

Barbecue Will Be July 18

The 18th annual Shell Barbecue will be held Saturday, July 18, at the American Legion Park in Edwardsville. Hours for the event, for male Refinery employees with 10 or more years of service with the Company and retired employees, will be from 11 a.m. to 8 p.m.

More than 3,000 persons are eligible to attend this year's event. Invitations will be mailed in the next few days to more than 900 retired employees, and an estimated 2,100 active employees. Male employees who complete 10 years of service with Shell at any time in 1964 are eligible to attend the

Barbecue, and they are included in the above figures.

Also eligible to attend are retired employees from other Shell locations who now reside in the Greater St. Louis area, and Shell Products Pipe Line and Shell Pipe Line Corporation personnel with 10 or more years of service who work at Wood River or Roxana locations.

Large Crowd Expected

A large crowd is expected to attend. Last year's attendance was estimated at more than 1,200 persons, including 274 retired Shell employees who enjoyed visiting with their former

fellow employees.

The main items on the Barbecue schedule this year as in the past are food and fellowship. An ample supply of chicken, fish and barbecue has been ordered, along with all of the trimmings, for continuous service from 11 a.m. to 8 p.m.

Hole-In-One Contest

A special entertainment item this year will be a hole-in-one contest. Other entertainment also is planned.

There will be prizes for two retired employees, the oldest one present and the one traveling the greatest distance to attend.



J. A. Byerly



T. C. Graham

Graham Is Transferred to Head Office; Byerly Here

Process Superintendent T. C. Graham has been named Manager of Supply Programming in Shell's Head Office Transportation and Supplies Organization, according to an announcement by Refinery Manager A. C. Hogge. The promotion and transfer is effective July 1.

Hogge said Graham would be succeeded as Process Superintendent in charge of the Refinery's Dispatching, Distilling, Treating-Effluent Control and Economics and Scheduling Departments by J. A. Byerly. By-

erly will transfer to Wood River from Head Office, where he has been serving as Assistant Manager of the Manufacturing Technological Department.

Came Here in 1960

Graham came to Wood River in April, 1960, from Shell's Wilmington-Dominguez, Calif., Refinery. He began his Shell career at the Company's Norco, La., Refinery. He served in the Head Office Technological Department from 1953 to February, 1956, when he transferred to Wilmington, where he became Assistant Manager of the Alkylation Department in June, 1957, and Manager of the Technological Department in October, 1958.

He was transferred to Wood River in the latter capacity, and in October, 1961, was named Manager Economics and Scheduling. He became Process Superintendent in July, 1962.

Graham is a native of Little Rock, Ark., and was graduated from the Georgia Institute of Technology in 1947, with a bachelor of science degree in chemical engineering. He and his wife, Marjorie, have three children, Beth, 14, Woody, 10, and Barry, 9 months.

Byerly, who has a master's degree in chemical engineering from the University of Illinois, began his Shell career as a Technologist at the Wilmington Refinery in February, 1948. He was transferred to the Head Office Manufacturing Technological Department in September 1, 1963.

(Continued on Page 4)

Hart Moved to Head Office Post; Succeeded by Laity

D. F. Hart, Manager Economics and Scheduling, has been appointed to the position of Manufacturing Representative - Information Systems in Head Office, effective July 15, according to an announcement by Refinery Manager A. C. Hogge.

In his new position, Hart will be concerned with all matters relating to information systems development for Manufacturing and will serve as liaison between all departments and locations of Manufacturing and the Information and Computer Services Organization. He will report to General Manager Refineries P. J. Merkus.



Hart

T. H. Laity, Assistant Manager Dispatching, has been named to replace Hart as Manager Economics and Scheduling.

Hart came to Wood River in July, 1962, from Head Office, where he had been serving as a Senior Technologist in the Technological Department. He began his Shell career in 1948 at the Company's Wilmington-Dominguez, Calif., Refinery. After service in Technological positions there, he became Assistant

(Continued on Page 4)



SHELL

REVIEW

Wood River, Illinois

Vol. 27 No. 5 July, 1964

Woodruff, Armstrong Named in Research Lab Moves



Armstrong Woodruff

R. L. Woodruff, Chief Research Engineer of Wood River's Research Laboratory, was transferred to the Company's Head Office in New York July 1, according to an announcement by Refinery Manager A. C. Hogge. In New York, Woodruff will work as a Special Research Engineer in the Manufacturing Research Department, responsible for research and development work on products in that department.

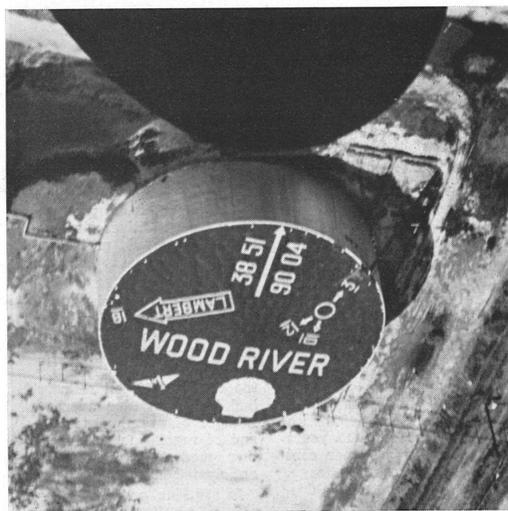
Hogge also announced that J. W. Armstrong, presently Assistant Chief Research Chemist of the Laboratory, would succeed Woodruff as Chief Research Engineer.

Woodruff came to Wood River in July, 1961, from the Research Laboratory at Shell's Martinez, Calif., Refinery. He was named Chief Research Engineer in July, 1963, after service as a Group Leader and Assistant Chief Research Chem-

ist. Woodruff began his Shell career at Martinez in 1951, after graduation from the University of California with a bachelor's degree in chemistry.

Armstrong was graduated from Westminster College in Salt Lake City, Utah, in 1951, with a bachelor's degree in chemistry. After service in the U.S. Army Chemical Corps, he joined Shell at Martinez Research Laboratory in 1953. He later was assigned as a Technologist with Shell's San Francisco Products Application Department, the Head Office Research Department and the Detroit Products Application Department. He transferred to Wood River as the Assistant Chief Research Chemist on September 1, 1963.

To Floodlight Refinery Aerial Marker



TO BE FLOODLIGHTED for night-time navigation is Wood River Refinery's Tank A-48, shown above in an aerial photograph taken by Refinery employee Kenneth Kruckeberg, Zone Foreman, Engineering Field. The tank roof also will be repainted, in yellow letters on a black background. Conforming to Federal Aviation Agency standards, the marker will be legible from an altitude of 3,000 feet. The solid white arrow points to true north, while the numbers on either side of it tell Wood River's latitude and longitude.

A new, floodlighted aerial marker is in the making for the roof of Tank A-48 in Wood River Refinery's North Property.

The tank, which holds Distilling residue for Flasher feedstock, has been a landmark for pilots for many years. The floodlighting is an additional service to be provided by Shell to night-time aerial navigation, at the same time the marker is revised and re-painted.

The tank, 144 feet in diameter, now bears a large Shell Pecten in yellow on a black background, and the words "Wood River" in 15-foot letters. An arrow points toward Lambert Municipal Airport in St. Louis, with the numerals "18" indicating the mileage.

Smaller arrows through a circle indicate the directions and air miles to smaller airports; three miles to Civic Memorial Airport at Bethalto; 10 miles to Lakeside Airport and 12 miles to Parks Airport.

The revised marker will be in conformance with Federal Aviation Agency requirements, in yellow on a black background, legible from an altitude of 3,000 feet.

The revised marker will be (Continued on Page 4)

What's Inside?

Factory Fill—Shell Products Used by Manufacturers in New Automotive Equipment
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 SRA Activities—Special activities Coming Up—
 Dance—Tour—Golf Day—
 See Page 3 and Page 6

Wood River Products Used for 'Factory Fill'

Not everything produced at Wood River Refinery is sold to the general public through the Shell service stations in the area. Many things are manufactured especially for custom-

ers who require that these products meet particular specifications for use in equipment they manufacture.

Among such customers are automobile and automotive

equipment manufacturers who use gasoline, diesel fuel, lubricating oils, greases, hydraulic and transmission fluids for the initial or "factory filling" of their cars, trucks or other equipment. Shell currently has quite a volume of such factory fill business, which is a highly competitive phase of the oil industry.

During the last few months, Wood River Refinery has been shipping tank car loads of specially blended lubricating oils to automobile plants in Detroit and St. Louis. Factory fill products in equal or lesser volume also are blended and shipped from Wood River to large tractor and farm machinery manufacturing concerns in Illinois and Iowa.

All of these products are blended according to specifications prepared by the manufacturers who take into consideration numerous factors ranging from cost to the metallurgy of engine parts. The various blends, each different because of manufacturers' opinions of what the particular product should be and do, are designed to provide the best possible service of the engines or machinery during their early operating life, and thereafter.

Good Example Nearby

For a close-to-home example, the St. Louis plant of the Chevrolet Division of General Motors has been using an oil blended at Shell's Wood River Refinery for factory filling of engines for new passenger cars.

The oil is shipped from the Refinery in railroad tank cars, as are factory fill oils currently being shipped to General Motors Chevrolet and Cadillac plants in Detroit. And the St. Louis produced Chevrolets equipped with posi-traction currently are rolling off the assembly line with a special Shell gear oil.

The factory filling of engine crankcases with lubricating oil is a simple operation at the St. Louis Chevrolet plant. The engines travel the length of the assembly line on an overhead conveyor. A workman, as just one of several operations he performs on each engine, inserts the spout of a rubber hose into the fill-pipe, presses the proper button, and goes ahead with other duties.

The engine is filled with the proper number of quarts, depending upon its design, and an automatic metering device shuts off the flow from an over-

head reservoir. When the next new engine comes along the line, the rubber hose is merely transferred to it from the last one filled. One can easily imagine the number of quarts of oil used daily, since an average of 54.5 passenger car engines pass that point on the assembly line every hour, and the plant now is working 16 hours per day.

Other Equipment

Another example is the McCabe-Powers Body Company in St. Louis, which uses Shell products for factory filling of hydraulic equipment the firm manufactures. The majority of this equipment is sold to utility companies throughout the United States. McCabe - Powers mounts their equipment and special truck bodies on chassis of trucks at their factory in North St. Louis County. In the process of assembling the units, they fill the hydraulic oil reservoirs with Shell Lo-Hydroil No. 123*. They also recommend use of that hydraulic fluid and other

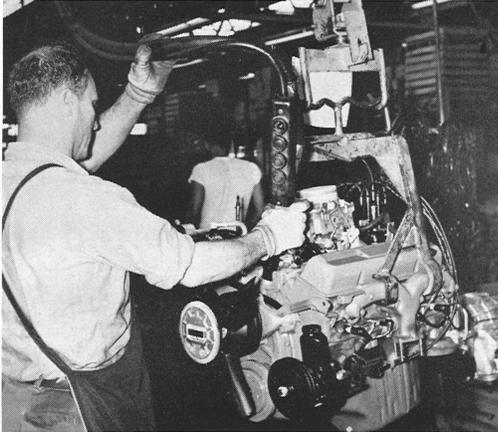
Shell oils and greases in the service manuals accompanying the equipment they sell.

Wood River Refinery uses two pieces of McCabe-Powers manufactured equipment. One is an aerial ladder mounted on a truck, and the other is a Sky-Master. The Sky-Master consists of two baskets, large enough for workmen to stand in, which are mounted at the end of a long, hydraulically operated boom which can be extended in all directions or elevated to a height of 48 feet for work above the ground in hard-to-get-to places.

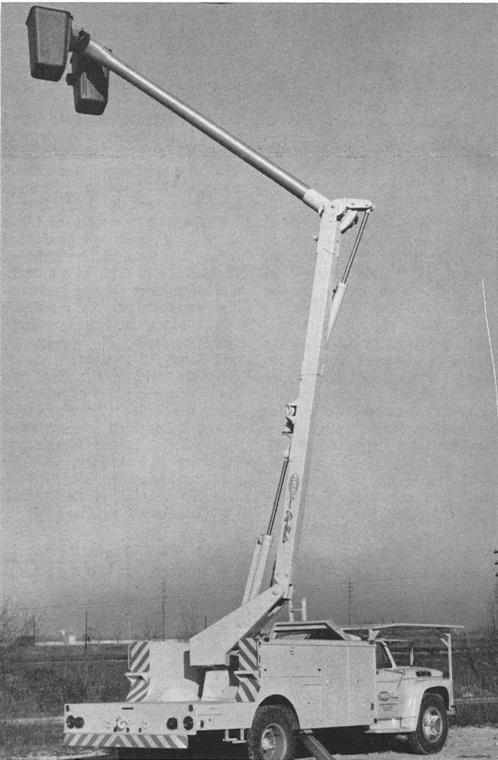
In saying Shell currently is providing these factory fill products, the word "currently" requires additional emphasis because of the highly competitive nature of the factory fill business.

Volume sales plus competition thus make factory fill a highly interesting phase of the oil business.

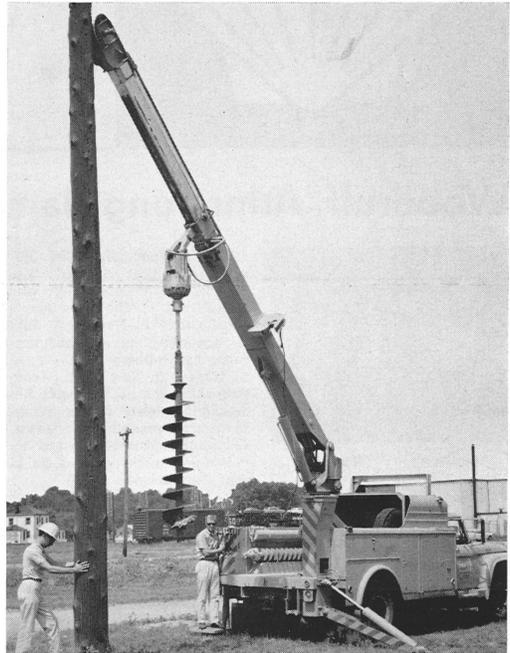
*Trademark registered U.S. Patent Office.



NEW CHEVROLET ENGINES assembled in the Chevrolet plant in St. Louis are filled with lubricating oil while still on an overhead conveyor assembly line. In this scene, a workman inserts the spout of a rubber hose in a V-8 passenger car engine (with air conditioning, in this case). A press of a button sends the proper number of quarts of oil flowing into the engine. These particular engines are being filled with a Shell oil blended at Wood River Refinery.



THE SKY-MASTER is one of several pieces of hydraulic equipment manufactured by McCabe-Powers Body Company in St. Louis County. McCabe-Powers uses Shell Lo-Hydroil No. 123* hydraulic fluid as factory fill in the reservoirs of the hydraulic equipment. Wood River Refinery has a McCabe-Powers Sky-Master for use on some projects. The hydraulic fluid is produced at Wood River.



THE POLE MASTER, manufactured by McCabe-Powers Body Company, drills holes for utility poles and then erects the poles through use of hydraulically operated equipment. The Pole-Master which uses Shell Lo-Hydroil No. 123* hydraulic fluid, comes in sizes that will handle utility poles up to 70 feet in length.

QUESTIONS AND ANSWERS

ABOUT OIL

Q. Why is today's gasoline a better buy than ever...

A. Whenever motorists fill up with gasoline today, they are getting more for their money than ever before. But most don't realize that gasoline before taxes not only costs less than it used to, but that it also gives more miles per gallon than it did 10 years ago.

Ethyl Corporation road tests show that the average new 1953 car driven under warmed-up, constant-speed

conditions traveled 17 miles on a gallon of 1953 gasoline. In contrast, recent tests and estimates under the same ideal conditions show that 1963 models — when new and operating on 1963 gasoline — went about 19.8 miles per gallon — a 16.5 per cent improvement.

Contrasting the performance of both old and new cars on the road in 1963 with those on the road 10 years earlier shows a 15 per cent increase in gasoline mileage.

At the same time — despite an average jump in taxes from 25 per cent of total gasoline cost in 1953 to 33 per cent of total gasoline cost in 1963 — the average gasoline cost-per-mile for 1963 cars driven in the test was 7.9 per cent less than for the 1953 cars.

Moreover, gasoline quality

has improved in the past decade. New additives give engines increased protection and allow engines to produce extra power.

National surveys show that the octane level of regular grade gasoline in 1963 was higher than that of most premium grades in 1953. By the end of 1963, oil refiners had increased the average number of premium to 99.8 and of regular to 93.3. Further modest increases are anticipated in 1964.

In combination with higher octane gasoline, modern high-compression engines produce more power with practically no increase in engine size or weight. Together, modern gasolines and engines give motorists better performance, better gasoline mileage and new margins of safety.



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July to Be Safety Shoe Contest Month



WANT YOUR FOOT IN A CAST? Of course not. A pair of safety shoes might prevent it, either at work at the Refinery or at home. And July is a good time to buy safety shoes at Wood River Refinery, since everyone who purchases safety shoes at the Refinery Shoe Store during the month of July is eligible for prizes, which this year will be fishing tackle. It's wise to wear safety shoes.

Fishing tackle will be given as prizes in the annual safety shoe contest this month at Wood River Refinery. July is "Safety Shoe Month."

Every employee purchasing a pair of safety shoes at the Refinery Shoe Store during July will be eligible to win one of the prizes. Orders for shoes not in stock at the shoe store also will be considered as purchases.

The safety shoe contest began with the Refinery Shoe Store in a new location in the Purchasing-Stores Building. Friday, June 26, was the last day for operation of the shoe store in the Refinery Tool Room. The store was moved and re-opened July 1, in the northeast corner of the Purchasing-Store warehouse. Hours of operation are the same, from 12:30 p.m. to 4:30 p.m., Monday through Friday. The Refinery shuttle bus will stop in the vicinity of the shoe store for the convenience of employees wanting to buy safety shoes.

10 Different Styles

During July, 10 different styles of safety shoes will be available at the shoe store. The store generally carries a stock of seven styles. However, safety shoe purchases will not be limited to the styles in stock at the Refinery. There are almost 100 styles available, and those not in stock may be ordered through the shoe store after fitting.

Six prizes will be awarded the winners of the contest after its close the last of July. First prize will be a Zebo Sportsman Pack rod and reel outfit retailing at \$39.50. The five other prizes are Zebo rods or reels, to be awarded separately.

Be a winner. Wear safety shoes.

SRA Plans Dance for July 24th

Plans were completed early this month for a Shell Recreation Association summer dance, to be held Friday evening, July 24, at the Mineral Springs Hotel in Alton. The dance will be a new addition to the SRA calendar of activities.

Dancing in the air conditioned ballroom of the hotel will be to the music of Jim Bryant and his orchestra. Bryant is an Inspector in the Engineering Services Department. Hours will be from 9 to 1.

There will be no admission charge. The only requirement for admission of a couple will be an SRA membership card. Refreshments may be purchased at the dance.

Research Laboratory employee was on June 22, 1942.

The Treating-Effluent Control Department safe manhour record dates back to June 26, 1942.

The Refinery department second in number of consecutive safe manhours worked is the Personnel and Industrial Relations Department, which has worked 1,730,266 safe manhours since its last disabling injury August 24, 1943.

Engineering Office has accumulated 1,722,567 safe manhours since May 21, 1963. Technological employees have worked 1,664,171 safe manhours. The Fire and Safety Department has accumulated 1,281,251 safe manhours since September 17, 1951. The Engineering Services Department has a consecutive safe manhour string of 1,247,393. Lubricating Oils Department personnel just passed the million safe manhour mark in May, reaching 1,015,332 safe manhours in an accident-free period extending from February 11, 1960. Valve Repairmen are the only Refinery Craft with a consecutive safe manhour total of more than a million manhours. Their record of 1,007,685 extends from September 21, 1948.

Experimental Lab's Safety Record Ends at 37 Years

A disabling injury on May 29, 1964, brought to an end an Experimental Laboratory safe working record that extended over a period of more than 37 years. During that period of time, Experimental Lab employees worked 2,229,299 manhours without a lost-time accident.

In terms of years covered, the 37-year and 24-day departmental safety record was one of the longest at Wood River Refinery, and it was second in terms of consecutive safe manhours.

As far as years covered are concerned, four Refinery departments never have experienced a disabling injury. They are Economics and Scheduling, Engineering Services, Technological and Administrative. The consecutive safe manhour records for those groups extend from the date of organization of the departments.

The Research Laboratory safe working record of 6,272,973 manhours, as of May 31, continues to stand as the longest at the Refinery in terms of consecutive safe manhours. And the number of years covered also is considerable. The last disabling injury experienced by a

SRA Members, Families to Take Grant's Farm Tour

A chartered bus trip to St. Louis County for a tour of Grant's Farm has been scheduled for Saturday morning, July 25, for Shell Recreation Association members and their families. The cost will be \$3 per family, or \$1.50 for an SRA member making the tour alone.

Air conditioned buses, as many as necessary to carry everyone making the tour, will leave from the Refinery's Main Office Parking Lot at 9:30 a.m. that day, in order to be at Grant's Farm for a tour starting at 11 a.m. The buses will return to the Refinery after the tour.

SRA members wanting to make the trip must make reservations in advance by calling Personnel and Industrial Relations, Plant Phone 370, and giving their name and the number of people in their family who will be making the trip. Reservations must be made by Wednesday, July 22.

The tour will take an hour and a half. Those taking the tour may obtain sandwiches and drinks from concession stands at Grant's Farm. The buses will return to the Refinery some time after the tour ends, arriving in mid-afternoon.

New Carol Lane Booklet Available Soon at Refinery

A new booklet, "Let's Go Touring," has been written by Carol Lane, Shell's Women's Travel Director.

The new booklet gives travel tips covering topics ranging from the selection of comfortable touring clothes to suggestions on between-meal snacks for young children. Among the hints, travelers will find a complete packing check-list and an

outline of precautions to be taken when leaving home.

The booklet will be offered free by Carol Lane to radio and television audiences. It also will be used to answer mail requests resulting from Miss Lane's appearances before women's clubs. A limited supply of the booklets soon will be available to Refinery employees through the Personnel and Industrial Relations Department.



People in the NEWS

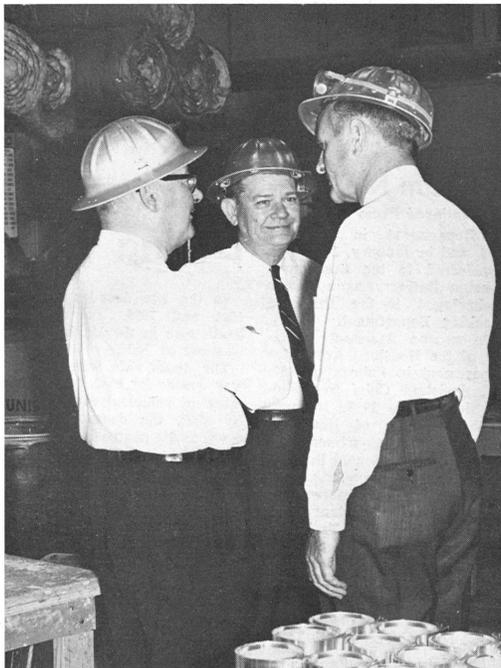
Ruth Anne Welch, daughter of V. T. Welch, Lab Technician, Research Laboratory, recently was selected from among finalists in high school band festivals throughout the country to participate in an All Star Stage Band group which is touring Europe this summer. The group left New York June 14, and will return July 16. Ruth Anne, 18, plays the trombone.

Mrs. Lorelei Lehwalder Norvell, daughter of D. C. Lehwalder, Manager Lubricating Oils, recently was elected to the Delta of Illinois Chapter of Phi Beta Kappa at Knox College in Galesburg. Mrs. Norvell was graduated from Knox College magna cum laude with a bachelor of arts degree in modern languages.

R. W. Bray Jr., son of Manager Engineering Field R. W. Bray, recently was honored in an Army ROTC Battalion Awards Review at the Missouri School of Mines and Metallurgy at Rolla, Mo. Young Bray, a Cadet Major, was cited as "Distinguished Military Student," which entitles him to apply for appointment in the Regular Army.

Two Refinery employees were among those receiving advanced degrees early last month from Washington University in St. Louis. Receiving Master of Engineering Administration degrees were R. J. Swofford, Assistant Manager Engineering Office; and W. R. Canty, Technologist, Alkylation.

Two Refinery employees recently received bachelor of arts degrees from Southern Illinois University in ceremonies held on the Edwardsville Campus. They were Roger Lee McCarty, Lab Assistant, Research Laboratory, who received a degree in chemistry; and Rebecca Skundrich, Stenographer, Treasury Department, who received a degree in history.



VISITING WOOD RIVER REFINERY in late May were two Shell Vice Presidents, shown here with members of the Refinery's Senior Staff. From the left are Executive Vice President D. B. Kemball-Cook, Manager Engineering Field R. W. Bray, Refinery Manager A. C. Hogge, Vice President Manufacturing M. P. L. Love and Refinery Superintendent A. J. Martin. In the photograph below, Kemball-Cook and Love are shown talking with Bray.

Endrin, Aldrin, Dieldrin

Pesticides Are Cleared for Farm Use

No evidence was presented at four recent government hearings to justify the withdrawal of Endrin, Aldrin and Dieldrin from farm use, Agriculture Secretary Orville L. Freeman announced in Washington last month.

Three of the four hearings were conducted in April by the Department of Agriculture. The fourth was a four-state conference of water pollution control experts called in May by the Department of Health, Education and Welfare's Public Health Service. All four hearings were concerned with the controversy over fish kills in the Mississippi River and whether normal agricultural run-off of pesticides was responsible for the kills.

S. H. McAllister, General Manager of Shell Chemical Company's Agricultural Chemicals Division, testified before both agencies because Shell Chemical manufactures the three pesticides. He maintained that there is insufficient evidence to link the massive fish kills with Endrin or any other insecticide used on farms. This

view was confirmed by Secretary Freeman, who said:

"None of the evidence presented either at the hearings or at the conference was scientifically adequate in the judgment of the U.S. Department of Agriculture, to justify withdrawal of Endrin, Aldrin or Dieldrin from farm use."

The Agriculture Secretary reported that surveys by his department and by state departments of agriculture, the Public Health Service and local authorities showed in the case of the Mississippi fish kills that "... a major source of pesticide residues was an industrial plant manufacturing the chemicals." This was denied by the company concerned, which was **NOT** Shell Chemical.

In his statement clearing Endrin, Aldrin and Dieldrin for farm use, Secretary Freeman also announced that his department would launch a monitoring program to determine scientifically if significant environmental hazards are resulting from normal agricultural use of pesticides.

The program will be co-ordinated with the Department of Health, Education and Welfare, the Department of the Interior, and other government agencies through the Federal Pest Control Review Board. The program will be in line with a recommendation by the President's Science Advisory Committee, Freeman said.

The monitoring program will augment the five teams of Department of Agriculture scientists already monitoring pesticide residues in five areas along the lower Mississippi River and its tributaries. Mr. Freeman said that the additional teams and study areas will be designated as the monitoring program proceeds.

Mr. McAllister, commenting on Secretary Freeman's announcement, said: "I'm sure that all Shell employees will be pleased to learn of Secretary Freeman's statement. As we have done in the past, Shell will continue to co-operate with all government agencies to avoid the misuse of otherwise beneficial pesticides."

Former Wood River Men Are Involved in Transfers

Several former Staff employees of Wood River Refinery recently have been named to different positions with Shell.

E. W. Reiley Jr., was named to Martinez Refinery's Staff April 16, as a Process Superintendent. Reiley formerly was Manager Alkylation at Wood River, and left in 1959 to assume duties in Head Office Wage and Salary. He later was named Manager Administrative Services in the Head Office Manufacturing Department, and Process Superintendent at Houston Refinery in 1961.

V. G. Harrison recently was transferred from the position of West Coast Industrial Relations Manager to Head Office Personnel and Industrial Relations as Assistant Manager Industrial Relations. Harrison was Wood River's Administrative Superintendent in 1959, 1960 and 1961.

P. N. Heald, Manager Supply Programming, Head Office

Transportation and Supplies Organization, recently was named to the newly created position of Supplies Co-ordinator. Heald was a Process Superintendent at Wood River prior to accepting an assignment with Shell of Canada. **T. C. Graham** replaced Heald July 1 as Manager Supply Programming.

Bradford Moved

P. C. Bradford, formerly Manager Catalytic Cracking at Wood River, has been named to the position of Assistant Manager Manufacturing Technological Department in Head Office. Bradford replaces **J. A. Byerly**, who is coming to Wood River to replace Graham.

W. G. Eddleman, former Wood River employee who has been on overseas assignments in The Hague and the Philippines since March, 1960, recently was named Superintendent Operations at Shell Chemical Company's Norco Plant.

Nisbet Named For Martinez Engineering Job

D. F. Nisbet, Assistant Manager Engineering Services, has been named Senior Engineer of the newly-organized Construction Department at Shell's Martinez, Calif., Refinery, according to an announcement by Refinery Manager **A. C. Hogge**.

At Martinez, Nisbet will assume responsibility for the process equipment inspection activities through the design, construction and early operational phases of the expansion program there.

Nisbet was Assistant Manager Engineering Services at Anacortes Refinery before coming to Wood River in August, 1960, as Senior Engineer in the Metallurgical Group of Research Laboratory. He assumed duties as Assistant Manager Engineering Services January 1, 1964.

Graham Moved

(Continued From Page 1)

cal Department in January, 1953, and in January, 1956, was transferred to the Company's Houston Refinery as a Senior Technologist in the Catalytic Cracking Department.

He became Assistant Manager of the Houston Aromatics Department in February, 1957, and Assistant Chief Technologist in March, 1958. He was named Manager of Houston's Technological Department in October, 1958, and held that position until November, 1961, when he was transferred to Head Office as Assistant Manager Manufacturing Technological Department.

Byerly and his wife, Barbara, have three sons, Jim, Bobby and Johnnie.

Aerial Marker

(Continued From Page 1)

visible at night as a result of the mounting of eight 1,500-watt incandescent floodlights on a 24-foot pole extending up from the center of the tank roof. The lights will be turned on and off automatically by means of a photo-electric cell.

Highway Death Rate Cut During Last Two Decades

In the two decades between 1941 and 1962, the highway death rate in the United States was cut by half.

The death rate was 12 highway deaths for each 100 million miles of vehicle travel in 1941. By 1962, the death rate was down to 5.3 deaths per 100 million miles of travel, the American Petroleum Institute reports.

The actual number of fatalities — around 38,000 — was about the same in 1941 and in 1962. However, during the 21-year period, the nation's population increased by 40 per cent, the number of drivers by 75 per cent, the number of motor vehicles by 126 per cent, and the number of miles traveled by 130 per cent.

If the 1941 death rate had prevailed in 1962, deaths on the highway would have totaled 92,000, instead of about 38,000.

Many oil companies are active in promoting highway safety by assisting various school driver training courses and

safety programs. Shell for instance, makes traffic safety film strips and pictorial traffic safety quizzes available for use by schools and groups concerned with safety.

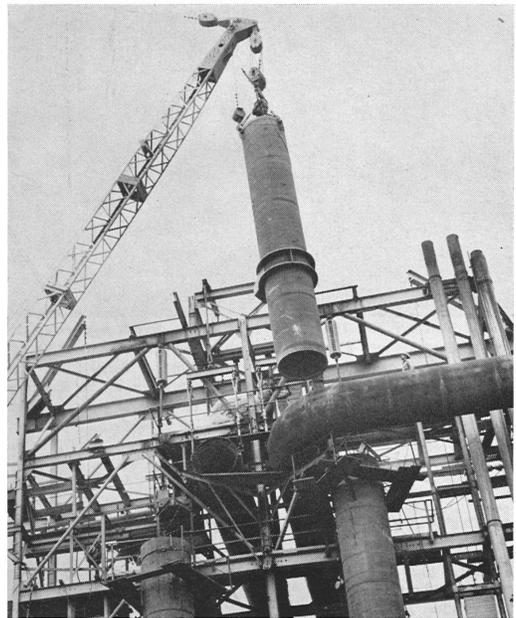
Hart Moved

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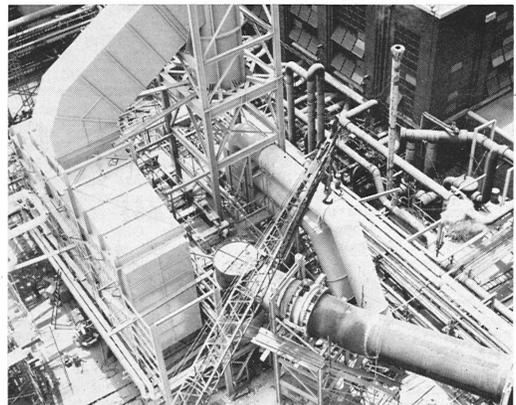
ant Manager of the Refinery Lab in 1955, and Assistant Manager Distilling in 1957. He was transferred to Head Office Manufacturing Technological Department September 1, 1958 as a Senior Technologist.

Laity began work for Shell at Wood River in 1949 as a Junior Technologist. In September, 1954, he began an overseas assignment, and in 1956 was transferred to Head Office as a Technologist. He returned to Wood River in 1960 as a Group Leader in the Technological Department. He was named Assistant Manager Alkylation in 1961, and Assistant Manager Dispatching in February, 1963.

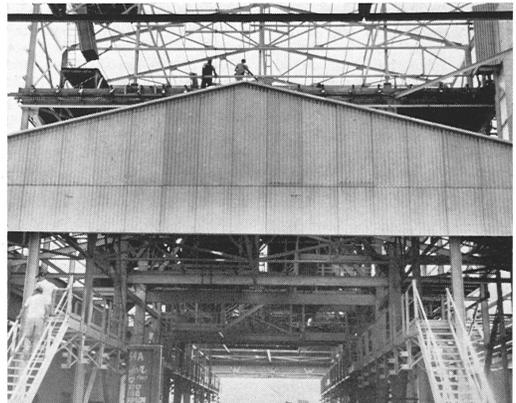
Construction Scenes



HIGH IN THE AIR, the last section of a flue gas line is being lowered into place at the top of Cat Cracker No. 1. The heavy duty lifting job is being performed by a special crane, mounted on a gin pole at the south side of the Cat Cracker. The crane operator works from the ground at a site beneath the superstructure of Cat Cracker No. 2, receiving all of his instructions by special telephone.



THE NEW CO FURNACE for Cat Cracker No. 1, as seen from the superstructure of Cat Cracker No. 2. The line at lower right is 80 inches in diameter and will carry flue gases from the Cat Cracker Regenerator to the new furnace for complete combustion. A similar CO furnace for Cat Cracker No. 2 now is under construction.



SUPERSTRUCTURE IS TAKING SHAPE at the new lube oil blending and tank car loading facilities, just east of the Compound House on the south side of Main Office Road. Completion of the new facilities, expected in the fall, will provide greater efficiency in the blending of lube stocks and loading of railroad tank cars for shipment to Shell Oil Company customers.

Research Wives Tour Alton Sites



A TOUR OF HISTORICAL SITES in Alton was held Wednesday, June 10, for wives of Research Laboratory employees. In the top photograph, the ladies pose for a group photograph. In the lower photo, several of the ladies are seen reading a plaque at the Confederate Cemetery. Other historic sites visited were the Lovejoy Monument, Lincoln Douglas Square and the Alton Prison Ruins.

Shell Extends Waterflood Operations in Gulf Fields

Shell recently extended waterflood operations at two locations in the Gulf of Mexico near the mouth of the Mississippi River to increase ultimate recovery of oil from reservoirs there by an estimated 52 million barrels.

The waterflooding extensions are in South Pass Block 24 and Main Pass Block 69, discovered in 1950 and 1948, respectively. Total production from the fields by Shell's New Orleans E & P Area and other producers has been as follows: Block 24 — 138 million barrels of liquid hydrocarbons and 167 billion cubic feet of gas (until recently Block 24 was rated as Louisiana's biggest field); Block 69 — 67 million barrels of liquid hydrocarbons and 118 billion cubic feet of gas. Shell is the operator and

chief leaseholder in the reservoirs being flooded.

Waterflooding in these reservoirs was first started about 1 1/2 year ago following a gradual decline in bottom-hole pressure. Most reservoirs in the area receive some natural water influx as hydrocarbons are withdrawn. But the pressure of this influx is not enough, thus making secondary recovery measures necessary.

The waterflooding method works this way: Brine is brought up by the gas-lift method from one or more wells 4,000 to 5,000 feet deep (sea water cannot be used because it contains too many impurities), is passed through separators to remove sand and other impurities, and is then piped into several injection wells.



WHAT'S NEW?

Mr. and Mrs. G. F. Yarnik, a daughter, Cynthia Marie. Yarnik is a Junior Draftsman, Engineering Office.

Mr. and Mrs. C. E. Legate, a son, Brian William. Legate is a Senior Research Chemist, Research Laboratory.

Mr. and Mrs. H. B. Durham, a son, Stephen Hugh. Durham is a Research Chemist, Research Lab.

Mr. and Mrs. R. J. Spahl, a daughter, Lynn Marie. Spahl is a Chemist, Refinery Laboratory.

Mr. and Mrs. J. G. Damrath Jr., a daughter, Jenifer Hall. Damrath is a Research Chemist, Research Lab.

California Gives Guardkote® 140 Top Rating

The California Division of Highways has given Guardkote® 140 top rating as an epoxy cement for use on bridge decks and roadways. The new epoxy resin-based paving cement was developed by Shell Chemical Company to minimize the chipping away of concrete decks subjected to recurrent freezing and thawing and to protect against the effects of de-icing agents and other chemicals.

As part of the Highway Division's testing, Guardkote 140 and several other commercially available epoxy cements were applied to small concrete blocks. After the cements had cured, they were exposed to repeated freeze-thaw cycles until failure occurred.

In the blocks overlaid with competitive epoxy cements, horizontal cracks in the concrete up to one inch below the over-

lay resulted, usually at the end of the first or second cycle. Guardkote 140 was the only compound that withstood the freezing temperatures.

Because of its excellent resistance to cold weather, the new epoxy cement is used widely to reduce maintenance costs on new and old concrete bridge decks and roadways both above and below the frost line.

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Service



Anniversaries



E. B. Erler Eng. Field 35 Years | J. M. Fair Compounding 35 Years | H. S. Hartkopf Cat Cracking 35 Years | W. O. Schmidt Eng. Field 35 Years | O. G. Smith Compounding 35 Years | F. G. Travis Eng. Field 35 Years | I. W. Miller Lube Oils 30 Years | E. F. Bensman Eng. Field 25 Years | G. Blumberg Treasury 25 Years | B. Chamness Eng. Field 25 Years



W. R. Fite Eng. Field 25 Years | O. G. Gilbert Eng. Field 25 Years | F. J. Hess Fire & Safety 25 Years | R. A. Hoffman Eng. Field 25 Years | J. K. Howard Fire & Safety 25 Years | J. P. Jones Eng. Field 25 Years | J. L. Leverett Eng. Field 25 Years | R. J. McKee Eng. Field 25 Years | E. B. Meek Eng. Field 25 Years | V. R. Muentnich Eng. Field 25 Years

20 Years

- I. O. Baumgart Aromatics
- L. I. Estes Eng. Field
- W. D. Eyers Dispatching
- J. J. Luketich Research Lab
- F. A. McEuen Dispatching
- F. D. Nessel Lube Oils
- E. W. Shaw Eng. Field
- J. B. Spagna Alkylation
- C. Unger Eng. Field



C. Schoeneweis Tr.-Eff. Cont. 25 Years | C. L. Shirley Eng. Field 25 Years | N. E. Tomlinson Distilling 25 Years | R. L. Turner Eng. Field 25 Years | E. A. Wade Eng. Field 25 Years

10 Years

- R. C. Bartlett Alkylation
- J. R. Carmean Eng. Field
- R. W. Curtis Eng. Field

- J. E. Goodall Alkylation
- F. J. Herzog Alkylation

- D. D. Hosler Eng. Field
- V. L. Icide Tr.-Eff. Cont.
- H. H. Williams Exp. Lab

15 Years

- M. P. Berney Jr. Eng. Services
- T. H. Laity Dispatching
- R. D. Lovell Eng. Field
- W. A. Malseed Gas
- W. E. Roach Refinery Lab
- W. D. Syddall Eng. Field
- J. E. Thomson Technological

The Sports Review

SRA Is Planning Golf Day For Aug. 1, at Sunset Hills

Shell Golf Day, a blind bogey tournament for male Shell Recreation Association golfers, will be held Saturday, August 1, at the Sunset Hills Country Club near Edwardsville, it was announced this month by officers of the SRA.

The SRA will offer 18 holes of blind bogey play beginning at 7 a.m., and a buffet-type luncheon in the clubhouse will follow the action on the course.

The SRA, sponsoring the one-day event for the first time, reports that the entire program will be offered at the bargain price of \$3. The employee activities organization will cover additional costs for green fees, the luncheon and numerous prizes for winners of the various golfing events.

Complete details of the program will be announced soon through bulletin board notices and notices to be distributed through the captains of the 18 Refinery golf teams. Any male member of the SRA will be eligible to participate. It's not necessary to be a member of one of the Refinery golf league teams to take part.

Reservations Required

Reservations, for foursomes if so desired, should be made in advance and payment of the

\$3 per person should be made at that time.

Payment should be made to SRA Treasurer C. W. Barnes, Purchasing-Stores.

Members of a committee of the SRA board of governors arranging for the one-day activity include President J. A. Hmurovich, Engineering Field; K. R. Zumwalt, Utilities; Ralph Niepert, Gas; Herschel Nelson, Engineering Field; J. L. Klinke, Engineering Field; P. E. Downey, Purchasing-Stores; and Oscar Kleinert, retired.

Woodford and Baumgart to New Positions

C. R. Woodford, Assistant Manager Thermal Cracking, has been named to succeed T. H. Laity as Assistant Manager Dispatching, according to an announcement by Refinery Superintendent A. J. Martin. I. O. Baumgart, Assistant Manager Aromatics, will succeed Woodford in the Thermal Cracking Department.

Laity previously was named Manager Economics and Scheduling. All of the transfers are effective July 15.

Retirements



J. C. Mulvill Eng. Field S. C. Olson Eng. Field J. W. Southard Eng. Field



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P & IR Golfers Win First Half Title

Personnel and Industrial Relations Department golfers captured the first half title in the Refinery's Silver Shell Golf League, beating out the Treasury Department by 10 points.

The P&IR team scored a total of 283 points in 14 matches for an average of 20.2 points per match. Treasury golfers had 273 points for an average of 19.5; The Conglomerates finished the half in third place with 248 points in 13 matches for an average of 19.1; and the Engineering team was in fourth place with 263 points but an average of 18.8 points per match.

Research No. 2 finished the first half in fifth place with 17.6 points per match, and Research No. 1 was sixth with 17.4 points per match. Main Office was seventh with an average of 16.1 points, and Research No. 3 was last with 14.7 points per match.

Shell Now Making Alcohols For New 'Soft' Detergents

R. C. McCurdy, President, Shell Chemical Company, announced recently that semi-commercial quantities of primary alcohols for the manufacture of biologically "soft" detergents are now available from the Industrial Chemicals Division. A full-scale production facility will be completed in early 1965 at the Houston Plant.

Late last year spokesmen for the detergent manufacturing industry announced that by December, 1965, they would completely replace the so-called "hard" ingredients in household detergent products with newly developed "soft" materials. This changeover was to be made because the "hard" materials caused foaming on some lakes and streams in various parts of the country, due to incomplete chemical decomposition in sewage disposal facilities.

Concentrated Effort

Shell Chemical recognized this problem a number of years ago. A concentrated research effort was undertaken to provide products that would fulfill the needs of the detergent industry. Substantial scientific and technological contributions by Shell Development Company's research laboratories re-

Thermal Cracking golfers won the first half title in the Premium League in a race ending with the first three teams separated by only 12 points. Thermal Cracking scored 388 points in 18 matches for an average of 21.5 points per match, and the second place Utilities team had 382 points for an average of 21.2. Gas Department golfers finished in third place with 376 points for an average of 20.8 points per match. Going into the final week of first half action, Utilities and Thermal Cracking

golfers were tied for first place with 341 points each.

Finishing in fourth place were the Pipefitters with an average of 20.4 points per match, and in fifth place were the Refinery Laboratory golfers with 17.7 points per match.

In the second division of the league, Engineering Services was sixth with 16.4 points; the Electricians were seventh with 16; Alky-Aromatics golfers were eighth with 15.8; Inspection No. 2 was ninth with 14.6, and Inspection No. 1 was 10th with 13.5.

New League Officers Plan For SRA Bowling Season

New officers of the Shell Recreation Association sponsored Refinery Bowling League were

elected shortly after the close of the 1963-64 season, and plans are being made now for the coming season.

The new president of the organization is J. H. Thomas, Dispatching, who succeeds Bob Awe, Research Laboratory. Charles Irwin, Utilities, is the new vice president, succeeding C. W. Barnes, Purchasing-Stores; and Barnes was elected secretary-treasurer, succeeding C. A. Towne, Research Laboratory.

A rules committee includes the three new officers and Towne and Awe.

The league has contracted to bowl in the 1964-65 season at the Bowl Inn, East Alton, scene of last year's pin action. Officers expect to issue a call in late July for teams and rosters for the coming season, and the season will begin on August 26.

SHELL OIL COMPANY
Wood River, Illinois

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Saturday, July 18 - - Annual Barbecue for retirees and employees with 10 or more years of service, 11 a.m. to 8 p.m., Edwardsville American Legion Park.

Friday, July 24 - - Shell Recreation Association Summer Dance, 9 p.m. to 1 a.m., Mineral Springs Hotel, Alton.

Saturday, July 25 - - Shell Recreation Association tour of Grant's Farm. Buses leave from Refinery's Main Office Parking Lot at 9:30 a.m.

Saturday, August 1 - - Shell Golf Day for male Shell Recreation Association members, 7 a. m., Sunset Hills Country Club, Edwardsville.