

Mr. Ballman clears the air

On January 9, *Alton Telegraph* staff writer, Allen Klope, was invited to the refinery to visit Ed Ballman, refinery manager. The purpose of the visit was to enable Klope to get first-hand information about this refinery and how its efforts relate to the current energy situation, and to clear the air on certain rumors appearing in the local press recently about the Wood River Refinery. The discussion lasted an hour and one half. Following are some of the questions and comments which took place.

KLOPE: Last month the word was that Shell's Wood River Refinery had its tanks full of oil and so production would have to be cut back, causing layoffs. This was denied by Shell. Would you like to comment further?

BALLMAN: I welcome the opportunity. First of all, it was misleading to just say "oil". What kind of oil... crude oil, diesel oil, heavy oil, furnace oil? Shell's goal was to have a high inventory in our furnace oil tanks by early December, so when the really cold weather came in January and February we weren't caught short. We do this every year. If our furnace oil tanks had a high inventory, then we achieved our stated goal.

As for the rumor of any layoffs, it is utterly false. In 1973 the refinery ran more crude oil than in any previous year in our history.

KLOPE: What are those big tanks you're building across the highway, west of the refinery?

BALLMAN: They are asphalt storage tanks. Although we are one of the biggest asphalt producers in the Midwest, we sometimes can't keep up with the demand during the summer. Those tanks have been designed to store asphalt in anticipation of demand. That way we can continue to make asphalt, a heavy bottoms material which we can't break down further as gasoline or heating oil, throughout the year. This way we should have an inventory to meet the summer demand.

KLOPE: So you inventory during the off season?

BALLMAN: Just like most industries do. As I said, we try

to build up our inventories of furnace oil in anticipation of the heating season. We also try to build up our inventories of gasoline by April for the summer driving season. Of course, factors such as an early winter or continued high demand for motor gasoline through the winter can affect our inventory capabilities.

KLOPE: Why do some public officials charge the industry is hoarding?

BALLMAN: Why some politicians say these things puzzles me. Of course there are always a few who just want to get their own names in the limelight and these days what better way than to comment about energy shortages? Many are responding to the desires of their constituents who would rather hear the energy shortages are unreal than to tighten their own belts. I think these politicians are commenting without the facts.

KLOPE: It has been said the government can't get any solid information from the oil companies, or at least there is some skepticism as to its accuracy.

BALLMAN: I can guarantee you we don't misrepresent the facts at this refinery. The Bureau of Mines -- part of the Interior Department -- receives regular information not only from us, but also from all Shell refineries and the others in the industry. We have absolutely no reason to lie or withhold facts. I believe the Bureau's reports on refinery capacities are available to anyone wanting them.

KLOPE: Are you speaking for the industry?

BALLMAN: I'm speaking for Shell's Wood River Refinery. I'm a manufacturing man and not qualified to speak for marketing, exploration, chemical, or even other Shell refineries, certainly not other companies. I'm sure the others feel the same as I do, though.

As far as this refinery's management is concerned, I'd like to emphasize our availability to the press. I'd prefer that you contact us for our position on some "rumor" pertaining to the Wood River Refinery, rather than just put one side of the issue on your front page.



Review

Wood River, Illinois



VOL. 37, NO. 1

WOOD RIVER REFINERY

JANUARY, 1974

Refinery gets a snow job

Officially, the National Weather Service at Lambert Field pegged the total snow accumulation of the two December storms (December 19 and 30) at 22 inches, but if you were plodding around in it without your mukluks or driving without snow tires, it seemed even deeper than that.

The same went for the snow removal crews. "We are prepared to deal with snow," said Wimp Davis, automotive supervisor, "but it took some extra effort to move that much. The average snowfall for an entire winter around here is about four inches."

The refinery has a team of equipment which can be pressed into service in case of adverse weather. Usually the first to be called upon is the snowplow truck also equipped with a spreader for salt or sand.

According to Clark Baker, truck foreman, the main roads, gate areas, various loading racks and the bridge to north property are in the first priority group. If the snowplow can handle the situation, which is usually the case in "normal" snowfalls, the other equipment need not be called upon.

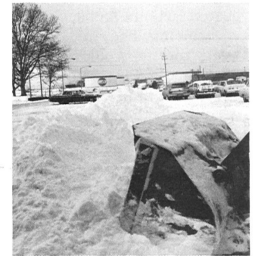
Not so, for this winter! In both the big storms not only the snowplow, but also five backhoes, a high lift and a road grader battled the elements; in some cases 24 hours a day.

The man charged with the direct responsibility of coordinating the efforts of the backhoes, high lift and grader was crane foreman, O. C. Johnson. O. C. laughed, "Mel Clotfelter is usually the man in charge of this, but he conveniently took a couple weeks of vacation starting a few days before the first big snow and ending a few days after the second one. He's gotten his share of kidding about it out here. I accused him of consulting his *Farmer's Almanac* before he scheduled his vacation."

Asked what their crews thought about one storm dumping 12 inches of snow,



CLEAR THEN SALT. Laborers did yeoman service in clearing the many walkways around the refinery. Jake Swanson (left) temporarily lays his shovel aside and administers salt to the cleared sidewalk while Warren Wille plows ahead.



SCOOP FULL. Snow was piled high around the parking lots by the powerful scoop of the high lift.



NEW PATH. With Red Calufetti at the helm, this big road grader carves a path through virgin snow at the southwest property tank farm.

followed in less than two weeks by another 10 inches, O. C. and Clark agreed they never considered the actual depth of the snow because they were all too busy trying to move it. Both said it was the most snow they had ever seen in this area.

There was close coordination among the various crews to avoid duplicate handling. O. C. said, "Once a storm starts, you plow ahead until you get the thing licked. The guys did a great job and really stuck with it. And that meant overtime work."

"The laborers also helped a lot, clearing and salting walkways. All concerned took it upon themselves not only to complete their assignments as thoroughly and fast as possible, but also to look for other work in their area once the first job was done."

Both storms were similar in snow depth, but the December 19 storm was preceded by freezing rain which made it difficult to completely clear

the road surfaces, and the December 30 storm had a good deal more drifting which made the snow much harder to move in some areas.

Other complications such as working around cars in the parking lots and the close proximity of buildings at Research made it difficult to completely clear those areas, or to find out-of-the-way places to pile the snow.

To add insult to injury, an early January "teaser" storm added a few more inches of snow followed by freezing rain. Clark Baker said, "The snow covered all the sand we had spread earlier, and then the rain sealed it with a crust. In some ways it was worse than the big storms."

Don't look now but Mel Clotfelter's *Farmer's Almanac* predicts more snow for early February. Asked if he has a vacation scheduled for then Mel said, "No, but I'm thinking about it."

1973 was quite a year



THE LINE UP. In this case it's asphalt, but soaring demand for all petroleum products saw the refinery set all-time throughput records in 1973 to try and help meet these demands. SEE PAGE 3 FOR STORY AND PICTURES.

Look! A new look

Turn over a new leaf for the new year... that's the motto. With the January issue the *Shell Review* is turning to a new format. The paper will be the same size and number of pages as before, and your favorite features will be continued. But now the paper will be five columns instead of four.

We hope this will be more eye-pleasing and readable for you. It will also allow more flexibility to incorporate new features. Look for these new additions in future issues of the *Review*.

We welcome your comments on the new format and suggestions on how we can make your paper better.

Bill Gibson, Editor

Forty-five year Hitch for Clyde

"It was during the summer of 1928," said Clyde Hitch, operator 1st in Light Oil Treating. "My dad and I were driving by the refinery late one afternoon and he sorta suggested I run in and see if they were hiring. They sure were! I went to the work the next morning." That was forty-five years ago, and Clyde is still working at the refinery.

If you think the rapidity with which Clyde Hitch began his long Shell career was unusual, listen to his recount of his pre-employment physical.

"The people in personnel said I could start to work the next morning if I passed the physical. But the company doctor had gone for the day so they sent me out to his house--unannounced. I found Dr. Wedig (he's dead now but his son is a doctor in Alton) out working in his garden.

"When I told him Shell wanted him to give me a physical right then and there, he got hoppin' mad. He asked me if I was sick, and I told him no. Then he asked me if I could read the sign on the truck parked across the street. The letters were three feet tall . . . Kienstra Coal . . . I'll never forget.

"Doc Wedig told me to tell Shell I was OK, and he went

back to his garden. I didn't see him fill out any forms. He must have done that later. The next morning I told the personnel people that doc said I was alright and they put me to work. That sure wouldn't happen today!"

Clyde Hitch began as a bottle washer in the refinery lab. "No special machines. We were down the basement, washing bottles by hand." On July 8, 1933, Clyde transferred to Light Oil Treating.

He said, "Treating is now part of the Distilling Department. There are only four of the original treating gang left: myself, Ronnie Waters, Dave Gurley and Boots Walters. Boots is the youngster -- only been there since '39. There used to be eleven on a shift, now there's only one, and yet we treat more gasoline than ever before.

"Of course in the old days we did a lot of things with muscle power. For instance we used to haul sulfur, etc., up to the agitators by rope and pulley. Each bag weighed 100 pounds and there'd be a couple guys on the rope.

"I remember old Bill Crockett. I only weighed 120 pounds in those days. Crockett would wait until we got one of the bags up near the top and then



Clyde Hitch
Distilling

he'd let go of the rope. The weight of the bag would just about jerk me off the ground before he'd grab the rope again."

Clyde intends to retire in March, 1975, and "take it easy and travel a little." He says he hasn't minded shift work over the years and doesn't express any aversion to any particular shift. He admits Mrs. Hitch doesn't hold any endearing love for it, however. Clyde said, "She's a night person though, and is usually up when I go to midnights or come home from four to twelve, so it's not so bad."

Clyde has worked under nine of the refinery's ten refinery managers, starting only two months after the first manager, Dr. F. W. Tydeman, had left. He joins a dwindling but exclusive breed -- those who have logged forty-five years of active service, and can be justifiably proud of this accomplishment.

Are you a safe winter driver?

As far as snow and ice are concerned the Wood River area seems headed for a record winter. Local drivers are not accustomed to driving under conditions of heavy snow or glare ice. The National Safety Council has come up with some tips on how best to go (or stop) in winter weather. Even if you think you're an accomplished bad weather driver, these tips are worth reviewing again.

Winterize

Cold weather takes a heavy toll on automobile equipment. It's wise to make sure your car is in proper tune for winter . . . it's sure easier to start on these cold, dark mornings. Check your battery regularly and keep it filled. The drain of cold temperatures and a balky engine have proved the death of many batteries.

Make sure your exhaust system is intact. Unless you do your winter driving with the windows open you could be inviting a deadly carbon monoxide disaster for yourself.

Dim view

No matter what your personal views of winter are, you aren't giving yourself a fair shake against the elements if you are a "peep hole" winter driver. Clean the snow or ice off all areas of all windows. Run the defroster a few minutes before taking off to avoid a sudden fog-up after you're under way.

Are your windshield wipers in good shape? Replace or adjust them if they don't do a good job. Do you have an anti-freeze washer solution to assure your washers function when it's below freezing? Don't forget your headlights. In traffic they can easily become sprayed with liquid dirt, inhibiting their beams.

Snow job

Going through snow or ice isn't an overpowering experience. There are exceptions, but if you see someone spinning his tires to get a start, chances are he doesn't know how to drive in snow. It takes a light foot and a certain "touch" to make it best, and this sometimes means actually starting off in a higher gear.

If you do get stuck, keep your own cool, too. Spinning your wheels will just dig you in deeper. Easy back and forth rocking sometimes helps, but check your owner's manual because it can damage some automatic transmissions.

According to the National Safety Council, if you want better starting traction on glare ice or snow, equip your car with snow tires or chains. Compared with regular tires, snow tires get slightly better traction on ice (28 percent) and 51 percent better traction through loose snow. Reinforced chains, however, are over six times better than regular tires on ice and over three times better in snow. Studded snow tires are measurably better than regular snow tires.

Anticipate your move

The driver who thinks ahead is the driver least likely to find himself in trouble. This is particularly important on ice or snow. Start slowing down well ahead of your desired spot. Watch out for intersections because these areas are probably polished slick from repeated starts and stops. Non-studded snow tires add a small measure of advantage over regular tires for stopping in loose snow, but are actually worse than regular tires on ice.

Skids are caused by locked brakes. To stop on slick surfaces, pump your brakes. The intermittent rolling of the wheels clears them of snow or shaved ice built up under them. Those build-ups rob your tires of their gripping action.

Make lane changes gradually and be sure to signal your intentions. Take curves slowly and with the slightest possible steering changes. If you do skid, don't hit the brakes and don't oversteer. Steer your front wheels in the same direction your rear end is sliding. When you feel recovery, straighten out and keep rolling.

Be alert for the unexpected

Many bad accidents are caused by unexpected ice patches on otherwise clear roads. Shaded areas and bridges are possible danger spots. Remember, too, ice is twice as slippery at 30 degrees as it is at zero, so be just as careful during those sunny days following the storm as you are during the storm.

So now you are an expert winter driver? Not unless you're alert to the biggest road hazard of any expert driver--all those other "expert drivers" out there, sliding about the highways.

Sports and shorts

Herb Neemann

After the November issue Herb Neemann, maintenance coordinator in Light Oil Processing, called to notify us he's not the "youngster" we made him out to be by crediting him with only 35 years of service. In fact Herb celebrated his 40th year with Shell last November. Sorry Herb. Still, in looking at Herb's picture we think he could have passed for one of the junior set had he wanted to.

First half bowling results

Dispatching defeated Research in a roll-off to become first half champions of the Monday night SRA league, and Engineering Field defeated McAfoos Shell to capture the title in the Wednesday night league.

SRA bowling tournament

The 19th annual SRA bowling tournament will be held on consecutive Sundays in early February. Singles and doubles will be held February 3 and the team event will be held February 10. The alleys are reserved at the Wood River Bowl from noon through 5 p.m. on these two dates. Entry blanks are available at the refinery or from SRA team captains. Alleys will be assigned on a first request basis.

Shell/Western bowler match

The annual match up between Shell and Olin bowlers will take place at 1 p.m. Sunday, March 3, at Bowl Haven in Alton. Depending upon response there will be approximately nine five-man teams from each company. Bowlers with similar averages will be matched together. Winner will be decided by total pin fall. Watch the bulletin boards for entry information. Pensioners may contact John Thomas in Tech for further information. Entry deadline is Friday, February 22.

Roxana alumni dance

For the many Roxana High School graduates at the refinery: your alumni dance will be held at the Wood River VFW on Saturday, February 9. This is for all alumni and not restricted to any one year's class. For further information call David Fraser at 254-6587 or Jack Kleinert at 254-5785.

IN REMEMBRANCE

THEODORE L. GROPPLE, November 20. Mr. Groppe was a foreman at the Loading Racks before retiring in 1957.

ELMER W. HOWELL, November 25. Mr. Howell was an electrician 1st and had been with Shell at Wood River since 1945.

FREDERICK W. WALTERS, December 8. Mr. Walters was the manager of Economics and Scheduling and had been with Shell since 1953.

THEODORE ROOSEVELT RAMBO, December 10. Mr. Rambo was a tractor operator before retiring in 1971.

R. HILL, December 24. Mr. Hill was a boilermaker helper before retiring in 1958.

LOREN W. LOVE, December 24. Mr. Love was a tank car loader in Compounding before retiring in 1953.

WILLIAM F. PAXTON, December 30. Mr. Paxton was a pipefitter helper before retiring in 1951.

SYLVESTER E. BERMES, January 2. Mr. Bermes was a rack foreman in Dispatching before retiring in 1960.

E. H. VOGT, January 10. Mr. Vogt was a senior lab technician in Research and had been with Shell at Wood River since 1948.

RETIREMENTS



Jack Creekmore
Eng. Field



Red Erler
Eng. Field



Cliff Ott
Eng. Services



Hugh Reeder
Light Oil Proc

1973, as reviewed by the Review

Traditionally, January is a time to look back at the events of the previous year, reflect upon their significance, and assess their influence, if any, on current developments. Recall if you will, some of the people and proceedings of 1973. Do you remember when?

Energy shortages

It proved to be a forerunner of later developments when allocation of heating oil was announced last winter. It followed warnings by Shell and others in the industry that the country was facing possible shortages of various petroleum products.

As 1973 progressed, "possible" shortages became real shortages and allocations spread from heating oil to gasoline to other products.

The Refinery did its part in trying to stem the widening gap between the country's supply and demand of petroleum products. When crude was available, the refinery set several production records during the year. It began last January with the highest intake of crude during any month in the refinery's history, but even this record did not last through the year.

During the peak driving period, last June, the refinery set another all time high in its production of motor gasoline by making on the average more than 155,000 barrels (over 6½ million gallons) per day.

Energy conservation

Responding to the call for everyone to work toward alleviating the energy crisis, Shell took a two pronged approach. It looked for ways to reduce its own consumption of fuel in running the business while at the same time increased efforts to find more energy sources.

As a part of the company-wide program of conservation, Wood River Refinery formed two energy conservation teams -- one process and one nonprocess. These teams continue to look for and evaluate ways to conserve fuel at the refinery. Programs already initiated have netted substantial savings.

Shell is looking for new sources of crude throughout the world, and to a lesser de-

gree it is aiding in the search for environmentally acceptable coal. Shell has also given financial backing to a company attempting to develop a low cost solar energy cell.

Family fun days

Wood River employees, pensioners and their families got together for several gala affairs during 1973 and each one seemed to be better than the one before. In April the annual Easter Egg Hunt was again held at Kendall Hill to the delight of youngsters searching for hidden bags of candy and prizes.

June followed with what was termed "the best family picnic ever." It was held at the Chain of Rocks amusement park overlooking the Mississippi River. The Ten and Over Barbecue saw well over 500 employees and pensioners renewing old acquaintances and par-

ticipating in the activities at the Legion Park in Edwardsville on a bright July day.

Cold weather was in evidence when the annual Fall Dance, Girls' Ten-and-Over Luncheon and the Christmas Party were held--the latter barely escaping the worst snow storm in decades.

The Mileage Marathon,* a traditional family day for the Research Lab, drew national attention during these days of gasoline shortages when world records for mileage were set and then broken.

New construction/ maintenance shutdowns

Although not as extensive as the construction projects of a few years ago, 1973 saw several new or modified additions to the refinery. Among them were a large new and more efficient water treater in

Utilities, a mammoth heater added to CR-1 and new heat exchangers at HDU-1 designed to conserve fuel in line with refinery energy commitments.

Also, at midyear an idle Alky column was modified and moved to Gas, becoming an H₂S absorber. What was termed as the biggest heat exchanger in the refinery was dismantled and reconditioned--destined for future installation at the Lube Vacuum Fractionator. Construction began in the fall on the largest storage tanks ever built at the refinery. They will store asphalt.

To keep the refinery running at its high output without unexpected failures, maintenance shutdowns were carefully planned and executed throughout the refinery. The biggest were those at the

Catalytic Reformers and the Hydrocracker where hundreds of maintenance personnel worked around the clock.

Sports

The SRA sponsors a variety of sports and club activities and honored those excelling in these categories at a December banquet.

The Fitters dominated team sports by taking top honors in basketball, softball and football, while Engineering Field won the refinery bowling championship and Tech won the golf championship.

In addition, individuals competed for prizes in bowling and golf tournaments, and the annual Golf Day had its biggest turnout ever. Prizes in three categories were given in the nearly year-long fishing contest.

Pensioner Pete Curran was named photographer of the year by the Camera Club. Pete also earned certificate of excellence honors in the company-wide photography contest. Jerry Manis, formerly of the Research Lab, gained national recognition in a National Football League photo contest.

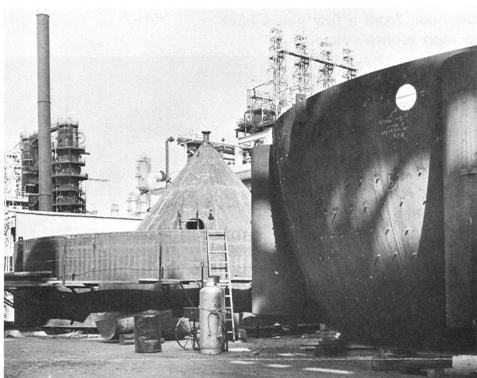
Shell teams also did well in competition with other local companies. Shell X-100 won bowling's Industrial League and the Shell Quacks placed second in the Industrial League for trapshooting. The Quacks also won the refinery trap title.

Record flood

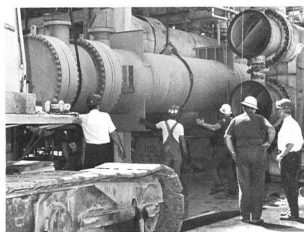
No recap of 1973 would be complete without mention of the worst flood in this area's history. Shipments via the floating docks had to be suspended when the raging water inundated the control house twenty feet above the normal river bank.

Several unselfish refinery employees gave extensively of their time and efforts during the flood and thanks to them lives and property were saved from the full force of the flood.

So that was it: 1973. Like every other year, it brought some good experiences and some not so good. And here comes 1974!



WATER TREATER. Fabricated parts for a new boiler feed water treater waited patiently on Main Office Road for assembly. The new treater in Utilities is designed to add feed water capacity to the boilers



TIGHT FIT. It took two cranes working together to maneuver this new heat exchanger into its designated spot. The new exchanger helps conserve fuel at the HDU. Shown from left: Wimp Davis, automotive supervisor; Phil Parks, crane helper; Ron Churchman, crane helper; Lamoine Schoenleber, engineering foreman; and Jules Weshinsky, supervisor in the Engineering Projects Group.



FLOOD. The worst flood in history hit this area last spring. Wood River dock facilities had to be shut down when flood waters invaded the control house. Shown here are stranded restaurant and tour boats along St. Louis' riverfront ... yet other victims of the rampaging water.



THE GREAT RACE! Shell families enjoyed a variety of functions together during the year. Shown here is the wild melee at the opening gun of the children's Easter egg hunt at Kendall Hill.



GOOD SPORTS. Individuals and teams competed in a wide range of sports during the year. In this case it's Golf Day. That's Research's Gene Pullen pulling the pin while Tom Buller (Tech) approaches his approach putt and Jim Maynard (also of Research) turns to take his turn.

Let's car pool it

Paul Edster. 4449 Virginia, St. Louis. (South St. Louis. Near I-55 and Meramac Ave.) Day Shift. Will rotate driving. Plant phone: 253. Home phone: 314-351-0435.

Larry LeFlore. 513 North 49th St. East St. Louis. (Off State Street on 49th. Directly across from East St. Louis H.S.) Shift worker: No. 6 (breaker). Will drive, ride or rotate. Plant phone: 495. Home Phone: 618-274-2880.

Tony Skrobol. 1217 Harrison, Edwardsville. (Near Montclair subdivision.) Shift worker: No. 11. Will drive, ride or rotate. Plant phone: 613. Home Phone: 618-656-8009.

Larry Wickiser. 828A Canaan, St. Louis. (Baden. 5 blocks south of Riverview on Broadway.) Shift worker: Breaker. Will rotate driving. Plant phone: 698. Home phone: 314-868-4229.

CLASSIFIED ADS

Snow tires with wheels. Two 6.50x13 recapped snow tires mounted on wheels that fit a Valiant. \$10 each including wheels. Charles Modrovsky. 618-377-9945.

1969 Buick Skylark. 2-door hardtop. A.C. power steering and brakes. Clean. 17 mpg. D. Van Sandt. 217-324-3106.

Two Beagles. AKC registered. 2½ years old. Excellent hunters and well broke. Maynard Green. 217-324-2859.

Irish Setter puppies. AKC champion pedigree. 5 male and 5 female. Born December 10. Dennis Borcharding. 314-231-2000. Or Tom Murphy. 314-291-5700.

Lake lot. Lake Timber Line, Missouri. 80' x 220'. Raymond Jones. 618-259-3259.

Brick home. 3 bedroom. 9 years old. Maryville Rd. Granite City. Larry Fencil. 618-656-0174.

Ten-and-over Luncheon a Christmas affair



WELCOME NEWCOMERS! Head table seating and special recognition were given to the four newest members of the "club". Shown with refinery manager, Ed Ballman, are Barb Black, payroll accounting assistant (left) and Karen Ruger, Engineering Office secretary. Not pictured are Shirley Allen, senior key punch operator, and Judy Blackburn, office assistant in Compounding.

The traditional Girls' Ten and Over Luncheon was held a few weeks later than normal this year, Friday, December 7. But it didn't dampen the enthusiasm or enjoyment of the 34 honorees attending. In fact, the affair took on an air of Christmas.

Gathering shortly before noon in a special banquet room at the Lewis and Clark restaurant, the ladies had some time for socializing with members of senior staff and amongst themselves before sitting down to lunch.

Ed Ballman, refinery manager, spoke to the group, welcoming them and thanking them for their years of service to Wood River. Mary Snider, office assistant in Engineering Office, and Margaret Stullken, secretary to the research director, were recognized for their service years.

A special welcome was given to the four newest additions to the Ten and Over Sorority: Shirley Allen, senior keypunch operator in Treasury; Barb Black, payroll accounting assistant in Treasury; Judy Blackburn, office assistant in Compounding; and Karen Ruger, secretary in Engineering Office.

Pictured on this page are some of the day's activities. If you'd like to see a ladies' luncheon from a few years back, watch for next month's *Review*.



CONVERSATIONS. Barbara Simms, Purchasing secretary (left), and Jane Thatcher, secretary to the refinery manager and coordinator for the luncheon, were among the 34 ladies honored.



THAT'S RIGHT! THAT'S RIGHT! Phyllis Carter, senior employee relations assistant, makes good her point while Mary Kay Archibald, secretary, Research-Industrial Products; Jerry Terry, administrative superintendent; and Ruth Holliday, secretary, Engineering Services, carry on other conversations.



LUNCHEONETTES. From right: Arlene Tutt, secretary, Research-Engine Lubricants; Gloria Hanson, office assistant, Research-Engine Lubricants; Marg Middlecoff, secretary to refinery superintendent; Libby Woods, employee relations assistant; Warren Saunders, refinery superintendent; Grace Cunningham, secretary, Research-Fuels; and Doris Jilek, office assistant, Engineering Office.

ANNIVERSARIES



Taylor Narup
Refinery Lab
40 years



Les Opel
Refinery Lab
40 years



Ralph Graham
Engineering Office
35 years



Gene Hightower
Engineering Field
35 years



Joe Biesk
Engineering Field
30 years



Joe Dallas
Lubricants
30 years



Jean Day
Treasury
30 years



Ken Blotevogel
Purchasing
25 years



Tom Madden
Engineering Field
25 years



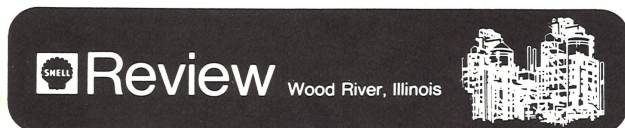
Ed Osborn
Engineering Field
25 years



Mac Sandrin
Engineering Field
25 years



Ralph Warren
Engineering Field
25 years



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WOOD RIVER REFINERY

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Bill Gibson, editor

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