



Asphalt Plant springs into full production

When spring blooms, so do road construction crews. Warm weather uncovers all those chuckholes old man winter carved out of our streets, highways, airports, and parking lots. And, the weather causes some strange motivating urge for individuals and governments to build newer and/or better streets, highways, airports, and parking lots.

Asphalt, produced in great quantity by Wood River Refinery, plays an important part in this construction over a big part of the mid-continent United States. "Wood River is one of the biggest, if not the biggest, asphalt producer in the Midwest," said Warren Saunders, refinery superintendent.

The Asphalt Plant, idled during the off season for maintenance, started up again in mid-March and is currently in full production.

"We receive blanket orders before production even starts," said Thurm Jouett, process manager of Lube Operations. "We have a good idea of what grades and amounts of asphalt we will have to make during the season. Our problem so far this year has been the rainy spring and flooded rivers. We can make the product, but our customers haven't been able to get it and lay it down. Demand will come all at once, no doubt."

Wood River sends loads of asphalt by barge to some customers, but the floods completely stopped that traffic. This has resumed, and according to Jean Pile of Dispatching, "We've got 'em lined up on the river waiting to be loaded. We couldn't be busier."

There are many grades of asphalt, depending on hardness and curing. Through blending, Wood River can make any grade our customers want.

In addition, by-products of lube stocks are blended by Asphalt Plant personnel. Shell DUTREX® is a "rubber extender." That is, as an ingredient of manufactured rubber, Shell DUTREX helps increase the quality and quantity of rubber products. Several grades are made here and sent to big rubber companies.

Roofer's flux, used to make shingles, is processed also. Taking into consideration the various grades of asphalt, Shell DUTREX, and flux we produce, the Asphalt Plant makes available some 35 to 40 different products.



Getting the required asphalt products made and shipped to our customers takes coordination. Earl Clawson is a master at it.

The man who keeps all the orders, production schedules, and shipping arrangements straight is Earl Clawson, scheduling assistant. By careful planning and coordination, Earl makes sure we have enough of each product available for ready shipment when the call comes in. Earl said, "Under the blanket order system we know how much of each product our customers intend to buy over the season, but depending upon their construction schedules they may use a little at a time or come in all at once for it. We have to be ready."

Needless to say, storage is an important factor in the asphalt business. According to Earl, "We try to build up our reserves early in the spring and stay ahead of demand throughout the summer."

Earl's challenge in this chess game is making certain the specified products and the means to transport them are on hand,

(Continued on page 4)



The battle to save Chouteau Island was a long bitter one, with moments of fear, relief, and then despair. Wood River's Bus Howell was a part of it all. THE STORY IS ON PAGE 3.

New Shell wells in gulf uncover hydrocarbons

Discovery of commercial volumes of hydrocarbons on two offshore tracts acquired in the December 1972 federal lease sale was reported recently by President Harry Bridges.

"I am pleased to announce that commercial volumes of hydrocarbons have been found on Blocks 130 and 131 in South Marsh Island Area, which we purchased jointly with Transcontinental Gas Pipeline Corporation," Bridges said. "Shell has a 75 percent working interest

in these leases. Other wells drilled to date are near tracts to be offered for competitive bids in the forthcoming Texas lease sale expected in June. Results from these wells will, of course, be kept confidential as they bear on the evaluation of the Texas tracts."

Shell acquired full interest in one tract and a majority interest in 13 other tracts. To date, the company has drilled eight wells and is continuing drilling with three movable rigs.

Junior Achievement company sponsored by refinery wins award

Last fall, eight Junior Achievement companies were formed with Shell sponsorship under the guidance of advisors from Wood River Refinery. Five companies worked out of the Alton center, and three from Wood River. Other local industries also sponsored companies so that a total of 26 JA companies were doing business from these two centers.

With the close of the "business year" in May UNIQCO, one of those sponsored by the refinery, was chosen as the best JA company in the Wood River center.

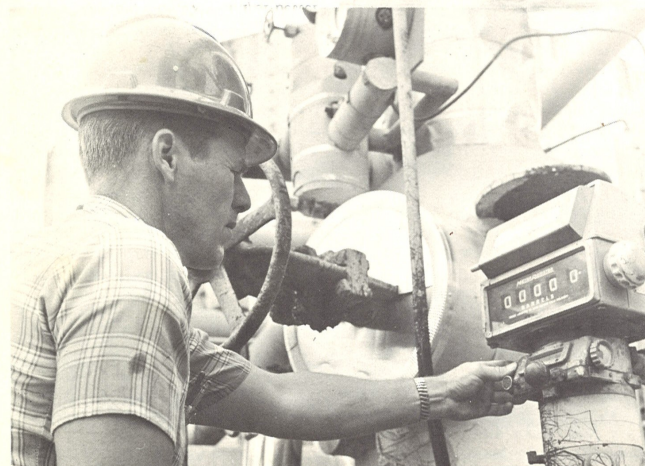
UNIQCO's advisors were Murl Peradotti of Engineering Services and Lyle Stanley of Treasury. Murl was production advisor and Lyle accounting advisor.

UNIQCO was judged on several facets of business and social performance before earning its award. In addition to the obvious considerations such as sales and profit, factors such as product quality, production controls, proper business records, attendance and decorum, and an overall grasp of business concepts were carefully observed.

Consisting of thirteen members, UNIQCO worked well together and displayed the enthusiasm and maturity

necessary for true success. Two bench marks of excellence in Junior Achievement were reached by UNIQCO. First is sales of \$1,000 for the company's business year. UNIQCO surpassed \$1,100. Second is having an individual salesman exceed \$100. UNIQCO had three: Mark Brigman, Duane Burton, and Marla Sue Hendricks. Mark had over \$300. These amounts are even more impressive when one considers Junior Achievement products usually sell in the \$2 to \$5 range.

UNIQCO's honor was enhanced by the fact that the greater St. Louis region, of which the Alton and Wood River centers are members, was cited as having the nation's best JA program. St. Louis competed against the JA programs of other large metropolitan areas such as Chicago, New York, and Boston. As with individual JA companies, regions compete in a number of areas. National judging considers the number of participants, program quality, financial stability, public relations, and internal operations. In greater St. Louis, 7500 high school students participated in the ownership and operation of 273 miniature corporations.



Asphalt can be blended and pumped to the river for direct loading on barges. R. A. Chesser, operator, sets the automatic stop meter on the marine blender.

Sports and shorts

Shell daughter makes history

Jill Mc Cormick, daughter of Leonard Mc Cormick, operator 1 in Distilling, placed second in an essay contest sponsored by the Illinois State Historical Society. Her subject was "The History of Shell Oil Company in Wood River, Illinois". Jill is an eighth grader at East Alton Junior High School.

His honor, the mayor

Two Wood River employees were elected mayor of their home towns in recent elections. Pete Balotti, fork lift driver in the PLW, was elected mayor of Carlinville, and Tip Tipsword, truck driver, was elected mayor of Sorento.

Spring dance winners

Grand door-prize winners at the SRA Spring Dance were Gene Abbott, machinist 1st; Wimp Davis, automotive supervisor and Pete Dochwat, compounder helper. Each won a case of Shell motor oil.

Tennis anyone?

Wayne Strickland, Treasury manager, and his partner won the consolation division trophy at a recent tennis tournament held by the North County Tennis Association in St. Louis. Tournament directors matched advanced players (Strickland) with beginners for the mixed doubles affair. Wayne and his partner, Bob Jackson of St. Louis, lost their first match and then mowed down seven straight contenders. Some 80 people entered the tourney.

SRA bowling champions

Engineering Field, Wednesday-night league champions, defeated Extraction, Monday-night league champions, for the refinery title. Individual honors in the season's record books are listed below.

	Monday night		Wednesday night	
High average	Bob Garner	198	Dick Keeler	191
High series	Bob Garner	720	George Archibald	705
High single	Harold Tyree	288	Jess Grover	267
			Hershel Nelson	267

Most improved av.	Harold Tyree	174 to 186	Jim Carlson	130 to 156
	Clo Laird	105 to 122		

Ten-and-over barbecue

The annual ten-and-over barbecue will be held Saturday, July 14. Activities will take place again at the American Legion Park in Edwardsville and will begin shortly before noon. Make your plans now.

Communications - a vital part of disaster control

When most of us think of flood emergency volunteers, we envision an army of people at river's edge filling and stacking sandbags, helping with evacuations, and doing other similar activities. Have you ever considered how all of these people and materials are coordinated so they get where they are needed, when they are needed?

During the recent flood, Tom Colgate, senior engineer in Engineering Office, and Bill Fruit, engineer in Technological, gave much of their free time and expertise as first class commercial and advanced class amateur radio operators to assist in this coordination.

Working with the Madison County Civil Defense, Tom and Bill, along with Jerry Manis, photographer in Research, helped tie together the efforts of many through their radio communications.

"The main concern for Madison County was Chouteau Island," said Bill. "A communications network had to be set up between those on the levee, the trailer headquarters nearby, and the C.D. headquarters in Edwardsville."

According to Colgate, when they started to set up this network it became obvious they were short on proper radio equipment. "But with the loan of some private sets and the cooperation of the Egyptian Radio Club (W9AIU) in Granite City we were able to patch together a pretty good net," Tom said.



Working out of his briefcase, Tom Colgate radios the levee headquarters of the Civil Defense and checks on the status and needs of the flood fighters.

Bill added, "Sometimes those with portable sets were on different frequencies, so messages had to be relayed through the trailer where we had multiple capabilities. If the trailer's portable generators went out, which they did a couple of times, messages were handled through Edwardsville."

While Colgate worked mainly out of his "briefcase radio" here at the refinery, Fruit was situated either at the trailer on Chouteau Island or at Edwardsville. Manis also helped out on Chouteau.

Bill said, "When people out on the levee needed more sandbags, equipment, or volunteers, they would radio back to us and we relayed it to the proper authorities. They didn't have telephones down there so we were their contact to the outside world. On several occasions I called radio stations to ask they announce the need for volunteers over the air."

In his activities at Edwardsville, Fruit often worked well past midnight and then came in at eight a.m. for his regular Shell duties. Colgate made himself available at any time for emergency repair and procurement of equipment. Weekends during this period for all concerned were dedicated to flood related duties.

Tom said, "There were a lot of people who gave of their time and effort. We were glad we could help."



Bill Fruit, situated at Civil Defense headquarters in Edwardsville, receives a call for more sandbags, and prepares to contact the supply point.

SERVICE ANNIVERSARIES



Cy Wenger
Engineering Services
40 years



Robert Eckman
Refinery Lab
35 years



Henry Schaefer
Engineering Field
35 years



Louis Scroggins
Engineering Field
35 years



Elton Bloemker
Engineering Field
30 years



Burgy Burgdorf
Engineering Field
30 years



Walt Miller
Light Oil Processing
30 years



George Novak
Hydroprocessing
30 years



Norman Richey
Refinery Lab
30 years



Sherman Wright
Refinery Lab
30 years



Ray Robinson
Engineering-Projects
25 years

Time for your vacation?

With a little planning it's more fun

It's here! What's here? Vacation season. We are entering the time of year when many of us will be taking time from the job to relax with family and friends for a well deserved break.

No matter what we choose to do on our vacations, we should return from them rested, both physically and mentally. For some, this will mean staying home, sleeping late, and putting around the house or "goin' fishin'". For others it may mean a trip with the family to some scenic spot in this great land of ours.

Either way, do yourself a favor. Don't try to squeeze in more than you can reasonably handle in those few days of freedom.

If you are staying home to catch up on household requirements, don't try to tackle a year of procrastinated projects in a couple of days. Plan your time. Include moments for fun too.

You should know your own limitations and seek help on the tough or heavy jobs. When lifting use your head (and legs) not your back.

If you are heading for the mountains, lakes, or sea coast, be sure to plan your journey carefully. Make sure your trip

won't be cut short by car trouble or needless injury.

Be sure your car is ready for those long hours of driving. Tires, brakes, suspension, and, well, let's face it, all parts of your car should be prepared for their duties.

Pack a flashlight, emergency flares, and a first aid kit where you can get to them easily. Give yourself some living and seeing room in your car; don't block windows, mirrors and seats with stacks of luggage.

Here is one thing many of us are guilty of: trying to go too far and do too much in a few short days. Remember, you have to come home, too. Map out reasonable mileage for each day and resolve not to find yourself too far from home with only one day to get back.

After all, this is a vacation! Have fun.

Bloodmobile
June 21 and 22

Refinery's Howell was on the levees

Chouteau Island fights losing battle

The voice was calm, but those receiving the two-way radio message understood its urgency. "Bus, can you and Dan come down here and give me a hand? I've found a couple of small holes in the levee, but the river is beginning to enlarge them."

The message came from Dale Schanuel, resident and levee commissioner of Chouteau Island, bordered on the east by the Chain of Rocks canal, and on the other three sides by the Mississippi River.

Dan Wofford, like Dale, is a resident and non-paid levee commissioner of Chouteau Island. Bus Howell, a 34-year veteran of Shell at Wood River, is a senior instrument inspector, but this night and during much of the flood he doubled as communications officer for the Madison County Civil Defense.

Dale and several other experienced flood volunteers had been "walking the levee" searching for weak spots. The main channel of the Mississippi River is a quarter mile away, but it had long since left its banks and was lapping within a foot of the top of the ten-foot levee. "Can you hear that gurgling sound?" Dale asked the two. "Funny, isn't it? Out there six million gallons a second are rushing down the river almost in silence, but put a hole in the levee the size of your fist, and it sounds out loud and clear."

Mole holes

Dale had found a mole hole. Moles and other burrowing animals retreat from the rising water by digging up and away from it. When they reach the top or the back of the levee, they move on, leaving an escape tunnel for the pursuing water. If left unattended, rapid erosion can break the levee and allow the full force of the river into the vulnerable farm land.

Working rapidly, the three men formed a ring of sandbags on the dry side of the levee. This man-made cup filled with water, and the equalized water pressure caused the river to plug its own hole. Before leaving the immediate area, they found and plugged some ten separate animal holes.

The levees held. The Mississippi's crest of 39.8 feet on Saturday, April 7, came within inches, but neither topped nor broke Chouteau's levees which are designed to withstand a 40-foot crest. The homes and land of Chouteau's 44 families were safe... at least for a while.

A storm weakens the levee

Although the river wasn't rising, it wasn't dropping either, and on Monday

night, April 9, a bitter, early spring storm severely tested Chouteau's levees and residents.

Bus arrived at dusk and was sent directly to Dan's house, which stands within yards of the levee, about a mile south of the Chain of Rocks. "We've got trouble," Dan said as he pointed to two spots in the levee just north and south of his house. Westerly winds of up to 60 miles per hour were driving mixed rain, snow, and the river over the levee in waves.

If the river chewed away those two places, the whole area in between would give way, and a wall of water would sweep Dan's house and barn off their foundations and plaster them onto the huge canal levee a half mile away.

Darkness descended, but the wind didn't. "If anything, it got worse," Bus said. "And, they tell me the temperature dropped to 29 degrees that night. I don't know, I was numb."

Eight against nature

Only eight people had answered the call for assistance, mostly family or neighbors -- and Bus, whose home is ten miles away on the safe bluffs of Alton. Sandbags had to be shifted from the top of the levee to the crumbling river side. This meant actually throwing bags into the water.

Dan jumped into the river and stood waist deep in the frigid water to strategically place the relayed bags. "Come on in, the water's fine," Dan yelled to Bus over the howling wind. "Not on your life," Bus responded, "I'm afraid of water."

"At 2:00 a.m., we ran out of sandbags," Bus said, "but everything was holding. We thought 'if that blasted wind would just die down, we would have a chance'. All we could do was wait and watch. We called the weather bureau, and they told us the wind would continue through the night and subside in the morning."

That it did. Dawn broke over a severely weakened levee and a group of exhausted but thankful people. The wind cooled to a breeze, and another crisis had come and gone. But the worst was yet to come.

More rain

Torrential rains over Easter weekend caused the river to rise, and a 43.5-foot crest was predicted to top Chouteau's 40-foot levees.

Chouteau Island is just below where the Missouri and Mississippi rivers join. The experts knew that if the levee were topped or broken on the north end of the



At the emergency Civil Defense command post near the entrance to Chouteau Island Bus notes up to the minute information on the river. The island was evacuated and sealed off except to residents.

island, the current could sweep the island clean.

"We were resigned to the flooding of the farms, but we hoped we could prevent a wall of water from taking the island," Bus said. "If the water backed in from the south, it would fill in much more slowly."

But, intentionally breaching the levee and flooding people's homes and farms was not a decision anyone wanted to make. Ultimately, the river took that decision from their hands.

The levee breaks

At 7:30 a.m. Wednesday, April 25, Dale was again walking the levee. His radio message, although as calm as before, brought news not of a few animal holes, but of a full-fledged break. Ironically, the river chose to burst onto Chouteau Island within 50 feet of where the experts had considered breaching the levee.

Dale and a half dozen others were on the levee with the break to their right, the river to their backs, and a rapidly filling lake before them. Their only route back was north on the levee.

Dan drove his truck out onto the levee, picked up the group, and reached the safety of high ground a scant five minutes before another break swept away the road and that avenue of escape.

Eventually, the river topped the levee on the north end of the island, but since it had filled in from the south first, the force of the river somewhat neutralized itself, and damage was less severe. Still, some houses and barns were lifted off their foundations and floated away.

Residents flee worst flood ever

All inhabitants had been evacuated in time. "One guy working at a transmitting

tower for a St. Louis radio station almost waited too long," Bus said. "Not until the water started coming in the door and heading for the 5,000-watt transmitter could we convince him he'd better turn off the juice and get out of there. Now you can't even see his little building for the water."

The 1973 flood was the worst on record. The Mississippi River left its banks at St. Louis on March 10 and remained in flood stage for nearly 2½ months. The previously known high water mark was recorded by French fur trappers on the bluffs in 1785. Bus said, "Those big floods of the past were usually in June. We haven't even reached the normal flood season yet."

Only a few dedicated people

In a rare, peaceful moment, Bus reflected upon the events and people of this flood. "You sure get to know a lot about the real person when there's a crisis," he said. "Most volunteers were young boys and girls. Local 'solid citizens' always had something else to do. But you could spot them sightseeing later."

"It seemed odd working side by side into the night with long-haired youngsters, often maligned by my generation, while those most eager to condemn them were asleep at home."

Bus lowered his head and fixed a gaze on nowhere in particular. "I'm just glad it wasn't my house that was covered with water," he said. But his voice trailed off, and it was obvious he was not "glad".

Bus Howell had lived the grief of those on Chouteau Island, and their losses were his. He was a part of them.

Order your 1974 Shell Desk Diary before the July 15 deadline

You can get a start on the new year by ordering your 1974 Shell Desk Diary now. Better still, order copies for your friends and relatives, too. The diary makes a wonderful "Season's Greeting" at Christmastime--a beautiful "card" and a useful "present" in one neat package.

What you'll be giving is the 14th edition of a leather-bound, gold-stamped, hard-cover publication crammed with exquisitely printed color photographs, fine engravings, and space enough to keep a record of everything you plan to do in 1974--or, if you prefer, everything you did, if you like to look back on memories.

Through the years the Shell Desk

Diary, winner of many major art and printing awards, has featured shells in just about every conceivable setting and context. For 1974, the emphasis will be on shells as a constantly recurring theme in the culture of mankind--from primitive shell necklaces to modern postage stamps, from antique art to the Shell trademark.

The Shell Desk Diary is still \$1.50 a copy, including handling and postage. Orders should be mailed prior to July 15 to:

Shell Desk Diary 1974
Shell Oil Company
P.O. Box 2463
Houston, Texas 77001



Sandbags helped the levee withstand assault by river and storm at this point near the farm of Chouteau Island resident, Dale Schanuel. But a break further south allowed the Mississippi to enter and flood the entire island. Antennas of a radio station stand mute as the water engulfs the transmitter.



Asphalt tank car loading undergoes the careful observation of Vennie Bennett.

Asphalt ...

(Continued from page 1)

or readily accessible. Factors such as the weather, equipment performance, and customer whims all have an influence. Earl has daily communications with Houston, customers, and within the refinery.

To allow the refinery to make and store asphalt products during non-construction periods we are preparing to build four 250,000 barrel asphalt storage tanks on west property. This additional million barrels of storage will more than double our storage capacity. "Because we will be able to make and store more asphalt, this will help us meet short and long term peaks in demand," Earl noted.

Asphalt tanks and lines have to be kept hot and insulated. "The idea is to have asphalt set up and harden on the road surface, not in our tank," said Jouett. "Prolonged storage can change the properties of the asphalt in the tank and unless we monitor it carefully we may end up with a different grade than what we started with."

Family Picnic set for Chain of Rocks, June 30

"This is going to be the best SRA family picnic yet," said Ray Thrasher of the SRA board. Joe Lanzerotte, chairman for this year's event added, "There will be something for everybody. It'll be held at an honest to goodness amusement park with rides, swimming, food and refreshment stands and places for just relaxing."

The SRA has made special arrangements to hold the annual family picnic at the Chain of Rocks Fun Fair Park on Saturday, June 30. Fun Fair Park is the one that overlooks the Mississippi River at Interstate 270.

Call it Chain of Rocks Park or Fun Fair Park, it is one of the most picturesque and complete amusement parks in the St. Louis area.

The management of the park is going

out of its way to provide fun for SRA members and their families, and the SRA has chipped in to make it an unbeatable bargain. All those attending the affair will get a badge which allows them a 30% discount on all rides and swimming. For just \$1.50 you can get a special pass which allows you unlimited free rides and swimming between noon and 6 p.m., the time reserved by Shell.

In addition, either of your passes will allow you to buy ice cream and soda for just a nickel. Refreshments for dad are available on the park grounds.

The pavilion will be reserved for Shell people, and bingo games will be played. Cards will be available for those who want to use them.

DEATHS

CLARENCE L. CHESNUT, March 3. Clarence was a janitor 1st before retiring in 1963.

THOMAS J. KELLY, M.D., April 22. Dr. Kelly was medical director before retiring in 1968.

WALTER E. HARTUNG, May 19. Walter worked in Lube Filters before retiring in 1964.

GLENN C. GRANGE, May 23. Glenn was a pipefitter 1st before retiring in 1956.

RALPH M. GENTRY, May 25. Ralph was a senior engineer in Technological, and had worked at Wood River since 1936.

CORRECTION

Last month it was reported that Marion E. Chesnut had died when it should have been reported as Clarence Chesnut. Marion assures his friends that he is alive and well.

RETIREMENTS



Virgil Bunge
Engineering Field



Cecil Coleman
Engineering Field



Muriel Jordan
Engineering Field



Roberta Kratschner
Employee Relations



Gordon Rose
Refinery Lab



Edward Snajdr
Refinery Lab



Clarence Wise
Refinery Lab

CLASSIFIED ADS

Chesapeake Bay retriever pups. Whelped May 4. J. S. Hokanson. 618-259-5083.

Seat-lift chair with electric motor hoist. Practically new. O.G. Smith. 618-259-5457.

1966 Pontiac 4-door. Power steering and brakes. A.C. Good condition. \$600. John Katrenich. 217-835-4475.

1969 Buick Skylark 4-door. Vinyl top. Power. New tires and shocks. \$1695. Glenwood S. Cornelison. 618-876-6406.

Yamaha MX 250 with race equipment. Ideal electric guitar with amp and case. Jim Grizzle. 618-259-0258.

Aluminum V-bottom boat and trailer. 20-hp Mercury motor with gas tank. Bob Wells. 618-254-9488.

Two 20 inch girls' banana seat bicycles. Excellent condition. \$15 and \$18. Frank Roberts. 618-876-8997.

Cabin style tent. 12 x 14 feet. No inside poles. Completely floored and screened. Front canopy. Carrying case. Excellent condition. \$75. Henry Giles. 618-466-6249.

Window fan. 20 inch. 3-speed. \$20. Truck size hydraulic jack. \$10. M.W. Armistead. 314-741-2210.

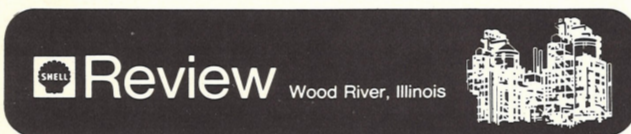
Window air conditioner. 24,000 BTU. One year old. \$175. Frank Essary. 618-259-0599.

Window air conditioner. One ton. Fedders. \$95. Double-well kitchen sink with fittings. \$9. Porcelain wall mounted wash basin with fittings. \$7.50. Clarence Ryan. 618-259-1702.



19??

Do you remember the year? Perhaps you were in the picture or know someone who was. We'll give you a hint. The man on the left is Ray Randels, and he was conducting a safety meeting at the Quonset hut.



VOL. 36, NO. 4 WOOD RIVER REFINERY MAY, 1973

Published monthly for the employees and pensioners of Shell Oil Company's Wood River Refinery and Research Laboratory.

Bill Gibson, editor

SHELL OIL COMPANY
P. O. Box 262
Wood River, Illinois 62095

Bulk Rate
U.S. Postage
PAID
Wood River, Ill.
Permit No. 229