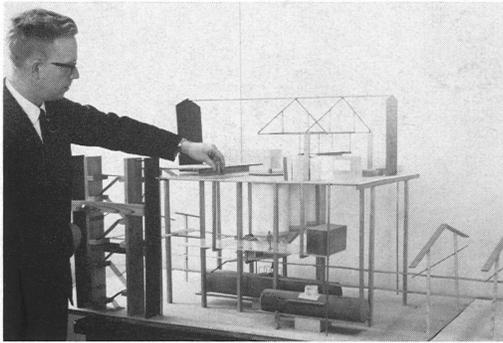


New Blending, Loading Facilities Being Constructed



A SCALE MODEL of the new blending and tank car loading facilities under construction beside the Compound House is shown here with its builder, D. B. (Don) Belliss, Technologist, Compounding, who is making a minor adjustment to the model he built in his spare time at home. The scale is three-eighths inch equals one foot.

Construction of new lube oil blending and tank car loading facilities is under way just east of Wood River Refinery's Compound House on the south side of Main Office Road. The new facilities, towering more than 75 feet in the air, will include a Shell Development Company-designed continuous blender, partially operated by computer equipment.

Blending tanks of 20,000 gallon capacity, large enough to fill the largest commonly used railroad tank cars, will be elevated above ground level. And above those tanks, at 50 feet above grade, will be a six-component continuous blender and the computer equipment with which the blending facilities will be operated.

Each of the four railroad tracks beneath the tanks will be

equipped to pull tank cars in both forward and reverse directions. This will enable the operator to position a tank car directly under any desired loading spout. This feature will allow considerably more flexibility than that now available. New tank car washing equipment will be installed to provide faster cleaning under both winter and summer conditions.

The system of using the 20,000 gallon blending tanks, referred to as the "kettle system" by Compounding personnel, is a major departure from current practices of blending in tanks

(Continued On Page 4)

What's Inside?

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Busy Schedule Arranged for 1964 Page 2



REVIEW

Wood River, Illinois

Vol. 27 No. 2 March, 1964



T. E. Innocenzi



A. S. Lehmann

A. S. Lehmann Appointed Houston Superintendent

A. S. Lehmann, Wood River Refinery's Chief Technologist, has been transferred to Shell's Houston Refinery where he has assumed the position of Refinery Superintendent, according to an announcement by Wood River Refinery Manager A. C. Hogge. T. E. Innocenzi, formerly of Wood River, has returned here to replace Lehmann.

Also involved in the series of moves were R. J. O'Brien, Manager Aromatics, who was transferred to Head Office, and George Holzman, on special assignment here in the Technological Department, who was named to succeed O'Brien.

The series of moves was pre-



O'Brien

Holzman

capitated by the appointment of H. E. Walker, Houston Refinery Superintendent and formerly employed at Wood River, as Manager, Planning and Analysis, Head Office Marketing Eco-

(Continued On Page 4)

SRA Easter Egg Hunt to Be March 21

The Easter Bunny will usher in the spring season for the Shell Recreation Association, arriving on Kendall Hill early the morning of Saturday, March 21, to prepare for the annual Easter Egg Hunt there. Officers of the SRA expect from 1,000 to 1,500 people to attend the annual event.

The Easter Egg Hunt is scheduled to begin at 11 o'clock that morning, the Saturday before Palm Sunday. In the event the weather doesn't cooperate, the egg hunt will be held at 11 o'clock the following Saturday morning.

Children taking part in the

hunt will be divided into five groups according to age, and there will be a number of prizes available for the luckiest hunters in each group. Prizes, including silver dollars and pen and pencil sets, will be more numerous than in the past, according to SRA officers, who promise that every one of the young hunters will go home with at least a candy prize.

There will be one group for toddlers, under 2 years of age; another group for children 2, 3 and 4 years old; another for children 5 and 6 years old; a group for children 7, 8 and 9 years of age, and another for

children 10 years of age and older. And as before, there will be a class for the "babes in arms," who can be carried by their parents to get their Easter candy and won't have to look for it.

Also included in the arrangements for the annual event are the refreshments for those attending. The adults present will be treated to hot coffee and doughnuts, and there will be soda pop for the children.

Million Safe Manhour Mark Is Passed

A disabling injury recently brought an end to Wood River Refinery's best safety record in more than a year. The accident-free working period of 1,134,000 manhours covered 81 days.

Employees worked from December 16 through March 5 without a disabling injury, accumulating 14,000 safe manhours per day during that period. From January 1 through March 5, the safety bulletin boards at the Main and South Gates showed a clean slate, with no disabling injury reported for any department in the Refinery. Employees worked nearly one-fourth of a year without experiencing a disabling injury.

An additional lost-time accident has occurred since the record was ended March 5. However, the record of only two disabling injuries so far in 1964 is quite respectable. The recent mark of 1,134,000 safe manhours is the best consecutive safe manhour string accumulated since November, 1961, when employees reached 1,323,499 safe manhours.

J. H. Tomfohrde to Attend Shell Management Course

J. H. Tomfohrde, Process Superintendent in charge of the Cracking, Gas and Alkylation Departments, has been selected to attend Shell Oil Company's 12th Management Course, according to an announcement by Refinery Manager A. C. Hogge. The Management Course will be March 29 through April 24, at Arden House on Columbia University's Harriman Campus about 50 miles north of New York.

He will be among 30 Management people from Shell companies throughout the United States and Canada and other Royal Dutch/Shell Group Companies who will participate in the four weeks of intensive study. Shell's top executives, professors, government repre-

sentatives and business leaders will conduct the course, which is designed to give further training to people in Management positions.

Prior to attending the Management Course, Tomfohrde served from March 2 through 20 as consultant to four overseas representatives of Shell Group Companies who are visiting various Company locations and Head Office departments before they attend the Management Course.

(Continued On Page 4)



Tomfohrde



Make SAFETY your rule

1964 DISABLING INJURIES		1963 DISABLING INJURIES		DEPARTMENT DISABLING INJURY RECORD	
JANUARY	0	JANUARY	0	ADMINISTRATION	0
FEBRUARY	0	FEBRUARY	0	MAIN OFFICE	0
MARCH	0	MARCH	0	OPERATORS	0
APRIL	0	APRIL	0	PAINTERS	0
MAY	0	MAY	0	PIPEFITTERS	0
JUNE	0	JUNE	0	REFINERY LAB.	0
JULY	0	JULY	0	RESEARCH LAB.	0
AUGUST	0	AUGUST	0	STORES DEPT.	0
SEPTEMBER	0	SEPTEMBER	0	SUPERVISION	0
OCTOBER	0	OCTOBER	0	TINNERS	0
NOVEMBER	0	NOVEMBER	0	UTILITIES	0
DECEMBER	0	DECEMBER	0		

MAKING A MILLION — Fire and Safety Inspector Mel Hubach is shown here adding the last zero to the safety signboard just inside the Refinery Main Gate after Refinery employees passed the magic million safe manhour mark on Tuesday, February 25. Employees worked 72 days, beginning December 16, without a disabling injury to accumulate the 1,008,000 manhours shown.

Goalby to Be Winner's Banquet Speaker

Professional golfer Bob Goalby will be the speaker at the 1964 Shell Recreation Association Winners' Banquet, scheduled for Monday evening, April 20, at the Lewis and Clark Restaurant in Wood River. Plans for the banquet were announced early this month by a committee of SRA board members making the arrangements.

The Winners' Banquet, for winners in all SRA-sponsored activities during the past year, is the occasion for SRA officers and Refinery Management to give recognition to employees who participate in the many SRA athletic activities, and a sports celebrity nearly always is featured as the speaker.

This will be the first time a professional golfer has been the Winners' Banquet speaker. Speakers in the past have been baseball and football personalities.

Belleville Resident

Goalby, a resident of Belleville, won't have to travel far from his home to make the appearance, but he might have to travel quite a distance from where his work is at the particular time.

Goalby has been a professional golfer since 1956, and while he says there is no formal title for his talk about golf, a lot of it is certain to be about the "tournament trail" he has been on for the past eight years. Since 1958, Goalby has won the Los Angeles Open, The Denver Open, Miami Open, Insurance City Open, Greensboro Open and St. Petersburg Open golf tournaments and has figured prominently in many others.

During 1963, he was a member of the 10-man U.S. Ryder Cup Team, which won the coveted Ryder Cup in traditional competition with golfers from England. Also in 1963, Goalby was a participant in one of the Shell's Wonderful World of Golf television series shows, playing a match in New Zealand against Bob Charles.

Goalby, who describes his life as a golf pro as "living, sleeping and eating golf," is sure to give SRA members, and particularly the golfing members, of which there are many, an entertaining evening.

Roy Jenkins, Engineering Services, was the SRA board member in charge of arranging for the speaker. Athletics Chairman Ken Zumwalt, Utilities, and Social Chairman Quentin Nungesser, Fire and Safety, are in charge of other arrangements.

Busy Year of Activities Is Planned by SRA Officers

Shell Recreation Association officers, intending to give every SRA member his money's worth in 1964, have drawn up a busy schedule of events for the year.

In order of occurrence, the SRA-sponsored events are as follows:

March 1 — 10th annual Fishing Contest began, to continue through October 31. More than 50 prizes will be awarded during and at the end of the season.

Saturday, March 21 — annual Easter Egg Hunt on Kendall Hill at 11 a.m. In case of inclement weather, the hunt will be at the same time on the following Saturday morning, March 28.

Saturday, April 4 — SRA bowling tourney begins at the Bowl Inn, East Alton. The tournament will end on Saturday, April 11.

Friday, April 10 — Annual Spring Dance, Collinsville Park Ballroom, 9 p.m. to 1 a.m.; dancing to the music of Al Rezakabek and his orchestra.

Monday, April 20 — Winners' Banquet for winners of SRA-sponsored activities in 1963, 6 p.m., Lewis and Clark Restaurant, Wood River. Professional Golfer Bob Goalby will be the speaker.

Golf leagues will be active

A social hour at 6 p.m. will precede the actual banquet. And the banquet, at 7 p.m., will feature chicken — "all you can eat" — also a tradition at SRA Winners' Banquets. There also will be other entertainment during the evening, the officers report.

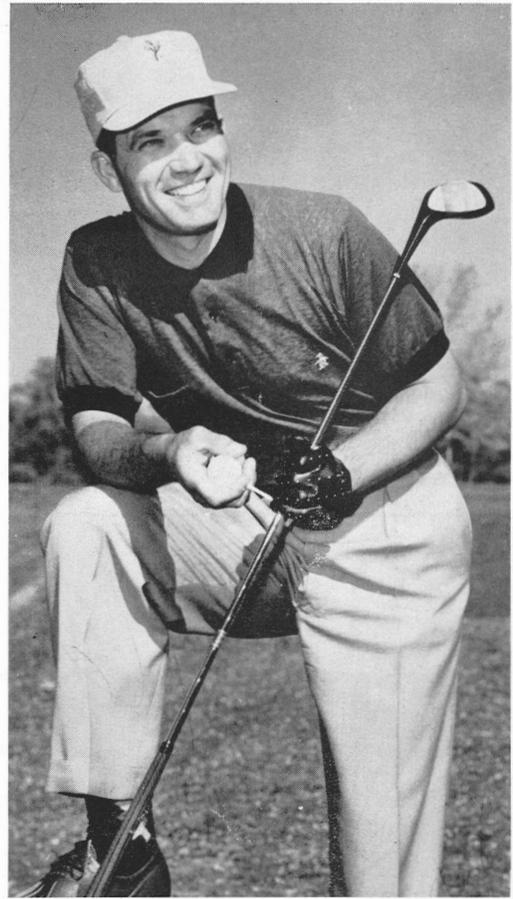
Invitations to the event will be in the hands of the winners of the various activities about the first of the month, according to Zumwalt. He estimates that from 150 to 200 persons will attend.

throughout the spring and summer, and a tourney for league participants will be conducted in the late summer and fall. Starting dates have not been fixed for golf activities, nor for industrial and plant league bowling activities which will begin in early September for the 1964-65 season. Trapshooting will be another SRA-sponsored summer activity, and there will be a softball program if enough employees are interested, officers promise.

Sunday, September 20, is the date for the annual SRA Family Picnic on Kendall Hill, and officers are planning now for this to be the biggest such event held thus far.

And Friday, November 13, is the date for the annual fall dance.

In addition to these activities, the SRA sponsors a number of continuing activities, including a bridge club, camera club and chess club. The bridge and camera clubs hold regular meetings. Officers of the organization always are happy to organize and sponsor additional activities when enough interest is shown.



PROFESSIONAL GOLFER Bob Goalby will be the guest speaker at the 1964 Shell Recreation Association Winners' Banquet, scheduled for Monday evening, April 20, at the Lewis and Clark Restaurant in Wood River. Goalby, a resident of Belleville, has figured prominently in many major golf tournaments in recent years, and last year participated in Shell's Wonderful World of Golf.

Annual Spring SRA Dance Is Scheduled for April 10

Shell Recreation Association officers announced plans this month for the annual SRA Spring Dance, to be held Friday evening, April 10, at the Collinsville Park Ballroom.

The Spring Dance, a relatively new SRA activity, is like the Winter Dance, generally held at the same location. Admission for SRA members and their wives or husbands or dates will be \$1, payable at the door. The refreshments will be provided by the SRA.

Dancing will be to the music of Al Rezakabek and his orchestra. Quentin Nungesser, Fire and Safety, is the SRA social activities chairman in charge of the arrangements.

The SRA dances have long been bargain events sponsored by the organization. The nominal admission fee pays only a small part of the cost of the orchestra and refreshments. The rest of the funds come from dues payments by members.



A TREAT FOR THE SHELL LADIES with 10 or more years of service with the Company was a January 28 trip to St. Louis for a banquet at the Mayfair Hotel and then an evening at the American Theater for a performance of the Sumner Arthur Long play, "Never Too Late." The above photos were taken shortly after arrival at the hotel. In the photo at left are Margaret Stroud, Treasury; Administrative Superintendent A. J. Martin; Jean Day, Treas-

J. G. Pratt Gets Assignment to Shell Chemical

J. G. Pratt, Jr., former Chief Technologist at Wood River Refinery, has been named to a new assignment with Shell Chemical Company.

Pratt has been serving since leaving Wood River as Manager Oil Research and Development, Emeryville Research Center, Shell Development Company. His new position will be Manager, Research and Development, Plastics and Resins Division, Shell Chemical Company.

Demand for Oil Products Up 3 Per Cent for 1963

Bolstered by a sharp increase in gasoline consumption, total demand for petroleum products in 1963 rose an estimated three per cent over the previous year, the American Petroleum Institute has reported.

Over-all domestic petroleum demand was about 3.83 billion barrels compared with 3.73 billion barrels in 1962. The 1963 gain is less than the 4.2-per-cent increase reached in 1962, but is generally favorable when compared with the 1.5-per-cent increase in 1961 and the 2.2-per-cent increase in 1960.

Gasoline consumption continued at a high level throughout 1963, stimulated by the heavy volume of new car sales and the generally high rate of business activity. Motor fuel sales for the year ran more than four per cent ahead of 1962. This was the largest percentage gain scored since 1955, and is twice as high as the average annual increases in the three preceding years.

Because of unseasonably warm weather, sales of home heating oils in November dropped sharply below those of the corresponding months of 1962. Thus despite a gain of three per cent in the first 10 months, distillate fuel oil demand for the full year was only nominally higher than in 1962.

Continuing its recent trend of sharp gains, kerosene sales increased nearly four per cent. The increase was attributed to the rise in use of kerosene in commercial jet airplane fuel.

A rise of 3.5 per cent was noted in the domestic production of crude oil to an average of about 7.6 million barrels a day. Natural gas liquids production rose about eight per cent for a substantial gain over the 1962 increase of three per cent. Output of natural gas climbed about four per cent, or at a slightly higher rate than last year. Well completions dropped about five per cent, and footage drilled also was substantially less.



ury; Thelma O'Donnell, Treasury; Irene Berghoff, Engineering Field; and R. W. Bray, Manager Engineering Field. Grouped together in the photo at right are Research Director R. J. Green-shields; Martin; Jane Thatcher, Administration; Twila Land, Research Laboratory; Hazel Wardle, Purchasing-Stores; Chief Technologist A. S. Lehmann; Betty Augustine, Treasury; and Margaret Stulken, Research Laboratory.

Research Conducting Test With 24 Falcons

If Wood River Research Laboratory personnel could control the weather - - - they'd have made a lot of enemies during the past three months.

A large scale testing program, involving the use of a test car fleet of 24 Ford Falcons, is nearing completion, and the most un-cooperative variable has been the weather. The nature of the test makes severe weather conditions desirable, and "severe" to Research employees conducting the test means "near-zero temperatures."

Fortunately for the rest of us, their lack of control over the weather will not have too great a bearing on the results of the three-month "Aunt Minnie" testing program, which began

January 6, and now is nearing completion.

During the test, the cars are operated in the same manner, over the same route and at approximately the same low speeds. Special instructions to the drivers, operating in shifts around the clock, call for the driver to:

- "1. Never drive over 35 miles per hour.
- "2. Use the same starting and choking technique on all cars on a given shift.
- "3. Never drive a car further than approximately four miles on any one run.
- "4. Never drive a car sooner than four hours after the last four mile run.
- "5. If delayed by a train, tie-up at the gate, or other prob-

lem, shut off the engine. Never idle the engine longer than for a normal stoptight (about 30 seconds)."

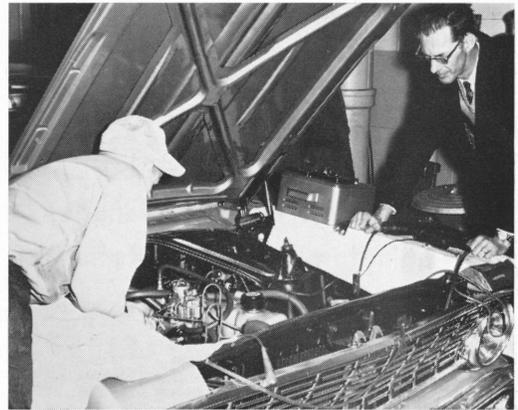
Aunt Minnie Test

Such a test, in which each of the cars is expected to run only 1,000 miles in a three-month period, is referred to by Research personnel as the "Aunt Minnie" test in that it is designed to simulate the worst possible use of an automobile. Such short trips at lengthy intervals cause condensate to accumulate in the engines, and still the engines do not get warm enough to evaporate the liquids, which eventually cause rust and sludge. Researchers, realizing that there is no automotive problem not caused by engine design, operating conditions, fuels, lubricants and maintenance, have even simulated poor maintenance by "plugging up" the crankcase ventilation system. This further increases the amount of condensate accumulated in the engine.

Other than for the fuels and lubricants used in the engines, and the exterior colors, the 24 cars are as nearly alike as possible. Ford Motor Company, cooperating with Shell since the program was planned, manufactured the 24 automobiles especially for Shell. The serial numbers are consecutive, showing that the vehicles came off the same assembly line, one after the other.

Ford also supplied special valve lifters, all made at the same time, in the same way from the same steel. These were installed by Shell's Research Mechanics just before the test began, replacing the lifters that were installed in the factory.

Each of the 24 cars was put through a "break-in" period be-



CHECKING UNDER THE HOOD of one of the 24 Falcons are Research Mechanic L. H. Isaacs (left) and E. A. Isringhaus Jr., Senior Research Engineer of the Road and Field Test Group conducting the testing program. Work on all of the 24 cars and other vehicles in the test fleet is done by Research Mechanics.

fore the test began. Like fingerprints, all cars are different, and some cars did have to accumulate more break-in miles than others in order for the test to begin with reasonable uniformity of the vehicles.

Detailed examination of engine parts for rust and sludge occurs when the engines are dismantled. For a few of them this was at pre-determined intervals during the test, and for the rest it will be at the completion of the program.

A Step Further

The Wood River Research test program is being conducted in order to determine the fuels and lubricants which will provide the greatest protection for automobile engine parts. Shell's present fuels and lubricants more than meet speci-

fications of automobile manufacturers, for both factory filling and service station replacement. The present program is an effort to go a step further than required. A number of fuel and lubricating oil compositions are being used in different combinations in the 24-car Falcon test fleet. Other automobile manufacturing companies, even though not directly involved in the test here, are interested in the results due to problems they face.

Research personnel of the Road and Field Test Group and Lubricants Group conducting the program with Wood River's largest test car fleet to date, have thus attempted to take into account every variable - except the weather - and that's where we came in.



The Falcon Fleet . . .



ONE OF TWENTY-FOUR Ford Falcons in Wood River Research Laboratory's test fleet is shown here on Central Avenue in Roxana on one of its short four mile trips at low speed. The cars, driven four miles once every four hours or more, are operated under simulated city driving conditions at speeds under 35 miles per hour.

Shell Host to Safety Council Meeting

T. C. Graham, Process Superintendent in charge of Dispatching, Distilling, Treating-Effluent Control and Economics and Scheduling, was speak-

Directors Vote Dividend Increase

Directors of Shell Oil Company voted February 27 to raise the quarterly dividend to 37½ cents per share from 32½ cents per share, payable March 25, 1964, to shareholders of record March 9, 1964.

Monroe E. Spaght, President, said that the increase reflects improved earnings in 1963 and further improvements in earnings anticipated for the future.

er Tuesday, February 25, at a meeting of the Madison County Safety Council.

Shell was host to the meeting, held in the Refinery Cafeteria, and Administrative Superintendent A. J. Martin welcomed the group to the Refinery. M. B. Baird, Fire and Safety Department Inspector, is the newly elected president of the organization.

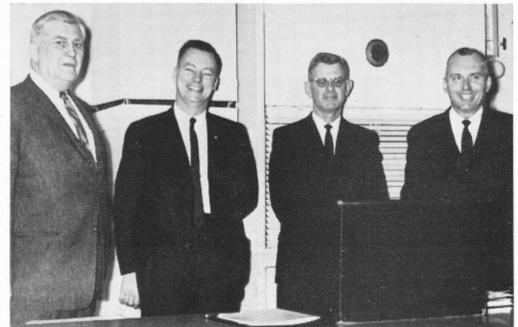
Fire and Safety Manager R. A. Randels introduced Graham, who used as his topic "Framework of Safety."

Graham pointed out that it is the object of every company to achieve optimum job performance with effective accident

control, and that effective accident control can be achieved by every man in the organization recognizing the responsibility for his own and his fellow workers' safety.

By thus making "safety responsibility the business of everyone in your organization" - we can - "build our safety programs within a strong framework," he told the group, urging an enthusiastic approach to the importance and necessity for active participation in the safety program at all levels.

Thomas Butler of the Alton District Manufacturers' Association also spoke briefly at the meeting.



THE MADISON COUNTY SAFETY COUNCIL met at Wood River Refinery February 25, with Shell people playing an important role in the meeting. From the left are Fire and Safety Manager R. A. Randels, who introduced the speaker, Process Superintendent T. C. Graham. Fire and Safety Inspector M. B. Baird is the newly elected president of the organization, and Administrative Superintendent A. J. Martin (right) welcomed the group to the Refinery.

Breedlove Plans New Assault on Record

Craig Breedlove, whose Shell-sponsored jet-powered vehicle set a World Land Speed Record of 407.45 miles per hour on Utah's Bonneville Salt Flats last August, plans to push his record speed still higher. Breedlove will return to the Salt Flats next August with his car The Spirit of America, in an attempt to come closer to what is considered its maximum speed of about 500 miles per hour.

The Spirit of America again will be sponsored by Shell, along with The Goodyear Tire and Rubber Company. The new record attempt will be under the direction of Project Manager R.

E. Van Sickle, Senior Engineer, Western Region, Products Application Department. He succeeds W. C. F. Lawler, District Sales Manager, Santa Monica Marketing District, who was Project Manager for the first successful record attempt.

Uses Shell Products

Shell is sponsoring Breedlove to display the effectiveness of Shell products under the most exacting conditions. A 28½-minute color documentary film, "The Spirit of America," telling the story of Breedlove and his successful record attempt, will be available soon to TV stations, sports car clubs and

other groups interested in auto racing. His car was on display at the Chicago Auto Show in February and will be shown at the New York International Auto Show in April where it will be placed at the entrance foyer, the prime location of the show.

Shell already has received favorable world-wide attention for helping to return the World Land Speed Record to the U.S. During a recent tour of England and Australia, Breedlove appeared on radio and television, and spoke to staff members and dealers of Royal Dutch/Shell Group companies in those countries.

48
3
59

Going to the Fair?

Make Your Reservations Early

If you plan to visit the New York World's Fair this year you should make your reservations early — there are 30 million or more others expected to attend.

The Fair, billed as the biggest ever, starts April 22 and is scheduled to be opened also during the summer of 1965. During the periods when the Fair is open,

hotel reservations and theatre and sports tickets will be even harder than usual to obtain in New York City.

Here are some ways to start preparing for a visit to the Fair:

Fair information — write to the New York World's Fair, Flushing, New York 11380.

Accommodations — write for a hotel and motel guide to the New York World's Fair Housing Bureau, 30 Rockefeller Plaza, New York, N. Y. 10020. This service is free.

Road Maps — fill out a Shell Touring request card at your Shell service station. Shell is providing a special World's Fair inset on its new Metropolitan New York map.

For further information about the Fair and making plans to visit New York, see the article about the Fair in the January-February issue of SHELL NEWS.

Shell will not have an exhibition at the Fair. However, the Company will maintain special Information Centers at the Fair and in New York City which will be available for use by Shell employees, Shell customers, and other business associates. The Shell Fair Information Center in Manhattan will be in Room 4353 at the New York Hilton Hotel, Avenue of the Americas and 53rd Street. The site of the Information Center at the Fair has not yet been determined.

George Lorenz Named Manager At Wilmington-Dominguez Refinery

George A. Lorenz has been named Manager of the Wilmington-Dominguez Refinery, according to an announcement by M. P. L. Love, Vice President Manufacturing. Lorenz is returning from a foreign assignment as Director of Supply and Trading Administration of Compania Shell de Venezuela.

Lorenz began his Shell career at Wood River in 1935, after receiving a doctor's degree in chemical engineering from the University of Minnesota. While at Wood River, he served in the Refinery Laboratory, Research Laboratory, Technological, Alkylation and Cracking Departments, and in 1946 was named Manager Gas Department.

He was holding that position at the time he was transferred to Head Office as a Senior Technologist in January, 1947. The following year he accepted employment with B.I.P.M. at The Hague and on his return in 1949 became Assistant Superintendent - Operations at Wilmington-Dominguez. He joined Shell of Canada Limited in 1955 as Assistant Manager of the Montreal East Refinery and the following year was named Manager of the Shellburn (British Columbia) Refinery. He became Manager of the Montreal East Refinery in 1960 and assumed his position with Compania Shell de Venezuela in 1961.

Tomfohrde to Management Course

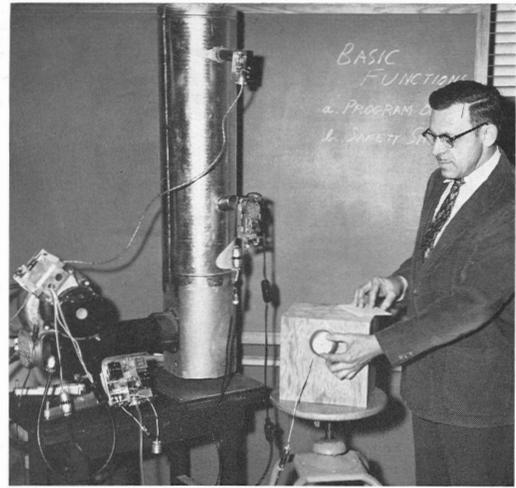
(Continued From Page 1)

Refinery Manager Hogge has announced that during Tomfohrde's absence, T. C. Graham is to act as Process Superintendent for the Thermal and Catalytic Cracking and Gas Departments, and J. D. Ramsey for the Alkylation Department.

Tomfohrde was graduated from Rice Institute in 1943, with a bachelor's degree in chemical engineering. After three years of service in the U.S. Navy, he joined Shell in 1946, as a Junior Technologist at the Houston Refinery. He held various technological posi-

tions there until April, 1952, when he was named Assistant Manager of the Gas Department. He went to Head Office in 1956, as a Senior Technologist in the Manufacturing Technological Department, and in July, 1958, went on special assignment to The Hague.

Upon his return to the United States in July, 1959, he was named Manager of the Technological Department at the Anacortes Refinery, and he became Chief Technologist there in January, 1962. He was transferred to Wood River Refinery in his present capacity in May, 1963.



OIL FURNACE CONTROL SYSTEMS were explained to an East Alton-Wood River Community High School adult education class recently by W. W. Horstman, Senior Research Engineer, Research Laboratory. In this photo, Horstman is turning a thermostat to start operation of the simulated oil furnace and control system used.

A. S. Lehmann Is Appointed Superintendent at Houston

(Continued From Page 1)

Innocenzi began his Shell career at Wood River in 1945. He was transferred to the Head Office Technological Department in 1953, served briefly in 1957 and 1958 at Shell's Martinez, Calif., Refinery, and then returned to Head Office Manufacturing Operations in 1958. He became Assistant Manager of that department in 1962.

Innocenzi's wife, Virginia, is a native of Alton. They have two children.

O'Brien came to Wood River in 1960, from Shell's Houston Refinery. He joined the Company there in the Engineering Department in 1948. After service in various capacities, he was named Assistant Manager Lubricating Oils in 1958, and Assistant Manager Catalytic Cracking in 1959. He came to Wood River as Assistant Chief Research Engineer in the Research Laboratory in 1960, and was named Manager Aromatics in January, 1963.

Lehmann, who holds a bachelor's degree in chemistry from Stanford University and a doctor's degree in the same subject from Brown University, served for several years during World War Two on special research assignments on the atomic bomb project. He joined Shell as a Chemist at Shell Development Company's Emeryville, Calif., Research Center in 1946.

He first came to Wood River in 1954, to serve in the Refinery's Technological Department. He was transferred to the Company's Head Office in New York in 1958, and then returned to Wood River in May, 1962, as a Process Superintendent. He was named Chief Technologist in February, 1963.

Lehmann and his wife, Rosalie, and twin sons, Larry and Bruce, 19, lived at 171 Eiffel Drive, Godfrey.

New Blending, Loading Facilities

(Continued From Page 1)

Holzmann also joined the Company in 1948, as a Chemist at Shell Development Company's Emeryville, Calif., Research Center. He was transferred to the Manufacturing Research Department in Head Office in 1954, returned to Emeryville as Supervisor-Research in 1956, and then came to Wood River on special assignment in 1962.

uents in small tanks provided for this purpose and then introducing this mixture to the blender as if it were one ingredient. Operation of the facilities calls for their connection to lines from the tanks containing the various ingredients, and then feeding the blending information into the transistorized computer console, which will automatically check the information for accuracy before starting the process. Elevators will carry personnel and material to the blending floor 50 feet above the ground.

When not blending products to fill tank cars, the blender will be used to fill finished product storage tanks, allowing still greater departmental flexibility. The new facilities are expected to be operational in late summer or early fall.

Shell of Canada Brings Oakville Plant on Stream

Shell Canada Limited's seventh refinery went on stream recently at Oakville, Ontario.

The Oakville Refinery has a design capacity of 31,000 barrels of crude oil daily, and produces gasolines, jet fuels, heating oils, diesel fuels and specialized products. Its facilities include the latest equipment for distillation, flashing, catalytic cracking, reforming and alkylation as well as tankage and service facilities.

Other Shell Canada refineries are at: Montreal East, Quebec; Shellburn, British Columbia; St. Boniface, Manitoba; Sarnia, Ontario; and Grande Prairie and Bowden in Alberta.

Anniversaries



W. K. Anderson
Dispatching
35 Years



H. W. Beckman
Treasury
35 Years



J. A. Grover
Eng. Field
30 Years



H. J. Niemann
Purch.-Stores
30 Years



P. Casna
Eng. Field
25 Years



H. J. Schenk
Cat Cracking
25 Years

20 Years

- S. E. Brzostowski
Eng. Field
- E. H. Doty
Cat Cracking
- F. E. Novitskie
Utilities
- M. E. Wolf
Eng. Field

15 Years

- I. V. Swofford
Gas

10 Years

- R. L. Davis
Compounding
- R. N. LaFaver
P & IR
- W. H. White
Alkylation

3/3
10/2

Eight Patents Issued to Wood River Inventors

Eight United States patents have been issued in recent months for inventions of Shell Wood River employees, who have assigned them to the Company. Seven of the patents were issued in the names of Research Laboratory employees and one in the name of a Refinery employee, E. D. Underwood Jr., Manager Engineering Services.

The Underwood patent is for a leakage indicator for safety relief valves. Four of the patents issued to Research Laboratory employees are for lubricating oil compositions, one is for quench oil composition, one is for an oil composition which prohibits corrosion of cargo tanks of aquatic vessels, and the other is for additives in fuels and lubricants.

Eight Research Laboratory employees are named inventors or co-inventors in the patent descriptions. They are K. F. Schiermeier, Senior Research Chemist; Hyman Ratner, Research Chemist; Hans Low, Research Chemist; Eugene Wittner, Research Chemist; Irving Rozalsky, Group Leader; J. R. Price, Research Engineer; W. W. Reynolds, former Assistant Chief Research Chemist, now in Head Office; and the late Dr. L. S. Echols, who was Technical Advisor to Research Director R. J. Greenshields.

Underwood's invention is expected to be of considerable benefit to Shell in that it will provide an automatic signal when gases or vapors escape from a pressure vessel through a safety relief valve. The device can be installed on a relief valve while the pressure vessel is in use, and will enable operators to check against excess leakage without climbing to the top of the vessel or column.

Additional expected benefits are that it will prevent loss of valuable special products to the atmosphere and resultant air pollution, since an excessive leakage situation can be more readily observed.

The device is a vent pipe attachment to the safety valve containing a flexible inflated plug, tethered to the outside of the vent pipe by a light chain. Excessive leakage from the safety relief valve will blow the ball out the end of the vent pipe, where it will hang to provide a clear signal to operating personnel that vapors or gases are escaping into the atmosphere.



Underwood

Schiermeier was named the inventor of the corrosion inhibiting tank protective oil. The patent description points out that great expense is incurred in the upkeep of metal bulkheads in ships due to corrosion, and that many compositions available to prevent this corrosion do not retain their protective qualities long enough, are difficult to handle, are made from materials that are too costly, or contaminate the product being carried.



Schiermeier

Schiermeier's oil composition invention is a protective coating which is easy to handle, cheap and non-contaminating. Its use provides an improved method of cleaning and coating cargo tanks to inhibit corrosion. It meets all specifications of the U.S. government.

Rozalsky was named with C. L. Early, no longer with Shell, co-inventor of several quenching oils which are designed to provide superior speed and stability in quenching and produce bright metal surfaces which require no further buffing or machining prior to final usage. Presently used quenching solutions of water or oil are sometimes defective in that they either distort or crack the metal or leave undesirable deposits on the quenched metal surfaces.



Rozalsky

One of these quenching oils, which is being marketed by Shell, contains a particular blend of high-viscosity-index oils with oil-soluble additives which

do not leave deposits on the quenched surfaces.

Rozalsky was named co-inventor with Wittner of a lubricating oil composition possessing good detergency and rust-inhibiting properties under high temperature, high speed conditions, as in aircraft and truck engines and in industrial equipment. Their oil, derived from any one of several base stocks or a mixture of base stocks, contains a heretofore unused mixture of additives.

A patent for inventive work done several years ago was issued to Shell in the name of the late Dr. Echols. The invention consists of lubricant compositions containing acid phosphates for improved load-carrying ability and an improved oxidation inhibitor for stability at high temperatures.

Price and R. G. Cunningham (no longer with Shell) were named co-inventors of an improved lubricating oil and new class of additives which provides properties enabling the oil to meet a number of service requirements. The oil is stable over a wide temperature range and possesses excellent anti-wear and extreme pressure



Wittner



Price

properties as well as resistance to oxidation, corrosion and contamination by foreign matter.

Low was named co-inventor with Reynolds and Donald W. Schmulling, no longer with the Company, of ester-base lubricant compositions which are stable to oxidation at the extremely high temperatures found in aircraft gas turbine engines and hydraulic systems. The compositions contain a highly improved anti-oxidant which will prevent deterioration of the oil at temperatures up to 750 degrees.



Low



Reynolds

Ratner was named co-inventor with Arnold R. Doepel of

Marquez Research Laboratory of lubricating oil compositions possessing good detergency, load-carrying and rust-inhibiting properties. These properties are becoming of more increasing importance as automotive manufacturers recommend more extended oil drains and operating conditions become more severe.



Ratner

New Specialty Items Are In Shell Dealer Showrooms

If you step inside your Shell dealer's showroom these days, you can find some new additions to the host of handy automotive and household products with the Shell label that many dealers carry.

Five new specialty items have been introduced by Shell recently, joining more than a dozen specialties already offered by most Shell dealers. Along with Shell petroleum products, and the tires, batteries and accessories that are handled by most Shell dealers, these specialty products help your Shell dealer offer you a complete line of automotive needs.

Newest Products

The newest Shell products are:

Shell Whitewall Cleaner — an aerosol spray product developed to do a faster and easier job on whitewall tires, including hard-to-clean butyl rubber whitewalls.

Shell Windshield De-Icer — a

fast, non-smearing winter-time product.

Shell Automatic Transmission Sealant — for reconditioning transmission seals.

Shell Severe Service Cooling System Protector — for corrosion protection of aluminum and other modern engines.

Shell Windshield Washer Concentrate — which enables the washer to spray even in freezing weather.

Shell specialty items previously sold by dealers include Shell Lighter Fluid and Spot Remover, Brake Fluid, Cooling System Protector, Cooling System Sealer, Cooling System Cleaners, Valve Lubricant, Handy Oil, SHELLTOX® Aerosol Insecticide, No Rubbing Automobile Polish, Pre-Wax Cleaner and Polisher, Fuel System Drier and Anti-Freeze and Furniture Polish. The last four items are not sold nationwide.

*Trademark Registered, U.S. Patent Office.

New Ship for Offshore Drilling

A new self-propelled core-drilling ship went to sea recently using an automatic positioning device developed by Shell. The positioning equipment will permit the vessel to drill four or five times more core holes in the same period than a ship using anchors.

Shell pioneered the use of an automatic positioning system in 1962 with the M. V. Eureka, a 136-foot vessel which averages two 500-foot core holes in every 12-hour period and has drilled as many as nine cores in one day. Conventional ships using anchors take one day or more for each core. The new device eliminates the time-consuming job of anchoring and permits drilling to start immediately af-

ter the ship reaches its location.

The automatic positioning equipment relies on an analog computer to evaluate changes in the ship's heading and drift. The computer controls the direction and power of four 300-horsepower motors to keep the ship over the hole, with a drift error of no more than three feet for each 100 feet of water depth.

The new vessel will be operated by Caldrell Offshore, Inc., a drilling contractor, and will be used on the West Coast by various companies. The ship is a converted Navy landing-craft vessel that is 176 feet long and 33 feet wide. It is capable of drilling a 6,000-foot hole with a 4½-inch drill pipe.

Jo Ann Hubach Crowned Queen At Homecoming



Jo Ann Hubach

Miss Jo Ann Hubach, daughter of Fire and Safety Inspector Mel Hubach, recently was crowned 1964 homecoming queen at St. Paul's High School in Highland. Miss Hubach is a senior at St. Paul's and was elected by vote of the student body.

Miss Hubach was chosen senior of the month in January, is a cheerleader, a student council representative, plays clarinet in the school band, sings in the chorus and is a member of the staff of the school newspaper.

Shell Chemical Plans Expansion At Martinez

Shell Chemical Company has announced plans for the construction of a new facility that will double the size of the market development unit at Martinez.

The unit was established in 1959 to manufacture semi-commercial quantities of new chemical products and thus facilitate the transition of new chemicals from the laboratory stage to commercial production.

The new installation will produce development quantities of acrolein derivatives and a series of new antioxidants such as IONOX® 100 and 330.

*Trademark Registered, U.S. Patent Office.



Mr. and Mrs. Pete McCario, a son, Daniel Ray. McCario is a Yardman, Engineering Field.

Mr. and Mrs. R. K. Purcell, a daughter, Laura Marie. Purcell is a Boilermaker, Engineering Field.

Mr. and Mrs. J. E. Harding, a son, Philip. Harding is an Engineer, Engineering Services.

Mr. and Mrs. A. N. Balzaine, a daughter, Jeanne. Balzaine is a Pipefitter, Engineering Field.

Mr. and Mrs. L. G. Massa, a son, Matthew Joseph. Massa is a Material Analyst, Purchasing-Stores.



"A phone call for me?"

The Sports Review

X-100 Bowlers Second in Industrial League Action

Shell's X-100 bowlers, winners of the first half title in the area Industrial League, finished the third quarter in a four-way tie for second, third, fourth and fifth places. But they opened the fourth quarter by winning three straight from the third-quarter - winning Alton Box Board team.

Box Board won the third quarter with a 20-7 record. Shell X-100 had a 15-12 record, as did Western, Machine Shop and Sinclair. In sixth place was Gene's Tavern with a 13-14 record. The Mold Shop and Isco were tied

for seventh and eighth places with 12-15 records, Super Shell bowlers were in ninth place with a record of 11 wins and 16 losses, and Abcco was in the league cellar with a 7-20 record.

Tool Room Bowlers Win Third Quarter

Tool Room bowlers, first half winners in the Refinery Bowling League, captured third quarter honors March 4, completing action for that period a full four points ahead of their nearest competitors. Tool Room

SRA Bowling Tourney April 4 and 11

The annual Shell Recreation Association Bowling Tournament will be held on two Saturdays in April, according to plans recently announced by SRA officers.

Tournament events will be held at the Bowl Inn alleys in East Alton on Saturday, April 4, and Saturday, April 11. Singles and doubles competition will be on April 4, and three man team events will be on April 11.

Rules and regulations for entry in the annual tourney and methods of fixing handicaps are similar to those of prior tourneys. Eligible to enter the tourney

are all SRA members (active and retired employees) who are bowling in an American Bowling Congress sanctioned league.

Entrants may participate in any or all events. They may enter only once in singles competition, but may enter as many times as desired in doubles and three man team competition, providing there is a different partner each time in doubles and two different partners each time in three man team competition.

Entry blanks may be obtained from members of the tourney

ament committee or from Personnel and Industrial Relations. Members of the tournament committee are Charles Towne, Research Laboratory; Herschel Nelson, Carpenters; C.W. Barnes, Purchasing-Stores; and Joe Klinke, Engineering Field.

Hmurovich Spares With 7-10 Split

Joe Hmurovich, Painters, became eligible for an American Bowling Congress award February 7, when he picked up a 7-10 split to make a spare at the Bowl Haven in North Alton.

Hmurovich, SRA president, was bowling for the J. C. Wohllich and Son team in the Thursday night business-industrial league at the time. In only four years of bowling, Hmurovich has become eligible for two of the special ABC bowling awards. He scored a triplicate last year, rolling the same score in three successive games.

He carries a 162 average in the business-industrial league, and rolled 187 in the game in which he made the 7-10 split.

Employee's Son Is Top Student At Northwestern

Vernon L. Bailey Jr., son of V. L. (Boots) Bailey, Field Machinist, Engineering Field, is working toward a doctor's degree in mechanical engineering at Northwestern University Technological Institute under a 36-month fellowship granted him by the National Aeronautics and Space Agency.



Bailey

According to a newsletter from the dean of Northwestern's Technological Institute, young Bailey was graduated from that institution last spring "with highest distinction." Bailey earned a grade-point average of 3.74. At Northwestern, a four average is a perfect mark.

SRA Fishing Contest Began March 1

The Shell Recreation Association's 10th annual fishing contest began Saturday, March 1, and is to continue through Saturday, October 31, according to an SRA announcement.

This year's contest will be divided into four quarters of two months length each, with prizes awarded on a quarterly basis as well as for the biggest catches of the eight-month season. The contest, as in the past, will be in three categories, bass, crappie and bluegill.

Quentin Nungesser, Fire and Safety, SRA board member in charge of the contest, reported that there would be four quarterly prizes in each of the three categories, for a total of 48 prizes during the season. There also will be three grand prizes. The first quarter ends April 30, the second quarter ends June 30, the third quarter August 31, and the fourth and final quarter October 31. Gift certificates will be awarded the prize winners again this year, allowing the winners

scored 26 points in the quarter.

Finishing in second place with 22 points were the Boiler House keglers, who won three straight from Engineering Office bowlers on the final night of the quarter to place second.

Engineering Office was a third with 21 points.

Tied for fourth and fifth were the North Property team and the Tech Department with 18 points each. In sixth place were the Budstaffs with 15, and tied for seventh and eighth places were the Research Relics and Research Relics.

The North Property bowlers have taken over first place in the team high three game scoring department with 3,066 pins. The Tool Room is second with 3,055 pins and the Research Relics third with 3,018. In team high single game scoring, North Property leads the league with 1,103 pins, followed by the Relics with 1,078 and the Tool Room with 1,077.

In the individual high scoring department, Bob Awe leads the league both average-wise and in the individual high three game scoring department. His current average is 178, and his high three game series score is 629. Second in the three game series scoring category is Clarence Shirley with 625, and third is Ralph Dodd with 612. In high single game scoring, Don Isted is first with 258, followed by Joe Klinke with 243 and Charles Towne with 238.

Other high average bowlers are Charles Irwin and Herschel Nelson with 177, Ray Neuhaus with 172 and Towne and Dodd with 170.

to select their own awards.

Contest rules and regulations are the same as last year. Fish may be entered in the contest within 48 hours after being caught. Contest fish still must be caught within a radius of 125 miles from the Refinery in a body of water accessible to any member of the SRA with a valid fishing license. Entries will be exhibited in the Refinery Cafeteria.

Contest judges this year are Emil C. Schneider, Lube Oils; Andy Corsere, Engineering Field; Eugene L. Schneider, Distilling; and Margaret Ann Eden, Fire and Safety.

Shell Completes Drilling Work Off California

Shell has completed operations on the first exploratory well ever drilled in Federal waters off California. The drilling took place on leases acquired by Shell last May in the first Federal lease sale for the region.

Drilling was completed from Glomar II, a large, self-propelled, center-well drilling vessel, formerly called Cuss II. The ship recently completed a successful season's work in Cook Inlet, Alaska, where she drilled a wildcat discovery. Cuss I, a floating drilling barge, originally began the California operation last summer, but was replaced by the larger Glomar II upon her return from Alaska.

The purpose of the exploratory drilling is to define the location and size of possible oil and gas accumulations and to determine if they are large enough to warrant further development. Vital geological and stratigraphic information gleaned from such tests will aid in choosing locations for follow-up drilling.

The site of the first well, 1 Medico-OCS-P-041, is about 30 miles from land in 280 feet of water. All of the Federal acreage is three miles or more from land.

Extensive exploration work in the California offshore region by the Pacific Coast E & P Area, coupled with the development of new underwater drilling and completion methods, led Shell to bid on offshore California tracts last May.

situation abroad to get an answer. Countries in Europe and most other parts of the world have traditionally had ultra-stiff taxes on gasoline — far above those paid by motorists in this country — and their automotive industries have traditionally built small, economical autos. The size of European cars can be largely traced to the high price of motor fuels.

Compacts, an insignificant part of the American market until a few years ago, made up fully one third of new car sales in 1963. Although this represents a drop of two per cent compared to the 1962 figures — and the new compacts are generally larger and less economical — there is no reason to believe that the trend has been substantially reversed. The sale of foreign cars in 1963 continued to hold five per cent of the total U.S. car market.

When the price of gasoline rises, people not only turn to more economical cars, but tend to do less driving. Nationally, the per-vehicle consumption of gasoline has been gradually declining over the past five years. In fact, if it were still at the 1959 level, there would have been an additional 575 million gallons of gasoline sold in the United States in 1963 — bringing in some \$55 to \$60 million in extra state and federal tax revenues. These funds could have built many miles of roads.

The constant parade of gasoline tax increases could eventually mean less business for Shell and our distributors and dealers. These increases, whether state or federal, are aimed at your pocketbook in two important ways — as a motorist AND as an oil company employee. These are two good reasons to keep a weather eye out for any unwarranted attempts to hike the tax on motor fuel.

Qs & As

Q. What happens if gasoline taxes DO go up again?

A. When talking about gasoline taxes, the old saw that what goes up must come down just doesn't hold true. Ever since Oregon introduced the first gasoline tax in 1919, they haven't even started to come down. In the past 20 years alone there have been 42 separate state gasoline tax increases as well as two gasoline tax hikes at the federal level. Federal and state taxes already average 10 cents per gallon nationwide, and amount to a "sales tax" of 50 per cent on the basic price of regular gasoline — five times the tax rate of luxury items like furs and perfumes.

Even though present taxes on gasoline are already far out of line with any comparable product, it's possible that they will go higher. The legislatures of at least 22 states will meet during 1964 and in more than half of these, pressures may be brought to bear for more gasoline tax increases. Furthermore, there are strong indications that both the mileage and cost of the Federal Interstate Highway System will be revised upwards. This is bound to increase pressure for a new boost in the present four-cent federal tax on gasoline.

What does this mean to you? What happens if gasoline taxes DO go up?

We have only to look at the

Easter Egg Hunt

11 a.m. Mar. 21

SHELL OIL COMPANY Wood River, Illinois

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