



THE SHELL REVIEW

VOLUME 14—NUMBER 8

WOOD RIVER, ILLINOIS

NOVEMBER, 1951

V. E. Yust Announces Unique Fuel Additive



V. E. Yust, Group Leader at the Research Laboratory, has been supervising the work on a new ingredient for aviation gasoline which cuts down the fouling of spark plugs. Yust made this development known with the reading of a paper dealing with his research at a recent meeting of Spark Plug Manufacturers at Toledo, Ohio.

The exact nature of this ingredient has not been disclosed. It is described however, as capable of reducing sharply the amount of deposit which builds up on spark plugs through normal use. These deposits will eventually 'short out' a plug and keep it from firing, thus reducing the power and efficiency of the motor.

Tests are now being conducted to further evaluate the product before it is made available for general use.

Yust has been at the Research Laboratory since 1937. He is married and has three children. His home is in Alton.

Employees' Christmas Party December 20

The Christmas Party for all Shell employees and their families will be held again this year at the Field House of the East Alton-Wood River Community High School. Tickets for admission will be made available next week.

Serving on the committee for arrangements are the officers of the Shell Service Club: R. R. Hoover, V. W. LaMarsh, H. K. McConathy, J. L. Roller, J. R. D. Creekmore, and S. B. Kennedy. In charge of trees and decorations is Wm. Redd. C. J. Wilson will head the committee for ushers.

Santa Claus will make his customary visit to the party, and will assist in distributing treats to the children.

A program of professional entertainment has been arranged through a theatrical booking agency in St. Louis.

The Service Club will also sponsor a party on the same afternoon for the children at the Catholic Children's Home in Alton.

In January, 1942, only 22 oil refineries were producing 100-octane gasoline or its component. Today, there are more than 100 modern plants manufacturing this fuel which is so vital to our national defense.

J. A. Carville Elected President Of Shell Club

As a result of the recent election by the membership of the Shell Club, the following officers have been selected to serve for the coming year: President, J. A. Carville, Jr., Master Mechanic; vice president, R. M. Weeks, Engineering Inspection; secretary, G. E. Ruffin, Personnel & Industrial Relations; Treasurer, E. M. Ahrens, Stores Department; and tail-twister C. J. Cech, Alkylation Department. The retiring officers are H. F. Lange, C. R. White, E. B. Kenney, E. M. Fabick and C. K. Johnson.

S. R. A. Election

The S. R. A. nominating committee has selected the following men as a slate for election to the S. R. A. Board of Governors. The election will be held December 11, 7:00 P. M. at the Wood River VFW, and additions to the slate listed below will be accepted by nomination at this meeting. Those elected will serve a term of two years.

Operators

Les Crull, Alkylation. Wilbur Grove, Dispatching. Vic Buese, Lube Dept. Melvin Tucker, Lube Dept. Ralph Byron, Exp. Lab.*

Crafts

Charles Brisky, Machinist. Harry Darr, Stores. Charles Stanley, Pipefitter. A. E. Broadway, Brickmason* B. F. Rapp, Boilermaker.

Offices - Laboratories

Ralph Graham, Drafting. Jack Harris, Watchman. Bill Nicolet, Fire & Safety.* Herb Poitz, Research.* * Present Members.

Shell Acquires Part Of Old White Star Property

Shell has recently purchased a 17 acre tract of land which was formerly the site of the old White Star Refinery. The property is located east of Route 111, and is bordered on the north by the Illinois Terminal Railroad tracks, and on the west by the International Shoe Company. There are no immediate plans for the use of this property.

OPEN HOUSE

All Refinery Employees and their friends are cordially invited to attend the 'open house' to be held by the Marketing Department at the new Bulk Depot located just north of the Research Laboratory. The building will be open for visitation from 7:30 to 10:00 P. M. on Wednesday, December 5. Refreshments will be served.

L. R. Gray Goes to Martinez Refinery

L. R. Gray, Chief Technologist, has been transferred to the Martinez Refinery in California. He will be succeeded here by Dr. C. G. Clear from Martinez.

Gray has been at Wood River since 1933. He began his service with the company in 1925 at the Ark City Refinery where he was assigned as Assistant Chief Chemist. He was later transferred to the Houston Refinery as Chief Chemist. While there he was promoted to Chief Technologist, and in that capacity he came to Wood River.

Gray is married and has three sons - Eugene, Donald, and Robert. He was active in community affairs around Edwardsville where he made his home while in this area.

Carol Lane Safety Award Announced

In the interest of promoting traffic safety from the women's point of view, the Carol Lane award has been announced by the National Safety Council. This award is made possible by a grant from Shell Oil Company. It will be given each year to the woman who, in the opinion of the judges, has made the most significant contribution to the safety and welfare of the citizens in her community, state or nation. Among other things the award consists of a \$1000 Defense Bond.

C. A. Nicolet Elected President of I. A. A.

At the annual meeting of the Industrial Athletic Association held on October 22, C. A. Nicolet, Fire and Safety Department, was elected to serve as president for the coming year. He succeeds Duane Hewitt of Alton Box Board. Elected with Nicolet were Malcom Patrick of Schultz Box to serve as Vice President; and Cooper White of Owens-Illinois Glass, Secretary.

Nicolet has been active in reinery sports and recreational activities for many years. He was an all-star athlete while in high school and at Shurtleff College. He is serving at present as Chairman of the Board of Directors for the Shell Recreation Association.

It has been estimated that 100,000 farm tractors have been converted to the use of liquified petroleum gas as a motor fuel.

RED CROSS BLOODMOBILE AT ROXANA ON Tues. and Wed. Dec. 18 and 19
Watch Bulletin Boards for Further Details

Crude Expansion Program Gets Boost From DPA

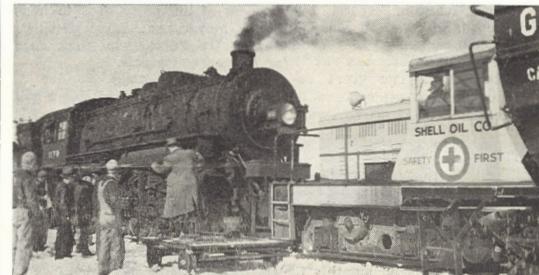
A MAN OF HIS WORD



When Bob Greenshields was called about using the "Mileage Marathon" as the theme for this year's Community Chest Drive we asked him if he'd like to "stick out his neck" and predict that his Research outfit would deliver 150% of their quota to match his 150 miles per gallon record in the Mileage Marathon. "You can bet they will!" said Bob and that's just what they did! Pictured above are Bob and Clint Phalen, Captain of the Research team which collected 179.7% of its goal. This was exceeded only by the Main Office group which rolled up 202.3% A "push" from 15 members of "Clem" Cunningham's Advance Gifts Team helped to put them over.

"Oil buried two or three miles below the surface—even if we know where it is—will not fuel a plane or heat a home. Not only must oil be found, but it must be produced without waste and in such a way that the greatest possible amount will be recovered from the oil-bearing formations. That's what oil men mean when they talk about conservation." — H. S. Burns, president, Shell Oil Company.

Shell Diesel Switcher Assists in Rerailing NYC Locomotive



While moving a string of tank cars near the Light Oil Loading Racks on the morning of November 8, a rail broke causing a New York Central steam locomotive to go off the track. All four drivers were derailed. Shell's Diesel Locomotive No. 7 was sent over to assist in pulling the steam engine back on the track. After several hours of manipulation the locomotive was rerailed at 11:00 A. M. with the aid of another NYC Steam Engine which had arrived on the scene. By 11:50 A. M. members of Shell's track maintenance crew, who had also assisted with the rerailing, had the track repaired and ready for operation. Supervising this project (above) is G. F. Woodyard, Yardmaster for the NYC. L. A. Brown, third from left, is Supervisor of Shell's Railroad Section.

AWARDS MADE AT ANNUAL SHELL RECREATION ASSOCIATION WINNERS' BANQUET



On Monday, November 5, the annual S. R. A. Banquet for winners was held at Skagg's Restaurant. Upper left: Refinery Golf Tournament winners; Top Center: Dispatching Team, Plant Softball Winners; Top Right: Women's Golf League, Winning Team; Left Center: Not

So Good Softball, Industrial League Winners; Center: H. D. Dale receives Not-So-Good Trophy for the Shell Refinery; Right center: Industrial League Golf Team trophy is presented to C. A. Nicolet for Shell; Center:

Winning Team - Women's Bowling League; Lower Left: Winning Team Plant League Basketball - Cracking; Center: Carl Colburn receives trophy for winning Refinery Golf Championship; and Lower Right: Winning Team - Plant League Golf - Alkylation

Halloween Masquerade Party For P. & I. R.

Members of the Personnel and Industrial Relations Department, and their spouses or escorts, enjoyed a costume party on Monday evening, October 29, at the Wood River VFW hall. There was nearly 100% attendance. The great variety of attire lent atmosphere to the occasion, and prizes were

awarded for the most unique, the prettiest and the funniest costumes. Games and dancing provided the main entertainment of the evening, and food and drinks were served. Much of the credit for the success of the party goes to Miss Doris Meyer, and Mrs. (Shirley) Elmer Dal Pozzo, who took care of all arrangements.

Not all forms of addressing a golf ball can be found in the rule book.



THE SHELL REVIEW

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BIRTH

Born at St. Joseph Hospital on October 31 to Mr. and Mrs. William N. Blatt of Edwardsville, was Mary Leslie, weighing 7 lbs, 4 oz. This is the fourth child in the family. Blatt is a Mechanical Engineer in the Research Laboratory.

IN MEMORIAM

J. J. Zack - Compounding
R. M. Spagnolo - Pipefitter H.
E. R. Walz - Machinist

J. N. Semanek - Treating
All of whom lost their lives in a railroad crossing accident on November 13.

A. W. Grow, Retired, passed away on November 12 after a brief illness. He was 73 years old. He had been employed here in the Treating Department.

H. J. Kopp, Retired, passed away on November 18 while working around his cottage on Illinois River. He was formerly employed here as an Operator in the Utilities Department. He retired in June of 1951.

PLAN WISELY FOR RETIREMENT

Fifty years ago nearly three-fourths of all the men who reached the age of 65 were still working. In 1950 only 35% of these men were working. If the trend continues, by 1960 there will be less than 3 out of 10 men aged 65 or over who will be actively employed.

This startling picture is mainly the result of greater longevity through the aid of medical science. There are many more older men now for the jobs available than in former years — hence the trend toward earlier retirements.

However, men need not look toward retirement with doubt and apprehension. Some thought and wise planning in advance will help to insure physical comfort in the twilight years. Along with this and equally important is finding something to do—profitable or not. It is entirely possible that the retirement years can be the most happy time of life.

A psychologist says an obstinate youngster may turn out to be a genius. Think of the parents who will be cheered up by this news.

"Moderation and self control," said the psychology professor, addressing his class, "can be applied successfully to our everyday lives. Observe, for example, the fly which has just alighted on the tip of my nose. I do not lose my temper; I merely say in a quiet tone, 'Go away, fly.' GAHDAM, IT'S A BEE!"

S. R. A. CALENDAR FOR DECEMBER

December 3—Basketball Season begins. Games at East Alton Lincoln School.

December 4—Plant Basketball league begins. Games at Roxana Community Building beginning at 7:00 P. M.

December 11—Business meeting for election of S. R. A. Board of Governors. To be held at Wood River V. F. W. - 7:00 P. M. All members are invited to attend.

All Wednesday, Thursday and Friday nights - Shell Bowling leagues at Bowl Inn.

All Thursday nights. Shell Industrial Bowling at Acme.

REFINERY COMMUNITY CHEST DRIVE BRINGS TOTAL OF \$8230.01

The Red Feather Marathon is now complete with a total contribution of \$8230.01. As directed by the donors this represents \$7565.46 for Alton-Wood River area and \$664.55 for the Edwardsville Chest. The results of the marathon by groups are:

	Dollars Collected	% of Quota
Main Office	\$1,486.90	202.3
Research Laboratory	695.30	179.7
Plant Operating Staff	1,787.30	172.7
Plant Engineering Staff	893.75	138.6
Machinists	360.35	52.2
Operating Engineers	1,443.85	41.5
Metal Trades	1,142.70	32.3
Miscellaneous	419.86	32.3
Total	\$8,230.01	75.2

Included in miscellaneous, associated groups contributed as follows:

Shell Pipeline Employees	\$ 35.00
Products Pipeline Employees	42.00
Fluor Staff Employees	243.50
Building Trades - Operating Engineers	94.73

Although the contributions this year fell short of our quota, they are the greatest of recent years. This demonstrates our increasing desire to shoulder our civic responsibility to do even better to

HELP SOMEONE TO LIVE!

OR

HELP SOMEONE TO LIVE BETTER!

Refinery Steering Committee



Standing beneath the sign which registered the progress of the refinery drive are Stanley Boryska, Chairman of the Edwardsville Community Chest drive; J. F. Murphy, P. E. Malson, L. A. Hopkins, and G. E. McCoy, steering committee for the refinery drive; and Thad Carter, Chairman of the Alton - Wood River Region Community Chest drive. \$664.55 of the money collected here went to the Edwardsville Community Chest.

NOVEMBER SNOW STORM—Shell Automotive Equipment Lends a Helping Hand



Willbridge Terminal Expansion Completed

A multi-million dollar expansion program at Shell Oil Company's Willbridge Terminal on the Willamette River in northwest Portland, Oregon, has recently been completed. The terminal, second largest operated by Shell in the U.S., is a distributing center for products delivered to major portions of Oregon, Washington and Idaho.

During the three-year expansion program, petroleum processing facilities have been considerably enlarged. Products processed at Willbridge include various grades of lubricating oils and 21 different paving grades of asphalts and road oils.

Storage capacity at the terminal has been increased more than one third and total capacity is now over 50,000,000 gallons. Willbridge distributes more than 1,000,000 gallons of petroleum products each day.

Willbridge receives refined gasolines and petroleum stocks by ocean-going tanker and in turn redistributes them by tank truck, tank car, and barge to inland depots.

Tug-pushed barges carry petroleum products to water terminals at Ilwaco, Cathlamet, The Dalles, Umatilla, Attalia, and Pasco for delivery to coastal communities, central Oregon, the Pendleton area, the Walla Walla and Lewiston regions, and the Spokane and northern Idaho areas.

Among the enlarged installations at Willbridge is a lubricating oil processing plant, where base stocks from the Martinez Refinery are blended with chemicals and "additives" into finished lubricating oils that are delivered to the consumer in containers ranging from one-quart cans to fifty-five gallon drums.

Asphalts are processed in a "vacuum fractionation column" and leave the plant in specially insulated tank trucks and tank cars in order to arrive at the job ready for application at required temperatures.

The Willbridge Terminal was first opened in the early 1910's. There are 175 Shell employees at Willbridge today.

SHELL OPENS NEW ENGLAND TERMINAL

A faster, more efficient flow of oil products to consumers throughout northern Maine is now possible with the aid of the new Shell Oil Company marine terminal recently dedicated at Searsport.

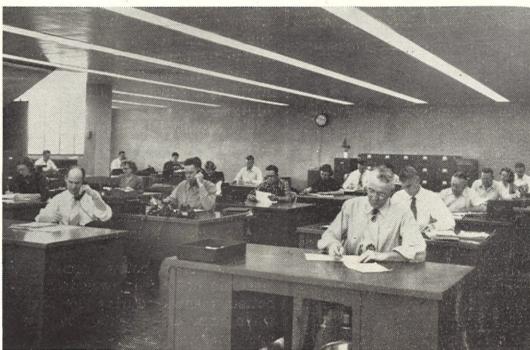
Occupying more than 11 acres of the Searsport waterfront, the terminal includes a pipe line system linking the tanker dock to the plant property, a series of large steel tanks, a warehouse, garage and office, and loading racks for trucks and tank cars. The plant has a storage capacity of 8,000,000 gallons and it is estimated that about 25,000,000 gallons of products will move through the terminal to the public each year.

Searsport will handle bulk shipments of gasoline and fuel oil, brought in by tanker, as well as such products as motor oil and anti-freeze which are already packaged when they reach the plant. Almost all packaged products will be moved by fork lift trucks and stored on pallets to permit speedy handling and most efficient use of warehouse space. One section of the warehouse is heated for storage of products which cannot stand exposure to cold.

"Maine is using more oil every year", according to W. D. Ramsey, Manager of the Searsport Terminal, and this plant is designed to help keep supply ahead of demand. It is not only the newest of the Company's marine terminals but it also is the most northerly in the U.S."



Stores building as seen from the east end of the Main Office road. The office section is located in this north west corner of the building.



In this office picture are (from left) Mrs. Ruth Holliday, Frank Vazzi, L. B. Corlew, Ed Lewis, Mrs. Bernice Sperino, Don Page, R. P. Anderson, Miss Betty Cox, Rudy Becker, Walter Myers, Mrs. Gloria White, S. Gehrke, Miss Mary Fischer, (not visible) R. R. Hoover, Robert Williams, C. W. Deitz, A. Lemon, Mrs. Mary Nordstrom and K. L. Bruning.



Here in the Department Manager's office are H. J. Niemann, Chief Expeditor; C. A. Bearden, Manager; J. E. Brewer, Assistant Manager; and E. M. Ahrens, Office Supervisor.



In the chemical section, located in the south portion of the building, materials are piled high by the aid of the fork lift trucks. Doorways (to the right of picture) are wide and numerous for easy access to car or truck loading.

STORES

INVENTORY SECTION

The Inventory Section is fundamentally responsible for physically checking all Stores material stocks at least once per year and verifying that the number of items on hand correspond with the number shown on the records. This section also handles the disposition of surplus, obsolete and used materials. Upon determining that items in these categories are to be disposed of, the other Shell locations are asked if they have use for the material. If not, in the case of unused materials, the original supplier is asked if he will buy the material back. If both of these steps are unsuccessful, the material is then sold on a bid basis to the highest bidder.

PRIORITIES SECTION

The Priorities Section keeps abreast of developments regarding material procurement and issuance and ascertains that no government regulations are violated. In addition they obtain government approvals and supply priority ratings to facilitate procurement of necessary materials for Refinery operation. This section works very closely with the government NPA Office in St. Louis and Priorities personnel with Shell in Head Office—New York and Washington, D. C.



Calls for material are received at this station and orders made up and dispatched through the pneumatic tube system, part of which is shown at the right. Countermen L. Vander and R. M. Hester are at the desk.



Fork lift trucks are used to stack and remove material from the storage racks. All bulky materials are palletized to make this type of operation possible. Operating this lift is Counterman R. M. Neely.

Material Checkers

The material checker upon being advised by the counterman that certain material has been received verifies that this material received corresponds with the material ordered and advises the Office Section accordingly so that proper records and accounting can be established.

Material Dispatcher

The Material Dispatcher is responsible primarily for ascertaining that materials issued from the Stores Department correspond to the material ordered by refinery personnel or that the ordering personnel are advised accordingly. He also directs truck drivers regarding material deliveries.

EXPEDITING SECTION

The Expediting Section handles all orders requiring special handling. These orders often need constant attention and follow up so that delivery dates can be met on materials necessary for continual refinery operation.

DEPARTMENT

OFFICE

The Office Section consists of Stock Analysts, Invoice Analysts, and clerical personnel.

A Stock Analyst is responsible for procuring refinery materials and maintaining of refinery material stocks. Each Stock Analyst has a distinct responsibility for certain types of materials, for example one Stock Analyst procures materials and maintains stocks for the Pipefitter and Valve Repair Departments, another for the Machinists, Instrument, and Electrical Departments, etc.

The Invoice Analysts review the bills submitted to Shell for materials, verifies their correctness, and approves them for payment by the Treasury Department.

Accounting, Typing, records, etc. are handled by the clerical staff.

DEPARTMENT FACILITIES

In 1923 the old Stores Building was erected at a time when the refinery throughput was but 20 per cent as great as it is now. As a result of expansion since that time it became necessary to store materials in 23 buildings, 19 box cars and 3 yards around the refinery. To alleviate this condition and to operate the department more efficiently, a new Stores Building has been recently erected at the east end of the refinery which allows for consolidating practically all Stores operations at the one location. This building is one of the most modern of any in Shell's refineries.

To facilitate rapid handling of orders for materials, the building is equipped with an inter-communication system between all important points in the building and the yard. Also to speed handling of paper work a network of pneumatically operated tubes has been installed in the building. Six fork lift trucks and a 200 ft. conveyor are employed for material handling in addition to a crane in the yard and five automotive trucks for delivery of material to the refinery. The automotive trucks are under the jurisdiction of the Automotive Department but their activities are directed by the Stores Department Material Dispatcher. The latest type of racks, bins, etc. have been installed to secure the best storage of materials. Two Portable Stores units are located in the Refinery to make materials available near the job sites.

PROCEDURE

Probably the most effective way of outlining the procedure for procuring materials through the Stores Department would be to assume that an item was being ordered and to consider the steps necessary to obtain final delivery. When it is decided that the procurement of an item is necessary, a requisition form is prepared and approved by the proper refinery personnel subsequent to which it is transferred to the Stores Department Stock Analyst. A necessary identification number is assigned and records are established regarding the requisition after which the Priorities Section obtains and applies a Priority rating on the face of the requisition. It is then transmitted to the Shell St. Louis Purchasing Department when the actual purchasing of the material is handled. Upon delivery of the material to the Stores Department Receiving Room, a counterman notes the material received corresponds to the material ordered. The Material Checker then advises the office staff of the material received who in turn establishes the necessary records, handles the accounting functions and arranges for the Treasury Department to pay for the material.



The conveyor is used in the general stores section and speeds up orders on quick delivery.



A view of the south side of the new warehouse showing truck and car loading platform which extends the full length of the building.



One of the Portable Stores Units.



A crane removes tubing from a railroad gondola car and stacks it on the timbers placed in the yard for this purpose.



The material yard is being prepared for storage of heavy equipment. It is located east of the new stores building.

... SAFETY CLIPS...

Pipe Clamp Falls Injuring Workman

"It's Goggles for Buckles"



During decoking operations at the coke chambers, the hydraulic drill pipe is held in place by a clamp during one stage of the procedure, while a section of pipe is added or removed on top of the chamber.

Recently during the decoking of a chamber at Dubbs 18, a section of pipe had been removed. When the clamp, weighing approximately eight pounds, was being removed, it slipped away and fell down 60 feet through the bottom manway, hit the platform and rebounded, striking the leg of a pipefitter who was standing about seven or eight feet away.

The injuries consisted of a bad bruise and cut of the workman's right thigh. It was necessary for him to remain off duty a few days to aid in the treatment of his injury thus constituting a disabling injury.

It is essential in preventing such accidents that:

1. Every effort be made to prevent such objects from falling. It is urged that when the clamp is being applied or removed, the men on top secure it in place by tying off;

2. the men below remain at least ten or 12 feet away from the bottom manway during the period when men are working over the open manway above.

Wear a Safety Hat And Keep It In Good Shape

If you want to be in style in this refinery, wear a safety hat. Don't you think a clean, shiny safety hat looks much better than battered fedora, a little oily around the brim or a shop cap that is frayed around the edges?

But please—do not ruin the looks or the safety of a safety hat by bending it out of shape or drilling holes in it. These actions weaken the hat and the wearer of such a deformed hat is likely to feel conspicuous in a short time because of the peculiar appearance of the hat. The well-dressed man in the refinery wears a safety hat

After the material is checked in, it is either transported directly to the ordering department or transferred into storage.

When refinery personnel desire this material, they either obtain it from Portable Stores wagon located in the refinery or call their order to countermen assigned to receiving telephone orders. These men prepare a transfer slip covering each item and dispatch it through the pneumatic tube system to the Material Dispatcher who notes the item requested and rediscusses the transfer to the proper points in the Stores Department from which the material is transported to the Stores Department dispatching station. The Material Dispatcher verifies that the material being issued corresponds to the material ordered or he advises the Personnel who place the order to the contrary. The Material Dispatcher then instructs the truck drivers as to the material delivery stations located throughout the refinery to which the material is to be delivered.

From 1:30 until 5:00 p.m. on Saturday, January 12, 1952 an open house will be held at the stores building for all refinery employees and their families. Stores Department personnel will escort and explain to all visitors the facilities of the building. Refreshments will be served. More details will be forthcoming to all employees regarding this event.

A few days ago V. L. Buckles operator in the Light Oil Treating Department, opened a draw-off valve on M-49 blow case. Although the draw-off opening is in a deep trench and the valve wheel is equipped with an extension, Buckles reasoned that goggles were still in order. He has seen acid and caustic "do the unexpected" on several occasions.

Suddenly it happened again. Unpredicted pressure blew the acid against the side of the trench and some of it splashed up in Buckles' face. He promptly washed the acid off with water. He realized that the skin burns on his face, forehead and neck would heal within a few days. With considerable satisfaction, the nurse noted on the record that there was no injury to the eyes since he was wearing goggles.

After this accident, Buckles recalled that a safety man had reminded him about wearing goggles just a few days before. He accepted the reminder in the helpful way intended and applied the lesson at once. Let everyone, in turn, be reminded by Buckles' experience that it pays to wear goggles when working with equipment containing acid or caustic.

Since there is no doubt that wearing his goggles definitely prevented severe eye injury to this man, you may be sure that from now on "it's goggles for Buckles."

Danger—High Voltage Lines

A few days ago, a crane came in contact with a 2300-volt overhead line. The line parted and the ends fell on the ground, one end lying across some railroad tracks.

The crane operator went to telephone the electric shop about the mishap, posting a man at the scene to watch and warn others who might enter the area. The watcher became concerned about the possibility of a train entering the area and coming in contact with the portion of the line that was lying on the railroad tracks. Wearing cloth gloves equipped with leather palms, he picked up the end of the wire and placed it off the tracks. He was also wearing rubber boots.

While this man sustained no injury, he was very fortunate because a very slight variation in conditions could have had very serious results. Never handle a fallen wire that could possibly be an electrical line. Instead, contact those who are responsible for such equipment, meanwhile taking precautions to keep others away.

It is suggested that children should be frequently reminded not to handle fallen wires. Like their parents, the children are inclined to forget these things unless frequent reminders are given.

♦ SHELL ANNIVERSARIES ♦

TWENTY-FIVE YEARS SERVICE



H. L. Day, Jr., Utilities

Before coming to Shell H. L. Day was employed by the Illinois Terminal Railroad Company. His first job at the refinery was with the Labor Gang. He was then transferred to the Boilermakers and later to the Machinists. He has also worked at the Central Shops Office, the Main Office, and for the past five years has been assigned to the Utilities Department where he is now Chief Clerk in the Field Office.

Day is a native of Alton. He attended the Alton public schools, but completed high school at East St. Louis in 1918. In 1923 he was married to Frances Willingham of Perry, Missouri.

Day is a member of the Eagles Lodge No. 254. He is also a member of the Shell Recreation Association. His home is in Upper Alton.



A. Hock, Dispatching

Before coming to Shell, A. Hock was employed by the Rock Island Railroad in Nebraska. He began his 25 years at the Refinery in the Labor Department. He was then transferred to the Topping Department and finally to the Dispatching Department where for the past year he has served as Shift Foreman. He has never had a lost time accident.

Hock is a native of Washington County, Kansas. His wife is the former Marie Kruezburg of Hia-watha, Kansas. They now make their home in Alton.



R. A. Neuhaus, Cracking

R. A. Neuhaus was employed at the Owen-Illinois Glass Company at Alton before coming to Shell. He began his work here in the Shipping Department, and was later transferred as Time Keeper to the Accounting Department. In 1931 he went to the Cracking Department as a Gauger, and for the past nineteen years has been assigned as Operator in the same department. He has never had a lost time accident in his 25 years with Shell.

Neuhaus is a native of Alton, and has lived there most of his life. He attended Alton High School and also did some work with the International Correspondence Schools. Neuhaus' wife is the former Opal Carlton of Alton. There are three children in the family; Viola, of Alton; Marjorie, who is in Nurses Training at Alton Memorial Hospital; and Raymond who is a student at Alton High School.

Neuhaus has served on the Board of Directors for the Shell Recreation Association. In past years he has played with, and managed, many of the Cracking Department teams in the Shell Athletic League competitions. He has also been active with youth activities in the community. His hobby is photography. His home is in Alton.



W. S. Ringering, Engr. Field

W. G. Ringering came to Shell from the Western Cartridge Company. He began with an assignment to the Labor Department. He then worked for a time in the Coke Yard and was finally transferred to Pipefitters where he is now assigned as Pipefitter 1st. He was transferred to the East Chicago Refinery in 1932 and 33 and then returned to Wood River. He has had no lost time accidents during his period of 25 years service with Shell.

Ringering was born in East Alton. His wife, formerly Viola Herring, is from Greene County. They were married in 1925. There are two children in the family: William Jr. 21, who is serving in the U. S. Army Medical Corps at Fort Meade, Md.; and JoAnn 18. Ringering now makes his home in Bethalto.



D. M. Boren, Gas

D. M. Boren began his quarter century of Shell Service as a Construction Laborer. He was then transferred to the Control Laboratory as a Sample Carrier, and later to the Distilling Department as a Gauger. Subsequent moves placed him in the Cracking Department, and finally in the Toluene Section of the Gas Department where he is presently assigned as Operator.

Boren is a veteran of World War II, having served over three years with an Armored Division of the U. S. Army. He is married and his one child is a daughter - Donna. His home is in Glendale Gardens, East Alton.



GEORGE FAVRE

Munich, Germany

Oct. 20, 1951

We were on maneuvers for a week the first part of the month. Soon after we came back from them we moved to a new camp so have found myself quite busy.

Everything has been going pretty good for me but am sure hoping the day will come real soon so that I may become a civilian again. There have been several reserves sent home from here, but it seems as if I am doomed to serve my full time plus the three months they have added to our enlistment.

My position here in the company is squad leader. I have eleven men in my squad. I think I have a fine bunch of boys and find it very interesting working with them. I usually find myself quite busy as it seems as if things change very often in this outfit. I don't mind it though as the time goes by much faster then.

Some time ago I was on a reconnaissance team from this company. We were making a recon on all of southern Germany and were getting to see quite a bit of the country. At the present time it has been called off. I hope to get back on it once it is started again.

I have been receiving the Shell News and Shell Review okay and can say I sure enjoy having them. They keep me pretty well up on things going on within the company.

As ever,
Sfc. George Favre
Co. C. 485 Engrs. (C) Bn.
A.P.O. 407 c/o Postmaster
New York, New York

Excerpt from letter from Mrs. C. W. Gibson:

Fort Richardson, Alaska

We are now in Alaska, Fort Richardson, near Anchorage. We drove up the fabulous Alaskan Hi-way and it was a wonderful experience. The scenery is beyond description in the

fall. The trees were turning and their riotous colors set the hillsides ablaze.

Charlie came up first with a convoy and returned later to bring me and the children. On his way up with the convoy he met an old Indian man who showed him how to "make medicine" to catch trout. Four of them caught 30 trout in 30 minutes after the Indian had "made medicine" for them. His "medicine" consisted of salmon eggs crushed in some grass and washed out into the stream.

This and other experiences along the road will make interesting telling for Charlie when we are home again.

Sincerely yours,

Mrs. C. W. Gibson

for

C. W. Gibson, 1st, Lt.

Q-1185038

A. Battery 147 F. A. Bn.

A. P. O. 949

c/o Postmaster, Seattle, Wash.

First Lt. Everett Kingery, formerly of the Cracking Department, has been stationed for the past several months at Scott Field. He is scheduled however, to leave shortly for Korea where he will assist with various phases of flight training.

Kingery was recalled to active duty in the Air Forces six months ago. He was an Operator at the Vacuum Flasher.

A letter was recently received at the Personnel and Industrial Relations Office from Corporal John E. Maher, who is now stationed in Korea. Maher writes that he is assigned as a mechanic in the Battalion Motor Pool and that he enjoys the work. He is attached to the 7th Medical Battalion; Headquarters and Headquarters Company.

S. E. Oliver has returned from active duty in the Army. He re-entered service in October of 1950, and was released last month with the rank of Corporal. He served nine months in Korea. Oliver is a Field Machinist.

J. H. Petri, Jr., has returned from Military Service with the Navy. He was recalled to active duty in September of last year and was released on October 17, last. While in the Navy he was assigned as a Fireman aboard the Transport U.S.S. Windham Bay which served the west coast and the far east. Petri is assigned in the refinery as a Shop Machinist.

W. H. Leindecker Retires on November 1



W. H. Leindecker retired from active service with the Machinists on November 1. He had been with Shell for 22 years. Standing around him are his fellow workers who gathered to wish him well on his last day at the refinery. On his right is General Foreman, L. R. Hill.