Merkus Promoted; Hogge Is Refinery Manager

P. J. Merkus, Wood River Refinery Manager since May 1, 1958, has been appointed General Manager Refineries, effective September 1, according to an announcement by M. P. L. Love, Shell's Vice President Manufacturing. Merkus succeeds R. W. McOmie, who has accepted an assignment in the Central Offices of the Royal Dutch/Shell Group in The Hague.

Appointed as Wood River Refinery's new Manager is A. C. Hogge, who has been serving as Manager of the Montreal Refinery of Shell Oil Company of Canada, Limited. Hogge has served at Wood River on two previous occasions.

Merkus came to Wood River from Shell's Wilmington-Dominguez Refinery upon the retirement of H. D. Dale. He was educated at the University of Michigan where he earned a doctor of science degree in chemical engineering, and he began his Shell career in the St. Louis office in 1934, as a Technologist.

Merkus served in the St. Louis office until 1939, when he was transferred to the Norco, La., Refinery as Chief Technologist. Late in 1940, he was transferred to New York as Assistant Manager — Research and Development in the Head Office Manufacturing Department. Three years later he was named Manager of the department, and from 1946 to late 1953, he served as Assistant to the Vice-President Manufacturing. He was transferred in 1953 to Wilmington-Dominguez as Refinery Manager, where he served until his transfer to Wood River in 1958.

Active in Community

Merkus has been quite active in community affairs during his tenure at Wood River. He was extremely active in the formation of the Alton-Wood River Area United Fund organization, and served as chairman of the United Fund budget committee during the organization's first year. He recently was appointed chairman of the Large Industries — Corporate Division of the 1963-64 United Fund campaign. He also is vice president of the board of directors of the Alton District Manufacturers' Association, and is a member of the advisory council of Junior Achievement of Mississippi Valley, Inc.

Merkus is married to the former Mary Roe of St. Louis. They have two children, a son, Peter, 21, and a daughter, Pamela, 17.

Hogge, coming to Wood River for the third time in his Shell career, holds a bachelor of science degree in chemical engineering from Rice Institute. He joined Shell in 1936, as a Junior Analytical Chemist in the Norco Refinery Lab-

(Continued on Page 4)

A. C. HOGGE P. J. MERKUS

SHELL REVIEW

Wood River, Illinois

Vol. 26 No. 5 August, 1963

U.S. Patents Are Issued for Inventions By Wood River Research Lab Personnel

An invention that might eventually bring about changes in the methods of operation at service stations over the nation has been patented by two Shell Oil Company men.

John A. Edgar, retired Chief Research Engineer at Wood River's Research Laroratory, and Frederic R. Watson, Chief Applications Engineer, Head Office Products Application Department, have been issued a United States patent on a new, more rapid method of removing lubricating oil from the crankcases of engines. They have assigned the patent to Shell Oil Company, which in turn has made it available to automobile manufacturers.

Edgar

The method they have invented calls for the crankcase dipstick guide tube — which is used on all passenger car engines — to be extended to the very lowest part of the crankcase. The upper end of the guide tube would be shaped for a push-fit connection to a suction hose, through which the oil can be pumped out of the crankcase into a container to be disposed of later by service station employees. In this way, the crankcase can be emptied completely in a minute or less.

This method might well do away with the present time-consuming method of elevating an automobile on a service station hoist and removing the plug from the bottom of the crankcase to drain the oil. In fact, motorists could have their oil changed while their car was on the service station platform, its tank being filled with gasoline, since the pump and container for the used oil could be always ready at the service station pump island.

Shell has made information about this invention available to automobile manufacturing companies, offering non-exclusive but royalty-free use. It would be up to the auto

(Continued on Page 2)

Shell Sponsored Jet Racer Breaks Land Speed Record

A world land speed record that withstood repeated assaults during the last 16 years was shattered early the morning of August 5, by 26-year-old Craig Breedlove of Los Angeles. He drove the jet-powered "Spirt of America" across the Bonneville, Utah, Salt Flats on two official runs at an average of 407.45 miles per hour.

The record he broke was set in 1947 by the late John Cobb of England, who drove a piston-engine car at a speed of 394.197 miles per hour.

Shell is the primary sponsor of Breedlove's assault on the record. The car used Shell's special blend of HMF turbine fuel, manufactured originally for supersonic aircraft of the future, and Shell lubricants.

Breedlove made the two runs in opposite directions across the Salt Flats. The first run was timed at 388.47 miles per hour, and the second at 428.37 miles per hour. The record-surpassing figure of 407.45 miles per hour is calculated by the timers from the time taken for the runs and not from an average of the speeds for the two runs.

To Be Confirmed

The record set by Breedlove is subject to confirmation by the Federation International Motorcycliste, the group which rules on records set by cars of the type of the "Spirit of America." The three-wheel car resembles a wingless F-104 jet plane. It is powered by a J-47 engine similar to those used in a B-45 bomber. The four foot diameter tires were specially designed by Goodyear Tire and Rubber Company, a co-sponsor of the project.

NEW RECORD HOLDER Craig Breedlove, 26-year-old Los Angeles racing driver, is shown here climbing from his jet car "Spirit of America" after setting a new world land speed record of 407.45 miles per hour on the Salt Flats at Bonneville, Utah. His mark eclipsed the previous record of 394.196 miles per hour set 16 years ago on the same speedway by the late John Cobb of England. The event was sponsored by Shell Oil Company and Goodyear Tire and Rubber Company. The jet car was powered by Shell H M F Turbine fuel.

Shell Reports 21 Per Cent Increase In Net Income for Six Month Period

Shell Oil Company announced late in July that consolidated net income in the first six months of 1963 was $90,921,000, or $1.50 a share. This was 21 per cent greater than the $74,937,000, or $1.24 a share, earned in the first half of 1962.

Consolidated net income for the second quarter of 1963 was $44,326,000, or $.73 a share. This was also a 21 per cent increase over the corresponding 1962 period, when the net income was $36,670,000, or $.61 a share.

During the first half of 1963, Shell's volume of refined product sales increased seven per cent over the corresponding 1962 period. Increases were recorded in all major products, including chemicals and natural gas.

Greater throughput at refineries and plants and benefits from improved operating effenciency throughout the Company contributed to the improvement in earnings. Gasoline prices in the first six months of 1963 were slightly better than those in the 1962 period, but other product prices were lower, with the result that there was almost no change in the average realization per barrel from all refined product sales.

Is Your Address Correct? -- Very Important Now

Your home address is an important part of your personnel record **— now more than ever.**

Because of recent procedural changes, a number of important transactions formerly handled through Company facilities now will be mailed directly to your home. The number of items so handled probably will increase. Some of them involve the Provident Fund and Pension Plan and are quite important to you and your family.

Each year, thousands of pieces of Company mail to employees are returned because addresses are wrong. Mailings are delayed or go astray if your address is not correct.

The only record Shell has of your home address is the one you give. When you change your mailing address, please tell your Supervisor **immediately.**

Anniversaries

N. J. Painter
Refinery Lab
40 Years

J. L. Roller
Eng. Field
40 Years

R. M. Dugger
Compounding
35 Years

R. O. Sutton
Alkylation
35 Years

C. L. Baker
Eng. Field
25 Years

V. W. LaMarsh
Eng. Office
25 Years

C. M. Loper
Eng. Office
25 Years

C. H. Wilson
Eng. Field
25 Years

10 Years

D. L. Carpenter
Eng. Field
G. D. Hussey
Research Lab.
D. R. Koester
Eng. Services
C. L. Lentz
Eng. Field
M. L. Mosby
Utilities

20 Years

T. W. Allen
Eng. Field
D. Billings
Eng. Field
W. G. Bohannon
Eng. Field
J. F. Cartwright
Eng. Field
E. P. Goss
Eng. Field
C. J. Held
Eng. Field
B. B. Hellrung
Eng. Field
C. J. Little
Eng. Field
R. E. McFain
Eng. Field
F. G. Meier
Eng. Field
C. D. Reeves
Eng. Field
J. B. Stiritz
Eng. Field
R. P. White
Fire & Safety
A. G. Williams
Treasury
R. W. Lewis
Experimental Lab.

15 Years

C. E. Elam
Lube Oils
T. Margaritis
Eng. Field
F. E. Milster
Eng. Field
A. E. Nelson
Distilling
G. L. Rives
Eng. Field
A. L. Ruyle
Eng. Field
W. F. Taulbee
Distilling

'Around the World in 22 Days'

Dr. Kelly Makes Globe-Circling Tour

SHELL STATIONS ARE EVERYWHERE. Dr. T. J. Kelly, W.R.R. Medical Director who recently completed an around-the-world tour, photographed several Shell service stations he noticed in unusual places on his trip. The one shown above was taken on a "Klong" or canal near Bangkok in Thialand, one of several cities visited.

Around the world in 22 days.

To borrow from a famous title, that's the story of Dr. T. J. Kelly's 1963 vacation. The Wood River Refinery Medical Director, who has made a habit in recent years of visiting exotic places such as Guatemala or Hawaii, or more hard-to-get-to or out-of places such as Moscow and Berlin, decided this year to circle the globe with his wife and camera.

The "Speedbird" tour he took this year carried him to such unusual places as Egypt, India, Thailand, Malaya, Hong Kong and Japan.

Leaving New York on June 8, the Kellys flew with a tour group to Cairo, Egypt, via London and Zurich, Switzerland. In Egypt, the Kellys visited the Great Pyramid and the famous Sphinx. From there they flew to Bombay, India, and then on to New Delhi. In India the tour group visited Agra and the celebrated Taj Mahal, Banaras and the River Ganges, and Calcutta.

In Thailand, they visited Bangkok, one of the busiest trading centers of the Orient. They flew from there to the famous port of Singapore in Malaya. From Singapore, the tour group flew to Hong Kong, British Crown Colony famous for its old and new world atmosphere. After three nights and two days of sight-seeing and shopping, they flew on to Japan by way of Taiwan and Okinawa, where they visited Kyoto, Nana and Tokyo. The tour was concluded with a flight from Tokyo to San Francisco, via Hawaii.

Shell Review

Published monthly for the employees of the Shell Oil Company, Wood River Refinery.

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U.S. Patents Issued for Inventions By Wood River Research Men

(Continued From Page 1)

manufacturers to extend the tubular dipstick guide to the very lowest portion of the crankcase so that all of the oil can be withdrawn. No changes in design have been made so far, but there are high hopes for future application of the invention, since the auto companies have shown some interest.

The patent on the Edgar-Watson invention was one of eight issued in the past year or so for inventions in which Wood River Research Laboratory personnel were named inventor or co-inventor.

Promising Invention

A patent for another such invention which shows promise of possible future use is for an unusual but quite interesting application of a petroleum product in the metal industry. It was issued to Walter E. Heinz, Research Chemist, and Ralph E. Dodd, Lab Assistant.

Heinz

The Heinz-Dodd invention is for the use of asphalt in the preparation of metal ores prior to processing in blast furnaces. A problem of the metal industry has been the loss of ore in handling and smelting because of the powder-like characteristics of some of the low grade ores now being used in the industry. Such losses also have been bothersome, to a lesser extent, in the handling of even the better grade ores, and the new invention works to cut down on the losses despite the grade of ore.

Their patent is for the pelletizing of ores by mixing finely ground ore with asphalt in a revolving drum. Baking of the pellets follows. This oxidizes the asphalt and instills in the pellets, when cooled, strength enough to withstand shipment and handling prior to being put in blast furnaces. Once in the furnace, the asphalt burns off the ore and adds additional heat to the smelting process.

Dodd

This method has been used so far on an experimental basis by one metal company. However, such pelletizing of ore might well be used industry-wide at some time in the future, since it is a solution to an increasing industry problem.

Other inventions for which patents have been issued recently to Research personnel involve new and improved engine lubricants or motor fuel compositions. Three recent patents for new gasoline compositions were issued to Reid E. Sutton, Research Chemist, and John L. Bame, Wood River Group Leader. Their patents are for improved hydrocarbon fuel compositions, particularly those with high octane numbers. It is pointed out in the descriptions of their inventions that automobile manufacturers have been increasing the compression ratio of automotive engines through the years, necessitating the use of fuels with increased resistance to spark knock.

Sutton

Their new gasoline compositions meet this requirement economically by augmenting the power of existing widely used anti-knock additives, such as tetraethyllead. All three of their new compositions consist of a commercial gasoline blending component of a certain boiling range and containing tetraethyllead as a primary anti-knock agent. The additional compounds they added showed essentially no anti-knock characteristics when used without lead, but all enhanced the efficiency of the tetraethyllead.

Bame

Another Gasoline Patent

Another such patent was issued to co-inventors Lawrence B. Scott, former Wood River Group Leader, now with Shell Development Company at Emeryville, Calif., and Douglas G. Roddick of the Emeryville Research Center. Their patent relates to high performance fuels having superior resistance not only to spark knock but also to abnormal combustion noises such as "pounding," "high speed rumble" and "hot starting." This composition also lessens deposits and the development of static electricity charges.

Scott

Paul D. Hobson, Senior Research Engineer, was named sole inventor of a method of preparing oil-soluble polyvalent metal petroleum sulfonates, and for a lubricating oil composition using the sulfonates. The sulfonates are for use in engine oils subjected to high temperatures and pressures, and provide improved cleanliness of the engine. Hobson's work on this invention was done in California prior to his transfer to Wood River from the Martinez Research Laboratory.

Hobson

Another patent for a lubricating oil additive composition was issued to Julian G. Ryan, Technical Advisor. The patent for the composition using that particular additive was for a highly detergent lubricating oil composition possessing good load-carrying and high-temperature stability properties.

Ryan

"And in red, feeling yellow..."

'Intermediate' Trend to Continue

Larger Compact Cars Expected in '64

The trend toward larger compact cars — which will help boost the demand for gasoline — will continue strong in the 1964 models, according to automobile industry sources.

Since the compacts became prominent in the industry in 1959, a new class — the intermediate-sized car — has evolved. Reports indicate that the public can expect in 1964 several restylings of present compacts and intermediates for more power, size, weight or accessories.

This trend is one of the factors supporting a prediction for an average gain of about 2.5 per cent a year in the total United States' demand for motor fuel between now and 1970. Other important factors include predicted gains in population, number of cars registered, better roads, more leisure time and a continued rise in the standard of living.

A standard-sized car uses an average of about 689 gallons of gasoline a year, and a compact car uses about 521 gallons. The intermediate — which lies in between in size, power and fuel use — uses about 600 gallons. About 25 per cent of the 1962 models were compacts, 20 per cent were intermediates and the remainder were standard-sized. The 1963 models comprised about 15 per cent compacts and 26 per cent intermediates. Most of the increase in sales of intermediates was at the expense of the compacts.

Generally, the compact class includes cars with a 100-to-110-inch wheelbase. The intermediates have 110.1-to-115-inch wheelbases, and the standards start at 115.1 inches. With the growth of the intermediate class, the terms "compact" and "economy cars" have become less and less meaningful. Some basic engineering changes plus the wide availability of optional engines and other equipment have created many variations in compacts since they were first produced in the mid-1950's by American Motors.

Variety to Continue

The wide variety of compacts, intermediates, standard-sized and sports cars will be continued in 1964, following the successful models of 1962 and 1963. Sales of domestic new cars rose by 18 per cent in 1962 to more than 6.9 million. Sales in 1963 are expected to reach or surpass the all-time record of 7.2 million new cars sold in 1955.

For 1964, auto industry sources report that General Motors Corporation, which sold about 52 per cent of all the new cars bought in 1962, will introduce a new intermediate line and will increase the size of three others. Plans are for the Chevrolet Division to produce a new intermediate line which probably will be called the "Chevelle." The wheelbase of the Pontiac Tempest, Buick Special and Oldsmobile F-85 intermediates will be increased from 112 to 115 inches.

Ford Motor Company, which accounted for 26 per cent of the 1962 new car sales, plans to restyle its compact Ford Falcon, and to introduce a new economy sports car (probably in the spring of 1964.)

To Restyle Rambler

American Motors Corporation is planning to restyle and increase the size of its Rambler American. The 90-horsepower engine will be replaced by a 125-horsepower engine, the 100-inch wheelbase will be increased to 106 inches, and the overall length will be extended from 173 to 177 inches. The Studebaker Lark compact will be restyled for a longer, more angular appearance.

Compacts (1959 and earlier models) now account for 13.4 per cent of passenger car registrations. Expectations are that this will climb to about 22 per cent by 1970.

Many Activities Planned for Annual SRA Family Picnic

The Shell Recreation Association Board of Governors announced plans this month for what they expect to be the best SRA family picnic ever held, Sunday, September 15, at the Kendall Hill Recreation Area. The picnic will begin at noon, and continue until dark.

Entertainment for the day will be highlighted by carnival-type rides for the children, both mechanical and animated. Every child coming to the park that day will have an opportunity for a turn or turns riding in mechanical cars or astride a pony. Rides also will be available in a pony-drawn wagon.

While the youngsters are being amused in this manner, traditional picnic-type games and feats of skill or strength will be available for older children and adults. Headlining this type of entertainment will be the annual Refinery horseshoe pitching contest, beginning at 1:45 o'clock that afternoon and continuing until completed. Entries in singles and doubles competition will be taken right up to tournament starting time that afternoon.

All SRA members are invited to bring their families to Kendall Hill that Sunday afternoon. In addition to the entertainment, the SRA will provide free soda pop and ice cream.

Mr. and Mrs. George Salovich, a son, **Todd Anthony,** was born August 3. Salovich is Head Operator — Duplicating, Treasury Department.

J. W. Armstrong To Fill Research Lab Post Here

J. W. Armstrong will be transferred to Wood River September 1 to assume duties as Assistant Chief Research Chemist, Research Laboratory, according to an announcement by Refinery Manager P. J. Merkus.

Armstrong, who was graduated from Westminster College, Salt Lake City, Utah, in 1951, with a bachelor's degree in chemistry, joined Shell at the Martinez Research Laboratory in 1953, after a tour of duty in the U.S. Army Chemical Corps.

He later was assigned as a Technologist with the San Francisco Products Application Department and in the Head Office Research Department. For the past 10 months, he has been serving in the Detroit office of the Products Application Department.

Check Your Oil IQ

Here's a simple test to tell you how much you know about your oil industry. The questions are multiple choice — select the answer which completes the statement correctly. Answers are found on page 4.

1. The odds against a wildcat well finding any oil or gas are
   (a) even
   (b) 20 to 1
   (c) 8 to 1
2. Drilling an average well today costs
   (a) $200,000
   (b) $55,000
   (c) $10,000
3. The deepest oil well ever drilled went down
   (a) one mile
   (b) two miles
   (c) five miles
4. Percentage depletion is
   (a) a way to take advantage of the tax laws
   (b) a provision written into the federal income tax laws by Congress
   (c) a new way of teaching math in high school
5. Percentage depletion applies to
   (a) petroleum only
   (b) coal and petroleum only
   (c) about 100 minerals
6. Percentage depletion for oil and gas applies to
   (a) production only
   (b) refining and marketing
   (c) all phases of the petroleum industry
7. The percentage depletion provision excludes from taxable income
   (a) all of the income from production
   (b) 27½ per cent of a company's profits from all sources
   (c) up to 27½ percent of the income from production, but limited to 50 per cent of the net income
8. Compared with other industries, petroleum's profits are
   (a) about average
   (b) among the highest
   (c) among the lowest
9. Taxes on gasoline average about
   (a) 5 per cent of the price of gasoline itself
   (b) 10 per cent of the price of gasoline itself
   (c) 50 per cent of the price of gasoline itself
10. Each day the United States uses
    (a) about 10,000 barrels of oil
    (b) almost one million barrels of oil
    (c) about 10 million barrels of oil
11. Between 1960 and 1980 our national energy needs are expected to
    (a) almost double
    (b) increase by 50 per cent
    (c) increase by 20 per cent
12. In 1980 most of our energy will come from
    (a) nuclear power
    (b) petroleum
    (c) coal

Q & A's AFFECTING YOU AND SHELL

Q. What stake does the oil industry have in the federal Interstate Highway System now under construction?

A. Completion of the National System of Interstate and Defense Highways by 1973 will be one of the factors contributing to an expected increase in demand for gasoline and oil products in the next decade. Stretching 41,000 miles from coast-to-coast and border-to-border, the new Interstate System will enable motorists to drive farther more safely and more easily in the same amount of time. Because more miles will be covered by more people driving more cars, the oil industry expects increased gasoline and products sales in the next decade.

Shell expects total highway demand for motor fuel (automobiles, trucks and buses) to show an average annual increase of about 2.7 per cent between 1964 and 1973, the period during which the final two-thirds of the Interstate System will be completed. Some of the reasons for this prediction: An expected gain in total vehicle registrations of about 3 per cent a year, an expected annual population gain of about 1.8 per cent, as well as a continued high standard of living, more leisure time — and the availability of better roads.

The expected increase in travel generally, and in travel mileage per trip, is already reflected in one forecast of future gasoline demands. In 1962, about 61.5 billion gallons of motor fuel were consumed. The American Petroleum Institute predicts that by 1975, after the Interstate System is completed, there will be a demand for more than 80 billion gallons of motor fuel — a 30-per-cent increase over the 1962 rate of use.

Besides increases in demand for gasoline and products, the oil industry expects an increase in demand for asphalt. Already 75 per cent of the annual U.S. asphalt production is used in constructing and repairing highways, streets and private pavements. Ninety-three per cent of all the nation's roads are constructed of asphalt, and almost half the Interstate System will be asphalt, according to the Asphalt Institute. As one of the top five U.S. companies in asphalt production, Shell expects an increase in its asphalt sales as the nation's network of highways is expanded and improved.

The availability of a safer network of highways also is expected to boost travel by car. When the entire System is finished, better than 5,000 lives a year may be saved because of its safety features. This may mean a considerable reduction in the traffic fatality rate of 5.2 deaths per 100 million miles of travel.

Besides helping to save lives, the System will help save time. On long trips, drivers will find that present travel time will be reduced by one-quarter to one-half between many points. Savings will be even greater on some short trips and in city driving. (Trips that formerly took 18 to 25 minutes on downtown streets in Boston now take about three minutes on the Central Artery Freeway.)

Building these better highways is stimulating the U.S. Economy in two principal ways. First, the Interstate System project is a public works program which provides both direct and indirect employment and requires the buying of great amounts of commodities and services. Second, by reducing the unit cost of transportation, the System is fostering business activity and aiding in the economic development of the entire nation. Of the total cost of $41 billion, $25.3 billion remains to be spent in amounts of about $2.8 billion a year between now and 1973.

Shell Making New Lubricant For Use in Space Research

Shell has recently started marketing VRT* Fluid E, a new synthetic lubricating fluid formulated to withstand the extreme high-temperature operating conditions encountered in supersonic aircraft, rockets and space satellites.

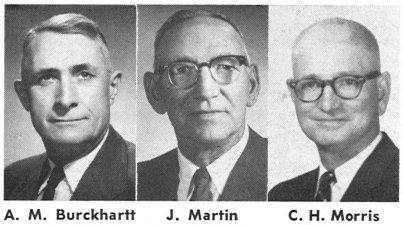
The new fluid resists oxidation and radiation, and lubricates well under high temperatures — characteristics needed in aircraft and space research and development. Its superior thermal and oxidation stability, extremely low vapor pressure and good electrical insulating properties are of particular interest for industrial applications.

A polyphenyl ether, Shell VRT Fluid E was developed by Shell Development Company scientists working to produce specialized hydraulic fluids for the United States Air Force. Polyphenyl ether lubricants are relative newcomers among synthetic lubricants. In their resistance to oxidation and radiation, they surpass mineral oils, esters and silicones.

The polyphenyl ethers lubricate bearings for long periods under high temperatures without problems from increases in viscosity, deposits, corrosion or wear. They also give good performance under experimental conditions anticipated for nuclear and future jet aircraft engines. Shell VRT Fluid E is one of several synthetic lubricants developed by Shell for the specialized needs of industry and aerospace flight and research.

* — Shell Trademark.

Retirements



A. M. Burckhartt Lube Oils

J. Martin Fire & Safety

C. H. Morris Distilling

The Sports • • • • • Review

93 Refinery Golfers Signed For Play in Annual Tourney

Ninety-three Wood River Refinery golfers have entered the annual Shell Recreation Association golf tourney, which begins the week of August 26. Pairings for the tourney were announced on Main and South Gate Bulletin boards the week of August 19.

The 93 entrants will be divided into five flights this year. There are 10 golfers in the Championship flight, 20 in "A" flight, 21 in "B" flight, 28 in "C" flight and 14 in "D" flight.

Each pairing will be allowed a maximum of one week to complete their match, and the winner of each match must turn in the card to the secretary of the Premium or Silver Shell League, who will post the results on the bulletin boards on Tuesdays. Matches not played during the week scheduled will be forfeited, with both men involved eliminated unless only one man is clearly at fault.

Serving as secretaries of the tourney are C. Jones, Engineering Services, and L. W. Malson, Research Laboratory, who are secretaries of the two Refinery golf leagues, Premium and Silver Shell.

Par-Fores Win SRA Girls' Golf League Action

Champions of the Shell Recreation Association Girls' Golf League are the Par-Fores, who won the first half title and then a play-off with the second-half-winning Putter-Puffs. The play-off was held August 5, at Cloverleaf.

Members of the Par-Fores are Ruth Holliday, Engineering Office; Bettie Augustine, Vicki Hamilton and Margaret Stroud, Treasury Department.

Members of the Putter Puffs were Bev McCoy and Carol Oldham, Treasury; Nancy Hickerson, Aromatics, and Margaret Sheets, Research Laboratory.

Prizes Given SRA Fishing Contestants

First period prize winners in the Shell Recreation Association's annual fishing contest have been named, but the heaviest catch of that period, which ended June 30, was topped over the July 4 holiday.

Ralph Jerrells, Engineering Services, will receive the first period prize for the largest bass with a 4-pound, 4-ounce catch. But it was topped by Arnold Franke, Personnel and Industrial Relations, who landed a 5-pound, 1-ounce bass on the fourth of July.

Winning second prize in the bass division was Owen Newton, retired. Winning third was A. B. Browder, Engineering Field, and fourth was Bill Morris, Lube Oils.

The four first period prize winners in the crappie division were led by U. E. Miller, Engineering Field, with a 1-pound 1¼ ounce catch. Second was W. D. Syddall, Engineering Field; third was Andy Corsere, Engineering Field, and fourth was O. R. Wilhold, Fire and Safety.

John Pavlotich, Engineering Field, caught the largest bluegill, a 1-pound, 1-ounce catch. Second was Ed Allen, Dispatching; third was Mike Levi, Engineering Field; and fourth was Ray L. White, Treasury.

INDUSTRIAL GOLF LEAGUE WINNERS in the 1963 season were the members of Shell No. 3. Seven of the 11 members of the team are pictured above. From the left in front are Mike Mason, Treasury; Jim Maynard and L. W. Malson, Research Laboratory. Standing (also from the left) are Garol Brokaw, Experimental Laboratory; Lee Lawrence and Bob Awe, Research Laboratory; and C. W. Barnett, Refinery Laboratory. Absent when the picture was taken were R. W. Lewis, Experimental Lab.; George Lawler, Research Lab.; Hub Turley, Refinery Lab.; and Jim Fallon, Engineering Office.

Engineering Services Golfers Win Title

Engineering Services golfers captured the Refinery league title in Shell Recreation Association golf action. The team won both the first and second half flags, making a play-off for the league title unnecessary. Silver Shell League competition was not completed when the SHELL REVIEW went to press, but all indications were that a play-off would be necessary between the first-half winning Research No. 1 team, and Research No. 2, leading in the second half.

The Engineering Services golfers averaged 20.8 points per match through 14 matches to win the second half title. Finishing second were Aromatics golfers, with 19.5 points per match. The third place team was Inspection No. 1, with 19.2 points per match, and fourth was Refinery Lab, with 18 points per match.

Finishing fifth was Inspection No. 1 with 17.2 points per match; sixth was Thermal Cracking with 16.9 points per match, and tied for seventh and eighth places were the Electricians and Pipefitters, with 16 points per match each.

In the Silver Shell League, Research No. 2 was averaging 21 points per match after the completion of 10 matches. In second place, Personnel and Industrial Relations golfers were averaging 19.7 points per match, and running a close third was the Main Office team with 19.5 points per match. Fourth was Treasury with 19.3 points; fifth were the Conglomerates with 18.8; and in sixth place were the Engineers with 17.1 points per match.

In seventh place were the Purchasing-Stores golfers with 15.8 points per match; in eighth place were the first-half-winning Research No. 1 golfers with 15.6 points per match, and last in the nine-team league was the Research No. 3 team, with 14.2 points per match.

Answers: Check Your Oil IQ

Score one point for each correct answer. A score of 10-12 is superior; 8-9 is average; below 8 — well, you should learn more about your industry.

1. (c) The odds are 8-1. And only three out of 100 wildcat wells find enough oil or gas to be called commercially successful. Yet oil men must keep on bucking these odds if the U.S. is to continue to have the energy it needs.
2. (b) The average well costs about $55,000 whether it finds petroleum or not.
3. (c) It was five miles deep and turned out to be a dry hole.
4. (b) Percentage depletion has been part of our federal income tax laws since 1926.
5. (c) Depletion applies to about 100 minerals, ranging from A (antimony) to Z (zinc).
6. (a) Percentage depletion applies only to the production phase of the petroleum business. But the effects of a cut in depletion would soon be felt in the refining and marketing phases. Ultimately, there would also be an increase in costs to the consumer who uses petroleum products.
7. (c) In figuring income tax, a company can deduct up to 27½ per cent of the gross income from the production of oil and gas during the year. This deduction, however, may not exceed 50 per cent of the net income from such production.
8. (a) Over the years, petroleum industry profits have been almost exactly midway between the highest and lowest manufacturing industries. This, despite annual capital requirements higher than any other industry.
9. (c) Nationwide, taxes on gasoline average almost 50 per cent of the price of the fuel itself. Excluding tax, regular grade gasoline sold for about 21 cents a gallon in 1962. But added to that are taxes averaging 10 cents a gallon (four cents federal and an average of six cents state.)
10. (c) We use about 10 million barrels of oil every day — or about 20 barrels for every person in the U.S. each year.
11. (a) By 1980, our energy needs are expected to almost double.
12. (b) As it does today, petroleum still will supply the major part of our energy needs in 1980. But because of the greatly increased total demand — more people, more industry — incentives to find adequate supplies will be even more important than they are today.

Merkus Moves Up; Hogge Named New Manager

(Continued From Page 1)

oratory. After serving in various positions at Norco, he was appointed Chemist-in-Charge of the Experimental Laboratory at Wood River in 1944.

He was named Chief Research Chemist at the Houston Refinery the following year, and Research Director in 1947. He returned to Wood River in 1953, as Chief Technologist, and became Process Superintendent in 1955. He joined Shell Oil Company of Canada, Limited, as Assistant Manager of the Montreal Refinery in 1956, and became Manager of the Shellburn Refinery in 1960. He returned to Montreal in early 1962 as Refinery Manager.

SRA Family Picnic
Sunday, September 15
Kendall Hill

Shell No. 3 Golfers Capture Industrial League Pennant

Shell No. 3 golfers captured the Industrial Golf League title early this month for the second time in a three year period. They scored a total of 38 points of a possible 50 in the six-team league, to nose out International Shoe Company golfers, who scored 34 points.

Shell No. 2 finished in third place with 25 points, and Shell No. 1 finished last, with 10 points. Onized was fourth with 19 and Western golfers were fifth with 15.

C. W. Barnett, Refinery Laboratory, was captain of the championship team. The Shell No. 1 team was captained by J. E. Kingery, Engineering Services, and A. W. Fultz, Engineering Field, was captain of Shell No. 2.

SRA to Sponsor Two Entries in Industrial Loop

Two teams of Wood River Refinery bowlers will begin action Thursday evening, August 22, at the Bowl Arena in Godfrey in a 10-team Industrial Bowling League, expanded by the addition of two teams since the close of the 1962-63 season. The Shell teams, X-100 and Super Shell, will be captained this year by Kenneth Zumwalt and Ralph Niepert, respectively.

Bowlers on the X-100 team will be Harold Tyree, Lube Oils; Emil Kania and Frank Hackethal, Engineering Field; J. R. Wharry and Charles Hoffstetter, Engineering Services; Bob Garner, Dispatching; Joe Schillinger, Refinery Laboratory; and Zumwalt, Utilities.

In the Super Shell lineup will be Lou Purdy, Alkylation; George Archibald, Aromatics; Charles Irwin, Utilities; Jack Cherry, Lube Oils; Herschel Nelson, Engineering Field; R. F. Weule, Fire and Safety; Oscar Kleinert, retired; and Niepert, Gas.

Eight Refinery Teams to Start Pin Action Soon

Eight teams of Refinery employees will begin action in the 1963-64 Refinery Bowling League season late this month when they take aim at the head pins at the Bowl-Inn Alleys in East Alton.

Shell Recreation officers report that teams from North Property, Tool Room, Engineering Office, Technological, Utilities and Research Laboratory will be taking part, with Research Lab providing three of the teams. The 1963-64 season will be 36 weeks long.

SHELL OIL COMPANY
Wood River, Illinois
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