

25th. - ANNIVERSARY ISSUE - 25th.



Here's what the well-dressed Supervisory force was wearing 25 years ago. Our General Refinery Manager, R. C. Roberts, is indicated by arrow in top row; Dr. F. W. L. Tydeman, our first Refinery Superintendent is fourth from left, in front row; P. E. Foster, now Manager of Houston Refinery, is second from left, front row; and R. H. Combs, now of Houston Refinery, is second from left in second row.

Wood River Completes 25 Years of Operation

It was in 1917 that the Roxana Petroleum Company, later incorporated into Shell decided to supplement its production activities with another refinery. After study had shown the St. Louis region to be the most promising location, construction was started in April on a 180 acre site in the center of a farming region on the east side of the Mississippi. Mr. A. L. Engelbregt was placed in charge of construction and was assisted by Mr. R. B. High who was later placed in complete charge when the work was under way. Notwithstanding difficulties encountered in obtaining labor and materials, the work of construction went on at a rapid rate during the winter of 1917, and the next spring and summer saw the modeling of the 180 acres of farmland into a modern industry. Tanks, large and small, sprang up over the countryside and the numerous buildings incidental to a large refinery rapidly took shape.

Used Trumble Process

The system of refining used was the Trumble Process. The plant was equipped with two

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Third War Loan Drive In Refinery Completed

The War Bond Drive recently conducted in the refinery under the sponsorship of the Refinery War Production Drive Committee was highly successful. The results of this campaign increased the percentage of payroll subscriptions to 9.2% and employees' participation to 95.8%.

It was really encouraging the manner in which the employees supported this drive. The Refinery Production Drive Committee and the solicitors in the various departments who canvassed the plant are to be congratulated for their commendable efforts. Out of 3628 employees in the refinery, 3475 are now buying Bonds in some amount.

While this drive was successful in increasing our participation and percentage of payroll deductions, we have not as yet reached our goal of 15%. We have done our bit—now let's do our best. Increase your War Bond purchases to at least 15% of your earnings!

Crew Of "Old Hellcat" Visits Wood River Refinery

On Friday, September 17, employees of the Wood River Refinery, as well as employees of contractors engaged in construction work at this plant were privileged to hear eight veterans of the air war over Tunisia and Sicily, who appeared before them at a meeting arranged by the War Department, Public Relations Division. The group, members who flew the B-26 Marauder medium bomber "Old Hellcat," back from Africa, were veterans of numerous combat missions. Capt. Hale Nelson, of the War Department, introduced the pilot, Captain Bryan M. Lloyd, of Dallas, Tex., who in turn introduced the members of his crew. Members of the Metal Trades Committee, the Operating Engineers, as well as business agents of the various craft unions, were on the platform. A crowd of approximately 3,500 employees attended the meeting, which was held at the tennis courts at 12:30 p. m. The fliers explained to the employees the importance of the job each is doing on the home front and indicated that they were

expecting us to back them up. Several of the fliers told of their experiences. Members of the crew, in addition to Capt. Lloyd, are Capt. Henry A. Potter of Pierre, S. D., navigator, veteran of 26 raids over Tunisia and Sicily, and navigator of Major Gen. Doolittle's plane on the Tokyo raid; Capt. Harold A. Kohnert, of Melrose, Wis.; Tech. Sgt. Leo F. Mohesky, of Wilson, Kansas; Tech. Sgt. Harry E. Barr, of Willston, Ohio; Staff Sgt. Frank A. Ross, of Midland, Pa.; Tech. Sgt. Dean B. Smith, of Gallon, Ohio, and Tech. Sgt. Glena M. Wilson, of West Oskaloosa, Iowa.

Their plane was one of the first flight of Marauders to return from combat to the United States. They helped cover the Allied invasion of Sicily, then flew their battle-scarred bomber home. With them on the return flight were the "Lady Halitosis" and "Jabbo the Sky King II," which, with their crews, are making the tours of army air forces' schools.

Pictures of their visit are shown elsewhere in this issue.

VICTORY GARDEN CLUB HOLDS "COUNTY FAIR"

Several hundred Shell employees and their families attended the "county fair" at the Roxana Community Building on September 11. The fair was sponsored by the Victory Garden Club. Winners were awarded War Stamps, ribbons, and motor oil. The grand prize of a \$25.00 War Bond was awarded to Ray Brown, of the Industrial Relations Department. Ray took the sweepstakes prize for his display of the most complete assortment of both fresh and canned garden vegetables.

Other contestants for the sweepstakes prize, who had large displays of garden produce, were: Harold Sawyer, of the Toluene Plant; George Stuck and C. E. Renshaw, of the Analytical Laboratory, and Arthur E. Martin, of the Slop Recovery Department.

The Analytical Laboratory was well represented among the prize winners in George Stuck and C. E. Renshaw. Although they did not win the sweepstakes prize, they each won three blue ribbons for first prize in three events.

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Catalytic Plant News

By L. R. Waddelow.

For labor conditions in Detroit, see Mr. Gooch or Mr. Walker.

Donald Best acquired another exemption — a 9½-pound boy. Congratulations!

R. Waugh, J. Groom, A. Austin and C. Mohr have left for military service. Ray and Joe are in the Army Air Corps. All have received the usual gift—a money belt and 10 bucks.

Jake Jacob did raise his ear flaps this summer, but still carried the blanket lined jacket. There is one fellow that can sure brave the weather.

Grammer, Walker and Burian had a heated discussion on overtime that was enjoyed by all. Let's be more consistent in our arguments.

Someone asked Dick Davis to spell "auspices" and he started off —"H-o-s-s" My! My!

Mr. Ingram played golf the expert way the other day — an eighteen on the first hole, a seventeen on the second, a sixteen on the third, etc. The performance should about qualify him for the National Championship in 2000 A. D.

The "more hours" work week gives Jack Hammann an excuse for saving his money, as Carl Colburn has his golf sticks all polished for the kill.

Barrel House

By C. E. Needham

Becker is wondering who mistook his \$10.50 Stetson and adorned the Bung Room with it. They fastened it rather securely.

The alarm clock shortage is becoming acute or maybe the cows got out. Ask Hi, Hi, Henke.

Stricklin's plum crop was a huge success but due to sugar rationing Strick plans to convert it into jam instead of otherwise.

"Cookie" and "Mike" have bought an interest in an establishment west of the fair city of Wood River. Their plans at the moment are rather vague.

Have you noticed the way those "bikes" are tenderly tucked away from harsh hands and the elements?

There seems there is a young lad living in the Milton School district who has something on the ball. Others glare at him green with envy.

Everyone has started singing or whistling that dear, quaint, old ballad "Lay That Pistol Down, Babe".

Central Shop Office News

Every one involved would like to know, Mr. Lamber, what results you had with your new fishing tackle on your vacation. How big did you say that fish was that took the cork under?

They tell us that Charley Hale, Labor foreman, and Carl Foster, Asst. Lube Zone supervisor, had a hard time proving that they were supposed to get a check payday.

Mr. Jones: "Smith, do you know why the dogs in Siberia run so fast?"

Mr. Smith: "No, why?"

Mr. Jones: "Because the trees are so far apart."

Control Laboratory

By Jess W. Ford.

"It Happened Here" Department— A year or so ago, the Shell Club met, ate, laughed, and stepped outside to climb into their various cars. Two supervisors, making idle talk, were awed by a classy limousine, and one remarked that it probably belonged to a gauger. Behind them, in earshot, but being very quiet, was the owner—a laboratory shift foreman.

In the past several years, what, with technological development and understanding, chemists have come to be classified as human beings. Not so long ago, these queer creatures were stared at with much the expression of a zoo visitor looking at an aard vaark.

Shell gals and wives in the bowling league have had varied effects on the stronger end of the league. Some of the boys, in show-off form, have rolled over their heads; and others, with red ears, have torn off some super-low scores.

Now there is a study in human behaviorism. The girls should now find who among them has what effect on which men, and what it means if they do.

Old-timers in the laboratory will remember the employee of several years ago who is reputed to have carried in his brief case, his lunch and a Wild West magazine.

Since women are replacing men, we still await the inevitable joke about the traveling saleslady and the farmer's son.

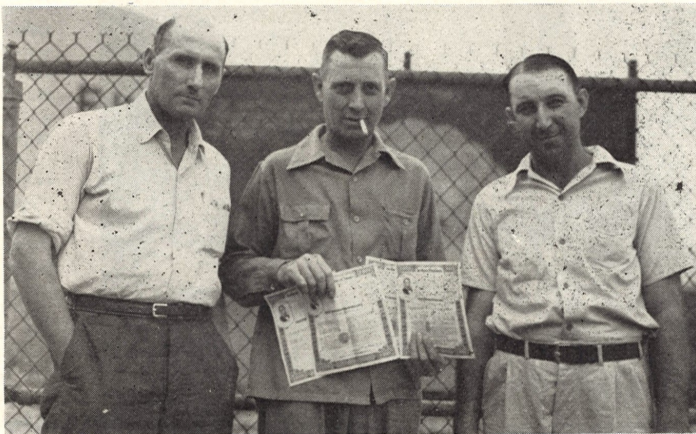
The "birds of a feather" adage probably originated when it was discovered the only person who can tolerate a drunk is another one.

We suggest that Johnny Walker's verbal efforts be offered for sponsorship by a cheese company.

The riot started when a girl in a halter and shorts, playing a violin, broke a string.

Unneeded advice to girls—a spurned man is in a highly emotional state, and demands an outlet for his emotions and hurt pride. While in this condition, he is apt to marry the first woman who doesn't say "nay" to him too fast. But, who has heard of a spurned man the last couple of years?

"PAT" PATISON WINS \$4000 IN WAR BONDS



I. T. Patison, Engineering Field Pipefitter, better known as "Pat," recently won four \$1000 War Bonds, the Grand Prize in the Annual Knights of Columbus Lottery held in Springfield, Illinois. Boy! What a lucky guy. In the picture Pat is proudly displaying the War Bonds; on his right is Earl Lane, Engineering Field Pipefitter Helper, who sold the winning ticket, Louis Sanvi, Field Machanist, the original holder of the ticket, who had the honor of presenting Patison with the Bonds is shown on Patison's left. And Earl claims that Pat didn't even give him a cigar for selling him the winning ticket. Patison wants it known that he intends to hold onto these bonds and not cash any of them in until after the war.

Shell Credit Union Well Represented at Credit Union Dinner Meeting

Two hundred members of the Alton-Wood River Chapter of Credit Unions, many of whom were Shell Credit Union officers and their wives, attended a dinner meeting Thursday evening in St. Mary's school hall, Alton, Illinois.

Mr. Roy S. Bergengran of Madison, Wis., Managing Director of the National Credit Union Association, spoke upon the work done by the Credit Unions and outlined some of the association's plans for the future. He was introduced by Rev. Randall S. Hilton, Pastor of the Unitarian Church, who served as toastmaster.

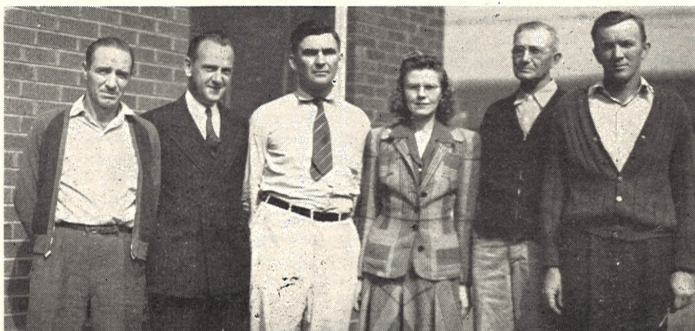
Bill Redd, from the Electrical Department and president of the Alton-Wood River Chapter, paid recognition to the newest organization in the chapter, the Union-Electric Company Credit Union of Alton.

Taintor R. Smith accompanied by Miss Adele Nifong of Wood River sang two songs "I Love Thee" by Grieg and "Tallyho" by Leoni. William Hoppe from the Rigging Department, assisted(?) by Bob Ferguson and G. C. Farmer, gave a

performance in tricks of magic.

Arrangements for the dinner meeting were made by a committee of representatives from the credit Unions of the local industries. Those serving on the committee were G. C. Farmer, from the Shell Credit Union, Edward Nave from the Western, and Ralph McKaughn of the Wood River Oil and Refining Company.

REFINERY TRANSPORTATION COMMITTEE



Left to right: T. B. Callender, R. W. Hotto (co-chairman), R. A. Randels, Miss June Hall (secretary), A. J. Gurley (co-chairman), and R. W. Autery.

GARDEN CLUB PICTURES TAKEN AT COUNTY FAIR



1—Mr. and Mrs. Ray Brown and children, with display that took first prize.
 2—C. E. Renshaw's display of fresh and canned garden vegetables.
 3—Garden Club officers, and two blue ribbon winners. Officers, standing left to right: Taylor Elliott, A. G. Felton and W. E. Ayers. Seated:

George Stuck, left, and C. E. Renshaw.
 4—William I. Shattuck, winner of \$25.00 War Bond attendance prize.
 5—General view of crowd at "Fair."
 6—Mrs. J. P. Craig receiving blue ribbon for canned beets from H. D. Chappell. Taylor Elliott,

Garden Club president, at "mike". R. P. Guyot at left.
 7—View of large portion of vegetables on display.
 8—Judges examining canned vegetables.
 9—Harold Sawyer's display.
 10—George Stuck's exhibit.
 11—Another view of crowd at "Fair."

VICTORY GARDEN CLUB "FAIR"

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Fred Weber, of the Vacuum Plant, also won three blue ribbons.

Bill Shattuck, Main Office janitor, did not win any prizes for his vegetables, but he was the lucky man in the drawing for the \$25.00 War Bond, given as attendance prize for all entrants.

The contest was judged by Mr. Gaston, agriculture instructor at Edwardsville High School; Miss Grace Darling, domestic science instructor at Wood River High School, and Mr. Joseph Troeckler, well known gardener and farmer of Mitchell, Illinois.

Misses Ruth Wilson, Jane Thatcher, Jean Patton and Taintor Smith entertained those present with several vocal selections. Miss Adele Nifong was the piano accompanist. (See pictures.)

The prize winners in the various classes were:

Sweepstakes Prize: Ray T. Brown.
Attendance Prize: Wm. I. Shattuck.

FRESH VEGETABLES.

ONIONS: 1st, V. V. Virgin; 2nd, H. D. Dale; 3rd, H. Hockinghomer. TOMATOES: 1st, F. W. Weber; 2nd, H. D. Loeb; 3rd, C. E. Renshaw. BEETS: 1st, R. E. Wankel; 2nd, D. V. Smith; 3rd, T. A. Barton. CARROTS: 1st,

F. D. Obermiller; 2nd, T. A. Barton; 3rd, O. A. Kleinert. POTATOES: 1st, George Stuck; 2nd, T. A. Barton; 3rd, W. C. Hamilton. SWEET POTATOES: 1st, F. W. Weber; 2nd, Harold Sawyer; 3rd, T. A. Barton. PEPPERS: 1st, George Stuck; 2nd, R. H. Hord; 3rd, H. Hockinghomer.

SWEET CORN: 1st, F. D. Obermiller; 2nd, J. C. Brown; 3rd, R. E. Wankel. SNAP BEANS: 1st, F. W. Weber; 2nd, J. C. Brown; 3rd, R. E. Wankel. LIMA BEANS: 1st, C. E. Renshaw; 2nd, T. A. Barton; 3rd, John DeCota. SQUASH: 1st, George Stuck; 2nd, H. Hockinghomer; 3rd, F. C. Cutting.

CANNED VEGETABLES.

BEETS: 1st, J. P. Craig; 2nd, V. V. Virgin; 3rd, W. E. Hall. CARROTS: 1st, H. Hockinghomer; 2nd, A. Bowman; 3rd, W. E. Ayers. SWEET CORN: 1st, John DeCota; 2nd, L. E. Lamb; 3rd, A. Bowman. LIMA BEANS: 1st, V. V. Virgin; 2nd, W. E. Hall; 3rd, W. E. Ayers. SNAP BEANS: 1st, W. C. Hamilton; 2nd, L. E. Lamb; 3rd, W. K. Mounce. PEAS: 1st, F. D. Obermiller; 2nd, Taylor Elliott; 3rd, Thos. Jackson. TOMATOES: 1st, Glen Felton; 2nd, W. E. Ayers; 3rd, C. E. Renshaw.

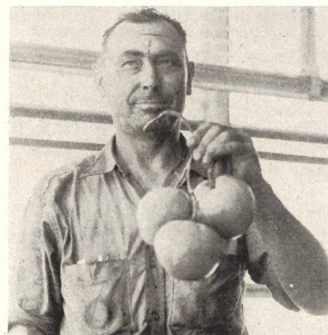
GREEN SPECIALTIES.

1. C. E. Renshaw, watermelon; 2. E. F. Wehlage, melon; 3. L. A. Kramer, peanuts. 4. F. D. Obermiller, parsnips; 5. H. Hockinghomer, sun flower; 6. R. E. Wankel, egg plant.

CANNED SPECIALTIES.

1. H. Hockinghomer, strawberries; 2. H. D. Chappell, asparagus; 3. Thomas Jackson, pickles; 4. W. K. Mounce, pickled beets; 5. L. E. Lamb, stuffed peppers; 6. W. E. Ayers, soup mix.

"TOMATO JOHN"



JOHN NIEHAUS, one of our Field Machinists, recently brought in some samples of the tomatoes he raised in his Victory garden at Mt. Olive, Illinois. In the picture above he is shown displaying three huge tomatoes, all on one stem, weighing a total of 3 1/4 pounds. Fred King and the boys in the Machine Shop now call him "Tomato John".

Boilermaker Crew Performs Exceptional Feat

On August 12 at about 10:00 p. m. a breakdown occurred at one of our units which required immediate repair. A crew of Boilermakers was immediately organized, and under the supervision of L. R. Cox, work was carried on throughout the night to remove equipment and get it to the Boiler Shop for repair at the earliest possible moment. The equipment arrived at the shop at 10:00 o'clock the next morning and left the shop for installation at 9:00 a. m. the following day.

This job, which ordinarily requires from four to eight shifts, was completed in 23 hours. It is such as this that will help win this war and we take off our hats to the following men who were involved, for their commendable efforts:

C. E. Hoover, Willard Young, C. M. Sanders, D. M. McCracken, C. A. Reynar, V. F. Plager, L. L. Ash, W. G. Reitmeier, H. W. Schulte, E. A. Adams.

The unit involved produces fuel vital to our Air Forces and the longer this unit is shut down, the more planes would be kept grounded. Gentlemen, that's one way to "Back the Attack"—another way, of course, is to "Buy More War Bonds".



1. Dr. F. W. L. Tydeman, Wood River Refinery's first Superintendent; (photographed in 1918); 2. Mr. R. B. High, picture taken in 1918, when he was Superintendent of Construction at Wood River. 3. Mr. R. C. Roberts, Our General Refinery Manager at Wood River. 4. Picture of Lawrence Hellrung being presented watch and chain by Pipefitters on retirement Feb-

ruary 1, 1941. 5. Mr. Roberts presents E. S. Bodine, then head Stillman of Cracking Department, with Accident Prevention Award from American Petroleum Institute. The Cracking Department worked 1,252,876 man hours, from 9-4-37 to 12-9-41 without a disabling injury. 6. Picture of refinery employees taken in 1918. 7. Two views Wood River Refinery taken 25 years ago.

TWENTY-FIFTH ANNIVERSARY

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of these units of 5,000 bbl. capacity each, and the foundations and abutments were laid for the early installation of additional units of equal capacity.

Water was furnished by two deep wells on the premises and these, together with the use of a cooling tower of 2500 gallons per minute, settled the important question of adequate water supply.

Modern Construction

All construction was of concrete and tile and modern for that period. A feature of the large three-battery Boilerhouse was the automatic coal feeders and ash disposal which was a big factor in the saving of fuel and labor. All equipment was of the most modern type known to refiners at that time, and the cost of the plant was

approximated at \$2,000,000. At the same time work was started on a 10-inch pipeline that was to bring crude oil from fields over 500 miles away.

Staff Houses Built

Six modern homes were erected on the refinery grounds for the Executive Staff and 50 cottages were built north of the refinery, which is now the Village of Roxana, for the employees to insure them inexpensive, convenient, and permanent homes near their work.

Executive Staff

The executive heads of the operating force were mostly men experienced in the service of the company and were sent from the company's refinery at Cushing, Oklahoma.

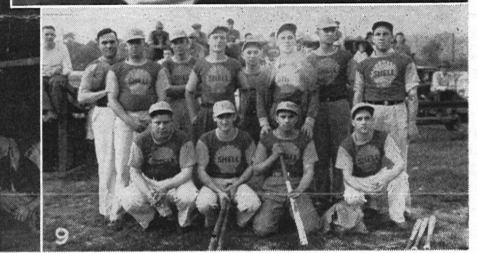
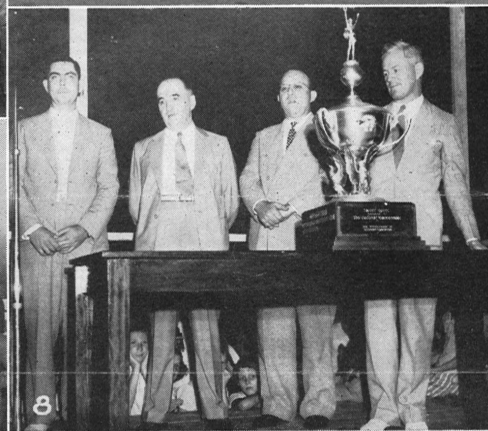
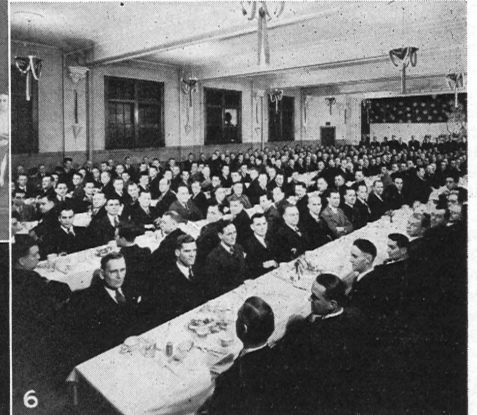
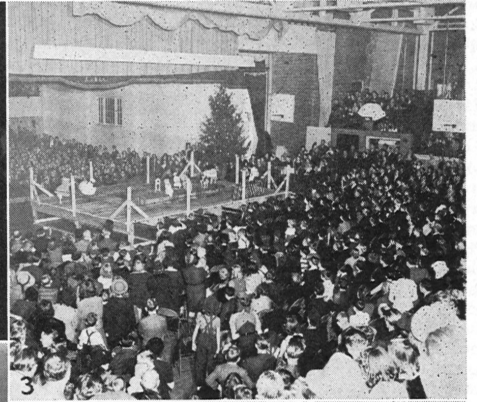
Dr. F. W. L. Tydeman was the general superintendent and J. H. Adams

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Employees proudly displaying Army-Navy "E" Flag received January 15, 1943. Left to right: R. H. Sanders, A. J. Gurley, L. Kessinger, R. C. Roberts, M. A. Payne, S. H. McGill, P. F. Lauck, F. R. Gibson and R. L. Turner.

«« HIGH LIGHTS IN WOOD RIVER'S HISTORY »»



1—Employees' Hallowe'en Party, October 29, 1937, at Mineral Springs Hotel, Alton.

2—First Roxana basket ball team—Champions of Alton-Wood River Industrial League—season 1926-1927. Front row: left to right, H. D. Dale, Captain; Ralph Skinner, Raymond Gilworth, Francis Maloney, and Tom Drummond. Back row: Harry Britton, Coach; Ralph Egelhof, Clem Cunningham, Lawrence Ellison, Charles Townsend, C. W. Baker, and S. Cantwell.

3—Annual Shell Christmas Party for employees and their families held in Wood River High School, December 18, 1940.

4—Machinists and their families officially inaugurate new Machine Shop with chicken dinner, June 17, 1939.

5—Shell Orchestra, known as Shell Troubadours (photographed in 1933): J. B. Gerard, leader; left to right: R. T. Brown, E. L. Pitchford, J. M. Wilson, R. W. Schwaab, B. M. Kneidler, G. T. Loveless, H. A. Deem, O. G. Forcade, V. J.

Mareing, J. W. Holder, E. P. Eckman, William Heinrich, R. O. Sutton, R. T. Schreier, W. L. Zimmerman and C. W. Shook.

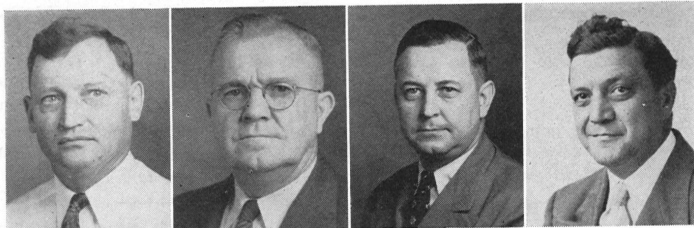
6—Annual Service Club Banquet, February 11, 1941.

7—Shell Club Dinner-Dance, August 9, 1940, at Meadow Brook Country Club. Music by Shep Fields and his famous rippling rhythm.

8—Presentation of Vice-President's Safety Trophy to Wood River Refinery in 1939, by Mr. E. D. Cumming, Vice-President of Manufacturing, in recognition of the best safety record of all Shell refineries during first half of 1939. Left to right in picture are William B. Hambleton, R. C. Roberts, Charles A. Meyer and E. D. Cumming.

9—Shell Industrial League Softball Team (1938): Left to right, standing — Charles White, manager; Bill Nicolet, Forrest Payne, Bill Krupski, Leo Crystal, Kenneth Schubert, Ray Neuhaus and Joe Schillinger. Bottom row—Fred Williams, Ralph Henkhaus, Lonnie Bowman and Roy Geltz. Other members of the team not in the picture were Byford, Percick, Hannold, Meyers and Toth.

25 Years Service At Wood River



Left to right: Mike Luketich, Engineering Field Pipefitter; Reid Bivens, Treating Light Oil-Treater Operator; Joseph Payne, Topping-Stillman; William Keller, Garage Foreman and Fred Isaming, Superintendent of Car Equipment.



ESTIMATE OF AMERICAN WAR MATERIAL LOST IN SICILY

The War Department has made public the percentages of certain important items of American military equipment lost during the successful Sicilian campaign.

In operations in Sicily we lost 13 percent of all the 155 mm. howitzers we landed; 46 percent of all 57 mm. guns; 36 percent of the motor carriages for our 75 mm. guns; 22 per cent of the carriages for our 105 mm. howitzers; and 54 percent of the carriages for our 37 mm. guns. We also lost 7 percent of our light tanks; 8 percent of our medium tanks, and we lost nearly 13 percent of our 37 mm. guns.

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was his assistant. The other officers were: R. H. Matthews, Chief Chemist; F. B. Stough, superintendent of car equipment; C. C. Martin, Chief Clerk; L. C. Flewelling, Chief Mechanic; P. E. Foster, Head Stillman; George Harper, Head Gauger; and J. P. King, Storekeeper.

Of the original force who was here when the plant started, only two men are still here at Wood River. They are R. C. Roberts, Refinery Manager, and Mike Luketich, Engineering Field Pipefitter. However, the following old timers who are still here started shortly after the first Trumble Unit began operating: Fred E. Isaminger, Superintendent of the Car Department; Reid E. Bivens, Treater Operator in the Light Oil Treating Department; William A. Keller, Foreman of the Automotive Department; and Joseph J. Payne, Stillman in the Topping Department.

Mike Luketich completed 25 years service on September 1, 1943. Mike, as he is popularly known throughout the refinery, started as a Laborer on September 1, 1918. He was soon transferred to the Pipe Gang as a helper and later promoted to Pipefitter.

Fred Isaminger started to work for Shell on October 1, 1917, at Cushing, Oklahoma. He was transferred to Wood River as Car Foreman on October 1, 1918, and on November 1, 1922, was made Superintendent of the Car Department.

Reid Bivens celebrates his 25th anniversary with Shell on October 9, 1943. He started to work as a helper in the Light Oil Pump House on October 9, 1918, and is still employed in the Light Oil Treating Department as Treater Operator.

William Keller, who completes 25 years' service on October 21, started to work as an office boy on October 21, 1918. He was later transferred to the Garage as Chauffeur and Mechanic, and in 1923 was promoted to Garage Foreman.

Joseph J. Payne started with Shell on October 22, 1918, as a Sample Boy in the Laboratory. In 1920 he was transferred to the Topping Department as Gauger and in 1923 was promoted to Stillman. He completes 25 years' service on October 22, 1943.

The method of arriving at work was somewhat different 25 years ago. The majority of the employees lived in Alton and rode the traction to Hartford and then negotiated the remaining distance on foot. Old timers remember that in inclement weather it required considerable fortitude to walk the distance, and in the worst weather they simply stayed at the plant overnight.

Although only a few of the original force are still here, Wood River has provided trained personnel for most of the other Shell refineries and in almost any branch of Shell throughout this country you will find former Wood River employees.

September 23, 1943, marks the 25th anniversary of Shell's Wood River Refinery. The years have seen many changes; from the original tract of 180 acres it has grown into one of the largest and most modern oil refineries in the United States.

The main units in operation in September, 1918, consisted of Trumble

Lube Vacuum & Asphalt

O. J. McNeilly

It happened at a recent get-together of the Vacuum Plant fellows, with Helvie fading and Prof-fer shooting. Ole Pappy came out with an ace deuce and using 3 as his point several rolls later he made it. He picked up the money and Helvie let him get away with it. The luck of some guys! Wolf Nicosia broke up the game by putting folding money on the line.

Rumor has it that there is a Blonde Drive in Alton and fellows are urged to buy blondes this and buy 'em that. (Too bad Lum is in Italy).

Ducks will be killed and fish will be caught if Ducky Gilworth should happen to be placed on Junior Reid's shift on the Dubbs.

The point was raised that all the fellows getting the extra A time are built on the heavy side—built where pork was cheap and unrationed—namely Hammack, Arbuckle, Levora and Gropel.

Nicosia forecasts that with cold weather coming there will be less de-furring.

Charley Hale's ribbing of Shorty Ayres and the St. Louis Cardinals

Units No. 1 and No. 2, Boiler House No. 1, Cooling Water System, Chemical Laboratory, Machine Shop, Car Repair Shop and Warehouse.

In 1921, the first Dubbs Unit was completed and placed in operation. At first some difficulties were encountered with this new cracking process but the unit speedily demonstrated its worth. And before the end of 1922, six Dubbs plants were in operation.

From then on the refinery expanded in all phases of operation. A total of eight Trumble Topping Units were installed and the Dubbs Cracking Units grew from six in 1922 to sixteen in 1929.

In 1935 work was begun on a new and much larger unit, now known as Dubbs 17. In 1939, the Crude Topping Section was revamped and enlarged and a coking unit was added to Dubbs 17; a new large Dubbs Cracking unit, known as Dubbs 18, was erected; a reforming unit, new absorption facilities, a C3 Polymerization Plant, and an Alkylation Plant were added and the utilities were extended. In 1942 the Toluene Plant was erected.

We at Shell are proud to know that this refinery is one of the first commercial manufacturers of 100 octane aviation gasoline. We are also proud that our Army-Navy "E" award was the first to be awarded to an oil refinery. During the present emergency the Management and employees are co-operating to speed the production of war materials, and another expansion program is under way.

All in all, the 25 years just passed have been good years, and one can be assured that at the end of another 25 years, Shell's Wood River Refinery will still be abreast of developments in the oil industry.

gave Shorty the last laugh. Sure would be tough if Shorty is working 8 to 4 shift when the world series games are played in St. Louis.

No hausenfeffer for the gang this fall as Eichen let the fellows down. Rabbit production at Eichen's could not win an award as only 4 bunnies wouldn't be enough to rate, and that is not enough for these big eaters. Somebody tell Eichen that story about the bee and the flowers!!

In the last issue of the Review appeared an item stating that Lieut. Ted Madosh has a bunch of "gaudy" dancers on the Alaskan-Canadian railroad. It appears the proof-reader had never heard of "Gandy" dancers, or else reflections were being cast on the morale of members of the Vacuum Plant gang. The gang does not approve of gaudy costumes or gaudy dancers. Whenever they visit certain show houses in St. Louis and dancers appear in gaudy costumes they rise with the rest of the crowd and shout "Take 'em off" as loudly or louder than anyone else present.

Ted Madosh has recently traded his gold bar for a silver one, and the gang wishes him a gold leaf on the collar before he returns.

Last word of "High-Pockets" Laumbattus, he was under a lemon tree and rarin' to go. Wonder if he will teach the game of basketball to the Italians?

Wiley Leavell is on sick leave due to a severe case of athlete's foot. Rated a non-occupational disease it really has put Wiley in a non-occupational status.

An example of Shell "timing". One day "Charlie Atlas" Gropel passes out cigars because of a 9 pound 3-oz. son and the next day he is requested to stop in the Cost Department. Hotz, the cost is high and will exceed the allowable deduction.

One party the reduced gasoline ration has really affected and forced to use some of the red ration points is Jim Hamilton, unofficial member of the Lube Department. Before reduced rations, Ham would drive up in the country each change day and return with enough chickens and dairy products to last over a week, but now the Topping Department fellows state Ham is eating government inspected meats and losing weight. (The losing of weight could be intentional due to the fact that he recently was mistaken for Bert Rose).

Quoting the D & D Plant news in the last issue of the Review—"We hold our destiny in our hands". Tsk! Tsk!

"I'll bet you think twice before leaving that wife of yours alone in the evenings."

"I'll say! First, I have to think up an excuse for going out, and then a reason why she can't come with me."

* * *

"Mad? I was highly incensed."

Judge: "Come, now, you really don't think he meant to put your eye out?"

Pat: "No, I don't, but I do believe he tried to put it further in."

DO YOU KNOW THAT - - -

Nearly one out of every three gallons of gasoline produced in refineries east of the Rocky Mountains during the last half of 1943 is destined for ultimate consumption by the military, the Petroleum Administration for War has disclosed.

* * *

Reporting on the steadily mounting military demand for aviation and other gasolines, Deputy Administrator Ralph K. Davis announced also that:

1. During 1944, the armed forces will require an estimated 37.6 per cent of all the gasoline of all kinds manufactured by refineries in PAW Districts 1, 2 and 3 (the area east of the Rockies).

2. By 1945, according to the best information obtainable, the military will consume two out of every five gallons of gasoline produced by these same refineries—to be exact, 39.6 per cent.

By way of contrast, Mr. Davies reported that in 1942 only 12.5 per cent of the total gasoline in Districts 1, 2 and 3 went to the military. During the first quarter of this year, the military take amounted to 21.4 per cent, and in the second quarter it was 23.1 per cent. The percentage requirement for the last half of 1943 is estimated at 30.6 per cent.

Warehouse News

By Evelyn Roley.

"NOTICE"—To all fried chicken lovers who are the friends of Virgil DeWerff, of the Instrument Department, if ever invited to his home for chicken, please do not fail to be there, as Mr. Colvin, of the Tin Shop, and Mr. Mosley, of the Warehouse, report they ALMOST enjoyed a fried chicken dinner at the home of Mr. DeWerff.

The "Christopher Kid" has returned from his vacation and is back on the job at the Warehouse taking phone orders the same as usual, with that same old "This is Louie."

There are several new faces we notice in the Warehouse, being: Norma Dustmann, a new steno in the office; Lee Pohlman, a second class counter-man, and Lyle Kessinger, second class counter-man working in the Material Yard.

Betsy Marsh, a steno in the office, left the 27th for Miami, Florida, to become the bride of Private Geo. M. Berry, Army Air Corps. Lots of luck, Betsy.

We notice several new gray hairs in Tom Collins' head. Must be from struggling with that income tax return. Better take it easy, Tom, and not keep such late hours figuring.

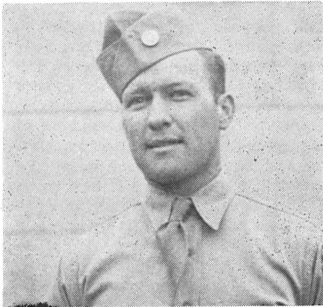
Four lots for sale cheap, in Lincoln Place, 2 blocks from State Road. Also, 6-ft. solid oak table for sale, \$6.00. Call J. J. Grossheim, phone number 2-1726, Alton.



Letters From Our Boys In Service



ARCHIE B. BROWDER, TECH. 4



Former Engineering Field yardman who has been in service since July 10, 1942. Sgt. Browder's present address is Moultrieville, S. C.

August 20, 1943.

Shell Oil Company, Inc.,
Wood River, Illinois.

Dear Sir:

I received the company's check today in accordance with the military leave policy. It is causing no end of discussion among the members of my flight and training group for it is very seldom that a man in military service can give such wonderful evidence of working for such a generous and loyal employer as Shell Oil Company has proved itself to be. I'm sure all former employees appreciate this service as much as myself and will be boosting for Shell at all times.

This check is going to make it much easier for my wife to join me for the next few months, which makes it even more valuable to her and myself as well.

Tell all the boys to keep making those good old Shell products and we'll be bound to win.

In closing, I thank you sincerely and I'm waiting for the day when I can join my fellow workers once again as a Shell employee.

Sincerely,

Pvt. JOSEPH GROOM,
Miami Beach, Florida.

South Pacific Island,
Sept. 16, 1943.

Shell Oil Co., Inc.
Wood River, Illinois.

Dear Sirs:

Just a few lines to let you know of my recent change of address. I have been receiving the Shell Review and Readers Digest regularly. I read them both from cover to cover and really enjoy them. Thanks a million for sending them to me.

I was very much pleased to read that Shell Oil Co. won the first Army and Navy "E." I'm happy to congratulate you on such fine work as you are doing. I'm also proud to feel that I too am still a part of such an organization as Shell Oil Co.

Thanks again for everything.
Sincerely,

PVT. F. L. GUESS,
APO 709, care Postmaster,
San Francisco, California.

August 29, 1943.

Dear Sir:

Just a line to let you know that I'm very glad to inform you that I've been receiving my copies of the Shell Review and also the Shell News, even though I've changed my address. This is about the fourth time that I've gotten a new address in the past two and a half years.

No doubt by the picture on this letter you know that I'm stationed some where on the Hawaiian Islands, and must say that the Shell service stations here make it seem as though I'm still in the states.

Here is one secret that I will tell you that I'm sure will pass the censor. There are about a hundred service stations here that have gone out of business, but those that are open have the Shell sign up in front of them. So, therefore, Shell really has what it takes.

I also want to take this time to thank you for the courtesies extended me since I've entered service in April, 1941. And I also want you to know that I'm proud to show the Hawaiians here my Shell Identification Card with the orange shield on top of it.

Before I go any farther in this letter, please tell Mr. Keller and Mr. Leonard, of the Automotive Department, that the monthly-paid employees are doing grand in buying of War Bonds, but the hourly-paid employees could stand a little push to put them up with the Laboratory, Topping, and Engineering Depts.

And if you see Mr. Tony Young, one of the truck drivers that I used to work with, tell him that I lost his address while moving from one post to another and I would sure like to hear from him. In fact, if any of you could draw yourselves away from your jobs for just a minute, drop me a line and I promise a letter in return.

I'll close for now, and inform all the girls with the grass skirts that Shell oil and gas are the best on the island.

Before I leave, I want you to know that even though I wasn't there at the plant to help earn the Army-Navy "E," I'm really proud to know that the Wood River Refinery was one of the first to get it.

I hope to see you all real soon, so, until then, may we all roll to Victory.

Yours truly,

Sgt. CHARLES A. KOVARIK
APO No. 33, care Postmaster,
San Francisco, California.

September 10, 1943.

Dear Sir:

Just a short letter to let you know I received my copy of the Shell Review.

Thanks a lot. News of fellow workers and the progress of the plant sure goes a long way when you are far from home.

Free time is scarce, and the books before me are many, so, thanking you again, I must be off.

Yours truly,

A/C J. T. WELCH,
U. S. Navy Pre-Flight School,
Athens, Georgia.

August 23, 1943.

Shell Oil Co.,
Wood River, Ill.
Dear Sirs:

Just received the July issue of Shell News and the July 19 edition of Shell Review. They are the first copies I have received for some time. I was very happy to learn you haven't forgotten me.

I noticed letters from S/Sgt. Dexter Fox and Cpl. Carroll Chamness. I have been wondering where these two men were and now I can get in contact with them. S/Sgt. Fox used to work with me in the gas plant and left for service the day before I did.

It pleases me very much to know that you are taking care of the boys in the service by sending publications to them. None could be better than the Readers' Digest.

I am very glad to hear the good old Shell Refinery of Wood River won the Army-Navy "E," but not much surprised. I knew they would do it.

Now to notify you of my change in grade and address—I am now a proud "top-kick"—anyway, I was promoted from T/Sgt. to First Sergeant on April 3, 1943. My official address now is:

1st Sgt. Wm. E. Lyford,
11th Army Air Force Band,
Gulfpfort Field, Mississippi.

Keep up the good work and here's hoping I'll be back with you in the near future. Give my regards to the Gas Plant gang. Sincerely,

WILLIAM E. LYFORD,
1st Sgt.

September 1, 1943.

Industrial Relations Manager,
Wood River, Illinois.

Dear Sir:

Having recently been promoted to the rank of Warrant Officer (j.g.) with base pay of \$150.00, I am taking this means of notifying you in order to stop payment of family allowance to my wife as we are no longer eligible for such payments. My pay as Warrant Officer began August 15, 1943.

Mrs. Everett and I thank the Shell people for what they have done for us in the past 20 months, and what they are still doing to help our friends in the service. You are doing a wonderful job, and we are proud to be one of you. Sincerely,

NOAH E. EVERETT, WO(jg)
Post Ordnance Office,
Williams Field,
Chandler, Arizona.

Shell Oil Company,
Wood River, Illinois.

Dear Sirs:

I received your checks for insurance and military leave allotment. My wife and I want you to know how much we appreciate the thoughtfulness and consideration Shell Oil Company has shown for its employees in service. An attitude such as yours makes a soldier realize more fully the ideals for which he is fighting.

Now, as you know, there is another member in the Baker family, Christina Rae, age three months.

Thanks again from the three of us.

Pvt. RAYMOND S. BAKER,
Co. B., 10th Bn., ARTC,
Fort Knox, Kentucky.

WILLARD L. HARTSOCK, SF3c



Former Cracking Cleanout Pipefitter Helper, now stationed on U. S. S. Pecos, c/o Postmaster, San Francisco, Calif.

Shell Oil Company, Inc.
Wood River, Illinois.

Dear Sir:

It has been quite a while since I last wrote to you. My intentions were to write you much sooner. It is now 17 months I've been in the army. I took my basic training in Fort Sill, Oklahoma, then was sent to Fort Leonard Wood, Missouri, where I spent 13 months. Now I'm on desert maneuvers. It's 138 in the shade—and no shade. During all this time I have been receiving the Shell Review and Shell News, and I can truthfully say I have never enjoyed anything quite as much as reading about the boys and what they are doing.

I want to thank you for my copies and I'm sure my thanks is shared by all of the fellows who receive them. Shell's policy toward its employees in the service is by far better than any company I have come in contact with. I'm very glad to say that I used to work for the company and am looking forward to the day when I can return to my job.

Thanking you again for your past favors, I remain,

Pfc. CLEM SCHMITT,
APO 182-A, care Postmaster,
Los Angeles, California.

PVT. GERALD HOWELLS



Former Slop Recovery Gauger 2nd who has been "in the thick of the fight" according to recent reports. His address is APO 251, c/o Postmaster, New York, New York.

Somewhere in Sicily,
August 20, 1943.

Dear Mr. Roberts:

The campaign in Sicily ended, we're one step nearer to final victory and homecoming. That will be a really great day, and not too far distant, we fervently hope. In our more than nine months overseas we have seen and experienced enough to appreciate the good old U.S.A. like only those who have lived elsewhere realize. Of the several Shell people of my acquaintance in this theatre I have been fortunate in meeting George Stetson, former Wood River employee on leave from New York Office and now a Major in the Air Corps with General Doolittle. In Sicily we have several times been close to Dan Manning's Engineer Battalion, but as yet have not seen the Lt. Col. Through letters from our families and friends at home and Life Magazine ads, we were pleased to learn that Wood River was the first Refinery to win the Army-Navy "E." May the good work continue.

Enclosed is a renewal of application for family allowance. The company has been very generous to employees in the service. As I have not notified you of my address for some time, I haven't had the pleasure of receiving the Shell Review, Shell News, etc. There is always room in a field desk for these publications, and we would appreciate having them. Incidentally, I'm still carrying around a copy of Nelson's "Petroleum Refinery Engineering," even if there hasn't been much time to look at it lately.

As personnel officer I can't claim much credit for it and at the same time can't resist pointing out, at the risk of appearing boastful, that in Sicily, as in the African campaign, the 58th Bn. Field Artillery distinguished itself by outstanding performance in every engagement in which it participated. Individual recognition has been given in the award of a number of Silver Stars for gallantry in action, Purple Hearts for wounded or killed in action, and recommendations for the Distinguished Service Medal, Legion of Merit, and a citation of the entire Command for outstanding performance.

At present, the burning question is "Where Do We Go From Here?" Perhaps you'll have the answer by the time this reaches you. In any event, best wishes to everyone at Wood River. Sincerely,

JULIAN G. RYAN,
APO 758, care Postmaster,
New York, New York.

Shell Oil Company,
Wood River, Ill.

Dear Sir:

Please find enclosed renewal of application which I submitted, due to a promotion and subsequent change in total government pay. I wish to take this opportunity to thank you for the Shell Review you have been sending me. I certainly enjoy reading it.

I am proud to be an employee of Shell Oil Company. Was glad to hear of your getting the Army-Navy "E" award. Keep up the good work. I also wish to thank you for the checks that are being sent to my wife. We both appreciate it and we wish to thank you for them.

My new address is as follows:

Sgt. GEORGE C. BAILEY,
San Bruno, California.

MAKE WAY FOR THE NAVY



On way to their new stations, these girls took time out for a brief visit at the refinery. Pictured at the left is Ruth Hite, former Yield Department Clerk, who was on her way to Norfolk, Virginia, and at the right is Elsie Foley, former Research Laboratory stenographer who was enroute to San Antonio, Texas. Both girls have been in the service of the WAVES for approximately seven months and are both Third Class Petty Officers. (Pretty easy on the eyes too, huh, fellas?)

Somewhere in England
August 29, 1943.

Dear Sirs:

I want to thank you and the Shell employees for what they are doing for me and my wife. I want to thank you for the check I received August 28 for National Service Life Insurance.

I received the Shell Review and we boys sure do enjoy reading it and the wonderful work you boys are doing back there to keep us boys going over here.

Thanking you again for what you have done for us.

CLIFFORD L. BROADDUS.

Dear Mr. Hord:

I just received a copy of the Shell News, and from the post marks on it I think I should bring my address up to date. I have had five addresses in the last three months, and that magazine made all of them.

At the present, I am here attending a school, and will return to my squadron the middle of October. I am now living in a box stall in one of the stables here at the race track. I've lived in lots of different types of barracks, but this is the first time in a stable. I hope I finish better here than a lot of horses I know of that used to run on this track.

We have long hours here. Up at 5:45 and finish school at 6:00 p. m. Every minute of this 12 hours is scheduled and there is very little wasted time. The rest of the day is ours, but most of us have plenty to do until "lights out" at 9:00 p. m.

Maybe you saw this track in the past. It was a beautiful place, but now is very much different. The grandstand is used for a theatre, mess hall, PX, restaurant, beer hall, service club, Officers' Club, and offices. The mess hall feeds 2500 men in about 45 minutes. It is one of several on the post.

My regular address after I finish here the 16th of October, is: S/Sgt. Clyde P. Hitch, 381st Fighter Sqdn., Army Airdrome, Santa Rosa, California. I hope it will be that way for a while, as I'm getting tired of moving. It is now chow time, so I will say so long.

S/Sgt. CLYDE P. HITCH.

September 3, 1943.

Dear Sir:

I finally got your letter of August 20 after it followed me all over the U.S.A. From Camp Peary, Virginia, we went to Camp Endicott, R. I.; from there we went to Camp Holliday, Mississippi, where we were only a few days when the order came that we were to go in the Wood. We hike 38 miles every day for two days. That's where we are now and is it ever tough going and is it ever hot. We are taking Marine training and as you already know, they are plenty tough.

I am answering your letter as soon as I can. I am very sorry that I did not get it sooner, for I want to do my best to co-operate with a company that is trying to do as much as the Shell Oil Company. I got a letter from my wife stating that she received her first check. I want to thank you from the bottom of my heart, for it makes a fellow feel like he ought to fight all the harder for a company that is doing all they can to help the service men. And the boys that work in the plant, and you can quote me and tell the employees that they don't know what hard work is. I always thought I worked hard at the plant but I found out I did not after I was here a few weeks. Our Marine training will end in another week. I don't know where we are going from here, but I will manage to let you know. Enclosed you will find application for family allowance. Again, I want to thank you for all you are doing for me and my family. You will have to excuse my writing for I am sitting on a log writing this letter and the mosquitoes are terrible.

Sincerely yours,

GEORGE MARGHERIO, SF2c
care Fleet Post Office,
New York, New York.

September 14, 1943.

Dear Sirs:

Just a line to let the fellows know how pleased and proud I am to be a Topping man when I see the fellows are kicking in 100% to get the war moving to a quick, hard finish.

Now I'm not a front line man yet, but I'm doing what I'm told and putting my shoulder against the wheel, and believe me it's a relief to feel that firm, strong backing there at home and to know that, come hell or high water, we're doing it together.

The fellows here at Camp Ellis, many of whom will be seeing action all over the world within weeks, are, in the majority, staunch Bond buyers, and it's small wonder when they see the tremendous cost of slapping one fighting man into Hitler's ugly face. So long.

Sgt. BOB SIMS,
1624th S.U. Service Co.,
Camp Ellis, Illinois.

August 10, 1943.

Shell Oil Company, Inc.,
Wood River, Illinois.

Dear Sirs:

Am sending in form for renewal of application for family allowance. I am very sorry that it has been so long since I received the book, but was home and didn't get the letter until August 5.

My wife received her first check and it is certainly appreciated both by her and myself. It is a great thing that Shell is doing for its employees. Again I wish to express my thanks to Shell for their kindness toward me.

There is not a better company anywhere. Yours truly,

Pvt. ROBT. E. ANGLIN,
Co. B., 1st QMRTC,
Ft. Warren, Wyoming.

August 16, 1943.

Shell Oil Company, Inc.,
Wood River, Illinois.

Dear Sirs:

The purpose for this letter is to receipt you for the check I received today covering the premium of my insurance. Many thanks, as it sure helps to buy that extra cold one.

I am very happy to inform you of being promoted to Shipfitter 1st class as of August 1, having been instructed in electric welding for the past year.

I also wish to take this time to thank you for the Shell Review and Shell News, which I receive regularly. This keeps me posted on the whereabouts of my fellow workers.

Tell the boys in the Dispatching Department I said hello.

Sincerely yours,

BILL DIESTELHORST, SF1c
Solomons Branch,
Washington, D. C.

Shell Oil Company, Inc.,
Wood River, Illinois.

Dear Sirs:

Just received the July issue of Shell Review and it sure makes a fellow feel good to be able to see some of the fellow workers' pictures and read about what some of them are doing, both in the service for their country and at the refinery. I would like to mention all the fuel oil and gasoline I have seen on this base in the North Pacific and there is no complaint at all. Everything is complimentary.

I have been receiving the Readers' Digest and I didn't know who to thank for it, but according to the Shell Review in the letters from other boys thanking Shell for their subscriptions, I wish to thank you for it, too.

We have plenty of work to do, and it seems as though we will never get finished. As fast as we finish one job there are two more to replace it, and it is surprising how much happens in 24 hours. One night you go to bed and the next morning you wake up and there's a building standing on what was a vacant lot the afternoon before.

I have read about the Bond buying the boys are doing. Keep up the good work, for men, materials and ships sure cost.

With best regards, I remain, an employee and booster,

JACK R. D. CREEKMORE,
CSF, care Fleet Post Office,
San Francisco, California.

Shell Oil Co. Wood River, Ill.

A few lines to say hello and hope things are well with Shell. I am now stationed somewhere in England. I would like to receive the monthly magazine and news to keep me up on events at the old workshop. I want to again extend my sincerest thanks for all Shell has done for me and hope some day to be able to return to the best working place I know. I am happy to learn of Shell's award of the Army-Navy "E". Keep up the good work and you may rest assured that we over here are going to do our best.

Sincerely,

Pfc. Joseph H. Hmurovich,
c/o Postmaster
New York, New York.

Bomber Crew Members Address Employees



Top picture shows refinery employees and employees of contractors as they listen attentively to the experiences as told by members of the crew of "Old Hellcat."

Bottom row: Captain Hale Nelson of the War Department, speaking before the microphone, who made preliminary remarks concerning the crew and the importance of our production of vital oils and gasoline.

Members of the crew who flew the B-26 Marauder medium bomber "Old Hellcat" back to the United States from Africa. Left to right: Sgt. Glenn M.

Wilson, West Oskaloosa, Iowa; Sgt. Dean B. Smith, Galion, Ohio; Sgt. Frank A. Ross, Midland, Pa.; Sgt. Harry E. Barr, Willston, Ohio; Sgt. Leo F. Moehesy, Wilson, Kansas; Capt. Harold A. Kohnert of Melrose, Wisconsin; Capt. Henry A. Potter, navigator, of Pierre, S. D.; and Capt. Bryan M. Lloyd, pilot, of Dallas, Texas.

Captain Henry A. Potter telling of some of his experiences as navigator on Major General Doolittle's plane on the raid over Tokyo.

Engineering News

By M. Scherrer

Josephine Valenta, Irene Hoeche, and Walter Stippler have chosen Shell Oil Company as the most likely place of contributing their services towards the war effort, and we wish to congratulate them and welcome them to our "one big happy family" in the Drafting Room.

Shell "Ground Crew Service" is a very fine example of service and courtesy shown motorists by Shell dealers, but Deeder goes 'em one better when it comes to scooters, especially for the female "Mail Boy."

We're still anxious to know just what kind of solicitation Forcade was trying to start the other day during lunch period. Holding his tin coffee cup behind him and conversing with Ozier, he was startled to hear clinking noises and a cup containing 4 mills and a couple of pennies. The yield wasn't much, but with a pair of smoked glasses he probably would have done better.

Flor DeSweepes and candy, again made their appearance in the Drafting Room August 18. This time it was Mike Scherrer telling one and all about the arrival of 8½ pounds of joy—Diana Joy to be exact. This makes "three of a kind" for Mike, and says he's going to stand pat on this hand.

Well, it finally happened. Granite City is off "Nickplot's" visiting list, so is Bureau. The steel ladles didn't get him but he looks as if he spoiled a "necktie" party. Showed up for work with a ring of bruise marks around his neck and claimed it was the result of an impromptu wrestling match with his roommate, but it looked more like rope burns. He managed to wriggle out of this one, and is now staying on the other side of "Ole Man River".

Wonder why Jeanne picks every Thursday to be all "spruced up" and looking much nicer than usual? Could the meetings held upstairs in the conference room every Thursday have something to do with her remarkable transitions? Well, as they say "All's fair in Love and War" and it seems as if both are in full bloom right now. Anyway, we are sure the War is.

If Marilyn's unknown admirer has to send her flowers during working hours we would suggest he send something else besides sun flowers as the hay fever addicts don't relish the idea very much. Some people don't appreciate young love antics.

There is always a first time. That first time occurred in the Drafting Room. The honor goes to Irene Hoeche as being the first girl draftsman in the Engineering Department Drafting Room. Congratulations to

Ozier on his choice, but the delayed introductions sort of took the edge off for the boys who were anxiously awaiting the event which didn't materialize until the next day. Well, anything nice is worth while waiting for.

Stevens was seen wandering around the downtown district of Wood River at 9:00 p. m. the other night as if he were in a daze. Upon questioning it was disclosed he was trying to locate his car which he seemed to forget where it was parked. Clark Root, who was giving his "flea garage" its nightly chance for exercise, happened by and being told of the turn of events, solved the mystery by informing Stevens that during Wilbur's excitement earlier in the day when he was called home suddenly, he took the bus and left the car at the refinery. Hailing a cab to take him back to the office, he was very much relieved to find his car exactly where he had left it 12 hours earlier.

L. Henry had a narrow escape the other day when someone slammed the car door shut just when Henry had his head where the door makes a tight seal with the body. Quick ducking on his part saved his eye glasses which were knocked off but not broken. To show his sense of humor he said if his glasses are ever going to be broken he knows a better and nicer way of doing it. Blivet or not.

Hammer is trying mighty hard to "sprout wings" and we wish him more power and all the luck in the world in accomplishing his aim, and hope by the time the next issue appears he will be in Aviation Cadet Training.

Sunkel: Did you have a nice week end over Labor Day?

Hazel: Well, I spent most of the time sewing.

Sunkel: What, Wild Oats?

Shell Service Club to Hold Meeting October 20

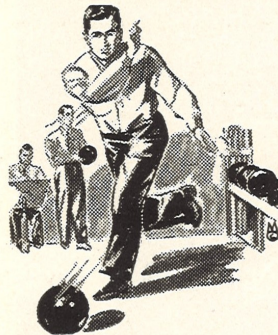
The Shell Service Club will hold their next quarterly meeting in the Roxana High School auditorium on Wednesday, October 20, at 7:30 p. m.

Service pins will be awarded to new ten-year members and those who have completed fifteen, twenty and twenty-five years service since the last meeting of the club. Officers for the coming year will be nominated at th's meeting.

The feature event of the evening will be a program of theatrical entertainment which the officers of the club have arranged. All members and their wives are invited.

Down Strike Alley

By SIR SMITTY



Well, here we go again on another big bowling season. The Super Shell, Golden Shell and Shell Women's League are all off to a flying start. In spite of gasoline rationing and the added pressure of war work, bowling is more popular this year than ever before in our big Shell family. We had to turn down four men's teams and two women's teams because the Alton Acme 32 alleys couldn't hold them all. Yes Sir! On Friday night the big Shell Family "takes over" the entire Acme Alleys. Wives, kids, brothers, and friends all come up and have a swell time. Whether you can bowl or not, come on up—cause Friday night is Shell night.

The Industrial Relations Department are out in front in the Super Shell League at this writing, with 9 games won and 3 lost. Local 553 and Cokers are tied for second with 8 won and 4 lost.

The Electricians & Machinists are very proud of the swell bowling shirts the Shell Athletic Club gave them. However, a lot of teams have the idea of changing the last word on their shirts from "Champs" to "Chumps" before the season is over.

The Truck Drivers are leading the Golden Shell League with 11 games won and only 1 lost. Light Oil No. 1 are close behind with 10 wins and 2 losses.

Would you look at Old Daddy Crockett showing you young lads how it's done. First in individual Hi-3, first in most improved bowler, and 2nd in season averages in the Golden Shell League.

The Women's League have chosen their names. Here they are:

One of Research Teams	-----	Chemettes
The other Research Team	-----	Motorettes
One of the Wives Teams	-----	Better Haffs
The other Wives Team	-----	Shell-ettes
One of the Main Office Teams	-----	Shell-ites
The other Main Office Team	-----	Aeroshells

The Shellites are off in front having won 5 and lost one. However, anything can happen in that Women's League, so hold tight!

I understand a number of Shell Men's teams are trying to swipe the Women Leaguer's top bowler, Mrs. Rose Bohart, to bowl anchor on their team. I wonder if the fact that she's carrying an average of 183 might have anything to do with it?

Following her are Mrs. Carroll with a 137 average, Mrs. Boyd with 130, and a Shell girl, Gerry Niebrand, with 122.

A great number of the women bowlers are just learning to bowl. However, each week a lot of improvement is shown, so a little later in the season—look out you men. They'll be showing you up.

NOTICE!

The Refinery Transportation Committee again wishes to emphasize that tire applications and gasoline applications for supplemental, renewal, or special rations will be considered by the Transportation Committee only at their regular TUESDAY MORNING meetings. Local Ration Boards have insisted that renewal applications be submitted at least two weeks in advance of the expiration date of the coupons. The Tire Inspection Record must accompany each application except when it is already at the Ration Board.

All applications should be brought to the Employment Office several days before the Tuesday meeting to be checked in order to avoid a possible week's delay because of incomplete or inaccurate information. BEGINNING SEPTEMBER 21, ALL APPROVED APPLICATIONS WILL BE SENT OR TAKEN TO THE VARIOUS RATION BOARDS INSTEAD OF THE APPLICANTS CALLING FOR THEM AT THE EMPLOYMENT OFFICE AS IN THE PAST.

REMEMBER—Sign up in the Transportation Book at the Employment Office if you want a ride or if you are not carrying a FULL load of riders in your car.

Main Office News

By Judith Dietiker

Misses Betty Solomon (Cost Dept.) and Sid Heuer (Tabulating Dept.) did some middle-aisling recently, Betty was married on her vacation and Sid left Shell and went to Texas to be married. We wish to take this opportunity of wishing them both best wishes. We hope you will both be very, very happy!!!

The girls in the Cost Department got a treat recently on one of those hot (and I do mean hot) days, one of the very few men in the department got real daring and sat at his desk all day with his trouser legs pulled up above his knees. We have no doubt it was cool—but do you think it was the right thing to do E. N.????? Maybe he was just paying the girls back for going barelegged all summer!

We're all glad to have Fred Theen (Yield Dept.) back with us after experiencing army life for almost a year. Fred has lots of army tales to tell—also, girls, another eligible has been added!!

Our old friend and fellow-worker (also Santa Claus) was visiting at the office the other day. To all you new people, this means Orville Coleman who used to work in the Cost Department. Orville is just as full of tall stories as ever and we were all glad to see him again.

We hear that Pete Craig and Jack Guyot are having troubles. What is the answer to this one? How is it that Mrs. Craig got first prize by entering a jar of homecanned beets in a contest and Mrs. Guyot didn't even get honorable mention? The funny part of this story is that Mrs. Guyot canned the vegetables from the Victory garden Pete and Jack have in cahoots and the beets she entered in the contest were from the same batch as the jar Mrs. Craig entered. We'll give a prize to anyone who can figure that one out!!

G. Acocks and Dave Brazel in Golf Championship Finals



Unless G. Acocks can do what no one else has been able to do in the last five years, defeat Dave Brazel in our tourney play, Dave will again be our plant champion. Acocks reached the finals by eliminating Bill Nicolet, R. Sutton and Bill Leonard. Brazel defeated Beasley, B. Uersch and Carl Colburn to reach the final bracket. Grant and Dave are golfers of reputation and a close match is expected. May the best man win!

Mark Lamber, pride of the Engineering Department, defeated Rolla Hord and Joe Kravanek for the right to meet Mike Yednakovich in the class "A" finals. Mike set VanBuren and Julius Brown on the sidelines with some well played golf. One point of interest in this flight was the judges' match between Lowell Ozier and Julius Brown. Julius was the winner by a narrow margin. Rumors have it that Julius talked Lowell out of the match. Could be?

M. J. Mygatt and Franklin Ralph battled their way to the final in the class "B" flight. Mygatt defeated O. G. Gilbert, W. E. Hall and Lem Border. Franklin defeated Tanner Smith, C. Talley and Glen Felton (by forfeit). Nine holes of their final match have been played and Mygatt holds a 1-up advantage.

Interest in the class "C" flight lagged. The top bracket failed to play a match. Barney Cole plays Wayne Seymour in the lower bracket, the winner to be declared the Class "C" champ.

Trophies will be presented the winners of each flight by the Shell Athletic Club. Good luck, fellows!

Shell Softball Team



Pictured above is the Not-So-Good Soft Ball team which represented the Shell Athletic Club in the Alton Industrial Not-So-Good Soft Ball League. From left to right in the picture are: (Top Row) Bill Nicolet, manager; Dave Patton, Bill Schipkowski, Carl Davidson, Everett Ragus and Ed. Hannold. Bottom Row: Ernie Paulda, Ralph Henkhaus, Ralph Byron, Ted Bertier and Joe Schillinger, Gilbert DeHart and Glenn Van Doren, also members of the team, were not present when picture was taken.

Although this team did not win the league championship, they made a very good showing, losing only two games during league play and finishing in a three-way tie with Laclede Steel and Knights of Columbus. In the playoff they were eliminated by Laclede in a close game. Joe Schillinger, Everett Ragus and Ernie Paulda were among the first ten in the league batting averages; Carl Davidson and Ralph Byron did a good job of pitching, each losing only one game during the season. The team also had a very good fielding average.

After the close of the season the members of the team were treated to a party which was sponsored by the Shell Athletic Club and a good time was had by all.

OPPORTUNITIES

FOR RENT — Two nice sleeping rooms. Mrs. Wadley, 444 East Ferguson, Wood River, Illinois. Two sleeping rooms, Mrs. Ledbetter, 715 E. Sixth Street, Alton, Illinois.

Front bedroom for gentleman. Mrs. H. W. Drescher, 1832 Worden Avenue, Alton, Illinois.

One sleeping room. Mrs. Stanley Wilton, 2714 Grandview, Alton, Illinois. Phone 2-4292. (For day worker).

Large sleeping room for two men. Mrs. Riffle, 725 E. Sixth St., Alton, Illinois.

One sleeping room for two men. Mrs. Pinkerton, 662 1/2 East Broadway and Ridge. Alton, Illinois.

One sleeping room. Mrs. Duckles, 1711 Clawson, Upper Alton. Phone 3-8789.

Sleeping rooms for several men. Mrs. Underbrink, 3320 Hillcrest Avenue, Alton, Illinois.

One room and garage. \$5.00 per week including garage. Mrs. Fox, Edwardsville Road, Wood River, Illinois.

4 rooms and bath as sleeping rooms only. Mrs. Gaines, 3131 Hawthorne, Alton, Illinois. Phone 2-3551.

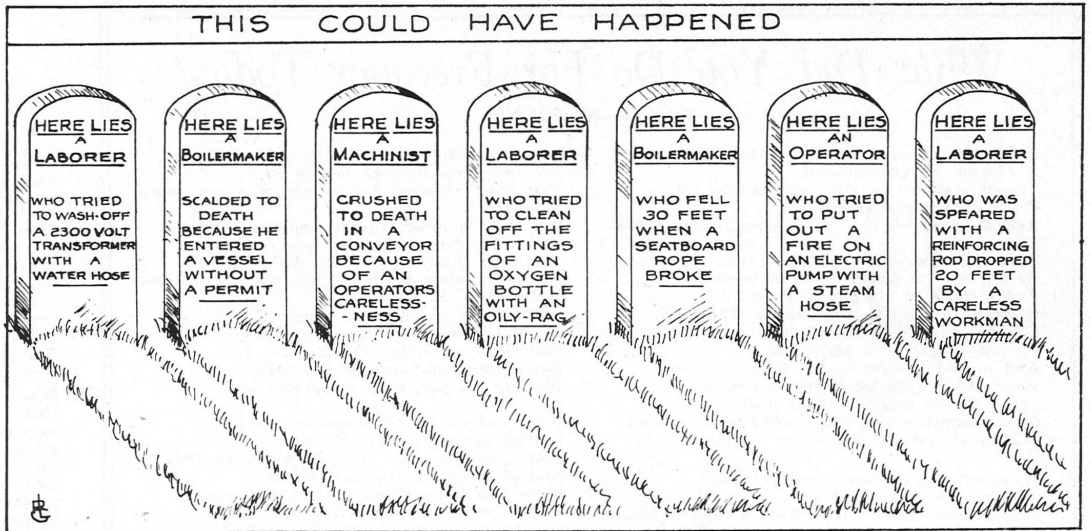
One sleeping room. Quiet for sleeping during day. No children. For one or two gentlemen. Is on Shell Bus Line. Garage available. Mrs. Charles Sandbach, 230 Central, Wood River. Phone 4-5645.

Rooms for men. Possible to board and have laundry done. See Mrs. John Schmidt, 3118 Brown Street, Alton, Ill. Phone 3-3940.

ROOM AND BOARD—For six men. Mrs. Bell, 628 Alby, Alton, Ill.

WANTED TO BUY—A deep or shallow water system. H. W. Sheppard. Phone 4-6478. 112 W. 6th St., Roxana, Illinois.

FOR SALE—Gas range — Windsoir four burner, with built-in oven. Mrs. Paxton, 143 E. Tydeman Ave, Roxana, Ill., Phone 44976.



By TANNER SMITH

Pictured above is a gruesome scene which might easily have been a reality except for one reason—just plain "Luck." Imagine! SEVEN Wood River Shell employees could have been killed in this refinery in the last two months. The conditions were there—the accident occurred—but just because of "Luck," no one was injured.

This all occurred in spite of the fact that every Craftsman attends a safety meeting at least once a month, that every foreman is repeatedly cautioned by the Management that Safety must come FIRST on every job, and that during the same two months' period all Operators on all shift schedules, on almost all Operating Units, were being given 45 minutes of instruction on the use of Fire and Safety equipment.

Each of these seven "accidents" were the direct result of one thing—failure of someone to think Safety. Judge for yourself. Here is the story of each incident:

(1) An excavation had been dug near a live 2300 volt transformer. Some of the dirt blew into the transformer base. A Labor Sub-Foreman told his men to get a water hose and wash off the transformer base. LUCKILY, the laborer had to call in for a Safety permit to use the fire plug. The permit was, of course, refused. (Moral: Don't put water, steam, or foamite on any electrical equipment unless over 30-feet away.)

(2) A boilermaker was working 30 feet in the air on a seatboard. The main rope suddenly parted. LUCKILY, there was a girder which he grabbed as he started to fall and he came to rest dangling some 30 feet above the ground. (Moral: Always test your seatboard with sufficient weight before ascending.)

(3) A supervisor instructed one of his men to clean off the fittings of an oxygen bottle with distillate. LUCKILY, someone nearby stopped the laborer before serious consequences resulted. (Moral: Don't ever mix oil with pure oxygen. This might result in a tremendous explosion.)

(4) A machinist, after obtaining a written permit from a Stillman and making sure the Master Electric Switch

was padlocked, entered a conveyor to work. A little later an operator wished to move some material with the conveyor. The operator, finding the main switch padlocked, forced the switch lever past the padlock and started the conveyor. LUCKILY, the Machinist had gone to the shop to get some tools. (Moral: Never disregard a Safety device.)

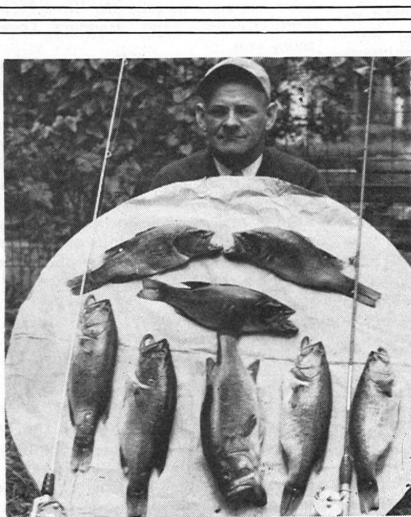
(5) A cooler box, divided by a center wall, was being extensively repaired. On certain days one section of this box would be used by an Operating Unit and on such days permission to enter the other half was refused. One day a boilermaker started to get into the empty side of the box without obtaining a written permit first. As he was about to enter, the scalding water in the other side of the box overflowed into the empty side. LUCKILY, he was not yet in the box. (Moral: ALWAYS obtain a written permit before entering a vessel.)

(6) An electric motor of a pump caught on fire. An Operator grabbed a steam hose and started toward the pump to put out the fire with steam. LUCKILY, another operator saw what he was about to do and stopped him in time. (Moral: Don't use steam, water, or foamite on any electrical equipment unless over 30 feet away.)

(7) A craftsman working 20 feet in the air, dropped a 1/4-inch reinforcing rod (approximately six feet long). Resembling a spear in its flight, it headed straight for a laborer standing 20 feet below. It just grazed the left side of his chest and stuck through the edge of his shoe. Pinning the latter to the ground, it stuck there quivering. (Moral: When working above with dangerous equipment, rope off the area below and then take every precaution to avoid dropping anything.)

And there you have it—seven accidents—seven potential serious injuries. Saved by what? Not by planning—not by thinking—but by just plain "Luck."

Before you start to do any job—no matter how small—stop and THINK. Think to yourself "Is it safe to do the job this way?" Let's avoid accidents by clear thinking—not by "LUCK."



Isaac Walton of the Research Lab.

In the picture left is C. O. Farnstrom, our congenial correspondent in the Research Laboratory, and a few of the black bass which he caught while on vacation recently at Fine Lake, Aikens, Minnesota. Farnstrom says this is only a small portion of his catch.

Topping Row

By H. E. McCarthy.

Scoop! McCarthy pinch-hitting for Goldberg!

Lee C. is no longer with us. He checked out a couple of weeks ago. Decided selling and fitting ladies' ready-to-wear this winter would be a much warmer job than operating the deodorizer at Topping 1-North. Seriously, folks, Lee's new store at 3rd and State, Alton, will be open for business the early part of October. (Plug—best of luck, Lee).

It's a 9-lb. 10-oz. boy at the home of Mr. and Mrs. Kenneth Pigg. Sorry to report, but at this writing we have not learned the little fellow's name. Congratulations to you and the Missus, Kenny. Thanks for the cigars.

A word to the Topping boys who have transferred and to those who will soon transfer to the Cracking Department. May we remind you it has been swell knowing you and working with you these past years

and from the Department's top man to everyone down the line, we wish you success in your new location.

Cracking Department: Meet your new buddies: Towler, Lauck, Siemer, Allshouse, L. Williams, Harper, Tyler, Harrington and Brunson.

Mark Williams apparently got the jump on the boys in obtaining some of those rationed shot-gun shells for, while out hunting on "change day," Mark shot a squirrel four times, but insists that squirrel hardly had a brute on him. How many boxes did it take to get those other ten, Mark?

Lowrence Betts is still on sick leave. Hurry, Lawrence, and return to work. We all miss you. DeHart is anxious to borrow your "guess stick".

To anyone interested, Cornelison knows of an opening for a part time driver of a garbage truck. Salary, \$20.00 per week and all you can eat. For details, see "Corney."

Only 78 days till Xmas.

What Did You Do For Freedom Today?

By R. L. NICHOLSON

What did you do for Freedom today?
 A Marine on Guadalcanal,
 Through a hail of land and jungle hell,
 Crept out to a wounded pal;
 And he dragged him back through the slime
 and muck,
 Then, with never a thought of rest,
 Back over that deadly route he went
 And smashed a machine-gun nest.
 It wasn't much fun—the bullets—the mud—
 He may have been scared, but he hid it;
 He only knew of a job to do
 And he didn't quibble, he did it.
 What did you do for Freedom today?
 "All that you could." Think well—
 One-millionth as much as that Leatherneck did?
 --They buried the boy where he fell.

What did you do for Freedom today?
 A Gob on a rubber raft
 Drained the last wet drop from his water flask
 Then threw it away and laughed.
 For eighteen days on an endless sea
 In a torment of pain he lay;
 Drenched and chilled to the bone at night,
 And burned to a crisp by day.
 He wanted to live, but he knew in his heart
 That the odds were a thousand to one;
 But he drifted and hoped, consoled by a prayer,
 And the thought of a job well done.
 What did you do for Freedom today?
 "All that you could," you declare.
 But when you say it, remember the Gob
 Who died on the raft out there.

What did you do for Freedom today?
 Nine lads in a B-17
 Ran into a flock of Messerschmitts
 And died in their wrecked machine.

Note—The author of this verse, Mr. R. L. Nicholson, is an employee of Wolf Creek Ordnance Plant, Milan, Tenn., and reproduction is by his permission. Credit also given National Newspapers, Inc., and This Week Magazine.

Oh, they didn't do bad with what they had,
 But they flew through hell to do it;
 They had smashed Berlin and a dozen "one-
 ten's"
 But their number was up and they knew it.
 They were full of holes, with no controls,
 And their ship was a comet of flame;
 But they stuck to their guns and the useless
 stick
 And battled on just the same.
 What did you do for Freedom today?
 "All that you could." O. K.;
 But if those nine boys in the B-17
 Were to ask you, what would you say?

What did you do for Freedom today?
 I think they've a right to ask.
 You're in this fight just as much as they.
 And with just as important a task.
 Were you at your desk, or bench, or press,
 And at work at the starting bell?
 Did every minute of this day count?
 And the job—did you do it well?
 Did you buy a Bond or a Stamp today?
 Or collect any scrap for the pile?
 Did you save your grease or throw it away?
 Did you drive just an extra mile?
 Have you been down to the Red Cross Bank
 And given a pint of your blood?
 Did you send that V-mail letter today?
 Did you hoard any rationed food?
 Before you begin to complain and gripe
 That life is all work and no fun—
 Would you trade your dinner for Ration K?
 Or your overtime pay for a gun?
 Just stop every once in a while today
 When your lot seems hard and lean,
 And think of a Gob, and a Leatherneck,
 And nine boys in a B-17.

OUR BOYS WITH THE COLORS

Camp Parks, Calif
 Sept. 14, 1943.

Shell Oil Co., Inc.
 Wood River, Ill.

Dear Sirs:

I received your letter and exemption certificate this evening upon returning to camp and am mailing it to you in this letter.
 I have been to a naval rest center for a couple weeks and for some reason it was not forwarded to me so that is why it is late getting back.

The rest center I was at was located at Sonoma Mission. I'm at Boyes Hot Springs, Calif. and it is certainly a swell place. My only kick was that my stay was too short. It's a big resort hotel that the navy has taken over for the duration. They have everything for pastime and amusement that a person could possibly want. Have a fine golf course, swimming pool, tennis courts and riding horses and most everything a person could even think of to do. You can bet I certainly enjoyed my stay.

At present I'm still in recuperation over my injury, but am feeling lots better and tickled nearly to death to be out of the hospital. They treat us swell in the hospitals, but that's no place for me. HA.

Will you please arrange for my address change on my Shell News & Review? I really enjoy getting both as it helps me keep up with what's going on at the plant. I received one the other day that had been to the Aleutians and back but enjoyed it as much as if it were new.

Hoping the best of luck to Shell and all Shell employees and thanking you for everything,

I remain

Yours truly,

RALPH E. MUSGROVE S 1/c
 Recuperation Dept.
 Camp Parks, Calif.

20 YEARS SERVICE



Left to Right, Top: John R. Ruskin, Cracking Cleanout Pipefitter; H. L. Ottwell, Engineering Field Machinist, and N. J. Painter, Control Laboratory Shift Foreman. Bottom: William J. Haun, Dock Foreman; C. C. Manahan, Car Dept. Car Inspector; S. E. Bermes, Loading Rack Asst. Foreman, and C. C. Hall, Boiler House Asst. Foreman.

Welders' Beads

By W. R. Smith.

Anyone wanting a new shirt, see Price.

Why do the snakes out on Route 140 try to get in bed with Pete Bennett?

Anyone wanting advice on how to work overtime by long distance, see Jouett.

Who gave Smitty the "hot-foot"?

How come Mabrey is sub-contracting the overtime to "Shorty" Graves?

Research Lab.

By C. O. Farnsworth.

What young man known as Tarzan has finally found the Love Light? At least he said he'd like to marry the girl.

The not-so-well-known bowlers

from Research that go by the name of Motorettes are now hitting on all cylinders, and at this time want to challenge some other not-so-good bowlers. Please address replies to the captain of Motorettes, Virginia Davis.

Mildred Meyers went to Chicago over the week end with two of her sisters. There they met their Austral-pressingians that took time out from their pressing duties to show them the night spots, and much to our surprise their English was too precise for our beloved school teacher who did not quite understand their love talk.

With due respect for the man as a glass blower, he blew too hard when he challenged the Engineers to a bowling match. They lost by 135 pins, and the boys stand ready to trim them again.

Miss Nadean Gray of the Research Laboratory announces her forthcoming marriage to Ensign Kenneth W. Baker of the U. S. Naval Air Corps who is stationed at Norfolk, Virginia. The formal ceremony will take place in the chapel of the Naval base at Norfolk. The bride-to-be plans to remain with her husband. Ensign Baker was a former employee of the Shell Oil Company at Wood River.

Miss Doris Sanders has discontinued her services at the Research Laboratory and will henceforth be known as Mrs. John Jouett.

We wish to welcome the following new employees: R. E. Halter, Catherine Bentley, R. W. Lewis, Miriam Meyers, Eileen Starkey, Ivan Weeks, and Miss Marjorie Sheets. We haven't learned all the hobbies of each, but

Shell Oil Co. Wood River, Ill.

Fellow Workers:

Just a thought or word of a year gone by. Today marks my first year under oath of the U. S. N. R. or of the U. S. Amphibious Forces (which you shall hear plenty about some day soon. It's a tough and ready outfit).

I am taking the test for First Class Petty Officer at the present, and if good it will be my third jump. My past year has been a full one, but rather fast and pleasant at that. Shell has treated me way above any reasonable bargain could be. I have received steadily the Shell News, Shell Review, and Readers Digest from you.

My wife and I wish to thank you for your wonderful help and support. It's really something swell and wonderful. You're well worth fighting for and worth coming back to, and I'll be there soon with all the rest of us. Congratulations on the success of the Army-Navy "E." It's a happy and proud feeling to know one is burning in his ships and motors, fuel from one of his own plants and with an Army-Navy "E" backing it up.

Yours truly,
 John J. Merkel, Mo. MM2c
 Solomons Branch, Wash. D. C.

this much is available: Miss Sheets knows her way around in the air (having had several hours flying experience), understands the art of keggling, roller skating, horseback riding, and the none-too-mild sport of softball. So now you Research athletes, here is more competition from the fair sex.