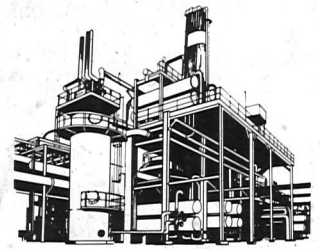


WOOD RIVER REVIEW

WOOD RIVER MANUFACTURING COMPLEX



VOL. 46, NO. 1 DECEMBER 1982 — JANUARY 1983

Minor damage reported

River flood disrupts dock activity

Clean up began in earnest the week of Dec. 13 to remove tons of logs, mud and other debris from the WRMC dock area and access roads following the Mississippi River flood. Shell laborers with backhoes, tractors and graders went to work as soon as the water receded enough to allow safe operation of the vehicles. Additionally, tug boats were hired to dislodge the massive log jams that had formed between the four floating docks and shore.

Dale Moore, operations supervisor - Dispatching, reported that Shell equipment suffered minor damage during the flood. He said the biggest problem in terms of employee time and effort was not with the flood water, but rather the massive clean up project which is now in its final stages.

According to measurements taken by Moore's crew, the river crested 33.5 feet above its normal level of 395.5 feet and was 3.5 feet below the 1973 high flood mark. Rand Avenue and the surrounding area west of the levee near Highway 3 was under water. During this time employees were transported to and from the dock by motor boat. And, hip boots and life jackets were standard attire.

Moore said that at first warning of the rising river, employees worked feverishly to move motors, trailers and other operating equipment to



Heavy equipment was used to clear debris from the Shell dock area in the aftermath of the December Mississippi River flood. The river crested 33.5 feet above its normal level. (More flood photos on pages 4-5.)

high ground. To prevent any chance of oil spillage, barge drainings contained in the floating docks were pumped to the V-210 shore vessel and tank trucked to the Complex.

Dec. 2 found employees still busy with tractors and cranes removing equipment from the rapidly rising river. By the evening of Dec. 3, though, the water was too high to safely operate the heavy vehicles so boats were utilized to secure equipment.

The initial rise of the river was 11 feet in 11 hours. Said Moore, "We knew what was happening out there but had no idea how quickly or high the water would rise. So from that standpoint we were caught unprepared. But, considering the circumstances, our people did a heck of a job in saving equipment. We really came out of this in pretty good shape."

Although WRMC's floating docks enabled the facility to continue

loading and unloading barges, two days passed before any barges were allowed through the Granite City or Alton locks to Shell. Between Dec. 2-14 only 12 barges arrived but by Dec. 15 it was business as usual. The docks handle an average of two to three barges each day under normal river conditions.

Barge traffic was slow yet employees were very busy, Moore pointed out. Heavy rain and the active river forced workers to continuously redistribute water in the floating docks to safeguard them from damage. They also cleared debris from the docks and dockhouse to protect electrical and metering equipment, cleaned gutters and drains, and performed many other tasks.

When asked if there was a chance dock operations would be temporarily suspended and employees
(Continued on Pg. 2)

1983 WRMC HOLIDAYS

December 31	New Year's Day
April 1	Good Friday
May 30	Memorial Day
July 4	Independence Day
September 5	Labor Day
November 11	Veterans' Day
Nov. 24 & 25	Thanksgiving & day after
December 23	Christmas Eve
December 26	Christmas Day

Mobile lab aids in scheduling maintenance projects

Dave St. John was called upon for public relations duty when a South Roxana resident expressed concern that the operation of WRMC was causing her house to shake — she suspected underground explosions.

St. John, a senior mechanical inspector, drove to her home in one of Shell's Mechanical Equipment Diagnostic Laboratory vans, a virtual lab on wheels. An extensive series of tests determined the vibrations were not caused by the refinery, but rather her furnace. St. John and Shell made a new friend that day.

"My job is approximately 50 percent troubleshooting and 50 percent machinery health monitoring," he explained. "I am not sure where a house call fits into all of that but it certainly was an important part of the day's work.

A new van was purchased in July and its equipment is used to check and analyze the levels of vibration, temperature, pressure and sound of major Complex machinery such as unsparred compressors and pumps. A second, less equipped van is now dedicated primarily to pump surveillance. Specialists who operate this vehicle are **Orville Wildhaber, Ken**

Hainaut, Bob Moon and Frank Roberts.

Through utilization of the vans' sophisticated equipment, machinery maintenance projects can be predicted and scheduled months in advance. For example, compressor vibration "signatures" taken over a period of time are recorded and compared. Variations in the vibration levels indicate when maintenance may be required.

"Prior to obtaining the first van in 1970, we routinely repaired machinery only when it broke down," said

Norm Bruce, Mechanical Equipment group leader. "Now, the vans' equipment enables us to forecast repairs and parts replacement. We are also in a position to make many on-the-spot decisions because the vans are mobile and can be driven close to machinery for testing."

Said St. John, "Like a doctor in a hospital I make my regular rounds, testing and checking Complex machinery. Situations do occur that require immediate attention and there are the occasional call-outs at night."

Are you prepared for winter driving?

Jim Grizzle, Safety and Industrial Hygiene, reminds us that the winter driving season is upon us once more and hopefully this winter will not be as severe as some of the previous winters. "Are you prepared?" he asks.

Make sure your car is winter-worthy. Have your brakes, battery, points and plugs checked and replaced if needed. Inspect your exhaust system, wiper blades and heater (defrost) systems. Use the right kind of tires; good tread is always important, but even more so in winter. You may want to use snow tires. Make sure your car's seatbelts are in good working order and use them.

Be prepared for trouble. Keep an emergency kit containing a flashlight, scraper with brush, tow chain, jumper cables, shovel and bag of salt, sand or kitty litter in your car. Dress properly. Carry a warm blanket in your car.

Before you start off, clear your car of snow and ice. No "tunnel vision"

River flood ...

(Continued from Pg. 1)

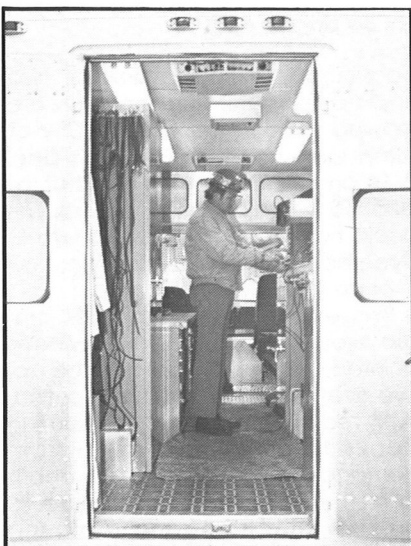
evacuated, Moore replied, "The dockhouse sets on a steel structure about 15 feet above the parking lot. At its highest level the river was only six inches from the dockhouse floor. We were just inches from closing up shop."

driving - looking through small ports in windshield snow, - please. All windows should be thoroughly cleaned. Don't forget to free headlights and taillights of ice and snow.

When you start off, move out slowly. If you don't move, don't gun the engine as you will only spin the tires and dig in deeper or form ice under the drive tires.

Once under way, take it easy. Accelerate, brake and steer slower.

Keep calm. If your car stalls, don't panic, and don't try to walk for help unless you know help is within walking distance. Use your emergency flashers.



Troubleshooting and machinery health monitoring is how Dave St. John describes his duties. The senior mechanical inspector operates one of the Mechanical Equipment Diagnostic Laboratory vans.

MY STORY/PHOTO IDEA IS:

SUBMITTED BY:

CLIP & SEND TO EDITOR, MAIN OFFICE

Consultants bring business world into area classrooms

The Edwardsville Junior High School eighth graders were challenged by Project Business consultant **Steve Hochberg**.

He had divided the class into four groups and assigned them to plan a holiday meal for eight people. They were to be cost conscious in selecting the food and where they purchased it. The group that planned the most appetizing meal at the lowest cost would be the winner.

Students pored over newspaper advertisements looking for the best deals. "National's turkeys are less per pound than Kroger's, but Kroger is closer to my home," one student was overheard saying. Another commented, "Should we get a six-pack of soda or a two-liter container? Does anyone know how much is in a liter?"

Hochberg's exercise was effective as the winning group presented a menu of turkey, potatoes, mixed vegetables, rolls, dessert and beverages for about \$33.

"I rely heavily on the involvement of the students and try to get them to relate real life experiences to the topics we discuss," said the WRMC Employee Relations analyst. "This method works very well because it keeps their interest and attention."

Hochberg, along with **Tom Rizzo**, EOS; **Mark Smith**, EOS; and **Hector Sotelo**, Purchasing; recently completed a semester as Project Business consultants at local schools. Each said they want to remain active in the program.

Project Business was developed by Junior Achievement to bring economic education into the classroom for eighth and ninth grade students. The students have the opportunity to understand, usually for the first time, how and why things work in the American economy.

STEVE HOCHBERG

Hochberg said his students had limited exposure to business concepts prior to last semester; however, their interest and desire to learn was encouraging. The students were responsive to exercises which were fun and also carried the underlying business principles discussed in class.

He said he learned a great deal as a consultant and found that prepar-

ing and presenting classroom material was particularly challenging.

TOM RIZZO

At the beginning of the semester, more than one-half of Tom Rizzo's Edwardsville Junior High School class thought the United States was a socialist country.

"Many students didn't know much about business or the U.S. economy," said Rizzo. "I tried to explain what business is and how it relates to not only their careers but their everyday lives."

Once a business topic was introduced and discussed, Rizzo organized an activity designed to relate to the real world. He also assigned homework every other week to give students a chance to improve their grades. Rizzo encouraged students to participate in discussions and to do their homework. As extra incentives he gave top performers Shell Fire & Ice® money banks.

"This was a great experience for me," he said. "I learned to plan better, how to apply my business education to students with no business background, and I now feel more at ease talking before a group of people."

MARK SMITH

Mark Smith has expressed interest in serving another semester as a consultant at Trimpe Junior High School, Bethalto. He said Project Business has helped to develop his patience, teaching and class material preparation techniques, and a relationship with the young students.

"Successful business requires planning and work. It is not always easy or profitable to be in business," said Smith. "I have found the best way to illustrate my points is through games or personal examples. The lecture approach was not very effective except when kept to a short duration."

HECTOR SOTELO

"I believe I enabled my Project Business students to develop positive conceptions about the business world," said Hector Sotelo. The first year consultant met each week with an Edwardsville Junior High School eighth grade business economics class.

Sotelo bridged the students' gap between the business world and everyday life by supplementing lectures with classroom participation projects. He said their eagerness to learn was very evident.



Steve Hochberg, Employee Relations, answers a student's question during a Project Business class at Edwardsville Junior High School. He was one of four WRMC employees to serve as a consultant fall semester.



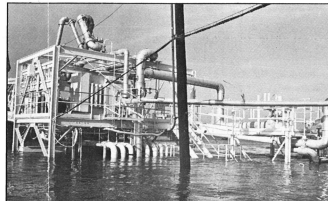
Boating along flooded Rand Avenue near the levee at Highway 3 are Mike Tomlanovich, Dan Zipperich and Felix Floyd. For more than a week the only way to get to the docks was by boat. Hip boots and life jackets were standard attire.

Not as high as 1973, but ...

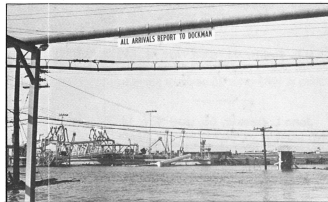
Flood water runs deep



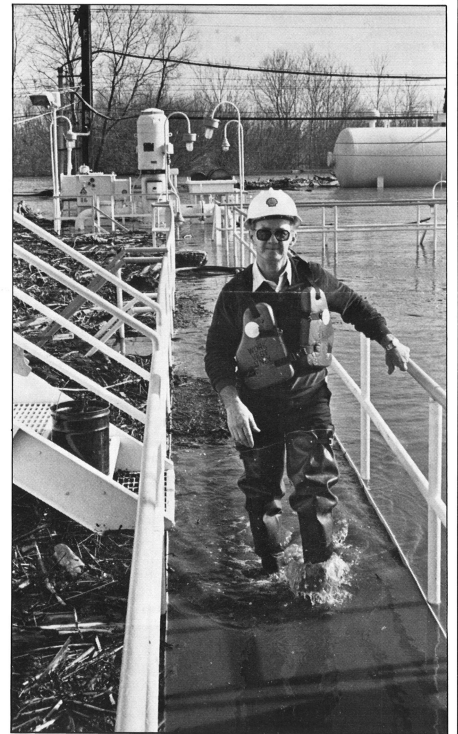
At its highest flood level the river was six inches from the dockhouse floor. The dockhouse sets on a steel structure 15 feet above ground.



Floating dock no. 1 on Dec. 8. The four docks remained operative during the flood but two days passed before any barges were allowed through the Granite City or Allon docks to Shell.

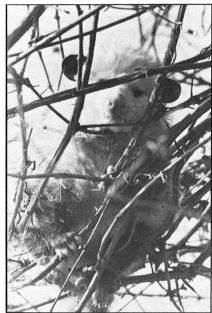


The only arrivals at the flooded truck loading area for many days came by boat. In the background is floating dock no. 2 and a river barge.



Dale Moore, Dispatching, splashes across a catwalk that leads to the dockhouse. Below him the flood water is about 15 feet deep.

Employees assist stranded flood victims



Thanks guys! This possum was one of the animals kept alive by eating food handouts from Mike Tomlanovich and Felix Floyd. (Photo by Randy Millikin)

While on a routine boat patrol of the flooded land between the levee and dock area on Dec. 6, two alert WRMC employees spotted possums clinging to a sapling that was surrounded by water.

Stranded and with no accessible food supply, the critters' future appeared bleak but for the helping hands lent by Mike Tomlanovich, dockman, and Felix Floyd, yardman.

"When we returned to the office Felix called his wife at home who brought out corn for us to take to the possums," said Tomlanovich. "We tied the ears of corn to the sapling where the animals could gnaw on them whenever hungry."

Corn wasn't the only food item on the menu. Miscellaneous leftovers from lunch and dinner were collected and taken to the sapling on return

trips to the levee. No doubt the animals adjusted to the pieces of baloney sandwich, cookies and other snacks. Tomlanovich said the food also attracted a few squirrels to the tree and they shared in the daily feasts.

"We did some research on possums and learned they are meat eaters. I guess they decided that corn was pretty tasty especially since they were starving," said Tomlanovich.

One good turn deserved another, figured Floyd, so he rescued a turtle that was atop a piece of wood near the floating docks. The turtle resided in the dock house and lived on spiders, lettuce and whatever else the dock crew could hustle up. Floyd said the turtle was only a temporary guest and was returned to land when the flood water receded.

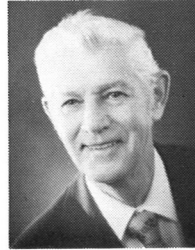
Anniversaries



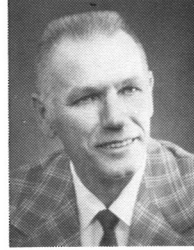
Tom Tallman
Maintenance
30 years



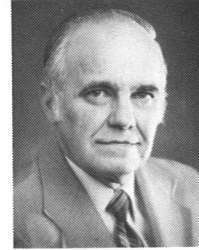
Gini Jones
EP&S
25 years



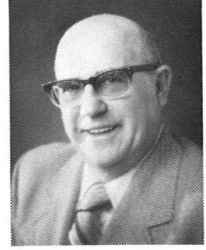
Omar Wussler
Financial
35 years



Elmer Rau
Safety
30 years



Don Randle
Compounding
30 years



Preston Voyles
LOP-Gas
35 years



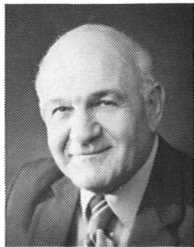
Melvin Kirchoff
Dispatching
35 years



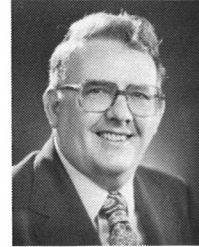
Myles Lewis
LOP-Dispatching
40 years



Al Amrein
Utilities
35 years



Deno Filippini
Lubricants
30 years



Dale Maxwell
LOP-Gas
34 years



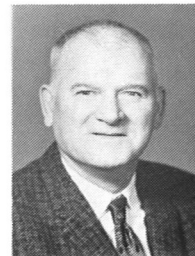
Don Miller
Lubricants
37 years



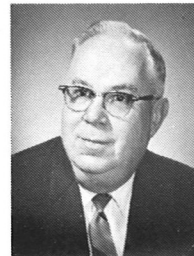
Art Welch
Utilities
35 years

Retirements

In remembrance



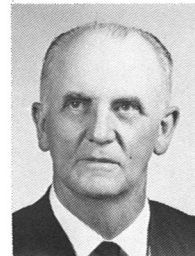
F.W. Killam



E.C. Schwalb

Fred W. Killam, 78, died Nov. 8. Mr. Killam was an operator 1st - Utilities before retiring in 1963 after 34 years of service.

Earl C. Schwalb, 74, died Nov. 14. Mr. Schwalb was a senior clerk - Treasury before retiring in 1969 after 42 years of service.



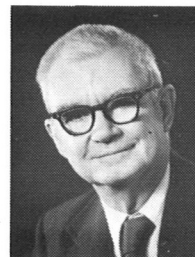
C.E. Beason



H.L. Smith

Charles E. Beason, 81, died Nov. 22. Mr. Beason was an operating assistant - Alkylation before retiring in 1966 after 41 years of service.

H.L. Smith, 94, died Nov. 8. Mr. Smith was a pipefitter 1st before retiring in 1948 after 25 years of service.



J.L. Decker



W.A. Mehs

John L. Decker, 66, died Nov. 14. Mr. Decker worked in Quality Assurance as a special tester before retiring in 1981 after 40 years of service.

Walter A. Mehs, 83, died Nov. 25. Mr. Mehs was a field machinist 1st - Engineering Field before retiring in 1964 after 26 years of service.

Classified Ads

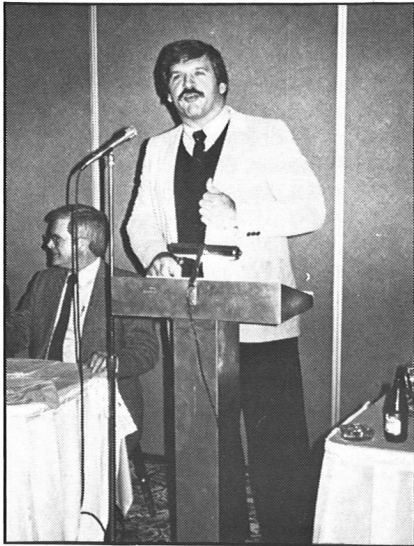
For Sale: Two Firestone Deluxe Champion white wall tires, H78 X 15, with wheels. One GR78 X 15 Uniroyal steel belted white wall tire. Two 825 X 14 Firestone Town and Country white wall tires with wheels. Call Stan Pohlman, 377-8910.

For sale: Mobile home, 12' X 48'. Call Robert Boone, x2200 or pager 283.

For sale: 1975 Pontiac Bonneville, white with red velour interior, fully equipped with 54,000 miles. Asking \$3,600. Also, a handmade Oriental rug 9' X 12', one-year-old, \$400. Zenith color television, 19", \$300. Call Lucille Maloney, 656-2144.

For sale: Brick house in Rosewood Heights. Four bedrooms, two bathrooms, garage, \$52,000. Also a seven-month-old house, four bedrooms, one and three-quarters bathrooms, family room, garage, \$52,000. Call Bill Simmons, 377-1572.

1982 SRA award winners announced



Guest speaker at the SRA awards banquet in December was Dan Dierdorf, center for the St. Louis Cardinals football team.

SRA award winners for 1982 as announced at the club's annual banquet Dec. 3 are as follows:

R. Adams, R. Aderholt, R. Alford, W. Anderson, L. Arth, G. Arth, C. Barnett, R. Bievenue, E. Boone, C. Booten, I. Booten, M. Booth, M. Breyer, G. Bristol, J. Brokaw, M. Brokaw, J. Brooks, J.M. Brooks, M. Bruce, S. Bryant, S. Bumpus, J. Burack, G. Bourland, R. Burton, R. Butler, A. Calcaterra, G. Chaffee, J. Cherry, E. Clark, M. Clark, V. Cline, J. Coalson, R. Cooke, L. Cox, A. Crain, D. Crockett, M. Culp, R. Dahlen, V. Dahlen and E. Dr...

J. Dean, M. Del Vecchio, L. ...na, J. Duncan, R. Eagan Jr., F. Eagan, S. Eatmon, S. Effinger, T. Eldridge, T. Elrod, N. Everett, F. Floyd, K. Forsythe, G. Franke, G.L. Franke, J. Fields, J. Friend, W. Frizzell, R. Garner, D. Garrett, G. Godar, L. Gable, R. Gray, K. Grebel, H. Green, R. Green, J. Greer, T. Green, S. Greer and G. Gusewelle.

P. Hanold, R. Hardy, T. Hargiss, R. Haug, R. Heiens, F. Heinz, R. Heinz, C. Herzog, E. Hobson, S. Hudson, K. Hudson, H. Isaak, S. Jacobs, S. James, D. Johnson, O. Johnson, B. Johnson, B. Kane, R. Kerr, B. Kidd, K. Killam, T. Kinder, G. Kindt, W. King, G. Kirby, G. Klucker, B. Koch, R. Kusterman, D. Lamm, P. Lamm, V. Leady, A. Lavato, R. Leckrone, G. Liley, H. Lynn and M. Lytton.

B. Magruder, D. Manning, J. Manning, P. Martin, J. Maxfield, I.

McCauley, K. McGowan, M. McVey, M. Means, L. Meisenheimer, G. Miller, R. Miller, U. Miller, D. Mintert, T. Mussatto, E. Nailor, L. Odorizzi, C. Owens, S. Owens, M. Paproth, B. Paul, J. Pellegrino, D. Perkhiser, D. Perry, B. Platto, D. Plummer and K. Prielipp.

R. Ragus, O. Rahn Jr., J. Rankin, L. Ray, H. Reynolds, S. Roderfeld, G. Rogalski, R. Rogers, R. Romani, D. Ross, L. Schlemmer, P. Schutz, S.

Scott, J. Scroggins, M. Scroggins, D. Shaw, J. Sherwood, V. Shewmaker, F. Shook, J. Sicking, L. Simms, R. Sifton, A. Skrobul Jr., J. Smith, L. Spears, R. St. Pierre, M. Stewart, K. Tallman, T. Tallman, C. Thompson and D. Thiele.

L. Tiek, R. Travis, R. Turner, J. Urban, J. Varady, D. Walker, W. Walton, W. Watson, D. Wilhold, P. Willis, D. Worley, B. Yeager, T. Yinger and R. Zwick.



A juggling act from St. Louis kept the audience's attention at the Christmas party. The jugglers worked up a special routine that tied in with the holiday theme. Approximately 1,500 employees, retirees and their children and grandchildren attended the party.



Santa Claus was the star attraction at Shell's annual Childrens' Christmas Party on Dec. 14. He asks, "Have you been a good girl?"

Computer to operate octane analyzers

WRMC's Oil Movement Center is converting to a computerized system for operation and regulation of its six octane analyzer engines. Partial installation of the new system was made in November and completion is scheduled for January.

The computerized system utilizes three controllers and three identical mini computers — one set for each pair of engines — and miscellaneous power distribution equipment. Designed, manufactured and installed exclusively for WRMC by Shell's Westhollow Research Center, Houston, the integrated system replaces six individual controllers that were exhibiting maintenance problems.

The six engines are used to monitor the octane level of Shell regular (89), unleaded (87) and super unleaded (91.5) gasoline produced at Wood River and transported via pipelines to distribution terminals in the Midwest. Octane number is a measure of the resistance of a fuel to pre-ignition (knock) when burned in an internal combustion engine.

Three of the engines are "motor" and three are "research." Motor engines simulate automobile engine operation under heavy load conditions such as acceleration and high temperature. Research engines simulate engine operation under cruise conditions with steady loads and minimal variance in output demand.

Prototype gasolines of specific octane numbers are tested and matched with pipeline gasoline

samples in both motor and research engines. Adjustments are made of each engine's compression ratio, knock intensity and carburetor to arrive at an octane value. The values are then averaged to determine a final octane number.

When the octane number of pipeline gasoline does not meet prototype standards, the controllers send a signal to the blending computer which regulates online blending by adding a component(s): alkyate, reformate, butane, light or heavy cat cracked gasoline, etc.


"The new system significantly reduces engine set-up and calibration time for the operators, and is expected to minimize maintenance by reducing the frequency of changes in engine compression ratio," said **Kent Peccola, EOS.**

Peccola added that problems encountered with any one pair of engines will not impact the others or require a total system shutdown for servicing. Furthermore, each of the three mini computer units can be switched to accept any combination of motor and research engines.



Bill Gray, Motor Lab operations foreman, adjusts one of WRMC's new octane engine controllers. The partially installed computerized system was designed by Shell's Westhollow Research Center, Houston.

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WOOD RIVER REVIEW
 Published monthly for employees and pensioners of Shell Oil Company in Wood River, Illinois
 David B. McKinney, editor
 (618) 254-7371, ext. 2168

Shell Oil Company
P. O. Box 262
Wood River, Illinois 62095

Bulk Rate
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