to remove his shirt. He said he was bitten four times by rattlesnakes. We started walking toward the car, and on the way Baker was unable to climb a fence and fell over it. I assisted him to the car, and he told me I'd find a snake bite kit in the glove compartment.

"As I was opening the kit and making preparations to administer first aid, Baker explained what happened: 'I was walking down the side of the creek looking for signs of oil damage. I wanted to cross, and when I found a narrow place about three or four feet wide I jumped to cross. While in mid-air I saw a large rattlesnake directly in my path, coiled and ready to strike. As I landed he struck me just above the right ankle, and I made another leap forward, only to see the spot where I would land was literally covered with snakes. I attempted to throw myself to one side, but being off balance, I fell among the snakes. Attempting to protect my face, I threw up my left hand and was bitten between the thumb and first finger. The snake still hung on. I was shaking him off and almost simultaneously two other snakes struck, one striking my left cheek and the other my left arm. Finally I struggled to my feet and ran toward the car.'"

Geer describes his first aid treatment saying: "Baker instructed me to make an incision near each fang mark with the scalpel with which the kit was equipped, encouraging me and stoically urging me to make the cuts deep, none of which would bleed. After making all the incisions and still bringing no bleeding, I applied the suction pump to all cuts to start it. Baker held his cheek to keep the venom from the bloodstream while I applied a tourniquet on his left arm and pulled it as tight as possible. Baker became quite ill, and placing him in the car, I started to Seymour, but lost the way and had to retrace our course, but with Baker's help, I found a road which took us to the highway.

"At this time I made a tourniquet of my handkerchief and placed it below his right knee. Baker was very ill and bleeding profusely now from all the incisions, so I held him near the right window in an effort to keep him from fainting.

"About six miles along the way, we saw J. H. Brooks, who was working on a tractor. We stopped and asked him to get in and help Baker. Brooks asked no questions but left his tractor running and jumped in. As soon as he was in the car, he was instructed to loosen the

tourniquet on Baker's arm for a few seconds, which he did.

"As I drove along I noticed we were running out of gas, so while stopping at Romarton for gas, I instructed Brooks to call the Baylor County Hospital, informing them of our patient's condition and requested them to have a doctor and snake-bite serum waiting our arrival. Brooks did so; I stuck a dollar bill in the station attendants's pocket, and we were on the way once again. No further mis-

A DEPARTING WORD FROM R. B. HIGH

While I am looking forward to my new assignment in Washington, and appreciate the opportunity to do my bit in a larger field, I sincerely regret the necessity of leaving my many friends in the Pipe Line Organization.

Many improvements in our facilities and operations have been made during the past three years to meet changed transportation requirements, which have only been possible by the closest co-operation of my co-workers. This co-operation has been given by all employees along the entire system in the most meticulous detail and I cannot overlook this opportunity to thank each of you, individually and collectively, for the results achieved. I feel that I can promise this same wholehearted co-operation on behalf of the staff to Mr. Anderson for the future.

I regret that I will not have the opportunity to see personally the men in the field, so that I might thank them for the exquisite desk set and clock which has been presented to me. Please accept these written words, therefore, as an expression of my sincere appreciation to all for this token of your friendship.

(Signed)

June 13, 1941.

R. B. HIGH.

haps occurred and when we arrived at the hospital, Dr. C. E. Johnson was ready and waiting with anti-venom injections."

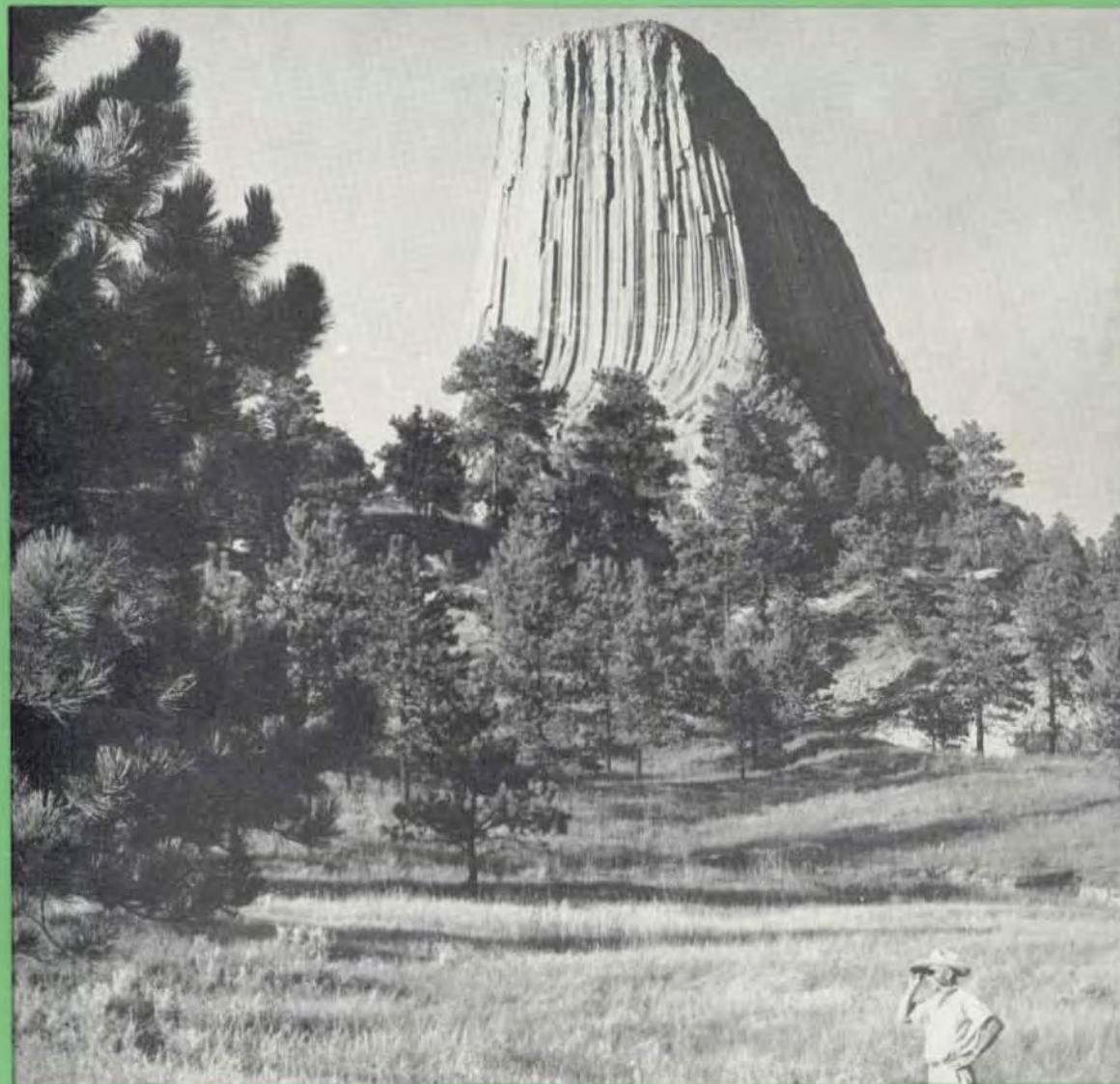
Many friends of Baker in Shell Pipe Line Corporation and Shell Oil Company rejoice in the fact that he is now well on his way to recovery.

Editor's Note: Appreciation from the entire Shell Family goes to Mr. Brooks for the part he played in this incident.

THE
Go-Devil



OCTOBER 1955



IN THIS ISSUE—

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THE Go-Devil

VOL. 14 NO. 10

For Employees of Shell Pipe Line Corporation

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THE COVER

Devil's Tower looms in the background, a butte-shaped landmark in the northeast corner of Wyoming that can be seen for miles. The man in the foreground looking over the contour of the land is R. E. Shaw, right-of-way and claims man for Shell Pipe Line. Other pictures follow on Pages 3-6.

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The Butte Line Story

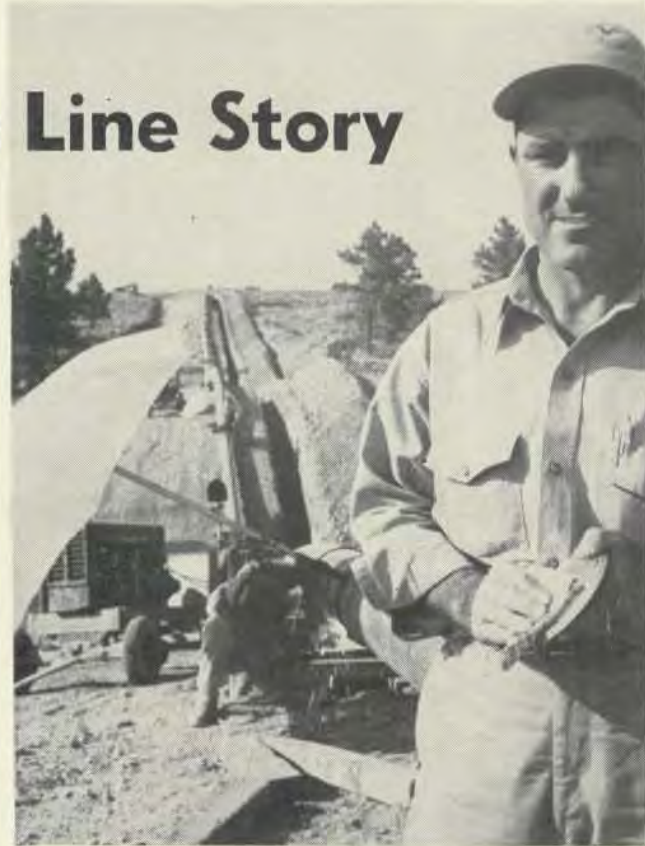
CRUDE PRODUCTION from fields in the Williston Basin now is flowing towards refineries through the 452-mile, \$18 million Butte Pipe Line, completed in October.

This first large-diameter crude line in the Williston area moves oil from northeastern and eastern Montana and eastern Wyoming south to a juncture with existing carriers, the Platte Pipe Line and Western Pipe Line. These systems move oil from Wyoming to refining centers at Chicago and Wood River, Illinois.

Previously, oil produced in the area served had to move by truck or tank car, less efficient forms of mass oil transportation. With the new line in operation, both development and exploratory drilling are expected to increase in adjacent portions of the Williston Basin.

The line is operated by Shell Pipe Line Corporation for its owners, Shell Oil Company, Murphy Corporation, Placid Oil Company, and Northwestern Improvement Company, a subsidiary of Northern Pacific Railroad. Offices for the new Rocky Mountain Division of Shell Pipe Line have been established in Casper, Wyoming.

Beginning with a 10-inch diameter line in the East Poplar field in Montana, the system extends south, becoming 12-inch in diameter at Glendive and increasing to 16-inch pipe as the route nears Baker, 100 miles north of the Montana-Wyoming border. Incorporated in it



WELDING ON THE Butte Line was checked by J. L. Tuttle, welding inspector from Cushing. John pauses to shine his mirror which he uses to check the weld around the pipe. A welder at work can be seen in the background as the pipe stretches over the hill.

is the 12-inch, 35-mile line from Cabin Creek to Glendive formerly owned and operated by Shell Pipe. Two mainline stations, Baker and Osage, will give the line an initial throughput of from 27,000 to 37,000 barrels a day. Additional units can be added to give the line a 50,000 barrel daily capacity.

Unusual aspects of the line are: 1) it runs uphill, from 2,000 feet above sea level to 4,300 feet; 2) it crosses three major rivers—the Missouri, Yellowstone, and North Platte; 3) it tunnels under 11 mainline highways.

* * *

Over and above the amount paid in wages, Shell, during 1954 bore an additional cost of 57 million dollars for employee benefits, sometimes called "extras." The oil industry is right at the top in providing employee benefits and Shell's benefits are well above those of the oil industry average.



NEW MANAGER of the Rocky Mountain Division, J. E. Mims, was given a going-away party at Austin. Pipeliners from Houston, Austin, Yoakum and Fredericksburg attended. Mims and his family are now living in Casper and using the gifts shown.



CHECKING THE line closely was one of the duties of L. M. Glover, Wink, who was utility inspector on the Butte line. He is shown watching for flaws on the pipe before it goes through the wrapping and coating machine behind him. Notice the rocky land.



MILE AFTER mile the Butte line stretches giving the reader a good idea of the land through which the pipe goes. R. E. Shaw, who worked on the line as a right-of-way man, uses binoculars to check for incoming supplies. Above, men put down sections of pipe along the right-of-way in one of the early stages of laying the line in the hot, dusty country.



MISSOURI RIVER crossing was accomplished (left) when the Fort Peck Dam spillways were shut down to allow the men to work in shallow water. Cooperation like this was sincerely appreciated by the construction crews. The crossing was near Poplar, Montana. Below, a worker watches as a crew starts to move equipment over the Belle Fourche River. Forging the river meant saving 34 miles in moving equipment to the line which can be seen in the left background on the hillside.



Old North Church Spire Restored With Shell Help

An EPON* resin finish donated by Shell Chemical Corporation was chosen over all other surface coatings for the spire of the recently-restored steeple of the Old North Church in Boston. It was a lantern signal from this church which started Paul Revere on his famous ride to warn of the British march on Concord and Lexington.

After Hurricane Carol toppled the spire and severely damaged the rest of the steeple last year, contributions came from groups and individuals across the country to help rebuild it.

However, the Lantern League, which sponsored the restoration work, was faced with the problem of finding the most durable coating for the spire, inasmuch as no funds are available for regular maintenance work.

After investigation of all possible surface coatings, EPON resin XA-200 finish was chosen to protect the spire, which is made of iron, sheathed in lead-coated copper. Two white coats of EPON resin finish were used to protect the spire—the first coat was brushed on and the second sprayed on.

* Registered Trade-Mark, U. S. Patent Office.

* * *

Social Security (Federal Old-Age and Survivors Insurance) is a government insurance program which covers all Shell employees with very few exceptions. You pay one half of the cost of your coverage and Shell pays the other half.

Social Security accounts are frozen at intervals of approximately every three years. You should therefore check your Social Security account at least once every three years. If errors are not reported within that time it is possible that they will not be corrected later.

To check your account, write to the Social Security Administration, Candler Building, Baltimore 2, Maryland, giving your name, address, date of birth, Social Security number, and ask for a statement of wages recorded in your account. For this purpose post card forms may be obtained at your local Social Security office.

Dependent's Insurance Status Should Be Checked By Employee

You haven't neglected re-insuring your dependents between the ages of 19 and 25, have you?

In August, The Go-Devil reminded employees that any dependents 19 and under 25 are not covered by the basic hospital-surgical-medical plan without the payment of a small extra premium.

More than a dozen employees have requested the benefit and claims section of the Personnel Department to issue this coverage to take care of dependents past the age of 19.

The fact you must remember is that the Head Office does not retain any record of the ages of dependents so it is the sole responsibility of the employee to notify the Company when his dependent or dependents reach the age of 19.

If you have any questions, see the August issue of The Go-Devil or check with your supervisor. It only takes a few minutes to make certain your dependents are fully covered in case of sickness or injury.

* * *

There were 153 Shell employees and dependents receiving benefits under the poliomyelitis coverage feature of Shell's Income Protection Insurance Plan in the four years 1951-54.

The main purpose of I.P.I. is to provide additional income during absences due to a non-occupational accident or sickness. Payments commence when an employee's full-pay benefits under the Disability Benefit Plan have been exhausted.

In 1950, poliomyelitis expense benefits were added to the Plan to give protection up to \$2,500 against polio expenses for insured employees and their dependents.

The I.P.I. experience on poliomyelitis showed that 37 employees and 116 dependents received benefits totaling more than \$110,000 in the four-year period.

RETIREMENT PLANNING PAYS OFF



GRADY L. GRIMES of Cushing is a prime example of what planning ahead can mean to a Shell Pipe Line employee after he retires.

Grimes, a veteran of nearly 27 years with Shell and one of the Company's best known employees in the Mid-Continent Area, retired in June 1953 and opened his own business at the rear of his home.

"I had been thinking of establishing my own electrical repair business about a year before I retired," Grady said recently. "Frankly, I wish I had been planning for it before that."

Knowing his retirement date, Grady laid plans and converted half of his two-car garage into a small, well-equipped shop. When he retired, fellow employees presented him with a new drill press plus a sign that announced the establishment as "Grady's Fix-It Shop."

Grady Changes Shop Name

The sign was soon changed to "Grady's Electrical Repair" after the former area electrical engineer found himself repairing dolls, sinks, wagons and everything but his specialty, appliances and small motors.

Grady's hours are not set and he works when he has time to do the jobs. All tools and materials are laid out so he doesn't have to make several moves to obtain the pieces he works with. His screws, bolts, nails, etc. are all neatly put away in 301 cigar boxes he has accumulated through the years.

The bookkeeping falls to his wife but now and then Grady handles correspondence which he types on a 1919 Oliver typewriter he bought after World War I.

Fishing doesn't take too much of Grady's time but when he gets the urge, he can close shop practically anytime and head toward the lake or stream.

His Work Makes People Happy

Just to be around Grady gives you the idea that he thoroughly enjoys his retirement and the shop. "This business is the best thing I've ever done," he'll tell you. "It keeps me busy, supplements my pension and on top of that, the repair jobs make people happy. That's a large part of life, believe me."

When he isn't busy with his shop, Grady is active in work with Cushing's First Methodist Church. He also finds time to attend all the Cushing safety chapter meetings.

Although it wasn't set up until after Grady's time, the Company now has a voluntary Planning for Retirement Program which counsels employees nearing retirement. Headed by L. F. Mason, assistant personnel and industrial relations manager, who is assisted by J. E. Fairweather, on leave from West Texas Area safety engineer duties, the program is available to all who seek help.

If you're nearing retirement, why not start early to plan ahead as Grady Grimes did and make your retired years, productive years.



Picnics in Two States End Summer Activities

Six picnics in two states wound up summer activities for Shell Pipe Line employees as colder weather crept down from the north.

One of the largest was the Cushing picnic held at the Cushing Country Club where approximately 400 employees, families and pensioners gathered. George LeFavour was general chairman assisted by H. N. Siler.

Claremore's picnic attracted 150 to Claremore City Lake for a full afternoon and evening. Serving on the committees were: C. E. Mitchell, W. N. Stevenson and A. B. King, food; M. G. Leatherland, T. C. LaGree and J. D. Flickinger, entertainment.

Employees of the Odessa Division and the West Texas Area office at Midland joined forces at a barbecue in Odessa's Fair Park. Arrangements for the picnic were made by R. J. Evans, R. L. Mitchell, J. C. Mash, W. R. Aaron, and D. E. Mariner.

The Perry picnic was held at the CC Lake at Perry with 38 persons attending. The committee consisted of D. G. McGinty, Ray Mires and J. F. Mayberry.

Rain shortened the Port Neches employee picnic but the persons attending ignored the moisture as much as possible. The sixth picnic was the Kilgore affair which was held at County Park and featured plenty of barbecue and bingo.

* * *

Shell is a growing organization which provides many opportunities for advancement. Men and women of ability and ambition are great assets, and Shell naturally wants to reward them. Vacancies are filled from within the organization wherever possible.

PICNICS WERE held at several locations during the month. The top photo shows cooks who helped with the Cushing picnic held at the Country Club. The Claremore Safety Chapter picnic at Claremore City Lake is shown in the next picture followed by a view of the Kilgore gathering. Pipeline employees of the Odessa Division and West Texas Area offices move through the "chow line" while in the bottom scene, the employees at Port Neches wait for the barbeque.





SPRING TRAINING with the New York Yankees for the third year in a row is the prospect for Ralph Terry, left, son of C. H. Dawes, pipeliner-operator in the Chelsea maintenance crew. A pitcher, Ralph hurled for Denver and Birmingham this year and compiled a winning 11-4 record as scouts watched carefully.



THE DAUGHTER of retired pipeliner W. F. Buchanan, Mary Helen Buchanan, graduated from St. John's School of Nursing in Joplin this summer and is employed in that city. Her father retired as station engineer at Diamond Station in 1953 after many years.



WEST TEXAS area veteran employees, A. B. Parkhurst, center, and W. D. McClure received Holmes 30-year safety awards from G. G. Billings, area manager, left. Each man received a lapel pin.



INFORMAL PARTIES honoring two departing workers were held at the Head Office this month. In the picture above, Mrs. Virginia Faught was hosted by the Communications Department. The persons are, left to right, Lois Bowles, W. S. Linn, G. T. Kelly, Maxine Hatton, L. L. Krebs, Ruth Josserand, Dianne Davenport, Virginia, B. E. Miller, Ruth



MID-CONTINENT'S Cushing office has two members of the Desk and Derrick Club in its employ. The club is for women engaged in the oil business. The girls are, Roberta Smith, standing, stenographer, and Phyllis Melton, 'phone operator, pretty members.

pipeline personalities



Winkleman, Gladys Wilson and Betty French. The Treasury-Accounting Department gave Mildred Ramsey a coffee maker on her last day at work. They are, left to right, Ellen Ruth Tompkins, A. D. LaRochelle, Belle Ellender, Barbara Holmes, Claudia Crawford, Mildred and M. P. Hargrave.



AN INFORMAL dinner party honored Mr. and Mrs. C. P. Wilson and son, Paul, in Springfield before the Wilsons moved to Austin. Wilson is the new division superintendent of the Rancho Division. There were several gifts from the 22 persons present.



Mr. and Mrs. C. W. Winhorn



Mr. and Mrs. J. R. Bond



Mr. and Mrs. H. Kunecke

DAUGHTERS OF THREE pipeliners were married in handsome ceremonies which took place in Texas and Oklahoma. Laura Jean Cleveland, daughter of R. M. Cleveland, station chief engineer at Goodrich, married Rev. C. W. Windhorn at Goodrich. Paula Johnson, daughter of W. P. Johnson, pipeliner at Cushing, became the bride of Jack R. Bond in ceremonies at Cushing. Donna Kay Smith, daughter of A. L. Smith, station engineer at Hankamer, exchanged vows with Herbert Kunecke in Winnie, Texas.



WEEKDAYS FINDS J. C. Anderson working in the Cushing office but on weekends it's a good bet he'll be officiating at a football or baseball game. Top shows him at work and in umpire's togs while in football working clothes he talks shop with Cecil Combrink, head of the Cushing Quarterbacks Club and a Shell employee. Cecil's boy is on the Cushing team.

Midland Keglers Start

Hoping to continue its fine summer record, the Shell Liners bowling team from Midland in the West Texas Area has launched its winter campaign.

In summer league matches, the Liners tied for first place and took high team series with a total of 1,868 pins.

J. E. Pritchett heads the team that consists of W. C. Putnam, H. E. Thomas and Sue Standerfer. Mr. and Mrs. W. P. Langley and Harry Wilkerson are front line reserves.

Bowling in the same league but not with the Liners are Roy Hall and George Buch.

Anderson Compiles Fine Record As Sport Official

They don't hate D. J. "Andy" Anderson all the time in Cushing but there are moments when his name is used in vain.

Employed as a general clerk in Cushing's Shell Pipe Line headquarters, Andy spends most of his spare time officiating at various athletic contests.

He has donned the togs of an umpire and referee during the past 11 years after getting started in the vocation while in the service. Claiming he couldn't make the service team in Honolulu, Andy dropped his baseball glove and picked up the balls and strikes computer.

Andy estimates that he officiates at more than 100 contests a year but doesn't roam far from Cushing. This summer he was one of three umpires handling the Southwestern Regional Sandlot Baseball playoffs in Cushing. The local team reached the finals but bowed out to Houston. The Texas team went on to the national title.

Anderson joined Shell in 1947.

Rattler Gets Neat Paint Job From Rankin Gauger

The Midland *Reporter-Telegram* came up with a story early this month concerning a Shell Pipe Line employee at Rankin who had the distinction of painting a rattlesnake. Following is a partial account from the paper's story.

"J. W. Kennedy of Rankin was spraying a tank battery on a lease near here and turning his paint gun nozzle on everything that didn't move. He shoved the nozzle under the tank and gave everything under there a coating of gray.

"Just as he drew his hand back, out slithered one of Upton County's longest and biggest rattlesnakes with an upper coating of shiny battery gray and a lower coating of rattlesnake.

"Kennedy said with Upton countians being accustomed to plain old rattlesnakes, he was afraid the new two-tone job might frighten somebody so he killed it."

Kennedy is assistant chief district gauger in the Benedum district.

Officers Elected

Safety Groups Meet

Initial meetings of two new Shell Pipe Line safety chapters at Norco and Brownfield were held in September and officers were elected.

R. L. Waldron was named governor of the chapter organized for employees at Baton Rouge Terminal, Norco Station and the LaPlace maintenance crew. R. L. Jorgensen was named chairman and E. E. Cox will serve as secretary-treasurer.

The meeting was held at LaPlace with a dinner. Visitors were D. M. Farrell, assistant area manager, Houston; W. H. Craddock, division superintendent, Port Neches; G. C. Moates, area safety engineer, Houston; G. C. Mock, engineering assistant, Houston, and A. G. Sco-niers, leadman, Port Neches.

Sixteen members attended the first meeting of the Brownfield chapter and elected J. R. Crumley as their governor. H. O. Pipkin was elected chairman and R. M. Morris was named secretary-treasurer.

Skymotive, Inc., of Chicago has opened a luxurious new terminal for flying business executives—the first of its kind in the nation. Shell has a 20-year contract to supply aviation fuel and lubricants to Skymotive for planes it services at the terminal.

Under the agreement, fuel volume is expected to equal that of 10 heavy traffic service stations, with increasing gallonage anticipated

Promptness Club Opens For Eligible Employees

If you are one of the Shell Pipe Line employees observing a service birthday of 20, 25, 30 or 35 years during 1956 you are eligible to become a member of the Promptness Club.

The club is open to those employees who send in their pictures to THE GO-DEVIL before January 1. Last year the West Texas Area reached the 100 per cent mark first followed by the Head Office. The Mid-Continent Area started things off by submitting pictures of E. M. O'Daniel and H. H. Dawson, the first members of the club.

If you have a service anniversary in 1956 your area management will contact you requesting your picture be made. The GO-DEVIL will publish a list of names in the November and December issues showing all persons who have submitted their pictures.

Other pictures received by press time: E. M. Cook, R. M. Carter, L. R. Adkisson, Mid-Continent; L. A. Spencer, L. D. Barnett, P. H. McDougal, D. R. Grantham, L. E. Hutson, J. S. Nettles, W. E. Yates, W. H. Taylor, Texas Gulf.

in the future. It is one of the five largest airport dealer accounts in the United States.

The recently-completed building is adjacent to the new commercial airlines terminal at Chicago International Airport, formerly O'Hare Field, an Air Force base. This airport is being expanded to absorb some of the commercial airlines traffic from Chicago's older Midway Airport, which has become crowded.



TWO NEW safety chapters were started in September. Left is a view of some members at the Norco meeting while below is shown a table at Brownfield's initial session.



October Service Birthdays

THIRTY YEARS



E. H. Kemner

E. H. Kemner, mechanical maintenance supervisor at Springfield, has spent his thirty working years with Shell in Missouri but vacations and Navy service have taken him to far places.

Starting with the Company in 1925 as a carpenter at Oetters, Elmer worked as a laborer, oiler, engineer and assistant mechanical maintenance supervisor before going into the Navy in September 1942. Following his discharge in 1945, he returned to Oetters, moved to Rolla in 1949 and then was promoted to his present job at Springfield in November 1950.

Elmer is married to an English girl, Charlotte, he met while stationed in England during World War II. They have a daughter, Beverly, 8, and she accompanies them on their many trips, one of which took them to Mexico this summer.

When not traveling, Kemner spends his time on the lakes fishing or in the woods on the lookout for game.

TWENTY-FIVE YEARS

W. R. Shoemaker, dispatcher at Cushing, has worked in three states during his twenty-five years with the Company.

Starting as a telegraph operator in Tulsa in October 1930, Ray relieved as telegraph operator in Kilgore and Dallas in 1932 and then joined Shell Oil in the same job at McPherson, Kansas in January 1934. He transferred to Shell Pipe Line in February 1935 going to work in Tulsa.

Ray moved to Cushing in 1943 as relief dispatcher and was promoted to his present post in December 1945. A native of Tecumseh, Oklahoma, Ray spends his non-working hours at his hobby of gardening.



W. R. Shoemaker

TWENTY-FIVE YEARS

K. L. Baird, field maintenance mechanic at Healdton, marked his twenty-fifth year of service with the Company this month, a career that started when he was hired as a pumper at Earlsboro.

Since that time Kirk has worked at Pearson Switch, Seminole, Oklahoma City, Lucien, Benton, Yarna, Udall, Tonkawa, Midway and Chelsea in addition to his present location. He was at Chelsea before his move to Healdton in July of this year.

A veteran of World War II, Kirk was a Chief Motor Machinist Mate for nearly three years and saw duty in the Pacific with the Navy Sea Bees.

TEN YEARS

G. W. Allen, leadman, Cushing.

H. D. Atkinson, pipeliner, Goldsmith.

D. Austin, Janitor, Odessa.

N. B. Greer, pipeliner, Hamlin.

F. J. Griffith, dispatcher, Midland.

R. Hall, section head, Midland.

G. C. Moates, area safety engineer, Houston.

G. B. Phenix, field gauger, Benedum.

H. T. Sullivan, tank farm gauger, McCamey.

TWENTY YEARS



R. E. Haynes
Assistant District
Chief Gauger
Hamlin

FIFTEEN YEARS

A. T. Butcher, pipeliner-operator, Cushing.

G. L. Eaton, pipeliner-welder, Tecumseh.

Shell Research Devises Ways to Fight Pollution

Facilities to perfect still further the purification of Wood River Refinery's waste waters before they are discharged into the Mississippi River are being installed at a cost of almost a million dollars. Work should be completed in the summer of 1956.

The project is the result of extensive studies made by the Company on the best possible methods for preventing stream pollution. Continuous efforts have been made in the past at Wood River, as at all refineries, to minimize any undesirable materials in waste waters. This is an example of the Company's constant efforts to cooperate fully with stream pollution authorities in communities in which it has installations.

The expanded treating facilities will occupy several acres of refinery property. Waste waters from processing units will be collected in a master separator box where oil and solids are removed. The next step will involve oxidation and removal of chemical impurities which might otherwise create an undesirable taste or odor in the refinery waste waters.

Water under treatment will then move through an additional separator box and large retention pond to remove any remaining oil or solid particles. Final processing will employ a biological trickle filter for removal of organic contaminants which might give an unpleasant taste to water.

Plan for Your Future By Buying Bonds Now

IN NATIONAL emergencies you buy Savings Bonds to keep your country safe. Why not buy these same bonds now to keep your future safe?

Forty million Americans own Savings Bonds. Figures from the Treasury Department show bonds outstanding in all series (A thru K) have a total cash value of \$58.7 billion. Isn't this an overwhelming vote for Savings Bonds?

Perhaps you should ask some questions concerning your own future. Will my pension be enough to afford me a comfortable living when I retire? Have I saved as much as possible for the time when I am no longer able to work? Is it possible that an additional savings plan will help me? These are questions that should not be left unanswered.

Recently the Government raised the interest rate on all Savings Bonds from 2.9% to 3%. The raise in interest serves to shorten the maturity date of bonds. For example, a series E Bond purchased today for \$75 will be worth \$100 in nine years and eight months—instead of the usual 10 years. In addition there is a ten year extension program for the series E Bond. If held ten full years after the maturity date its worth will have increased 80 per cent over the original cost of the bond.

The series H Bond, recently issued, offers the same benefits as the series E, with one additional advantage. Every six months the holder will receive an interest check on the amount of his holdings.

Every Shell Pipe Line employee knows and appreciates Shell's Pension Plan and Provident Fund. Both plans are designed to provide financial security for the individual. But wouldn't it be wise to supplement these savings with another income?

The advantages Savings Bonds offer are many. Ask your supervisor about the Pay-Roll Savings plan. Remember, investing in Savings Bonds is an investment in yourself. You are the government, it is only as good and sound as you make it.

Your future is only as secure as you provide for it.



NINETY-SEVEN years young, Alfred Rector poses with his daughter, Mrs. O. C. Vaughan, left, his granddaughter, Mrs. R. L. Hoemann and her two children, a small part of his large family.

Park Needed for Family Reunion of Missouri Man

When the father-in-law of a Gasconade Station employee holds a family reunion, he looks for a fair day because he knows it will have to be held in the park.

When Mrs. O. C. Vaughan's father, Alfred Rector, celebrated his 97th birthday this past spring, 175 persons gathered in the park at Bourbon, Missouri to honor him. Most of the group were relatives of Mr. Rector.

There are 124 living persons who have Mr. Rector on their family tree. Nine sons and daughters and numerous grandchildren attended the fete. The father-in-law of Gasconade's acting station chief engineer, O. C. Vaughan, said he couldn't give the secret of his long life.

"It's been an interesting life," he commented, "but other than that don't print anything because it might not work for someone else."

* * *

One test of a good employer is the number of men and women who have continued in his employ for a considerable length of time. A count of the old-timers in Shell shows that about 40 per cent of all employees have been with the organization more than 10 years.



Personnel Changes

- D. Austin, janitor, Colorado City to Odessa.
J. S. Broomas, pipeliner, Gohlke to Baytown.
A. L. Dolezal, pipeliner, Baytown to Gohlke.
L. L. Ermis, supervisor policy administration to assistant supervisor safety and training, Houston.
J. P. Gunn, district gauger, Elk City to Lucien.
G. B. Stark, field maintenance mechanic, Healdton, to instrument maintenance supervisor, Springfield.
C. S. Wooley, pipeliner to pipeliner-truck driver, Brownfield.

Births

Joel Robert Alexander has claimed the distinction of being the first Butte baby. Joel is the son of Mr. and Mrs. R. S. Alexander and was born September 3 at Baker, Montana, weighing nine pounds, eight ounces.

His father has been with Shell since June 1949 and is now an electrical inspector on the Butte construction project. His permanent headquarters are at McCamey.

Mr. and Mrs. J. A. Allen announced the birth of a son, James Frank Allen Jr., on October 13 at Cushing Municipal Hospital. The boy weighed six pounds, four ounces. His father is a pipeliner at Cushing.

The newcomer in the Jack Gaines family born September 27 was named Jacqlyn Adele. Jack, an engineer in the West Texas Area office at Midland, was hoping for an heir but the eight pound, four ounce new arrival was a girl. He has four other children, all girls.

Another family predominant in girls is the C. W. Wards who welcomed their third daughter, September 13, Deborah Agnes. Born at Yoakum, she weighed seven pounds, ten ounces. Curt is a leadman in the Gohlke maintenance crew.

Card of Thanks

Our sincere thanks to all our Shell friends for the beautiful flowers and for their kindness and sympathy during the illness and death of Mrs. Mason's mother.

Mr. and Mrs. Leonard F. Mason
and family

I want to thank all of my Shell friends for the beautiful flowers that meant so much sympathy in the loss of my brother, L. E. Boyd.

Mr. and Mrs. R. A. Fullen
and family

* * *

A regular physical check-up may reveal an ailment in its earliest stages, when it can be most readily cured. The Shell Physical Re-Examination Program, which is offered at no cost to you, aims to supplement regular physical examinations by your own physician. It also provides a periodic physical examination for those who do not see a physician regularly. The patient is the only one who receives the results of the examination under the Shell Program. If you have not previously participated under this Program ask your supervisor to schedule an examination for you.

The

Roving

Camera



LIVING IT UP Houston-style was the thing to do at the Shell Club's annual costume party this month for Head Office employees. G. M. Morton and his wife won first prize for having the best costumes, dressing as Jack and Jill. In the top picture, the pipeliners are, left to right, standing: Mr. and Mrs. M. P. Czichos,

Betty French, Lillian Bridger, the Mortons and Francelle Brock. Seated are Mr. and Mrs. W. E. Murray, Audrey Farley and R. L. Burget. "Caveman" Burget wields a club but his date, Jean Hampy, shows no fear while clown Betty French gives a big howdy-doody.



SHELL SUPPLIED special anti-wear turbine oil for the USS Forrestal, the U. S. Navy's first supercarrier, when it made its first sea trials last month. Shell's oil was chosen over all others as the best to meet the

special needs of the ship's main propulsion equipment. The ship used 18,500 gallons of the oil (LG326). The Forrestal is a 59,650-ton carrier capable of traveling at 30 knots. (Official United States Navy Photograph)

PIPED - I N P A T T E R

The Big Spring annual invitational golf tourney has turned out to be easy pickings for **J. E. Pritchett**, section head, tenders, in Midland. This year Jimmy topped the second flight and won an \$85 set of Tommy Armour Woods. Last year he won a golf bag and the year before made off with a set of irons for his efforts on the fairways. Jimmy modestly said he was shooting "around par" when he won his flight.

Two pipeliners are serving as officers of the Head Office Shell Choral Club this year. **Francelle Brock**, purchasing-stores, was elected secretary and **Nita Smith**, treasury, was named robe custodian. The choral group started rehearsals this month and plan two concerts, one in February and the other in June . . . Two daughters of **V. J. Hooper**, area material man for the Texas Gulf Area, spent the latter part of August and the first of September on a two-week trip as guests of the Desk and Derrick Club of Houston. The girls, Marilyn and Carolyn, traveled through New York, Canada and other eastern areas with 34 other girls in a bus.

The son of **George Owen**, automotive maintenance supervisor for the West Texas Area, is co-captain of the Kemper Military School football team. The lad, **Don**, is a senior in his second year at Kemper . . . **Nancy Nelson**, daughter of Shell's **L. B. Nelson**, corrosion engineer in Houston, was named to an office of the University of Oklahoma chapter of Sigma Alpha Iota, national professional music fraternity for women.

J. W. Hunt, area personnel representative in the West Texas area, looks with favor on the new Commercial Bank and Trust Co., in Midland. When it opened he was the recipient of a \$100 savings bond in opening ceremonies . . . Shell Pipe Line's **Cushing tank farm** was given a nice plug with picture in the employee magazine of the Schlumberger Surveying Corporation, Houston, this month. Cushing was featured in an eight-page spread and Shell received several mentions.

File and don't forget: Three Americans out of every five have one leg longer than the other, physicians report. That's what comes from step-

ping on the accelerator instead of the brake.

R. L. McConnell, assistant maintenance foreman at Union, Missouri, sent in a yellowed clipping from an old newspaper listing the 14 points of a cultured man. We couldn't run it because of its length but to give you an idea of its age, the reverse side had an advertisement urging all to see "The Kid" starring Charlie Chaplin . . . Pipeliners now hold two of the five offices in the Houston Shell Club. **Francelle Brock** was named second vice-president to fill an unexpired term while **Toby Morton**, general clerk, is treasurer.



WORK PUSHED aside, **M. C. Bass**, Head Office oil movements, "Takes five" to languish a loving look on his medal from Life Magazine. The medal proclaims **Sam** the winner over National Open golf champ, **Ed Furgol**, although the score was secret.

One of the longer vacations this year was undertaken by **H. F. Eads** of the Head Office's tax department. Ford and his family took an automobile trip that covered 8,500 miles during which time they were in an even dozen national parks. The trip took them up through the northwest into Canada, down along the west coast and across the Rocky Mountains. Ford said he shot more than 700 feet of movie film using his wife and two sons as willing models.

Latest scoutmaster in the Shell organization is **Billy Gray**, pipeliner in the Rankin maintenance gang. Billy will head Troop 56 in Rankin as climax to a long career in scouting that includes completing the requirements for Eagle Scout.

(That's all the room we have this month. Drop a note to your area correspondent whose name is listed inside the front cover, telling him about yourself or fellow worker. This column is for you and about you. We hope to hear from you soon.)

Accident Box Score

	Year	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
	1954													1955
Disabling Injuries	3	0	0	0	0	1	1	0	1	1				4
Doctor Cases	66	4	7	5	1	2	4	4	8	2				37
Chargeable Auto (a)	35	5	1	1	3	1	2	9	0	2				24
Responsible Auto (b)	15	1	0	1	2	1	1	5	0	0				11

(a) Chargeable under NSC contest rules. (b) Shell employees responsible.

FIVE WAYS TO WEAR SAFETY GOGGLES

• **THE FRONTAL DROOP:** For some reason, people who wear safety goggles around their necks always let the goggles hang down in front. Why not in back? They would be just as useless that way! Or are they trying to hide a double chin, or protect the Adam's apple, or cover up a soup stain?



• **THE REAR GUARD:** This is really a hopeless case. Apparently, those who wear safety goggles in their hip pockets don't know their eyes from the seat of their pants. And what are they trying to protect?

• **THE NEW LOOK:** Some people wear safety goggles on their foreheads. Perhaps they think it looks smart or maybe "air-borne"; or are they trying to get a new look that sets them apart from their fellow workers? If so, they're likely to succeed . . . and get a permanent new look—a patch over one eye, or even two!



• **THE MISER:** Some people seem to value their goggles more than their eyes. They carefully tuck their goggles away in a box or leave them on the work bench. In short, they hoard their goggles . . . at the expense of their eyes!



• **THE SEALED-BEAM:** People who wear goggles this way know what they're doing, can see what they're doing, and will continue to do so. This type gets its name because the goggles are like sealed-beam car headlights, giving full protection against hazards so that the eyes can continue to shine.





THE

Go-Devil



February, 1956

The

GO-DEVIL



Shell Pipe Line Corporation

Houston, Texas

February, 1956



Newcomers to the Shell Pipe Line 10 and Over Club included these persons from the Head Office and the Texas Gulf Area. The first banquet of the year was held in Houston with 135 persons including 62 from Texas Gulf attending. The neophytes are, left to right, L. R. Sheppard, F. H. Levens, Miss Johnnie Anderson and W. N. Shaw, HO; W. L. Knipe and H. H. Webb, TGA. (Other pictures on page 2.)

Ten And Over Club Plans '56 Banquets

More than 900 persons are expected to attend the Company's annual Ten and Over banquets now being planned throughout the Areas.

Houston led off this year with its banquet February 9 at the Houston Club with 135 persons attending. The group included 62 veterans from the Texas Gulf Area who work in or near Houston.

As in past year, the Mid-Continent Area will host the largest group. An estimated 331 employees plus 45 pensioners are eligible to attend the dinners. Last year the Area entertained 323 persons.

The West Texas Area has 242 persons eligible plus more than 10 pensioners. The Area had 214 persons attend last year.

TGA Plans Four

Four banquets are planned by the Texas Gulf Area with 219 persons and more than 15 pensioners eligible to attend. The Rocky Mountain Division has 31 persons eligible with two dinners tentatively planned.

The Ten and Over banquets are open to all pensioners and any employee who has completed a decade or more with the Company or will observe a tenth anniversary during the calendar year.

A glance through the records show that 18 men will mark 33 years or better with the Company at banquets in 1956. The employee having the greatest number of working years is D. A. Brugh, station engineer at Diamond, who celebrated his 37th anniversary on February 1.

Started In 1920

O. C. Vaughan, station chief engineer at Gasconade, is the second oldest employee in time worked having started in May, 1920. L. C. Geiler, manager of personnel and industrial rela-

tions, Houston, joined Shell in September, 1920, to qualify as the third oldest active employee.

Two other men observing 36 years with the Company this year are S. E. Wadley, district gauger at Healdton, and George Whitesell, station chief engineer at Baker. H. A. Brown, (Continued on Page 2)

Credit Union Has Top Year

A five per cent dividend amounting to approximately \$41,000 was distributed to 1,846 members of the Houston Shell Employees Federal Credit Union last month.

The Union which is available to Head Office and practically all the Texas Gulf Area recorded new highs in the number of accounts and in the amount of deposits in 1955. Deposits during the year rose from \$767,612 to \$970,820, and the number of members increased by 191. The outstanding loan balance also was up from \$604,056 to \$695,087.

L. F. Mason, assistant manager of personnel and industrial relations, is vice-president; J. H. Singleton, Head Office chief accountant, is a director; and L. L. Ermis, Head Office assistant training and safety supervisor, is on the credit committee.

The address of the Union is Box 2099, Room 503, Shell Building, Houston 1. Accounts may be handled by mail or by appearing at the office.

Shell Contributes to Highway Safety With Series of Six Safe-Driving Ads

A new series of quiz-type ads designed to sell safe driving by giving readers a chance to test their own driving skill was launched January 30 by Shell Oil Company.

The series of six ads, nearly a full page each, will appear twice a week for three weeks in 220 newspapers in 152 cities throughout the U. S.

Each ad is a test the readers can take in order to rate themselves as drivers. Two quizzes measure reaction time. Others test vision, attitude toward traffic situations, knowledge of road signs and of the proper distance to keep between your car and the car ahead at different speeds.

Shell decided to go nationwide with the series as a contribution to highway safety after a trial run of the ads showed phenomenal reader interest. As many as 88 per cent of one paper's readers noticed one quiz. More than half the readers actually took the test. On the average, the ads were noticed by 74 per cent of all readers. Many page one stories do not fare as well.

The ads were tested first in Charlotte and Tacoma and later in Trenton, Albany, Co-

lumbus, Milwaukee, Houston and Sacramento before the nation-wide schedules were planned.

The ads are novel as an approach to the problem of highway safety, which has traditionally been tackled by means of slogans or the "scare" technique, but Shell does not consider the series a basic shift in the direction of its safety program.

"We have always tried to promote safety by giving people something they can do about it," said H. L. Curtis, public relations vice president and key man in the present campaign. "These ads will do a lot of good if they help drivers uncover their own weak spots and do something about them."

(Continued on Page 2)

Social Calendar Filled for Year

Head Office and Texas Gulf Area employee members of the Houston Shell Club have a full social calendar this year.

In January the club purchased all seats for a performance of a play in Houston's Alley Theatre and this month members held an informal dance at a local club.

Another outstanding activity, the annual spring dance, will be held April 6 in the Houston Club. Other functions include bowling and bridge tournaments in March; a play at one of Houston's theatres in June; a swimming party in July; an informal dance for August; a golf tourney in September; another theatre party in October with a doubleheader for November, a circus and bowling tourney.

Marriage 'Saved' By Pack of Go-Devils

(When K. W. Looney left Shell Pipe Line and went to the West Coast with Shell Oil, he discovered something he had in Houston had not followed him on his new assignment. So Ken, former assistant training and safety supervisor, penned the following letter explaining the plight which might happen to anyone.)

"Dear Editor:

"After fifteen years my happy married life is in danger of going on the rocks.

"You no doubt wonder why I am telling you my troubles but here is what has happened:

"Since moving to California I have been the recipient of

periodic outbursts of rage from a normally sweet, considerate wife. Suspecting that I was at fault I decided to try spending more time with my lovely wife through the medium of disability benefits coincidental to a contest with a duly authorized surgeon—who won. (He would never have beaten me but he used a knife.)

"This extra time at home didn't seem to help and the outbursts continued, getting worse with each one. It was then that I decided I should see a psychiatrist.

"I called and he was playing golf. I called again. Still playing golf so I decided to take up the game. I bought \$150 worth of golf equipment and

started the chase. I finally caught him at the 127th hole and would have caught him at the 125th but that couch was heavy! And besides he had Nashua for a caddy.



"I stated my problem. He shrugged his broad, strait-jacketed shoulders, looked me square in the eyes and said, 'The answer to your problem is simple, YOUR WIFE HASN'T BEEN GETTING HER GO-DEVIL. \$150 please.'

"So I gave him the golf clubs (one at a time) and left, thoughtfully chewing on the couch.

"That's the reason I am writing to you, Bill, you and you alone can prevent the aforementioned tragedy.

A faithful reader,

Ken Looney,
200 LaFrance,
Alhambra, Calif.

(Editor's Note: A tragedy has been averted.)

Special Feature

Featured on page 4 of this issue is a full-page reproduction of the Company's Head Office Organization Chart.

On page 5 is an article briefly describing the functional responsibilities of each department and a statement of the staff changes which were made January 1, 1956.

The GO-DEVIL

Volume 15 February, 1956 Number 2

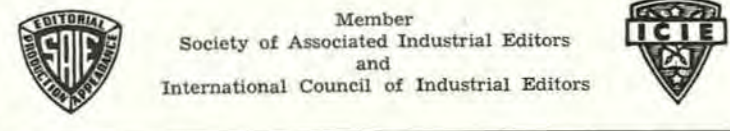
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William D. Askin Editor

Associate Editors

- | | |
|-----------------------------|------------------------------------------|
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| Mrs. P. A. Grimm..... | Rancho Division |
| Miss M. L. Wright..... | East Texas Division |
| J. T. Davis..... | Bayou Division |
| E. M. Cook..... | Mid-Continent Area Office |
| G. W. Burton..... | Oklahoma Division |
| G. B. Stark..... | Ozark Division |
| J. E. Pritchett..... | West Texas Area Office |
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| Miss Nita Smith..... | Treasury-Accounting Department, Houston |

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Four Pipe Liners Retire



M. D. Pool

A tip-off on M. D. Pool's retirement plans was given January 31 when friends and fellow workers at Hobbs, N. M., gave the assistant district chief gauger gifts of fishing equipment.

Marshall and Mrs. Pool were presented a fishing rod and reel, a line tackle box and a dip net along with an electric blanket.

Pool told the guests he had sold his home in Hobbs and planned to build in Arlington, Texas, where a son lives. He said his plans were tentative, however.

A veteran of 20 years with Shell, Pool started as a pumper gauger at Kilgore in June, 1935. After one year, he moved to Eunice, N. M., as a field gauger and spent the rest of his career in the West Texas Area. At various locations in Lea County, Marshall has been a field gauger, station engineer, assistant district chief gauger and district chief gauger.

On the Cover

The Eldorado Station on the Rancho Pipe Line System is the subject of the cover picture this month. Shown is G. F. Cales, terminal supervisor, on a routine check of the valve flags. Automatically operated, it can be determined from inside the station if a valve is opened or closed by these flags.

J. A. Jones

Forty-eight friends and fellow employees honored J. A. Jones, chief station engineer at Roberts, with a dinner party at Forsan, Texas, when he retired February 1.

The people from Hamlin, Midland, Colorado City, Big Spring, Brownfield, McCamey, Driver and Upton Stations to present Jeff and his wife, Carrie, with two pieces of luggage and an electric skillet as shown below.

Jeff told the group his tentative plans were to move to his hometown, Weatherford, Texas, and set up a fix-it shop or feed a small number of cattle on land he owns.

Jones began his career as a station engineer at Yates in January, 1928, and since then has been station engineer at Monahans, Upton and Westbrook and chief at Westbrook, Archer and Roberts.

Jeff and his wife will be at home at 510 South Rusk St., Weatherford.



R. M. Arnold

More than 26 years of gauging work ended February 1 for Ray M. Arnold, district chief gauger at Mercy, when he retired to his home at Cleveland, Texas.

Ray worked with two other pipeline companies before joining Shell as a gauger at Austin in March, 1929. Since then he worked as an engineer at Austin and Brookshire, tank farm gauger at Houston and then as district chief gauger at Mercy.

Ray and Mrs. Arnold recently purchased a small tract of land near Cleveland and plan to erect a home there. The couple has a common love of fishing and hunting and this figures highly in the retirement plans.

The Arnolds can be reached by writing them at General Delivery, Cleveland, Texas.

E. H. Richardson

The lure of West Texas is deep-seated in E. H. Richardson who was born in that area and spent more than 27 years with Shell Pipe Line working at various stations there.

A native of Colorado City, Richardson retired February 1 as instrument maintenance supervisor at that city and tentatively plans to go into business there. At a luncheon he was presented with an appropriate scroll from the Company by A. L. Geer, division superintendent, at left below.

Richardson started his Shell career as a carpenter's helper on West Texas construction. Since then "Rich" has worked as a mechanic's helper and engineer at Upton Station, a field gauger at Goldsmith and Roberts before going to Colorado City as a mechanical maintenance supervisor in 1944. He took over his last job in February, 1950.

"Rich" and his wife may be reached at 541 Locust Street, Colorado City.



Driving Ads Urge Safety

(Continued from Page 1)

Shell ran an extensive "Share The Road" campaign in the late 1930's. It cooperates with the National Safety Council in sponsoring the annual Carol Lane Awards for women's achievements in traffic safety, and it encourages company employees to participate in local safety programs.

The biggest dividend from the new ad series, Shell believes, is the ads' effect in stimulating people to action in promoting traffic safety. Ministers have preached about the quizzes. Governors have endorsed them. High schools have used them in driver training classes. Civic clubs have developed programs around the tests. TV and radio commentators have suggested that listeners watch for the ads.

The series was prepared by Kenyon & Eckhardt, Inc., in cooperation with the Center for Safety Education, New York University. The ads are endorsed by the Automotive Safety Foundation, Washington, D. C.

Oil Employs Sooners

Some 45,000 Oklahomans are directly engaged in the production of oil and natural gas, and many thousands more are employed indirectly as a result of oil and gas production.



Oil Films Free For Civic Use

Would you like to give your school, church, club or civic group the facts about the oil industry and entertain them at the same time?

Take advantage of the film library maintained by the Head Office safety and training department which is there for your use. Films on activities in the oil industry, about safety training, and other general subjects, even comedy films are available now.

A list of the films can be obtained from your safety engineer or training representative or by writing directly to Houston. Address your requests to the Personnel and Industrial Relations Department, Shell Pipe Line, Box 2648, Houston 1, Texas.

All are 16 mm sound films and the majority are in full color.

Ten and Over Plan Banquets

(Continued from Page 1) district chief gauger at Pauls Valley, is a 35-year veteran.

Three men joined the Company in 1922: I. C. Murphy, district superintendent at Healdton; H. P. Shockley, district chief gauger at Cushing; and H. L. Winther, station engineer at Diamond.

The following nine men fall into the 33-year category: C. C. Combs, vice-president and treasurer; Houston; A. R. Hassler, wire chief, Tulsa; F. C. Conradson, assistant station chief engineer, Huffman; U. S. Shewmaker, superintendent station construction, Houston; E. F. Smith, resident inspector, Port Neches; A. B. Parkhurst, area gauging inspector, Colorado City; F. V. Maloney, supervisor, oil schedules, Houston; W. Ward, station engineer, Midway; and C. W. Harris, station chief engineer, Chelsea.



The Head Table at the Houston Club was reserved for Pipe Liners with 30 or more years. In the top picture, left to right, L. C. Geiler (36); D. M. Farrell (31); H. G. Rodeman (30); H. R. Menkel (30); J. P. Carver (30) and F. V. Maloney (33). Farrell, Menkel and Carver are from TGA. In the lower picture, left to right, H. J. Woehrmann (32); J. H. O'Hare (30); H. F. Ziegler (32); J. B. Thompson (31); C. P. Wilson (31); C. C. Combs (33); and C. W. Galbraith, master of ceremonies.

GO-DEVILS

Pipe Line Scrapers Vital To the Movement of Oil

(Last month, The Go-Devil carried the first article of a two-part series on pipeline scrapers (go-devils). January's article covered the history of go-devils and the following article covers Shell Pipe Line's contribution to the development of the scraper plus a brief description of other pipeline cleaners now in use.)

PIPESCRAPERS ARE important to the operation of Shell Pipe Line's thousands of miles of lines since without them movement of oil would be severely restricted or completely halted.

Shell uses the scrapers extensively in practically all of its lines. The go-devil most employed is called the scraper-type which not only removes deposits from the pipe but also pushes out air, vapors and water that invariably get into the lines. The use of the scraper reduces internal corrosion caused by water and mineral deposits thus increasing the flow efficiency of the lines. One corrosive element is the high sulphur content of sour crude, therefore scraper types are used more often in lines which frequently move sour crude.

A scraper-type in action is described thusly by its manufacturer: "The partly compressed guide arms and knives are held tightly, but flexibly, against the walls of the pipe by pressure of their individual springs. The function of the guide arms (these have notched wheels on the end and are sometimes called 'rows' by pipeliners) is to 'float' or center the scraper in the line, preventing undue wear on the bottom surface of the pipe, and to prevent the scraper from cocking or jamming under variations of pressure or at minor obstacles. The flexibility of the guiding and scraping members supplements the effect of a central flexible joint to permit the go-devils to round bends in the line."

Plug-Type Holds Up Well In Runs

The second most commonly used type is the plug which is used in lines where corrosion is slight such as the 24-inch Rancho Pipe Line System. The Rancho system, which Shell Pipe Line operates, is not working at full capacity, and so intermediate pump stations have not been constructed. This means that the plug-type cleaner must travel 100 miles or more between stations. To date, the plugs have held up well in these long runs.

The plug-type cleaner is the first one used in any newly-laid pipe to remove debris prior to water testing. It is composed of a series of synthetic rubber disc or cups the size of the pipe and mounted on a steel rod.

It also is used to separate "batches" in a products pipe line, however, Shell Pipe Line does not use it for this purpose since the efficiency of its use is a debatable question.

The third type go-devil is the brush that does essentially the same thing as the scraper-type. It also usually is used on lines which have a minimum of corrosion such as liquid gas lines.

Time Between Runs Usually Varies

The scraper program of Shell Pipe Line is set up by the division superintendents and the Oil Movements Department. The timing of the scrapers depends upon: (1) characteristics of the crude oil (waxing and corrosive elements) and (2) how close to maximum the lines are being used. Consequently, the period of time between scraper runs varies between a week and several months.

Pumps stations along Shell's lines are spaced on an average of every 50 to 60 miles. Each station has scraper traps where the scrapers are removed, inspected, cleaned and repaired if necessary, in which case a new or reconditioned scraper is put in the line and sent to the next station.

Many of the old lines didn't have scraper traps but the Company has been installing them in recent years. On some of the minor lines, i.e., gathering lines, it doesn't pay to undergo the capital cost of scraper traps. However, in some fields, notably the East Texas Field, the wax content in the oil is so high that scrapers must be used in the gathering systems.

One early problem that had to be overcome was the varying sizes of pipe in a single line. In 1947, O. C. Mudd, former senior corrosion engineer with Shell Pipe Line, designed a scraper which could be used in a line of varying diameter.

Since both the guide wheels and knives of the scraper are flexible, it was only necessary to redesign the rubber discs, making them flexible so that the scraper could travel through pipe of smaller dimensions.

This was done by notching two rubber discs and placing them together to provide a continuous face against the oil moving the scraper through the pipe.

Invention First Used In West Texas

This scraper innovation was first used in the Goldsmith-Barnsley Line in West Texas which has eight-inch cement pipe, six-inch steel pipe and six-inch cement-lined pipe. It was successful and has been used on this line since as well as many other lines of varying diameter in the system.



J. D. Andersen, pipeliner, replaces synthetic rubber discs on a scraper-type go-devil at the Baytown Station. Note the notched rubber discs in the foreground which were designed by O. C. Mudd, retired SPL engineer.

Before the advent of pipeline construction inspectors, a great variety of things were pushed out of newly-constructed lines by the go-devils. Nearly every pipeline can tell you a tale of something different that has appeared in scraper traps or was found when a line was cut open to free a stuck scraper.

They have seen such strange things as rabbits, snakes, rats, fence posts, log chains, skids, railroad jacks and even a lady's unmentionables. Probably the "foulest" thing ever to emerge was a small group of dead skunks. "The odor was somethin' awful," one of the crewmen stated.

A scraper was run through the six-inch Boyd-Midway section of the Healdton-Cushing line a few years ago, the first time it had been scraped since the line was laid in 1917.

Pipe Is Cut, Three Objects Found

The go-devil stopped at a flattened bend in the line and it was necessary to cut the line to get it out. There in front of the scraper, pipeliners found three objects—a 10-foot piece of three-quarter inch pipe, a five-foot piece of 5/16 by 1 1/2-inch scrap iron and a 12-pound piece of iron casting, all well preserved from rust by the crude oil flowing through the line.

Today, the inspector sees that the open pipe end has a "night cap" put on at the end of the work day. This is done to keep animals and birds from taking refuge. Another way of preventing objects from being left in the line is to wash it out before the weld. Despite this careful handling, objects still find their way into the pipe.

Occasionally a scraper sticks in a line and this calls for the help of maintenance crews. Another scraper is inserted and a crewman follows its passage by means of the humming sound it makes as it moves through the line. If it doesn't dislodge the first go-devil, the line must be cut open and the jammed scraper removed. This can be a time and money consuming task especially if the scraper sticks in a road or a river crossing.

Since the scraper travels only about three miles an hour in crude lines it is easy to follow but in liquid gas lines this can't be done because its speed runs as high as 100 miles per hour. Special magnetic instruments must be used to trace these go-devils through these lines.

That, in brief, is a history of the go-devil and its various uses in the pipeline industry. A very important tool in the every day job of moving oil from the producing fields to the refineries.



The Baytown Maintenance crew prepares to start a scraper-type go-devil. Holding it is J. H. Stark with J. D. Andersen ready to seat it in the pipe with a log. C. C. Moss, foreman, and J. S. Broomas are ready to assist in safety measures.



L. L. Arnold, Garfield Station assistant chief engineer, puts a plug-type cleaner into the 24-inch Rancho Pipe Line System while checking a gas detector in his right hand. The man manning the fire extinguisher is R. D. Webb, utilityman.

SHELL PIPE LINE CORPORATION



General Organization Chart January 1, 1956

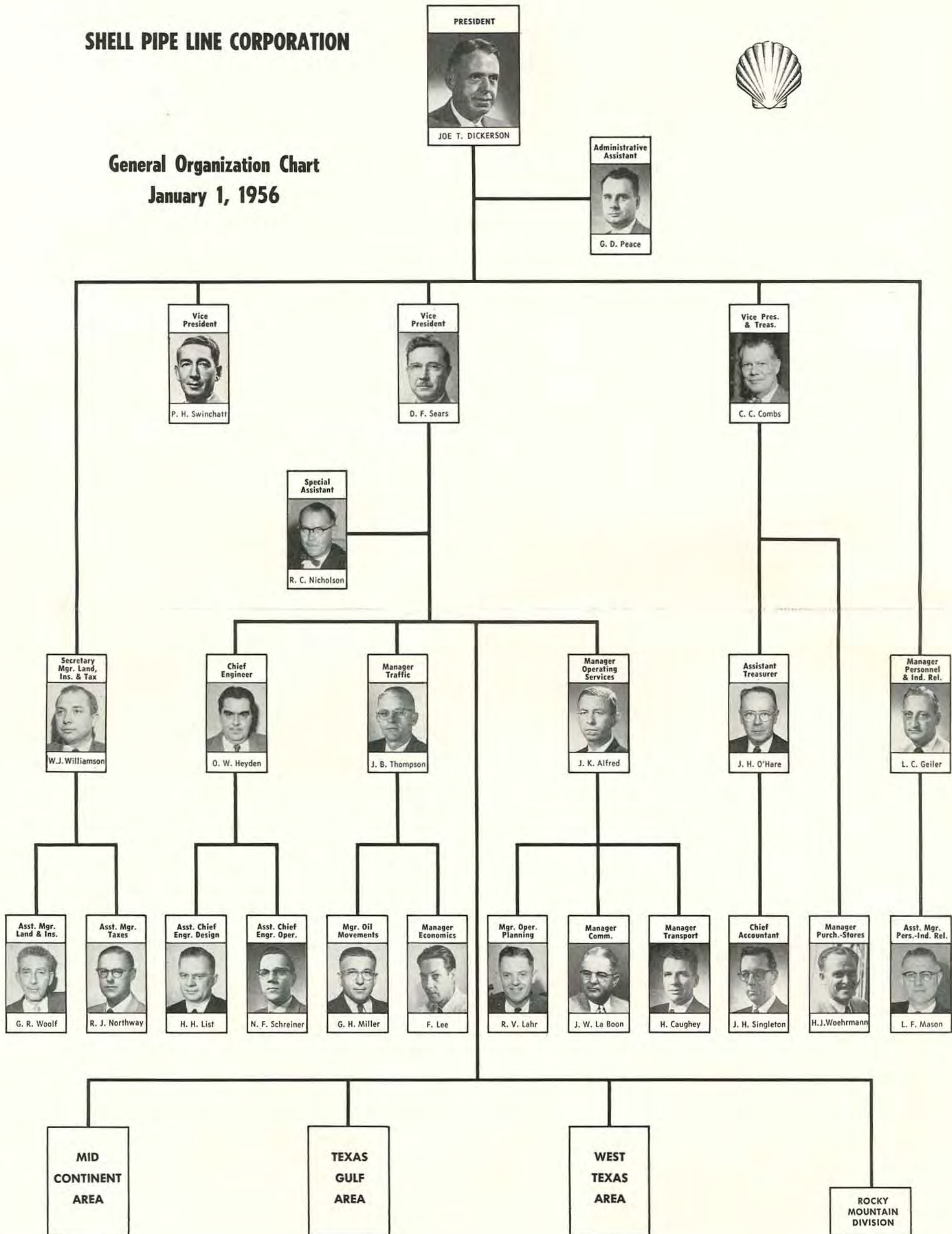


Chart Lists Changes In Responsibilities

A NUMBER of major changes in Head Office departmental structure became effective January 1, 1956. A minimum of physical moves was involved and a closer integration of allied corporate activities was coupled with a higher degree of delegated authority, while the elements of adequate executive control were retained in the staff alignment.

The pictorial organization chart on the opposite page shows the general alignment of responsibility as it now exists. The first of the year changes involved the realignment of certain duties and responsibilities of staff members formerly associated with Messrs. W. A. Baker, vice-president and treasurer and D. H. Lewis, vice-president, engineering. Both of these officers of the Company retired on December 31, 1955.

Report to Sears

All functions relating to the construction, operation and maintenance of operating facilities are under the direction of Vice-President D. F. Sears. The Area Managers of the three areas and the Division Manager of the Rocky Mountain Division report to him.

Mr. Sears is assisted by staff units relating to Engineering, Traffic and Operating Services. The Engineering Department under O. W. Heyden was transferred to this group. Engineering functions have been divided between Design and Operations and H. H. List has been given the responsibility for the former and N. F. Schreiner the latter. Problems, studies and recommendations in these classifications will be handled in the respective section.

Takes New Post

J. B. Thompson, formerly assistant to vice-president was promoted to manager of the newly organized Traffic Department and is responsible for directing the activities of the Oil Movements Department, managed by G. H. Miller and the Economics Department headed by F. Lee, manager. Mr. Lee was promoted to this position from his previous assignment as evaluation engineer and he will continue to be responsible for the evaluation work. Prior to this reorganization the economics functions were handled by the Engineering Department.

The third staff unit assisting

the vice-president is headed by J. K. Alfred as manager of Operating Services. Mr. Alfred was promoted to this assignment from his former position of assistant to vice-president. Three units report to him. R. V. Lahr, manager, Operations Planning, will direct all activities connected with planned operating projects. J. W. La Boon, manager, Communications, is responsible for the telephone, teletype and radio communications facilities and operations. H. Caughey, manager, Transport, a newly created department, is responsible for all phases of automotive and air transport services.

Explain Grouping

The financial activities of the Company are under the direction of Vice-President and Treasurer C. C. Combs, who replaced W. A. Baker, retired. Continuing as units of the financial organization will be the General Accounting, Auditing and Cashier and Auditor of Disbursements Sections reporting to Assistant Treasurer J. H. O'Hare, with no changes in their general duties or alignment. The Purchasing-Stores Department, H. J. Woehrmann, manager, reports direct to the vice-president and treasurer.

The status and organizational alignment of the Land, Insurance and Tax Department remains unchanged. Under the direction of secretary, W. J. Williamson, this department reports direct to the president. The assistant managers in this department are G. R. Woolf, Land and Insurance, and R. J. Northway, Taxes.

The Personnel and Industrial Relations Department under L. C. Geiler, manager, also remains unchanged. However, this department, which formerly reported to the vice-president, now reports direct to the president.

The new organization brings closer association of allied interests so as to expedite considerations, decisions and approvals required to effect efficient operation and management of Company facilities.

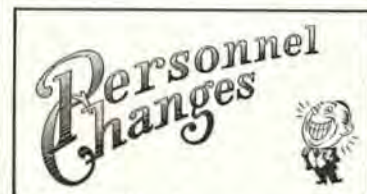


Girl Wins Scholarship

Although employed by Shell Pipe Line only four months, Dianne Davenport was given a warm send-off by Head Office officials when she resigned late last month.

The communications department messenger was awarded a Jesse Jones scholarship at the Southwestern University, Georgetown, Texas, and left to enroll in the spring term.

Dianne has to attend one semester before the scholarship becomes effective but it will continue for a total of four years if the student's grades remain at a designated high level.



J. K. Alfred, assistant to the vice-president, to manager, Operating Services, Houston.

J. T. Bergeron, senior clerk, laboratory, to field operations, Houston.

B. D. Brown, pipeliner to maintenance lineman, Cushing.

H. L. Burton, general clerk, Houston (TGA) to Head Office land, insurance and tax.

W. A. Garner, auto mechanic helper, Houston, to pipeliner, Port Neches.

H. W. Gillott, station utilityman, Baylor, to field gauger, Jal.

C. E. Hart, tank farm gauger, Hamlin, to field fauger, Eunice.

R. E. Hickman, garage foreman to automotive maintenance supervisor, Houston.

E. H. Kemner, mechanical maintenance supervisor, Springfield, Mo., to Owensville, Mo.

H. W. Krause, pumper gauger, Hope, to tank farm gauger, Houston.

J. R. Massey, assistant station chief engineer, Bland Station, to Osage Station.

L. R. Mayo, station engineer, Fannett to Norco.

P. H. McDougal, station engineer, Basile to Port Neches.

E. C. Myrow, station engineer, Fannett to Basile.

F. E. Riggs, tank farm gauger, Healdton, to station engineer, Midway.

W. N. Stevenson, station engineer, Midway to Wildhorse.

J. B. Thompson, assistant to the vice-president, to manager, Traffic, Houston.

F. B. Traw, station engineer, Gasconade to Labadie.

G. Whitesell, station chief engineer, Ray Station, to Baker, Mont.

L. C. Wolf, pipeliner, Pauls Valley to Healdton.



February being the Valentine month makes the following item very appropriate. Seems Miss Mavolen Vanderford, stenographer in Head Office Purchasing-Stores, went to great pains to pick out a Valentine for her fiancee, Naval Cadet Don Evans, who is stationed in Pensacola, Fla. Don, no doubt, did the same. The exchange showed a mutual meeting of the minds. The Valentines were identical.

Ducks and Honors Galore



Dunn and Rogers

Buhler Station personnel enjoyed the shooting this season on leases in the Louisiana sea marsh on Johnson Bayou near Sabine Lake. J. A. Dunn, yardman, and J. L. Rogers, station engineer, show their luck but others shared the good hunting. Among those were R. V. Conover, station chief engineer, Robert Ullo, station engineer, and Roy Floyd of Cushing, retired. Mrs. Dunn also shared a couple of successful hunts with her husband.

Colorado City (Texas) High School waited until late last month to hold its annual football banquet but it was worth the wait to Ramona Billings, daughter of G. G. Billings, West Texas Area manager. Ramona was presented as football sweetheart of the Wolves and later will receive a jacket with a sweetheart emblem. . . . Cadet Melvin E. Pollard, son of Mrs. and F. W. Pollard, assistant chief gauger at Penwell, was named to the dean's list at the U. S. Air Force Academy in Denver. The dean's list includes the top 40 per cent in academic standings.

Notes from Here and Abroad

Employees approved the new hospitalization insurance plan that was offered the first of the year. Records at Head Office show that 98 per cent of the eligible employees took advantage of the increased protection at the same rates. The first man in the Texas Gulf Area to sign up was J. B. Gantenbein, welder in the Sealy Maintenance Crew. John was signed by J. H. Williams, Area training representative, while he was assigned as welding inspector on the Hope-Houston Line reconditioning job.



Gantenbein and Williams

The former Caroline Stappler who worked as a clerk in the Austin office of the Rancho Division now lives in England with her husband, Lt. C. L. Hamby. She recently wrote the Area Office and spoke of her experiences in England. The Hambys have been overseas since April but she said she would be glad to return to the U. S. "where people use central heating, etc." Caroline also noted "the roads are very narrow and winding and definitely not built for American cars which we have." Her address is: c/o Lt. C. L. Hamby, 91st Ftr. Bmr. Sq., APO 755, c/o P.M., New York, N. Y.

Club Lives Up to Its Name



Dolhonde, Butts and Burton

The writing worries of H. L. Burton, general clerk, were taken care of by the Texas Gulf Area office Friendship Club when it presented Henry with a lifetime pen and pencil set this month. It was given to Henry when he was transferred to the Head Office in the land, insurance and tax department. . . . C. E. Dolhonde, Area manager, made the presentation. K. M. Butts is the seated man in the background.

Go-Devil gleanings from up and down the lines: The brain is wonderful. It never stops functioning from the time you are born until you stand up to make a speech. . . . In the early days of motoring, narrow highways would barely permit two cars to pass without colliding. Now we're getting wide super-highways where six or eight cars can collide at one time. . . . It's too bad those talkers who contend to speak "straight from the shoulder" can't speak from a little higher up.



Survival gear that is carried by many cars in the Rocky Mountain is displayed by D. W. Jackson, general clerk at Glendive. Gear of this type is needed in a country of sudden blizzards. Directly behind the car is the new Butte District office building in Glendive. It is located approximately three miles from the city.

Service Birthdays

Twenty-Five Years

T. E. Sawyer, Grand Lake (Okla.) station engineer, qualified for his four week vacation period this month by observ-



ing his 25th year with the Company.

Starting as a laborer on the McCamey-Healdton line, Ted has worked as station utilityman, oiler and station engineer at Oetters, Roxdale, Verdi, Midway and Grand Lake.

Active in sports, Sawyer is a member of the Sportsmen's Club at Fairland and has an unusual amount of knowledge about wild life. Another interesting hobby is the theatre in Fairland that Ted operates on weekends with the help of his family. His wife sells tickets, he handles the screening, his son Eddie, 15, sells popcorn and the daughter, Sharon, 12, takes tickets.

G. W. Norris, tank farm gauger at Cushing, has reason to remember February, 1956, it marks 25 years with Shell Pipe Line.

George started with the Company in February, 1931, as a linewalker at Healdton. Since then he has worked as an oil gauger, pumper gauger and station engineer at Ray, Cushing, Fairland (Grand Lake), Tonkawa, Pauls Valley and now Healdton.

All of George's spare time has been taken up with his farm near Cushing where he recently completed a new



home. In connection with the farm Norris deals in cattle buying and trading.

Twenty Years



Twenty years of service will be marked this month by, left to right, H. H. Boden, linewalker, Kilgore; J. E. Fullerton, propane loader, Hobbs; and B. L. Isaacs, Jr., station engineer at Buhler.



Two more 20 year men are D. I. Hume, left, tank farm gauger, Wood River; and B. O. Langley, mechanical maintenance supervisor, Eunice.

Fifteen Years

- R. W. Armitage, pipeliner, Goodrich.
- L. Bragg, field gauger, Wink.
- F. C. Cox, linewalker, Kilgore.
- E. W. Eska, tank farm gauger, Houston.
- A. E. Tipton, tank farm gauger, Wood River.
- J. W. Williams, station utilityman, Wood River.
- W. J. Williamson, corporate secretary, Houston.

Ten Years

- C. M. Dawkins, field gauger, Penwell.
- E. E. Mathis, pipeliner, Sarcoxie.
- J. T. Newton, station utilityman, McCamey.
- E. A. Sloop, field gauger, Eunice.

Three Pipe Line Couples Wed In Solemn Church Ceremonies

Kestler-Bandor

Miss Shirley Don Kestler and Robert S. Bandor were united in marriage February 3 at the Woodland Presbyterian Church in Houston. She is the daughter of Mrs. Don Kestler and the late Mr. Kestler. He is the son of Mrs. James Gordon of Red Wing, Minn.

Mrs. Bandor is employed as a junior file clerk in the Head Office treasury-accounting department. The groom is stationed at Ellington Air Force Base.

Mrs. W. R. Bland, Shell Oil receptionist, was matron of honor.

Midland's C-Union Announces Dividend

A dividend of five per cent on all shares was declared by the officers of the Midland Shell Employees Federal Credit Union.

The balance sheet shows an increase in total loans for 1955 of nearly \$58,000 over the 1954 figure, and a gain in total assets of \$38,000.

L. F. Franklin, West Texas Area chief dispatcher, was named an assistant treasurer on the board of directors.

Cards of Thanks

We wish to express our appreciation to Shell friends who were so thoughtful at the time of the loss of our son, Barry. Mr. and Mrs. J. A. Jones.

W. B. Sanders wishes to thank his many kind friends with Shell Pipe Line for their many expressions of sympathy in the loss of his wife, Blanche.

Words cannot express our deep feeling of gratitude for such wonderful friends. Your kindness, sympathy and deeds of love will long be remembered and cherished. The family of W. D. McClure.

I wish to thank my many Shell friends and the Company for their kindness and expressions of sympathy during the recent illness and death of my father.

J. L. Summers.

Births

Mr. and Mrs. B. F. Davis, a daughter, Mary Evelyn, 7 pounds, 7 ounces; December 15. Davis is a truck driver for the Port Neches maintenance crew.

Mr. and Mrs. J. H. Williams, a son, Grant Guy, 6 pounds, 11 ounces; February 18. Jack is the Texas Gulf Area training representative.

Mr. and Mrs. R. L. Prather, a son, Paul Travis, 6 pounds, 7 ounces; January 27. Prather is a pipeliner in the Wasson Maintenance Crew, Denver City, Texas.

The oldest and largest voluntary organization serving the crippled is your Easter Seal Society. Support it.

Hunt-Thomas

Miss Peggy Jo Hunt and James William Thomas were joined in marriage at St. Mark's Methodist Church, Baytown, Tex., on Nov. 25.

Milton and Homer Thomas, brothers of James, also served in the wedding. All are sons of W. M. Thomas, Port Neches station engineer.

The couple is living in Port Neches while the groom attends Lamar College in Beaumont.



HO Stenographers Help Cancer Society

Services of Head Office stenographers have been made available on a part time basis to the Harris County office of the American Cancer Society.

The girls who will work for the society during February and March are: Marion Hufnall, administrative; Lelia Roder, engineering; Ruth Higgins, personnel; Frances Reid, traffic; Pat Sitton, land, tax and insurance; Shirley Bandor, treasury; Mavolen Vandeford, purchasing; and Betty Lavette, communications.

Kilgore's Shell Club Headed By C. E. Slater

Twelve events have been scheduled by the Kilgore Shell Club which will be headed by C. E. Slater, East Texas division superintendent, during 1956.

Slater will be assisted by two other Shell Pipe Line people, Shirley Mount, junior clerk, who was elected secretary-treasurer; and R. A. Cox, pipeliner, who was named to the board of directors.

A Valentine Dance led off this month with bingo and a children's Easter Party scheduled for March. A spring dance, picnic and barbecue will fill the summer months before another bingo party in September.

The annual Halloween dance highlights October with a turkey give-away slated for November. Three events will entertain Shell employees and their families in December, a children's Christmas party, a Christmas dance and a New Year's dance.

It costs approximately one cent to ship 4,200 gallons of oil one mile by tanker.



O'Neill-Lawson

Miss Marilyn Ann O'Neill, daughter of Mr. and Mrs. T. E. O'Neill, became the Mrs. of Edward Lawson in the First Methodist Church chapel in Houston, January 28.

The bride's father is right-of-way representative in the Head Office land, insurance, and tax department.

The groom is stationed at Lackland Air Force Base near San Antonio where the couple will make their home.

Pipe Line President Named to UF Board

At the Harris County United Fund and Community Council recognition dinner held in Houston this month, Joe T. Dickerson was honored three ways for his services on the council.

He was elected to a three year term on the Fund's board and was named chairman of the national agency's standing committee. He also received a plaque for meritorious service as head of the Industrial Division in this year's fund drive.

Deaths

Pensioner Earnest Dickey died January 30 at Waco. Earnest retired November 1, 1949, while working as a yardman-truck driver at Austin.

Mrs. J. D. Aldridge, mother-in-law of C. C. Boyles, died February 4 in Cushing. Boyles is an electrical maintenance supervisor at Vinita.

J. I. Beard, father-in-law of L. R. (Doc) Gil died at Opelousas, February 5. Doc is leadman in the Opelousas maintenance crew.

Mrs. C. H. Rodgers, mother of C. A. Rodgers, died February 8 at New Haven, Mo. Rodgers is a district telephone maintenance foreman at Union, Mo.

T. M. Young, father of T. R. Young, died in Houston, January 16. Young is an engineer in the Head Office.

John Riddle, father of W. E. Riddle, Glendive district gauger, died February 10 in East Chicago, Ind., at the age of 70.

Today the oil and gas industry consumes almost eight per cent of the nation's steel output. It goes into well equipment, pipe lines, refineries, storage tanks, and many other items.

Pipeline Personalities



Children of two Pipe Liners are members of the Healdton High School band, top Class C organization in the state. At left is Geraldine Enos, daughter of J. E. Enos, welder at Healdton. Jerry and Peggy Wood are children of C. G. Wood, pipeliner, Healdton.



Shell Pipe Line's small, modern offices in Hobbs, N. M., offer two of its prettiest clerks, Pat Moore, on phone, and Charlene Suiter. Pat is a junior clerk and has been with SPL since November 1950. Also a junior clerk, Charlene started to work in April of last year.



McCamey High School picked Beverly Jo Hambrick as "The Spirit of Christmas" and she reigned over the holidays. Sponsored by the junior class, the honor is coveted by any girl. Beverly Jo is the daughter of M. B. Hambrick, Mesa Station engineer.



Practical gifts for a bride-to-be were chosen by members of the Head Office Treasury Department Pipe Liners' Club. A. D. La Rochelle, club president, presented Shirley Kestler, junior file clerk, with an iron and china. (See wedding story on page 6.)



Each Area and the Rocky Mountain Division had a training representative at a week's course on better means of communication held in the Head Office this month. The men broke off from the business at hand to have a Coke and tell tales. They are, left to right, F. B. Loe, RMD; J. D. Quinton and L. L. Ermis, HO; W. L. Hilgenfeld, WTA; J. H. Williams, TGA; and L. W. Kinison, MCA.



Indoctrination courses of Shell Pipe Line for new employees are held every six months in Head Office. Those who attended the most recent course are, left to right, Nancy Compton, accounting; Beth Quinn, communications; W. D. Askin, personnel; Ruth Josseland, communications; Joyce Correll, treasury; and Jeannine Birmingham and J. T. Hares, both of accounting. A full day is needed for the course.



Retirement counseling was thoroughly discussed by this group that met in Houston for a conference that included H. T. Leasure, second from left standing, representing the New York office. Others standing are, left to right, L. F. Mason, HO; H. D. Solsbery, MCA; H. V. House, TGA; and J. W. Hunt, WTA. Seated are: J. E. Fairweather, WTA; F. L. Underwood, TGA; and L. W. Kinison, MCA.



An informal dinner party honored Danny and Iris Whitty at an inn near Houston in late January. Iris, a stenographer, left the Texas Gulf Area office to assume full time household duties. Present are, left to right, Mrs. F. L. Underwood, Jean Schmidt, Marie Murray, Mrs. G. C. Moates, K. M. Butts, Bill Murray, Danny and Iris, J. H. Williams, Mrs. Williams and F. L. Underwood in the foreground.

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Accident Box Score

	Year 1955	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total 1956
Disabling Injuries	5	1												
Doctor Cases	56	2												
Chargeable Auto (a)	31	2												
Responsible Auto (b)	14	2												

(a) Chargeable under NSC contest rules. (b) Shell employees responsible.

WHO IS TO BLAME?

When a serious or fatal accident occurs the supervisor is frequently surprised to learn that the cause was a violation of a safe practice rule which he thought his men were constantly following. Upon further investigation he finds the violation was common practice with the victim of the accident and many other employees.

When the superintendent hears of the accident and the result of the investigation, he too is greatly surprised to know that one of his supervisors had been so lax as to permit such a violation.

The next surprise comes to the managers. They wonder why the superintendent did not know of the conditions that brought about the occurrence of the accident.

Such surprises are unfortunate; however, alertness to personal responsibility and diligent supervision of the old common sense type will avoid many of these unfortunate surprises.

L. L. ERMIS, Assistant Supervisor
of Safety and Training.



THE

Go-Devil



February, 1956