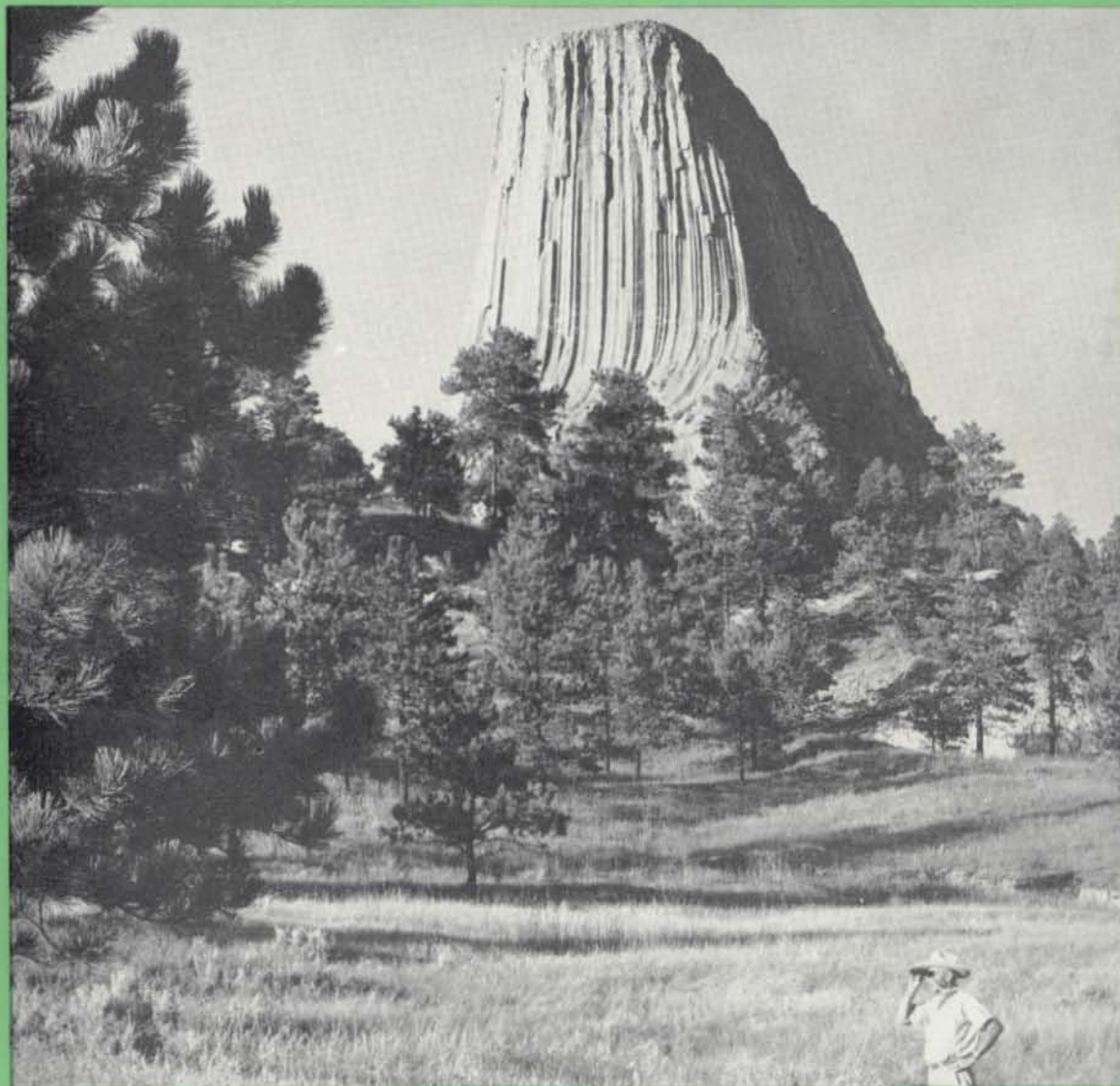


THE
Go-Devil



OCTOBER 1955



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The Butte Line Story in Pictures

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.

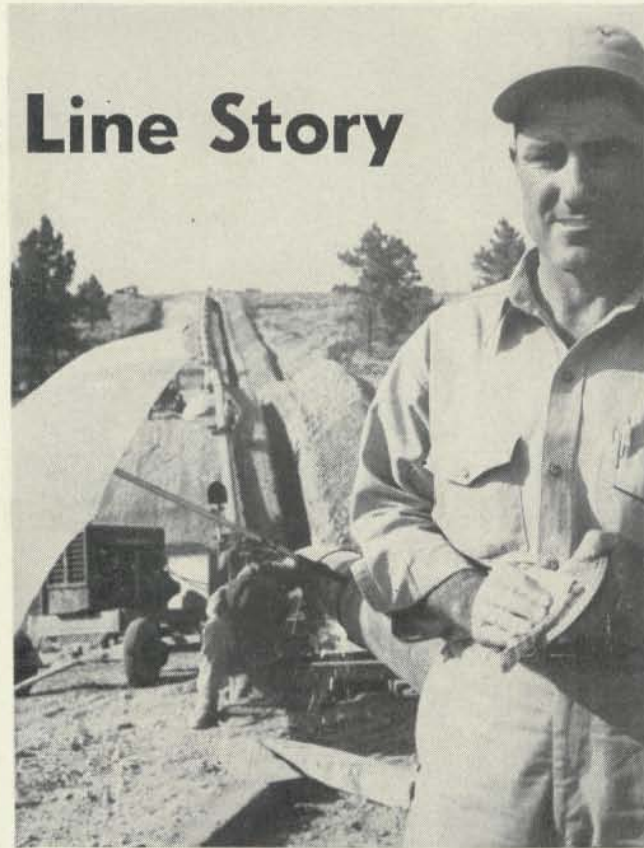
Previously, oil produced in the area served had to move by truck or tank car, less efficient forms of mass oil transportation. With the new line in operation, both development and exploratory drilling are expected to increase in adjacent portions of the Williston Basin.

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



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.



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.



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.



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



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.



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

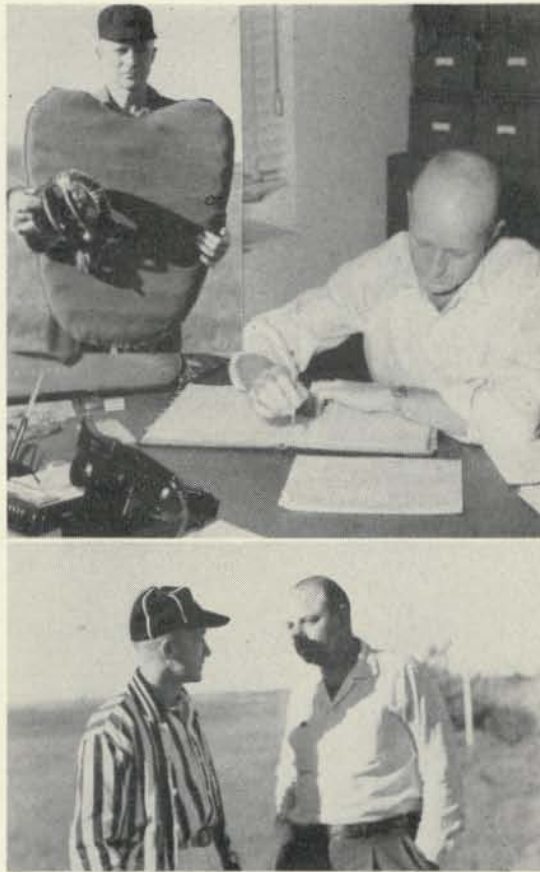


Mr. and Mrs. J. R. Bond



Mr. and Mrs. H. Kuneffe

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 Kuneffe 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.

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.

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.

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 - IN 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 h'im about yourself or fellow worker. This column is for you and about you. We hope to hear from you soon.)

Accident Box Score

	Year 1954	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total 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.

