

Annual Bar-B-Q Scheduled July 21

Invitations Are Mailed To Over 2800

Saturday, July 21, will be the big day for over 2800 Shell employees and retired men.

The occasion is the Tenth Annual Shell Service Club Barbecue, to be held at the American Legion Park in Edwardsville. Festivities are scheduled to get under way at 10 a. m. and continue until 10 p. m.

According to L. R. Bierbaum, Service Club president, invitations will be mailed to approximately 2800 people—men who have at least 10 years' service with the company, as well as all retired men. Also invited will be all men who will attain 10 years of Service by December 31, 1956.

Attendance Prizes

As usual, a great variety of attendance prizes will be given away throughout the day. Present plans call for approximately 30 gifts to be awarded during the course of the day. Each person mailed an invitation will receive a ticket for entry into the park. The ticket stub should then be deposited in the box near the main booth for eligibility for prizes.

Plenty of barbecue and other refreshments have been ordered, which, say Service Club officers, will be fit for a king. Included on the menu will be potato chips, pickles, olives, celery, tomatoes, and radishes. Baked ham will also be featured on the plate lunches.

Varied Recreation

A number of recreational activities will be provided for those in attendance. These include a high-striker, basketball throw, skeet shoot, horseshoes, ping-pong, and card-playing. In addition, an orchestra will entertain throughout the day. An "old-fashioned" softball game, one played with a giant ball, will be the featured event of the afternoon.

The Service Club will hold their annual business meeting early in the afternoon, at which time nomination of officers for 1957 will take place.

Following the business meeting, a picture of all retired employees in attendance will be taken, and later mailed to individuals present for the shot.

Good Fellowship

The Barbecue has gained area-wide popularity in the past, being the biggest social event of the year for Service Club members and retired men. Employees renew acquaintances with retired men and enjoy a day of recreation and eating delicious barbecue.

Service Club officers are once again looking forward to a successful program and are issuing a special invitation to all who are eligible to join in the fun. If past crowds are any indication, the grounds, as usual, will be jam-packed!



Volume 19—Number 6

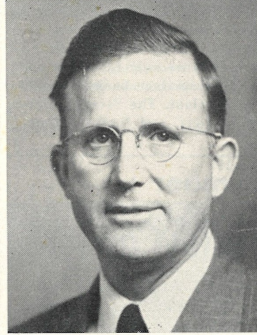
WOOD RIVER, ILLINOIS

June, 1956

Administrative Moves



A. C. Hogge



A. H. Garrison



Al Collins

Changes in Wood River Administration

Collins Named Ass't Superintendent; Hogge, Garrison are Transferred

Al Collins, former Assistant Chief Engineer-Field here, will return to Wood River July 1 as Assistant Superintendent-Cracking, Gas, and Alkylation, it was announced June 15 by Refinery Manager H. D. Dale. Dale also announced the promotion of A. C. Hogge, Jr., to Plant Superintendent at Montreal Refinery, and the transfer of A. H. Garrison to Assistant Superintendent-Lubricating Oils.

A. C. Hogge, Jr.

A. C. Hogge, Jr., joined Shell in 1936 after graduation from Rice Institute, where he received a B. S. degree in Chemical Engineering. His first Shell assignment was as a chemist at Norco, Louisiana Refinery. He was later transferred to Houston as a technologist, and subsequently was promoted to Senior Technologist there.

While at Houston Refinery, Hogge was promoted to Assistant Manager of the Cracking department. In 1942, he was transferred to Head Office, and in 1944 was promoted to Chemist in charge of the Experimental Laboratory at Wood River.

A year later, Hogge was transferred to Houston as Chief Research Chemist. He was named Director of Research at Houston Research Laboratory in 1947.

In 1953, Hogge was named Chief Technologist at Wood River, a position he held until he was promoted to Assistant Superintendent here in November, 1954.

Hogge and his wife, Marie-Louise, have four children. They are A. C. III, 17; Jeff, 14; Kathy, 12, and Mike, 2.

A. H. Garrison

A. H. Garrison has been Assistant Superintendent at Wood River since 1947, in charge of the Cracking, Gas, and Alkylation departments.

He initially joined Shell in 1929 as an experimental chemist at Wood River. He held several positions of increasing responsibility here before being promoted to Manager of the Gas Department at Houston Refinery in 1938.

Garrison was later promoted to Assistant Superintendent at Hous-

ton before being transferred here in 1947 in a similar capacity.

A graduate of the University of Arkansas School of Engineering, Garrison is married to the former Dorothy Wolf of Alton. They are parents of three children, George, 19; Judy, 15, and Tom, 13.

(Cont. on page 2, col. 3)

New Canning Warehouse Being Built

A large warehouse is being constructed at Wood River to allow improved traffic practices in shipping Shell products to midwestern marketing divisions and to heighten efficiency of inventory control of the many Shell products.

Storage space of 100,000 square feet on the main floor will be provided by the new structure, located about one-quarter mile south of present facilities.

The building, of steel framework and transit siding, is designed for high efficiency as a central depot. Improved traffic practices leading to maximum use of rail and truck shipping space will be possible because of the complete range of items produced both here and at other locations, which will be assembled there.

On the second floor, two canning lines will be installed for packaging Shell motor oils. Pipe lines will bring the oil from present compounding facilities to the filling machines, capable of handling 600 cans a minute.

Drums will continue to be filled at the present compounding plant. A conveyor system will move them to the warehouse where they will be stored.

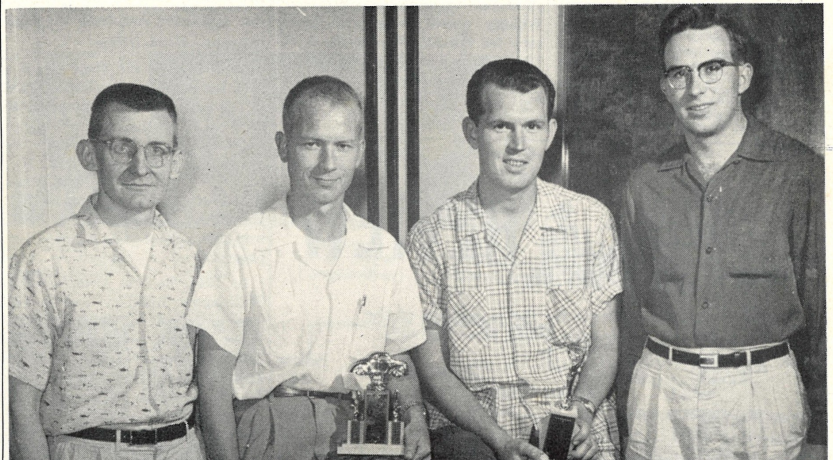
The warehouse will be served by six railroad spur tracks. Truck loading platforms, under protective roof canopies, will be constructed at the east side of the warehouse.

H. S. M. BURNS TO HEAD RED CROSS 1957 DRIVE

H. S. M. Burns, President of Shell Oil Company, has accepted an appointment as national chairman of the annual American Red Cross campaign for members and funds in March, 1957.

Mr. Burns, who served as chairman of the Greater New York campaign of the Red Cross this year, will name more than 50 national vice chairmen to assist him in organizing the campaign in the 3,700 Red Cross chapters throughout the country.

Marathon Champs



MARATHON WINNERS are, left to right, B. M. Henderson, third place; E. R. (Bob) Lane, first-place winner; M. V. Reedy, second place, and J. E. Peat, fourth place. Lane won the Annual Research Marathon this year with a miles-per-gallon average of 42.85.

Street Signs Now Present In Refinery

The refinery is now just like "uptown" with the installation of street signs throughout the plant this month.

Comparable to regular community signs, the road markers can be seen throughout the refinery, assisting direction, and making given locations easier to find, especially for newcomers.

First to Twenty-second

From West to East, the signs are numbered from First street to Twenty-second. The first street on the left inside the Main Gate is Third Street, with the Main Office Road remaining the same.

From South to North, the streets run "A" through "T", with "T" street being in North Property.

East to Find

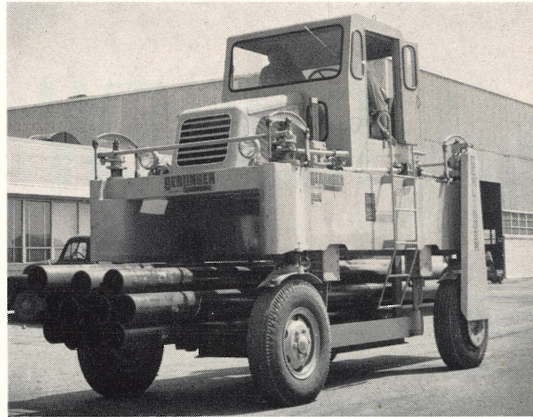
The new signs will make it easy to give directions inside the plant. The Experimental Laboratory, for instance, is on the corner of 5th and "D" streets. The Catalytic Crakers are located just East of 10th street, and Distilling Row is now 5th street.

Promoted



H. R. (BOB) CAMPBELL was promoted to Assistant Manager of the Gas Department last month. (SHELL REVIEW, May issue) Campbell was formerly a Technologist working in the Main Office. He assumed his new position last month. Campbell succeeds H. D. Guthrie, who was transferred to Assistant Manager of the Catalytic Cracking Department.

Handy Item



THE STRADDLE-CARRIER purchased by the Refinery recently demonstrates how easily it can carry long lengths of heavy pipe. The novel piece of equipment is useful not only for operating in close quarters, but for quickly transporting hard-to-handle material from one place to another in the plant. The Straddle-Carrier has a weight-lifting capacity of 10 tons, and features four-wheel steering.

To Transport Pipe, Lumber

Plant Buys Straddle-Carrier

A recent addition to the Refinery's Automotive Department is a novel piece of equipment known as a Straddle Carrier.

The handy transporter has many uses and a number of important automotive assets. It is used mainly to transport pipe, lumber, tube bundles, and other bulky items that are easily palatized, or placed on a pallet.

It differs from a truck in that the load is carried under the cab rather than in a regular truck bed. A hydraulic lifter picks up the material to be transported, and operation is handled easily with valuable four-wheel steering. It

has a 10-ton lifting capacity.

The Straddle Carrier is rather unique-looking, powered with a heavy duty industrial V-8 engine. It is to be used mainly in conjunction with the Shops One and Two installations.

A versatile piece of equipment, the Straddle Carrier has that rare ability to get in an out of small, cramped places. For even though it is comparatively large, it is extremely maneuverable.

Identification For Picture, Page 6

Men appearing in the picture on page 6 are, Back Row, left to right: Kolar, Nordstrom, Peterson, Meyers, Langefeld, Clapp, Summers, Ward, Polster, O'Keefe, Jehle, Dolhonde, Thompson, Jaenecke, Cleaney, Bauer, Middleton, Rosenthal, Sorenson, and McCormick, Second Row: Bloom, Mayeron, Rosenfield, Graham, Loper, Ploder, Root, Grigsby, Duguid, Harris, Galloway, Spuering, Gerleman, Rhoads, Lake, and Lambert. Front Row: Willmers, Sunkel, Meenen, Duenckel, Ozier, McNitt, Dunning, Thompson, Hand, Bordeaux, Wisnaski, Dilley, Goldsberry, Byrnes, Sherrer, Gavner, DuChemin, Forcade, and Carlin.

The Shell Bowling Association elected officers last month for the bowling season 1956-57.

J. R. Wharry, Engineering Inspection, was elected President. Wharry served as general secretary for the 1954-55 season. A. W. Lince, Research, was elected general secretary for the coming season, and Cliff Barnes was elected vice president.

Al Collins

Al Collins served as Assistant Chief Engineer-Field at Wood River from 1950 to 1954, when he was appointed Assistant Personnel Manager, Head Office.

Collins began his Shell career in 1937 following his graduation from the University of California. He received a B.S.M.E. degree in Aeronautics. Initially assigned to the Company's Martinez Refinery as a junior engineer, Collins was transferred to San Francisco in 1942. Here he participated in Shell's war-time West Coast expansion program.

In 1944, he was transferred to Wilmington Refinery, and in 1945 was promoted to Chief Inspector there. Collins was later named Senior Engineer in charge of Design, and in 1950 to Assistant Chief Engineer, all at Wilmington. He was transferred to Wood River as Assistant Chief Engineer in November, 1950.

Collins is married and has two children, Jess, 12, and Carolyn, 8. He resided in Edwardsville prior to his transfer to Head Office in 1954.

Shell Pecten Atop Building-

Shell Experimenting With New Service Station Plan

A new design for Shell Oil Company service stations will be tested in all marketing divisions for customer appeal, operational convenience, and operating cost. More stations of the new design will be authorized if the tests prove successful.

Several significant features distinguish the experimental model. The most eye-catching is a towering red pylon rising from the front center of the station carrying the familiar Shell pecten with the trademark "SHELL" on it.

Emblem on Station

This is the first time the Shell emblem itself has been displayed on a station structure. The emblem's location will be five to six feet higher than from the usual pole in front of the station, and will give identification from greater distances.

Increased visibility around and within the station is gained two ways: through maximum use of plate glass and new methods of illumination. Night lighting of the building will be by fluorescent tubes under the eaves of the building, rather than by the former system of base lights. Inside the station, the ceiling will be translucent, with a soft light coming through the entire ceiling area.

Individual Display Cases

Shell's quality products will be shown inside the station in individual display cases, rather than in the older mass display.

Each marketing division in the United States has been authorized to build one experimental model. The first one completed was at Utica, New York. Others approved at present are for Boston, Cleveland, Detroit, Chicago, Minneapolis and Norwalk, Connecticut.

The design changes were developed after numerous talks between Shells structural engineering and marketing division people from the East Coast to the West Coast. Plans are also being made to integrate the red pylon bearing the Shell emblem into previous designs of Shell stations where conditions warrant.

Home and Highway Magazine Praises Petroleum Industry

In the overall picture of our nation's natural resources, the most startling developments of recent years have been in petroleum, according to a feature article in the Spring, 1956 issue of HOME and HIGHWAY.

The HOME and HIGHWAY Spring issue is devoted to a broad presentation of the factors contributing to the development and greatness of the United States. Under the section titled, "The Land Yields Its Bounty", by Grant Ellis, the mining industry is discussed, with emphasis on petroleum productions.

The article is illustrated with color photos of oil fields and mining operations.

Sometimes all we need to brighten our day is to rise a little higher.

None Got Away!



SAM LEFFLER, Shell fisherman who would rather fish in Florida than anywhere else, came home again this year with a prize catch. Fishing outside of St. John's pass near St. Petersburg, Sam came up with these fine specimens after one day in the Gulf in May. The four largest fish on the right are Barracuda, the two on the left King Fish, and the smaller one at top, a Spanish Mackerel. Last year, Sam caught a giant Tarpon weighing 86 pounds. He didn't fish for Tarpon this year, but the heaviest Barracuda above (third from right) tips the scales at 44 pounds.



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Engineering Staff Picnic Big Success

The Engineering Staff Picnic, held June 16 at Kendall Hill, was pronounced a great success by the estimated 600 men, women, and children who attended the "revised" event this year. For the first time in many years, the picnic was staged away from Highland's Lindendale Park—at Kendall Hill—and the various recreational activities were increased.

One of the most novel events of the day was the plant tour, which attracted 211 people, mostly wives and children of Shell engineering staffers. Tours were by bus, and a guide was provided to point out interesting features of the refinery.

A Thirsty Bunch

The large crowd also proved to be a thirsty one. According to a running count, 591 bottles of soda and cups of coffee were consumed. The group also downed some 62 sandwiches in addition to 285 barbecue plate lunches.

Getting under way at 3 p.m. the picnic featured adult and children's contests, including several varieties of races for the kids, and booth-type entertainment for the adults. The booths included a baseball-and-bottle throw, hi-striker, dart throw, and weight-guessing contests.

Free Ice Cream

Free ice cream was served at the picnic, and it was a close race as to which group—the adults or youngsters—consumed the greater amount. A softball game which wound up in a 14-14 tie concluded the day's activities. Both the office and the field boys, traditional rivals in the game, were satisfied with a tie, especially when a light rain fell.

Picnic chairman E. H. (Ed) Mohme expressed his gratitude to his various committees. He said, "The cooperation of everyone working on the picnic was excellent, and they are to be commended for their outstanding job."

Americans will spend about 130 million dollars this year for 50 million gallons of household and commercial insecticides, most of which are derived from oil.

Introducing . . .

Miss Jane Kotva



MISS JANE KOTVA, new Treasury Department beauty, is assigned to the Stenographic Section . . . Jane is the daughter of Mr. and Mrs. Louis Kotva, lives near Edwardsville . . . attractive blond's hobbies are drawing and cooking . . . she also enjoys dancing and swimming . . . just graduated from Edwardsville high school, but has been around long enough to form economically sound ambition: "To marry a millionaire."

First-Come, First-Served Basis

Admiral Excursion is July 13

A moonlight excursion for all employees on the Steamer Admiral is being sponsored by the SRA on Friday, July 13. Donations under the group plan are \$1.00 each, according to Carl Herzog, SRA secretary.

No reservations can be made. Guests will be accommodated on a first-come, first-served basis. The Admiral leaves from the foot of Washington Avenue below Eads Bridge at 8:45 p.m., but guests are admitted as early as 7 p.m. The SRA urges all Shell people to plan on arriving early to insure seating.

Tickets may be obtained from the following SRA board members: Russ Henry, Technological; Jack

Cherry, Utilities; Carl Herzog, Personnel and Industrial Relations; Irv Flagg, Electrical; Al Doerr, Control Lab; Mel Tucker, Cracking; Vern McCoy, Gas; Purdy, Alkylation; Frank Carroll, Tool Room; Walt Rives, Pipe; Joe Hmurovich, Paint; E. Burmeister, Automotive; John Martin, Engineering Design; Jim Thompson, Engineering Inspection, and Ray Schindewolf, Research.

Developed After Seven-Year Study

Shell's Two-Stage Cracker Is 'Completely Successful'

Crude oils can be made to yield a higher percentage of gasoline when a new two-stage catalytic cracker developed by Shell Oil Company is used in one of the refining steps. The first commercial unit installed at Anacortes Refinery has proven completely successful.

This improved refining technique is a new version of cat cracking, a process widely used to break the hydrocarbon molecules in the higher-boiling portions of crude oil into lighter ones. Heavy fuel oil components can thus be transformed into high-octane gasoline.

Usual Method

Ordinarily, oil mixed with a solid material at high temperatures goes through a cat cracker only once. The solid material acts as catalyst to cause the oil molecules to break into smaller, lighter units.

In the single passage, some of the more refractory molecules are not cracked while some of the gasoline produced is re-cracked to less valuable gases and coke. In some cases, the unconverted material is recycled to the unit along with fresh feed oil, but both the fresh feed and recycle are necessarily cracked under the same conditions.

New Shell Process

In the new Shell two-stage process, the oil is first contacted with hot catalyst for a very short time in order to obtain gasoline from the components which are most easily cracked, without destroying this gasoline by too long contact with catalyst. A separating system then removes gasoline and gas formed in this first stage.

The unconverted oil next goes through the second stage reactor, similar to a standard fluid cat cracker, in which the cracking process is conducted on conditions tailored to suit the unconverted material from the first stage.

More Gasoline

The Shell system yields more gasoline and less coke from the same quantity of crude oil and is both more efficient and flexible than single-stage processing.

Developed in the Houston Research Laboratory of Shell Oil Company during a seven-year period of intensive study, the two-stage cat cracker principle was proved experimentally in small

pilot units. The full-scale one at Anacortes Refinery is capable of processing about a million gallons of oil a day.

DID YOU KNOW?



American farmers today have nearly 20 billion dollars worth of equipment that needs fuel and lubricants from the oil industry.

Currently, it costs the oil industry an average of \$1.08 to find each new barrel of oil in the ground.

Pipe lines sometimes carry the natural gas of as many as 100 different producers.

It costs oil companies half a billion dollars to improve the quality of gasoline by one octane number. Yet the average octane rating of your gasoline has risen from 74 to 84 in the past 26 years.



"Search me! Said she belonged on the graveyard shift!"

At the Engineering Staff Picnic



J. S. BRIEN, Assistant P & IR Manager and a former Assistant Zone Supervisor, picks up a few tickets from Technical Services steno Margie Erzen at the main booth at the Engineering Staff Picnic. Tickets were sold for admission to the booth-type entertainment at the picnic.



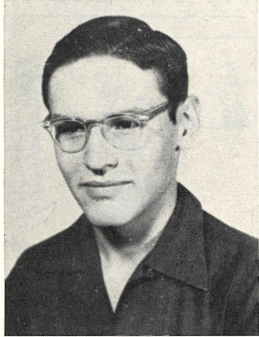
THE PLANT TOUR proved to be a huge success, and 211 people, mostly wives and children over 11 years of age, took part in the event. This was the first time in the history of the annual picnic that a tour has been held. Many of the wives got their first look at their hubby's working grounds. And the kids, according to all reports, seemed to enjoy it too.



EVERY PICNIC has a sliding board for the youngsters, and the Engineering Picnic was no exception. Here little Pamela Gravemann, daughter of photographer Ralph Gravemann leads the way down the slide, while an older girl keeps careful watch.

Youth Wins Cruise For Best Essay

Kenneth Schubert, 16 year-old son of Wood River Refinery operator L. H. Schubert, Roxana, has been awarded first place in the Harold Harding Memorial Essay Contest for 1956. In recognition of his prize-winning essay on the United States Maritime Service, Kenneth will receive an expenses-paid trip this summer to the Mediterranean on the S. S. Exiria.



Kenneth Schubert

Kenneth's 1000-word essay on "The American Merchant Marine—Key to Trade and Defense" was cited out for first place in competition with an estimated 100,000 essays written by high school students all over America. The nationwide contest was sponsored in this area by the Propeller Club of St. Louis.

Visit Major Ports

A junior at Roxana high school, Kenneth is scheduled to leave July 3 on the Exiria for a 56-day cruise. He will receive tours of seven of the major ports on the Mediterranean, including Lisbon, Casablanca, Tangiers, Genoa, Naples, Tarragona, and Sivile.

Kenneth entered the contest along with other students from Roxana high, and worked several weeks, "off and on", he says preparing it. He wrote to the Maritime Service for information about its operation, and checked in the library for related information.

Honor Student

An honor student at Roxana high, Kenneth ranks second in his class scholastically, and is a member of the National Honor Society. He also belongs to the Science Club, and is active in the high school band. He is a Life Scout, and a member of Explorer Troop 63 in Roxana.

Kenneth's father, Leo, is an operator in the Light Oil Treating department, and has been a Shell employee for 20 years. The Schuberts' have two other children, Curtis, 13, and Norman, 6.

FILMS

The different operations of the oil industry are interestingly explained by the 20-Shell-produced films, many in color, available through Shell film libraries. Groups with a 16 mm sound projector may borrow these free. You may obtain further information either from your supervisor or by writing direct to the nearest Shell Film Library, Shell Oil Company, 624 South Michigan Avenue, Chicago 5, Illinois.

Get Ready, Get Set . . .



THE STARTING LINE for the 1956 Marathon was changed to Kendall Hill this year to avoid highway congestion. Each entrant was timed carefully, being allowed 66 minutes to complete the course.

Average 42.85 for Best Mileage in Event

Bob Lane Wins First Place Trophy In Annual Research Marathon Run

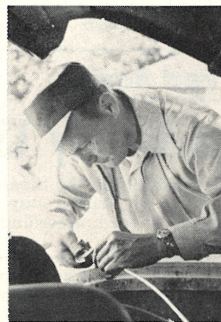
Research engineer E. R. (Bob) Lane captured first place in the 1956 Research Mileage Marathon June 2 with an outstanding miles-per-gallon fuel average of 42.85. Driving a 1950 model automobile with overdrive, Lane finished ahead of a pack of 26 drivers, his closest competitor being M. V. Reedy, who averaged 42.09.

Third place went to B. M. Henderson with a 41.46 average, while J. E. Peat took fourth with 39.67. Three of the first four winners were driving cars with a conventional transmission and overdrive. Lane, Reedy, and Peat were driving 8-cylinder cars, while Henderson drove a six.

Groves Finishes Sixth

W. N. (Bill) Groves, 1955 champion, finished sixth this year with 39.38 miles-per-gallon, better than he averaged in '55 when he captured the crown. He won in 1955 with an average of 36.67. Director of Research R. J. Greenshields ended up in eighth position, averaging 37.75.

The Marathon this year featured keen competition. Reedy gave winner Lane a real race for the championship, and the entrants were closely bunched all the way down. Only .97 of a point separated the fourth and seventh-place contestants.



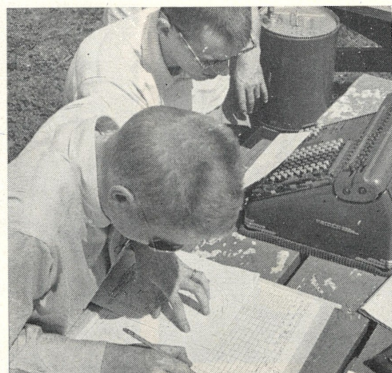
G. D. CHAMBLISS here checks carefully gasoline in the carburetor of his engine. Measures of gasoline were carefully weighed to insure accuracy. The average observer would be amazed at the great mathematical pains taken each year at the Marathon.

Best Since Change

The final mileage tabulations averaged the highest since the Marathon was revised in 1954. The event was changed then to make it more practical and to allow the entrants to attain maximum mileage under ordinary driving conditions. John Baker won the initial event with an average of 41 miles-per-gallon.

Chief revisions in the 1956 Marathon were the same as in 1954, which mainly included lengthening the course, disallowing "souping up" of engines, inflating the tires to a high pressure, and stripping the car of everything but bare essentials. Entrants had to maintain an average speed and cover the course in 66 minutes.

Demerits for overtime or under-time were subtracted from the actual miles-per-gallon, with the final score representing the corrected miles-per-gallon minus demerits.



FINAL RESULTS are here being calculated on an electronic calculator, and an accurate chart is being kept. Amounts of gasoline supplied to contestants were first weighed at the Marathon's start. At the finish line, the amount left was subtracted from the original fuel provision.



TWO LADIES who entered the Marathon were Bonnie Long (front) and Mildred Meyer. Actually, Mildred was the entrant, and Bonnie the passenger. Although a woman has never won the Marathon, they never give up, and in the past have posted some respectable mileage averages.

Cites Value Of Merchant Marine Ships

By Kenneth Schubert

(EDITOR'S NOTE: The prize-winning essay written by Kenneth Schubert is printed in full. It begins here and is continued on page 7.)

In St. Louis, a man is stirring sugar into his early morning cup of coffee. Thousands of miles away in India a small, hungry child is eagerly eating bread from Missouri wheat. At the same time a communications man in Athens, Greece, is on his way to repair a broken telephone line in a St. Louis-built truck. None of these everyday occurrences could have happened had it not been for the American Merchant Marine.

What is the Merchant Marine?

It is the ships that carry our waterborne commerce, usually privately owned, and includes all the commercial vessels from the majestic S. S. United States to the river barge. These vessels transport goods on our inland waterways, along our sea coasts and to the far corners of the earth. They may be passenger ships, cargo carriers or bulk carriers. Regardless of classification, size or materials carried, each vessel plays an important part in the lives of Americans.

The American Merchant Marine came into being on that cold, cloudy day in 1608 when the Virginia settled into the water off the coast of New England. It was given a boost in 1819 when the Black Ball Line set up the first passenger service to Europe. These early ships were crude and called for men strong in muscle and courage. In 1843 the American ingenuity, for which we are so well noted, produced the first of a long line of clipper ships, the Rainbow. Its descendants, the Sea Witch, Flying Cloud and Stag Hound, went down in history as the fastest ships afloat. Even as these last sailing vessels were making their record speed runs, a new kind of power, steam, was beginning to take hold.

Trade Dwindled

On the open seas, our trade dwindled in the face of fast, dependable steamships from Great Britain, but on the inland rivers a Golden Age of steamboats was just beginning. The country was expanding westward and the steamboats played an important part in passenger express.

The early 1900's ushered in an all-time low in American Merchant Marine operation. In 1914 only 10 percent of our imports and exports were being carried by American ships. World Wars I and II found us in sad shape on the seas. More than 20 billion dollars was spent getting our merchant fleet into shape to carry the goods and materials of war to Europe and the Far East. We built up a supply of ships with amazing speed! The shipyards, working around the clock, built ships in days that ordinarily would have been built in years. After the craft were built, they worked constantly in the long supply lines that bridged the Atlantic and the Pacific. When

(Cont. on page 7, Col. 4)

Credit Card System To Be Revised in October

This October, Shell Oil Company's retail credit card customers will receive a plastic credit card holder that will make it easier, faster, and more convenient for them to purchase Shell products and services on credit. The new credit card system will become effective November 1.

The switchover to this new system involves an enormous amount of work. Dealers will be equipped with new imprinting machines to facilitate the customer's transaction. The manufacturer will set up coded cards for all of Shell's approximately two million credit card customers. At Marketing Division offices new accounting equipment is being obtained and installed to process the credit invoice forms. And at every stage, of course, personnel will be trained to handle the new system.

In the St. Louis Marketing Division, N. K. Schuerman has been named Division Coordinator. He has set up a timetable of the many tasks to be accomplished and is explaining the project in meetings with all jobber representatives and dealer salesmen.

The new plastic card holder, about 2 x 3 1/4 inches, will bear the familiar red and yellow Shell colors. It is light, compact and easy to carry. Only two items in raised, embossed letters are designed to print: the customers name and a number which identifies the account.

Pocket On The Back

The regular Shell nation-wide credit identification card, issued annually, is held in a pocket on the back of the holder. The card bears the customers name, address, signature, and card number.

Dealers will be required only to fill in the purchase information on their charge slip, imprint the plastic card holder, and get the customers signature. The dealer will have a name plate which prints his station identification on the charge slip each time.

Easier Handling

Card accounting machines will be used in Division Treasury offices to handle the credit invoice forms, allowing accounts to be handled more easily and with less chance of error.

When the job is completed, Shell will have one of the most modern credit card systems in existence.

A trial of this system in the New York Marketing Division for four months early this year indicated enthusiastic customer and dealer acceptances. The same response is anticipated in all other marketing divisions.

PROVIDENT FUND

An employee has a vested right to Company Provident Fund contributions only after completion of five years of accredited service. However, according to a recent change in the Provident Fund Rules and Regulations, his beneficiary or estate will, in the event of his death, receive his entire Provident Fund balance, including his contributions, and all earnings thereon, without regard to his length of service.

Marathon Standings

Here's the way the 26 entrants in the 1956 Research Marathon finished on June 2:

Driver	Car	Weight	Actual Miles	Final Score
Per Gallon (Minus Demerits)				
1. E. R. Lane	'50	3685	41.74	42.85
2. M. V. Reedy	'51	3725	40.76	42.09
3. B. M. Henderson	'53	3930	38.96	41.46
4. J. E. Peat	'51	3660	38.78	39.67
5. J. F. Dempsey	'52	2940(a)	43.56	39.39
6. W. N. Groves	'53	3735	38.09	39.38
7. C. A. Phalen	'55	4185	34.99	38.70
8. R. J. Greenshields	'47	3795	37.15	37.75
9. W. J. Mejaski	'49	4165	32.76	36.13
10. J. B. Baker	'53	4000	32.40	34.83
11. F. P. Gross	'55	3900	31.97	32.86
12. F. J. Cordera	'54	3940	31.46	32.43
13. R. G. Tuell	'51	3765	31.91	32.14
14. R. S. Kuehne	'55	3785	31.31	31.61
15. C. C. Mayfield	'53	3770	32.22	30.65
16. C. A. Costantinou	'52	3882	28.12	29.70
17. D. L. Winter	'54	4020(a)	31.83	29.13
18. K. A. Whisler	'50	3885	27.54	28.11
19. W. H. Chandler	'55	3645	26.99	27.55
20. W. R. Baker	'46	4895	19.75	23.55
21. G. L. Stetson	'55	4630	19.81	23.53
22. Twila Land	'55	4095	19.26	21.00
23. Mildred Meyer	'55	4315	18.22	20.56
24. Jane Cobb	'55	3968	19.15	19.49
25. Sharon Brunworth	'56	3690	23.82	16.50
26. R. E. Lawson	'51	4010	18.08	4.78

(a) Rules allow a maximum of 500 pounds over the car weight.

Improved and Modern Facilities Added

Plant Phone System Improved Dial Tone Added Convenience

Where did the dial tone come from?

This was probably one question many Shell employees were asking themselves a few weeks ago when they picked up the telephone on their desk. For instead of receiving the usual "silent treatment", a soft tone was visible shortly after lifting the receiver. The dial tone is the most noticeable of several improvements made in the Refinery's telephone system May 31.

That was the date the new system went into effect, a system which offers not only improved and modern facilities, but the capacity to handle more phone calls at one time.

More Lines Available

One hundred additional line installations are featured in the new system, which also affords more trunking facilities for the lines which were previously in operation. In short, the new installation offers the caller a better chance to get through to his party. The lines are now not easily "jammed," nor are they likely to become so.

The new installation is not only more efficient, but the speed with which a party can be reached is remarkable. The average call takes approximately seven seconds, from the time the receiver is picked up until the phone rings on the other end of the line.

Speed and Accuracy

Before the caller even dials a number, four individual pieces of equipment operate automatically in one second—and all this from the time you pick up the phone until you hear the dial tone. Most of the time taken in making a call is physical work—the actual dialing by the caller.

The new system was necessitated due to the need for added telephones in the refinery. The number of calls per day over the Shell system has increased to approximately 15,000. The Shell equipment incidentally, keeps an accurate account of all calls made by means of automatic counters and controls.

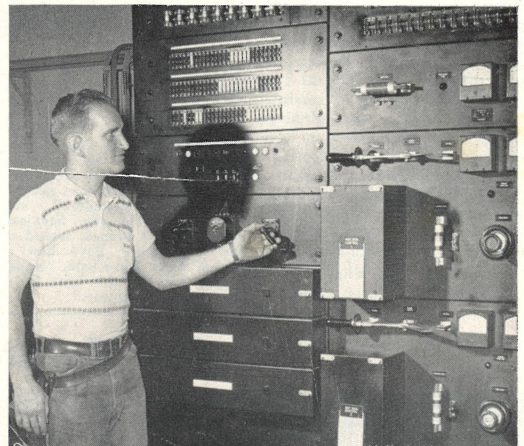
Emergency Equipment

The installation features competent emergency equipment with a spare generator ready to take over in the event of mechanical difficulties or power failure. Additional batteries are available in the event of extensive emergency operation.

And although several improvements have been made simply by the installation of the new system, several more are planned for the future. Numbers which are widely used, such as the "quick delivery" number at Stores, are slated for improvements, so that several lines can be added to the same number.



HAROLD NELSON, Shell's telephone man, checks a line-finder mechanism in a bank of new equipment in the basement of the Control Laboratory. As a result of the new equipment, additional lines can be added to the Shell system.



R. W. (BOB) BOONE, who has been assisting Nelson with the new telephone installation, here checks the generator control switch on the power board. New equipment features powerful spare generator equipment in case of power failure. Even the emergency equipment has spare battery power, in case of extensive emergency operation.

Artificial Lung from Oil-Based Plastic

A recent report to the American College of Surgeons described a modern medical miracle brought about by a simply designed artificial lung made from oil-based plastic.

The new lung, a transparent plastic equipped with a motor-

driven piston, did the breathing for a patient whose ribs and pelvic bones were severely injured. Pumping air gently in and out of his lungs as in normal breathing, the artificial lung permitted the man's breathing muscles to stop working until his ribs knitted. The apparatus

is also being used in treating poliomyelitis and other chest afflictions.

Like artificial arteries and bone parts, the plastic lung is a revolutionary and vital development resulting from the use of oil-based plastic in the field of medicine.

Fishing Contest Winners



FISHING CONTEST WINNERS for the first two month session, are, left to right, back row: Hank Vlasich, second place, Bass; Woodrow Jones, second place, Crappie; Frank Langwich, third place, Bass; Bud Schoenweis, second place, Blue Gill; Walt Weise, third place, Crappie, and Al Doerr, contest chairman. Front row: John Kozak, first place, Crappie; Dave Patton, first place, Bass, and Ed Snajdr, first place, Blue Gill. Jack Hayes, who took third in the Blue Gill division, was missing when the picture was taken.

Kozak Wins Crappie Crown, Snajdr in Blue Gill

Dave Patton's Prize Bass Catch Wins First Place in SRA Contest

Prizes were awarded to nine fishermen on June 1 in recognition of outstanding catches in the three divisions of the SRA Fishing Contest. Outstanding catch among the first-place winners in the three groups was a six-pound, eight-ounce Bass entry caught by Dave Patton, Labor Foreman, in Edwardsville's Dunlap Lake.

The prizes consisted of ice chests, or boat refrigerators, to the first-place winners, portable spot-lights to the second-place men, and plugs to those coping third places. This was the end of the first of three 60-day sessions making up the 1956 contest.

Quite a Bass!

Shell fishermen were in complete agreement that the huge six-pound, eight ounce Bass brought in by Dave Patton was a beauty. Dave caught the whopper on a "popper" on May 29, and just got under the deadline of May 31 for entry into the first 60-day session.

John Kozak's prize-winning Crappie entry was caught on the first day of the contest, April 1, in Mt. Claire Lake near Mt. Olive. The big fellow weighed 1 pound, 14 3/4 ounces, and was big enough to withstand all competition. John caught the Crappie with a minnow.

Snajdr Wins Flip

The Blue Gill division ended in



DAVE PATTON, left whose six pound eight ounce Bass took first prize in the first division of the SRA Fishing Contest, happily accepts his "first place trophy" from contest chairman Al Doerr. Patton caught the big Bass in Dunlap's Lake near Edwardsville. Dave says he has caught "a few six-pounders", but thinks this is the heaviest Bass he ever landed. Asked if the big fellow gave him a rough fight, Dave said, "Nope, I got him in the boat in a little over a minute."

a three-way tie for first place, with Ed Snajdr, Bud Schoenweis, and Jack Hayes each entering fish weighing 12 ounces. The men decided to draw straws for first place, and Snajdr, who entered his catch first, won.

In all, 27 prizes will be awarded in the contest this year in addition to the Grand Prizes. The second series of gifts for the period beginning June 1 and ending July 31 will be given away on August 1.

Nice Blue Gill

According to contest chairman Al Doerr, the next month should be good weather for Blue Gill. "The Crappie and the Bass may taper off this next month or so," Al said, "But I look for some nice Blue Gill entries in July."

All information regarding the fishing contest is posted on the SRA bulletin board in the north end of the cafeteria, along with the prize catches in the deep freeze box.

You Should - Every Three Years

Have You Checked Your Social Security Account?

Have you checked your Social Security account recently? If you haven't for the past two or three years, or even over a longer period, you should do it now.

This is how its done:

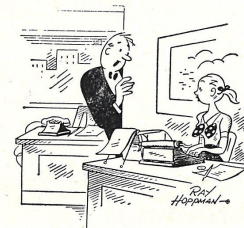
Stop by your local Social Security office (located in Alton at 123 West Third Street) and ask for Form OAR-7004. This is a post-

card-sized form which, if filled out properly, will obtain for you a complete statement of your Social Security account from the beginning of Social Security until the end of 1955.

Product Display



WOOD RIVER REFINERY sponsored a display at the recent Greater Alton Industrial Exposition at Riverside Park. The display, titled "Petroleum in the Home," was seen by an estimated 25,000 spectators, and featured various petroleum-derivative products used in the home. The display also included commonly-known Shell products used in the home, such as lighter fluid, spot remover, wax, and handy oil.



"Miss Robbins, I need one of those dewdads to put on one of those thingamajigs when you use a whatyoucallit. Right away, please!"

4 Softball Teams Play 2 Contests In Record Time

Luther Felton, umpire in the SRA-sponsored Plant Softball League, officiated at a double-header this month, which he feels set a record for speed.

According to Felton, two softball games were played on the night of June 4 in an hour and 52 minutes.

The first game between the Control Lab and the Gas Plant, lasted 1 hour, 2 minutes, with the Lab winning out, 9-5. The second contest was even faster, with Stores edging past Research, 4-3, in 50 minutes on the nose.

With many games running almost two hours themselves, this particular feat is quite an accomplishment indeed.

Ride from Collinsville

Mrs. Virginia Jones, Shipping Section, is interested in obtaining a ride to and from Collinsville. Anyone who drives, or knows of someone making the trip daily, please contact Mrs. Jones on plant phone 518.

Our 'Construction Department' in '39



Dick Sunkel, Engineering Design, supplied the SHELL

REVIEW with this shot, taken of the "Construction Depart

ment" in 1939. Dick also saved an identification list. See how

many of the boys you can identify—and turn to page 2

in this issue to check your memory. Don't Peek!

A 1956 Sparkler!



HARRY HOCKINGHOMER, Utilities Zone Supervisor, got all dressed up recently for an "Old Settlers" parade in Hillsboro, Illinois. With Harry in one of the oldest running automobiles in the county—a 1916 Buick—is his wife, Vera; his sister-in-law, Mrs. Carlie Kile of Vandalia; his daughter and son-in-law, Mr. and Mrs. Don Harris; two grandchildren, Tracy and Jeanene Harris, and his nephew, Johnny Etchison of Hillsboro. Harry takes the old Buick for a spin now and then and says it runs, "like a top." He plans to repaint it this summer.

Camera Club Picnic



THE SHELL CAMERA CLUB held a picnic last month at Forest Park in St. Louis. Approximately 15 couples attended the event. They enjoyed an afternoon of picture-taking, followed by a barbecue picnic lunch. In the picture are several couples, including Mr. and Mrs. A. E. Broadway, Horton Fletcher, Frank Carroll, Bob McFarlane, Jack Turner, Jerry Branham, Carl Nevin, Ray Thrasher, and Chuck Andrews.

Kenneth Schubert's Winning Merchant Marine Essay-

(Continued from page 4)

the war in Korea began in 1950, we were again found without an adequate number of ships and again much money had to be spent building up the fleet, this time 17 billion dollars.

Equally Valuable in Peace
The Merchant Marine is valuable in war, but is just as valuable in peace-time. The United States has 7,000 miles of coast line and many good harbors, making ships an ideal method of transportation. To go between these harbors and the corners of the earth there are 15,000 American owned ships, freighters, liners and tankers. These ships carry 60 per cent of our imports and exports.

If there were no merchant ships, all industries would stop because the United States is self-sufficient in only nine of 38 metals and minerals necessary in industry. Without merchant ships we would have a great surplus of wheat while people in the Far East would starve because this country exports each year one-third of its wheat crop to Europe, Japan, India and Pakistan. If the merchant ships didn't sail, many midwestern farmers would find their soybean crop worthless, while in the Orient there would be few soybeans for food.

To compare with our giant length of coastline, we have 28,000 miles of navigable inland waterways. These rivers are a system of highways that connects the midwest, from the Appalachians almost to the Rockies and from the Great Lakes to the Gulf of Mexico. From the factories, the mines and the farms of the Mississippi valley

region come 60 per cent of our exports. To get these exports to the sea barges are used. One barge can be made for the same cost as seven railroad cars and will carry just as much cargo as 20 or more rail cars.

Two-Way Trade
From the upper Missouri and Mississippi valleys, wheat, soybeans, corn and finished petroleum products are constantly being shipped to New Orleans. After the barges are cleaned out, they take back sulphur, salt, sugar and crude oil. Many tons of coal are carried annually up the Ohio River to Pittsburgh and up the Illinois Waterway to Chicago, while on the Great Lakes there is a constant stream of iron ore being shipped to Cleveland.

In the center of this network of inland waterways is St. Louis, one of the largest river ports in the country. It is a great industrial center and gets raw materials from all over the world by way of New Orleans and the Mississippi River. These raw materials are refined and sent to their destinations in the form of construction steel, machinery, gasoline, Diesel fuel, furnace oil, asphalt, chemicals and a host of other manufactured goods that are taken for granted but are so necessary in our modern industrial world.

With ships constantly setting their course for other countries carrying our manufactured goods and returning with raw materials, it is easy to see that the American Merchant Marine is the key to fast, cheap but dependable, service in peacetime and wartime alike.

June Service Anniversaries

15 Years

- M. W. Armistead
Technological
- M. H. Belflower
Valve Repair
- E. B. Brown
Labor
- J. D. Brown
Compounding
- W. H. Burchell
Boilermaker
- D. E. Eccles
Labor
- D. F. Fink
Research
- G. K. Friemann
Compounding
- H. F. Gillespie
Dispatching
- G. J. Grizio
Pipe
- R. W. Henry
Technological
- A. A. Ingersoll
Valve Repair
- E. H. Kraut
Labor
- J. J. Merkel
Utilities
- A. H. Mersinger
Labor
- G. R. Myers
Cracking
- L. G. Neese
Cracking
- E. L. Pitman
Control Lab
- N. E. Prante
Dispatching
- P. B. Rands
Boilermaker



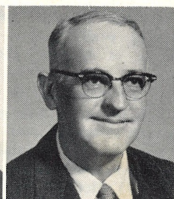
30 Years
E. K. Calvin
Dispatching



30 Years
V. L. Major
Distilling



30 Years
K. R. Turner
Automotive



30 Years
C. L. Wood
Ther. Cracking



20 Years
F. G. Adams
Aromatics



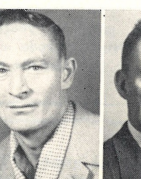
20 Years
Jesse Gilreath
Compounding



20 Years
A. C. Hogge
Administrative



20 Years
D. C. Isted
Lube



20 Years
N. E. Kruse
Compounding



20 Years
E. F. Rhoades
Boilermaker

10 Years

- H. K. Barnett
Effluent
- S. S. Braun
Engineering
- J. W. Davis, Jr.
Technological
- H. J. Foederer
Treasury



Retired
A. H. Clevenger
Stores



Retired
John Mills
Pipe

10 Years

- G. W. Mosser
Lube
- R. G. Tuell
Research
- H. L. Wagenblast
Compounding

15 Years

- J. C. Carlton
Cracking
- W. S. Catalano
Labor
- J. E. Compton
Labor
- R. W. Cooke
Pipe
- G. G. Eardley
Labor
- Tony Renner
Labor
- A. P. Rinderer
Electrician
- H. J. Rose
- M. W. Rommerskirchen
Labor
- M. F. Sandretto
Insulator
- L. F. Scheibal
Labor
- G. A. Shahan
Stores
- H. T. Sherer
Compounding
- I. A. Stechman
Labor
- L. H. Steffens
Electrician
- W. A. Sturgill
Labor
- R. A. Viehweg
Cracking
- J. L. Webb
Research
- E. W. Winkle
Control Lab

Control Lab Cops 1955-56 Bowling Crown

Lab Keglers Trounce Fab Shop in Four

As anyone who saw them whip the Electricians and Machinists might predict, the Control Laboratory won the Plant League Bowling Championship last month by knocking-off the Fab Shop in four games, 3595 pins to 3478 at the Bowl Inn. The Lab boys watched the Boilermaker Boys win the first game before they got their dander up to win the next three tilts going away.

And, as usual, the Lab had somebody hot for them. When they trounced the Machinists last month, Dave Grieve and Jack Decker led the way. This time in the big one it was Bert Strebler, the flashy lefty, who set the alleys afire. Bert carded a sizzling series of 798 in the four games, his total including 220, 254, 163, and 161. Bert had his 243 game in the second game of the night, leading the Lab to a 982 scratch total. He received noticeable help once again from Jack Decker with 213.

Taul, Fors High

In the Lab's 982 game, Taul and Fors both hit 193, with Grieve dropping of to his low game for the roll-offs at 129. The Fab Shop didn't give up, by any means. They hit 858 themselves, and with 54 pins' handicap, had a 912 total.

In the final two games, the Lab boys outshot the Boilermakers by 100 pins both times. It wasn't close after the first two games, the Lab took over. Ward led the Fab Shop with a fine 774 series. Included were individual games of 212, 219, 164, and 149. He was followed by Rives, with a 696 total and games of 157, 167, 176, and 196.

Season's End

The Control Lab victory marked the end of the 1955-56 Plant Bowling Season. The year also brought to a close the first season operated on a quarter system. Formerly comprised of two halves, the bowling season seemed to evoke more interest under the four-quarter basis. As a result, more teams were eligible to enter into the playoffs, there being 16 possibilities for quarter wins.

League champions were as follows: Premium League: Electricians- Machinists. Super Shell League: Control Laboratory. Golden Shell League: Fab Shop. X-100 League: Dispatching Office.



PLANT BOWLING CHAMPS for 1955-56 are the Control Laboratory boys, the Super Shell league representatives. Left to right are Dave Grieve, Jack Decker, Bert Strebler, Captain Al Doerr, Harold Taul, and Dutch Fors. Inset is Lee Rich. In the roll-offs, the Lab's big wins came against the Electricians and Machinists and the Fab Shop. They also won two quarter-championships in the Super Shell circuit.

SPORTS

Watch Alkylation!

Engineers Take Golf Lead With Several Teams Close

The Engineering Department has jumped into the lead in the Plant Golf League after 10 matches, or five weeks, of play with a point-per-match total of 29. With two months' to go, the Engineers have a 1.6 lead over their closest adversary, the Tech Department, in second place with 27.4.

In third place, only six-tenths of a point behind, the Alkylation Department is making a steady surge, while Research One is holding down fourth position with 26.1, seven-tenths of a point behind Alky.

Leading the Engineers is team captain Bob Benter, a fine golfer who has been steady all year long. Benter, possessing a 4 handicap, has received noticeable help from Bill Cline (7) McCleish (8) and Lambert (6).

Other Engineering members are Graham, Martin, Regan, Stratman, Fallon, and Underwood.

For the past 18 years, our proved reserves of crude oil have been equal to 13 times the amount produced.

Team	Points	Pts. Per Match
1. Engineering	290	29
2. Tech. Dept.	274	27.4
3. Alkylation	268	26.8
4. Research One	261	26.1
5. Distilling	252	25.2
6. Research Two	250	25
7. Ind. Relations	225	22.5
8. Instrument	234	23.4
9. Lube	206	20.6
10. Plant Tech.	202	20.2
11. Main Office	192	19.2
12. Dispatching	190	19
13. Treating	172	17.2
14. Inspection	158	15.8

Team	Won	Lost	Pct.
Dispatching	6	0	.1000
Stores	4	2	.666
Control Lab.	3	3	.500
Research	2	4	.333
Gas Dept.	2	4	.333
Treasury	1	5	.166

Dispatchers Unbeaten In Plant Softball

Dispatching is still running away with the Plant Softball League, minus the services of their ace pitcher, Bobby Garner. Without Garner this month, but with an equally competent Dick Downer on the mound. Meanwhile the Stores Department won four games to stay two games behind the champs.

The Damaging Dispatchers walloped the Control Lab, 7-0, the Treasury Department in a good one, 5-1, and then blasted the Gas Department, 16-5 to bring their victory string to six straight. Stores stayed in the race with victories over the Gas Department, 10-4; Research, 4-3; Treasury, 5-3, and the Control Lab, 5-2. So while the Dispatchers are romping everyone with ease, the Stores boys are hanging in there with tight victories, scoring 3, 4, and 5 runs.

Lots of Runs

But when it comes to scoring runs, and lots of them, everyone has to take a rumble seat to Dispatching. In six victories to date, the Dispatchers have scored 15, 13, 10, 7, 5, and 16 runs for a total of 66. That's an 11-run per-game average, and 55 more markers than have been scored against them. The Champs' opponents have countered only 11 runs in six games for less than two runs per game.

One of the tightest games of the month was the Dispatching-Treasury contest, although Dispatching enjoyed a four-point spread in runs, winning out, 5-1. But big Mel Tucker displayed some potency on the mound, holding Dispatching to five hits. Downer held Treasury to four and the single run. Kenny Zumwalt led his Dispatching mates at the plate with two hits.

Stores Hot

The Stores Department, a new addition to the league this season, is the surprise package of the circuit. With some fine pitching by Chuck Taynor, who seldom makes many mistakes on the mound, the Stores boys have molded together a fighting outfit. Although the Stores men are still somewhat shaky afield, they seem able to come up with the big play at the right time, and are strong enough in the pitching department and at the plate to make up the difference. Whether they are rough enough to challenge Dispatching's dominance of the league is something else again.

Kids' Softball Play Opens With Bang!

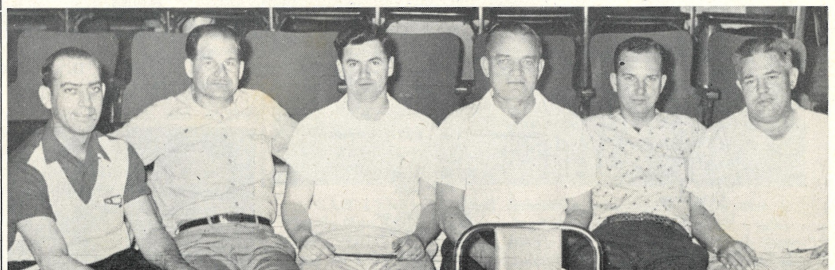
The Colts and the Panthers won opening games of the Kids' Softball League June 8 at Kendall Hill. The Colts outslugged the Rams, 20-17, and the Panthers buried the Lions under an avalanche of runs, 15-3.

In the Colts-Rams contest, Watkins, Spicer, Pile, Elam, and J. Sones led the hitting attack for the Colts, who had 16 safeties for the night. The Rams, although coming out on the short end of the score, were long on hits, getting 22 to be exact. G. Hamilton had four hits for the Rams, followed by Heigert, Troy, and Donham with three apiece.

P. Nurenberger of the Panthers held the hapless Lions to four hits, while the Panthers themselves rapped out 11. P. Nurenberger had two hits, as did P. Lemay, and S. Nurenberger. The Panthers all but wrapped up the game in the initial inning, running across seven markers before the side was retired.

Jean Pile and Lefty Linebarger are managing the Colts, while Ralph's Niepert and Graham are the brain trust for the Rams. Managers of the Lions are Slick Moore and Wally Heinz. Nurenberger and Boverie are the boss men for the Panthers.

Runners-Up



SECOND PLACE WINNERS in the Plant Bowling Leagues this year were the Fabricating Shop men, better known as the Fab Shop team. This team copped the Golden Shell league championship in addition to defeating the Dispatching Office (X-100 champs) in the initial roll-off match. Left to right are Hardin, Rives, Captain Barnes, Barton, Ward, and Thallman.

Player	Control Laboratory				Total
	1st game	2nd game	3rd game	4th game	
Grieve	173	129	127	190	650
Decker	162	213	157	168	700
Taul	170	193	186	176	729
Strebler	220	254	163	161	798
Fors	131	193	219	175	718
Total	857	982	882	870	3595

Player	Fab Shop				Total
	1st game	2nd game	3rd game	4th game	
Thallman	149	133	148	132	562
Barnes	191	142	164	156	653
Barton	132	197	135	143	607
Rives	157	167	176	196	696
Ward	212	219	164	149	744
Total	841	858	787	776	3262
Handicap	54	54	54	54	216
Total	895	912	841	830	3478