



# WOOD RIVER REVIEW

WOOD RIVER MANUFACTURING COMPLEX



VOL. 46, NO. 4, APRIL 1983

## Shell Chemical announces cost reduction program

Wood River will discontinue production of mineral spirits, a hydrocarbon solvent, by the end of 1983 as part of Shell Chemical Company's recently completed cost reduction study. This will not result in any reduction in Complex employees.

Mineral spirits are manufactured at Aromatics East and ultimately are used by customers to make resins, dry cleaning chemicals, inks, varnishes and other products. In 1982, the Complex produced nearly 95,000 barrels, or about 250 barrels a day. Shell Chemical will continue to market mineral spirits supplied to Wood River from Deer Park Manufacturing Complex, near Houston.

The cost reduction study began last year as a result of a downturn in the chemical business and con-

cluded that cost cuts are necessary for the long-term health of Shell Chemical, and to improve its competitive position.

Chemical's study calls for the reduction of Shell's work force by about 700 employees, and the number of contractors' employees working at Shell facilities by approximately 575. When feasible, Shell will use a voluntary program with incentives and normal turnover to achieve personnel reductions. Opportunities will exist for a number of employees to be reassigned and trained to perform work currently being done by contractors.

Capacity adjustments at other locations will include the shutdown of two major units at Norco Manufacturing Complex for an indefinite pe-

riod of time, and several smaller shutdowns at Wilmington Manufacturing Complex and the Odessa, Texas Refinery. The Norco units are the Vinyl Chloride Monomer (VCM) Unit and the company's oldest and smallest Olefin Plant (OP-1).

"Our cost reduction program is the result of a thorough and orderly examination of our chemical business and the changing environment in which we compete," said J.B. Henderson, president of Shell Chemical Company. "Our study convinces us that we have a sound long-term chemical strategy."

Henderson went on to say, "Shell will build on its strength and continue to review each of its businesses for economic viability."

## Family Day set for Six Flags

Reservations are being accepted for SRA's Six Flags Family Day on Saturday, June 18. Ticket order forms are available at the Main and South gates and in the May issue of *Wood River Review*. Deadline for orders is June 6.

This year there are four ticket prices: \$7 each for SRA members, spouses and children age 6 and above living at home; \$5.50 each for SRA members' children 3-6 years; \$9 each for guests; and \$7.50 each for children of guests. All children under 2 will be admitted free. The regular price for a Six Flags admission ticket is \$12.50 plus tax.

To order tickets, complete a form and send it along with a check or money order payable to the Shell Recreation Association, P. O. Box 1108, Alton, IL 62002. No cash, please. Enclose a stamped, self-addressed envelope.



**Cliff Woodford, center, Dispatching manager, explains the Oil Movement Center operation to Phil Carroll, right, Shell vice president - Public Affairs. At left is Warren Saunders, superintendent. Carroll toured the Complex after addressing the WRMC Community Relations Forum on April 8.**

# Parents cope with son's injury; help other victims of 'silent epidemic'

**F.L. "Pink" Pinkas** can recall the feelings of helplessness and frustration as well as all of the unanswered questions that accompanied the September 1981 accident which left his son, Steve, critically injured. Steve, then 21, was driving his van near Cottonwood Mall in Edwardsville early one Sunday when the vehicle left the road and struck a tree.

Steve was rushed to Oliver Anderson Hospital, Maryville, and later transferred to the St. Louis University Hospital intensive care unit. He spent two weeks in a coma while Pinkas, an EP&S senior inspector, and wife Bernice waited anxiously for signs of recovery. They stayed close to Steve for the first 40 hours before going home to rest. Occasionally one or the other would take a short nap on the hospital room floor.

Time passed and the Pinkas family continued to wait. After nearly 14 days, Steve finally started to regain consciousness.

"We didn't really know what was going on or what to expect in the way of Steve's recovery," said

Pinkas. "The doctors were reluctant to tell us very much — maybe they didn't want to get our hopes too high just in case things didn't work out."

Steve was hospitalized for four months and spent a fifth in rehabilitation. Today he is confined to a wheelchair and lives at home. He has lost the use of one leg, much of the strength in his left arm and he has vision problems.

At first, Pink and Bernice turned only to one another for support. Later, they became associated with other parents whose children suffer from head injuries, including Jim and Laverne Donelson. Their son, Kenny, was an auto accident victim in February 1980 and now is a resident of Brown School, a care facility in Austin, Texas. He is receiving treatment to recover his long-term memory. **Jim Donelson** works in Lube - D&D.

The Pinkases and Donelsons found the opportunity to share and relate similar experiences helped to ease the grief that was bottled up inside them.

This common bond among families

led to the organization of the Illinois Support Group which educates the public as to the needs of both families and victims on the available medical and social services. The Group works hand-in-hand with the St. Louis/Bi-State Chapter of the National Head Injury Foundation (NHIF). The Chapter began in March 1982 with 50 members and now boasts more than 200. It meets regularly, offering support, giving advice and working for comprehensive head injury rehabilitation programs. Bernice serves as vice president of operation for the chapter.

NHIF was formed three years ago to deal exclusively with the problems faced by the head-injured and their families. The Foundation estimates that 100,000 people die annually from head injuries and 700,000 have injuries severe enough to require hospitalization. Of these, 50-90,000 people a year are left with intellectual or behavioral deficits that preclude their return to normal life. In recent years the number of head-injured has grown to the point that they are commonly referred to as the "lost population" suffering from a "silent epidemic."

"During the early weeks and months of Steve's recovery my family and I went through a lot of emotional adjustments, and we're still coping with the situation," Pinkas said. "Now, because of our experience with the silent epidemic, we are able to help others in similar, tragic circumstances."

Pinkas said Bernice has dedicated herself to the NHIF. She wrote State Sen. Sam Vadalabene last year asking him to lend his support in stimulating public and professional awareness of the problems confronting the victims of head injuries. Vadalabene followed up on her request and Gov. James Thompson subsequently proclaimed Dec. 5-11, 1982 as Head Injury Awareness Week in Illinois.

The St. Louis/Bi-State Chapter is currently conducting fund raising projects to pay for pamphlet printing and mailing costs. Members are also looking into establishing a rehabilitation center for head-injured adults in the greater St. Louis area.



**Sorting through the hundreds of entries in the safety slogan contest are Maintenance employees Joe Balma, pipelitter; Chris Haefner, bollermaker; and Kathy Mitchell, electrician. They served as judges for the first six weeks of the contest. New judges are being selected for the remainder of the 12-week contest.**



*On your mark, get set, find those eggs!*



# aster Egg Hunt '83



*That's okay son, you'll find a golden egg next year.*

*It was a bit on the chilly side and rain clouds never did give way to blue skies, but for many of the children who attended the SRA Easter Egg Hunt the weather made little difference.*



*Now, when you spot an egg, pick it up and place it in the basket.*

# Asphalt Plant readies for busy summer season

In the asphalt business, there is a direct correlation between the weather and demand for products. A year ago the busy season for WRMC's Asphalt Plant was still a few months away, but the mild winter of 1982-83 has Shell customers anxious to get started on road repair and roofing projects.

The weather or lack of it is just one

reason for the upswing in asphalt sales, according to **Don Belliss**, process manager — Lube Operations. During the past year one of WRMC's major asphalt competitors (Amoco) discontinued its Wood River and Kansas City operations, leaving Shell as the principal supplier in the overall area. And, several state highway departments have been allocated

additional funds to purchase asphalt for repairing road surfaces.

"We are in the enviable position of being able to sell all of the asphalt the Plant can produce," Belliss said. "Our customers are primarily in Illinois and Missouri, but the marketing network extends throughout the Midwest and South regions of the country."

For those unfamiliar with the thick, black substance, asphalt is a mixture of extremely heavy hydrocarbons obtained from residues in refining processes. A powerful binding agent, it can be made weather and shock resistant, tough and flexible at low temperatures. WRMC residues which cannot be sold as asphalt are used as components in marine bunker fuel and no. 6 oil, heavy industrial fuels.

**Tony Cafazza**, Asphalt Plant operations foreman, said advantage was taken of the slower winter season for routine maintenance of pumps, meters, storage tanks and other equipment.

Tanks that were idle are being recommissioned for storage now that asphalt production is picking up again, he added. While storing asphalt, the tanks are steam-heated to temperatures above 300 degrees Fahrenheit; otherwise, asphalt thickens and becomes difficult to move. Savings from not heating idle tanks this winter reached \$100,000.

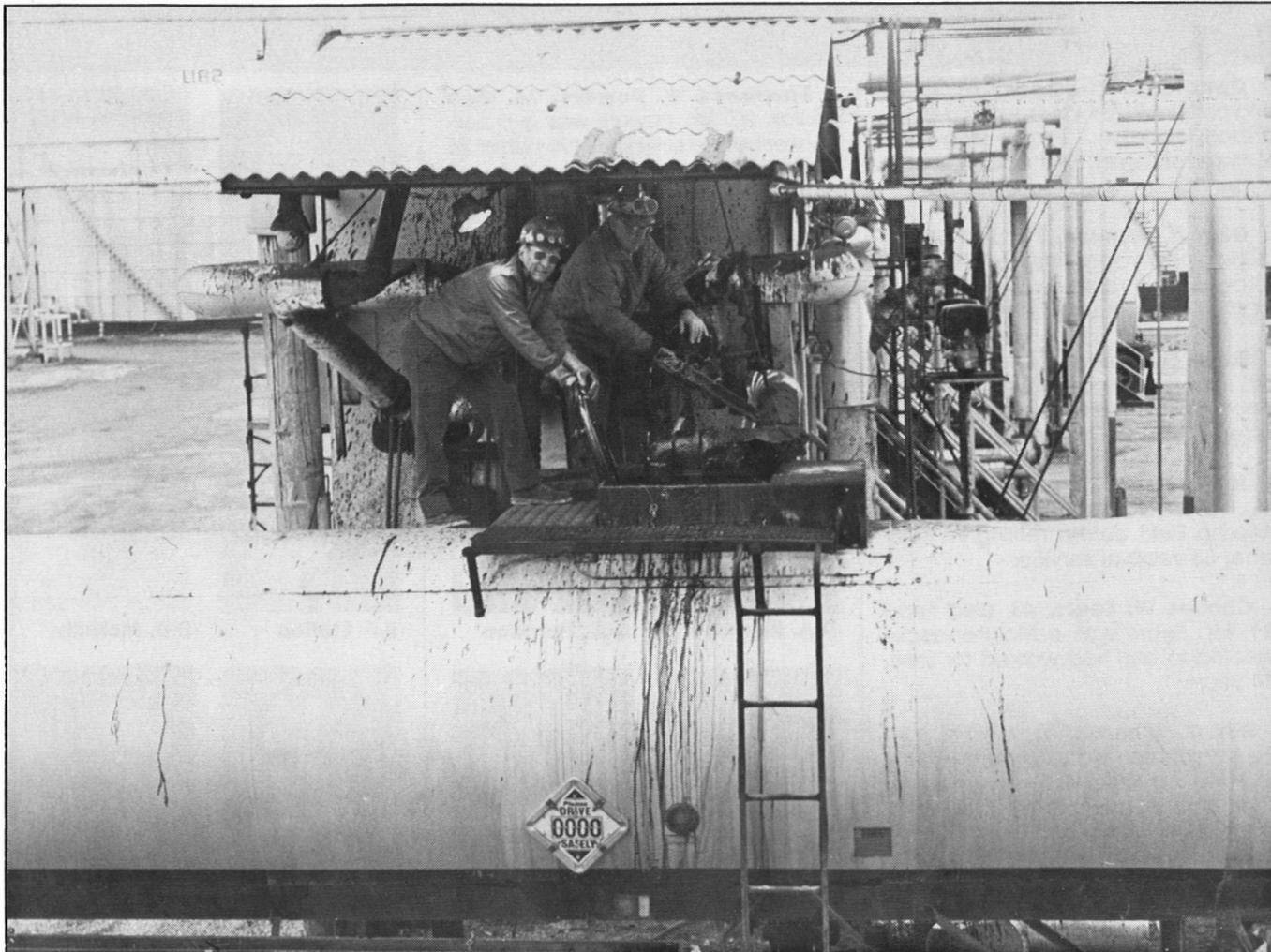
WRMC has almost 100 asphalt tanks with a combined capacity of more than one million barrels. **Deno Filippini**, Lube Operations foreman, said last year the Complex's stored supply was depleted by September. To ensure that a sufficient quantity is on hand in 1983, the Plant is trying to fill all available tanks.

Filippini, who has been associated with the Asphalt Plant for 31 years, said the Complex now produces as much asphalt in a single month as it did for all of 1952.

WRMC asphalt is produced from the residue at Distilling's vacuum flashers after the lighter fractions are extracted. Much of the residue is then blended with other petroleum components to make 24 grades of asphalt. Two major categories are used for road surfacing: asphaltic



**Ed Young loads a rail tank car with asphalt. During the summer peak season, the Complex can fill approximately 400 tank cars a month for shipment to customers in the Midwest and South.**



**Ed Weber, right, truck blender operator, prepares to fill a tank truck with asphalt at the Plant's loading facility. Close to 3,000 trucks can be handled a month; some days they begin lining up before dawn. At left is John Farrar, a driver for a Shell asphalt customer.**



cements and cutbacks; and one is manufactured for the roofing materials industry, called roofer's flux.

Prior to delivery to customers, each batch of asphalt is sample tested by the Quality Assurance Lab. **Jim Akers**, senior chemist, said asphalt is tested according to industry specifications and customers' requirements for such properties as penetration, to determine its hardness; viscosity, to measure the ease with which it moves or flows; and flash point, the lowest temperature the asphalt

**Larry Wicklser, shift operator, sets the marine line meter to transfer asphalt from the Plant to West Property for storage. The marine line also carries asphalt to the Docks for loading into barges.**

would ignite with open flame.

Should a batch fail to meet prescribed standards, the Asphalt Plant is notified and appropriate blending adjustments are made. Akers said state inspectors from Illinois and Missouri, who share the QA lab facility, conduct asphalt quality tests independent of Shell.

WRMC ships hundreds of thousands of barrels of asphalt (all grades) each peak season month — approximately half by river barges and half by tank trucks and rail cars. Barges each carry 10,000 to 20,000 barrels. Close to 3,000 tank trucks and 400 rail cars can be filled a month at the loading racks adjacent to the Plant.

"Asphalt employees did a fine job last year in handling a heavy demand for our products," said Belliss. "I am confident they will meet the challenge of what appears to be another very busy year."

# In remembrance

**Donald A. Rhoades**, 71, died March 30. Mr. Rhoades was an electrician leadman - Engineering Field before retiring in 1967 after 27 years of service.

**Glen A. Herndon**, 79, died March 3. Mr. Herndon was a Thermal Cracking shift foreman before retiring in 1963 after 38 years of service.

**Edwin G. Laberer**, 81, died Jan. 17. Mr. Laberer was an estimator - Engineering Field before retiring in 1961 after 29 years of service.

**John J. Fratick**, 77, died March 2. Mr. Fratick was a truck driver - Engineering Field before retiring in 1968 after 38 years of service.

**Charles W. Sears**, 43, died Feb. 21. Mr. Sears was a Maintenance electrician and had worked for Shell 14 years.

**Roy C. Johnson**, 82, died March 24. Mr. Johnson was a pipefitter 1st - Engineering Field before retiring in 1958 after 28 years of service.

**Bertram F. Steffon**, 85, died March 24. Mr. Steffon was a boilermaker helper - Engineering Field before retiring in 1959 after 23 years of service.

**Dorothea D. McNally**, 75, died March 21. Ms. McNally was head stenographer - Treasury before retiring in 1961 after 35 years of service.

## Classified Ads

**For sale:** Condo, modern brick with fireplace, skylight, one bedroom, many extras. Creve Coeur. \$52,900. Call Gail Titchenal, ext. 2233.

## Annual report says Shell successful

Shell says in its annual report that the company had a successful year in 1982 despite very challenging business conditions.

Discussing the year's developments, President John F. Bookout says, "Oil prices softened because of worldwide oil oversupply, and demand for oil and chemical products continued to decline due to persistent recession. However, we were prepared for events like these, and were able to react quickly to minimize the negative effects."

**Lawrence W. Powers**, 94, died March 20. Mr. Powers was a boilermaker before retiring in 1951 after 26 years of service.

**Glenn L. Lash**, 64, died April 6. Mr. Lash was an Operations foreman before retiring in 1979 after 34 years of service.



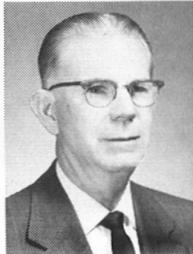
**C.W. Sears**



**R.C. Johnson**



**D.A. Rhoades**



**G.A. Herndon**



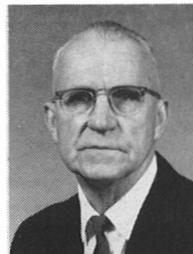
**B.F. Steffon**



**D.D. McNally**



**E.G. Laberer**



**J.J. Fratick**



**L.W. Powers**

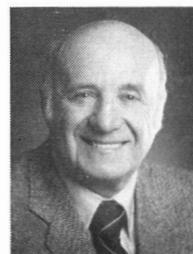


**G.L. Lash**

# Anniversaries



**Cecil Giles**  
Maintenance  
35 years



**Frank Scanzoni**  
Maintenance  
35 years



**Fred Ogle**  
Quality Assurance  
35 years



**Alex Guillani**  
Maintenance  
30 years



**Fred Stallard**  
EP&S  
30 years



**Earl Nailor**  
Utilities  
30 years



**Dick Webb**  
EOS  
25 years

# SHELL SHORTS

## Top gymnasts

**Heidi Zippmann**, 11-year-old daughter of **Ralf**, EP&S senior engineering assistant, took second place all-around at the U.S. Gymnastics Federation Illinois state meet held March 26-27 at East Moline High School. She placed second in the floor exercise, fourth in the vault, second in the parallel bars, and second in beam competition.

**Tracy Perkins**, daughter of **Gary**, operator in Cracking, placed eighth in the uneven parallel bars in the 12-14-year-old age group.

Heidi and Tracy are members of the Mid-Illinois Jets Gymnastics Team, Alton.

## Thanks to you . . .

WRMC employees were recognized for their outstanding support of voluntary human care services at the River Bend United Way annual meeting held March 29.

**Mike Greer**, Community Relations manager, accepted a certificate on behalf of Shell that cited employees for exceeding 50 percent participation in giving, and for averaging more than \$25 per individual contribution in 1982.

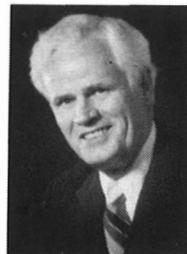
## Honor student

**Trish M. Klucker**, 16-year-old junior at Edwardsville High School, has been

# Retirements



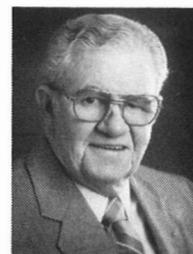
**Red Snyders**  
Maintenance  
34 years



**George Hughes**  
Distilling  
42 years



**Hank Kuhlman**  
Quality Assurance  
40 years



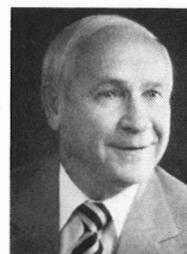
**Walter Lengacher**  
LOP-Gas  
37 years



**Clay Romani**  
Dispatching  
39 years



**Art Schnelten**  
Utilities  
30 years



**George Pickerel**  
Dispatching  
40 years



**Norm Bruce**  
EP&S  
35 years

named a 1983 U.S. National Award winner in history and government by the U.S. Achievement Academy. She is the daughter of **Gary Klucker**, Maintenance foreman.

The Academy recognizes less than 10 percent of all American high school students when determining award winners. Selection criterions are a student's academic performance, interest and aptitude, leadership, responsibility, citizenship and other qualities.



**Lew Winterrowd**  
Quality Assurance  
40 years

# WOODY & CLYDE

CLYDE ENTERS SHELL'S SLOGAN CONTEST

MY CREATIVE JUICES ARE RUNNING AMUCK, MY BRILLIANCE ON THE KEYS IS MATCHED ONLY BY MY GIFT FOR WORDS.

IF ONLY I CAN GET THESE JEWELS ON PAPER BEFORE I HAVE A CREATIVE BURNOUT.

I DID IT! MY MASTERPIECE OF PRIZE WINNING SLOGANS ARE DULY RECORDED.

NOW, IF I CAN JUST PROJECT A FAÇADE OF HUMILITY WHEN I ACCEPT THE GRAND PRIZE

HEY TURKEY NECK! YOU FORGOT TO PUT A RIBBON IN YOUR TYPEWRITER.



# SCOT Unit model displayed at annual Union-Industries Show

What is it? Who made it? What does it do? Visitors to Cervantes Convention Center during the AFL-CIO Union-Industries Show in March did the asking and members of International Union of Operating Engineers-Local 525 provided the answers. The object in question was a scale model of Shell's Sulfur Plant SCOT Unit that was on display at the Local 525 booth.

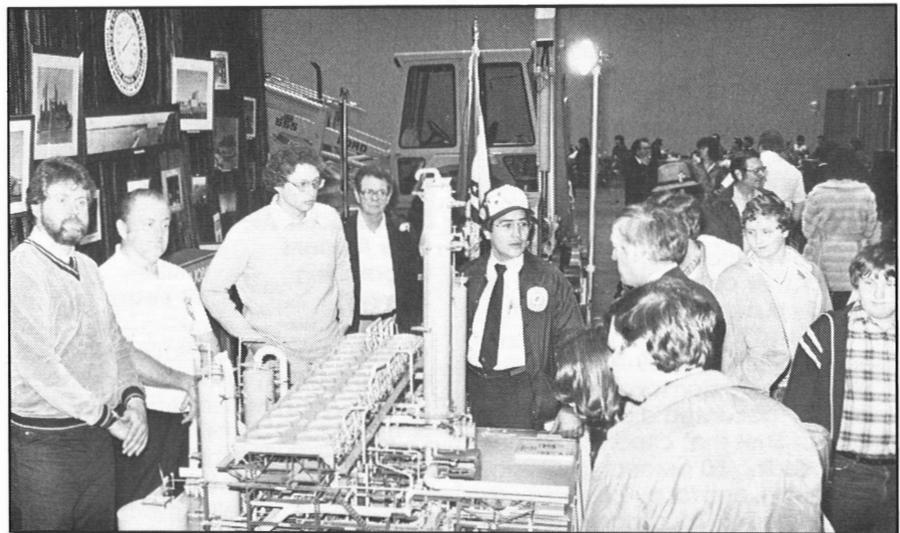
Approximately 500 WRMC employees are represented by Local 525 and they operate this highly important pollution control unit along with the other process units of the Complex. The SCOT Unit was one of more than 300 exhibits that attracted an estimated 200,000 people to

the week-long show.

"People of all ages stopped by for a close look at the model — kids as well as adults wanted to know all about it," said **David Young**, Utilities operator and Local 525 president. He served on the booth planning committee that obtained the model from Shell for display. Besides talking about the SCOT model and distributing literature, Young and other booth

volunteers explained to visitors the type of work Operating Engineers perform.

Young was assisted at the booth by fellow union members including WRMC employees **George Machino**, Utilities operator and Local 525 vice president; **Mark Harper** and **Charlie Nappler**, Sulfur Plant; **Ed Hamill** and **Dave DuVall**; Compounding; and **Erv Keister**, a Shell retiree.



*Visitors to the AFL-CIO Union-Industries Show in March stopped by the International Union of Operating Engineers-Local 525 booth to look at the model of the Sulfur Plant SCOT Unit. The annual show was held at the Cervantes Convention Center, St. Louis. Answering questions are, left to right, Shell employees Mark Harper, Dave Young, Jay Burack and George Machino (with baseball cap).*

## MY STORY/PHOTO IDEA IS:

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SUBMITTED BY:

CLIP & SEND TO EDITOR, MAIN OFFICE

Shell Oil Company  
P. O. Box 262  
Wood River, Illinois 62095

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



Published monthly for  
employees and pension-  
ers of Shell Oil Company  
in Wood River, Illinois

David B. McKlinney, editor  
(618) 254-7371,  
ext. 2168

