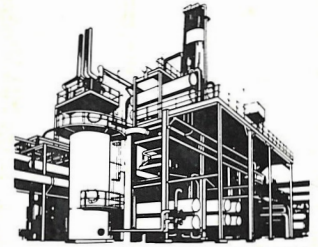




WOOD RIVER REVIEW



WOOD RIVER MANUFACTURING COMPLEX

VOL. 47, NO. 11 NOVEMBER 1984

Employee campaign raises \$90,000 for United Way



Complex union representatives and campaign co-chairmen hold a pledge check of \$85,000 raised by employees during the recent United Way drive. The contribution was presented to River Bend United Way at its final campaign meeting Nov. 16. Donations from employees also help support United Way agencies in Edwardsville-Glen Carbon, Collinsville, the Tri-Cities area and other communities.

The United Way campaign for Complex employees raised more than \$90,000 despite a drop in the participation level to 59 percent compared to 62 percent last year. The dollar amount equals the total pledged and contributed in 1983.

Co-chairmen **Ron Cambio**, technical superintendent - EOS; and **Tim Richey**, carpenter - Maintenance, coordinated a low-key campaign Sept. 28 to Oct. 12 due to the shutdown and Major Projects activities at the Complex. The campaign consisted of mail solicitation only; last year, volunteer solicitors contacted their fellow employees for contributions.

"We have a real core of United Way supporters, the continuous card givers, who came through with generous donations," said Cambio. "They are the key to our successful employee campaign this year."

"I know the employee contributions will be put to good use by United Way agencies this coming year," said Richey.

Cambio and Richey also credit the many employees who supported the campaign by assisting with home mailings, signs, banners and other projects. The co-chairmen specifically commend the Carpenters, Painters, Laborers, Office Services, Purchasing, Employee Relations and Public Affairs groups for their behind the scenes support.

Approximately \$85,000 from the employee campaign is designated for River Bend United Way. In September, Shell presented River Bend with an \$88,000 corporate donation. Employee and corporate contributions are also going to other area United Way organizations including Edwardsville-Glen Carbon, Tri-Cities and Collinsville.

Complex visitor policy revised

A new visitor policy goes into effect Dec. 1 that will allow employees and retirees to take guests on driving tours of the Complex. Tours will be limited to designated routes during daylight hours on weekends and holidays.

To schedule a tour, an employee needs to stop at the Main Gate to reserve a tentative date and time, and to pick up a Family/Friend Pass form. The form is to be completed, approved by the employee's manager and presented to Main Gate Security at least two days before the desired tour date. Security will then confirm the tour. The employee retains the form and turns it in at the time of the tour to gain admittance to the

Complex.

Retirees should contact the Complex Supervisor to obtain the necessary tour approvals. Maps of approved tour routes and hard hats will be available at the Main Gate.

The number of visitor vehicles allowed in the Complex at one time is limited to two. Tours will be scheduled on the hour from 9 a.m. to 3 p.m. Security will assign the specific tour times and dates in accordance with employees' requests if possible. All Complex rules and regulations apply to visitors.

Questions about the visitor policy should be directed to the Security supervisor, ext. 2563.

Thermocouple project gives DU-2 operators early practice with TDC

Practice may make perfect, but there is nothing like hands-on experience for learning new ways to do a job. Distilling Unit-2 (DU-2) operators found this to be true with the pre-shutdown conversion of thermocouples from control board instrumentation to the Honeywell Total Distributed Control-2000 (TDC) system. Thermocouples are temperature measuring devices located in columns, furnaces and other areas of the unit.

The early switchover of thermocouples also gave the Complex a head start on TDC installation, according to **Don Wells**, Major Projects instrument engineer. Overall conversion to TDC is being made during the unit shutdown; a December startup is scheduled. TDC is a digital microprocessor controller system that offers comprehensive computer compatibility, sophisticated instrumentation and flexibility to easily modify DU-2 control functions.

Gil Baxter, process manager of Distilling, said the thermocouple project was chosen because the conversion would not interfere with normal unit operation. Twelve thermocouple cables representing nearly 200 temperature monitoring points were taken offline and connected to TDC prior to the shutdown, giving operators about one month of TDC practice while the unit was running.

"The few weeks of TDC experience will really come in handy," said **Terry Spurgeon**, Distilling operator. "From the standpoint of being comfortable and familiar with the new system, working with TDC under operating conditions will be a big plus.

Distilling operators and foremen have also been preparing for TDC by way of a unit simulator at the Major Projects trailer complex. From a terminal screen, similar to a television, they practice starting and stopping pumps, adjusting pressures and temperatures, changing controls from automatic to manual modes, and other functions.

Joe Schreiber, who is coordinating the training of the nearly 40 DU-2 Operations people, said operators and foremen are participating in the final four-day TDC refresher course to prepare for the unit startup. He said the additional practice on the simulator will make the transition to TDC smoother. Schreiber and others will be available around the clock during



Raymond Tidwell, DU-2 operator, monitors thermocouple temperature readings at a Total Distributed Control (TDC) work station in the unit control room. Thermocouples were converted from control board instrumentation to TDC prior to the DU-2 shutdown. (See photo p. 6)

and after startup to assist operators with TDC controls.

TDC provides essentially the same operating data as the conventional instruments it is replacing, yet it will do so quickly, more precisely and with graphic displays. Instead of referring to a large control panel, operators will use up to three work stations that consist of terminal screens and keyboards. TDC also features an alarm system which will sound when the temperature or any other process variable falls below or rises above set limits.

The equipment switchover involved "loop" checks to verify the exact number, location and signal reception of the monitoring points. Electrical instrument craftsmen sent signals from the points through the cables and into the DU-2 control room. Employees then confirmed that all points functioned properly; points that did not work were repaired. The checks also gave workers an opportunity to calibrate the points which transmit temperature readings in millivolts before being automatically converted

to degrees by control room instruments, said **Mike Breyer**, senior instrument inspector.

Larry Moore, DU-2 instrument foreman, said there are 16 thermocouple cables at the unit but only 12 were converted to TDC prior to the shutdown. Four cables are being changed over during the shutdown.

Moore, along with **Dave Crockett**, **Steve Grissom**, and **Joe Davis**, comprise the DU-2 Maintenance team that will have responsibility for the TDC and related field equipment after the December startup. Each team member has undergone many hours of classroom training and worked on the Utilities Control Center TDC project.

Baxter acknowledges that going from panel boards to terminals will take some getting used to, adding that operators are generally receptive to the change and look forward to operating TDC "under fire."

"I think they realize that TDC allows more accurate control of the unit which will help them do their jobs even better than before," said Baxter.

Ironman LeBrun completes grueling Hawaiian triathlon

How I spent my vacation, by **Rene LeBrun**.

Would you believe he swam 2.4 miles, rode his bicycle 112 miles and then ran 26.2 miles all in one day, one event after another? LeBrun was one of more than 1,000 athletes who participated in the Bud Light Ironman Triathlon held on the island of Kona, Hawaii in October.

The 54-year-old EP&S inspector placed 782 in the field of 903 who completed the grueling triathlon. The other 132 people who started the race had to drop out along the way due to heat fatigue and injuries. LeBrun, though, said he felt fine after crossing the marathon finish line for a total triathlon time of 15:09:30 hours.

"I paced myself and drank plenty of liquids throughout the day," said LeBrun, who trained for six months before the Ironman competition. "I thought I would wake up the next day and be really sore but that was not the case—no blisters either."

Approximately 8,000 athletes from around the world wanted to be in the Ironman, but only 1,250 qualified. With requests for applications increasing every year, a new category for en-

trance was created for this year's race, Ironman qualifier races. Between the 1983 and 1984 races, 42 triathlons in 22 states became Ironman qualifiers with winners gaining automatic entry into the race. In addition to the qualifiers, a little more than 30 percent of the contestants were chosen by a lottery system. LeBrun was among the lottery winners.

Ironman competition began at 7 a.m. on Oct. 6 when the participants waded into Kailua Bay for the 2.4 mile roughwater swim. The temperature of the ocean water was in the high 70s and LeBrun said he could see bottom all the way. LeBrun trained for this event by swimming five to six miles a week at the Edwardsville YMCA and in a lake near his home. Athletes from 34 countries and 48 states thrashed through the water; LeBrun completed the course in 1:57:24 hours.

When he emerged from the bay, LeBrun took a quick shower to remove the salt from his body and then changed into special bike riding gear. Next came the longest and most time consuming segment, the 112 mile bicycle race. Facing wind, humidity and temperatures as high as 100

degrees, the bikers pedaled over a paved two-lane road flanked by lava beds which intensified the heat.

Aid stations were available every five miles along the bike route and LeBrun took advantage of them to grab containers of juice and water. During the last 18 miles the course climbed 500 feet in elevation but LeBrun hung in there, finishing in 7:36:51 hours. He rode a new bike he purchased just for the Ironman and it served him well. Pre-triathlon training consisted of weekly bike trips in the 100 mile range.

Following another change of clothing, LeBrun embarked on the 26.2 mile run. One hour into the race the sun set, leaving runners to pound the pavement in the dark. Aid stations were set up every mile of the marathon length course.

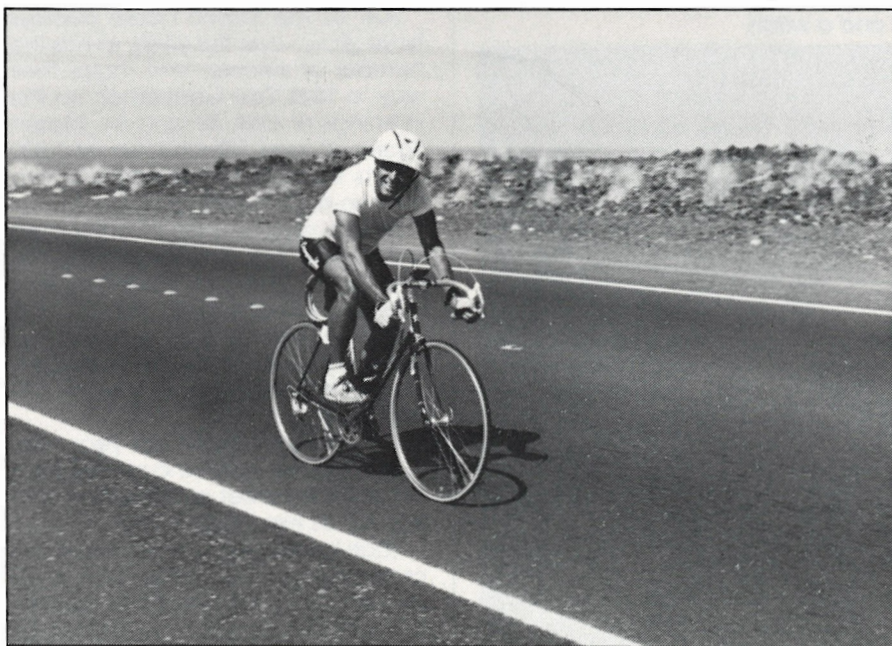
"Running is my strong suit and I really didn't have much trouble at all," said LeBrun. "Once again, setting a reasonable pace was important and having run in many long distance races over the years, I knew what to expect."

Exactly 5:35:13 hours after the foot race began, he crossed the finish line. For LeBrun, contestant number 630, the 1984 Ironman competition was at an end. He spent the next eight days relaxing and enjoying the Hawaiian vacation with his wife Janet who had cheered LeBrun on during the 15 hours of swimming, biking and running.

LeBrun mentioned that he is best at running and his accomplishments attest to that statement. He ran 20-30 miles a week in the months leading up to the Ironman, and since 1976 has taken part in 14 marathons, three ultra-marathons (longer than 26.2 miles) and eight triathlons.

What is next for Shell's ironman? He would like to run in the Hawaiian Footrace next April which is a 312 mile, 17 day run around the islands of Maui and Oahu. Runners sleep in tents on the beaches and food, laundry and other services are provided by race organizers. Also, LeBrun plans to run in the St. Louis Marathon in November and compete in a 10 mile race on Thanksgiving.

"I have been taking it easy since the Ironman," said LeBrun. "It is time to get back to work."



Rene LeBrun manages to smile while pedaling across the 112-mile course in the bicycle racing segment of the Bud Light Ironman Triathlon. The annual Hawaiian event consists of swimming, bicycling and running events held consecutively in a one-day competition. LeBrun, an EP&S inspector, finished the course in 15:09:30 hours.

Halloween an annual family affair for Shell carpenter

The local newspaper ads read, "Visit Mason House if you dare, see witches, ghosts, vampires, monsters and displays. Free candy or Halloween trinkets . . . you may never return!"

Actually, people of all ages return to **Harry Mason's** South Roxana home

every Halloween. What is the attraction? Mason, a Complex carpenter, designs and builds elaborate Halloween displays complete with sound effects and plenty of "live" costumed characters (family and friends) whose realistic efforts do the holiday justice.

Oct. 31, 1984 was the 10th Halloween that Mason organized something special for trick-or-treaters. The first year he and his father-in-law, **Bob Hanfelder**, attached a microphone to a bush and talked to children as they approached the front door. This went over so well that every year since they expand upon the original idea.

"Let's see, this Halloween we enclosed the driveway area with a castle front we made in the backyard, there was a graveyard, a mummy, Frankenstein's monster on an operating table, a devil, ghost, Dracula, werewolf, a witch handed out candy, coffins and more," said Mason.

He estimated he spends \$400-500 a year on display and costume materials and about \$100 for candy and toys. Together with relatives and friends—his wife and mother-in-law make the costumes—he works close to 60 hours preparing for Halloween.

"I have no shortage of ideas; people are always making suggestions and volunteering to take part in what ever we do," said Mason. "I also look through specialty books about Halloween, how to organize a haunted house, make-up techniques and those kinds of things."

Just as the Mason House displays have grown over the years, so has the number of people who make their way to 1315 East Gonterman on the evenings of Oct. 30 and 31. Mason figures at least 350 children and 200 adults stopped by his house during the two-night festivity last month.

Mason and his cast of characters get a kick out of entertaining the youngsters, and that means scaring them in a fun sort of way. "We back off when a child is truly terrified," he pointed out. "But most kids want to be scared because it is all part of the Halloween spirit."

One of the biggest hits year after year is the werewolf who chases people down the street, growling and snarling. Adults especially love it.

Each Halloween, after the last trick-or-treater has visited the Masons, every one who had anything to do with the production gathers in the kitchen for a well deserved rest. The talk around the table always gets around to next year's Halloween. As Mason says, it is never too early to start planning for a bigger and better display.



Harry Mason (Count Dracula) invites trick-or-treaters to his castle on Halloween night. Others on the welcoming committee included a devil, mummy, ghost, werewolf, Frankenstein's monster and a witch.



The mummy wants to shake hands with a youngster but she wants no part of it. Kids who had the nerve to trick-or-treat at the home of Harry Mason, South Roxana, went away with either candy or toys and memories of a realistic Halloween experience.



Working on this year's Halloween display is Harry Mason, a Complex carpenter. For 10 years, Mason and family and friends have built displays at his South Roxana home, much to the delight of trick-or-treaters.



"Let me out of here!" a young trick-or-treater exclaims as Frankenstein's monster lunges toward her. The creature characters enjoy scaring visitors in a fun sort of way every Halloween.



Children who peek inside the castle door are met by a snarling werewolf. Approximately 550 people visited the Halloween display in South Roxana which was built by Harry Mason and several others who participate in the annual event.



A "live" corpse greets children who arrive at Mason's house on Oct. 30 and 31.

Shell reports third-quarter earnings

Shell Oil Company reported third-quarter earnings essentially the same as last year, with net income of \$447 million compared to \$449 million for 1983. Quarterly earnings per share amounted to \$1.45 for both years.

Earnings for the first nine months were \$1,191 million, an increase of \$107 million over the like 1983 period. Per-share earnings were \$3.85 for the nine-month 1984 period, compared with \$3.51 for the corresponding 1983 period.

"We experienced higher levels of operating activity in all major segments of our business," **President John F. Bookout** said. "Increased sales volumes of refined products and chemicals, and increased production of crude oil and natural gas, contributed to the nine-months earnings improvement. In the third quarter, however, these benefits were largely offset by lower selling prices for refined products."

Oil and gas exploration and production segment earnings of \$359 million in the third quarter were \$43 million higher than the same period last year. Nine-months earnings of \$990 million were up \$19 million.

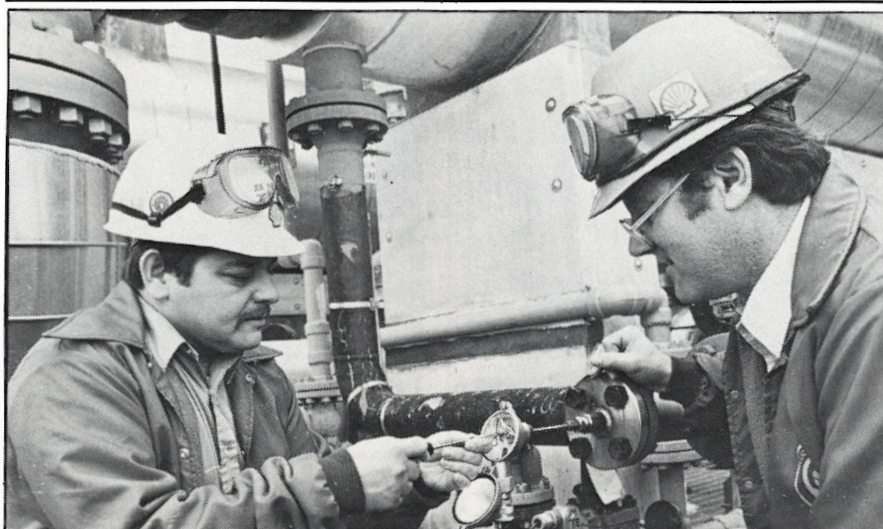
Oil products segment earnings of \$43 million for the third quarter were \$68 million lower than the same period

last year. Nine-months earnings of \$158 million were \$1 million higher.

"The third-quarter earnings decline reflected lower margins for refined products," Bookout said. "Automotive gasoline selling prices dropped sharply, because of overabundant industry supplies."

The first nine months' earnings were about the same as last year, as the benefit of a 6 percent sales volume improvement was offset by the negative effect of lower margins.

Chemical products earnings were \$37 million for the third quarter and \$116 million for the first nine months.

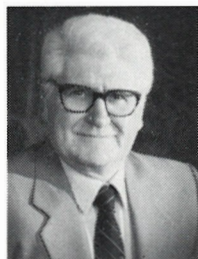


MPO's Joe Davis, DU-2 Maintenance team, and Mike Breyer, senior instrument inspector, check the polarity of a thermocouple on the new north structure of DU-2. The early switchover of thermocouples to the TDC system involved "loop" checks to verify the number, location and signal reception of the temperature monitoring points. (See feature p. 2)

Anniversaries



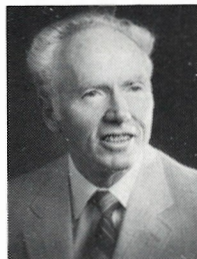
Bob Wieseman
Maintenance
35 years



Bud Behme
EC/Utilities
30 years



L.D. Bush
Maintenance
30 years



Red Doherty
Safety
30 years



Leroy Langendorf
Safety
30 years



Eldon Mortimer
Safety
30 years



Harry Rollins
Safety
30 years



Marv Brokaw
Maintenance
25 years

New to WRMC



Steven Fielder
Distilling



Liz Sauer
Financial

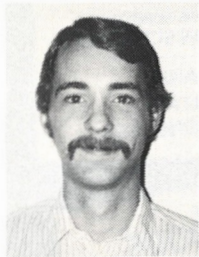


Jerry Smith
MPO

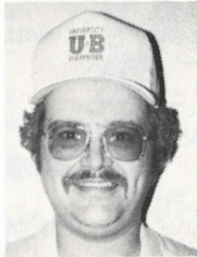


Tom Tiller
Lubes

New to WRMC



Bob Vazzi
Gas



Larry Wieneke
Gas

Hugh F. Head, 77, died Oct. 4. Mr. Head was a yardman, Engineering Field, before retiring in 1961 after 27 years of service.

Dale E. Hayes, 70, died Oct. 11. Mr. Hayes was a boilermaker, Maintenance, before retiring in 1979 after 45 years of service.

Frank Kolesa, 85, died Oct. 11. Mr. Kolesa was a machinist, Engineering Field, before retiring in 1960 after 17 years of service.

Willard D. Rustin, 79, died Oct. 13. Mr. Rustin was a shop machinist, Engineering Field, before retiring in 1968 after 24 years of service.

Clay E. Musgrave, 74, died Oct. 13. Mr. Musgrave was a zone foreman, Engineering Field, before retiring in 1961 after 27 years of service.

Charles E. Kirkman, 87, died Oct. 23. Mr. Kirkman was a zone supervisor, Gas, before retiring in 1951 after 26 years of service.

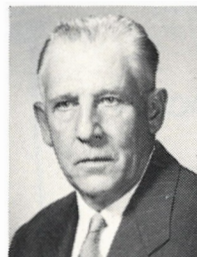
In remembrance



H.F. Head



D.E. Hayes



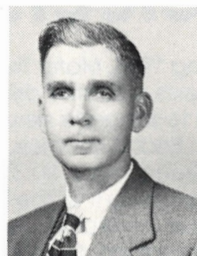
F. Kolesa



W.D. Rustin



C.E. Musgrave



C.E. Kirkman

SHELL SHORTS

Golf League

The Lube department defeated the Maxflis for the SRA Golf League championship. The season went from May through September and 120 golfers participated. Winning team members are **Terry Abernathy, Don Schroeder, Jim Maynard, Jack Cherry, Dick DeQuasie, Don Lybarger, Willie Watson, Dave Mendoza, Roy Haug, Winston Wallace, Ed Pohlman, Jim Bratten and Ed Weichbrodt.**

SRA match play champs are **Jim Maynard**, championship flight; **Jack Strandburg**, A flight; **Dick DeQuasie**, B flight; **Steve Franke**, C flight; and **Ken Hudson**, D flight.

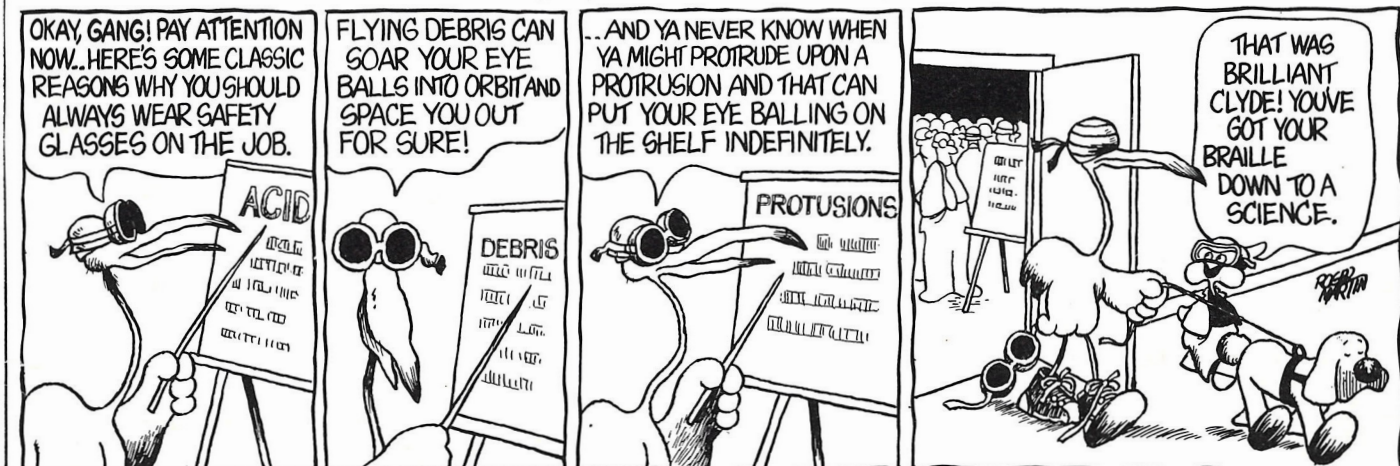
Support Requested

The 21 boys at the St. Francis Farm, West Plains, Mo., are in need of new and used clothing. Anyone who would like to help pay for shirts and jeans outfits or contribute other clothing should contact **Frank Menke** at the Pipe Shop, ext. 2245, or **Shirley Roderfeld**, Financial, ext.2228. The clothing will be given to the boys as Christmas presents. Also needed is scrap wood suitable for carving.

Classified Ads

For sale: a Stickler cone wood splitter, \$110. **Wayne Meyer**, 656-8092.

WOODY & CLYDE



SHELL Children's Christmas Party



JOHN SHIRLEY
INTERNATIONAL
VARIETY ARTIST
WITH HIS INCREDIBLE
BALLOON SCULPTING
AND
**FANTASTIC
MARIONETTES**

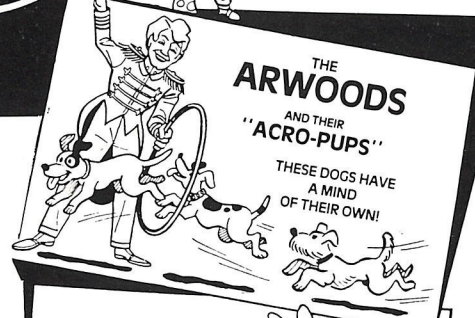
December 6 7 - 8 P.M.

Santa to follow at

**East Alton-Wood River High School
777 North Wood River Avenue**

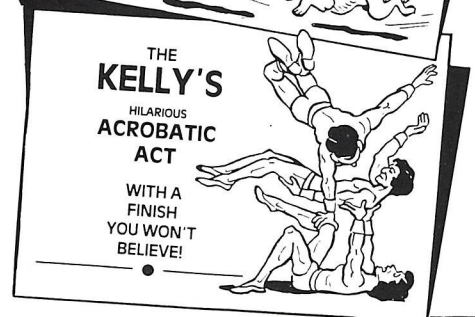
Featuring a super variety show, a Michael Jackson impersonator, break dancers, music, some friends from the Shrine circus, a visit from Santa with gifts and More!

Come join in the fun!



**THE
ARWOODS**
AND THEIR
"ACRO-PUPS"

THESE DOGS HAVE
A MIND
OF THEIR OWN!



**THE
KELLY'S**
HILARIOUS
**ACROBATIC
ACT**

WITH A
FINISH
YOU WON'T
BELIEVE!

Motor Trend selects SU 2000® gasoline

Motor Trend magazine has chosen Shell's new SU 2000® gasoline as the official fuel for Motor Trend's car-testing program.

Motor Trend is using SU 2000 in tests for the magazine's Car of the Year award. The fuel also will be used in November for Motor Trend's Import Car of the Year award and all subsequent car tests by the magazine. Dur-

ing 1983, Motor Trend performed road tests or formal driving impressions on 116 separate new cars.

Brian Van Mols, publisher of Motor Trend, says SU 2000 was selected because it is "the latest, most modern fuel available. In addition to being designed to reduce critical engine deposits that may cause knocking in cars, SU 2000 is one of the highest-octane gasolines available today."

Van Mols adds that by using one fuel exclusively, from a nationwide distributor with so many outlets, another variable in car testing will be eliminated. This, in turn, provides for better and more accurate car comparisons.

"We're especially pleased to be associated with a magazine like Motor Trend which is clearly a leader in its field," says J. W. Schutzenhofer, Shell's general manager, Marketing.

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