

Booming Business

Deploying containment booms in the event of an oil or product release requires skill and knowledge. And the best way to learn is before a release happens.

At dawn, an army of men and women converge on the waterway (in this case, the Chicago Ship Canal). They unload their weapons (booms, boats and ropes) and prepare for battle. Before striking out, they huddle for a strategy session, becoming familiar with the territory and their targets. Finally, the signal is given and the task force, moving in unison, makes assault on the enemy — a product release.

While the release is imaginary, everything else is real. These individuals are not just going through the motions. They are putting to use what they learned in North Line's Boom Deployment School.

Held at Mid-Continent Division's Argo facility near Chicago, Ill., approximately 50 pipeliners, U.S. Coast Guard officers, local fire department officials and others attended the two half-day sessions. "This was something we've been wanting to do for a while," says organizer Harold Grossman, Maintenance Foreman at Argo. (North Line facilities represented at the workshop were Harris-town, Argo, Des Plaines, Bradley, and East Chicago.)

"Our experience with last year's Ozark pipeline spill in the Gasconade River was partly a reason for putting on this boom deployment school," says Grossman, who was involved in the cleanup of that release. "Since many of our North Line locations are along waterways, learning how to deploy containment booms makes good sense."

For the first half of the workshop, participants listened to individuals talk about the different aspects of boom deployment and the cleanup operations once the product has been contained. Many of the speakers were able to reflect on their experiences at the Ozark pipeline release.

Larry Thompson and Dick Waddell,



Practice makes perfect, the old saying goes, and participants in North Line's boom deployment exercise put this theory into action. Working together, Pipe Line employees and others deploy a boom across the waterway at Argo facility's docks.



Before striking out, participants review some key points in boom deployment with Harold Grossman (right), coordinator for the exercise. Safety on land and on water was stressed throughout the exercise.

Operations Supervisor and Operations Foreman, respectively, at East Chicago, both spent time on the Ozark cleanup. They addressed the issues of personnel and communication.

"Scheduling is an important safety factor," says Thompson. "Shifts have to be arranged to allow for sleep periods if the work is going to carry on for more than a day. If there is work taking place at night, you have to remember that things take twice as long to do at night than during the day."

"Communication is a must," adds Waddell. "A command post needs to be established to be able to effectively manage a boom deployment and cleanup. Also, routine communication helps people know what is going on and, as a result, work can be done more safely."

Phil Damery, an Electro-Mechanic A at Harristown, talked to the workshop participants about boating safety. "You need to make sure your boat is secure. Checking things such as hoses, plugs, batteries and fuel are a must. You also need

to have safety devices such as fire extinguishers and lights for night work. Most importantly, know the capacity of your boat. Don't overload it with materials and people."

Other subjects covered in the workshop included communicating with the media and how to use vacuum trucks in cleanup operations.

To prepare the participants for the next day's boom deployment exercise, Grossman and Martin Koivi, General Manager of Containment Systems, a boom deployment company in Florida, discussed the functions and fundamentals of boom deployment.

"There are three basic functions of boom deployment," says Koivi. "To contain oil released on water; to control oil by deflecting it towards recovery sites; and to protect sensitive areas from being impacted by floating oil." A videotape produced by the Canadian government describing booms and how to deploy them was shown at the workshop.

Koivi says there are some basic questions which must be answered before deploying booms. "How do you get the boat to the waterway? Where is the release in the waterway? How long do you have to get setup to contain the release?



It takes teamwork to get the job done, with Pipe Line employees working alongside others who were invited to participate in the deployment exercise. Helping unroll the boom as it is pulled across the water by boat is (l-r) Ray Johnson, a contract excavating company employee; Dan Dalzell and Kenny Moor, East Chicago; and Charley Silcox, Argo.



Greg Pater and Rod Lambert, both East Chicago Maintenance employees, secure the third and final boom in place. For the Argo exercise, booms were set up in a cascading configuration, an efficient method for diverting an oil or product release to a collection point.

Can you get to the banks of the waterway and work on them? How fast are the currents? These are all things that you need to know to effectively deploy booms.

"Also, you need to use common sense when a release happens," Koivi adds. "If there is not a boom readily available, then use the materials you have on hand. Quick response can make a big difference in handling releases."

There are different methods for deploying booms, depending on the waterway and its currents. For the Argo deployment exercise, the cascade method was chosen. "This is good to use with fast-moving currents, which typically is what you find in the North Line area," says Grossman, who, along with Koivi, instructed the participants on how to deploy booms using this method.

The next morning, everyone gathered at the Argo docks for the deployment exercise. Grossman again went over the cascade deployment method, pointing out sites on the waterway's banks where the booms would be attached. Teams were assigned and the exercise began.

Working from two 16-foot boats and using radios to communicate with those on land, teams carried out ropes and tied them to trees on the opposite shore. Booms were tied to the ropes and also to each other. Crews on the banks hoisted the ropes and secured the booms to the

shore. When completed, three booms, placed at intervals across the waterway, were successfully diverting the imaginary release to a recovery area along the shore.

During the exercise, a third boat was used as safety watch to intercept any traffic moving along the waterway.

Those participating in the boom deployment exercise felt it was worthwhile. "It was good to have this practice," says

Steve Schuler, an Argo Maintenance Welder. "In the event of a release, I feel confident that I could help out."

Says Jack Fashing, Lead Mechanic at East Chicago, "One of the interesting things about this exercise is that we were working with people we hadn't met before. But everyone pulled together and worked as a team. We'll certainly be better prepared for a release if it ever happens."

What are containment booms?

When it comes to effectively containing releases, a good boom makes all the difference.

Containment booms come in many sizes. They are usually brightly colored for high visibility, and are made of strong fabric-like materials which are resistant to variation in temperatures, wave action and extended use.

Generally, booms are made up of the following basic components:

- * Flotation keeps boom afloat and flexible to conform to surface of water. Must be sufficiently buoyant to resist downward pull of the boom.
- * Freeboard section above the surface of the water designed to keep oil and water from splashing over boom.
- * Skirt section below the surface of the water designed to prevent oil from flowing underneath the boom.
- * Tension members load support devices designed to evenly distribute stress throughout the boom.
- * Ballast intended to keep skirt vertical in water.
- * Stiffeners sometimes used to keep fence-type float booms upright in the water.
- * Connectors used to join sections of boom together.

Formula For Safe Driving



Four pipeliners, who together have a total of 139 years of on-the-job driving without a preventable accident, talk about their experiences with driver safety.

What makes a person a safe driver? That question was put to four individuals, one from each of the Shell Pipe Line divisions. And while their geographic locations and conditions are different, their responses, not surprisingly, are very similar.

Gene Heard (Field Gauger — Kermit, Texas), Bill Porter (District Gauger — Bakersfield, Calif.), Menard Nehrt (Maintenance Foreman — Patoka, Ill.) and Ken Pitts (Electrical Technician — Grenada, Miss.) all have 25 years or more of driving on the job without a preventable accident. Over those years, each has averaged between 100 and 150 miles of driving a day. Individually, they have driven on different types of roads, such as highways, country roads and field trails, and in different types of weather conditions, including rain, ice, fog and sandstorms.

"I drove 48 years with Pipe Line without a preventable accident and I've covered hundreds of thousands of miles," says Heard. "I never really stopped to think about what makes me a safe driver, but I guess one of the reasons would be that I never get comfortable in my vehicle. The minute you get comfortable and your mind relaxes, so does your foot. That's when accidents happen."

Porter believes that his use of defensive driving has contributed to his safe driving record of 32 years. "First you

have to get it set in your mind what you want to do, such as moving forward or turning at a corner. Once you're thinking about that, then you have to watch out for other people who may want to do the same thing or are in the nearby area."

Pitts' advice is basic — "Don't be in the wrong place at the wrong time," he says. "What I mean by that is try to remember your near misses and when you are in a similar situation, apply what you learned from your earlier experiences." Examples cited by Pitts, who has driven 25 years without a preventable accident, include driving during rush hour traffic and around eighteen-wheelers. "You don't ever want to be in a hurry to get somewhere and you certainly don't want to pass one of those big trucks on a bridge," he says.

After 34 years of driving without a preventable accident, Nehrt says concentration is a requirement for safe driving. "I keep my mind thinking about what I'm doing at the time, not what I will be doing or have already done. Concentrating helps me stay aware of things going on around me."

Road and weather conditions are factors which drivers have to consider. In West Texas, tall mesquite bushes can block a driver's view of the road. In California, fog is a factor. Ice can play havoc with the roads in Illinois. And in Mississippi, rainfall can be heavy during

the year.

In all of these situations, slowing down while driving is the advice given by our four pipeliners. "Leave yourself enough room to get out of a bad situation," says Porter.

Heard says he applies the "leave enough room" theory when meeting unsafe drivers on the road. "If they are speeding, I let them go around me. If I see they are driving erratically, I drop back," he explains. "These types of drivers have a greater chance of hitting something, and I'd rather it not be me."

Another common piece of advice given by the four individuals is that safe driving is a result of continual awareness. And all agree that over the years, Pipe Line's driver safety courses have helped them keep that awareness level high. "The defensive driving classes refresh your memory," says Pitts. "They keep you thinking about good driving techniques." Adds Porter, "The courses make you stop and think about driving habits that you tend to take for granted."

Heard comments, "While sitting in one of those driver safety classes, you sometimes wonder if it's worthwhile. But in the long run, I believe those classes have helped me to be a better driver."



SAFETY
Commitment
For Life



QUALITY SUCCESS STORY: West Coast Division

Faced with the possibility of having to shut down a products pipeline, employees put the Quality Process in action to keep the line operating.

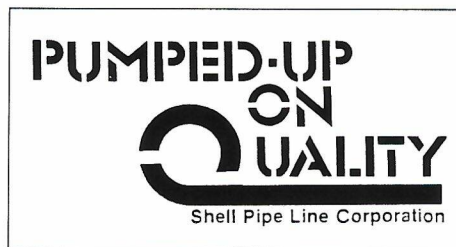
Most Quality Process projects initiated by SPLC employees are geared toward improving something within their own work area. But when the city of Los Angeles told West Coast Division that they would have to temporarily shut down one of their products lines, employees there used the Quality principles to convince the city that by everyone understanding the requirements, pipeline operations could continue.

In August, the city of Los Angeles scheduled reconstruction work on a section of Sepulveda Boulevard, a major roadway in the area. The particular section of the road to be reconstructed was inside a tunnel on top of which crossed another major traffic artery, Mulholland Drive.

Beneath the section of Sepulveda Boulevard to be reconstructed was one of SPLC's pipelines — the Ventura six-inch products line. This pipeline transports gasoline from Shell's Wilmington Manufacturing Complex to the Van Nuys and Ventura Products Distribution terminals. In the same area as the Shell pipeline were pipelines belonging to Chevron, Mobil, SoCal and the Southern California Gas Company.

"SPLC and the other companies were contacted by the city and told we would have to shut down our pipelines for the duration of the estimated 11-week project," says Clarence Long, Senior Pipeline Specialist at the Division office in Anaheim. "This would have placed a great burden on Shell since product demand is high in the summer and the Ventura line, with a daily throughput of 15,600 barrels, operates around the clock. It would have cost us over a million dollars and taken approximately 85 tank-truck loads a day to transport the gasoline to the terminals if the pipeline was shut down. The other companies were looking at similar if not greater burdens."

Mobil's pipeline supplies approximately 75 percent of the crude oil for their Torrance Refinery. Chevron's pipe-



line delivers 21,000 barrels of product to the San Fernando Valley daily. Southern California Gas Company's line supplies gas to thousands of customers in the Santa Monica area and the San Fernando Valley.

The city's request to shut down the lines had been initiated by the L.A. fire chief who was concerned for the safety of the residents in the area should something happen to the pipelines during the reconstruction work. "And while there certainly was a need to be aware of the safety concerns," says Long, "we in Pipe Line believed that with proper planning, the reconstruction work could be done while the pipeline continued operating."

Long, working with Mike Hays, WCD Technical Superintendent; David Sheaff, Senior Engineer; and Oil Movements Controller John McCain who was on temporary assignment as Engineering Assistant, set up a meeting with the other pipeline companies to review the city's and contractor's procedures for the reconstruction project. Their agenda was to identify operations and equipment that could jeopardize the safety of the pipelines. As a result, the city was requested to make some changes to the procedures and type of equipment the contractor would use, to which the city agreed. Each company then developed their own specific contingency plan and submitted it to the city.

"Our contingency plan was designed to do four things," says Long. "It provided the Los Angeles city engineer with the accurate location, technical data and operating parameters of the pipeline at

the project site so the city could develop a plan for performing the necessary work without compromising the safety of the line. It established safeguards to protect workers on the project, nearby residents and the general public against a catastrophe that could occur as a result of damage to the pipeline. It established procedures for emergency shutdown of the pipeline. And lastly, it established procedures for responding to an emergency in the event the pipeline should be breached during the reconstruction project."

In their contingency plan, Long, Hays, Sheaff and McCain also addressed prevention measures, such as the city closing the tunnel to traffic during the reconstruction period, Pipe Line adjusting the line pressure in its pipeline to minimize the release of product in the event of a rupture, having a Pipe Line representative present at the project site during the entire time work is in progress, and the city constructing a containment dike at a sloped area near the work site to contain product if released from the pipeline. As an extra precaution, when the last of the asphalt is removed from above Shell's pipeline, the line would be shut down during that time.

"The plan was presented to the city and the fire chief and after reviewing it, they agreed that we could continue operating the line during the project," says Long. "We only had to shut down for a couple of hours during the entire project."

Adds Long, "Gary Boone, Line Rider at Simi, Calif., was very helpful in making this project successful. He attended several utility and preconstruction meetings prior to the start of the project and was the Shell Inspector at the work location for the duration of the project."

With the city's reconstruction work completed safely and ahead of schedule, another SPLC project is aided through the use of the Quality Process. "It was a matter of identifying the requirements and designing a program to meet those requirements," says Long.

Pipeline people

In Memory

Fred Viner, 74, died October 8 in Hinsdale, Ill. He retired in 1981 as a Terminal Attendant, Argo, Ill., after 32 years of service with Pipe Line.

Births

To **Sharon** and **Doug Hartman** (Associate Engineer, Indianapolis, Ind.), a daughter, Beth Ann, on June 7.

To **Lori** and **Mike Harrington** (Purchasing Supervisor, Indianapolis, Ind.), a son, Scott Michael, on June 20.

To **Shirley** and **Bill Eilek** (Mechanical Technician, Newcastle, Wyo.), a daughter, Sarah Elizabeth, on Sept. 5.

To **Lisa** and **Bobby Hobson** (Corrosion Technician, Ruth, Miss.), a son, Robbie Joseph, on Sept. 16.

To **Kim** and **Eric Sluis** (Pipeliner B, Zionsville, Ind.), a daughter, Meghan Gabriele, on Sept. 22.

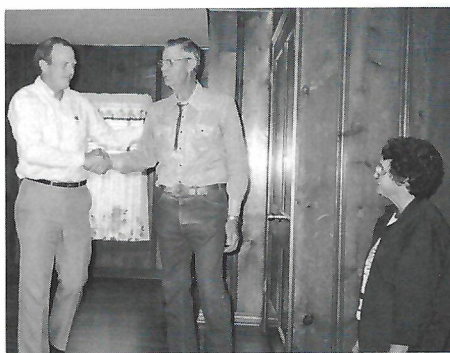
Retirement Events

Friends and relatives of **Todd Simons**, a 37-year Pipe Line employee, gathered in April to honor him on his retirement. Special presentations made to Todd included a certificate of appreciation and the Joseph A. Holmes Safety Award for 37-years of safe work. For retirement gifts, he received a deer-skinning knife, a battery-powered filet knife, and a fish cooker. Todd began his career with Pipe Line at Central Division's Driver Station as a laborer in 1952. He retired as a Senior Land Agent in Midland, Texas. In his retirement, Todd and his wife, **Lillie**, will live on Lake Livingston. They plan on traveling in their motor home and fishing.



Todd Simons (center) and his wife, **Lillie**, are congratulated by CD Manager **Tom Green** for Simon's many years of service.

Grover Johnson was honored in March at a retirement gathering. He retired with 38 years of Pipe Line experience. In 1951, Grover started as a laborer in SPLC's Eldorado, Texas, location. He retired as a Senior Mechanical Technician in Goldsmith, Texas. Grover received from his friends and relatives a muzzleloader with supplies, while his wife, **Tommye**, received a gift certificate. Their immediate plans are to travel to the New England states and Canada.



Grover Johnson (center), with his wife, **Tommye**, say farewell to Pipe Line as they enter retirement. Congratulating them is **John Dove**, formerly CD's Eastern District Superintendent.

Gene Harper, Senior Mechanical Technician, Mont Belvieu, Texas, recently retired after more than 38 years of service. Family members and friends honored Gene and his wife, **Billie**, at a luncheon where he was presented with a 10-inch power miter saw, golf club (driver with titanium shaft), plaque and memory book. Gene began his Pipe Line career in 1950 in Kilgore, Texas. The Harpers will continue to live in Baytown, Texas, and Gene's immediate plans include golfing and woodworking.

After more than 36 years of service, **Ray Plasczyk**, Corrosion Maintenance Supervisor, New Orleans, La., entered retirement. A party was held for Ray and his wife, **Helen**. Many gag gifts and stories were exchanged, and a gift of black lizard boots and matching belt was presented to Ray. His immediate plans were to stay home and enjoy his grandchildren.

Friends of **Richard Holman** recently gathered to honor him in his retirement after 31 years of service. A buffet dinner was held for Richard and his wife, **Con-**



Richard Holman (right) is congratulated by WCD Manager **John Niemeyer** for 31 years of Pipe Line service.

nie. As retirement gifts, Richard received an air-driven impact wrench and ratchet set, and Connie was given a Black Hills gold ring. Special presentations to Richard consisted of a retirement certificate, three Quality Recognition Awards and a Joseph A. Holmes Safety Award. Richard began his Pipe Line career as a pipeliner in Simi, Calif., in 1957. Over the years he held various positions, including Mechanic, Head Pipeliner, Engineering Assistant, Maintenance Foreman and Senior Engineering Assistant. The Holmans will continue to live in Bakersfield, Calif., and Richard plans on traveling and trout fishing.

GCD Honored

Gulf Coast Division was one of three Shell organizations awarded the Louisiana Legislative Black Caucus "Gold Award" at the Third Annual Black Economic Development Conference held in Baton Rouge in June. The award was presented by the Honorable Naomi White-Warren, State Representative for District 101 in New Orleans. The "Gold Award" was in recognition of the significant amount of Shell purchases from various minority and female owned businesses in Louisiana during 1988.

West Coast Sponsors Firefighters at School

SPLC's **West Coast Division** recently provided financial support to community firefighting personnel attending the Shell Oil Company Fire Control School. Firefighters from the Kern County and the City of Bakersfield Fire Departments in California attended the school in April. They were trained in foam application, dry powder extinguishers and handling LPG fires, among other things. In letters of appreciation, participants from

the fire departments wrote, "We would like to express our sincere gratitude (to the West Coast Division of SPLC) for the opportunity to participate in this extremely valuable training experience. Shell is to be commended for its progressive approach in the field of oil fire prevention."

Youth Named All-American Scholar

Geoff Sims, son of M.E. "Moe" and Mary Jo Sims, was named an All-American Scholar by the United States Achievement Academy. Moe is an Electrical Technician in Dyersburg, Tenn. The USAA All-American Scholar Award Program recognizes superior students who excel in the academic disciplines. The All-American Scholars must earn a 3.3 or better grade point average, and are selected based on the recommendations of secondary instructors, counselors or other qualified sponsors.

Lima Terminal Makes Donation

Mid-Continent Division's Lima Terminal donated a used tank truck to the Shawnee Township Fire Department in September. The 4300-gallon semi-trailer tank truck, which was surplus Pipe Line equipment, will be used as a water tanker by the fire department. Fire department officials expressed their appreciation and said the tank truck, which has more capacity than any other piece of equipment they own, has a great potential for aiding in rural fire suppression.



For the Cushing Safety Chapter's Spring Safety Dinner, their program was on cholesterol and what to do about it. Free blood screenings were provided for the attendees, compliments of the Cushing Hospital and arranged for by Cushing's Billy Candler and Roy Allen. Shown taking advantage of the offer is MCD Safety Representative John Green.



Central Division's Rocky Mountain District Office donated \$1000 to the Newcastle, Wyo., Centennial Celebration. Tom Green, CD Manager (right), presents a check to Tom Whitley (left), Centennial Committee chairman. Looking on is James Kinzler, Rocky Mountain Superintendent, and Ann McColley, Senior Clerk.

New Editor For Go Devil

In July, **Dillon Scott** became Editor of *Go Devil*, the Shell Pipe Line Corporation employee publication. Scott also recently was named Editor of the Shell Development Company employee publication. Scott is a graduate of the University of Texas, where he majored in journalism. He joined Shell Oil Company in 1982 as a Writer in the Public Affairs department in Houston. Later he was named Editor of the Shell Pipe Line employee publication. In 1986, Scott was assigned to the Community Relations department at Shell's Deer Park Manufacturing Complex. "I look forward to highlighting the achievements of the employees of Shell Pipe Line," Scott says.

Safety Milestones

On August 19, employees of the **Cushing District**, Mid-Continent Division, completed **one year** without a preventable vehicle accident.

On August 23, employees of the **Division Office**, Mid-Continent Division, completed **18 years** without a disabling injury or illness.

On August 28, employees of the **West Coast Division** completed **one million miles** without a preventable vehicle accident.

Correction

In the *Go Devil* 89:3 issue, it was incorrectly reported in the Pipeline People section that L.B. Browne had passed away. It should have read **L.B. (Browne) Hildreth**. We regret this error.

Mileposts

Service Anniversaries

25 years

M. M. Corcoran
Senior Accounting Assistant,
Property Accounting
Houston, Texas

L. E. Junker
Senior Employee
Relations Analyst
Houston, Texas

20 years

R. J. Bourgeois
Senior Operations Assistant
Norco, La.

H. R. Grossman
Maintenance Foreman
Argo, Ill.

D. A. Vaughn
Station Operator
Bakersfield, Calif.

15 years

W. L. Fong
Communications Technician
Ventura, Calif.

T. A. Impellizzeri
Oil Movements Controller
Pasadena, Texas

H. G. Mc Adams
Material Analyst
Midland, Texas

A. McColley
Senior Clerk
Newcastle, Wyo.

K. C. Moor
Leadman Maintenance
East Chicago, Ill.

S. W. Moses
Pipeliner
Napoleonville/Sorrento, La.

10 years

H. W. Butts
Senior Pipeline Analyst,
Oil Movements
Houston, Texas

D. J. Clelland
Communications Technician
Midland, Texas

L. V. Vance
Electrical Technician
Mt. Belvieu, Texas

S. G. Villalobos
Pipeline Operator
El Paso, Texas

R. E. White
Mechanical Technician
Norco, La.

Personnel Changes

Gulf Coast

J. C. Bridgeman
Oil Movements Controller B,
St. James, La.,
to Oil Movements Controller

M. E. Dauenhauer
Senior Communications Technician,
New Orleans, La.,
to Norco, La.

J. S. Johnston
Communications Technician,
Norco, La., to Senior
Communications Technician,
St. James, La.

D. A. Leblanc
Senior Clerk,
Norco, La.,
to St. James, La.

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to Electrician B,
Norco, La.

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Pipeliner,
Hamlin, Texas,
to Mechanic D

T. L. Gates
Communications C,
Midland, Texas, to
Corrosion Technician

R. A. Koenig
Oil Movements Controller,
Midland, Texas,
to Pipeline Analyst

B. Montoya
Corrosion A,
Midland, Texas, to
Corrosion Technician

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Administration,
to Manager,
Lease Operations,
SOC-Refining & Marketing

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Manager, Purchasing,
to District Superintendent,
Bakersfield, Calif.

T. M. Wood
Pipeline Analyst,
Roxana, Ill.,
to Oil Movements

G. L. Zimmerman
District Superintendent,
Bakersfield, Calif.,
to Senior Engineer,
Operations Support

Mid-Continent

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Pipeline Operator,
Roxana, Ill., to
Operations Assistant,
Indianapolis, Ind.

A. L. Franchina
Associate Engineer,
Indianapolis, Ind.,
to SOC-General Engineering

S. M. Soden
Analyst,
Indianapolis, Ind.,
to SOC-Wood River
Complex

West Coast

R. J. Guidry
Supervisor,
Communications,
Anaheim, Calif.,
to Senior
Communications Specialist,
SOC-I&CS

W. K. Parks
Corrosion B,
Anaheim, Calif.,
to Corrosion Technician

Pipe Line Welcomes**Central**

O. W. Langley
Pipeliner B
Odessa, Texas

S. L. Whitford
Pipeliner B
McCamey, Texas

Gulf Coast

G. R. Kaczmariski
Engineer
New Orleans, La.

F. B. Lee
Pipeliner
Gibson, La.

D. H. Rousse
Pipeliner
St. James, La.

M. F. Waukau
Pipeliner
Sorrento, La.

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& Administration