

United Way agencies really do work for you

"Oh brother . . . here comes the United Fund solicitor. There must be some way I can duck 'em. Haven't I got enough troubles as it is? Now they want me to give my money away. Oh well, maybe if I give him a couple bucks he'll get off my back."

Is this you? Is this the way you feel about the United Way . . . just a nuisance that you have to put up with . . . to get away from at the least possible cost? Do you feel the United Way is only there to take care of the "poor folks" and someone like you or your neighbors wouldn't ever benefit from it?

There are a lot of people in this area who can tell you personally that they benefited directly from such United Way organizations as the Alton and Grafton Volunteer Emergency Corps, the Salvation Army, the Red Cross, and others, when the devastating floods hit a couple years ago.

But it isn't just when disaster or hardship hits a family that United Way agencies are at work. Take for instance the Boys Club of Bethalto, the

Boy Scouts and Girl Scouts, the YM and YWCA's . . . And there are many other agencies (too many to outline here) which give a variety of needed services, and which are supported by your dollars to the United Fund.

The Alton-Wood River United Fund is one of many "local" United Funds across the country that is supported by and works for its local people. Don't think it's just Alton and Wood River that are served by this United Fund, though. From Kampsville to Carlinville, and from Alhambra to Hartford, your Alton-Wood River Area United Fund is working for you. Other areas are supported by other United Way agencies, and you can designate your contribution to go to any of them.

In the "olden days," when a friend or neighbor needed a helping hand, people didn't sit around or turn the other way, they pitched right in. Now, it seems we all wait around for the government to step in.

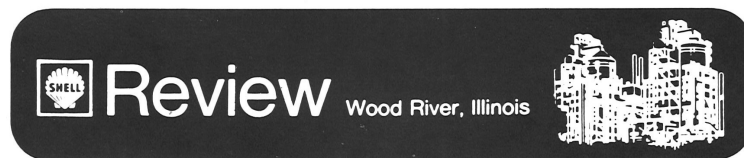
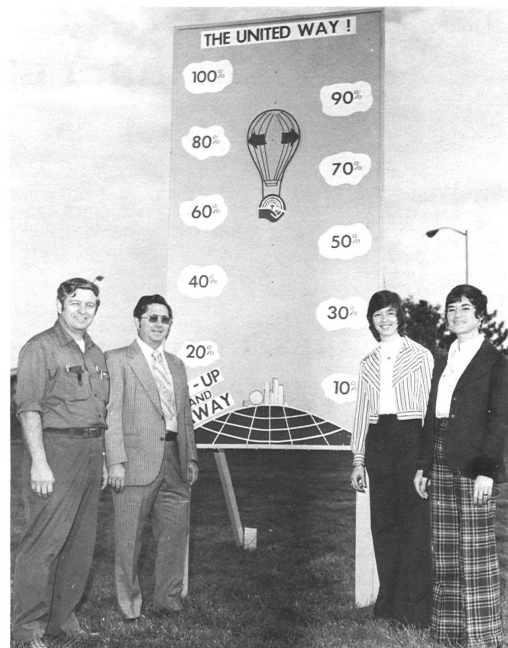
But, for various reasons, the government can't always lend help as quickly as

needed. Think of the United Way as a return to the past, if you will . . . people stepping in to help people, until other assistance can come along.

The Wood River Refinery United Way Campaign is well underway, but not over. If you have yet to contribute your fair share, contact your solicitor or supervisor and arrange for either a cash contribution or a painless payroll deduction.

The United Way is people helping people . . . and thanks to you, it's working.

UP-UP and AWAY. Smiles reflect a nearing of the United Fund goal. From left: Don Hunt, carpenter; Spud Spurlock, Engineering Services manager (co-chairman for the drive); Jackie Ball, senior clerk in Treasury, and; Carol Oldham stenographer in Research.

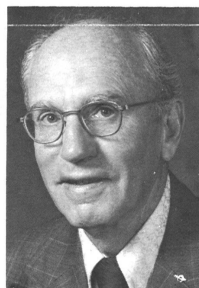


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WOOD RIVER REFINERY

NOVEMBER, 1974

E. B. Gillis is one of a kind at Research Lab



E. B. Gillis
Research Lab

Elmer "E. B." Gillis is a man who came to Wood River for a visit and ended up staying 45 years. E. B., a research foreman, celebrated his 45th anniversary at Wood River in October.

E. B. said, "I grew up in Oakland, Illinois, about 50 miles south of Champaign. I had planned to enroll at the University of Illinois the fall term of 1929, but before going off to school, decided to visit some high school buddies who had gotten jobs in this area.

"During my visit they convinced me I'd rather stay here and get a good job than go off to college alone. I applied at

Shell but couldn't get on right away so took a job at the Western. After about six weeks, Shell called me and I jumped at the chance.

"My first day with Shell was October 25, 1929. That Tuesday, October 29th, the stock market crashed! I refuse to take any of the blame for it, though."

One of a kind

Elmer started in the Refinery Lab as a sample carrier and has been in lab work his entire Shell career -- although most of it has been at Research. He spent time in the Refinery Control Lab, the Lube Lab, and the Motor Lab

before transferring to the Research Lab in 1941. E. B. is the only employee of the Wood River Research Laboratory to have reached the 45 year mark . . . and will be the only one as the laboratory is consolidating with the Houston Research Complex in 1975.

He is Wood River's resident expert on knock test methods using ASTM (American Society of Testing Methods) standards. He explained, "the idea of standards is to assure the same results of tests under the same conditions -- even if the tests are run in labs at opposite ends of the country."

E. B. has represented this

lab for 26 years in the ASTM's Great Lakes Regional Group. The group includes representatives from companies in this area performing quality control tests. He said, "I also correlate a program which maintains precision testing methods in all of Shell's quality control labs. That's 18 labs from coast to coast, and from Texas to Canada. It's important to be consistent in your testing. Otherwise there's no value to them."

Duck hunters?

There have been more than a few changes made in and

(continued on page 4)

'Watered down' safety suggestion a winner

Dave Hays made a "watered down" safety suggestion, and it was accepted.

Dave is a garage mechanic 2nd now, but when he first came up with his suggestion he was an operator helper in Aromatics. And in Aromatics today stands Dave's contribution to refinery safety -- a water deluge system at the DHT (Distillate Hydrotreater) truck rack.

At the truck rack, benzene and other chemicals are transferred from trucks to adjacent tankage. At Dave Hays' suggestion, sprinklers have been installed above the pad so if a fire occurs it can be quickly doused with the large quantities of water the sprinklers provide.

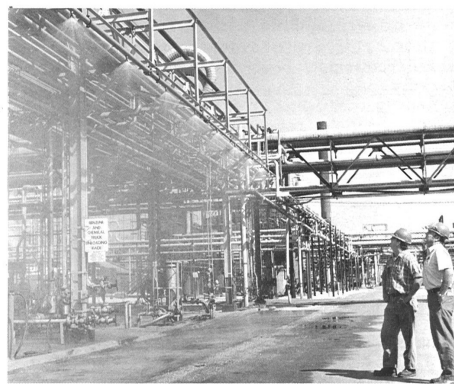
The sprinkler system runs on fire line pressure. According to Bob Brannan, senior

safety inspector for the Hydroprocessing area, there are 30 separate nozzles putting out 50 gallons of water per minute. Bob said, "That's a total of 1500 gallons per minute. Their spray more than covers the area of a tank truck, and is designed not only to put out any fire that may occur at the truck rack, but also to keep adjacent product lines cool."

Also speaking for the Safety Department, security supervisor, Jim Grizzle, said, "We've never had a fire at that location, but this is another example of money spent installing equipment which we hope we never use. Even so, from a safety standpoint it's darn good to have around, and a good addition to the work unit. Dave Hays is to be congratulated for his fine suggestion."



A QUICK TWIST of the valve by Elouise Whitlock, operator helper, Aromatics-East, starts the heavy spray at the DHT truck rack several yards away.



1500 GALLONS PER MINUTE is the output of the sprinkler system. Dave Hays (left) and Bob Brannan watch as the water quickly deluges the area. Dave suggested installation of the sprinkler system. Bob is the senior safety inspector for the Hydroprocessing area.

Donna Yates blankets the situation

"I was driving down the road on the way to work and I saw this man climbing out of a deep ditch next to the road ... his face was covered with blood."

Donna Yates, senior clerk in Purchasing, was about an hour late for work September 12, but you might say she had a very good reason. Donna was the first person on the scene of an accident and she stayed with the two injured persons administering first aid until an ambulance could be summoned.

As it turned out, the injuries weren't serious, but had she not been level headed and well prepared to give first aid, they could have been.

Donna said, "A young man and his father-in-law were driving home from the midnight shift at an Alton factory and they both fell asleep, ending up in the ditch. Ironically, the young man was driving because his father-in-law always had trouble staying awake on the way home after midnights."

Always prepared

Luckily for the two men, Donna is always well prepared for emergencies. In addition to having taken a first aid course, Donna carries a first aid kit and blankets in her car.

She said, "My father, Red Schwab, worked here at the refinery for 35 years. He was

a machinist foreman. Years ago he took a first aid course through the refinery and in it he learned the importance of being ready for emergencies. He impressed this upon me, and ever since I always carry these things in the car with me."

After having one motorist go after an ambulance and enlisting the help of another, Donna took her kit and blankets down to the crumpled car in the ditch.

Suffering from shock

Donna said, "The younger one only had a cut on his forehead and was doing OK, but his father-in-law had broken his wrist. He was lying on the ground beside the car."

"A broken wrist isn't that bad of an injury, but from my first aid training I could see he was going into shock. Shock can be very serious -- if left untreated a person can die from it, even though his physical injuries aren't all that bad."

She continued, "Even though it was a warm morning, he was getting chills and was very anxious and disoriented. He thought his wife was in the car and was worried that she was hurt real bad. His son-in-law reminded him that his wife hadn't gone to work with them as usual, but had been sick at home for several weeks. He wouldn't believe us; it was all we could do to keep him lying down and

calm."

Ambulance arrives

Donna said, "We stayed with him until the ambulance came. We just talked - talked - talked to keep his mind off his worries. It seemed like forever until the ambulance came. Matter of fact, it took something like 55 minutes! That seems like an awful long time to come the eight miles or so from Staunton."

"Anyway it all turned out fine. I'm glad his injuries weren't worse, and I'm glad I had the blankets and other equipment to help."

No doubt the two injured men are also grateful that Donna Yates had the foresight to be prepared and the compassion to lend a big helping hand when needed.



DONNA YATES is as adept at handling "emergencies" on her job at Purchasing as she is on the highway. Her first aid preparation and quick thinking proved valuable recently when she was first on the scene at an auto accident on her way to work.

Sports and shorts

Mark your calendar

Dates have been set for two of the traditional winter events, so mark your calendars. CHRISTMAS PARTY. The annual Christmas Party for kids of all ages will be held at the East Alton/Wood River High School on Tuesday, December 17. WINNERS BANQUET. Winners in SRA sports and club activities for the past year will be invited to dinner and trophy presentations to be held at the Edwardsville American Legion Post on Thursday, December 5.

Photo of note

Joel Harmon, chemist in the Refinery Lab, has been notified he is an honorable mention winner in the *Shell News* Photograph Contest for 1974. His photo, titled "Just like daddy," is a close-up of Joel's 18-month-old son, asleep wearing dad's motorcycle helmet.

The bloomin' winner

Dean Van Bebber, operator 1 in Dispatching, has achieved his traditional success again this year in Dahlia-show competition. In two St. Louis shows, Van walked away with 21 first-place ribbons, 21 second, and 12 third. Of the 75 blooms he took to these shows, 54 won prizes. Three of his blooms won special recognition: in each show he had the second most perfect/beautiful A-size bloom (the biggies). At the Shaw's Garden Show, Van had the largest bloom in the show (over 4,000 blooms were entered). It measured 13 inches across, and was 8 inches deep.



Dean Van Bebber and his bloomers

More aces

Two Shell-sons, both on the Roxana High School golf team, scored holes-in-one in fall competition. Ken Webb, son of Dick Webb, senior engineer in Engineering Office, made his ace on the 167-yard eighth hole at the Scott Air Base course. Jon Leininger, son of Phil Leininger, process manager Alkylation, made his hole-in-one on the 150-yard 12th hole at Belk Park.

Refinery golf champs

Technological defeated Cat Cracking in an 18-hole playoff to capture the refinery team championship. The two teams gained the playoffs by being their respective league champs. Tech in the Super Shell League, and Cat Cracking in the Premium League.

Ruffing it

Ray Robinson, design draftsman in Engineering Office, and his wife Juanita were successful bidders for the memorial cup. They won the annual duplicate bridge tournament for Wood River bridge enthusiasts, and so the Martha Kimmel memorial traveling trophy will grace their home for the next year.

Something fishy

The final quarter of this year's fishing contest has ended. Category winners for the quarter are: Bass: Ben Koch, operations foreman in Lube. Crappie: Andy Corsere, tinner 1. Blue Gill: Clay Romani, operations foreman in Dispatching.

Biggest fish stories

Grand prize winners in the 1974 SRA fishing contest have been named. They are: Bass: 7 pounds, 10½ ounces, caught by Ben Koch. Crappie: 2 pounds, 4 ounces, caught by Jim Eppers, truck driver. Blue Gill: 14 ounces, caught by Joe Howard, gate captain.

A couple quacks

Pipefitter 1 Tom Schilling is probably the best quacker in this area. One of his most recent triumphs was at the third annual National Hunting and Fishing Day at Nilo Farms. It was a family affair, though, as Tom's son Matt took the third place prize in the junior division. Tom has won so many local duck calling contests, his opponents want to get rid of him by promoting him to judge. Sounds like he deserves it.



Tom Schilling quacks to the judges behind the blind
(Photo by Ron Hempel of the Alton Telegraph)

You mean you've been working here too?

Wilson Clardy is a valve repairer 1 who has been working at the Wood River Refinery for over thirty years -- since June, 1943, to be exact. Carson Richards has been driving a truck for McLain Trucking Company for thirty years -- often with pick-ups inside the refinery. He has been working for McLain as a full time spotter at the PLW (Packaged Lubricants Warehouse) since last March.

In all those years, these two men never ran into each other didn't even know if the other was alive in fact. Now, what with the size of the refinery, and the number of people working here, and the fact their work places are so far apart, that wouldn't be so unusual.

Except . . . Wilson Clardy and Carson Richards grew up on neighboring farms near Greenfield, Illinois, and were the very best of friends all through school.

Wilson said, "Yes, we were really good friends for all those years, but I guess when we got out of school, we just sorta drifted apart. I think the last time I saw Carson was about 1935 . . . until a couple weeks ago."

How did these two 'ships' that kept 'passing in the night' for thirty years get together? Carson explained, "It was one of those round-about ways. At a family funeral, an old friend now living in California and I

were talking. I asked one of those 'what ever happened to so-and-so questions . . . in this case the so-and-so was Wilson.

"He said, 'didn't you know? He's been working at Shell for years?' I asked around until I found someone here at Shell who knew Wilson. Gateman Vazzi was the one, and he helped get us together."

Wilson concluded, "Isn't that something? All those years we were so close to each other but didn't know it, and then it took someone from California to tell us. Makes you wonder, doesn't it, about who might be around the next corner, and whether or not you even decide to go around that corner . . ."



LONG TIME NO SEE. Carson Richards (left) and Wilson Clardy meet again at refinery after over 35 years.

Phil Lamm is always ready to take a dive

Phil Lamm, boilermaker helper, has perpetual "rapture of the deep." Well, not in the scientific sense: nitrogen narcosis. But rather in the sense that he really digs scuba diving, and given the chance, would dive or talk about diving all the time.

Summer or winter, most of Phil's leisure time is involved in diving in one form or another. He was part owner of the East Side Divers Supply in Granite City; is active in the Bubble Masters Club of Granite City (as well as the Midwest Dive Council, which directs activities of clubs in Illinois, Missouri, Arkansas and Kansas); is a member of his club's underwater recovery team; and he teaches scuba diving through the YMCA. He even holds a unique world's record in underwater antics.

Underwater Monopoly

Some people have been known to sit poolside in the summer and get into some spirited card or even Monopoly games. But poolside games are too tame for Phil Lamm and his friends, so last year they decided to stage a Monopoly game on the bottom of the pool.

The whole thing was staged at the Granite City YMCA, and when it was all over, Phil and his friends swam away with three spectacular (although not widely coveted) world records. The records: longest non-stop underwater game for four players (12

hours, 40 minutes); longest by an individual (15 hours); and the longest total game including substitute players (62½ hours). Phil says the *Guinness Book of World Records* has contacted them and indicated their feat will be duly recorded in an upcoming edition.

As can be imagined, the game was not played with your standard off-the-shelf Monopoly set. The laminated, weighted and magnetized set was made especially by the manufacturer for "nuts" trying to set world records like this. The whole thing weighs 42 pounds, compared to the normal "parlor" version of about two pounds.

Of the whole experience, Phil said, "It was crazy, but a whole lot of fun. When we got out of the water we all looked like prunes! While it was going on we were like a bunch of astronauts -- drinking Kool-Aid through squeeze bottles and even eating hot dogs including the buns, by pushing them directly from a water-tight bag into our mouths without getting them wet."

Instructor

Phil first became interested in scuba diving in 1969 when friends talked him into joining them in a diving class. "I liked it tremendously right away," he said. "So much so I decided to go on and instruct others."

"As much as I enjoy all aspects of scuba diving, I think

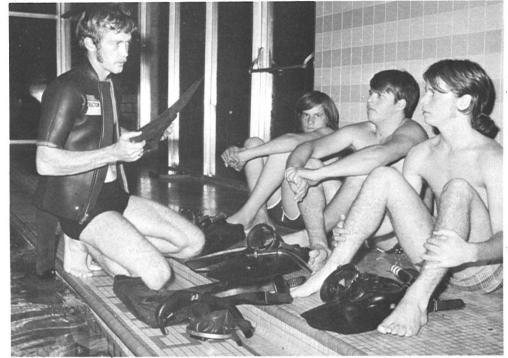
the part that gives me the most satisfaction is teaching others how to be good -- and safe -- divers."

He knows his business too. So much so that he was recently elected vice-president of training for the Midwest Council. Phil says that in order to be an accomplished diver one must understand not only what physical changes may take place in them underwater, but also why. He said, "If an individual learns to recognize symptoms and understands what is biologically taking place, he is in a better position to do the safe thing -- come to the surface slowly, for instance."

Martini's Law

If you want to hear all the scientific terms about the changes that take place in a submerged human body, Phil can provide them. He can also put them in more plain language. For instance: "Nitrogen narcosis or 'rapture of the deep' happens to different people at different depths ... 135 feet is about average. It's similar to having too much to drink."

"You lose coordination, become dizzy and disoriented and have tunnel vision. We also call it 'Martini's Law.' For about every 50 feet you go down it's like having one martini. If you go too far you eventually black out. On land, blacking out's bad enough, but underwater it's likely to be fatal."



CAREFUL PREPARATION is most important in safe scuba diving. Here Phil Lamm instructs his class in the proper application of their gear.

Sporting fisherman

Unlike some fishermen who spend more time sleeping under a tree sipping beer than actually hauling in the fish, Phil and his fellow divers prefer to go down where the fish are, and hunt them in their own environment.

He said, "Some of the bass fishermen get mad at us because they think we're invading their territory. But we couldn't care less about bass -- they swarm around so much you can reach out and touch them. We go after the bottom game fish like carp, buffalo, shad and sturgeon. Often though, we tell hard luck bass fishermen where the big ones are."

When fishing, Phil never goes below 50 feet. "The fish

rarely go below that. Besides, it's too dark and cold down there."

Diving is safer

What's the deepest you've ever gone? "I went to 180 feet searching for a drowning victim at Bull Shoals once, but gave up. There was no indication I was even near the bottom, and decided for my own safety I'd best come back up."

Phil went in for skydiving for awhile, but gave it up after a few jumps. He said, "If something goes wrong underwater -- your air regulator goes bad or something -- you can always come back to the surface. But if your chute doesn't work or you black out while jumping, you can't get back up to the plane ... you're going nowhere but down, AND FAST."

How'd they get that number?

Roll out the, ah, 42 gallon barrel

Thinking she had a new angle on material shortages and the energy crisis, a young, female journalist with *Time* magazine recently asked the American Petroleum Institute (API) in Washington, D.C., "if this country uses seventeen-million barrels of oil a day, why isn't there a barrel shortage?"

Like a lot of people today, the journalist was thinking that a barrel of oil is simply the amount of oil it would take to fill one of those roadside park metal drums; the ones that are always full of beer cans, dirty paper towels, and greasy chicken bones.

Today, barrels are not used for transporting and storing oil as they were in 1859. That's when Colonel Edwin L. Drake started the U.S. oil industry boom on Oil Creek near Titusville, Pa.

Drake, who drilled the first U.S. well specifically looking for oil, used the most handy

containers he could find for transporting and storing his oil. The containers were barrels commonly used for transporting wine, beer, whiskey, cider, and other liquids.

These barrels were made out of wood, mainly oak, and were liquid tight. The sides of the barrels, called staves, were strips of wood bound together by metal or wooden hoops. Skilled workers known as coopers made the barrels by hand for hundreds of years, and today barrel making is still called cooperage (cask making).

No standard barrel

The barrel quickly became the universal method of transporting oil, and it also became the universal unit of oil measurement for production and marketing purposes.

Although debatable, this may have been the first mistake made by oil men. Just how much oil was there in a

barrel of oil? Since there were no standard size barrels, no one knew.

In Drake's day, around 1860, one could find large quantities of barrels ranging in capacity from 31½ gallons to 45 gallons. Thus, the number of gallons-per-barrel became the definition sought. But, somewhat like today, oil men were reluctant to agree with each other.

Some said an oil barrel should be 36 gallons, like the beer barrel. Some said it should be 31½ gallons, like the wine barrel. Still others thought the barrel should hold 42 gallons, like the herring barrel. Most barrels of the day held 40 gallons. At least the oil men all agreed that a gallon was the Queen Anne measurement of 231 cubic inches. They had to. It was adopted as the legal standard by the U.S. Senate in 1830.

Realizing that the oil barrel lacked a definition, oil men changed their production and marketing figures to gallons. When figures were given in barrels, there was usually no reference to the size or capacity.

Van Syckle's barrel

Samuel Van Syckle is credited with making the first barrels specifically for use in transporting and storing oil in 1865. His cooperage plant was located at Miller Farm, near Titusville.

Van Syckle's barrel held an honest 42 gallons. Why he chose the figure no one knows, but suddenly the different size barrels in the oil fields began to disappear. The 42-gallon barrel was becoming the standard size for the oil industry.

But, as late as 1871, the *Titusville Daily Courier* was reporting production figures using a 43-gallon barrel. Other oil statistics around the early 1870's were based on 42-, 45-, and 46-gallon barrels.

The 42-gallon barrel was given a boost in 1872 when, at a session of the Council of Producers, a resolution was passed to telegraph exporters concerning shut-in wells.

The resolution said in part that the executive officers should "... telegraph to some of the leading exporters in New York City an emphatic denial of said reports (of resuming production) until 30 days have expired; also that we will have \$5.00 per barrel of 42 gallons for our crude oil."

Herring standard

Help in establishing standards for measurement usually comes from government, but for the petroleum industry there was little help. The federal government did establish as law that all herring barrels should constitute 42 gallons, but there was nothing said about oil barrels.

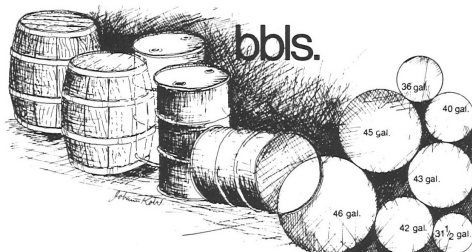
Yet, the government did recognize the 42-gallon barrel as being standard, if not legal. In several reports published by the U.S. Geographical Survey in the 1890's, the 42-gallon barrel was used for computing oil reserve figures.

Today, the 42-gallon barrel is firmly entrenched in the U.S. as the standard unit of measurement for petroleum, while the 31-gallon barrel is the standard for ale and beer. In several states, statutes define a barrel differently. Illinois defines a barrel of fermented liquor as 31 gallons, but makes no mention of a standard for oil.

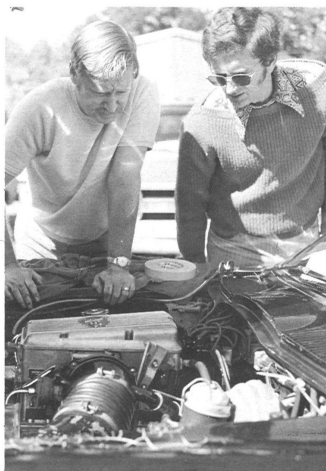
Because the barrel is a variable unit, federal statutes imposing excise taxes on gasoline, lubricating oils, and on imports of crude oil and derivatives, put the tax on the gallon, not on the barrel.

Though large volumes of oil are gauged by the barrel, this measuring stick of the petroleum industry that once dominated the landscape of oil fields can hardly be found around a well today. It has been replaced by thousands of miles of pipelines and voluminous tankers and tank farms.

Thanks go to Mickey Driver, editor of the *E and P* publication, *Pecten* who researched and wrote this article.



MILEAGE MARATHON



It helps mileage? Dave Trumpy (right) queries Leo Ensz about the mileage and performance effects of the fuel injection system on Leo's 1964 Corvette.

Unlike last year, no world records were set in the Research Lab Recreation Club's MILEAGE MARATHON, but the turnout was one of the best ever, and the weather great. The MILEAGE MARATHON has been a Wood River tradition since 1939, but the 1974 event may have been the last one to be held here, as this lab is being consolidated with the new Houston Complex next year.



It's last minute fine-tune time by Jim Hokanson on the car entered by him and Ken Crawford.



Ben Visser, swashbuckling pilot for the Da-go-slow team of Visser-Van Benthussen-Barker (and families), stands by as their colorful 1963 Fiat is weighed in.

From page one . . .

E. B. Gillis is one of a kind

around the refinery since E.B. Gillis climbed aboard. He said, "When I came here there were only two tanks in North Property. There was no such thing as the Southwest Crude Farm.

"In fact, Highway 111 wasn't Highway 111. It was Edwardsville Road, and that was the most direct way to get from Wood River to Edwardsville. The road went south only far enough to get past our refinery and then swung east. Where 111 goes south past the refinery and where our crude farm is now was all "Grassy Lake" back in those days - a marsh.

"Man, there was some duck hunting out there! When you were on midnights during duck season, at dawn it sounded like an army in full battle out there."

He continued. "The rabbit and quail hunting was pretty good west of the refinery too. Where our new asphalt tanks are and where the Anlin plant is, I got my day's 'limit' many

a time."

Safety record

Safety has been an important part of E. B.'s Shell career and he's mighty proud of the Research Lab's ten million plus safe manhours. He said "I'm honored to have been one of the six lab men to have worked here during the entire course of the record."

Honored he should be. E. B. has played an important role in safety consciousness at the lab, being a chief safety indoctrinator for new employees. E. B. said, "I think it's very important to start a new employee off on the right foot with safety. We recognize that a new employee has enough problems just learning his way around, let alone being extra alert to potentially hazardous situations. We encourage them to ask questions if they don't know. They needn't be embarrassed. I believe it's worked pretty well."

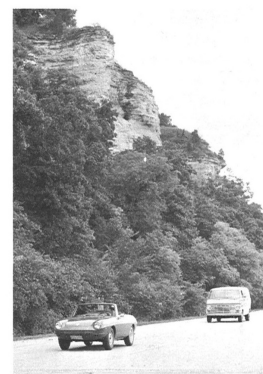
Continue his visit

What of the future? E. B.

will retire December 1, but plans to continue his "visit" to the Wood River area. E. B. and his wife, Hannah, will be celebrating their own 45th anniversary next July, and plan to keep their East Alton residence with perhaps winter side trips to Florida or some other warm climate. He said, "Both Hannah and I are ardent golfers. We'll spend most of the year playing locally with our many golfing friends, but come winter, we just may pack up the sticks and head south."

Does E. B. Gillis ever wonder about what would have happened if, 45 years ago, he wouldn't have visited Wood River but kept to his plan of going on to school? "Of course, you never know, but I have absolutely no complaints, have been very happy, and can't say that I'd do it any different if I had another chance to go back home instead of staying here."

With Doug Carlson at the wheel and Rich Trokey in the chase car, their fairly normal looking '68 Fiat Spider coasts along the scenic River Road.



IN REMEMBRANCE

WILLIAM H. LEHR, September 12. Mr. Lehr was a yardman before retiring in 1963. He was 73.

ROSS SMILEY, September 20. Mr. Smiley was a yardman before retiring in 1957. He was 82.

BERTRAM REX SHANNON, September 27. Mr. Shannon was a carpenter 1st before retiring in 1963. He was 70.

MICHAEL M. LUKETICH, October 2. Mr. Luketich was a pipefitter 1st before retiring in 1959. He was 79.

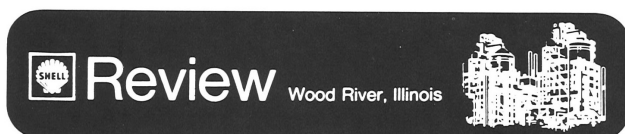
ORVILLE JOHN ESPENSCHIED, October 3. Mr. Espenschied was a yardman before retiring in 1962. He was 77.

ROBERT WILLIAM LANGE, October 5. Mr. Lange was an operator-1 in Gas before retiring March 1, 1974. He was 58.

FRANCIS J. MATHEWS, October 9. Mr. Mathews was a field machinist helper 1st before retiring in 1959. He was 76.

PARKER LEE TEASLEY, October 14. Mr. Teasley was a pipefitter 1st before retiring in 1967. He was 60.

WILLARD ROOSEVELT MCKEAN, October 15. Mr. McKean was a janitor 1st before retiring in 1965. He was 71.



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Bill Gibson, editor

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