



REVIEW

Wood River, Illinois

Vol. 26 No. 6

September, 1963

Super Shell Motor Oil on Market

New Lubricant Was Developed At Wood River

They are very enthusiastic about the new Super Shell Premium Motor Oil at Wood River's Research Laboratory. And for very good reason. They know what it can do, because they developed it. Members of the staff of Research Director R. J. Greenshields are happy to explain their pride in the unique new product, and reasons why it is needed.

Super Shell Premium Motor Oil was not an overnight development, they are quick to explain. In 1960, almost before the advent on the market of the then-new ash-free multigrade oil, work was started on a still better product, even though X-100 Premium was regarded at that time as a significant breakthrough in automotive engine lubrication.

Wood River Research employees, who played a leading role in development of that product, utilized many of its features in the newer premium oil. But the new oil cannot be regarded simply as an improvement of an existing product. It is an extension of the X-100 Premium formulation to a complete new performance level.

The development of this new oil stems from the automotive industry trend of the last few years to recommend longer intervals of time and/or mileage between oil changes, and the "economy car" trend.

Several automobile manufacturing companies recommending 6,000 mile oil change intervals have been receiving reports of excessive engine wear, due to incapability of heretofore conventional engine oils to retain effectiveness over long periods and severe service. Additives are depleted with use, resulting in loss of effectiveness, build-



SUPER SHELL PREMIUM MOTOR OIL, in white cans such as the one shown above, will be available at Shell service stations by October 1. The new oil was developed by Wood River Research Laboratory personnel, and is being canned at Wood River Refinery.

up of engine deposits causing loss of engine efficiency, and possibly wear or damage to engine parts.

Also plaguing auto manufacturers are cold weather starting problems, resulting from use of smaller starter motors in compact cars. The starters simply are unable to crank the engines in extremely cold weather.

The oil industry was called upon to provide a solution. Needed was an oil that would provide a high level of engine performance and cleanliness under severe long service conditions, and at the same time be of superior multigrade viscosities in order to provide still greater ease in engine starting.

Shell's answer is Super Shell Premium Motor Oil, which more

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United Fund Drive Begins October 7

Wood River Refinery's third annual United Fund Drive will be conducted during the week of October 7 through 11, it was announced this month by Refinery Management. Mr. Tom C. Graham, Process Superintendent, has been named Chairman of this year's fund-raising campaign. Assisting him and rounding out the steering committee will be J. S. Wilberding, J. S. Brien, C. A. Davidson and W. F. Osterloh.

The United Fund is a local non-

profit organization formed for united community action toward both eliminating duplicate fund-raising campaigns and financing more adequately the voluntary charitable, health, welfare and character-building services. It is aimed at bringing national and local service into one federated fund-raising campaign conducted once a year to take the place of separate drives. Efforts of the United Fund are everyone's business, and the success of the third annual campaign in the Alton-Wood River Area depends on the whole-hearted efforts of all.



Graham

All employees will be contacted either directly or through individual pledge cards mailed to the homes so that everyone will have an opportunity to contribute to this worthwhile cause. Contributions may be made through payroll deduction authorization if desired.

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To Be in Stock At Shell Stations By October 1

Shell now is marketing a new premium automobile engine lubricant, Super Shell Motor Oil. The new "top-of-the-line" oil will be in stock at all Shell service stations by October 1, the date when a national advertising campaign begins.

Super Shell Motor Oil is completely ash-free and therefore does not contribute to combustion chamber ash deposits. This desirable characteristic will become increasingly more important because of the renewed trend by car manufacturers to increase engine compression ratios.

The new oil is a multigrade oil recommended for use whenever an SAE 10W, 20W, 20 or 30 Grade oil is called for. It can be used in all seasons — at low temperature its viscosity is like a 10W oil and at high temperatures its viscosity is like an SAE 30 oil. Super Shell Motor Oil provides improved engine starting at low temperatures and flows easily in cold weather to provide quicker lubrication of the working surfaces.

Super Shell Motor Oil is formulated to give superior performance in all cars under all types of

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Shell Combatting Customer Misuse Of Credit Cards

In an effort to combat the misuse of credit cards, Shell is offering a \$20 reward to service station dealers for the return of Shell credit cards listed as being misused.

This offer should serve as a timely reminder to all Shell credit card holders that this card deserves the same respect and safeguarding as cash. It should NOT be kept in your automobile glove compartment, and it should not be left with your Shell dealer for the sake of convenience.

For many years each Shell dealer has been supplied with a long list of all the numbers of cards on which credit has been restricted for one reason or another. This list has been shortened and now gives only the numbers of cards which are being misused.

Breedlove Hopes to Top His Record

Craig Breedlove, the fastest man on wheels, has a goal of moving even faster. He wants to top his world land speed record of 407.45 miles per hour by going 500 miles per hour.

The "Spirit of America," his three-wheeled, jet-engine vehicle, is designed to exceed 500 miles per hour and the special tires are constructed for a 600 miles per hour speed, according to the 26-year-old Breedlove.

When will he try for the 500 miles per hour mark? He does not know exactly. It is a question to be decided on the spot at the Bonneville Salt Flats in the Utah desert. Everything has to be right for such an attempt — the vehicle's performance, the condition of the race strip, the weather and the wind, and his own state of mind, Breedlove says.

His world record was set August 5, when he streaked twice across the race strip — once at 388.49 miles per hour and then at 428.37 miles per hour for the average of 407.45 miles per hour. He exceeded the previous record of 394.2 miles per hour set in an automobile in 1947 by the late John Cobb of England.

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RECORD BREAKING PARTNERSHIP — The holder of the new world land speed record, Craig Breedlove, right, is shown shaking hands with Shell's W. C. F. Lawler at the Bonneville Salt Flats racing strip in Utah. Lawler, Shell's project manager for Breedlove's racing experiments, is Santa Monica District Sales Manager, Los Angeles Marketing Division. Under Shell and Goodyear sponsorship, Breedlove set his land speed record August 5 by achieving an average speed of 407.45 miles per hour in his three-wheeled "Spirit of America" racer, shown above. The three-ton vehicle is powered by a jet engine which uses Shell's HMF (Trademark Registered, U.S. Patent Office) Turbine Fuel, a new fuel created by Shell scientists for use in supersonic jet airplane engines of the future.



WHICH TWIN HAS SUPER SHELL MOTOR OIL? You can't tell from this photograph, but the new oil was tested in one of these otherwise identical Bel Air Chevrolets, as it was in one each of two Ford Galaxies, two Chevy 11's and two Buick Wildcats. The engines in the cars using Super Shell Motor Oil showed that the new oil has definite cleanliness advantage. Drivers Lee Lawrence and Ray Schindewolf are shown comparing test data in this photograph.

Super Shell Premium Motor Oil Now Being Marketed by Company

New Lubricant Was Developed At Wood River Research Lab

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than fills these needs.

Using Shell additives of proven performance, but in increased concentrations over levels used in previously manufactured Shell oils, Wood River scientists and engineers produced Super Shell Motor Oil, which exceeds all requirements set by automobile manufacturers. These requirements are a series of newly-devised auto manufacturers' tests designating performance levels they consider satisfactory for their equipment operating under the most severe conditions.

Super Shell Motor Oil was subjected to what very likely was the most exacting test program ever devised for an engine oil. In some cases, after completing and passing an extremely severe engine test, the oil was drained and examined and then put back into the engine for use in still another test of equal severity. And it passed the test the second time. Thus it was proved that Super Shell Motor Oil can provide an extra margin of safety for motorists operating their automobiles under the most severe conditions.

Performance of Super Shell Motor Oil under high-speed and high-temperature operating conditions was established in two automobile fleets testing tires at proving grounds in Texas. Each car in the fleets ran 1,000 miles per day at 60 miles per hour. One such test program ran 30,000 miles, and another 150,000 miles, both with automobile oil drain intervals at 11,000 to 15,000 miles. Super Shell Motor Oil was used in part of the test cars and X-100 Premium in the rest. The tests showed that X-100 Premium, although not intended for such service, performed very well.

But Super Shell Motor Oil was significantly better in its ability to maintain engine cleanliness.

Another high-speed high-temperature test program was conducted in a Research Laboratory 1955 Cadillac test engine. That test cycle included six minutes of operation at 85 miles per hour, and then a 30 second coast to idling speed, followed by re-acceleration back to 85 miles per hour. Shell's X-100 premium was run in this program for 110 hours, and then Super Shell was used for 245 hours. The engine was in better condition after the longer test period with Super Shell Motor Oil than at the end of the shorter test period with X-100 Premium.

In a program to test performance under moderate speed and temperature conditions, Super Shell Motor Oil was used in Shell Marketing Division salesmen's cars, with drain intervals varied from 4,000 to 12,000 miles. It also was compared with X-100 Premium in Wood River Research Laboratory's test fleet, running in convoy operation at speeds ranging from 20 to 56 miles per hour. The test was conducted in two Ford Galaxies, two Chevy II's, two Bel Air Chevrolets and two Buick Invictas, with Super Shell Motor Oil in one car of each set and X-100 Premium in the other. Each car was driven 13,000 miles without an oil drain. Again, X-100 Premium did well, but Super Shell Motor Oil showed a definite cleanliness advantage.

In tests to determine performance at low speed — low temperature operation, Super Shell Motor Oil was used in Refinery cars and light trucks for one year with drain intervals of six months or 6,000 miles. It was found more than adequate.

The new oil also was subjected to the "Aunt Minnie" test in this

phase of the testing program. Using 1962 Ford test engines mounted in the Laboratory, the mythical Minnie drove for six minutes, alternating between stop sign idling and speeds ranging up to 35 miles per hour, and then she shut off the engine to go about her business. Research personnel cooled the engine by forced cooling in nine minutes, so that Aunt Minnie could start out cold for another short spin right away. And occasionally she took a highway trip of one to six hours.

Motored Many Miles

Minnie motored many miles in this manner, a total of 24,000, in fact, with oil drains at 15,000 and 24,000 miles. This is the way many cars are driven, for short trips to the store, to work or across town, and then long periods of idleness before another trip of similar duration. And Super Shell Motor Oil proved to give far better results than other oils used for comparative purposes under this type of testing operation.

Research personnel emphasize that while oil drain intervals exceeding those recommended by automotive manufacturers were used in these tests to stress the oils to their limit, this practice is not recommended for everyday use.

Viscosity requirements were met in another manner. Shell improved low temperature cranking characteristics in Super Shell Motor Oil through selection of a high quality lube oil base stock and use of Shell ALKADINE* polymer additives. And the viscosity measurement is a true measurement, carried out on a special testing device operated in a deep freeze in Research Laboratory. The device, the Ferranti-Shirley viscometer, electrically records data showing oil viscosity at zero degrees Fahrenheit, whereas under former methods viscosity numbers at zero degrees were reached by extrapolation of figures arrived at more easily.

The fine print on the new Super Shell Motor Oil can read: "Super Shell Premium Motor Oil is completely ash-free and doesn't contribute to power-robbing combustion chamber ash deposits. It contains Shell-developed ALKADINE* dispersant additives to help keep engines clean and free of sludge. It also combats engine wear and provides fast starting in cold weather."

Wood River Research Laboratory, responsible for development of all new Shell fuels and lubricants, has records of exhaustive tests to back up the claims on the label.

* - Registered trademark.

Breedlove Hopes to Top Record

(Continued From Page 1)

Breedlove refers to his jet racer as a "car," but it is not an automobile under international racing rules. An automobile must have at least four wheels and be driven through two of them — Breedlove's car has three and is driven by thrust from a jet engine. His record is subject to confirmation by the International Motorcycle Federation, which has a three-wheel class of racing vehicle.

Shell provided financial backing, technical assistance and special fuel and lubricants for his successful speed record try. The car's jet engine used Shell HMF* Turbine Fuel, a fuel developed for testing prototypes of the supersonic jet airplane engines of the future.

This new fuel was developed



CONVOY OPERATION of Wood River Research Laboratory's test fleet was one method of testing performance of the new Super Shell Premium Motor Oil. This photograph of the fleet was taken on the River Road north of Alton. The convenient appearance of the towboat and its string of barges provided a very suitable background for Research Photographers who took the picture of the Research test car fleet.

To Be in Stock At Shell Stations By October 1

(Continued From Page 1)

driving — from stop-and-go in the city to prolonged turnpike travel. It exceeds car makers' "MS" requirements for "most severe" service tests. These engine tests are used for evaluating oils with regard to wear and lacquer, sludge and rust formation under adverse operating conditions.

Stop-and-go city driving increases the tendency for sludge and lacquer, as well as rust, to form within the engine and reduce its efficiency. Additionally, turnpike driving conditions subject a motor oil to high temperatures that tend to oxidize and thin out the oil. To help solve these problems, Shell developed ALKADINE*, a polymeric dispersant additive.

Keeps Engines Clean

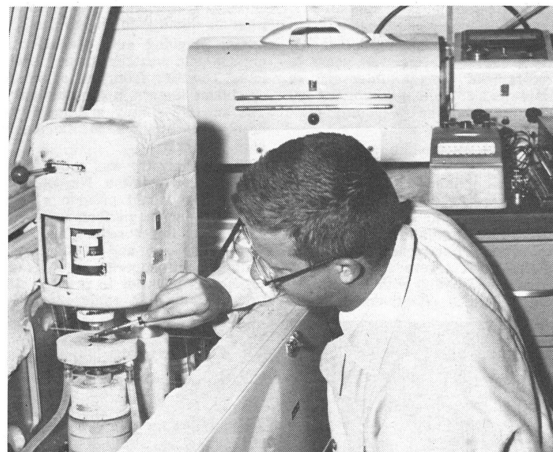
ALKADINE first was used in Shell X-100 Premium Motor Oil in 1960. This additive keeps engines clean by keeping contaminants dispersed. Engine contaminants include moisture, dirt, fuel dilution and products of combustion. Further research in 1961 led to the development of an improved ALKADINE dispersant. This improved ALKADINE, plus other special additives and highly-refined base oils, are blended to produce Super Shell Motor Oil.

Super Shell Motor Oil has given outstanding performance in laboratory and road tests during a two-year period of research and development. It gives superior lubrication under continued exposure to contaminants when used throughout the drain intervals recommended by car manufacturers.

* - Trademark registered, U. S. Patent Office.



MEASURING WEAR in engines in which the new oil was tested was one of the many important examinations made after tests. In this photograph, Research Mechanic M. C. Franich measures for cylinder wall wear in an Oldsmobile engine after a test is completed.



DETERMINING OIL VISCOSITY of the new Super Shell Motor Oil was done in a deep freeze in Research Laboratory. In this photograph, Lab Assistant F. L. Starbuck is placing a sample of the oil in the Ferranti-Shirley viscometer, which will be enclosed in the deep freeze for testing at zero degrees Fahrenheit. Test data is electrically recorded by the equipment in the background.

Fishing Contest Winners Named

Second period prize winners in the Shell Recreation Association's annual fishing contest were announced in early September by contest officials.

Winning first in the bass division was Arnold G. Franke, Personnel and Industrial Relations, with M. Levi, Engineering Field, taking

second place. In the crappie division, O. C. Johnson, Engineering Field, won first, followed by Andy Corsere, Engineering Field. E. Allen, Dispatching, won first in the bluegill division, with J. Jarvis, Engineering Field, winning second place.

* - Trademark Registered, U. S. Patent Office.

Anniversaries



W. D. Bost
Cat Cracking
35 Years

R. W. McBrien
Refinery Lab
35 Years



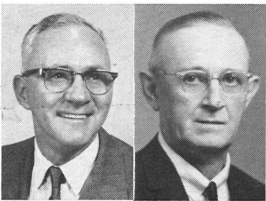
P. E. Perkins
Dispatching
35 Years

R. F. Allen
Eng. Field
25 Years

F. J. Carlin
Eng. Office
25 Years



L. Vander Purch-Stores
30 Years



- ### 20 Years
- M. E. Green
Gas
 - C. C. Hoots
Eng. Field
 - W. K. Knowlton Jr.
Alkylation
 - D. Parsons
Eng. Field
 - B. E. Sauls
Eng. Field
 - F. C. Seago
Cat Cracking
 - G. E. Suhre
Gas
 - L. W. Taylor
Research Lab
 - J. J. Terry
Eng. Field

- ### 15 Years
- M. H. Beiermann
Eng. Field
 - R. E. Bushnell
Eng. Field
 - S. F. Doolen
Dispatching
 - J. B. Friederich
Eng. Field
 - R. L. Goewey
Alkylation
 - D. F. Hart
Econ. & Scheduling
 - R. F. Kapp
Lube Oils
 - J. Kulash
Refinery Lab
 - C. E. Moultrie
Utilities
 - J. J. Pavlotich
Eng. Field
 - T. E. Perfetti
Eng. Field
 - F. B. Sackman
Eng. Field
 - R. L. Schmidt
Tr. - Eff. Cont.

- ### 10 Years
- J. Barra
Eng. Field
 - E. E. Bolen
Eng. Field
 - M. W. Brown
Compounding
 - J. Calderaro
Eng. Field
 - H. W. Carney
Tr. - Eff. Cont.
 - J. Clerico
Eng. Field
 - E. G. Felkel Jr.
Eng. Field
 - W. H. Fulton
Eng. Field
 - B. C. Guarienti
Refinery Lab

- A. L. Klunk
Eng. Field
- R. E. Lawson Jr.
Research Lab
- R. E. Marberry
Refinery Lab
- C. D. Ray
Refinery Lab
- J. Secco
Eng. Field
- S. J. Stewart
Eng. Field
- M. M. Vaughn
Experimental Lab.
- T. Viola
Eng. Field
- J. Zelenka Jr.
Eng. Field

Cooperate in Special Education Program

For the second consecutive year, \$50,000 in awards will be given in 1964 for aid-to-education projects entered in the General Federation of Women's Clubs — Shell Oil Company Education Program.

Two awards, each worth \$500, will be given to the two federated women's clubs judged winners in each state. The state awards will be made in two categories. The first is for education programs initiated and directed by clubs in rural areas and towns of less than 10,000 population; the second is for education programs in communities of more than 10,000. (Previously, the categories were for towns of less than and more than 25,000 population.)

Awards will be made for programs conducted in the year which began February 15, 1963. Entries are submitted by federated clubs to their state president, state scholarship or education chairman. Shell's Head Office Public Relations Department helps to administer the program through its Area and Division Public Relations Offices and through the GFWC headquarters in Washington.

Last year, entries totaled more than 1,000 and the 1963-64 program is expected to attract between 2,000 and 3,000 entries from among the 17,000 GFWC clubs in the nation.

The purpose of the program is to reward and encourage GFWC clubs in aiding education at the community level. The program reflects the General Federation's dedication to community service and Shell's

A new plant which offers 11 basic solvents and virtually an unlimited number of blends now is in operation at the Wilmington-Dominguez Refinery. The finished solvent products are used primarily in dry cleaning operations and in making paints, lacquers, detergents, printing inks and other products.

Serving Shell's Southern California market, the new plant uses advanced automatic electronic techniques in blending the basic sol-

vent systems to fit the customer's requirements. Separate systems for each of the 11 base stocks make the plant's operations virtually contamination proof — each ingredient is isolated until it reaches the blending unit. Accuracy in blending is insured by an automatic check and alarm

long-established interest in education. Any GFWC club with a program aiding young people to further their education is eligible to enter its project in the competition.

This aid to education can take several forms, including giving financial help so a high school student can stay in school, or giving scholarships so young people can attend specialized or vocational schools, college or graduate school.

Wilmington-Dominguez Has New Solvents Plant

Jet Fuel Consumption to Increase With Advent of Supersonic Planes

The advent of large supersonic jets in the early 1970's is expected to push the annual consumption of jet fuel from the present total of about three billion gallons to more than 4.5 billion gallons.

system that stops the operation and activates a light and an alarm if the specific percentages of stocks do not add up to 100 per cent. Shell engineers prepared the process flow sheets for the operation which uses an electronic General Electric blender system.

By 1975, supersonic jet transports are expected to create a demand for an **ADDITIONAL** 2.9 billion gallons of jet fuel per year, according to a current estimate reported by the American Petroleum Institute. These estimates do not include sub-sonic jet airplane fuel or any military usage.

A steady decline in non-jet airplane gasoline usage is forecast for the 1960-1970 period. This decline will be more than offset by a rapid increase in consumption of jet fuel, which is composed principally of kerosene.

Today's long-range jet planes use about 2,250 gallons of fuel every hour in the air. By the 1970's, a supersonic jet may fly at three times the speed of sound and may consume 14,000 gallons of fuel in a single hour of flying.

Adverbially Speaking

Tom Swift Returns

You can't keep a good man down. Tom Swift, that intrepid hero of adolescent fiction in years gone by, is back again as the basis for the current word game called "Tom Swifties."

The game is based on the writing style of Victor Appleton, the author of the Tom Swift adventure series. In his books, the author explained Tom's every comment, every thought with a modifying adverb — Tom never just "said" anything; he said it "sadly," "slowly," "clearly."

Here are some Tom Swifties which apply to the oil industry: "Oil heat is best," he said warmly.

"Spindletop was a major discovery," he gushed.

"Alaska also produces oil," the Texan remarked coldly.

"Shuf off that valve," he flared.

"Our gasoline is best," the refinery superintendent cracked cattily.

"Some Indians get oil royalties," he said with reservations.

"How much oil is in that barrel?," he asked crudely.

"What are the gears for?," she asked engagingly.

"That producing zone needs fracturing," the engineer observed acidly.

"The new compound is in the flask," the chemist retorted.

"There are no fossils here," the geologist said stonily.

"We're drilling a wildcat," he snarled.

"We found no oil in that well," he commented dryly.

"Okay, men, it's time to quit," he said haltingly.

"Oil is a primary source of power," he said energetically.

"I work on a seismic crew," he boasted, shooting off his mouth.

North Property Keglers Lead Eight-Team Bowling League

North Property and Boiler House bowlers were tied for the league lead in the Shell Refinery Bowling League after three weeks of action. Both teams had scored a total of nine points. In third place were the Tool Room bowlers with seven points.

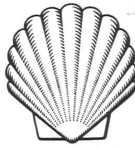
Engineering Office and the Bud-staffs were tied for fourth and fifth places with six points each; Tech Department bowlers were sixth with five points; the Research Relics were seventh with four points, and the Research Rejects were in the cellar with two points.

Ray Neuhaus of the Boiler House team was carrying the highest average in the league, with a pin average of 179 for six games. Tied for second and third places in the high average department were Herschel Nelson of the Tool Room team and Don Isted of the Boiler

House.

Clarence Shirley of the North Property team holds the league record for high three game series so far, with a 625 series. Next high is League Secretary Charles Towne's 555. Towne bowls for the Research Relics. Don Isted holds the individual high single game score with a 258, and a 238 by Shirley is second high.

In the team high three game series department, North Property leads the league with a 3,044 pin score, with handicap, followed by Engineering Office with 2,976 and Tech Department with 2,908. In the team high single game scoring column, The Budstaffs rolled an 870 scratch game and 1,054 game with handicap to lead the league. The Tool Room is second with 1,030 and Boiler House third with 983.

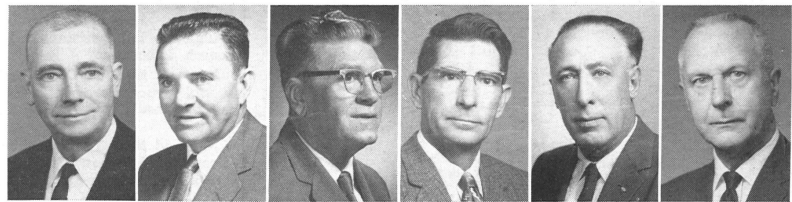


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SRA Family Picnic Scenes



HORSESHOE CHAMPIONS in the annual Refinery horseshoe pitching tourney held on Kendall Hill Sunday, September 15, were these three Refinery employees. From the left are Joe Schillinger, Engineering Field; Virgil Bunge, Engineering Field; and Jess Grover, Refinery Laboratory. Grover and Schillinger teamed to win the doubles championship, while Bunge won the Refinery singles championship.

Virgil Bunge Wins Refinery Horseshoe Pitching Crown

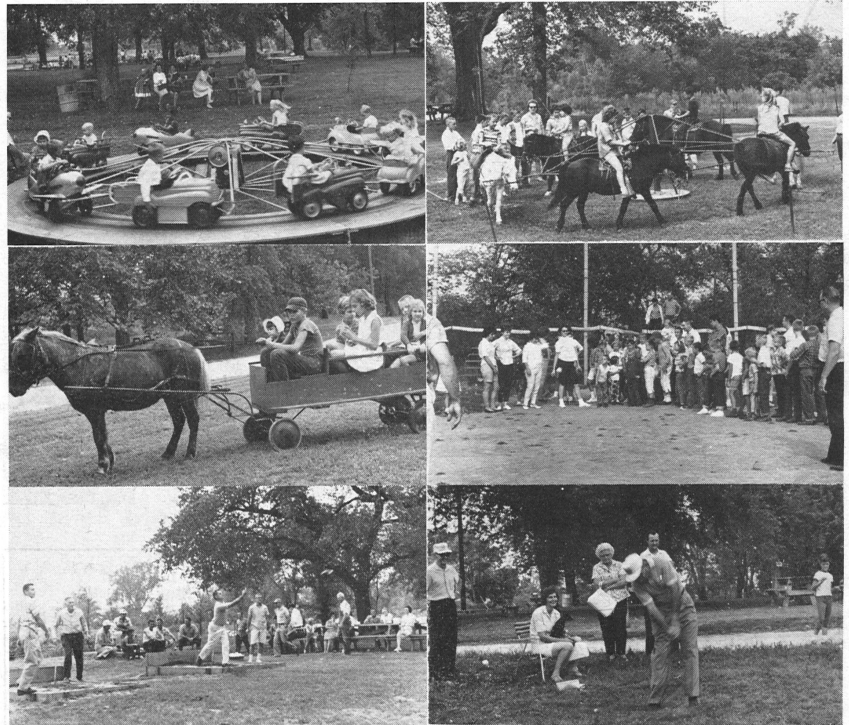
Virgil Bunge, Engineering Field, is the new Refinery horseshoe pitching champion, as a result of victory in the Refinery horseshoe tourney held in conjunction with the Shell Recreation Association's annual family picnic - Sunday, September 15, on Kendall Hill.

Bunge won two out of three from Jess Grover, Engineering Field, in the finals of singles competition in the tourney, but Grover teamed with Joe Schillinger, Refinery Laboratory, to win the doubles tourney.

Bunge reached the finals of the tourney with a first round victory over P. Walkington, a second round

victory over Charles Rose, Dispatching, and semi-final win over R. J. Robinson, Engineering Office. Grover reached the finals on a first round bye, a second round victory over his doubles partner, Schillinger, and a semi-finals victory over Ray Schindewolf, Research Laboratory.

Grover and Schillinger won the doubles competition with a two out of three victory over Bunge and Frank Vazzi, Engineering Field. They scored a first round victory over Schindewolf and Ralph Dodd, also of Research Laboratory, and a semi-final victory over LaRose and Nelson.



FAMILY PICNIC SCENES — A crowd estimated at 250 persons enjoyed the Shell Recreation Association's annual family picnic Sunday, September 15, at Kendall Hill. The above photographs show how those attending enjoyed themselves during the afternoon. At upper left, the mechanical ride made a big hit with the younger set and was kept busy throughout the afternoon. Children a little older gave the ponies a real workout, as can be seen at upper right. And children of all ages enjoyed the ride in the wagon being pulled by another pony, as can be seen in the photo on the left in the second row. Games of skill for the children were another attraction. The photo on the right in the second row is a scene taken during the softball throwing contest. The two lower photos show how some of the adults present amused themselves - participating in and watching the horseshoe pitching contest and taking part in a hole in one contest.

Refinery United Fund Drive

Is Scheduled for October 7-11

(Continued From Page 1)

No monetary goal has been set for the Refinery United Fund campaign. However, the goal of the Alton-Wood River Area United Fund, to which most employees contribute, is \$460,000. Employees who reside in Edwardsville or other local communities may designate that their contributions go to the United Fund or Community Chest charity organizations in those communities if desired.

Your contribution or pledge will make it possible for 18 community organizations to provide hundreds of services in area communities.

The 18 agencies in the Alton-Wood River Area United Fund are:

Alton Volunteer Emergency Corps, American Red Cross, Boy Scouts, Boys Town of Illinois, Catholic Charities, Family Service and Visiting Nurses, Girl Scouts, Health Agencies, Illinois Children's Home and Aid Society, Madison County Mental Health Society, Specialized Services, Inc., Salvation Army, United Service Organization (USO), Wood River Social Planning Council, Wood River Township Volunteer Emergency Corps, YMCA, YMCA Civic Memorial Branch, YWCA and Hillcrest House.

250 Persons Enjoy SRA Family Picnic

The children had a big time Sunday afternoon, September 15, at the annual Shell Recreation Association family picnic on Kendall Hill. Free ice cream, soda pop, rides on ponies or in mechanical cars and games of skill kept the younger set busy through the afternoon.

An estimated 250 persons attended the event in the employee park, and it was a perfect day for a picnic — pleasantly cool under partially cloudy skies.

The adults also were entertained, through visiting with friends, pitching horseshoes and participating in a hole in one contest—when they weren't busy watching the children.

Sixteen children went away from the picnic with prizes won in the various games of skill. Softball throwing contests were held for boys and girls in two age groups, as were balloon races.

Winners in the ball throwing contest for girls in the 6 to 9 age groups were Mina Headon and Patty Speed. In the contest for boys of that age, John Vazzi and David Cannon were the winners. In the contest for girls 10 to 14 years of age, Joyce Saul and Janet Allen captured the prizes. Boys winning prizes in that age group were Mike Kelly and James Goodall.

Winning the balloon race for girls in the 6 to 9 age group was Diane Speed. Boys winning in that age group were Cliff Rose and Bruce

Elliot. In the older age group, Ginger Bunge and Ann Ursch won in the girls' division and Jim Vazzi and Richard Goodall won in the boys' division.

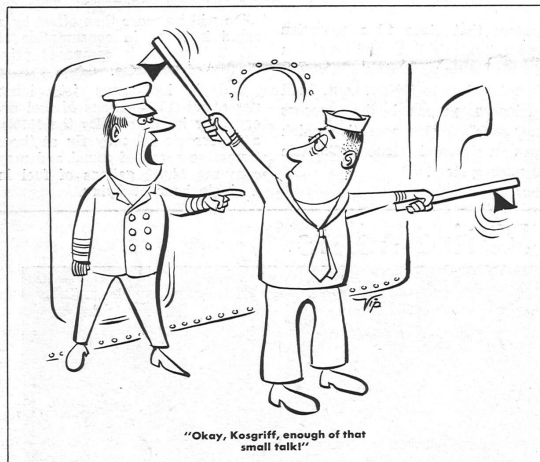
In the hole in one contest for adults Mrs. Emil Kania was first place winner in the woman's division, followed by Mrs. Helen Carmody and daughter Cathy Carmody. For the men, Ray Robinson won first, with Retiree Oscar Klienert placing second and John Carmody third.

**SHELL OIL COMPANY
Wood River, Illinois**

Return Requested

IS THIS CORRECT?
IF NOT, NOTIFY
YOUR SUPERVISOR:

U. S. POSTAGE
PAID
Edwardsville, Ill.
Permit No. 25



"Okay, Kosgriff, enough of that small talk!"

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BABY PARADE

Mr. and Mrs. Donald D. Haig, a daughter, Janet. Haig is a Lab Assistant in Research Laboratory.

Mr. and Mrs. L. W. Baugh, a daughter, Jacquelyn Lorraine. Baugh is a Lab Assistant in Research Laboratory.

Mr. and Mrs. D. C. Deibert, a son, Bruce Norman. Deibert is an Insulator, Engineering Field.

Mr. and Mrs. T. C. Graham, a son, Lloyd Barrett. Graham is Process Superintendent Dispatching, Distilling, Treating-Effluent Control and Economics and Scheduling.

E. B. GILLIS