GO DEVIL 79.6

Gordon Alan Jones

Sculptor in bronze

Columbo wouldn't have time to get his cigar lighted before he'd be able to trace this culprit, who's left an obvious trail. On each piece of his work, Gordon Jones has left evidence of his hand—his thumbprint.

Actually, there is no need to call in the detective on this case. The thumbprint was applied deliberately, as verification that Jones himself sculpted and cast these works in bronze.

"The First Track" (pictured here) is one of a collection of hollow cast bronze works Jones has sculpted since taking up the art in 1974. Since then, his finely etched limited edition bronzes have been accepted in juried art shows, including the famous Laguna Art Festival, and are represented in several galleries in California.

Jones, a pump station operator at Wasco, says he's always been artistic and interested in modelling things with his hands. In high school, he built a 14-foot sailboat for his brother. After graduating, he was a sign painter in Salinas and followed that with a job drawing letter-forms for a newspaper. A welding class at Colinga Junior College, then West Hills College, which he took, thinking it would be helpful to his job with Shell, led to his going beyond the class work to welded metal.

"If you remember, welded metal was very popular in the early '70s. I took my welding class a step farther, and I guess you could say I was 'in on' welded metal," says Jones, "although I didn't do the junk-type pieces, for example, tin can flowers." His pieces were shown at park and other city art shows in Fresno County.

When he realized that he couldn't get really fine detail, such as facial features, with this method, he looked into a bronze casting class at Bakersfield Junior college, having recently taken the job in Wasco.

"The class was full, but I knew I had to have it. I begged to be allowed to stand in the back of the room until a class opening developed. I stood for

C

three weeks."

That was the first of six semesters of work in the art, which he worked into his Shell schedule by trading his evening shift assignments with his cohorts for graveyards. "The school kept changing the course number on it, so I kept taking the class. I was well into the art by that time. The college provided a foundry where I could cast my work, while I would do the finishing work and the 'chasing down' (cleaning up of imperfections) with the tools I was acquiring at home," he says.

Jones is collecting power tools, as opposed to what he calls the Old Masters, a hammer and chisel. "I was taught that way—hammer and chisel—but you can go nuts with the 'ping, ping, ping.' With power tools, I'm developing my own chasing technique."

Jones' first commercial piece was completed in 1974 and called "High Mountain Joust." By 1975, he was confident enough to begin showing his work in galleries. And it was in 1976 that he was admitted to the Laguna Art Festival, only three years into the technique. At the juried show, 1,500 pieces were taken in and only 200 shown.

Jones has a fine eye for detail and is a stickler for authenticity. He uses live models for form and photographs for costume design and so forth. Take, for example, "The First Track." An idea sparked by John Denver's 1977 television Christmas special, the piece literally was built from the ground up.

"I made the snow first, then the skier. I knew if I could do snow, I could make the skier."

Jones himself has never been skiing. Following his prescribed order, he worked up the form in wax first and then took it to a ski shop which specializes in cross-country to have it evaluated.

"My original model was too tight. The sales people modelled clothes and demonstrated style for me. After they'd explained it to me, I revised the wax, making the arms looser." He took it back for a second appraisal, and it passed. Jones estimates he invested some 235 hours in this work.

The inspiration for another piece, "The Silversmith," grew from a friendship with a Navajo in Wasco who interested him in Indian lore. Weighing 15 pounds, the hollow-cast "Silversmith" took 200 hours from wax to finished bronze on base, including much time devoted to library research.

Working out of a room in his home which he's devoted to his art, Jones says he may work as many as 15 hours a day, once he's into a piece. "It becomes hard to take time to eat. I devote more time to it in the winter. During the summer, there are projects to be done around the house, and the wax is soft."

The wax is an integral part of his art. He uses what's known as Lost Wax Casting; it can be used only one time. Carved out of liquid wax with paint brushes and dental tools, the figure is covered in plaster and the wax melted out. Then the plaster is held at 1500 degrees for 12 hours and again at 600 degrees for casting. Molten bronze at 2000 degrees is poured into the flask to solidify. Where the plaster cracks during this process are the places which have to be corrected with chasing.

Until recently, Jones himself performed all the steps necessary for mold making and the casting process. He has decided not to cast any more; hence, the thumbprints. He hopes those will be more valuable to a collector some day.

"I was spending two-thirds of my

time as a technician, with only a third devoted to the artistic aspects. I won't be tying up my time on the technical work any longer."

While he has all the "number ones" of his works himself, he can make a later number of an edition for a buyer in about 30 days, he says. All of his works are copyrighted, and they range in price from \$1,000 to \$2,000.

Jones and his family are active in the community life of Bakersfield, 10 miles down the road from Wasco. Last year he was president of "Search and Rescue," a volunteer rescue diving club. His wife is in charge of publicity for the local Junior Wives Club, and his two daughters, ages 11 to 13, are becoming Daughters of Job, a Masonic-affiliated program for young girls.

While it suits their social needs, Wasco, population 9,000, is not active in the artistic realm. "It's isolated. I miss the interplay with other artists, being where things are happening, exchanging ideas."

But his art certainly is not stagnating. His project for this winter involves turning to another sculpting form, polybronze and bronze. "Its working name is Ice Climbers, with the ice fall in the polybronze and the climbers bronze." Wonder where he'll go for a demonstration?

Jones, shown here sandblasting, may work at his art 15 hours a day once he's begun an object.



The Explorer from Lake Charles to Hammond

Explorer Pipeline Company is the only line in which Shell owns an interest which transports both crude and products

The statement usually holds true that some pipelines move crude, while other pipelines ship only products. But Shell Pipe owns interest in a unique venture — a pipeline company which moves both crude and product from Lake Charles, Louisiana, to Hammond, Indiana through Port Arthur, Houston, and Tulsa.

How's that possible? Through the use of buffers, turbulent flow, and crude restricted in sulfur content and viscosity, says Bob Armstrong, director of Pipe-



Marvin Boetcher, technician, checks the operation of the control valve.

line Interests and member of the board of directors for Explorer Pipeline Company.

"Explorer operates the line for Shell and the other owners, moving both crude and products over the entire length of the line, some 1,380 miles," says Armstrong.

Explorer was incorporated in September, 1967, as a products line. Following the embargo in 1973, it was modified to carry light grade crude, partially to alleviate a shortage in the Mid-Continent area. The arrangement was successful and continues today, with Explorer being the only line handling both crude and products in which Shell owns any interest.

Jim Prewett, superintendent of the Hammond Tank Farm at the termination of the Explorer line, enjoyed the challenge of taking on the crude.

"At first, we thought there might be some problems. We did have to make some manifold changes, and designate a tank for crude, but as it turned out, crude was relatively easy to handle in the Explorer products line," says Prewett.

No pancake batter

Crude is taken in at Lake Charles, Houston, and Tulsa for shipment as far as Hammond. The crude must be sulfur- and viscosity-limited to facilitate flow and keep batches from co-mingling.

"Crude with a consistency of pancake batter is too dense, if that gives you a better idea," says Armstrong. "And if the turbulence of the flow is reduced, one tender may have a tendency to flow into or under another."

From Port Arthur to Tulsa, the 28-inch line can carry up to 444,000 barrels per day. Above Tulsa, Explorer is a 24-inch line capable of moving 290,000 barrels per day, feeding refineries, terminals, and other connecting pipelines in Tulsa, Wood River, and Hammond.

To further reduce comingling, a 5,000-barrel buffer of number two furnace oil at either end of a crude run separates a batch from the one before and following it.

Is there, nevertheless, a problem with contamination between batches? With crude, the danger is not too great. There could be some seepage of buffer into the crude without damage. With product, there's a difference, a crucial difference.

Explorer carries two major categories of product, gasoline and distillates. All four grades of gasoline, leaded and unleaded premium and leaded and unleaded regular, are shipped on the line. And in some cases, that's multiplied by two when winter grades of gasoline still are being shipped to the north while the southern terminals have switched to summer grades.

Gasoline, which is less viscous than crude, tends to maximize the capacity of the line. The distillates shipped via Explorer—furnace, or stove, oil; two grades of diesel; and turbine, or jet, fuel—by the nature of their viscosity pump at a slower rate and thereby decrease capacity.

Crucial "cuts"

The great equalizer between the two product classes is buffer requirements. It's mandatory that there be no lead in unleaded gasoline, no other distillate in turbine fuel. To insure this, the buffer between products, the interface, is electronically monitored by oil movements instrumentation. When a shipment of premium is nearly complete, a mechanical "cut" can be made shortly before a regular grade gasoline batch begins. And if an unleaded shipment is to follow the regular, the cut isn't made until the instruments show that the unleaded has begun to flow. This results in what is called a "center" or "prime" cut. The premium and unleaded remain uncontaminated while that unleaded and premium which is mixed with the regular can be downgraded to regular with no harmful effects.

"We were very cautious at first with the amount of the buffer," says Ralph Wells, Shell Pipe's liaison with Explorer. "But we've found over the years that with careful instrumentation we can reduce the interface without losing product integrity."



Prewett (above) doesn't miss many chances for after-hours and weekend fishing. U.S. and Indiana flags whip over the Hammond office (right).

Explorer proved conducive to conversion from solely products to include crude because it only has one "break out," an industry term for the tank storage required when a line changes pipe size. In Tulsa, which is also Explorer's principal office, the main line makes its only change, from 28-inch to 24-inch pipe. Other lines could run both product and crude if the danger of product contamination could be eliminated.

Shell Pipe Line Corporation is the largest stockholder in Explorer, with more than 25 percent of the stock. Other owners who provide financial backing include: Gulf Oil Corporation; Texaco, Inc.; Marathon Oil Company; Sun Pipe Line Company; Continental Oil Company; Cities Service Company; and Phillips Investment Company.





Bi-directional ethylene

Shell Pipe Line and Shell Chemical operate on a grand scale. Recent proof of this statement is the completion of the 254-mile long, 12-inch-diameter ethylene pipeline laid between the underground salt dome storage facilities at Mont Belvieu, Texas, and Napoleonville, Louisiana, west of New Orleans.

Ethylene, a gas at atmospheric pressure, is a colorless, flammable substance. Shell and its customers use ethylene (in



Dennis Louvier (*left*), supervisor, Chemical Operations, Gulf Coast Division, and Dan Kite, district engineer, GCD, watch the temperature of the pipe drop as it frosts over with the beginning of the ethylene flow. Louvier was coordinator of the SEANET interface crews.

combination with other chemicals) to make substances such , as ethanol, ethylene dichloride, and ethylene oxide. These are used in the manufacture of a myriad of products: cosmetics, inks, pipe, wire, home furnishings, antifreeze, textiles, toiletries, and even the soap you may use to wash dishes and clothing.

SEANET will make ethylene available to other chemical companies along the line that make products from ethylene. Fred Fischer, senior engineer Pipeline Construction, says, "The main purpose of the line is to provide a means of balancing the ethylene supply between the producing/consuming areas in Texas and Louisiana."

This line will allow ethylene manufactured in Texas, for example, to be consumed at plants in Louisiana. The line will also provide the opportunity for sale of ethylene at other major chemical consuming areas along the line, such as at Orange, Beaumont, Lake Charles, and Plaquemine. The bi-directional ethylene line, the largest ever built by Shell, has many safety features, some of which are quite advanced. "One such feature is a line integrity system which includes metering data from these locations will be transmitted to the Norco Control Center. Here the central computer system will process the data and, by means of a dynamic model (computerized model of the line), enable us to detect leaks," Fischer says.

"Another special feature of SEANET is the installation of remote-operated block valves at seven-and-one-half-mile intervals in heavily populated areas. These allow an operator at Norco to shut down the line and isolate individual sections."

Dennis Nowstrup, engineer Pipeline Construction, described design criteria used for the SEANET project: "There are two codes to which we design ethylene pipeline facilities, one for gas and one for liquid. When



line open

the codes conflict, we satisfy the more conservative, stringent requirement. We don't want to underdesign today, should safety regulations or operational requirements change."

Nowstrup is supervising the design and construction of compressor stations on the line. Construction has begun at Mont Belvieu, and is well underway at Napoleonville. The compressor stations are designed for expansion (if necessary) and maintenance simplicity. Duplication of site layout, system design, components, and operational procedures enhances safety and operating efficiency. "A technician can be trained at Mont Belvieu and then be assigned to Napoleonville or vice-versa with little adaptation necessary," he says.

The compressor stations represent the state of the art in pipeline technology. "This is the first time at Shell that we have used reciprocating, positive displacement compressors on an ethylene pipeline," Nowstrup claims. These compressors, as designed with unloading features, can go from "maximum flow" to the "low flow" with a minimum loss in efficiency. Combined horsepower for the five compressors in the two stations is 5,500.

Emission control standards, though different in Texas and Louisiana, are adhered to strictly - emissions are piped into a flare system where required and then burned off.

Unexcelled computer facilities will be part of the system to make possible the high speed collection of operational data which will enhance the ability to operate these systems safely and efficiently.

"We don't have as many government regulations imposed upon us as does the nuclear industry," Nowstrup says, "but we include, for safety's sake, several redundant shut-down and start-up features and systems that preclude operating the

continued on p. 8

Storage at Mont Belvieu and Napoleonville SEANET salt domes

carbon storage facilities are machinery. dominated by enormous cylindrical and spherical metal tanks covering acres of land. In con- ciated with heavy construction in trast, at the salt dome ethylene storage facilities at Mont that the Napoleonville dome has Belvieu, Tx., and Napoleonville, La., on either end of the 254mile SEANET line, you might pass within 20 yards of them and never know they are there. The salt domes are, of course, deep underground.

Salt domes are natural geological formations of bulk salt. While the two hundred or so domes in the Gulf Coast region vary in size and form, the Napoleonville salt dome starts at a depth of 800 feet and has been measured at least 20,000 deep. The diameter is roughly three to five miles, depending on depth.

Storage cavities are created by pumping fresh water into the salt formation, dissolving out a cavern. At Napoleonville, this cavity will be 130 feet in diameter and have a height of 800 feet with the top of cavity at a depth of 3600 feet.

Though there may not be much to look at when visiting a salt dome storage site," says Bob Mendez, project engineer Pipeline Construction, "there will be a well head and several product and brine lines. There will also be driers at ethylene and propylene storage sites.

Dean Henney and Frank Hopf, the project engineer and senior engineer handling the Napoleonville facilities, explain: "There are basically two aspects of the Napoleonville facility - the cavern itself and the dehydration unit.'

Construction of the Napoleonville Facility first required importation of more than 50,000 cubic yards of dirt to fill in the existing swamp. Then more than 600 fifty-five foot long timber piles had to be driven to support the driers, compressors and piping. A wooden road had to be

Typical 1.5-million-barrel hydro- constructed to bring in heavy

In spite of the extra costs assoswamp conditions, Hopf feels excellent potential for ethylene storage. He says that the cavity will eventually have a storage capacity of one and a half million barrels; right now it is at 1.250,000. "These figures are large only in a relative sense," says Hopf. "There are several existing 15-million-barrel cavities in this Napoleonville dome. These were originally developed to produce brine and could be converted into storage cavities."

In the cavity, the ethylene floats on brine. The ethylene absorbs water, up to 1200 parts per million, during storage.

"Before we can ship it elsewhere for commercial use, we must reduce the water content to five parts per million. That's why we need dryers," says Hopf.

The dryers are designed to be run eight hours before they need to be regenerated. There are two units, or beds, in the drying system, so that while one is being regenerated the other is available.

There are actually four wells at the Mont Belvieu site. Both Exxon and Xral store propylene and ethylene there for Shell. The facility at Mont Belvieu should be completed sometime this month.

"The location of domes at Mont Belvieu and Napoleonville is very fortunate for Shell and other ethylene-using chemical plants."

Are the salt domes safe for storing products such as ethylene? Mendez says yes. "Underground storage is much safer than above-ground steel storage. If you design the underground cavities properly, and operate them according to stringent safety requirements, danger is minimized."

continued from p. 7

compressors if conditions aren't right."

The electrical engineers have designed visual information systems at the stations. "The CRT's (cathode ray tubes) have color displays, and even the alarms may be audible and graphically represented," says Nowstrup. Jim Marcin, another engineer working on SEANET, supervises the design and installation of the quality and metering stations. Quality monitoring involves online analyzers that monitor the ethylene purity. "It has to be 99.9 percent pure and free of excess concentrations of contaminants that could affect a customer's chemical process or equipment," says Marcin.

There is quite an array of equipment used to detect contaminants. Gas chromatographs detect the presence of methane, ethane or acetylene; infrared analyzers monitor carbon dioxide; and water oxygen analyzers are used.



(above) Marcin (left) supervised the design and installation of the quality and metering stations, while Nowstrup was in charge of the construction of compressor stations on the line.

(*right*) Bob Higgins, terminal foreman, Mont Belvieu, and Bob Boswell, engineer, Gulf Coast Division, were two of a group of division employees on hand at Mont Belvieu when Gerald Harper (*right*), product storage attendant, Mont Belvieu, turned the valve to start the initial fill of the SEANET line.

Story by Carlos Vidal Greth



Wherever there's an input into the pipeline, a quality monitoring station is used to prevent shippers from delivering contaminated ethylene into the pipeline. If contaminant levels approach specification limits, alarms will be sounded and the shipper notified of the potential for a shutdown unless contaminants are reduced to acceptable levels.

Presently, quality control stations are planned only at Mont Belvieu and Napoleonville, but future input points along the mainline will require similar safeguards against contamination. Automated composite sampling systems are also employed at all delivery points. These samples would be used to determine the source of contaminants.

Metering takes place on both ends of the bi-directional line by orifice meters. "Ethylene is difficult to measure because its density is very sensitive to temperature and pressure changes. Flow computers will be used to reduce the errors caused by density changes and thus improve the accuracy of measurement," says Marcin.

At Napoleonville, the ethylene will leave the 12-inch SEANET line and enter the 10-inch line to, among others, Shell Chemical's Geismar and Norco Plants, or it may go into the salt dome storage facility. Currently, Geismar receives ethylene from Norco only. This illustrates one major advantage of SEANET — it can provide a constant supply of ethylene between Texas and Louisiana.

Some other Pipeline Construction people involved in the SEANET program are: Dean Henney, project engineer; project engineer Bob Mendez, who supervises installation of the storage facility at Mont Belvieu; Orville Culpepper, engineer, in charge of that part of the ethylene line between the Atchafalaya Basin and Napoleonville and that part of the 10-inch line from Napoleonville to Geismar: Frank Hopf, senior engineer, Napoleonville Storage Facility; and Jim Deuel, project manager.

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Pipeline people 1

Family day at Wood River | Deaths

Wood River Refinery held a Family Day celebration in September for Shell Oil and Shell Pipe Line employees, pensioners, and their families.

The scheduled activities began at 10 a.m. with full cooperation by Mother Nature who provided a mild and sunny day perfect for the planned picnic lunch and other outdoor events.

Movies, magicians, and clowns entertained the children, while adults were treated to exhibits showing crafts pursued by employees. The Bluegrass music and large exhibit tents added a carnival flavor. Many won prizes at guessing games. Balloons and frisbees for the kids topped off the atmosphere.

The Oil Movements Control Center highlighted the guided bus tours of Refinery and Pipe Line Operations. After a short presentation of the products system was given by H.E. Perkins and R.T. Showalter, they fielded questions from the crowd. Many unfamiliar with the pipeline operations were impressed by the ability to move such a variety of products in a short period of time. To those pensioners who stopped by, the many improvements were of great interest. For everyone who participated it was an enjoyable experience.

-Ramona Porter



R. T. Showalter (left) fielded questions from the numerous groups which toured the products distribution area.

Erma L. Garner, retired from Shell Pipe Line Corp. on February 1, 1973, died September 29. He is survived by his widow, Mary, of Belle, MO.

Oliver W. Heyden, retired from Shell Pipe Line Corp. on February 1, 1974, died September 15. He is survived by his widow, Rachel, of Houston, TX.

John A. Mettier, retired from Shell Pipe Line Corp. on August 1, 1978, died September 1. He is survived by his widow, June, of Bakersfield, CA.

Rufus P. Skinner, retired from Shell Pipe Line Corp. on December 1, 1946, died October 3. He is survived by his widow, Sophia, of Tulsa, OK.

Retirement

Baker City Park was the rustic setting for the retirement of E.D. Smith, field gauger-Baker, who retired August 1, 1979. The picnic was attended by his fellow workers and their families. El Charlton, Rocky Mountain district superintendent, presented Dale with an engraved silver tray marking 30 years of service with Shell. Dale, Jane, and son, Sean, will continue living in Baker with a summer home in the Black Hills, where Dale says the fishing is fine.

-Pat Hopson



Dale & Jane Smith; El Charlton

Tykeliners

Denise and Jesse Armstrong, engineer. Midland, announce the birth of their first child, a 7-lb., 9-oz. son, on August 18. Named Lucas James, he measured 20 inches long.

Nancy and David Douglas, delivery gauger, Wood River, recently brought home a third son, Christopher Alan, born October 12. The 7-lb., 131/2-oz., 21-inch long baby was welcomed by David, Jr., 6, and Justin, 2.

Kathy and Bruce Johnson, engineer, Midland, became parents for the second time on August 28 with the birth of Julie Ann. Weighing 10-lb., 3-oz., and measuring 21 inches, Julie is the Johnson's second daughter, joining Jennifer Lynn, 21/2.

Lynn and Ron Keyes, pipeliner, Long Beach, announce the arrival of James William on October 20. They also have a three-year-old daughter, Lindsay.



Christopher Alan Douglas

Hole-in-one

Joe Deaton, maintenance foreman-Denver City, shot his first hole-in-one during the Central Division/Northern District Golf Club tournament held in September at the Denver City Golf Course. Joe's golfing career landmark came on the 175-yard, par three seventh hole. Congratulations.

Cushing youth benefit

The Shell Companies Foundation, Inc., recently donated \$3,000 to the Cushing Youth & Community Center's new building fund. The Center, which provides the citizens of Cushing and surrounding communities with various recreational programs, has been in existence for more than 16 years.

Mid-Continent Division's Cushing District has been a part of this community as far back as 1915. Presently, there are 46 Shell employees in the district. Many of them participate or serve as active members in the Cushing Youth Center programs.

-Carolyn Maynard



Mort Parsons (*left*), Cushing district superintendent, recently gave Dr. Les White of the Youth Center Board a donation on behalf of the Shell Companies Foundation, Inc., which will be applied toward the \$750,000 needed to build a new youth center in Cushing.

Cognac producing

By the end of October, oil and gas production was underway from six of the 62 planned wells on the Cognac platform. From that \$800 million project in the Gulf of Mexico about 15 miles southeast of the mouth of the Mississippi River, the oil and gas is piped to Shell's East Bay facilities (see 79.5 **Go Devil**) before coming ashore.

With the completion of ad-

ditional wells, production is expected to increase to an average of about 10,000 barrels of oil and seven million cubic feet of gas per day around the first of the year.

By 1983, Shell expects to have completed all 62 wells with production of about 50,000 barrels of oil and 100 million cubic feet of gas a day, the latter rising to 150 million by 1992.

Mileposts 💈

Personnel Changes

HO

M.R. Brown from Oil Mvmt. Controller to Scheduler Oil Movements

CD

R.B. Lee, Jr. from Meter Meas. Mech. "B" to Meter Meas. Mech. "A" ₁ Odessa

D.K. Helton from Laborer to Pipeliner 6-12 Brownfield

M.H. Tubler from Laborer to Pipeliner 6-12 Brownfield

J.H. Holt from Pipeliner to Pipeliner Truck Driver Hamlin

F.L. Moore, from Welder 3rd to Welder 2nd Odessa

J.D. Nichols, III from Electrician "C" to Electrician "B" Odessa

GCD

L.W. Harvey from Pipeliner Welder l to Lead Pipeliner Pasadena

PK. Zimmerman from Communications "B" to Communications Tech. St. James

V.R. Letbetter from Laborer to Delivery Gauger Pasadena

MCD

R.J. LaCost from Laborer to Pipeliner (6 mos.) Kalkaska **R.K. Williams** from Ggr. Operator A to Oil Movement Controller Patoka to Wood River

R.G. Fletcher from Pipeliner to Ggr. Operator A Patoka

P.B. Offutt from Pipeliner to Ggr. Operator A Patoka

C.D. Lutz, Jr. from Pipeliner to Truck Driver Patoka

L.P. Freeman from Electrician "C" to Electrician "B" Cushing

K.W. Duffy Laborer Dyersburg to Patoka

M.L. Franklin Pipeliner Houston to Dyersburg

A.W. Mims from Utility Ggr. to Station Attd. A Healdton

C.R. Peterson from Utility Ggr. to Station Attd. A Boyd/Pauls Valley

WCD

B.R. Maestas from Pipeliner to Trav. Mech. II Long Beach

L.G. Butcher from Foreign Assignment to Maintenance Foreman Caliola

C.M. Wisotzke from Office Assistant to Senior Clerk Caliola to Anaheim

R.N. Underwood from Sr. Oper. Assist. to Sr. Eng. Assist. Anaheim **R.B. Rosholt** Station Operator Mid to Wasco

S. Rassadi from Draftsman to Sr. Engrg. Draftsman Anaheim

F.P. Crawford from Sr. Draftsman to Drafting Tech. Anaheim

Shell Welcomes

HO

L.A. Newsom Analyst HO— Oil Movements

CD

J.T. Craig, Jr. Communications Tech. Denver City

C.A. Edwards Pipeline Accountant Midland

D.J. Clelland Communications "C" Midland

E.L. Acosta Laborer McCamey

S.G. Villalobor Laborer Hobbs

H.W. Butts Laborer Baker

GCD

D.H. Zellner Pipeline Accountant New Orleans

D.R. Soto Laborer Pasadena

E.L. Howard Laborer Pasadena

F.D. Henderson Accountant New Orleans **R.L. Gault** Electrician B Austin to Pasadena

C. Reyna from Laborer to Utility Pipeliner Pasadena

R.W. Higgins Operations Foreman Pasadena to Mt. Belvieu

D.C. Cloud from Pipeliner (6 mos.) to Pipeliner (12 mos.) Belle Chasse

R.H. Foster from Pipeliner (6 mos.) to Pipeliner (12 mos.) Belle Chasse

W.H. McInroy from Mechanic "C" to Mechanic "B" Sorrento

M.W. Davis from Transfer Attn. to Meter Meas. Mech. C St. James to Gibson

L.P. Gautreau Oil Movements Controller St. James to Norco

G. Hayes, Sr. Oil Movements Controller St. James to Norco

L.H. Wilson from Laborer to Utility Pipeliner St. James

R.S. Smith from Meter Meas. Tech. to Asst. Oper. Foreman Gibson

C.E. Orn from Pipeliner to Lead Pipeliner Pasadena

M.A. Hawley from Laborer to Pipeliner (6 mos.) St. James

K.D. Morris from Laborer to Pipeliner (6 mos.) Pasadena **R.J. Babin** from Pipeliner to Pipeliner Truck Driver Sorrento

D.A. Loftin Communications "B" Pasadena

D.L. Johnson Laborer

Gibson

M.D. Holmes Communications "B" Pasadena

D.J. Matherne Clerk New Orleans

E.M. Migliore Office Secretary Norco

L.V. Vance Electrician B Pasadena

R.L. Morris Engineer/Draftsman Indianapolis

J.W. Smith Pipeliner . Patoka

C. Holt Station Operator Mid

O.D. Deshields Senior Clerk Caliola

R.W. Keyes Pipeliner Long Beach

D.L. Bias Pipeliner Fremont

Service Anniversaries

R.R. Schultz MCD—Labadie 40 years G.R. Henry MCD—East Chicago 30 years

R.B. Luckenbach CD—Eldorado 30 years

C.A. Hargrave MCD—Patoka 25 years

G.W. Marsden HO – Houston 25 years

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D.M. Martin HO—Houston 25 years

J.D. Renick WCD—Anaheim 25 years

E.M. Smith MCD—East Chicago 25 years

F.F. Hassler III GCD— Pasadena 15 years

G.L. Hunt WCD—Long Beach 15 years

M.J. Lorbiecke CD—Baker 15 years

G.L. Pierce HO—Houston 15 years

H.L. Wilson GCD—Kilgore 15 years

R.J. Bourgeois GCD—St. James 10 years

H.R. Grossman MCD— Harristown 10 years

W.M. Martinez CD-Driver 10 years

D.A. Vaughn WCD—Caliola 10 years

Retirements

T.F. Maher Draftsman MCD— Indianapolis



C.A. Hargrave 25 years — November



G.R. Henry 30 years — October



R.R. Schultz 40 years — November

GO DEVIL 79.6

Billye Lynn Ratliff, editor

713-241-5396

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COVER



"The Silversmith" is one of a collection of hollow cast bronze works Gordon Alan Jones, pump station operator, Wasco, has sculpted since taking up the art in 1974. Since then, his finely etched limited edition bronzes have been accepted in juried art shows, including the famous Laguna Art Festival, and are represented in several galleries in California. Jones' story begins on page 2.

Glances backward \$

30 years ago

J.B. Talley received a lot of bull when he retired September I. The former yardman-truck driver at Goodrich was not only presented with a Brahma Bull but he also was given one winter's board for him. Talley plans to raise stock on his 30-acre farm at Douglass, Texas, so his pipeliner friends on the Kilgore-Houston line gave him the full-blooded Brahma as a starter.

25 years ago

Joe T. Dickerson assumed the presidency of Shell Pipe Line Corporation on October 1, a significant date in a career with the Shell organization which has already covered 27 years.

November marks the first anniversary of the establishment of the Denver Division. The first men and their families moved during November, 1953, and the office was opened in the Commonwealth building on December 1.

15 years ago

BEARD

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CANNON ROAD

GONZALES

Shell Oil Company and Shell Chemical Company will build an ethylene complex in Louisiana at a cost of more than \$30 million to meet expected future demands for this chemical and its derivatives. The facility will be located at the Norco refinery. It will have an annual capacity of 500 million pounds and is scheduled to go on stream in the second half of 1966.

10 years ago

Shell Pipe Line must have set some sort of record for riser construction during a recent pipeline repair project in offshore Louisiana waters near Block 65's Platform A. The time for the construction of the riser was one hour and fifteen minutes.

The somastic-coated, eight-inch pipeline stretched from South Pass Block 70A to 65A platforms. The repair came as a result of damage to the pipeline and other Shell facilities in the path of Hurricane Camille's 190-miles-an-hour winds and 75-foot waves late last summer.

Shell has built a modest community on Alaska's North Slope; the inhabitants are drilling the company's first wildcat well there.

The Shell camp can accommodate 50 men. The drilling rig is serviced by three miles of road and a 5,500-foot airstrip designed for huge Lockheed Hercules aircraft. The freighters have negotiated hundreds of takeoffs and landings to supply the outpost, 18 miles southeast of Atlantic Richfield's discovery well at Prudhoe Bay.

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