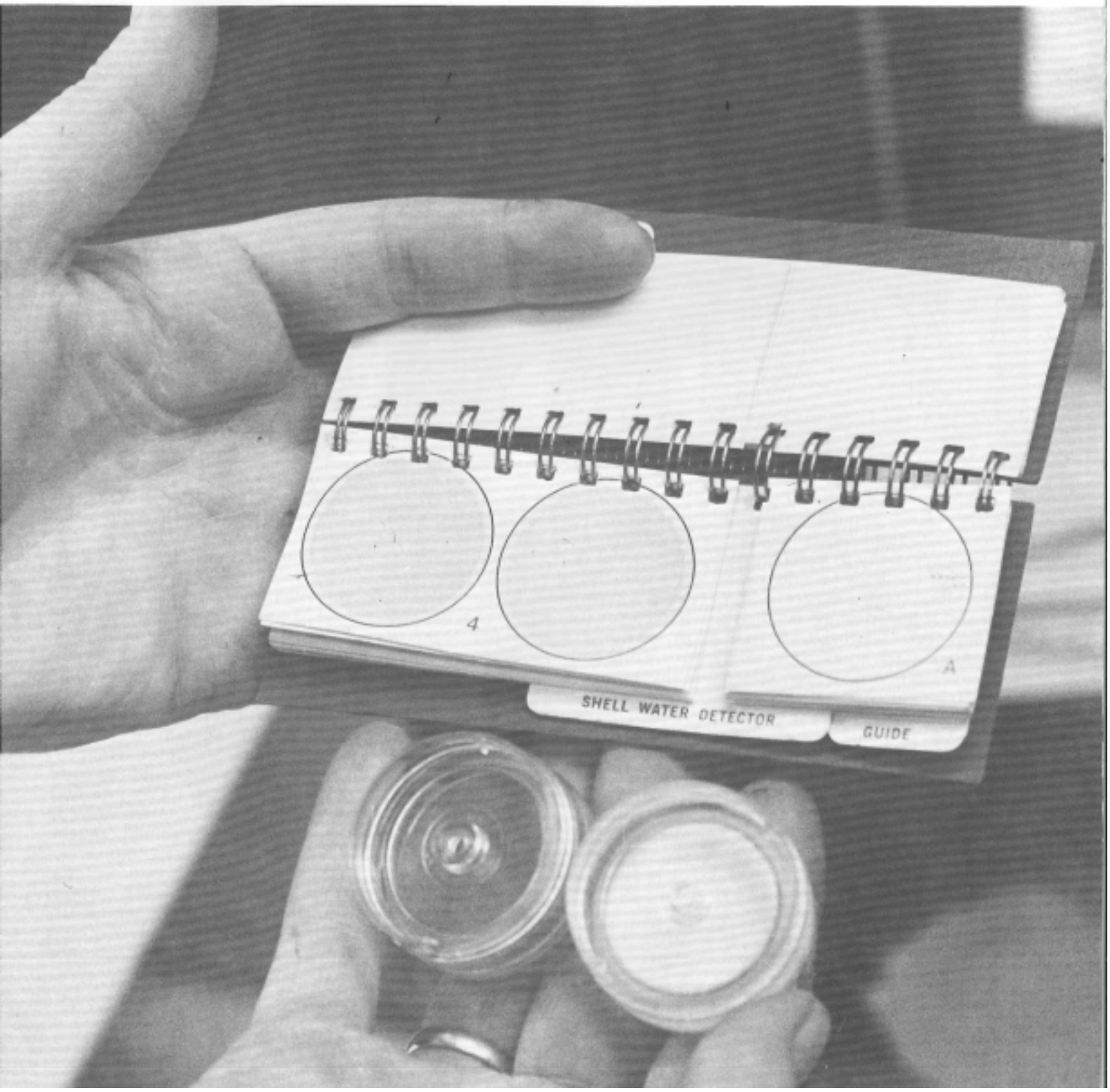
79:3

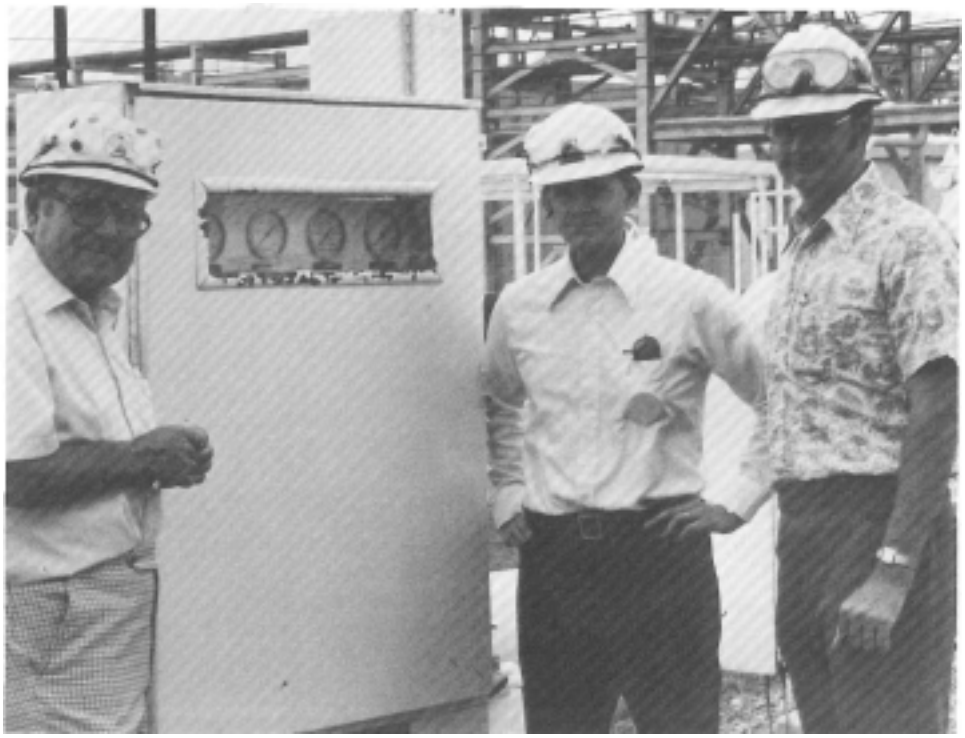
Go Devil

Special features



Southwestern district formed in GCD

"If it boils, it's mine"



Adams, Holden, and Cummings are included in the management group for the new control center.

Johnny Adams, superintendent of the new GCD Southwestern district, says the easiest way to describe the contents of the lines he now oversees is "If you set a cup of it in a room and it boils, it's mine." That's to differentiate his responsibilities, in overlapping territories, from John Holden's Eastern district lines, which carry crude and product with a vapor pressure below that of the atmosphere.

Adams' district, created January 1 from areas previously incorporated into the Eastern district, generally is referred to as the "chemical district." It includes approximately 580 miles of pipe transporting propane, ethane, propylene, and butane to Norco and ethylene to Deer Park for manufacture into finished chemical products.

"Don't even attempt to draw it out on a map," Adams jokingly cautions. In general, the new district encompasses the Yscloskey-Toca-Norco and Crawfish-Norco raw make systems (sounds like a Cajun festival!); the Norco/Sorrento butane and propane systems; the Norco/Sorrento/Geismar/Napoleonville ethylene system; the Norco/Sorrento/Avondale propylene system; Norco/Sorrento/Tebone ethane system; Lake Ponchatrain/Norco gas line; and the 254-mile Texas-Louisiana ethylene line currently under construction.

His group of 25 employees, a number he estimates will grow to about 40 within a year, also maintains several Shell Oil and Chemical lines in the area.

Holden's Eastern district pipes the Delta System crude, along with transporting products in the Norco/Kenner and Norco/Baton Rouge systems. In the realignment, another responsibility for the Eastern district is the measurement function of the Central Gulf Gathering System and the Main Pass Gathering System.

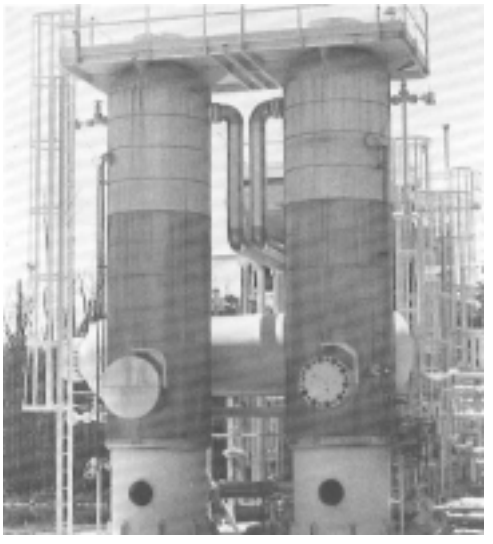
As may be deduced from the areas covered, both districts are headquartered at Norco. To meet increased demand for office space and for coordination of product movement, a new building is under construction which will house the Southwestern district personnel and the GCD's third Oil Movements Control Center. The center will monitor both districts.

"With this new control center, we will have the capability to operate and monitor 30 lines, including the length of the SEANET (Texas-Louisiana ethylene) system," says Max Cummings, supervisor, Oil Movements. "With the continuing activity in the chemical sector, we've got more lines coming into our system all the time."

Controllers for the new center now are being trained at the Pasadena and St. James terminals. When their new quarters are opened, scheduled for August, they will operate a computer system with six cathode ray tube screens and the capability to store the complete set of business transactions for the center for 32 days.

The new control center area is windowless. Cummings explains why. "It's mainly to eliminate the

Pictured with Griffin, assistant operations foreman (right), is Doug Schexnayder, a welder at St. James, who is on special assignment as a senior inspector at Sorrento for the duration of this project. The twin-tower dryer is pictured below.



Under Rufus' watchful eye:

New propylene dryer built at Sorrento

Rufus the alligator calls the swamplands around the Sorrento office home. His visits to the mud bank behind the office have made him a notorious figure among the employees there for more than ten years. And he's quick to chase off any other reptile which tries to impinge on his domain.

While Rufus may be able to intimidate other alligators, he's going to have to learn a lesson in sharing his territory with the addition of a new propylene dryer to the other projects at the Sorrento dome storage facility.

The twin-tower, 50,000-barrel capacity dryer is the latest addition to the facility, which includes salt dome storage and drying capabilities for propane, ethane, and propylene. It is being constructed to meet the anticipated need for double the storage and drying capacity when the Olefins Processing Unit 5 goes on-stream at Norco in 1981 for the manufacture of propylene and ethylene.

When the propylene is pumped out of storage, water content must be removed before it is transported to the refinery. With the new Sorrento facility, the chemical-grade propylene will be dried out through a silicone dessecant to less than ten parts per million of water.

"The two-tower construction gives the operators the ability to switch from one tower to the other when the drying agent is saturated," says A. C. "Griff" Griffin, assistant operations foreman, Sorrento. "While the propylene is pumped through one tower, the dessecant in the other is drying out, ready for use again."

The dryer, which has a projected completion date of July, is owned by Shell Chemical and will be operated by Shell Pipe Line. The construction is estimated to cost $2 million.

Meanwhile, Rufus patrols the neighborhood.

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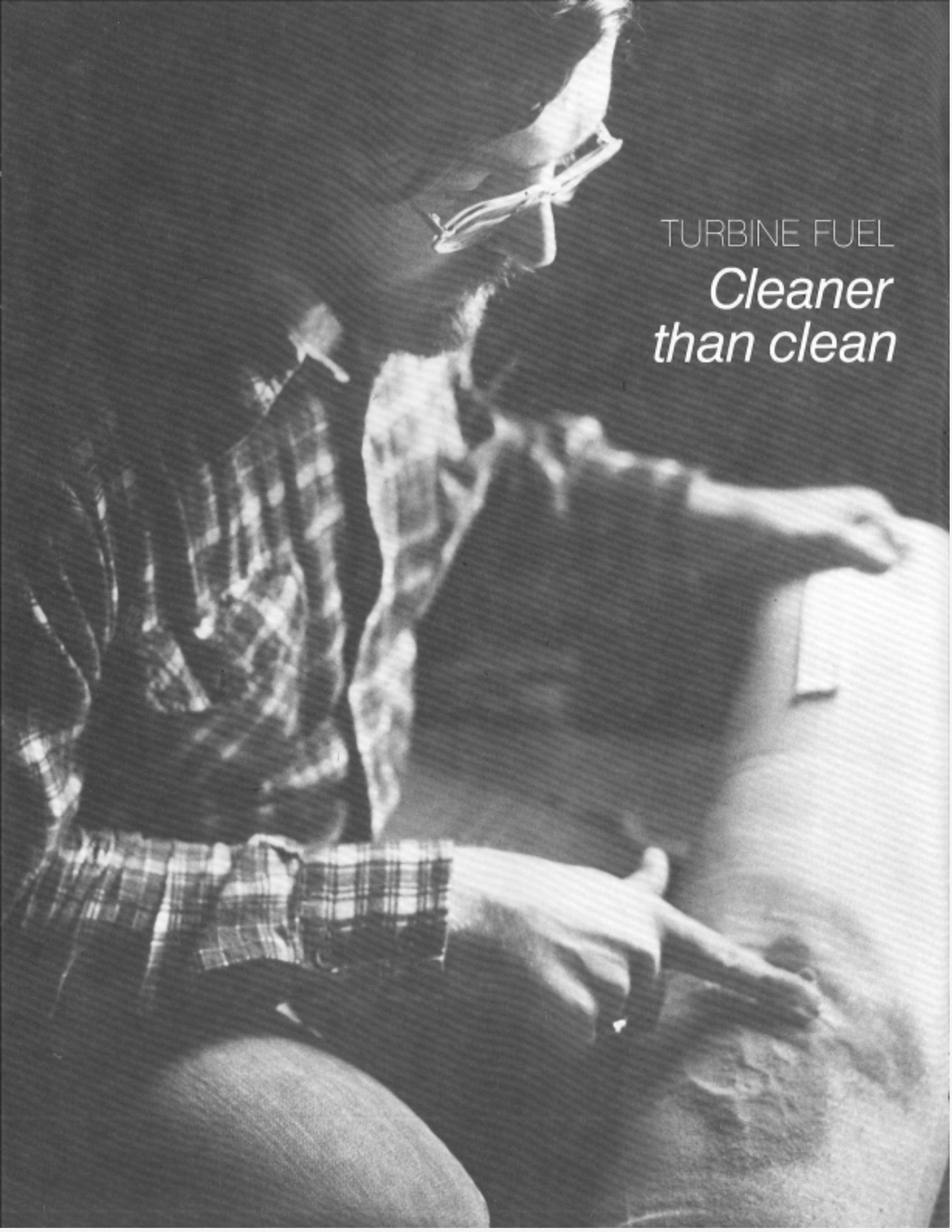
glare problem on the screens. With the amount of activity we'll have through here and six screens to monitor, we can't allow for distractions. And no type of glass can satisfactorily eliminate all glare."

After the completion of the Clovelle/Norco crude line and the Norco/Garyville products line in 1981, the amount of throughput per day Cummings referred to is estimated to average 500,000 barrels of crude; 530,000 barrels of oil products; and, by the third quarter of this year, 45,000 barrels of chemical products. Ethylene production totalling 165,000 pounds per hour also is monitored here. This will double when OP5 comes on stream in 1981.

Cummings says that the dollar value of the products and crude controlled through this new center will be the greatest in Shell Pipe. "Capline moves a larger quantity, but with chemical prices being what they are and rising, we have the more expensive product."


TURBINE FUEL
Cleaner
than clean

Tom Feller is well aware that his job performance indirectly affects more than 120,000 people each day. He is one of four meter station operators at the Des Plaines plant who perform quality checks on the thousands of barrels of Shell Jet A which go to Chicago's O'Hare Field on a daily basis. Constant vigilance by Tom and his cohorts ensures that this fuel remains uncontaminated, free of any impurity which could affect airplane engine performance.

Shell is the largest supplier of turbine fuel to O'Hare, the country's busiest airport. Via the North Line pipeline from the Wood River Refinery, and working through contractors who do the actual servicing of the planes, Shell jet fuel powers 65 percent of the 1700 flights per day which take off on a carefully monitored pattern with only seven seconds between them. To give you an idea how many that is, watching planes taxi away from a loading area brings visions of 5 o'clock freeway traffic, as they nudge each other and wait their turns to get out on the runway.

Two distinct distribution systems provide this quantity of fuel to the airport through Des Plaines. One is the 1000 System and the other is the 800 System, so named, says Sonny Sneary, Des Plaines Plant superintendent, for the number of barrels per hour they can pump.

"The 1000 System serves only United and American Airline flights, both Shell's and the airport's biggest customers. While Shell provides the fuel, the actual servicing of the two airlines' planes is done by Lockheed Air Terminal, which has its own pipeline from Des Plaines to the airport," he says.

Des Plaines' other Jet A system, the 800 System, is Shell-owned and primarily supplies Butler Aviation, another contractor which services Allegheny, Piedmont, Flying Tigers, Air France, KLM, British Airways, and a number of other domestic and international lines.

To ensure that Shell's jet fuel meets top-notch specifications, numerous filterings and four quality checks are applied to every tender of turbine fuel which flows into Des Plaines. As soon as one starts to flow through the 95,000-barrel-per-day capacity North Line, Tom Feller — or Gary Yearling, Sandra Beck, or John Martin — is called to action, any time of day, seven days a week — the times people fly.

As soon as the North Line surfaces in Des Plaines, it divides into separate lines for gasoline and oil, with the contents of the former to be distributed to Shell's gasoline customers in the Midwest.

As to the oil line, it further subdivides into that aviation fuel which goes to Lockheed (the 1000 System) and the Shell 800 System. On the 800, prefilters, which look like large automobile gasoline filters, take out any large particles in the fuel. It then is moved to clay "pots" for fine cleaning, where 96 clay filters in each of the four remove any surfactants and water.

"The pots run two at a time," says Feller, "with a normal life expectancy of 250,000 barrels. When it's time to change them, the operation must be done manually. It takes two people about five hours to do it, as it involves changing 192 filters (two pots with 96 filters each)."

From the pots, the fuel runs to a "day" tank where it waits to be called into duty for Butler or one of the other customers.

The filterings for the 1000 System are distinct from those for the 800. Following the prefilters, where water and sludge are removed, the fuel flows to the top of two of four specially-designed clay towers and is released to run down through 60,000 pounds of Georgia clay. A tour through a paper postfilter, one more check against contamination, completes the run.

The clay towers run two at a time, also, sustaining the barrage of two million barrels of jet fuel (the throughput for 2½ months, on the

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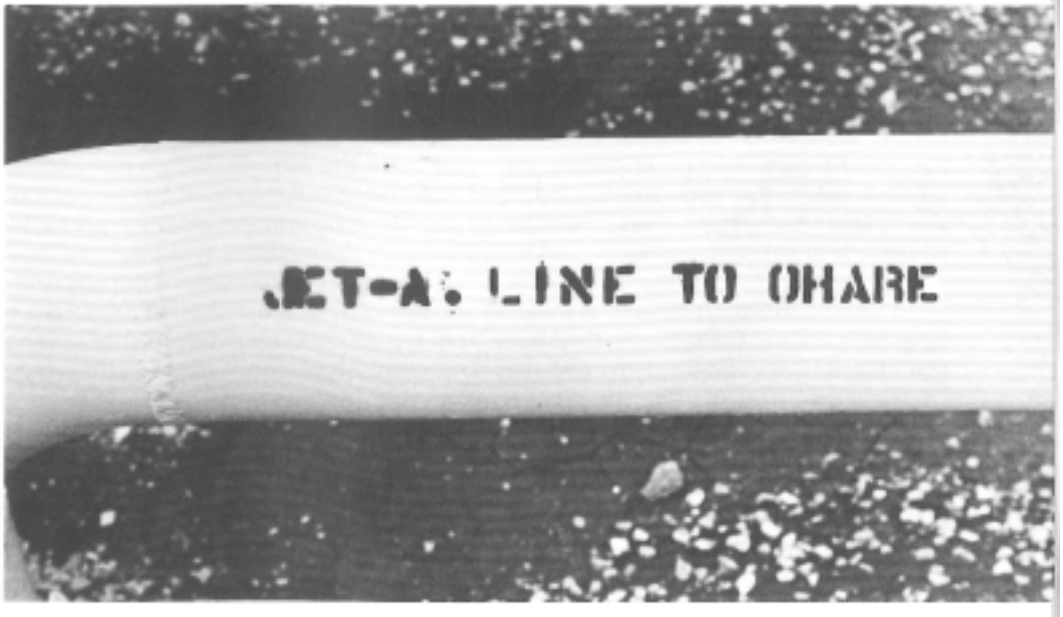

Feller (left) shows the fine consistency of the clay in a damaged 800 System filter.

(Right) Feller and his cohorts daily perform numerous quality checks to ensure that Shell turbine fuel meets Jet A and better standards. (Below) Fuel filtered through the clay towers of the 1000 System runs down through 30,000 pounds of Georgia clay per tower.

average) before needing to be changed.

"The Argo maintenance crew is to be called in for this operation," Feller continues. "They shovel out this spent clay. Then a specially designed truck delivers fresh clay to the plant and 'blows' it into the towers."

Quality checks are carried out on each shipment both before it enters the filtration system and when the cleaning is complete, to see that Jet A and better standards are maintained.

The four main methods of testing at Des Plaines include the millipore test — a visual color comparison against designated shades in a control chart; the Constant Volume Drop Test (CVDT) — a test of the length of time it takes for a sodium hydroxide solution bubble to drop off the end of a seven-millimeter needle (a 50 second CVDT is average for unfiltered products; 100 is the minimum acceptable CVDT for filtered fuel); an Aqua-Glow water detector for parts-per-million — the water must be closely monitored as it cannot be tolerated in jet fuel; and a pressure differential check on the clay filters to determine when they are spent.

"Any jet fuel which passes through Des Plaines is filtered and refiltered, checked and rechecked, both here and at the airport facilities," says Feller. "Butler filters the fuel into its tanks, where it's stored for truck distribution to its flights. Lockheed takes its fuel in by pipe and stores it under pressure in satellite locations around the airport. When needed by United or American, it's filtered again and pumped into the plane by means of a hydrant system."

The effect the current supply situation will have on Shell at O'Hare is a question which certainly arises. One way in which Shell has an advantage in this market is its ownership of a proprietary pipeline in the proximity of O'Hare.

"Using a pipeline is the most efficient way to deliver fuel into this area of the country — barges can't go through frozen rivers and lakes — and Shell is the only company with a proprietary line," says Sneary. "The others must use common carriers. This was the main reason why Shell was able to maintain its supply situation in '78, averaging 35,000 barrels per day."

Deregulation has meant more routes in '79 while supply tightened. Aviation turbine fuel in May was allocated on the basis of 95 percent of base volume at all locations. Bob Griswold, manager, Airlines Sales, says Shell recognizes its social responsibility to the airlines supplied, as well as air travel customers.

"O'Hare is a key airport, being home base to United, which makes 255 flights per day. We will do our utmost to make as much turbine fuel available as possible, recognizing that the industry has grown with deregulation. Shell has a historical position to maintain in the aviation field."

Along with quantity, that historical position includes quality. Tom Feller, in attesting to the latter, says it's the best fuel going. "I sincerely believe that Shell is producing and distributing a clean, top-rate product."

(Editor's note: Effective June 1, Feller was transferred to the Wood River Refinery where, as Oil Movements Controller, he will coordinate product flow from Wood River to Des Plaines.)

Project Coordination:
New venture liaison

It was a piecemeal process. Initiating a pipeline-related project may have meant consulting with three or four departments or organizations for planning, design, and execution. Then the user had to go back to each of them whenever a change was suggested or the cost figure was re-evaluated. Authorities were widely spread out.

That was prior to last August, when a management study concluded that a group with project coordination responsibilities was needed. Project Coordination now is in place and rolling, with a project roster currently numbering 106.

According to Frank Lee, manager, the working orders of his group are "to develop a project's premises with users to then enable engineers to estimate costs and requirements properly, and, finally, to assist in presenting the premise and estimate to management for review and approval."

The group plays a liaison role between users with a new venture in mind and the implementation departments. It eliminates the "back-and-forth" and concentrates the role on Lee and his employees: Fred Hill and Gene Landry, senior pipeline representatives; John Niemeyer, senior engineer; and Terry Silva, office secretary.

Clients are numerous. Shell Oil groups include Chemical, perhaps the department's biggest customer right now; E&P; Raw Materials Supply; Products Supply; and Mining Ventures.

But project coordination is necessary with outside users, too. Enterprise Products, Exxon, Mobil, and Texas Pipe Line are but four of the outside company clients with projects connecting into a Shell pipeline system, or a Shell Pipe Line-operated system.

When contacted about a venture, the new group first consults with Plans and Analysis, a Shell Oil department. The two work closely in the early stages of planning all lines to study which system option is most attractive. Project Coordination takes these recommendations and draws up a premise — an outline of the design parameters: size, length, capacity, expansion phases, general route, etc.

In the next step, the premise is forwarded to Pipeline Construction for preliminary design and estimate. Following a review by the operating division concerned, the proposal is presented to management for review.

Project Coordination works both with clients within the company and outside users. Gene Landry and Terry Silva are part of that group.

Once an OK is given, construction plans must be made. Here again, Project Coordination performs its role. As an interface between customers and Pipeline Construction's engineers, Lee or one of his representatives will follow the initial planning sequence, facilitating discussions between engineers, users, and operators. In addition, they are responsible for assuring that operating personnel, operating and maintenance manuals, and, of course,

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John Niemeyer (seated), Fred Hill, and Frank Lee (right) currently are working with a project roster numbering more than 100.

crude oil or product are available for start-up.

If Coordination learns from Construction that a change is necessary, or the budget isn't adequate, it's time for Coordination to go back to the customer.

Jack Gaines, Pipeline Construction, is one who's pleased with the new arrangement. "We used to have to go to three or four groups to get a project under way. In the case of the Texas/Louisiana ethylene line, for example, it might be Shell Oil, Chemical, and perhaps another group. Now Lee's group performs those functions for us, and it's definitely a more efficient way to go about your work."

Project Coordination currently is handling what is so far, and probably will be for some time to come, its largest project in terms of dollars. The LOCAP pipeline, under construction from the LOOP terminal at Galliano, Louisiana, to St. James, 58 miles away, is scheduled to cost in excess of $100 million. Shell Pipe Line is building the line for the LOCAP owners and also will operate it on completion.

Other current projects include expansion 19A to Capline, which involves adding two pumps; pipeline integrity projects at Wood River at St. Louis; several offshore tie-in's with new production (Cognac, Pier E, San Pedro Bay/BETA); major fire protection projects at Patoka and St. James; a line for American Hoechst off the Deer Park/Bayport ethylene system; and so on until they number more than 100.

In addition to current projects, Project Coordination is involved in long-range planning, being Shell Pipe's contact involving any project requiring new physical facilities. It's a ten-year look into the future, used primarily as a cash management tool. The budget is updated yearly to include any input not considered in the long-range planning. Already on the boards is a project to connect the Georgia-Pacific plant at Plaquemine, Louisiana, to the Texas/Louisiana ethylene line.

And the list goes on . . .

Tykeliners

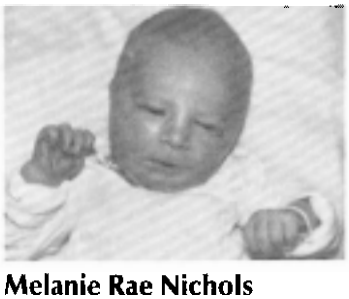
M. A. "Red" Hinkle, electro mechanic, Lima, announces an addition to his family. An 8-lb. and 20-inch long son, Lucas, was born April 20. He joins Red, his wife **Pat,** and three-year-old son Andrew.

Paul R. Nichols, engineer, Indianapolis, and his wife, **Fonda,** became parents for the first time on April 24 with the birth of a daughter. They named her Melanie Rae; she weighed 7-lb., 7½-oz., and was 19¾ inches long.

Rick Sellen, pipeliner, Long Beach, and his wife, **Shirlene,** became parents for a second time on March 15 with the birth of a daughter, Alina Renee. She weighed 7-lb., 13-oz., and measured 19 inches long. Eleven-month-old Dustin Lee was waiting for her at home.

Dale Vaughn, station operator, Kettleman, is a father for the first time with the arrival on April 30 of an 8-lb., 6-oz. daughter. Dale and his wife, **Martha,** named her Jennifer Danelle.

Andrew Hinkle



Melanie Rae Nichols

Lima picnic

A sack race, which is as much fun to watch as it is to participate in, was one of a list of activities enjoyed by the Lima, Ohio, terminal employees and maintenance crew at a picnic at the farm of Greg Lauck, truck driver, Lima.

Employees and their families swam, visited, and played games during the day-long outing. The menu for this location get-together included barbecued chicken cooked on the grill, with all the attendant trimmings.

"Everyone went home with a full stomach, after having spent a wonderful day at the Lauck's," says **Shirley Abbott,** East Line District reporter who submitted this story.

Larry Thompson encourages a reluctant "sacker" before the race

Ratley's Rattlers

Not even a betting person would have put money on Ratley's Rattlers finishing their first basketball season with a perfect record. **Luke Ratley** admits he didn't have that in mind when he formed the team at Hammond in January, in response to a challenge to a game from Shell Oakbrook. But the team bearing his name moved from a 53-36 victory over Oakbrook to winning the "First Annual Shell Basketball Tournament," defeating Indianapolis, Argo, and Oakbrook (again).

A challenge to a Shell-Media tournament followed. This time the Rattlers trounced area industry teams including those from the Hammond *Times,* Gary *Post Tribune,* and WJOB radio.

Ratley coached his team to an 8-0 season, with team point leaders being Al Austin, 21 points per game; James Parrish, 20 ppg; and Dennis Ramsey, 19 ppg. Parrish, Ramsey, and Jerry Anthony were the leading rebounders.

Rattler roundballers were Dennis Ramsey, Jerry Anthony, Joe Kaufman, Luke Ratley, Al Austin, Jim Parrish, Bob Cantwell, Jill Lohmeyer, Kenny Moor, Joe Lara, Greg Pater, and Gene Ballard.

Submitted by **Emily Smith**

Deaths

\ugust F. Becker, retired rom Shell Pipe Line Corp.)n June 1, 1950, died April 5. -le is survived by his daugh- er, Almeda Bentley, of McCamey, Tx.

ames M. Holder, retired rom Shell Pipe Line Corp.)n January 1, 1965, died May). He is survived by his wid-)w, Edith, of Lebanon, Mo.

Villiam B. Howser, retired rom Products Pipe Lines on une 1, 1973, died May 12. He s survived by his widow, :dythe, of Lima, Oh.

Ralph H. Joers, retired from Shell Pipe Line Corp. on May , 1979, died May 11. He is :urvived by his widow, Ann,)f Noblesville, In.

Arthur L. Johnson, retired rom Shell Pipe Line Corp.)n January 1, 1959, died April). He is survived by his wid-)w, Ruby, of Longview, Tx.

Gerald L. Welsby, retired rom Shell Pipe Line Corp.)n January 1, 1966, died April !5. He is survived by his son, ames, of Odessa, Tx.

Graduates:

The 79:4 issue of the Go Devil, containing graduates' pictures, is now in production. If you have a picture to submit and missed the May 31 deadline, contact the editor, Billye Lynn Ratliff, immediately to see what arrangements can be made. Her phone numbers are (713) 241-5396 and SSN 421-5396.

Inspectors trained

A growing number of construction projects scheduled for 1979 has created a demand for more qualified welding inspectors in Shell Pipe Line. As a result, an intensive, three-week course was developed to train selected employees from all divisions in welding inspection.

Held at Lee College in Baytown, Texas, from March 12-30, the course's agenda included instructors from Shell Pipe, Shell Oil, and Lee College, as well as radiographic and inspection service companies. **Charlie Hall,** Shell Oil Engineering Services, was course coordinator and "den mother" as well as one of the instructors.

Those attending were *(back row)* Earl Bales, CD; Wade Morton, WCD; Jake Sullivan, GCD; George Fourqurean, CD; Larry Thompson, MCD; Don Cochran, CD; *(middle row)* Richard Meek, CD; Ronnie Shahan, CD; Gary Briscoe, GCD; Blaine Evans, MCD; Bill Arambula, WCD; Ricky Babin, GCD; Don Osborn, WCD; *(front row)* Dan Hernandez, CD; Barney Callahan, GCD; Johnnie Standard, GCD; Lewis Coert, WCD; Perry Bobo, GCD; Clarence Watson, MCD; and *(kneeling)* Charlie Hall, coordinator.

Submitted by **Shirley Bilderback**

Personnel changes

M. W. Davis
from Utility Pipeliner
to Transfer Attendant
GCD — St. James

G. E. Grobe
from Pipeliner (6 mos.)
to Utility Pipeliner
GCD — Gibson

A. J. Morel, Jr.
from Pipeliner (6 mos.)
to Utility Pipeliner
GCD — Empire

J. O. Jacobs
from Pipeliner (6 mos.)
to Utility Pipeliner
GCD — Pasadena

L. Lewis
from Pipeliner (6 mos.)
to Transfer Attendant
GCD — St. James

B. A. Matherne
from Corrosion "A"
to Corrosion Tech.
GCD — Belle Chasse

L. H. Cafiero
from Meter Meas. Mech. "B"
to Meter Meas. Tech.
GCD — St. James

J. L. Sullivan
from Pipeliner (12 mos.)
to Lead Pipeliner
GCD — Jackson

C. P. Gautreau
from Pipeliner (6 mos.)
to Utility Pipeliner
GCD — St. James

F. Hipolito
from Laborer
to Pipeliner (6 mos.)
GCD — Austin

S. B. Hays
from Spvr. Oil Meas.
to Pipeline Specialist
GCD — New Orleans to Norco

M. L. Soester
Corrosion Tech.
GCD — Belle Chasse to Hope

E. R. Moore
from Mechanic "A"
to Mechanical Tech.
GCD — St. James to Pasadena

P. J. McShane
from Station Attn. "A"
to Delivery Gauger
GCD — Sardis to Pasadena

J. W. Haley
from Pipeliner (6 mos.)
to Pipeliner (12 mos.)
GCD — St. James

J. L. Hewett
from Communications "B"
to Communications "A"
GCD — New Orleans

L. J. McCumby
from Pipeliner Welder 2nd
to Pipeliner Welder 1st
MCD — Kalkaska

J. K. Mansell, Jr.
from Communications "A"
to Communications Tech.
MCD — Wood River to Indianapolis

M. M. Kinnett
from Senior Clerk
to Office Assistant
MCD — Indianapolis

D. M. Douglas
from Pipeliner
to Delivery Gauger
MCD — Union to Wood River

N. S. Adkison
from Pipeliner (6 mos.)
to Utility Pipeliner
MCD — Cushing

B. J. King
from Pipeliner
to Station Attendant
MCD — Patoka to Brownsville

T. M. Wood
Pipeliner
MCD — Dyersburg to Healdton

E. B. Charlton
from District Engineer
to District Supt.
MCD — Wood River to CD — Newcastle

N. E. Shanklin
from Pipeliner
to Lead Pipeliner
CD — Denver City to McCamey

R. J. Knocke
from Pipeliner
to Oper. Frmn.
CD — Big Spring

A. L. Shive
from Mechanic C
to Mechanic B
CD — Denver City

R. B. Lee
from Pipeliner
to Meter Meas. Mech. C
CD — Hamlin to Odessa

K. C. Morris
Maintenance Frmn.
GCD — Norco to Sorrento

W. L. Peace
from Corrosion Tech.
to Maintenance Frmn
GCD — Norco

W. R. Coburn
Corrosion Tech.
GCD — Gibson to Norco

L. C. Barrandey
Pipeliner
CD — McCamey to Goldsmith

G. A. Kaul
from Pipeliner
to Lead Pipeliner
CD — Newcastle to Eunice

W. L. Watkins
from Clerk
to Senior Clerk
MCD — Indianapolis

M. W. Teeters
from Pipeliner (6 mos.)
to Pipeliner (12 mos.)
MCD — Zionsville

R. G. Baldwin
from Field Gauger
to Assistant Oprns. Frmn
MCD — Kalkaska

G. S. Green
from Station Operator
to Field Gauger
MCD — Kalkaska

T. H. Mudder
from Laborer
to Station Operator
MCD — Kalkaska

R. C. Shahan
from Pipeliner-Welder-3
to Pipeliner-Welder-2
CD — Odessa

H. M. Cooper
from Utility Pipeliner
to Tank Farm Gauger
CD — McCamey

B. A. Moreno
from Pipeliner
to Field Gauger
CD — Hobbs

M. J. Lorbiecke
from Pipeliner
to Lead Pipeliner
CD — Baker

J. E. Diller
from Corrosion "B"
to Corrosion "A"
CD — Midland

D. R. Busby
from Laborer
to Pipeliner
CD — Hobbs

J. M. Corley
from Laborer
to Pipeliner
CD — Eunice

C. D. Elrod
from Laborer
to Utlity Pipeliner
CD — Kermit to McCamey

T. A. Impellizzeri
from Pipeliner (6 mos.)
to Utility Pipeliner
MCD — Kalkaska

Shell welcomes

M. V. Johnson
Senior Emp. Rel. Analyst
Head Office

E. C. Summer
Manager
Oper. & Mtce. Cntrl
Head Office

K. D. Morris
Laborer
GCD — Pasadena

L. H. Wilson
Laborer
GCD — St. James

M. A. Hawley
Laborer
GCD — St. James

J. D. Calandra
Laborer
GCD — Pasadena

V. R. Letbetter
Laborer
GCD — Pasadena

C. Reyna
Laborer
GCD — Pasadena

R. A. Capone
Laborer
GCD — St. James

E. J. Derouen
Mechanic "C"
GCD — Nairn

P. K. Zimmerman
Communications "C"
GCD — St. James

J. W. Stephenson
Laborer
GCD — Pasadena

P. A. Jones
Clerk
MCD — Indianapolis

D. J. Allan
Laborer
MCD — Kalkaska

J. B. Kuhn
Pipeliner-Welder 2nd
MCD — Patoka

D. W. Meyer
Sr. Eng. Asst.
MCD — Indianapolis

W. M. Raudman
Laborer
MCD — Kalkaska

M. D. Goertz
Utility Pipeliner
CD — McCamey

R. E. Dinges
Laborer
CD — Newcastle

F. J. Locklar
Accounting Assistant
CD — Midland

R. C. Darwin
Technical Superintendent
WCD — Anaheim

Service anniversaries

M. Pankovich
MCD — East Chicago
30 years (May)

R. C. Riggs
MCD — Indianapolis
30 years (May)

T. F. Ritchie
WCD — Simi
30 years (May)

E. A. Woker
MCD — Auburn
30 years (May)

L. E. Steele
MCD — Lima
25 years (May)

T. G. Hogue
WCD — Bloomfield
20 years (May)

L. R. Barefield
CD — Big Spring
15 years (May)

L. L. McCoy
WCD — Bloomfield
15 years (May)

L. S. Burch
MCD — Indianapolis
10 years (May)

J. B. Gonzales
WCD — Long Beach
10 years (May)

Retirements

W. E. Duncan
Communication Tech.
MCD — Indianapolis

R. H. Joers
Spv. Mtce. Corrosion
MCD — Indianapolis

R. L. Buscha
Corrosion Tech.
GCD — New Orleans

J. T. Bushong
Field Gauger
CD — Goldsmith

E. S. Walker
Field Gauger
CD — Baker

H. H. Burnett
Field Gauger
CD — Hobbs

N.M. McFarland
30 years — January

M. Pankovich
30 years — May

L.E. Steele
25 years — May

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Glances backward

25 years ago

Shell Pipe Line's West Texas Area offices will be moved to Midland from Colorado City during the next year and a half.

The reason for the move is the growth of the Permian Basin and its oil production in West Texas and eastern New Mexico. Most of the new fields in which Shell Pipe Line has installed gathering systems have been found west of Colorado City. As a result, the Colorado City offices, which were once well-centered in West Texas, have become located on the eastern side of area activity. The move will once again put the area offices at the hub of Permian Basin.

The news of the move was announced at a general meeting of employees at Colorado City on June 2 (1954). In making the announcement, Vice President D. F. Sears stressed the point that the decision to make the move was reached with great reluctance by management. Since 1928, the West Texas Area offices had been located in Colorado City and moving will mean breaking many ties of friendship and mutual goodwill of long standing.

15 years ago

Paratroopers dropped from the skies; jets made strafing runs over the low-lying hills; tanks rolled across the pipeline right-of-way as infantrymen dug in to hold off the advances.

This in no fictional account of an invasion from Mars. Rather, it is a true description of "Exercise Desert Strike" held during the last two weeks of May in an area crossed by the Four Corners pipeline.

Some 100,000 Army and Air Force personnel participated in the exercise which was a huge mock war between two mythical states and involved massive maneuvers of the U.S. Strike Command.

Hurley addresses charges aimed at pipeline companies

You may have read and been concerned about a recent story in the news describing the contents of a soon-to-be-released General Accounting Office (GAO) report on pipeline companies. The news story was based on a draft of the report which presumably was "leaked" to the press.

The article faults the Federal Energy Regulatory Commission (FERC), the current pipe line regulatory agency, and its predecessor, the Interstate Commerce Commission (ICC), for abuse and neglect. But its main charges are directed toward the pipeline companies owned by major oil companies. The news story contends that the GAO report will show that pipeline companies have collected hundreds of millions of dollars in excess profits and earned a rate of return greater than that of nearly all other American corporations.

No copies of the final report have been made available to the public, but the newspaper article may have raised questions in the public's mind and perhaps among you and your friends. Jack Hurley, president of Shell Pipe Line Corporation, is concerned about this and addresses the allegations by saying:

"Shell Pipe Line Corporation has consistently complied with established regulatory practices for common carrier pipelines. In addition, for more than three decades, financial planning and profits from operations have been subject to provisions of the Elkins Act Consent Decree. The Consent Decree, between pipeline companies, their shipper owners, and the United States Department of Justice, limits dividends that a pipeline may pay to its shipper owner and severely restricts the usefulness of earnings in excess of the prescribed limit.

"Any statement to the contrary about Shell Pipe Line is simply not true."

Editor
Billye Lynn Ratliff

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