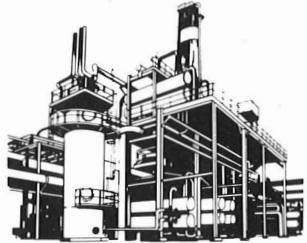




# WOOD RIVER REVIEW

WOOD RIVER MANUFACTURING COMPLEX



VOL. 48, NO. 2 FEBRUARY, 1985

## Investigative team recovers cracked pipe from D&D unit

The source of the Dewaxing and Deasphalting (D&D) fire Jan. 23, appears to be a cracked propane pipe, according to Shell's fire investigative team. Propane leaked from the pipe and ignited upon contact with a furnace pilot located several hundred feet away.

Apparently small amounts of water from the propane that circulates through the unit had accumulated over a long period of time in an inactive section of pipe. The cold weather froze the water and cracked the pipe. Rising temperatures and direct sunlight thawed the ice on Jan. 23, allowing propane to escape.

Three explosions and fire occurred at approximately 3:50 p.m. Propane and lube base stock burned under control until Monday, Jan. 28, when the fire was extinguished. The Shell team as well as government agencies then began their investigations.

**Ron Cambio**, superintendent of EOS, coordinated the company investigation. He said heavy accumulations of ice which formed during the fire fighting hampered the team's early efforts. When the cracked pipe was recovered, it was sent to Westhollow Research Center in Houston for metallurgical examination.

The D&D accident claimed the life of **John E. Brown**, 33, an operator from Bethalto. Six employees were hospitalized and several others received medical treatment at local hospitals and the Complex infirmary.

Immediately following the explosions and fire, Complex Fire Crew members secured the D&D area, assisted the injured employees, and directed water streams on the blaze. Countless other people from Operations, Maintenance, Safety and Medical were on hand to help where needed. The fire was brought under control within two hours.

"The Fire Crew did an outstanding job," said **Harry Rollins**, manager of Safety & Industrial Hygiene. "Our emergency procedures went as



Water streams are directed on the D&D unit after explosions and fire occurred Jan. 23. Shell's Fire Crew had the blaze under control within two hours which prevented further injuries or damage to nearby equipment.

planned which greatly reduced the risk of additional injuries or damage to nearby equipment."

Rollins credited the Fire Crew, operators, nurses and volunteers for their professional handling of the emergency under adverse conditions—low light and extreme cold. The isolation team and the employees who assisted the investigation team are also to be commended for invaluable support, he said.

The Complex has continued to function normally with the exception of the Lubricants area. It is anticipated that the Compounding operation will use lube oil base stock brought to Wood River from other sources. Immediate plans for the lube units, VFC Extraction Unit and Lube Hydrotreater, are still being assessed.

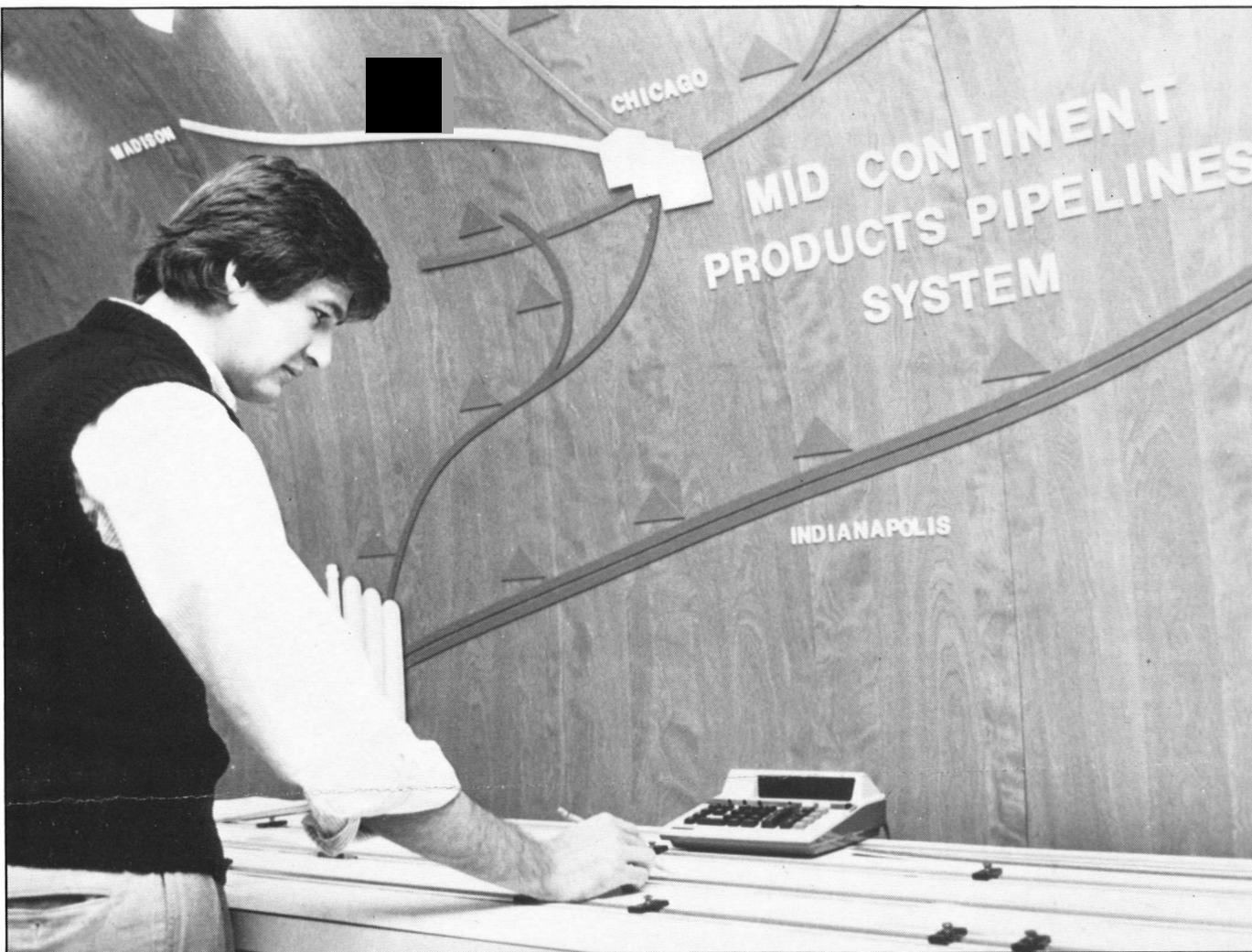
### GOOD NEWS

In the meantime, the injured employees are showing signs of steady improvement. **Ron Hettinger** who suf-

fered fractures in both legs is the only employee remaining in the hospital.

Concern for and interest in the progress of the injured employees has remained at a high level. One example is a project that originated with a suggestion by truck drivers **Bob Cleaves** and **Jody Hammock**. They approached **Fred Brown**, a Maintenance foreman, and asked if the Complex might prepare large get-well cards for the hospitalized employees. Brown took their suggestion to **Paul Lotts**, Personnel manager, who gave the go-ahead.

**Doug "Alabama" Martin**, another truck driver, designed and drew the cards, and **Cele McLagan**, Financial, helped with the wording and lettering. Next, **Jerry Schmitt**, Financial, and **Clif Carpenter**, Maintenance, arranged to have the cards displayed in the Cafeteria February 5-6 so employees could sign their names. The completed cards were then presented to **Larry Bums**, **Mark Cain**, **John Schurwan**, **Sadie Hawkins**, **Ron Hettinger** and **Don Schroeder**.



*Mark Bowen uses a "paper pipeline" to track movement of products through the five outgoing pipelines from Wood River. Bowen, a Shell Pipe Line controller, can determine nearly exact product arrival times at the 12 Distribution Plants located along the pipeline system.*

**24 hours a day**

## Pipelines keep the products moving

Pipelines—you rarely see them but they are out there nonetheless. Gasoline and other light oil products manufactured at Wood River are pumped around the clock through more than 1,000 miles of Shell-owned pipelines to Distribution Plants in the midwest.

Coordination of product movement is a big job that requires a close working relationship among Shell Oil and Shell Pipe Line employees in Wood River, Indianapolis, Head Office and the 12 plants that receive products directly from the Complex. Nearly 15 other Shell plants are shipped product by way of connecting pipeline systems.

**Fred Fischer**, Wood River District

superintendent for Shell Pipe Line Corp., said the five outgoing pipelines transported close to 51 million barrels of automotive and aviation gasolines, jet fuel, diesel, heating oils and various solvents in 1984. The products are received and stored at Distribution Plants and then delivered to Shell customers.

The 8-inch East Line carries about 10,000 barrels a day of jet fuel to Lima, Ohio and Zionsville, Ind. plants. The 12-inch East Line, which runs parallel to the 8-inch, has an average daily gasoline throughput of 65,000 barrels. The product is delivered to Shell plants in Effingham, Ill., Terra Haute, Zionsville and Muncie, Ind., and Lima, Ohio.

Approximately 72,000 barrels of gasoline and jet fuel a day are sent through the 14-inch North Line to plants in East Chicago, Ind., and Harristown, Argo and Des Plaines, Ill.

The 6-inch St. Louis Line transports about 10,000 barrels a day of gasoline and diesel fuel to the St. Louis distribution plant, a distance of 15 miles.

Several airlines at Lambert Field in St. Louis receive jet fuel from a 10-inch line that originates in Wood River, 22 miles northeast of the airport. The line has a current daily throughput of 5,000 barrels.

Six pumps and meter stations, and 11 booster stations are located along the East and North Lines to keep the

products moving at their normal speed of two to five miles per hour. Pump units for the shorter St. Louis and Lambert Field lines are at Wood River.

**Gene Perkins**, Oil Movements supervisor, said the pipeline stations and plant product receiving terminals are remotely controlled from Wood River's Oil Movements Control Center. Known as a supervisory control system, the computer control function constantly scans each pump station and plant served by the five pipelines to obtain current operational data. Line pumps are started and stopped, and storage tanks are filled—all from Wood River.

Once a week the Distribution Plants report to Houston the amount of products they delivered to service stations and customers during the proceeding week. These reports enable Head Office Oil Movements Scheduling to prepare 45-day projected schedules of pipeline shipments to midwest plants. Pipeline pump orders reflecting anticipated product needs are then sent to Wood River.

The products enter the pipelines on a routine cycle. Separation of each batch or tender is achieved by careful control of the interface or joining point of the products. Plant personnel at the receiving terminals manually check the interface by verifying the products' specific gravity and color. In some cases, if the products are similar in specification but have different vapor pressures, octane ratings, etc., a dye plug is injected at the interface and visual observation is used to detect the point of separation.

Perkins said a 200-400 barrel mix usually occurs between products on the North and East Lines; for example, when unleaded gasoline is followed by leaded gasoline. Interface mixes that do not meet Shell quality standards are collected and stored in special tanks for eventual reblanding or return to the Complex by truck for processing.

Product batches are tracked through the entire length of the pipelines on a "paper pipeline" in the Oil Movement Control Center. **Mark Bowen** is one of five controllers who make calculations from the paper pipeline to pinpoint product arrival times at the plants.

The paper pipeline is color coded by product and is scaled to match the barrel capacity of each line. Every two hours it is updated so the position of product batches in the pipelines are known at all times. Bowen said the progress of products is monitored so accurately that actual plant arrival times usually vary no more than five to



*Checking a pipeline pump is operator Bernie Hammer, of Wood River. Much of the Shell Pipe Line operation is automated, but there is no substitute for experienced employees like Hammer.*



*Karen Werner, a Shell Pipe Line operator in Wood River, tests a sample of jet fuel for quality before the product is sent by pipeline to Shell Distribution Plants in the midwest.*

10 minutes from projected times. Precise product movement is important, he explained, because arrangements need to be made in advance for tank storage and batch changes.

At the other end of the technology scale from the paper pipeline is a sophisticated computer system which

controllers use to check pipeline pressures, product flow rates and other data. Electronic records are kept of all products going into the five pipelines at Wood River as well as what is received by the plants.

With the exception of automotive gasoline, products transported in the

pipelines are drawn directly from Complex storage tanks. **Bob Kinkle**, Pump Station operations foreman, said such components as butane, light refor-

mate, toluene concentrate and others are blended to produce gasoline. Special blenders mix the appropriate quantities of components for Shell

Leaded, Regular Unleaded-2000 and Super Unleaded-2000 as they enter the pipelines. Some Shell additives are injected into the gasolines at plant loading racks.

**Karen Werner** and **Bernie Hammer** are two of the seven Wood River operators who keep busy with blending and pumping duties which include testing product samples to ensure that high quality is maintained.

"The pipeline operation has become very computerized and automated," said Fischer. "However, the experience and coordination of Shell Pipe Line and Shell Oil employees is a critical part of the whole process."

The job is to efficiently and safely distribute marketable products by pipeline to company facilities in the mid-west—a job Shell employees do quite well.

## Anniversaries



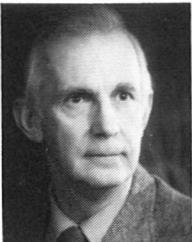
Carl Herzog  
Lubricants  
35 years



Joe Pazer  
Aromatics East  
35 years



Ed Bartosiak  
Cracking  
30 years



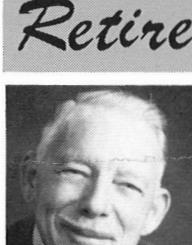
Audie Beerup  
Aromatics East  
30 years



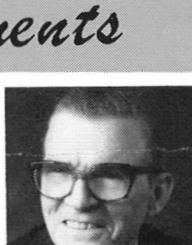
Shirley Ingles  
Maintenance  
30 years



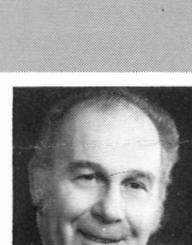
Mac McBroom  
Aromatics West  
30 years



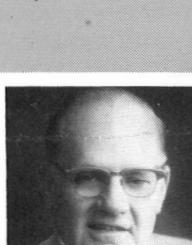
Doc Linn  
Safety  
44 years



Pete Disher  
Compounding  
43 years



Merle Green  
Gas  
41 years



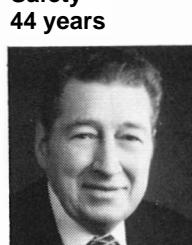
Elmer Eudy  
Dispatching  
40 years



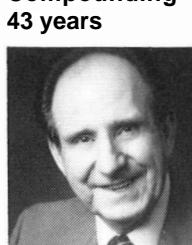
Jim Mussatto  
EC/Utilities  
30 years



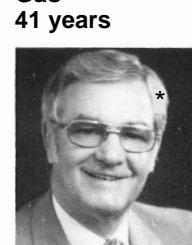
Jim Paterson  
Compounding  
30 years



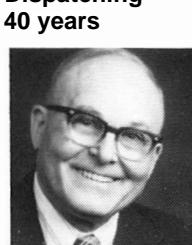
Jim Baker  
Dispatching  
37 years



Bob Mayfield  
Maintenance  
37 years



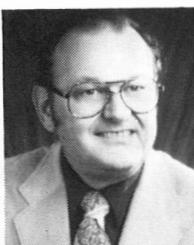
Ray Penrod  
Aromatics West  
37 years



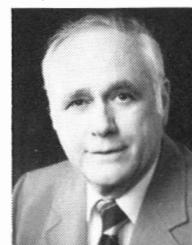
Pete Slaten  
Maintenance  
37 years



Clarence Schwab  
Maintenance  
30 years



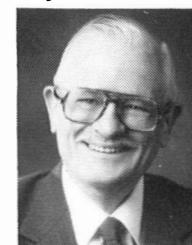
Orville Wildhaber  
EOS  
30 years



Jim Friederich  
Maintenance  
36 years



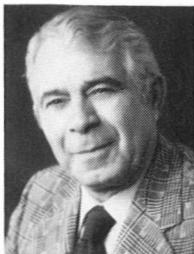
Wes Wagner  
Maintenance  
36 years



Carroll Barton  
Lubricants  
35 years

## Retirements

## Retirements



Warren Howard  
Maintenance  
35 years



Carl Madoux  
Maintenance  
35 years



Bob Phillips  
Maintenance  
35 years



Bob Wieseman  
Maintenance  
35 years



Bill Hill  
Distilling  
33 years



Sam Hinz  
Maintenance  
33 years



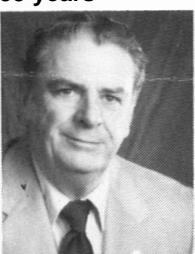
Harry Meyer  
Maintenance  
33 years



Merle Oettle  
Maintenance  
33 years



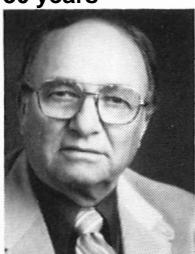
Francis Herzog  
EOS  
31 years



Louie Berkley  
Maintenance  
30 years



Bill Pohlman  
Cracking  
30 years



Charlie Zueck  
Maintenance  
27 years



Joe Scroggins  
Cracking  
26 years



Murrel Siegel  
Maintenance  
20 years

## In remembrance



TW. Stouffe



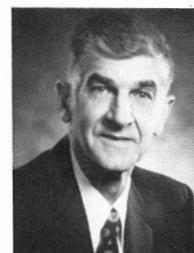
F. Haluch



J.E. Brown



D.L. Thurm



V.L. Oehler



S. Saltich



A.A. Barnes

**Theodore W. Stouffe**, 80, died Jan. 17. Mr. Stouffe was a boilermaker 1st, Engineering Field, before retiring in 1962 after 31 years of service.

**Frank Haluch**, 72, died Jan. 21. Mr. Haluch was a truck driver helper, Engineering Field, before retiring in 1963 after 20 years of service.

**John E. Brown**, 33, died Jan. 23. Mr. Brown was an operator who had six years of Shell service.

**Donald L. Thurm**, 54, died Jan. 23. Mr. Thurm was an operator 1, Cracking, and had 26 years of service.

**Vernon I. Oehler**, 64, died Jan. 28. Mr. Oehler was an operations foreman, Cracking, before retiring in 1980 after 37 years of service.

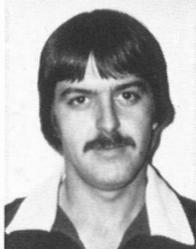
**Steven Saltich**, 69, died Jan. 28. Mr. Saltich was an engineering supervisor, Maintenance, before retiring in 1980 after 32 years of service.

**Alvin A. Barnes**, 89, died Jan. 30. Mr. Barnes was a pipefitter helper 1st, Engineering Field, before retiring in 1950 after 25 years of service.

## New to WRMC



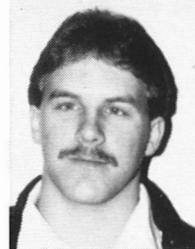
Lonnie Banks  
Alkylation



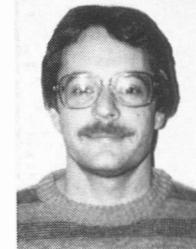
Brian Behme  
Laborer



George Berry  
MPO



Eric Brokaw  
Distilling



Bill Clark  
Gas



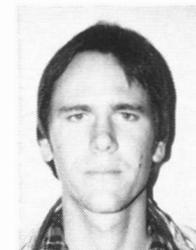
George Fifer  
Laborer



Al Funk  
Gas



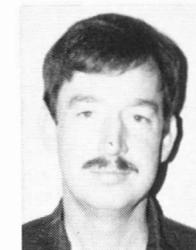
Bill Goetten  
Compounding



Jerry Hajek  
MPO



Mike Harmon  
Laborer



Bob Hopkins  
Laborer



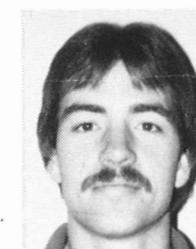
Don Huckelberry  
Aromatics West



Richard Hutchinson  
Dispatching



Greg Krajewski  
Laborer



Brian Lawson  
Dispatching



Martin Lopez  
Laborer



Tom McAfee  
Laborer



Gloria Moellering  
Financial



Roger Paroz  
EP&S



Randy Rhodes  
Laborer



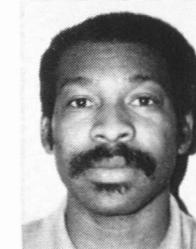
Sam Sevier  
Cracking



Sandy Waggoner  
Laborer



Brad Wallace  
Dispatching



Bobby Ware  
Compounding



Terry Wells  
Laborer



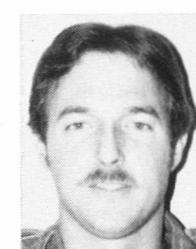
David Williams  
Emp. Relations



Tammy Williams  
Financial



Kelle Wright  
Financial



Bob Young  
Cracking

# Camera Club features contest

The SRA Camera Club has announced its monthly photo/slide contest subjects through February 1986. The club meets at 7:30 p.m. on the first Tuesday of the month in the Cafeteria. Employees and their families are invited to attend.

**March 5 - Autumn:** any scene indicating the fall season.

**April 2 - Open:** any print or slide.

**May 7 - Buildings or Architecture:** anything designed and built by man.

**June 4 - Moisture:** water in any shape, form or quantity.

**July 2 - Sunrises and Sunsets:** any scene featuring early morning or late evening sky.

**Aug. 6 - People At Work Or Play.**

**Sept. 3 - Open:** any print or slide.

**Oct. 1 - Animals:** wild, domestic, pets, birds, insects, etc.

**Nov. 5 - Flowers:** wild or cultivated.

**Dec. 3 - Vacation:** any scene taken while on vacation.

**Jan. 5, 1986 - Rural Scenery.**

**Feb. 4, 1986 - Patterns or Silhouettes:** a repetition of line, shape, form or color.

Slides and prints are eligible regardless of when they were taken. Previous winning entries cannot be reentered in another category; previous losing entries may be reentered. No one may enter more than two slides, or two

prints, or one of each, in any monthly contest.

Prizes and points will be awarded each month. The three members who accumulate the most points over the year will be declared winners of the photographer of the year contest and be eligible for additional prizes.

## SHELL SHORTS

### Home Mailings

Complex employees will soon receive by home mail the first of four Family Safety magazines published by the National Safety Council. Each of the quarterly issues contains articles about health, work and home safety, and other related topics. The home mailing is a project of the Safety Motivation Committee.

### Matching Gifts

On July 30, the Shell Companies Foundation, Inc. will again match two-for-one all eligible contributions to approved colleges and universities participating in the Shell Matching Gifts program. Eligible employees wishing to participate in this match must have their completed forms returned to the Foundation by the schools no later than June 15. Forms are available from Employee Relations.

## Operator's attendance record nearly perfect

How does the saying go? When you have your health you have everything? **Elmer Eudy** knows what good health is. The Dispatching operator retired Feb. 1 after 40 years of service and during that time he only missed two shifts.

"There were many occasions when I had a cold or touch of flu and didn't feel like coming to work," said Eudy. "But I always considered my job a top priority and I guess my absenteeism record speaks for itself."

Eudy attributes his extraordinary attendance rate to plenty of on-the-job exercise like climbing atop tanks, and

having the good fortune to be healthy.

**Cliff Woodford**, manager of Dispatching, said Eudy was an exceptional operator—one of the best. "He was competent, reliable and could be counted on to do his job right the first time," Woodford said.

After so many years of reporting to Shell, it must be difficult to let go. "Not really," said Eudy, "I have a lot of odds and ends to do at home and some trips to take. I'll keep busy."

One last word on Eudy's nearly flawless attendance at Shell. He said absenteeism can become a habit, and not a desirable one at that.

## WOODY & CLYDE

### THE ICY FALLOUT GAPER.



