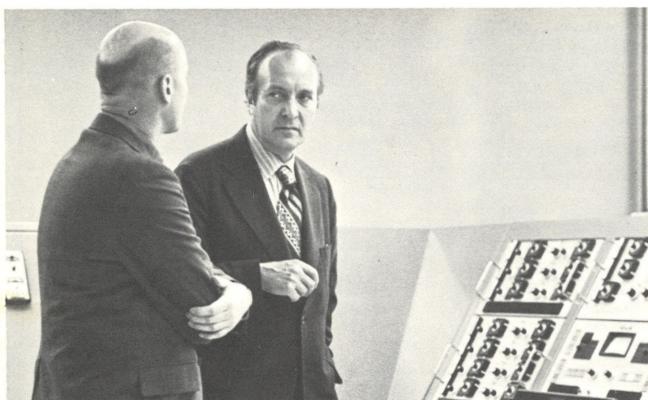
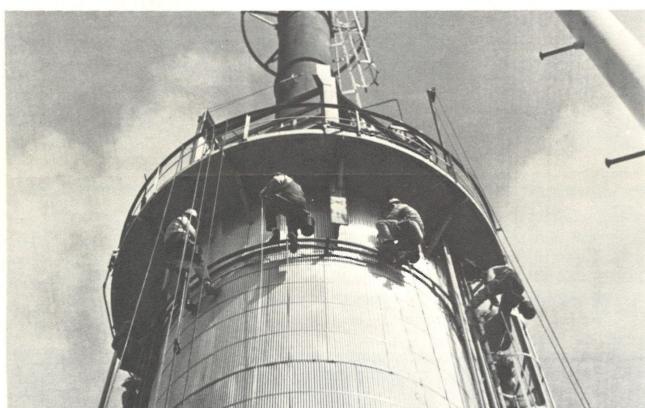
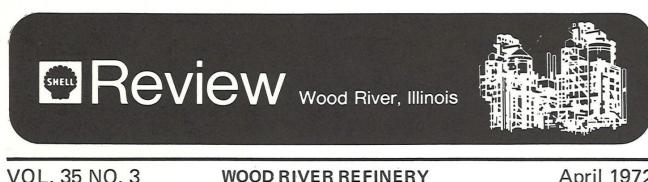


# Shell President visits Wood River



Cliff Woodford describes functions and operations of Oil Movement Center to Shell president Harry Bridges. The OMC was one of the stopping points during Bridges' recent visit to Wood River.



The Distillate Hydrotreater unit recently received a facelift in the form of a shutdown. These workers are putting the final touches on new insulation.

Harry Bridges, president of Shell Oil Company, visited Wood River Refinery April 10, enroute to Houston from a Chicago press conference.

Bridges was accompanied by Refinery manager Ed Ballman and Refinery superintendent Bill Durland during his visit, which included stops at the MTM Research Lab and the Oil Movement Center.

Bridges had spoken before a Chicago Rotary Club the previous day on the continuing crisis of oil supply. The United States is simply not "keeping up with the game," in finding new sources of oil and gas, new refineries, pipelines and deep water terminals, he said.

He noted that by 1980, the U.S. will need additional manufacturing capacity equivalent to 58 medium-sized refineries, yet only one is currently under construction.

Commenting on the notion held by some that almost any problem "can be solved overnight," Bridges emphasized that this is simply not the case in the oil industry. Developing oil fields, building refineries, tankers, and pipelines requires years, not months, he said.

He stressed the need for a resumption of oil lease sales—particularly offshore—to help cope with the dual problem in increased need for oil and gas coupled with a decline in domestic drilling activity. Bridges said, "In this context, if the experience we have recently had with the cancellation of the Louisiana offshore lease sales is not speedily reversed, the outlook is dim indeed." And when new reserves are discovered, "it takes from between two to ten years to fully develop a major oil field."

Bridges added that in the last ten years

the number of wells drilled dropped 40 percent. To reverse this trend will involve greatly increased capital investment by the industry. "And," he said, "this will only be forthcoming if there is a totally different public attitude towards drilling and an economic climate encouraging risk investment."

Turning to transportation, Bridges predicted that on the basis of current conditions, more than half of the nation's oil will be imported by 1970. He said that this will call for a tanker fleet to serve the U.S. alone which would be as large as the tanker fleet serving the entire world only five years ago.

Pipelines must be greatly expanded, he said. In addition to the Alaskan pipeline, there was need for a sizable expansion to carry supplies from the Gulf Coast to the Midwest and East Coast.

Discussing the financial side, Bridges said that the increasingly large amount of imports would have a significant effect on the balance of payments. The bill last year for imports was \$3 billion, but it might well reach \$18 billion annually by 1980.

Commenting on capital investment needs, Bridges predicted that the cost of new plants and equipment in the 70's would be more than double the amount spent in the 60's and that the total bill would be over \$150 billion. If sums of this magnitude are to be found, there is need for increased return on investment which has fallen below the average for manufacturing in general for three of the last four years. As the Chase Manhattan Bank's 1971 report has said, substantial price increases for all forms of petroleum are necessary.

## Shell commercial wins award

A Shell television commercial has been named among the "100 best tv commercials" by Advertising Age, a weekly trade publication.

Selected by the publication's TV columnist, Shell's commercial was included in the information/demonstration category.

For being cited in the competition, Shell and other ad sponsors named by the publication were presented certificates of achievement. Winners also included a corporate/institutional ad from the American Petroleum Institute's campaign for its "fine job of telling the role of oil in a typical American community."

## Safety group marks third anniversary

The Refinery's safety group marked its third anniversary in April, shortly after the 1,600,000 safe man-hour achievement set in 1971-1972.

The group was established to help maintain and improve safe working conditions at the Refinery. It includes a six-man safety committee, including three representatives from operations and three from the crafts. These six, along with designated members of Refinery Management, meet once a month to discuss matters pertaining to safety conditions.

"I think it's very efficient," Dave Grieve said. Grieve is a Special Tester in the Refinery Lab and a member of the committee. "Of course, there is always room for improvement, but I think the committee's doing a good job."

Grieve's sentiments were echoed by another committee member, Willie

Coffman, Pipefitter. Coffman also commented on the speed with which committee suggestions are acted upon.

In addition to Grieve and Coffman, other members of the safety group are Joe Barra, Carpenter; Andy Dick, Superintendent Operations-Lubricants; Erv Keister, Operator, Dispatching; Boyd Kennedy, Field Machinist; Bill Thompson, Superintendent Operations-Light Oil Processing; George Myers, Operation, Cracking; Emmitt Nelson, Manager, Engineering Field; Paul Johnson, Senior Engineer, Engineering Services; and Harry Rollins, Manager, Safety. Administrative assistance is provided by Paul Cutts, Employee Relations Representative.

"I feel the committee has done a great deal of good work in keeping safe work habits in the forefront of our minds," Rollins said. "It gives us a

method of discussing mutual problems," he added.

While essentially pleased with the work of the committee so far, Rollins agreed with Grieve that "there is always room for improvement."

Boyd Kennedy concurred with other members, in that he felt the committee had accomplished a lot," but added that safety is one matter that "you have to watch all the time."

Committeeman George Myers noted that the safety group afforded "better lines of communication" than prior to its inception and hoped the committee would "continue to do as good a job as we have," in the past. So, the safety group embarks on its fourth year of operation, with three years of cooperation and success behind it, and with all the prospects for more of the same.



**Charlie Martin**



## Sullivan & Martin

# Just doodlin'

"The hardest part is getting started," Charlie Martin said, concerning the cartoons he and Wayne Sullivan do on functions around the refinery. "Once you get the idea, though, it doesn't take any time at all," Sully amended.

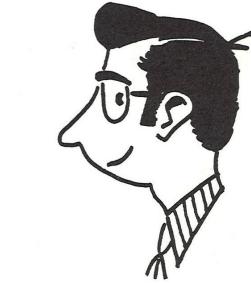
Sully and Charlie are draftsmen in the Engineering Office. Sully is in his 28th year at Wood River, while Charlie is the "new guy" with 25. For the bulk of that time, both have been turning out their renditions of retirement party announcement, SRA events, safety cartoons, in addition to their regular assignments.

"It gets a little rough sometimes when it is a 'rush' job," Charlie said, "but, heck, I love to draw." Both Sully and Charlie started their careers the same way, "doodling" as kids. Cartooning has been a life-long hobby with both men, although neither has taken an art course, or studied it to any extent.

For a while, both men were being swamped with requests for drawings, until a system was set up under which a written form is filled out for the desired artwork. Even so, things sometimes get into a crunch for time and Sully will start one drawing and Charlie will finish it. When both are a bit too busy to handle a drawing, Don Hoesler will get the nod.

In their spare time, Sully and Charlie also work on greeting and get-well cards for friends of theirs. And sometimes Sully will turn a gently satiric eye on a friend at work, "just for the fun of it." Charlie, "for the fun of it," keeps a daily calendar he illustrates from time to time with a picture symbolizing something special about each day, such as rain for a particularly soggy morning.

As a matter of fact, their office is decorated with small drawings, advertising the fact that two cartoonists are in residence.



**Wayne Sullivan**



## *Speaking of Safety*

Well, it's that time of the season again. When the weather begins to turn nice and the days get longer, many of us dust off the tennis racket, the golf clubs or the baseball gear. Many of us take down the fishing rod as well.

Sport fishing is a favorite pastime of approximately 40 million Americans each year. Unfortunately, that pastime is too often marred by an injury as a result of careless handling of fishing tackle.

Eye injuries rank high on the list of such accidents. Many of these could be avoided by following a few simple safety rules:

Don't carry a fishing line with the hook attached.

Don't fish too close to your partner.

Keep the tip of your rod always pointed toward the water.

Always check behind and around you before casting, to make sure no one is in range.

Be especially careful when handling bait which contains clusters of hooks.

If you should get caught by a hook, do not attempt to remove it yourself. Consult a physician immediately. Never try to pull a hook back out of a wound. Sun glasses, or some sort of protective eyewear is a good idea, not only when fishing but anytime there is danger of an eye accident.

**Fred Hess**

## **Classified ads FOR SALE**

Admiral stereo and AM-FM radio-console model; contemporary walnut cabinet; 1½ years old-perfect condition; Pam Handshy, 656-8039.

4 H.P. Rototiller, Briggs & Stratton engine, A-1 condition. \$50.00. 1967 Firebird, \$1095.00. C. Crouch 377-5148.

RCA color console TV, \$150.00. 1967 Olds F-85, Automatic, V-8, \$875.00. Susie Campbell 618-635-5139.

6 H.P. Simplicity lawn tractor, 36" mower, electric starter. Lee Wottowa, 618-931-0739.

4 Keystone Digger mag wheels, w/caps, lug nuts, locks, 14 x 7, \$85.00. Lonnie Bowman, 377-8250.

5 H.P. Rupp mini bike, H.C. Kuhlman, 888-2427.

2 8.55 x 14 snow tires and wheels, \$16.00, 20" spreader-seeder, \$7.00. Jack Turner, 656-8166.

1952 Colonial Mobile home, 8' x 31'; \$900.00. 1961 Montgomery Ward 7' x 14' tent camper, \$150.00. Larry Fencel, 656-0174; between 6:00 and 7:00 a.m.

1969 Grand Prix automobile. Bucket seats, air conditioned, AM-FM radio, green with black vinyl roof. Susie Campbell, 635-5139.

1966 Ford Galaxie 500. Air conditioned, all power, R. Janning, 314-RA 4-8119.

## **Lawrence receives decoration**



Tom Lawrence, design draftsman in the Engineering Office, was recently awarded the Army Commendation Medal for outstanding service with the U. S. Army Reserve. Tom, a Major in the Reserve, was company commander of the 219th Transportation Company, from March 1968 until July, 1971.

His Citation reads, in part: "Displaying unique leadership and administrative ability, professional zeal, and sound judgement, he performed . . . in a distinctively outstanding manner . . ." Tom has been with the company 18 years.

# SRA Easter Egg Hunt



They're off! The kids get the word to go at the annual Easter Egg Hunt, held on a rather wintry March 25. Despite chilly winds and an overcast sky, there was a good turnout, and action for the prizes was brisk.

## Updated filmstrip as popular as ever

A group of driver education experts in San Francisco view a color filmstrip on potential traffic mishaps and ponder questions on how a motorist might best avoid being involved in an accident under similar circumstances.

At the same time, across the country in New York, another group is involved in similar activity, only this time the people doing the pondering are those concerned with traffic safety from the Department of Motor Vehicles' point of view.

The connection. Both groups are using the newest version of Shell's Perception of Driving Hazards filmstrip, which was updated recently following an additional year of research by the Center for Safety, New York University.

"This new filmstrip is proving just as popular as the original with driver education and driver improvement groups around the country," said W.E. Martin, Manager-Films, Public Relations, Head Office.

"The filmstrip and accompanying guidebook have been in distribution only since December. Since then, we have filled a backlog of some 2,000 requests; and are currently receiving requests at the rate of thirty to forty per week."

Over the past 15 years, Shell distributed free of charge more than 40,000 prints of the original Perception of Driving Hazards filmstrips on request. Recipients at that time included the California Department of Motor Vehicles, which made extensive use of the material in its rehabilitation programs for negligent drivers.

The two groups previously mentioned are representative of the interest being shown in the new version. The Californians were evaluating the material

for use in a series of workshops for driver education teachers to be jointly sponsored by the California Driver Education Association and the state Department of Education. By special request, Shell made available 1,100 filmstrips and accompanying guidebooks, 600 of which are to be used in the workshops with the remainder being distributed to public and private high schools in the state.

In New York, the safe driving materials were made available through the office of Vincent L. Tofany, Commissioner, Department of Motor Vehicles, again by special request. They are being evaluated for use state-wide in driver improvement, pre-licensing testing, and driver education courses, including classroom programs now required by the State for all persons seeking a driver's license for the first time.

Others making extensive use of the Shell filmstrip and guidebook in their statewide driver education programs include Louisiana (70 sets), and Wyoming (125 sets). Also, a joint school system in Iowa (6 counties) is providing the materials to each driver education program in its 25 public school districts.

Shell sponsored the necessary research and produced the filmstrip primarily for use in formal driver education courses, although it is available to other interested groups, including Shell employees.

The filmstrip focuses on the problems of recognizing and interpreting potential traffic hazards under various traffic conditions and is being distributed free in the interest of traffic safety.

Those interested in obtaining a print should write to Public Relations, One Shell Plaza, Houston Texas 77001.

## DEATHS

WILLIAM H. TOMERLIN, April 6. William was a truck driver before retiring in 1955.

ROBERT H. (IO) SNELL, March 14. Robert was a Yardman in Engineering Field before he retired in 1963.

ROY COWN, March 19. Roy was a Pipefitter Foreman before retiring in 1953.

GEORGE BUXTON, March 26. George was a Pipefitter 1st in Engineering Field before retiring in 1963.

JULIUS SAINTEVE, March 28. Julius was a Field Machinist before retiring in 1953.

MAURICE JOUETT, April 2. Maurice was a Field Machinist 1st in Engineering Field before retiring in 1961.

GEORGE RIEKEN, April 1. George worked in Utilities before retiring in 1954.

FRED BURROUGHS, March 10. Fred worked in Engineering Field before retiring in 1958.

FRANCIS MILLS, April 8. Francis was a Tester 1 in the Refinery lab. He had worked at Wood River since 1951.

ROBERT SCHREIDER, April 7. Robert was a Valve Repairer 1st in Engineering Field. He had worked at the Refinery since 1960.

## ON THE MOVE

JACK CALDERWOOD has been promoted from Safety Inspector to Operations Foreman in the Lubricants Department.

FRANK MIKOLASEK has been promoted from Operator Aromatics to Inspector in the Safety Department.

MELVIN HUBBARD has been promoted from Operator Gas to Inspector in the Safety Department.

RICK SURY has been promoted from Lube Operations to Inspector in the Engineering Services Department.

MIKE ANDERSON has been transferred from Engineering Field to Engineering Office-Process Project Group.

KEN DARTE has been promoted from Inspector to Senior Inspector in the Safety Department.

MAC McCORMICK has been promoted to Operations Foreman in Cracking.

## Trainer's workshop



R.A. Vandervoet, from Head Office Personnel Planning & Development Department, presides over a part of the two-day Trainers' Workshop held at Wood River April 11 and 12. This was the second such workshop held at the refinery, the first held in June, 1970.

# The Voices of Wood River



Betty Augustine



Cheryl Hellmich



*"Enjoying makes all the difference . . ."*

get to know people working at other Shell locations. It's a little different from the way most of us meet people. It's through voice contact only at first.

"When you talk to someone, you form a mental picture of what they look like from the sound of the voice," Cheryl said. "It's very interesting to see what they actually look like."

Another part of their position is to act as receptionists in the outer office of the main building. In this regard, they are usually the first Shell employees visitors to the refinery meet. Betty and Cheryl then could aptly be termed the voices and faces of Wood River refinery.



*"It's interesting meeting people . . ."*

## SERVICE ANNIVERSARIES



John Linder  
40 years  
Operations



Don Best  
35 years  
Hydroprocessing



Alex Alexander  
30 years  
Engineering Field



Woody Andrews  
30 years  
Engineering Field



Walter Campbell  
30 years  
Engineering Field



Hage Hagemeier  
30 years  
Operations



Tom Stipek  
30 years  
Engineering Field



Dale Brueggemann  
25 years  
Engineering Office



Willie Johnson  
25 years  
Operations



Jules Weshinsky  
25 years  
Engineering Field



Don Van Matre  
25 years  
Treasury



George Eardley  
Engineering Field



Charlie Gerhardt  
Purchasing



Bill Horstman  
MTM Research Lab.

## RETIREMENTS

**Review**

Wood River, Illinois



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Wood River, Illinois 62095

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