

## Program Offers Better Benefits At Same Price

When Shell's Hospital-Surgical-Medical Program was introduced in 1953, it offered substantial protection at a reasonable cost, projected on then known hospitalization and surgical expense statistics. Now, based on over two years' experience under the old Program and recommendations from all Shell locations, major improvements have been made in both the Basic and Excess Plans.

The original Basic Plan followed a generally accepted pattern, with stated maximum allowances for hospital and surgical expenses. The Excess Plan, on the other hand, was a pioneering step to provide protection against the cost of prolonged or catastrophic illness or injury, and was one of the first group plans of its type offered to employees of any company. The new Program follows the same two-plan concept, with substantial improvements.

### Cost Remains Same

The increased Basic Plan coverage has made necessary a higher cost. However, a substantial reduction in the cost of the Excess Plan, coupled with a higher Company contribution for the Basic Plan, keeps the total amount paid by employees enrolled in both Plans at the same cost as before. The Company pays one-third of the Basic Plan cost, as it did previously, and the employee pays two-thirds.

The new Program became effective on January 1.

### Increased Basic Benefits

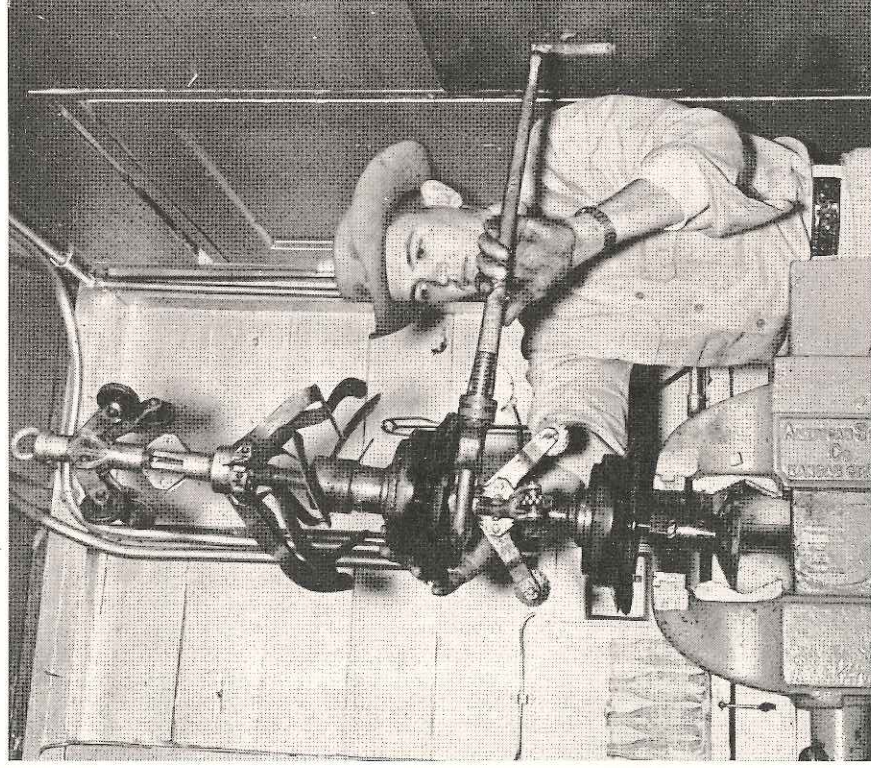
Under the Basic Plan maximum hospital room and board coverage has been increased from 70 days to 120 days. Miscellaneous hospital charges as high as \$500 are now paid, compared to the former \$200. Surgical expense benefits have been raised from those in a \$250 schedule to those in a \$300 schedule, with further increases in allowances for obstetrics and fractures. Maternity hospital expense benefits now pay up to \$120, instead of \$80, and infants

(Continued on Page 6)

### New Format

This issue of The Go-Devil comes to you in an entirely new format which is its first major transformation since the initial publication was printed in May 1941.

We believe you will like the new format because it not only enables us to print more news, but it also permits the use of more and larger pictures.



Go-devils such as the one J. D. Anderson is working on above must be dismantled after every run and worn parts replaced. Anderson, a pipeliner on the Baytown Maintenance Crew, had to replace rubber parts. A history of go-devils starts on page 3.

## Butte Line Construction Heads 1955 Operations

Progress was the key word to describe the operation of Shell Pipe Line Corporation during 1955. It was a year which saw the start and completion of the Butte Pipe Line, end of construction on the Norco Line and purchase of 229 miles of trunk and gathering lines.

The amount of oil moved through Company lines increased by 6.73 per cent over 1954's figure, giving Shell Pipe Line better than a 12 per cent increase over the last two years.

### Total Miles Increased

More than 69 billion barrel miles of oil were recorded in 1955, an increase of 4,369,294,652 barrel-miles over the 1954 totals.

The total miles of pipe owned outright or partially by the Company at the end of 1955 was 6,408-miles.

Top event of the year was the construction of the Butte Line which went into operation in October with a capacity of 37,000 barrels a day. With the addition of a third pumping station this figure can be raised to approximately 70,000 barrels a day.

### New Division Organized

The line is owned by Butte Pipe Line Company, the capital stock of which is owned by Shell Oil Company, the Murphy Corporation, Placid Oil Company and the Northwestern Improvement Company, a subsidiary of Northern Pacific Railroad. It is operated by Shell Pipe Line.

Covering 452 miles, the line is the first large diameter crude line in the Williston Basin area. It is moving oil from eastern Montana



**D. H. Lewis**  
The full 27 years of Mr. Lewis' career with Shell has been with the pipe line starting in May, 1928 when he was employed as an engineer at Colorado City.

He moved to Kilgore in 1932 as East Texas Division Superintendent and six years later was named Chief Engineer with the Company.

In 1942 Lewis was named a director and elected to a vice-presidency in May, 1952. While

The Shell careers of the two men follow in brief:

### W. A. Baker

Thirty-four years ago Baker joined Shell as an accountant and less than a year later worked on the 1922 merger involving Shell Oil and Union Oil of Delaware. In January, 1927 he went to San Francisco as an accountant with promotion to assistant office manager in Los Angeles following in 1928.

Returning to the Bay City as auditing department manager in 1930, he was engaged in several



special assignments before winding up his Shell career on the west coast in 1930. At this time he was assistant operations manager of the marketing department.

Moving to St. Louis, Baker was promoted to assistant comptroller and in 1937, was made comptroller.

Following his transfer to Houston in 1940 as assistant treasurer, Baker assumed his duties as vice-president-treasurer of Shell Pipe Line on October 1, 1946.

Born in London, England, Baker was educated in that city, graduating with degrees in law and accounting. In the first World War, he volunteered for service in the Royal Flying Corps and was assigned to active duty with the British Expeditionary Force in France and Belgium.

During his tour there he was promoted to Flight Sergeant and Warrant Officer (First Class). He received a field promotion in the RAF in France where he served three of his four years of military duty.

he was chief engineer, the following major construction projects were started or completed under his administration: the East Texas gathering system; expansion into the New Mexico Fields; the Bayou and Ozark systems; the Venezuelan Lightline and the Rancho System.

A native of Chicago, Mr. Lewis received his engineering degree from Tri-State College of Engineering, Angola, Ind., and took post-graduate work at the University of Besancon in Besancon, France. The latter institution was attended while Lewis was with the American Army following World War One.

### On The Cover

Shell Pipe Line's major project of 1955 was the construction of the Butte Pipe Line system which will be operated by SPL for four companies, including Shell Oil. The picture shows some of the rocky soil that was excavated for the 452-mile pipeline with pipe strung along the right-of-way in the background.



# The GO-DEVIL

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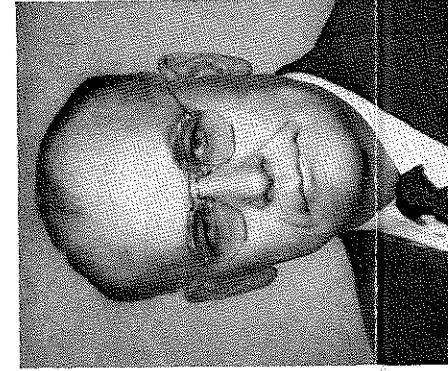
William D. Askin

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W. D. McClure

## Time Off With Pay Allowed for Jury Duty

The Company likes to see Shell men and women doing what they can to make their towns and neighborhoods better places in which to live. One important civic duty is serving on a jury when called. Shell allows its employees time off the job with pay during the period of jury duty. When called, you should cooperate with your Supervisor by informing him as far in advance as possible so he may take any steps necessitated by your absence.

## West Texas Area

### Accountant Dies

W. D. McClure, West Texas Area chief accountant, died in Colorado City, January 11, of heart disease.

Well known throughout the West Texas Area, Mac was in the midst of his thirty-first year with the Company.

Starting as a laborer at Arkansas City, Kans., Mac was promoted to timekeeper at Tulsa in 1927 and in July of the following year moved to McCamey with the same job. West Texas was his home until his death. He was promoted to Chief Clerk at Colorado City in 1930 and his present position in January, 1951.

When asked his hobby by a Company questionnaire, Mac wrote: "Study the game of football" but his associates recall his home was his main after-working-hours avocation. He also was very active locally in Masonic work.

He was survived by his wife, Eula.

The new oil fields of North Dakota, which are only four years old, have already contributed more than 13 million barrels to America's oil supplies.

## Butte Line Heads Year's Activities

(Continued from Page 1)  
 Lea County, N. M., constituted Humble's complete pipe system in that state.

The take-over of these properties on January 1, 1956, increased Shell's gatherings by some 6,500 barrels per day and added millions of barrels of condensed reserves to the system.

### Eleven Fields Served

The main eight-inch trunk line runs from Hobbs to Humble's old Dublin station where the line was relocated to connect with the Jal Station. The lines serve 11 oil and gas fields.

Safety in Shell Pipe Line was given national recognition during the year when the Odessa Division passed the three million man-hour mark without a time-lost injury. Ned H. Dearborn, National Safety Council president, was present to personally congratulate the division at its award banquet.

The Company was also presented the Council's Award of Honor, the highest achievement granted by the national organization. It was awarded to Shell Pipe Line for its outstanding safety record during the last four years.

August was recorded as an accident-free month for company-operated automotive equipment. It was the first such month since July, 1953.

### First Aid Pays Off

Two Texas-Gulf Area men, C. W. Ward and V. A. Sanders, made use of their first aid training to save a man's life in October but tragedy struck the same Area when O. G. Milam, pipe-liner, died in an accident at Kilgore.

Construction of a warehouse and service area for the Texas Gulf Area installations was started in February and completed in late spring. Located on the outskirts of Houston, the warehouse can deliver material overnight to any spot in the TGA.

West Texas Area personnel completed their shift from Colorado City to Midland but will not occupy permanent quarters until later this year. In Tulsa, SPL communications employees were given a look at plans of a new Shell Building to be completed in 1957. Space has been included for pipe line offices. In another 1955 shift, Texas Gulf Area offices were moved from Houston's Shell Building to the Prudential Building in the southern part of the city.

### New Officers Named

C. C. Combs was elected a vice-president and director of the Corporation in May. On retirement of W. A. Baker at year end, Mr. Combs was elected treasurer and now serves as vice-president-treasurer.

W. J. Williamson succeeded A. E. Groff, retired, as corporate secretary and a director of Shell Pipe Line. J. W. LaBoon was named manager of Head Office Communications Department replacing F. W. Littell who retired January 31.

Year end news effecting all employees dealt with raising the retirement age from 60 to 65 for men and from 55 to 60 for women. The Company's hospital medical and surgical insurance plan also was revised to offer greater benefits with no change in overall premium costs.



Six members of the Colorado Safety Chapter receive "valuable papers" folder at their meeting in Sterling. They are, left to right, C. A. Niswonger, L. C. Dodd, R. O. McPherson, C. Chadwick, I. R. Lozier and J. R. York. The folders were presented by R. L. Carruthers.

## New Rocky Mountain Division Holds First Safety Meetings

Safety Chapters of the new Rocky Mountain Division held their first round meetings last month at Glendive, Mont., Lusk, Wyo., and Sterling, Colo.

The initial meeting was held in Glendive's Jordan Hotel with 70 employees and visitors in attendance. Service awards were made to G. Whitesell, O. C. McVicker and E. F. Ladd. Chapter officers are: S. J. Lewis, governor; R. A. Whipkey, chairman;

and H. J. Hutchison, secretary-treasurer. Installations covered are Poplar, Glendive and Baker. Wyoming's meeting attracted 43 pipeliners and guests with service awards going to H. O. Donoho, F. H. Cummins and B. E. Smith. Officers of the chapter are J. R. Massey, governor; L. H. Jatek, chairman and B. E. Smith, secretary-treasurer. The chapter is made up of employees located at Osage, Newcastle and Ft. Laramie.

Colorado's chapter is governed by I. R. Lozier with R. O. McPherson as chairman and C. A. Niswonger as secretary-treasurer. Several awards were given to Niswonger, L. C. Dodd, McPherson, C. C. Chadwick, Lozier and J. R. York at the December meeting. There were 16 employees and guests present.

The awards at all three meetings were presented by J. E. Mims, division manager.

## Shell Motor Oil Tops In Tests

The latest tests have revealed that U. S. motorists are getting the finest motor oil in the land when they buy Shell X-100 Motor Oil-Premium 10W-30.

Five leading competitively-priced oils were tested against the Shell product. The results show that Shell X-100 Premium: 1) keeps engines cleaner than competitors' products; 2) keeps foreign material in suspension longer because it delivers twice the dispersancy life of competitive oils; and 3) gives lower wear than any of the other oils tested. This increased margin of superiority has been achieved by the introduction of a new formulation.

Not only does the Shell product feature multi-viscosity, the major claim for competitors' oils, but as a premium product, it allows the average engine to deliver from five to ten more horsepower when compared with SAE 30 Oil.

Although it sells at a premium price, the new oil is actually a money-saver for motorists. Compared to single-grade oils, the use of Shell X-100 Premium can reduce both fuel consumption (up to 15% compared to SAE 30 oil) and oil consumption (up to 25% better than SAE 10W). Fuel-lubricants cost for a car while the engine itself works with a far greater margin of safety and performance over an extremely wide range of temperatures.

## J. H. Parker Retires To Oklahoma Farm

Forty acres of farm land near Wildhorse Station in the Mid-Continent Area figure to keep J. H. Parker busy in his retirement which became effective January 1.

Winding up more than 30 years of service, John retired while working as station engineer



John H. Parker

at Wildhorse which is only 2 1/2 miles from his farm. John's three decades were all spent in the Mid-Continent Area except for a brief time at Menard in the Texas Gulf Area.

Parker started with Shell in September 1925 as a laborer at Osage. He worked as an oiler, truck driver and yardman at Osage before going to Menard Station as an engineer. He returned to Osage as an engineer and also worked at Chelsea.

Born in Talequah, Okla., John is married and was an ambulance driver in the first World War. The Parkers have four boys and two girls, all of whom are married with the exception of one son just discharged from the Army. Immediate plans indicate a trip to California and then back to the farm.

There are 186,723 miles of pipeline and over six million barrels of oil are collected daily from fields in 44 states.



Texas Gulf Area office personnel in Houston held still long enough for a picture before engaging in the food and festivities of the annual Christmas party. Above is a partial view of the group.

# GO-DEVILS

*(Although the go-devil [pipeline scraper] has been the subject of a number of short articles, as far as we know the full history of the tool has never been compiled. Herewith, The Go-Devil presents the first of a two-part story on go-devils.)*

**GO-DEVILS HAD BEEN** in existence more than 20 years before Shell Pipe Line Corporation got its start in the petroleum industry in 1915. The infant concern was known as the Yarhola Pipe Line Company, a subsidiary of Roxana Petroleum Company.

The actual date of the invention of the go-devil was some time between 1879 and 1888. The apparatus was invented and used by the Tide Water Pipe Company, Ltd.—a subsidiary of an organization now named Tide Water Associated Oil Company—which built the first oil pipeline from Pennsylvania to the Atlantic Ocean during this period. (See December issue of *The Go-Devil*, page 12.)

The first section of the pipeline was laid during the winter on the surface of the ground. When warm weather came the pipe expanded, pushing down trees and telegraph poles and spreading over roads. A competitor, the Columbia Conduit Company, had had the opposite difficulty—contraction in cold weather split its pipe.

### First Effective Scraper Invented

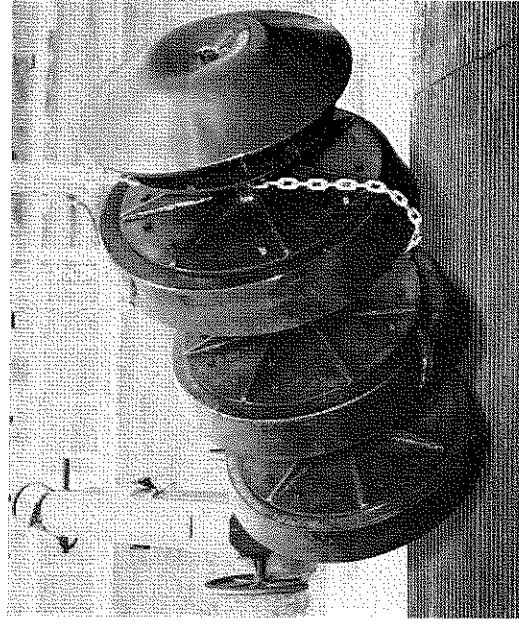
In view of these two setbacks it was decided to bury the pipeline underground. This worked well for a year. Then it was found that the lower temperature of the oil flowing beneath the surface of the ground had caused the formation of a paraffin-like deposit which clogged the pipe. Chemical solutions failed to dissolve this and a wooden ball scraper was worn out by friction after being pumped through the pipe a very few miles.

Finally, an arrangement of leather and sheet iron washers strung on a bolt was designed and pumped through the pipe. Yards of paraffin deposit were effectively cleaned out by this apparatus, as well as sticks and stones that had been left in the pipe when it was laid. This crude instrument was the first effective go-devil ever used in an oil pipeline.

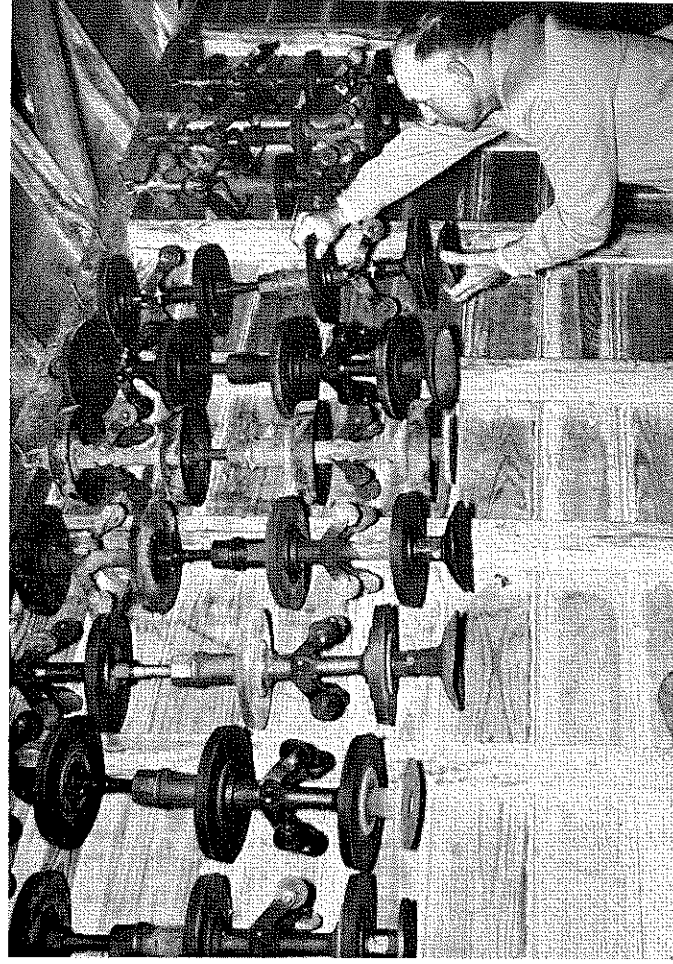
### Go-Devil Stands for Many Things

The term go-devil applies not only to pipeline scrapers. It has been given to several machines and appliances. Undoubtedly some of them were in existence before the pipeline scraper was invented. Other go-devils are:

1. A weight which is dropped into a borehole, such as in an oil well, to explode a cartridge previously lowered.
2. A rough sled or dray used for dragging logs and hauling stone.
3. A ropeway over a river, used as a ferry.
4. A cotton cultivator.



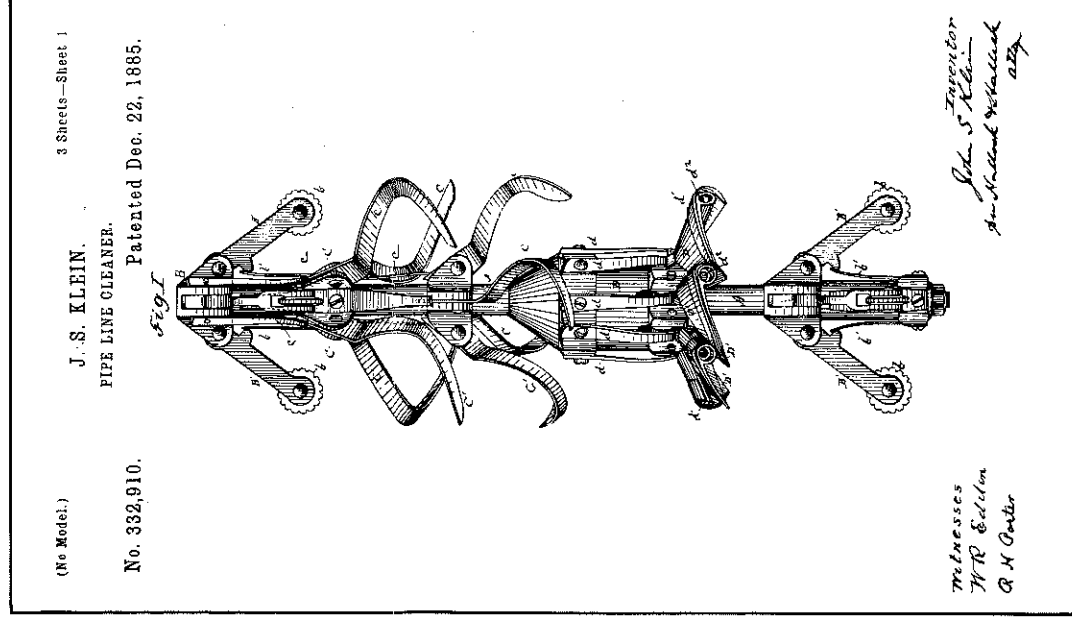
Three of the most commonly used types of Go-Devils in use today are shown above. At left is a



A ready stock of go-devils is checked daily by C. C. (Sonny) Moss, pipeline maintenance foreman, at a storage shack in the Baytown Terminal.

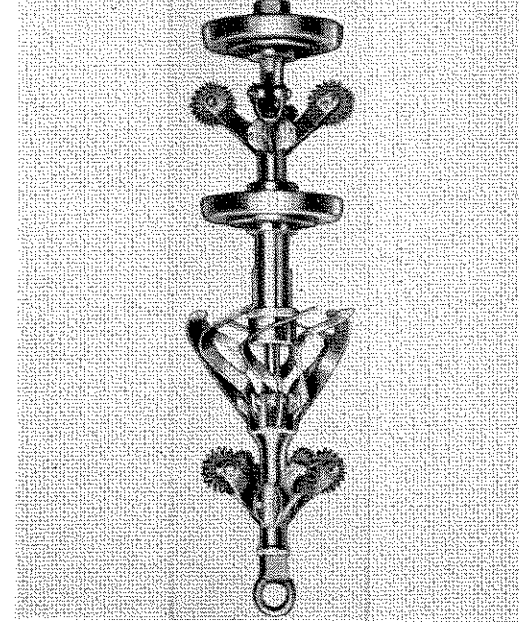
5. A handcar or small gasoline car used by section gangs on railroads for transporting laborers and supplies.

On December 22, 1885, John S. Klein, chief engineer for the National Transit Pump and Machine Company of Oil City, Pa., got the first patent on a go-devil or pipeline scraper such as we know it today. Klein called



his invention simply, "pipe line cleaner." It was marketed under the name, National Transit Pipe Line Scraper.

In 1906, B. D. Northrup, owner of the Washington



24-inch plug type scraper, the largest go-devil in use. Center, the Northrup Go-Devil which can be

Pump and Engine Company, Washington, Pa., started manufacturing and marketing a pipe line scraper on the Klein patent—paying royalty to Klein. Through the years that followed, both the Northrup and National Transit scrapers were modified and new patents were granted—however, even today their basic design is that of the original Klein apparatus, the main difference being leather, rubber and synthetic rubber discs used in place of Klein's disc of overlapping steel plates.

Northrup advertised his scraper as a "go-devil," and to most pipeliners today, the term is synonymous with the knife-type scraper. However, the term "go-devil" is not used as commonly today as it once was. Most common reference to the instrument is simply, "scraper." One manufacturer calls its pipeline cleaner a "pig," and this term is used generally for the brush-type scraper. Instruments used for pushing water and gas out of lines or to separate different products in a line (it is made of a series of synthetic rubber discs or cups) is generally referred to as a "plug."

### All Scraper Patents Purchased

National Transit Pump and Machine Company bought all patents from the Washington Pump and Engine Company in 1949 and moved Washington's manufacturing equipment to Oil City.

Late in 1950, Washington Pump went out of business. In 1951, C. A. Colton of Tulsa, made arrangements to take over the patents and manufacture the National Transit Scraper. At the same time, Worthington Corporation bought the physical properties of National Transit and patents on some of its products—including the Northrup Go-Devil.

In July, 1953, Colton purchased the Northrup Go-Devil rights from Worthington and now manufactures and distributes both the National Transit Scraper and the Northrup Go-Devil—the only two scrapers which can be traced directly to the original Klein patent of the 1890's.

### Two Scrapers Are Distinctive

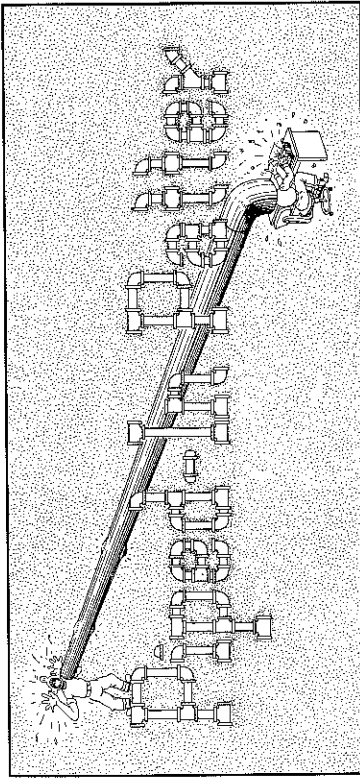
The National Transit Scraper and the Northrup Go-Devil are distinguished from other scrapers by their curved spring steel knives which scrape deposits from inside pipelines. The National Transit Scraper has leather driver discs (discs which are the size of the pipe, against which the oil flows and pushes the scraper along through the pipe) and the Northrup Go-Devil has three types of driver discs available—leather, synthetic rubber, and synthetic rubber cup-shaped discs.

(Next month, present day uses of go-devils will be covered along with descriptions and pictures of the scrapers used by Shell Pipe Line. The part SPL has played in developing go-devils also will be covered.)



traced to the Klein patent. At the right is a brush-type for use largely in products lines.





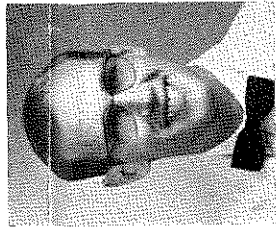
Changing *The Go-Devil* into its new dress meant new headings for various columns such as this one. The drawings and cartoons were done by Guy Drew, draftsman, with the assistance of his supervisor, Kibbee Allen, chief draftsman, both of Head Office.

### Leisure Living

Shell Pipe Line sportsmen (and women) had their outings during the final months of 1955 with good results. C. D. Winkleman, Mid-Continent Area manager, caught four bass weighing a total of 16 pounds. The heaviest were six pounds each. Another area manager, G. G. Billings, West Texas, shot a 10-point buck deer hunting . . . On the golf links, Mr. and Mrs. H. E. White won golf balls for taking second place in a Scotch Foursome event at Ranchland Hills Country Club in Midland. White, assistant West Texas Area manager, and his wife were just two strokes back of the winning couple.

### Successful Sons

Don Owen, son of George Owen, automotive maintenance supervisor in Midland, was named second team fullback on the Central Missouri Conference All-Star football team. The younger Owen also was elected co-captain of Kemper Military School's varsity team . . . Another pipeliner's son, Glen Engle, is attending Murray State Junior College on full scholarship as a result of his fine record at Ryan (Okla.) High School. Glen worked for SPL as a laborer at Healdton last summer and his father, O. C. Engle, is station utility man at Ray Station.

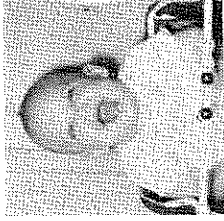


Billy Paul Robards, son of Mr. and Mrs. W. L. Robards, was recently selected to appear in "Who's Who Among Students in American Universities and Colleges." The students are selected from approximately 650 colleges and universities throughout the nation.

Billy is now attending Northeastern State College at Talequah, Okla., and majoring in business administration. His father is maintenance foreman at Chelsea.

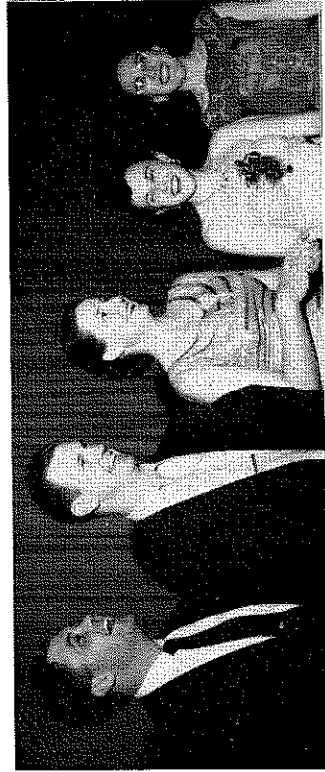
### Pipeliner's Pride

The happy baby at the right is the son of C. L. Calvery, pipeliner at Port Neches who is now on active duty with the Army in Fort Sill, Okla. Named Russell Don, the picture was taken when he was five months old, 24 pounds of laughs. His father is assistant section chief of an artillery battalion in charge of 57 trainees.



### Up and Down the Line

A "card shower" has been requested by a retired pipeliner, W. W. Chaney, who was formerly a yardman at Big Lake. Retired in 1947, Chaney has been living in Whiteface, Tex., but has been in ill health during the past year having lost both legs. A card addressed to him at Whiteface would remind him he has not been forgotten by his Shell friends . . . R. L. Barget, associate editor of *The Go-Devil*, Head Office, was named co-editor of the Shell Chemical Plant's paper, the *Shellegram*, and transferred to the Deer Park, Tex., installation.



### Shell Club Officers

Houston Shell Club members elected pipeliners to key posts for 1956 in a year-end election. G. M. (Toby) Morton, general clerk, engineering, was elected president and Francelle Brock, purchasing-stores clerk, was named secretary. Morton is at the left in the picture and Francelle is at far right. Other officers shown are Franze Eppes, Adelle Baker and Carolyn Wise, all of Shell Oil. During 1955 Toby served the club as treasurer.

## Engineer Retires After 30 Years' Company Service

C. V. Powell, station engineer at Labadie on the Ozark Line, filed his last operating reports on December 31 and took up the pleasures that go with retirement.

After 30 years with Shell Pipe Line, Powell turned down a number of outside offers to continue work saying he would devote his retirement to his home in Labadie, Mo. Talking with J. E. Fairweather, SPL retirement counselor, Powell said fishing and hunting would take his full time for the present.

He started with Shell as a construction worker on the Cushing-Wood River line on September 25, 1925. Since that time he has worked as an oiler and engineer at Oetters, Bland and Labadie.

A native of Labadie, Powell served in World War One and is a widower. His three daughters are all married and living out of Missouri.



**W. R. Aaron**, pipeliner, Odesa, to station utility man, Driver.  
**R. S. Belshe**, division superintendent, Denver to Cushing.  
**G. E. Clark**, junior engineer to engineers' assistant, Houston.  
**R. Fugua**, pipeliner to pipeliner-truck driver, Perry.

**J. M. Gideon**, general clerk, Midland to Casper, Wyo.  
**M. J. Head**, junior clerk to stenographer, Midland.

**L. H. Jatek**, leadman, Newcastle, Wyo., to district gauger, Glendive, Mont.

**L. J. Kirtley**, pipeliner-truck driver to leadman, Perry.

**W. C. Nanny**, engineer, (comm) to engineer's assistant, field operations, Houston.

**A. L. Simpson**, pipeliner, Port Neches to Newcastle, Wyo.

**B. E. Smith**, district gauger, Labadie, to assistant terminal supervisor, Ft. Laramie, Wyo.

**E. B. Snyder**, assistant station chief engineer, Diamond, to assistant terminal supervisor, Ft. Laramie, Wyo.

### First Aid Courses Again Prove Value

Shell Pipe Line's first aid training courses again proved their value when two Ft. Laramie, Wyo., employees used taught skills to treat two auto accident victims.

The men, E. L. Martin and H. O. Donoho, both temporarily assigned to the Butte Line System, were working at the Wyoming terminal when a car skidded off a road nearby and turned over three times.

The two men freed a woman and a 20-month-old boy from the wreckage and administered first aid. The woman had a simple fracture of the leg and suffered severe shock while the boy had multiple scalp lacerations. They then rushed the victims to the Torrington Hospital where they were pronounced out of danger.

Martin is temporarily a welding inspector while Donoho is serving as general foreman. Both men are veterans of more than one first aid training course.



C. V. Powell at Labadie

## Purchase Men Attend Meeting

Shell Pipe Line's annual training conference for Area materialmen and storekeepers was held last month at Cushing with the three Areas represented.

The purposes of the meeting was to acquaint the men with present trends in purchasing methods and procedures and give them a refresher course in duties and responsibilities of their jobs. The men had not met for a conference since the initial meeting was held in the spring of 1954 at Midland.

Those in regular attendance were: **Head Office**—C. W. Galbraith, assistant manager, purchasing, Texas Gulf Area—V. J. Hooper, Area materialman; and W. L. Knipe, storekeeper.

**Mid-Continent Area**—J. R. Manning, acting Area materialman; N. J. Melville, acting storekeeper; J. D. Hickman and W. E. Hardwick, accountants; J. R. Babbitt, engineer; and E. M. Cook, safety engineer.

**West Texas Area**—H. E. Thomas, Area materialman; G. L. Welsby, storekeeper; and W. D. Chesney, senior clerk.

Others attending were: C. C. Combs, vice-president and treasurer, Houston; and from Mid-Continent, C. D. Winkleman, Area manager; T. L. Stewart, engineer; J. A. Scheineman, division engineer; G. C. Lilley, assistant division engineer; H. L. Nichols, Area corrosion engineer; E. W. Raub, Area chief accountant; and H. N. Siler, electrical engineer.

## Paper Praises McCamey Man

The weekly *McCamey* (Tex.) *News* recently used its lead editorial to praise Ed Kinney, mechanical maintenance supervisor at Mesa Station.

In writing about the McCamey youth program the editorial said: "Credit should be given where credit is deserved and certainly the youth program of McCamey which revolves around the Youth Center should step forward and take a bow.

"The news stories lauding the lack of juvenile delinquency here were a great tribute to Ed Kinney, who is doing an outstanding job as Youth Director, and the many organizations and individuals making the local program possible."

In calling for more support of the program the paper says, "These unselfish individuals, Ed Kinney . . . and all of the others who are making and have made our Youth Program what it is today deserve a pat on the back for a job 'well done.'"

## Pipeliners Elected

Two employees of the Head Office Land, Tax and Insurance department were elected to posts in the American Right of Way Association, Gulf Coast Chapter.

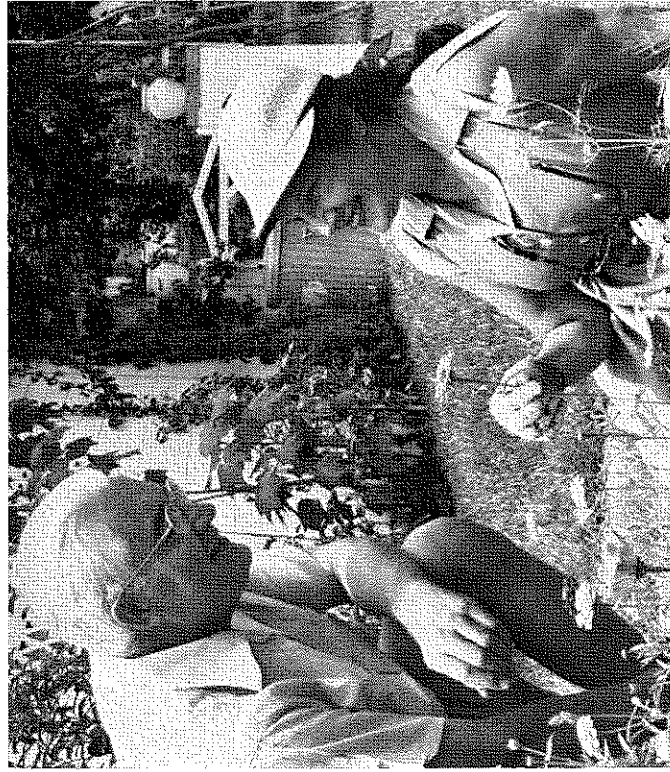
G. R. Woolf, assistant department manager, was named to a three-year term as director, heading a seven man slate. T. E. O'Neill, right of way representative, was named secretary for a one year term.



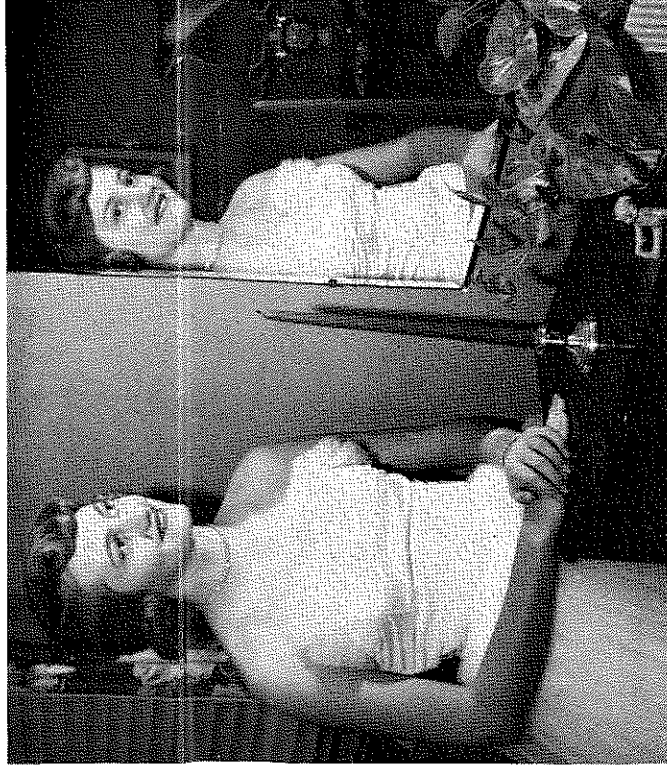
Cushing's warehouse was the scene of many tours and inspections during the three-day purchasing-stores conference in December. C. W. Galbraith, back to the camera, right, explains the building's setup to one group. They are, left to right, J. A. Scheineman, W. D. Chesney, J. R. Manning, C. C. Combs and C. D. Winkleman.



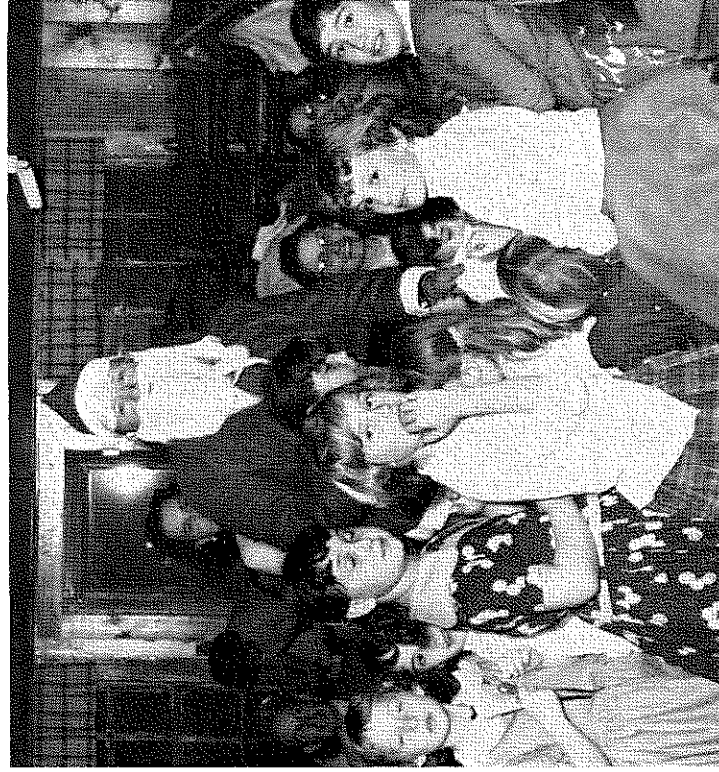
# Pipeline Personalities



H. H. Anderson, former vice-president of Shell Pipe Line, and his wife remembered employees of Head Office at Christmas with a picture of themselves at their home in Lakeland, Fla. Anderson was with Shell for 35 years before his retirement on July 31, 1952.



Ruth Ann Moates, daughter of G. C. (Bill) Moates, Texas Gulf Area safety engineer, had a smile at Christmas in spite of a cast on her right leg. She tore ligaments in her knee and had the cast on from November until Christmas, thus the long dress.



Santa Claus was the center of attraction at the Healdton Division's Christmas party at Sunset School. He had gifts for all the children while the adults listened to carols by Gordon Feller and danced. The Santa Claus was Bill Copenhaver from Healdton.



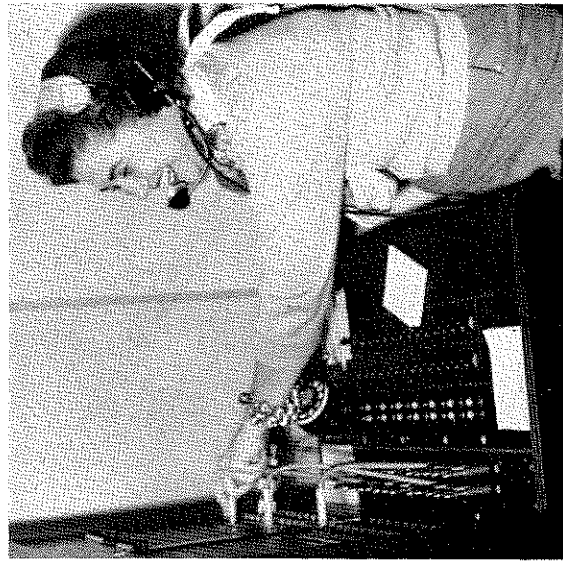
Retiring Vice-Presidents W. A. Baker and D. H. Lewis were honored at an informal get-together in the conference room of Houston's Shell Building shortly before the end of the year. Mr. Baker, standing next to Joe T. Dickerson, left, was presented with golf clubs and a tape recorder. The gifts were purchased by their Shell friends and presented by J. B. Thompson, (pointing), manager, traffic.



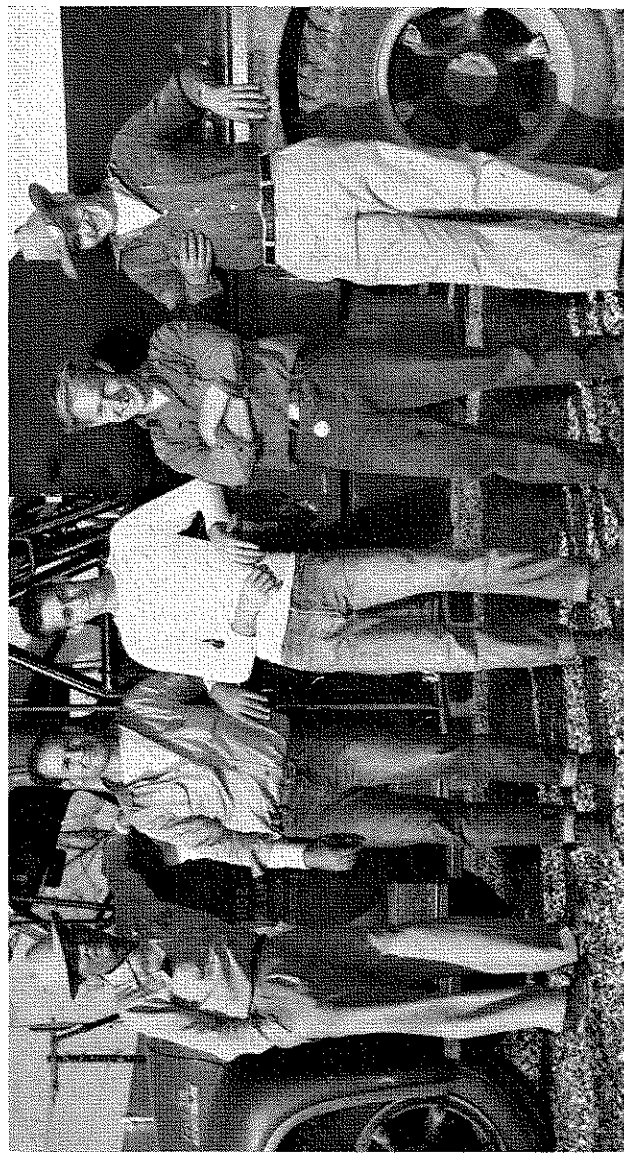
The tables at the Shell Club Christmas dance were filled to capacity with people from Head Office and the Texas Gulf Area office and this one was no exception. Those at the table are, left to right, J. H. Janson, HO personnel analyst, Mrs. Wilson, Mrs. Janson, S. W. Wilson, guest of Janson, V. A. Sanders, TGA junior engineer, and Dorothy Tyler, HO stenographer in personnel.



Smiles were the order of the evening at the annual Shell Club Christmas dance at Houston's Rice Hotel. Arch Wylie, Jr., section head, treasury-accounting, and his wife, Bennie Jo, enjoyed it.



It's practically a must for a PBX operator to have full use of both arms but Gloria Fredricks, Texas Gulf Area office operator, strained a shoulder muscle and had her arm in a sling for a full week.



Newest maintenance crew in the Texas Gulf Area is the Norco Crew stationed at LaPlace, La., approximately six miles from Shell Pipe Line's Norco Station. Last month this crew used its truck to help clear the New Orleans-Baton Rouge highway after a train-truck crash. The crew is, left to right, Foreman E. E. Cox, E. H. Pearce, A. R. Presley, B. M. Duhe and R. L. Terrebomme. J. D. Bausden, Jr., is not shown.



## Service Birthdays

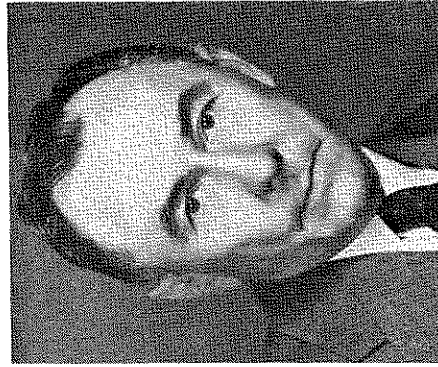
### Thirty Years

H. R. Menkel, district gauger at Brookshire, is observing his thirtieth year with the Company this month.

Known by his friends as "Chew", Menkel started his service with Shell on January 1, 1926, as a laborer in Billings, Okla. After working at various locations in the Sooner State, "Chew" moved to Texas in July, 1931 to work on the Kilgore-Houston line and has spent the rest of his career in the ICA.

He has worked at Austin, Goodrich, Brookshire, Fredricksburg, Corrigan, Cleveland and Kilgore as station engineer with time out for military leave from 1942 to 1944.

During the war, "Chew" flew 25 missions in B-24 bombers over the Mediterranean and was in-



jured in the crash-landing of one off the coast of Italy.

Menkel was promoted to his present job at Brookshire in February, 1953.

### Twenty-Five Years

J. F. Maxwell started with Shell Pipe Line as a carpenter



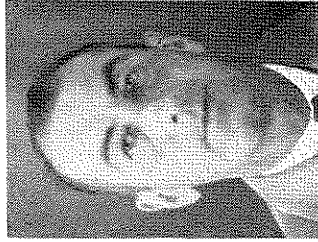
at Big Lake in March 1929, but his main occupation has been with gauging during his 25 year span.

Now district chief gauger at Yates (Iraan), Frank has worked in the same position at Roberts, Goldsmith and Hamlin in addition to his present location.

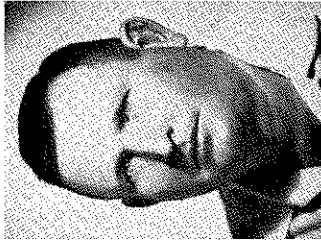
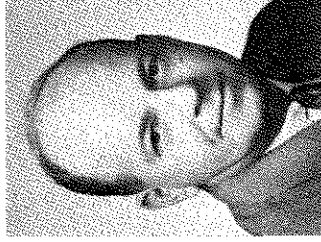
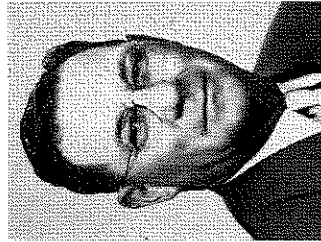
A native of Smithville, Ark., Maxwell hunts birds and deer but likes fishing, too.

His most recent avocation is golf but he hasn't gotten around to quoting scores. Now that he's eligible for four weeks vacation, he says he'll have time to develop his game.

### Twenty Years



Three 20 year men are, left to right, R. A. Ray, pipeliner, Pauls Valley; R. L. Jorgensen, tank farm chief gauger, Baton Rouge; and C. R. Ream, field gauger, Hobbs. Each man represents a separate area.



More 20 year men are, left to right, W. H. Taylor, station engineer, Hankamer; K. A. Atkins, tank farm gauger, Healdton; and L. D. Barnett, pipeliner, Douglass. An emerald marks the twentieth year.

### Fifteen Years

A. H. Garrett, tank farm gauger, McCamey.

R. F. Johnson, field maintenance mechanic, Odessa.

T. E. O'Neill, right of way and claims representative, Houston.

C. K. West, tank farm gauger, McCamey.

W. J. Williamson, corporate secretary, Houston.

### Ten Years

E. W. Seals, pipeliner, Rankin.

W. N. Shaw, draftsman, Houston.

F. Stephens, pipeliner-truck driver, Wink.



Mr. and Mrs. W. R. (Wes) Simmons

## Simmons Retires, Purchases Farm

Having found the "right farm", W. R. Simmons, station engineer at Port Neches, Tex., retired January 1 to operate the 40-acre tract near Neosho, Mo. He and Mrs. Simmons found the site while on an extensive tour last year.

Simmons' service dates back to April, 1930 when he started to work for Shell Pipe Line as an oiler at Verdi in the Mid-Continent Area. After a brief time out of service, he returned to Verdi in 1933. Since then he has worked as an oiler and station engineer at Verdi, Courtland, Fannett, Buhler and finally, Port Neches where he arrived in November, 1953.

The Simmons have one son and three daughters, all of whom are married.

## Plan for Future Will Aid Family

Have you estimated recently what the basic needs of your family would be in the event of your death? It is wise to take inventory of your estate from time to time to see how well it would meet the needs. Here are the things listed in most estate inventories: 1) money which would become available at once, such as Provident Fund, Survivors Benefits, life insurance, Death Benefit (lump sum) from social security, savings accounts; 2) money which your family could expect to receive in the form of regular payments, such as from Family (Survivors) Benefits under social security and life insurance; and 3) property which could be converted to cash if necessary or retained for family use, such as real estate, personal and household effects, automobile.

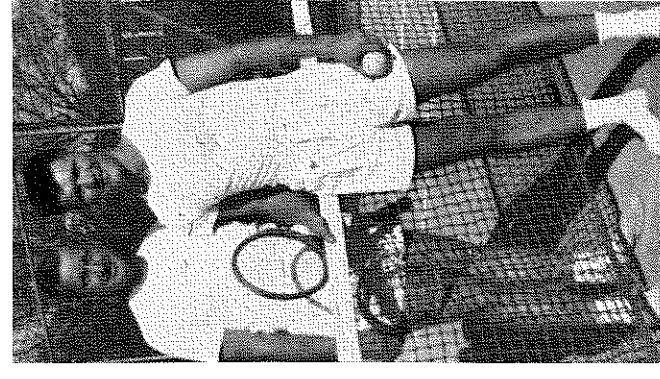
Along with your inventory, you would do well to list such information as: the whereabouts of such important papers as your will, birth certificate, life insurance policies, social security card, deeds and income tax records; who should be consulted in the settlement of your affairs; and the names of your Provident Fund beneficiaries.

## Old Partner Coaches Son

The oft-repeated cliché "It's a small world" came up in a conversation between an army tennis coach at Fort Belvoir, Va., and a University of Houston graduate.

The HU graduate was Dwight Allen, son of K. R. Allen, Head Office chief draftsman, while the coach was Jack Potter, a former Houstonite. Dwight is a private stationed at Belvoir.

When the two transplanted Houstonians compared notes it came to light that Dwight's father, Kibbee, and Jack had been a doubles team from 1929 to 1935 in Houston and one year (1934) reached the finals of the



Kibbee and Dwight

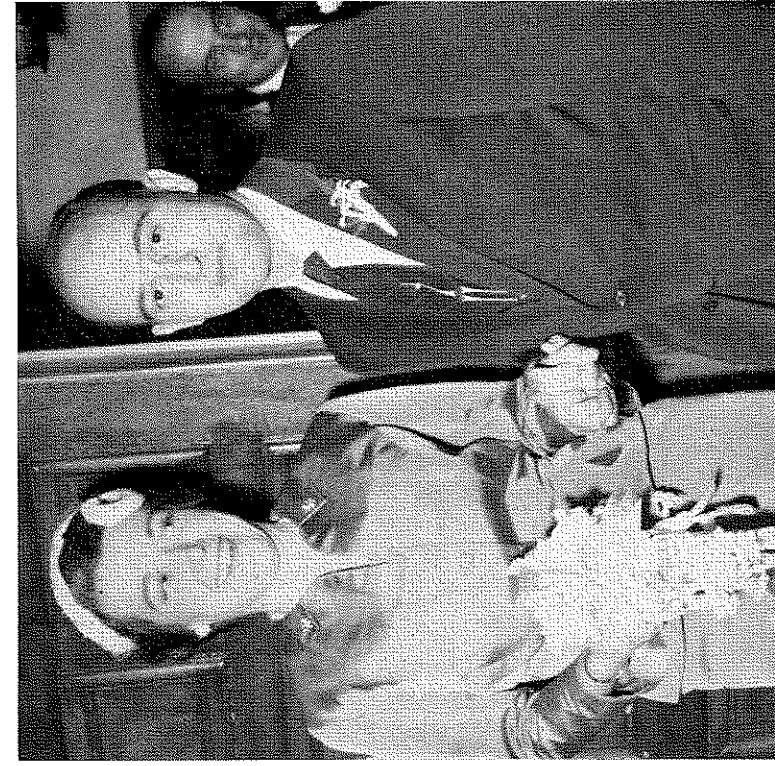
city's doubles tournament before losing.

Dwight was number two man on the Houston University net team while Kibbee has long been high ranked in Shell Club tennis tournaments. Kibbee says he can still defeat his son on the courts but fears the situation will reverse itself in the not too distant future.

## Heavy But Cheap

A gallon of oil may weigh six to seven pounds depending upon its specific gravity, but can be transported from Texas to New York cheaper than a postal card. can be sent the same distance.





Mr. and Mrs. George Q. Buch

## Vows Exchanged By Two Couples During Holidays

Two persons connected with the Shell family chose the Christmas month for their marriages.

In El Paso, G. Q. Buch, West Texas Area operations engineer, married Pauline Patricia McKenzie in the Episcopal Church of St. Clement. The bride is the daughter of Mrs. Lewis A. Lavanture of Marfa and the late Capt. Patrick J. McKenzie, U.S. Medical Corps. She has been employed with Shell Oil in Midland.

George is a graduate of Georgia Institute of Technology and received his bachelor of engineering degree from Yale. He is a first lieutenant in the Marine Corps Reserve. The couple is living at 207 Mabry in Midland. Chief District Gauger O. C. Coen, Glendive, announced the marriage of his daughter, Barbara Sue, to James McArtor. The wedding was held in Glendive's First Baptist Church and the couple is now residing in that city.



Mr. and Mrs. James McArtor

## Shell Daughter Popular Choice

Another example of how Shellites readily adapt themselves to new surroundings is exemplified by Judy Donoho, daughter of H. O. Donoho, terminal supervisor at Ft. Laramie, Wyo.

The Donohos moved to Wyoming in the middle of July and three months later Judy, in the election of Torrington High School's football queen, ranked



Judy Donoho

in the top three among all young ladies in the school.

Judy at 17 is quite a pipeliner having moved with her family four times and lived in three states. She has completed three Shell first-aid courses and has plans to be an airline stewardess. A senior at Torrington, Judy plans two years at the junior college there before going into airline work.

## 'Toys for Tots' Drive Success

Over 6,000 of Houston's less-fortunate children had a merrier Christmas thanks to the 1955 "Toys for Tots" program co-sponsored by the Junior Chamber of Commerce and the U. S. Marine Corps Reserve. Toys collected at the 120 Shell service stations in the Houston Metropolitan Area were distributed to approximately 1,500 families from December 14 through 23.

Nearly 34,000 toys were distributed through a "toy store," where parents of needy children picked up the toys for their families. This method of distribution was used because it preserved the true spirit of Christmas giving for the children.

## Births

Mr. and Mrs. W. J. McCrary, 8 a daughter, Debra Annette, 8 pounds, 13 ounces, December 27. McCrary is a personnel analyst in the Head Office Personnel Department.

Mr. and Mrs. A. Y. Clopton, a son, Timothy Scott, 9 pounds, 7 ounces, November 6. Clopton is a tank farm gauger at Eldorado.

Mr. and Mrs. M. D. Thompson, a daughter, Jan Bernice, 7 pounds, 13 ounces, September 2. Thompson is a pipeliner at Opelousas.

Mr. and Mrs. E. D. Johnston, a daughter, Carol Lynn, 8 pounds, 9 ounces, December 21. Johnston is a general clerk in the Texas Gulf Area office, Houston.

## Supper Honors

**W. F. Buchanan**  
A surprise basket supper in honor of W. F. Buchanan, retired Diamond Station engineer, was held by families of station personnel on his birthday.

Attending the dinner in addition to Buchanan and his wife were: Mr. and Mrs. Paul Carnahan, Mr. and Mrs. D. A. Brugh, Mr. and Mrs. V. I. Scroggs, Tom Scroggs, Mr. and Mrs. W. V. Schaffter, Mr. and Mrs. C. E. Crocker, Janice Crocker, Mrs. Henry Winther, Miss Ida Vane (guest of the Scroggs), Miss Carla Trim, Mrs. Wallace Buchanan (daughter-in-law of the Buchanan's) and Miss Mary Helen Buchanan.

## Pipe Line Representatives Attend Texas University Training Course

For the ninth time, Shell Pipe Line is sending a group of men to attend a Managerial Training Course being conducted at the University of Texas during January and February.

The classes will consist of courses aimed at helping the men develop in their career with the Company. Subjects will consist of public speaking, techniques of conference leadership, techniques of group instruction and study of human relations.

Attending this year's classes are: *West Texas Area*—J. L. Price, division engineer, Hobbs; H. D. Burton, assistant station chief engineer, Denver City; D. W. Derry, assistant right of way and claims representative, Midland; and R. M. Morris, leadman, Brownfield.

*Mid-Continent Area*—T. L. Stewart, engineer, and R. J. Zumwalt, senior clerk, both from Cushing, *Texas Gulf Area*—R. A. Hevelka, assistant area chief accountant, and W. L. Knipe, storekeeper, both from Houston; and R. W. Guthrie, division engineer, Austin.

*Head Office*—A. H. Hall, en-

## Octane To Increase

According to one estimate, it appears that by 1958, it will take a fuel of about 95 octane to get top performance out of 90 per cent of the cars on the road.

## In Sympathy

We wish to thank our many Shell friends for the beautiful flowers and for their kindness and sympathy during the illness and death in the Grantland family.

J. R. Grantland and wife.

The family of Mervin Williams, Sr., will always remember your kindness and sympathy.

Your sympathy and kindly thought will always be held in grateful remembrance.

Ruth R. Clagett.

## Employee Is Symbol

Each Shell employee is a symbol of the Company to people who deal with him or know him. If we are pleasant and sympathetic to people and act in a manner to command respect, we are helping our Company as well as ourselves.



Gifts in honor of her recent marriage are opened by the former Trudy Dutel, treasury-accounting clerk, Head Office, while two of the many donors, Francelle Brock and Belle Ellender, stood by. Trudy married H. A. Pendley, an insurance man, last November.



**Shell Pipe Line Corporation**

P. O. Box 2648

Houston 1, Texas

Return Postage Guaranteed

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HOUSTON, TEXAS  
PERMIT No. 6723

**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	0	1	0	5
Doctor Cases	66	4	7	5	1	2	4	4	8	2	8	5	6	56
Chargeable Auto (a)	35	5	1	1	3	1	2	9	0	2	6	1	0	31
Responsible Auto (b)	15	1	0	1	2	1	1	5	0	0	3	0	0	14

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

**A Pipeline Truck Is A Safe Truck**

You see them every day, in all kinds of weather, on city streets and country lanes. They cover nearly 2,000,000 miles every year, and over the years they've set quite a record of safety.

Why is a pipeline truck so safe? Because it is equipped with a very effective safety device. The man behind the wheel is skilled in driving and courteous. He knows no job is so important and no service is so urgent that he cannot take time to drive safely. The men behind the wheels of our cars and trucks live by it. Drive by it. It is reflected in their safe driving records like these:

**R. M. Head, Austin, Texas, Rancho Division, drove 666,481 miles in 28 years without a chargeable accident.**

**H. E. Lynn, Houston, Texas, Texas Gulf Area, drove 650,700 miles in 25 years without a chargeable accident.**

**J. F. Mayberry, Tonkawa, Oklahoma, Division, drove 629,460 miles in 28 years without a chargeable accident.**

Throughout the various states in which we operate there are many other pipeline men who have driven many thousands of miles without an accident. These men make pipeline trucks such safe trucks year in and year out.



**THE**

**Go-Devil**



January, 1956