

Annual United Fund campaign now underway



GIVING SHELL'S SUPPORT. On behalf of the Shell Companies Foundation, refinery manager Ed Ballman (right) makes Shell's pledge to Bill Trowbridge, chairman of the Advance Gifts Division of the Alton-Wood River Area United Fund. Trowbridge's headdress represents that of Ouatoga, chief of the Illini tribe, who overcame the feared Piasa Bird. Looking on is Joseph Ryan (left), general chairman of this year's drive.

Energy situation depends on several variables

In a speech before the Alabama Farm Bureau Federation last month, Charles Towers, Shell vice president, commented on last summer's gasoline shortage and the outlook for fuel oil this winter.

Referring to recent charges that oil companies have deliberately created product shortages and restricted refinery capacities, Towers said Shell denies any question of conspiring or misusing product shortness in any way. "Such charges or allegations have no basis in fact and contribute absolutely nothing toward solving the problem we face of providing the public with more product," he said.

Towers questioned the use of the word "crisis" in describing what he said is actually an "energy tightness" in the United States. "There is no massive shortage of gasoline or any petroleum product," he said. "At the present time, there is only a small industry imbalance between product demand and supply."

Towers indicated the lag was caused by brief, spot shortages of gasoline nationwide and cited four reasons why the shortages were not generally severe: (1) warm months in the first quarter of 1973 reduced heating oil demands, (2) refineries were able to boost operating rates, (3) imports of light oils increased significantly, and (4) increased demand for petroleum products in June fell off slightly.

New Shell film discusses national energy outlook

"The National Energy Outlook," a new Shell film, is a presentation of the company's most recent energy forecast. It is now available from the Shell Film Library in Indianapolis.

The last Shell energy forecast was prepared almost two years ago, explains the narrator, Ray Thomasson, Manager, Planning and Economics Forecasting, and the basic projections made then remain essentially unchanged.

However, the urgency of the domestic energy gap problem seems to have accelerated significantly, he adds, and difficulties which were just coming into focus in relation to imported supplies are now plainly visible. In fact, they have

Turning to the fall and winter outlook, Towers said the supply of distillate fuel and gasoline could be tight this fall, and is of continuing concern. "Too much depends upon unknown demand, and both domestic and foreign crude oil availability," Towers said.

Responding to a question concerning the outlook for the winter's heating oil supply, he said Shell estimates the U.S. must import 623 million barrels of distillate and residual fuel oil to meet the 1973-1974 winter demands. "This is a significant increase over last year and in the present tight world market conditions, one must seriously ask himself if this is possible."

"There probably is enough spare refinery capacity in the world to meet American heating oil demands for next winter provided the U.S. does not experience an extended severe cold spell, provided the European winter is not exceptionally cold, provided sulfur content restrictions and government price controls do not deter us from competing aggressively in the world market.

"And, overriding all these considerations will be the availability of crude oil—both domestic and foreign. In the long run the crude oil crunch may prove the most serious problem of all," Towers observed.

developed sooner than Shell expected.

The film explains in an informal manner the kind of background and backup material Shell forecasters use in preparing papers on topics of national importance such as "The National Energy Outlook," the paper on which the presentation is based.

Animated charts from the energy paper graphically depict the sky-rocketing demand expected for all forms of energy in the years to 1990, and the sources of supplies which will be needed to meet this demand. The presentation concludes with suggestions for short-range and long-range government actions with respect to new national energy policies.

It couldn't happen to me. It couldn't? Ask around. You'd be surprised how many people—your fellow workers, friends or neighbors—have received the benefits of a United Fund member organization.

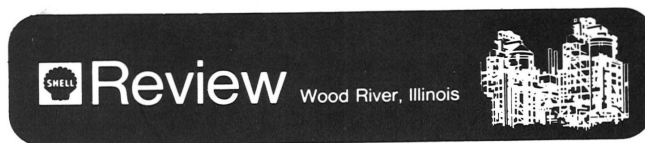
Certainly anyone who suffered the rigors of last spring's record floods can attest to the assistance given by the Alton and Grafton Volunteer Emergency Corps, the Salvation Army and others during that time of need.

But don't forget there are other member organizations which work for you, not in time of disaster, but for your recreation, health or guidance. As a member of a community, you have a stake in the well being of that community, and United Fund member organizations help you and your neighbors in a variety of ways.

These organizations depend on you to continue their activities. Whether or not you, personally, have received the direct services of a United Fund organization, you gain as a member of a better community.

The annual United Fund campaign is upon us, and we are asked to give our fair shares, the United Way. The campaign at the refinery begins October 15. Co-chairmen this year will be Wayne Strickland, Manager-Treasury, and Erv Keister, operator in Dispatching.

Employee solicitors within the departments and crafts will be contacting you personally for your contribution or pledge. The overall goal for this year has been increased to allow for the higher costs of rendering the various services. Thanks to you the United Fund is working. Don't let yourself down—give more than ever before.



VOL. 36 NO. 8

WOOD RIVER REFINERY

SEPTEMBER, 1973

Walt Stark retires after 47-plus years at refinery

In March, 1926, Walter Ray Stark, fresh out of high school, obtained his parents' consent to begin work for Roxana Petroleum Company in its refinery laboratory.

On September 1, 1973, after 47 years and 5 months of service in the lab, Walt Stark retired. This is the longest recorded service at Wood River Refinery, and is one not likely to be topped.

Walt started as a sample carrier in the lab but quickly moved to positions of increasing responsibility, becoming a shift foreman in 1929 at the age of 21. He held supervisory positions for nearly 44 of his 47-plus years, serving as operations foreman at the time of his retirement.

Although he grew up in Nebo, Illinois, which is about half way from here to Hannibal, between the Missouri and Illinois rivers, Walt attended Wood River High School. Walt said, "I don't know if you'd say I was 'recruited', but I came here partially because the high school in my area didn't have a football team, and Wood River did.

"My sister lived next door to the school superintendent and they let it be known they'd like me to come here, so I did. I lived with my sister's family."

Walt completed high school in 3½ years and set his sights on a petroleum career. "The competition was strong for oil company jobs," Walt said. "My wife, Lucille, and I have a comfortable home, have put two children through college, and have been able to do anything we've wanted to do."

Even though his accumulation of active service years with Shell has terminated, the "active service" years Walt and Lucille are giving to each other continue. They were married 15 months after Walt hired on at the refinery, so they have 46 years and counting.

A reflection over 47 years brings to mind some changes in the lab and other memories to Walt. He said, "Of course the size of the operation has grown quite a bit. The lab, for instance, has roughly tripled, and we've added some more pretty sophisticated equipment." Walt



Walt Stark
Refinery Lab

says his career here has left a particular impression of everyone's attention to cleanliness and safety. Walt said, "It has been assuring to me that the company and employees all take an active and continuing interest in proper safety and housekeeping." He indicated that in his job he has talked with many outside salesmen and they say our refinery is the best kept one they visit.

During his career Walt has known quite a number of people who have worked at Wood River. He said, "I remember a couple of young engineers who are now refinery managers: Ed Ballman and Tommy Innocenzi." Ed, of course, is currently the Wood River manager, and Tommy is refinery manager of the Odessa-Ciniza refineries. Walt said, "I'm proud to have been associated with them."

All of us have been proud to be associated with you too, Walt.

Sports and shorts

Junior Achievement

Wood River Refinery will sponsor Junior Achievement companies in Alton and Wood River again this year. Junior Achievement is a program that teaches high school students about business by helping them form and run their own miniature corporations. Norm Duncan, chief technologist, announced recently that the refinery will sponsor three JA companies in the Alton center, and three in Wood River. Anyone interested in devoting about two hours on Thursday nights as an advisor should contact Duncan, Sam Hutchinson in Engineering Office, or Frank DeLapp in Treasury. Norm will act as coordinator for the Shell-sponsored companies while Sam will be center coordinator in Alton and Frank center coordinator in Wood River.

Fishing contest

Winners of the second leg of the fishing contest are: Bass, Bob Garner, operator in Alkylation; Bluegill, Louie Mor, carpenter; and Crappie, Bonnie Emshousen, insulator. The third and final period ends October 15.

Golf League Champions

Inspection defeated Utilities in the play offs to win the SRA Premium golf league, and Tech took the Super Shell league by defeating Engineering Office. The two teams will now meet in an 18 hole match to determine the refinery champion.

Shell's sharp shooters

The Shell Quacks, consisting of Frank Stringer, captain, Ralph Cooke, Truman Hargiss, John Fields, Bill Magruder, Ray Dickinson and Bob Cruthis captured several trap trophies this year. After taking the refinery championship, they placed second in the "A" division of the Industrial League and then tied Westerner No. 1 in a special event, the 100 bird shoot off.

The Shell Blanks made off with the "B" division of the Industrial League. Members of this winning team were: Larry Ray, captain, Jim McGee, Bob Burton, Denny Line, Bob Ely, Larry Fencel, Dave Smith and Dick Pond.

RETIREMENTS



Mickey Harris
Refinery Lab



J. D. Metcalfe
MTM Research Lab



Vernon Plager
Engineering Field



Stephen Owsley
Light Oil Processing



Lauren Weishaupt
Engineering Field

Indoor barbecues can be dangerous

Summer is drawing to a close and in a few weeks this area's pleasant Indian Summer will give us one last chance for shirtsleeve outdoor activities. Many of us will be taking advantage of the situation to savor the flavor of outdoor barbecued foods before winter winds and ice drive us indoors to our more conventional cooking devices.

Mother Nature does have the facility of being fickle, however, and many of us may find ourselves with a barbecue planned but weather conditions not quite so suited. We may be tempted to continue with the barbecue itself, but move it indoors. Proceed with caution!

Charcoal is practically inert, and safe when used as intended -- outdoors. What many of us may not realize is these charcoal briquettes can produce lethal amounts of carbon monoxide when burned in confined areas. This clandestine killer is a toxic, colorless and tasteless gas that gives no warning when it is being inhaled.

In enclosed areas where there is little or no ventilation, the large quantities of carbon monoxide gas released by burning charcoal can result in severe poisoning or death. Fatalities have occurred because individuals have used charcoal indoors, or in tents, trailers, campers, boats, apartments, houses or other similar unventilated areas.

Go ahead and enjoy those ribs, chicken or hamburgers on the grill, but remember, charcoal cooking is designed for nothing less than a well ventilated area.

Crude pipeline servicing Wood River to be expanded

Wood River Refinery receives virtually all of its crude oil by pipeline. West Texas and Oklahoma crude comes in via the 22-inch Ozark Line originating in Cushing, Oklahoma, and Louisiana Gulf Coast crude arrives via the Capline/Capwood Line hookup.

Capline, already the nation's largest crude oil pipeline, is being expanded by 38 percent, bringing its design capacity to 743,000 barrels of oil a day.

The 634-mile, 40-inch diameter pipeline is owned by seven companies and extends from St. James in southern Louisiana to Patoka, Illinois, about 60 miles east of Wood River. At Patoka, Wood River's crude is transferred to the 20-inch Capwood Line, a joint venture of Shell Pipeline Corporation and Clark Oil. Current work on the Capline project, which is divided into eight phases, began in June and is scheduled for completion in 1974.

Shell Pipe Line Corporation, operator of the Capline system, reports that in addition to increasing the throughput capacity, the expansion will include new storage and tanker unloading facilities.

New facilities will include a 13,000 horsepower pumping station at Brownsville, Tennessee (near Memphis) and a total added 34,000 horsepower in pumping capacity at the seven existing pumping stations and the St. James terminal.

Storage at both ends of the line will be increased with six, 400,000 barrel tanks being added at St. James and three, 360,000 barrel tanks being built at Patoka. A new dock is being added at St. James and the existing tanker-unloading facility is being modified to increase the



CAPLINE SYSTEM ○ NEW STATION
combined tanker-unloading capacity rate to about 45,000 barrels an hour.

Capline went into operation in 1968. A continuing expansion program will ultimately boost the line's design capacity to 1.1 million barrels a day.

DU-2 pampers pet praying mantis'

The crew at DU-2 have the latest thing in pets -- praying mantis'. A praying mantis is one of the largest of all insects (growing to a length of up to 6 inches), and besides having a personality of its own, it also possesses many (but not all) of the traits boy scouts strive for. For instance, a praying mantis is helpful, thrifty, brave, clean, and at least appears to be reverent.

A praying mantis is helpful because it preys on insects--any kind of insect--and devours them to satisfy its voracious appetite. Anyone who has a praying mantis around his garden or home is lucky, because they are a "one-bug" pest controller. In Italy, a praying mantis in one's garden is considered a good luck omen, and rightfully so.

Thrifty? Well, they don't waste any of their meals, eating almost 100 per cent of any insect they catch. A praying mantis will dine only on living subjects, but the first bite normally is behind the head which severs the spinal cord and causes death quickly. They grasp their victims with their powerful forelegs like a vise.

The first pet mantis was brought into the DU-2 control room by Bill Taulbee during the first week of August and is still there. At first, it foraged for itself and even rudely greeted a mate they had found for it by devouring it too. Since then the fellas have spoiled it by numerous "offerings" of crickets, grasshoppers and the like, so now all the mantis does is sit and wait for its next meal to be delivered.

A new mate has been found, but it appears each mantis is safe since the catered meals keep coming and they are both getting a little paunchy around the middle.

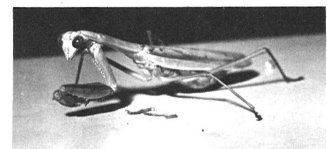
Several operators and your reporter can attest to the bravery of this insect. It fears nothing. If provoked it has never been observed to retreat--only attack. In an attempt to get a closeup photograph, the camera was thrust a little too close, whereupon the mantis began attacking its image in the lens and ended up on top of the camera administering a death grip.

Don't try pulling a flanking maneuver on a mantis either, because unlike other insects it can turn its head to watch you, just like man can.

Clean, it is, indeed. After each meal it fastidiously cleans its forelegs, face and mouth, much like a cat does. And, as mentioned, it is definitely a member of the clean-plate club.

Which brings us to reverent. Praying mantis' get their name from the prayer-like position they assume when resting. Since this is generally after a large meal, could it be they practice post rather than pre-meal grace?

Praying mantis' generally die when winter weather comes, so DU-2's pets may have their days numbered. But next spring or summer if you spot a praying mantis in your garden, don't be frightened by this fierce looking insect. Be thankful you have your own walking no-pest strip.



PRAYING MANTIS. Striking a familiar pose, DU-2's pet rests after another hearty meal. This picture is roughly one-third actual size.

Wilderness trip...

Foreman and son fly tiny craft to Alaska

Cresting another roller coaster Alaskan hill, the two men in the tiny aircraft saw their destination, Lake Mankomen, in the valley below. It had been five days and 3,300 miles since they left Civic Memorial Airport north of the refinery in their 1948 Piper Super Cruiser, so as Kenny Kruckeberg, engineering foreman, and his son, Dennis, a navy pilot, swept low over the lake on final approach to the dirt landing strip, they reflected upon the events bringing them to this isolated spot.

The plane, in fact, belonged to neither Kenny nor Dennis, but to Kenny's brother Jim. After retiring from the Air Force in the spring of 1972, Jim and his wife JoAnn became year-round residents of the one mile by five mile wilderness lake. They were later joined in a neighboring cabin by their son, his wife, and their two pre-school age children.

Mankomen Lake is the eastern point of a triangle formed by it, Anchorage and Fairbanks. It is about 250 miles from each city and 30 miles from the nearest road. When the nearest road-let alone the nearest store-is 30 miles away, an airplane becomes less of a luxury and more of a necessity.

So, on Jim's behalf, Kenny had bought a sturdy small plane, overhauled it, and he and Dennis were ferrying it in 300 mile jumps, north to Alaska. The Piper Super Cruiser is an in-line two-seater with a 35-foot wing span. (The Wright brothers' plane had a 40-foot wing span.) It cruises at about 100 miles per hour at 1,000 feet, and the cockpit fits two grown men pretty snugly.

The journey begins

Early Monday morning, July 23, Kenny and Dennis rose above the green Illinois countryside, banked over the refinery and headed northwest over the Mississippi River toward their first night's destination, Minot, North Dakota, 944 air miles away.

Summer thunderstorms and brisk northerly winds over the Great Plains proved to be obstacles the small plane couldn't overpower, so after numerous detours around storms and low level flying to avoid the headwinds, they had to pack it in at Sioux City, Iowa, for their first night.

Kenny said, "The Piper is well suited to low altitude flying and I did my share of it, but Dennis is a navy helicopter pilot so when he was at the controls it seemed like we were flying at tree-top level."

During the plane's overhaul, Kenny had installed a radio, lights, an emergency locator transmitter and other electrical equipment not normally carried on this vintage aircraft, but visual contact is still essential. Nighttime or cloud enshrouded flight is out of the question. Dennis said,

"It's definitely more of the old 'seat of the pants' type flying than in your modern aircraft."

On the second day, encountering more adverse weather over the Dakotas, the two frustrated flyers were forced by looming thunderclouds to land at Minot. Now they were one full day behind schedule. Soon after they landed, the clouds poured forth with a steady rain that was to continue for 18 hours, delaying take off on the third day until noon.

Canada brings clear skies

After a quick check with American customs officials ("All we had in our packs to register were our cameras."), Kenny and Dennis headed the Piper north across the border into Canada. "Almost as soon as we crossed over, the skies cleared and we had beautiful weather," recalls Kenny.

Southern Alberta is an extension of the Dakotas -- gently rolling farm country -- so with good weather and milder headwinds the two international aviators were able to make good time as they bobbed along over golden wheat fields being harvested by Canadian farmers before the August autumn arrived. They arrived in Edmonton shortly before dark, covering 675 miles in an abbreviated day compared to a total of 944 in the previous two.

As dawn rose on another beautiful Canadian day, Kenny and Dennis busily packed their plane, which by this fourth day fit them like a pair of pants. Kenny said, "Dennis, I'll finish packing and do the preflight check; you file our flight plan. Even with good weather this may be our most testing day."

A little over 300 miles northwest of Edmonton they would run out of range of radio navigational aids, and must follow the Alaskan Highway the rest of the way, much of it through the roughest of mountain ranges.

Mountains and the Alaskan Highway

That afternoon when they passed from Alberta to British Columbia, they picked up the Alaskan Highway at Dawson Creek and headed into the mountains. "Driving" the highway from a detached 1,000 feet, they actually flew down into narrow passes flanked by jagged peaks. Kenny said, "It sure was pretty but I'm glad we had clear weather because you couldn't fly it blind."

Breaking out of the mountains, they raced the sunset to Watson Lake--now they had reached the legendary Yukon. "Watson Lake is in the middle of nowhere," said Kenny, "and for some reason the town is across the lake from the airport. It was an impressive taxi fare



PREFLIGHT CHECK. Before each takeoff, every good pilot goes through a checklist to be sure the plane is ready for safe flight. Kenny checks the oil level of the 115-horsepower Lycoming engine prior to the start of the long journey.

to town so we rolled out our sleeping bags on the floor of the flight office."

Friday, July 25. Realizing this was the final day of their long journey, the Kruckeberts quickly loaded up and were flying up the highway and back into the mountains before 6 a.m. "For about the first time during the trip we were blessed with tailwinds and although we were again in the mountains, the passes weren't so narrow. We made the best time of the entire trip between Whitehorse, Yukon, and Northway, Alaska, reaching a top ground speed of 134 miles per hour," said Dennis.

A stop for customs and gasoline in Northway, ("We were able to get Shell gasoline almost every stop along the way and our Shell credit card was welcome everywhere. Shell is popular with pilots.") and the last leg to the lake lay ahead.

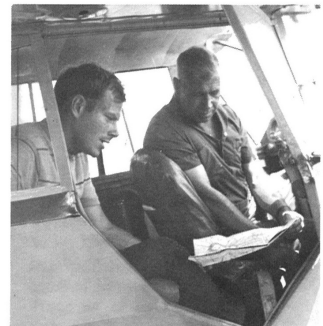
Reaching the secluded lake

"The last 150 miles literally flew by," Kenny punned, "Before you knew it we were rising over that last hill and dropping into the valley where Mankomen Lake and my brother's family were waiting. There was no need to buzz their cabins. Out there you can hear an airplane 15 miles away."

"As we flew downwind before making our final approach, Jim was getting into his motor boat for the half mile trip to his airstrip. Boy, was he excited! After all, that was his new plane up there. By the time we landed and taxied to the end of the runway, he was there waiting for us."

Kenny's wife, Hertha, joined the group via commercial jet and the family spent two weeks in the unspoiled Alaskan wilderness fishing, hunting and generally enjoying the clean cold atmosphere (even in August the fireplace warmed the cabin every night as temperatures dipped to near freezing).

After returning home by commercial airliner, Kenny was asked if he preferred an Alaskan trip via luxurious jet, or by bouncing around the sky for five days in a two-seater, 1948 Piper Super Cruiser. Not unpredictably, he replied, "No question about it, I'll take the personal involvement of flying my own little plane anytime, and hope to do it again soon."



CRAMPED QUARTERS. As they check the maps for the next day's trip, Dennis and Kenny demonstrate how small the plane's cabin really is.



MANKOMEN LAKE, ALASKA. Steering the boat through Mankomen Lake's clear cold water, Dennis mans the helm as the family heads out for some salmon fishing. The lake is glacier fed.

Refineries are 'for the birds'

Editor's note: A few months ago you read about how Wood River Refinery had become the home and breeding ground for a number of different type birds. So, it doesn't come as a surprise to find birds in other parts of the country flocking to refineries and other petroleum installations, as described by the following story from the Oil and Gas Journal.

Christmas 1971 didn't go into the oil history books as a banner season, but it should have.

That was the year a team of birdwatchers set the all-time North American record of 226 species sighted

during the National Audubon Society's annual Christmas bird count. The same team tied for first place in 1972 with 209 species sighted, keeping alive its record of having placed among the top 10 teams in North American competition for 11 years.

What connection does this have with the oil industry?

Just this: The record-setting team stakes out a 15-mile-wide circle for its count near its home base at Freeport, Texas. Freeport, as every oilman knows, is the center of an industrial complex dense with the intricate piping of chemical and petroleum plants -- hardly what would appear to be a bird sanctuary. But it seems to be.

College scholarships sponsored by Shell

Another school year has begun, and if you are the parent of a high school junior, it may be the right time for you to have that student enter the Shell Companies' National Merit Scholarship competition. Winners receive four-year college scholarships based on financial need.

But don't put it off, because to be eligible the student must do two important things during the month of October. First, the student must complete an entry form and send it to *Scholarship Competition, Shell Companies Foundation, Incorporated, One Shell Plaza, P. O. Box 2463, Houston, Texas 77001*. These blanks and an informative booklet are available through Employee Relations at the refinery (plant phone 370).

Second, the student must take the Preliminary Scholastic Aptitude Test/National Merit Scholarship Qualifying Test (PSAT/NMSQT). This two-hour test, which measures verbal and mathematical abilities important in college work, will be given in local high schools either October 23 or October 27, 1973. Further information on this test can be received through high school counselors.

Those eligible to compete are sons and daughters of regular full-time employees and retired or deceased employees of Shell Oil Company (including Shell Chemical Company, Shell Development Company, and Shell Canadian Exploration Company) and Shell Pipe Line Corporation. This year's competition is open to those eligible students who plan to graduate from high school and enter college in 1975.

Fifty scholarships, ranging from \$500 to \$1500 per year, for up to four years, will be sponsored nationwide. As in previous years, all phases of the competition will be handled by the National Merit Scholarship Corporation (NMSC).

Winners will be chosen and notified by the NMSC between March and May of their senior years. The bases for the competition are PSAT/NMSQT test scores, academic, and extracurricular achievements, and other personal characteristics.

The competition is one of three undergraduate scholarship programs sponsored by the Shell Companies Foundation and administered by the NMSC. The two other programs are the Shell Merit Scholarships, open to high school students planning careers as teachers of precollege mathematics or science, and the Shell Achievement Scholarships, offered to Negro high school students, preferably those planning careers in business or technical fields. The latter is administered by the NMSC's National Achievement Scholarship Program.

IN REMEMBRANCE

ERNEST WILLIAM HOPKINS, August 20, Mr. Hopkins was a boilermaker helper before retiring in 1963.

FRANKLIN C. HEGEMAN, August 23. Mr. Hegeman was a tool room man before retiring in 1963.

JOE SECCO, August 29. Mr. Secco was a yardman/helper and had worked at Wood River since 1953.

WALTER B. MILLER, August 29. Mr. Miller was Process Manager-Distilling in Light Oil Processing and had been with Shell since 1943.

RICHARD ELMER DIPPOLD, August 30. Mr. Dippold was an operations foreman in Gas/Thermal Cracking before retiring in 1972.

CLASSIFIED ADS

Clarinet with case, Boosey and Hawks. Also music stand with carrying case. \$70 for all. Ollie Wilhold. 618-656-3843.

VW parts. Five wheels for 1964 Bug. \$2 each. Two front seats. \$2.50 each. W.W. Clevenger. 618-656-0572.

Oil burner. Good motor and ignition. \$5. W.W. Clevenger. 618-656-0572.

1966 Chevrolet station wagon. 283 cu. in. V-8. Dave Manning. 618-344-2808.

1969 Mercury Cougar convertible, 2-door, V-8, automatic, air, power and radio. Good condition. Below retail price. H. D. Pulliam. 618-656-1297

3-cycle Whirlpool Washer. Like new. \$75. F. Zaph. 618-466-4980.

ANNIVERSARIES



Clark Baker
Engineering Field
35 years



Joe Bradich
Engineering Field
35 years



William Knowlton
Light Oil Processing
30 years



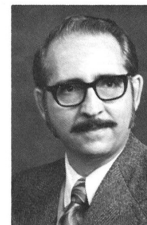
Freddy Meier
Engineering Field
30 Years



Tom Taylor
MTM Research Lab
30 years



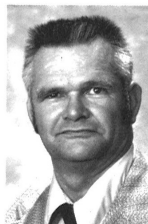
Maurice Beiermann
Engineering Field
25 years



Arthur Beyer
Engineering Field
25 years



Jim Friederich
Engineering Field
25 years



Roy Goewey
Aromatics
25 years



Robert Kapp
Lubricants
25 years



Charles Moultrie
Light Oil Processing
25 years



Fred Sackman
Engineering Field
25 years



Joe Strayhorn
Engineering Field
25 years

Employees to get benefits report

A personalized confidential report on your benefits package will be in the mail to all active employees within the next few weeks. This report, compiled by *Benefacts Inc.* is the second such tabulation (the first was about a year ago), and it tells you in dollars and cents where you stand on your Shell benefits--now and at retirement.

Look for this report and keep it in a handy place. It can serve as a good reference for current and future financial planning.



Review

Wood River, Illinois



SHELL OIL COMPANY
P. O. Box 262
Wood River, Illinois 62095

Bulk Rate
U.S. Postage
PAID
Wood River, Ill.
Permit No. 229