

Formerly Anlin ...

'Sulfur' department joins refinery complex

As of April 23rd the former Anlin plant on Rand Avenue became a part of Shell's Wood River Refinery and is now known as Sulfur -- a part of Light Oil Processing.

Built by the Anlin Company of Illinois in 1958, the facility originally took hydrogen sulfide which had been produced as a part of the refining process and turned it into elemental liquid sulfur for sale. This process continues today, but also included is a sulfuric acid plant which takes spent acid from the refinery, renews it, and returns it for use in Hydroprocessing.

Covering an area of about 12 acres adjacent to west property, this new department is headed by process manager

Maurice Pickard who reports to Jim McBride, Light Oil Processing superintendent of operations. Some 40 to 45 Shell employees are currently involved in the operation and maintenance of this facility.

Maintenance coordinator for Sulfur is Ralph Jerrells, and operations foremen are Mil Arth, Jack Calderwood, Vic Daiber, Bob Dealey, and Merl Hubbard.

The sulfur recovery unit currently has 150 tons per day capacity and the sulfuric acid plant 85,000 tons per year. Construction is in progress to expand the sulfur recovery unit to make available to Shell, Amoco, and Clark an additional 300 tons per day of sul-

fur recovery service.

Of the purchase, refinery manager Art Williams said, "We require the acid plant to run the refinery, and the sulfur plant is needed to operate the refinery within environmental constraints.

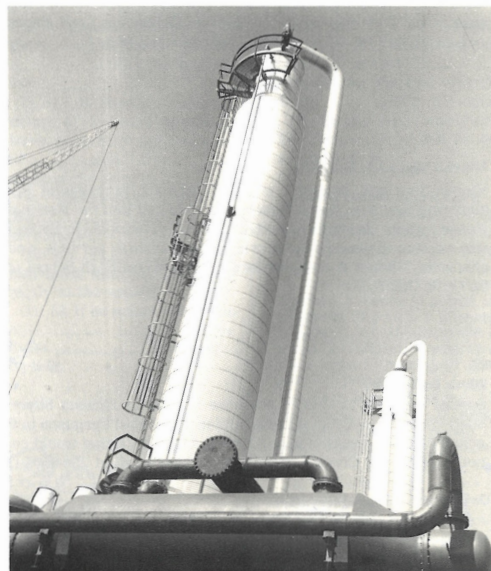
"Environmental considerations have become increasingly critical over recent years. The refinery's crude oil supply has become more variable and generally contains more sulfur due to the changing crude supply situation.

"In our agreement with Anlin, Shell always had the option to buy the facility. It was considered important now to manage this critical facility more directly as a part of the

total refinery operation.

"We welcome those former Anlin employees who have become a part of the Shell team

and extend best wishes to everyone involved with this the 'newest' part of the Shell Wood River Refinery."



The refinery's newest department, Sulfur, is in the process of expansion. Shiny new columns of the sulfur recovery unit reach for the sky.



Wood River Review



VOL. 39, NO. 6

WOOD RIVER REFINERY

JUNE, 1976

Shell's first quarter net earnings move upward

Shell's first quarter '76 net earnings rebounded from the 14 percent decrease experienced in the same quarter a year ago. Net earnings of \$202.3 million or \$2.93 a share have been reported for 1976's first quarter. This compares with figures of \$104.4 million or \$1.55 a share in the corresponding 1975 quarter.

The increase is also higher than the last quarter of 1975 ... by 53 percent. Improved gen-

eral economic conditions, stronger markets for products, and relatively stable raw material costs permitted more timely recovery of increased costs, a Shell report said.

Shell president, Harry Bridges, advised discretion in comparing this year's results with those of 1975, however, cautioning shareholders not to necessarily anticipate such earnings over the remainder

of the year.

Early 1975 was a period of accelerated cost increases, notably: federal import fees (which were discontinued December 22, 1975), entitlement purchase obligations (paying others for the privilege of refining your own domestic crude), and general price increases for domestic crude. Those cost increases came so rapidly that recovery through regulated prices was significant.

antly impeded.

Refined product sales revenues increased 16 percent and chemical sales increased 45 percent in the first quarter comparisons. After tax operating earnings for chemicals of \$48 million for the quarter represented a 27 percent increase over the final quarter of last year and are 73 percent higher than the first quarter of '75.

Other statistics cited for the

first quarter of 1976, as compared with the same quarter last year, showed: raw material purchases, costs, and operating expenses up 12 percent; interest on borrowed money up \$4.7 million; and federal and other income taxes up \$83.2 million to a total of \$159.8 million.

Shell has already announced a planned \$1.5 billion capital spending program for 1976.

Harry Bridges ...

Retiring Shell president reflects on his 'government years'

"In looking back over the nearly five years I have served in this position," said retiring Shell president Harry Bridges, "I find that we have enjoyed a grand total of about six weeks of free market conditions in the petroleum industry."

Bridges' remarks came April 29 at Shell's annual shareholders' meeting in Houston ... one of his last official duties as Shell president

and chief executive officer before turning over the reigns to John Bookout, May 1st.

Mr. Bridges reminded the audience that government intervention goes back to August 1971 when the first phase of price controls was installed. It continued through 1973 with the two-tiered pricing mechanism, and later that year with the birth of the Federal Energy Administration (FEA) ... and allocations, entitlements, etc., etc.

"Finally," said Bridges, "the oil industry faces divestiture ... proposals to force the large oil companies to rid themselves of three of the four major areas of petroleum activities and of nonpetroleum energy operation."

Disagreeing with divestiture proponents who claim their proposals would force a breakdown of OPEC and would lower domestic prices through increased competition, Bridges said, "It is quite illogical to say that their (OPEC's) growing power will be lessened by reducing what little countervailing power the large oil companies do have,

by atomizing their structure.

"Quite the contrary, this will simply reduce buyer strength, thus adding to OPEC's bargaining power."

Of the domestic situation he said, "Dividing the major integrated oil companies into three or four times as many single-function oil companies would result in higher, rather than lower, costs for consumers in the United States.

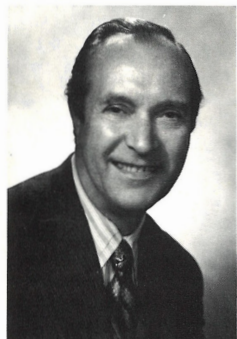
"Government matters have consumed a great deal of my time in these past few years, and that of everyone else in the organization. While necessary for Shell's survival, such effort in the true sense is nonproductive. It doesn't find and produce oil, or manufacture and distribute oil and chemical products, or otherwise add to the well being of the nation."

Looking to the future, Bridges said he is leaving the company in the hands of strong management and an able staff.

He said, "I think the prospects for the future are excellent. Shell's exploration and production organization is

making good progress toward its objective of halting production declines; the products organization is well along in developing the balance of oil and chemical products best suited to the years ahead; and the

strong performance by our chemical operation in recent periods has been particularly encouraging in view of our increasing emphasis on this side of the business."



Harry Bridges



Woody

'Celebrate

a safe

bicentennial

with us'

(Watch for

further developments!)



Roxy

Sports and shorts

Golf Day is nigh

Those golfers intending to play in the SRA Golf Day, Saturday, June 5, should already have their foursomes together and their tee times selected. One of the popular sports events of the year, Golf Day will again be held at Cloverleaf Golf Course near Alton, and post round activities will be at the Wood River Moose Lodge.

Sharon Spurlock honored

Sharon Spurlock, daughter of Spud Spurlock, manager of Engineering Services, has recently been inducted into the National Honor Society. Students are selected for the National Honor Society on excellence in scholarship, leadership, service, and character. Sharon is a sophomore at Hazelwood High School in St. Louis County.



Sharon Spurlock

Silver Dollar City

Special discount tickets to southern Missouri's famous Silver Dollar City are on sale at the Shell-Wood River Federal Credit Union at 217 East Ferguson in Wood River. These special passes give the holder a season pass for what a one-day ticket would cost at the gate. For more information, stop by the Credit Union or give them a call at 254-0605.

Golden Wedding Anniversary

John Webber, who retired in January 1962 as a construction zone forman, and his wife, Ettamae, will be celebrating their 50th wedding anniversary with an open house from 3 to 5 pm on June 20. The open house will be held at the Cherry Street Baptist Church in Alton. The Webber's invite all their Shell friends to attend.

Family Picnic

Set aside Saturday, June 26, for a day of family fun! The SRA Family Picnic is again being held at the Chain of Rocks Funfair Park overlooking the Mississippi River just south of I-270 in north St. Louis. All SRA members, including pensioners, and their families are invited to join the fun which includes rides, bingo, and refreshments - all at very special prices. Activities start at noon and run to 6 pm.

Ten-Over Barbecue

The annual Shell Ten and Over Barbecue is slated for Saturday, July 17. It will be held at the traditional spot: the Edwardsville American Legion Park. Mark your calendar.

First quarter fishing winners

The SRA fishing contest began in March and will run into October. The first quarter is over and the winners are:

BASS		
Jack Rainey	Cat Cracking	7lb. 8 oz.
Ed Miller	Electricians	5lb. 15 oz.
Dale Sparks	Eng. Services	5lb. 13oz.
CRAPPIE		
Walt Wojtkiewicz	Retired	2lb. 4 oz.
Ralph Stringer	Retired	1lb 14oz.
A. H. Mikkelsen	Retired	1lb 9oz.
BLUEGILL		
Tom Madden	Maintenance	16oz.
Second Ferrari	Retired	13oz.
Joe Scroggins	Cat Cracking	12oz.

Easter bunny

Despite a plea for information that went with the Easter Egg Hunt story in the May *Review*, only one parent of a child pictured in the article responded. He was Larry Ray, pipefitter and father of Kara Ray. Larry and 3 year old Kara are pictured here as they were in last month's issue. Everyone else in that story remains a mystery.



Larry and Kara Ray

Bowling champions

The Misfits, champions of the Wednesday Night League, defeated Dispatching, the Monday champs, in a three game rolloff to win the refinery bowling championship. Misfit team scores were 1037, 985, and 930. Dispatching's scores were 969, 905, and 900.

Individual season records were:

Monday League		Wednesday League
High average:	Bob Garner 197	Bob Garner 204
High series:	Bob Garner 661	Bob Garner 734
High game:	Buzz Buzan 269	Noah Everett 288
Team high series:	Alkylation 3242	Misfits 3220
Team high game:	Dispatching 1129	Lube 1153

(Individual scores are scratch, but team scores include handicap.)

Other individuals receiving recognition for special achievements during the season were: Century Club (100 pins over average in a game): Noah Everett (288), Joe Pellegrino (267), and Teresa Beiermann (229).

Most Improved Bowlers: Slats Slaten, Teresa Beiermann, and John Martin. 700 Club (3-game series of 700 or more) Bob Garner (734) and Fred Grush (708, twice).

Who said that?

No one in Shell wrote the following editorial ... or even knew about it until it appeared April 11 in THE CHICAGO TRIBUNE. The points made by the TRIBUNE editorial writers are worthy of note, however, and may be of interest to you.

A Senate subcommittee has taken a first step toward breaking up the big oil companies. On the basis of what we've heard so far, the best thing the Congress can do is nothing.

Here are some specific questions Congress should ask itself:

If the companies were broken up, would the industry be able to generate enough capital to carry on the expensive offshore exploration necessary to minimize reliance on imports? Or would our dependence on foreign oil only increase?

Would a breakup create higher prices to the consumer by creating a duplication of capital needs and management functions of the separate companies, each of which would have to price its products to produce a return to investors?

Would it weaken the United States in its dealings with the OPEC cartel?

There may be good reasons for doing so, but so far we have heard none. If the proponents of divestiture have hard evidence that we'd be better off in the world they would create, let them present it. But until they do, we're prepared to stick with the world we've got.

Retirements



Vernon Walker
Refinery Lab
40 Years



Herb Gower
electrician
36 Years



Joe Kessler
LOP-Cracking
33 Years



Fred Merkel
Aromatics
33 Years



Leland Garner
pipefitter
32 Years



Ed Goss
truck driver
32 Years



Jack Dunphy
electrician
28 Years



Marco Sandrin
yardman
27 Years



Harley Gwyn
Refinery Lab
25 Years



Gene Gasaway
truck driver
20 Years

In remembrance



WILLIAM C. WHEELER, April 29. Mr. Wheeler was an operator 1st in Utilities and had worked at Wood River for nearly 28 years. He was 53.



OSCAR L. BOND, May 3. Mr. Bond was a carpenter 1st before retiring in 1955. He was 80.



ROBERT HENRY YOUNG, April 13. Mr. Young was a railroad repairman before retiring in 1963. He was 71.

'Mah friends ...'

Here's a foggy test of your political savvy

The political race is in full swing ... and it's a real horse race folks, a real horse race! Every four years (when the big-one's on the ballot) the public is especially inundated by hackneyed political jargon from the press.

Virtually by exposure, we the readers, listeners, and viewers become experts in political journalism ... able to anticipate the appropriate phrase or words describing the candidates or political mood. A mere handful of these buzz words covers every conceivable situation.

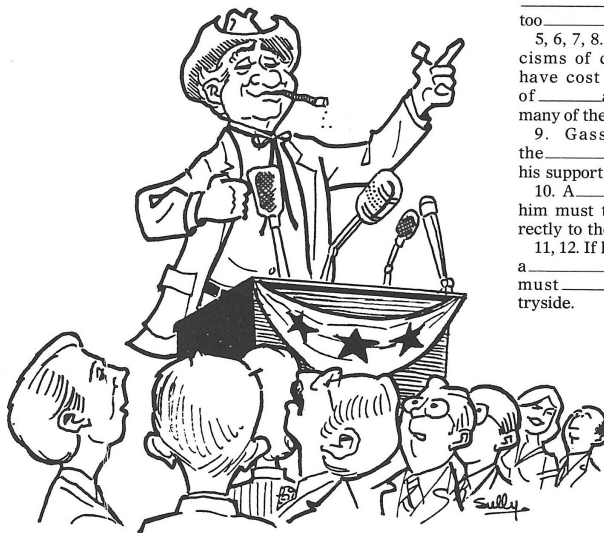
How's your political savvy? The following test will give you a measure. Fill in the blanks and compare your answers to the Fourth Estate Score Card below. If you get 20 points or less, you're not paying sufficient attention ... read at least one daily newspaper, one news magazine, and watch the 5:30 news every night until you improve.

If you score between 21 and 40 points, you're not bad ... this will get you through the primaries, but probably not to November. Bone up by paying particular attention to the

editorial page.

A score of between 41 and 53 marks you a bona fide pundit, able to pass on your learned taste for trivia to les-

ser mortals. A perfect score of 54 ... well, have you ever considered writing guest editorials or being an anchorman?



1. Bolivar P. Gassaway is a presidential _____.

2. Some feel, however that he might not become a _____ candidate.

3, 4. Experts with their fingers on the public _____ think he's a bit too _____.

5, 6, 7, 8. His _____ criticisms of defense spending have cost him the backing of _____ and have _____ many of the party _____.

9. Gassaway looks to the _____ for his support.

10. A _____ like him must take his issues directly to the voters.

11, 12. If he wants to become a _____ he must _____ the countryside.

13, 14. He must _____ home to the voters how governmental waste is dipping into their _____.

15, 16, 17. If Gassaway _____ the issues and dallies in empty _____, however, he will find himself on the _____ of a dilemma.

18. In the final analysis, Gassaway's future will be determined at the _____.

Fourth Estate Score Card

1. Aspirant (3 points), or candidate (1 point). 2. Viable (3 points). 3. pulse (3 points). 4. controversial (3 points) or bland (2 points).

5. ringing (3 points), or stinging (2 points). 6. hawks (3 points), or militarists (1 point). 7. alienated (3 points), or disillusioned (1 point). 8. faithful (3 points). 9. grass roots (3 points), or little people (2 points).

10. dark horse (3 points). 11. front runner (3 points). 12. stump (3 points), or canvass (2 points). 13. drive (3 points), or hammer (2 points).

14. Pocketbooks or pockets (3 points). 15. ducks or dodges (3 points), or skirts (2 points). 16. rhetoric (3 points). 17. horns (3 points). 18. polls (3 points) or booths (1 point).

Bicentennial issue...

Experts say two dollar bill is here to stay

Rather than a festive birthday celebration for our country, the bicentennial -- to some critics -- has become little more than just another money-maker. Matter of fact, our government figures to be making some new money this year, literally. The two dollar bill is making a comeback.

The "new-two" was made available to the public on April 13, Thomas Jefferson's birthday. The design of the bill is especially appropriate in that regard.

On the back is a reproduction of John Trumbull's post-Revolutionary painting "The Signing of the Declaration of Independence". Jefferson was the prime drafter of that document.

Jefferson's portrait, painted by Gilbert Stuart in the early 1800's graces the front of the bill. Thomas Jefferson was the third president of the United States.

The two dollar bill isn't just another bicentennial commemorative, however. Rather, this note will play a practical and permanent role in American currency.

James Conlon, director of the Treasury's Bureau of Engraving and Printing, estimates the two dollar bill will result in savings of from four to seven million dollars a year in printing, handling, and maintenance of one dollar bills.

The "two" is far from being new. It originated in 1776 when the Continental Congress authorized issuance of the two dollar denomination in "bills of credit in the defense of America". In 1862, during the Civil War, an act of Congress issued the bill as U.S. currency. The bill reappeared in following years as oversized U.S. notes, silver certificates, treasury notes, and national currency.

Most recent issuance of the bill was from 1928 to 1966 when the Treasury Department officially discontinued it because of low public demand. There'll be little reason to hoard the new two dollar bills for their novelty or scarcity ... they won't be scarce long. Two hundred twenty-five million are available now, and a total of 400 million will be printed each year.

That's a proposed product volume of 11 million bills a day ... 60 times greater than the previous two dollar bills. They aren't likely to become extinct.

Gradually, the two dollar bills will come to be substi-

tuted for "ones" and leave the consumer with fewer pieces of currency to deal with. Also, small cash transactions will be made easier for both buyers and sellers ... what can you buy for less than a buck these days

anyway?

Now that the handy two dollar bill is back in circulation, you know what will happen next? The minimum bet at the race tracks will go to three dollars ...

The old disappearing golf ball trick

What was expected to be a relatively uneventful, leisurely round of golf before 4 to 12's on April 27th turned out to be a once in a lifetime (well, maybe twice in a lifetime) event for George Archibald, operations foreman in Aromatic West.

You see, George and his friends watched George's tee shot on number eight at Belk Park fly straight and true to within about six feet of the cup and roll right in for a hole in one!

Number eight at Belk is a 140-yard par three over a small but menacing lake. George used a six iron for his golfer's dream shot.

On the tee with Archibald were Ron Adams, inspector in Engineering Services, and "Dobber" Brazier, Clark Oil employee. With a closer view from the green were Jack Cherry, Asphalt foreman; "Pappy" Hanbaum, retiree from Financial; Harry Turnbeaugh, and Rudy Scroggins. Turnbeaugh is a cousin of Guy Turnbeaugh, retired Alky operator, and Scroggins is a brother of Joe Scroggins, operator in Cracking.

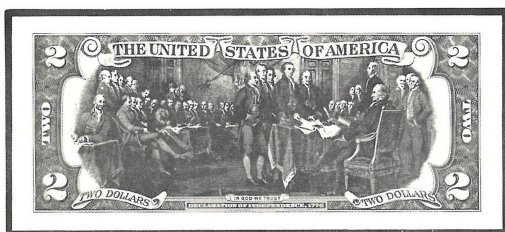
Most golfers play a lifetime and never get a hole in one. This is George Archibald's second such feat in 23 years of golf.

"The first one was on November 20, 1960, on what is now the third hole at Cloverleaf," said Archibald. "It took me only seven years for my first one, but sixteen more for the second. I must be slipping," he smiled.

Slipping? Hardly. George carries a nine hole handicap of two in the SRA league. And what did he shoot for eighteen holes the day he made his ace? A 75. Not bad all the way around.



ACE ARCHIBALD. George Archibald stands on the eighth green at Belk Park Golf Course where he scored a hole in one recently. It's Archibald's second ace in 23 years of golf.



The two dollar bill is back. Shown here is a reproduction of the back of the bill: The Signing of the Declaration of Independence.

Setting global flying record was no easy feat ...

You know, flying around the world setting the speed record for a single engine light plane for that distance is no snap. Beyond flying skills there's a lot of red tape and logistical support necessary.

Think about it ... you've got to know that when you land, there will be the proper fuels and lubricants available to get you back up again. And there are some pretty remote places where one can land in this big world!

Plan ahead

So when Seattle attorney Robert Muckleston and his 20 year old son decided on taking such a jaunt earlier last year, they approached Shell for assistance. According to Ivan Biscan, Head Office Commercial Administration, he has a stack of letters, cables, and records of phone calls verifying arrangements he made for the pair.

"They had been planning the trip for nine months, and they

didn't want to leave anything to chance" says Biscan.

"They wanted to make sure everything was in order before leaving Seattle. We communicated with Shell International Trading Company (SITC) in London to determine which locations would have AVGAS 100." SITC informed Royal Dutch/Shell Group Companies around the world of the itinerary and when the Mucklestons might be expected at each stop."

Exotic places

Their itinerary reads like something out of Magellan's diary. Leaving from Seattle on August 23 at 4 a.m., they flew mostly during daylight hours, making stops at the following locations:

Milwaukee, Wisconsin; Bangor, Maine; Frobisher, Canada; Reykjavik, Iceland; London, England; Istanbul, Turkey; Tehran, Iran; Karachi, Pakistan; Delhi and Calcutta, India; Singapore;

Taipei, Formosa; Kugushima and Koshiro, Japan; Shemya and Adak, Aleutian Islands; Anchorage, Alaska, and back to Seattle.

They originally had scheduled 19 stops around the world in their Cessna T210. The plane has a 200 gallon fuel capacity, but they also installed two 55 gallon drums in the cabin.

At Singapore, however, they learned that no fuel was available at Djakarta, Indonesia, although they'd been assured it would be. Luckily, they were able to take on extra fuel in Singapore, so they skipped

Djakarta and Kota Kinabalu, Malaysia, flying directly to Taipei, Formosa.

Ah so!

Prior to the trip, some refueling problems were encountered with Japan. The government there wouldn't grant permission to land at a Shell supplied airport. Mr. Muckleston turned to an airline for help, and arrangements were made for refueling at another field.

Special provisions also had to be made to purchase oxygen from airlines in the event the pair had to fly at high al-

titudes. Shell's Biscan helped with verification to be sure the Mucklestons could use Shell or Carnet credit cards along the way.

The only flight hitches in their trip were icing conditions over the North Atlantic and a storm over Iceland.

They made it back to Seattle on September 3, more than a full day ahead of the world record of 13 days, 8 hours, and 41 minutes. They now hold the unofficial record and are awaiting official certification. Their actual flight time for the 20,000-mile trip was 12 days, 3 hours, and 29 minutes.

... nor were the early flying rules

In today's age of the jets, most people take air travel for granted. You pay your money, stroll aboard, buckle yourself in, have a cocktail or two, dine, and you're there.

That's not quite the way it was when KLM - Royal Dutch Airlines - drafted instructions to passengers and handed them out to everyone traveling on its planes back in the 1920's.

Now hear this:

1. Never touch the propeller. Keep a respectable distance from it and warn your fellow passengers.

2. Do not suddenly put your

arm or head outside. The force of the wind might surprise you, and you might injure yourself. You would most certainly lose your headgear.

3. Do not wave your hat, scarf, or cap outside the aeroplane when departing, the airstream might snatch it out of your hand, and it might become entangled with the rudders, thus putting them out of action.

4. Throw nothing out of the aeroplane, however small. Falling from a height of a few kilometers, objects attain the speed of a bullet and are thus

dangerous to earthly mortals.

5. If you are traveling in an open aeroplane, take a good pair of goggles with you and wear a leather or silk hood to protect your hairdo.

6. You are advised to keep swallowing when taking off and landing and to abstain from consumption of alcohol for several hours before the flight.

7. High-fliers should not eat such food as peas, beans, and brown bread, which are apt to cause excessive formation of gas in the intestines.

8. Tell everyone about your flight.

It sure wasn't airmail

Shell publications often encounter distribution troubles, but an eight year delay is something out of the ordinary. In 1967, Burmah Shell in Pakistan sent a copy of its newspaper to a Shell editor in England. He received it in June of 1975.

The reason? For most of the time it had been aboard a ship stranded in the Suez Canal since the Arab-Israeli war of 1967. When the Canal was opened again last year, the mail finally got through - and the paper reached its destination within a few days.

Cat Cracker-1 turns new record

The Cat Crackers: built in the forties and still going strong. It goes to show how attention to proper operation and maintenance can pay off.

On March 18, 1976, Cat Cracker No. 1 came down for routine maintenance after an uninterrupted 24 hours per day, 365 days per year run of three years, 4 months, and 12 days ... or 1228 days. "That's a Cat Cracker record for both Wood River and Shell Oil," said refinery superintendent Warren Saunders. "It betters the Wood River and Shell Record of 1189 days also made on Cat Cracker No. 1 in 1972."

The maintenance turnaround itself lasted 54 days. Some 200 Shell employees including operators, inspectors, and vir-

tually every craft were included in the direct effort. Feed was cut back into the unit on May 11, and operation is back to normal.

Saunders said, "Everyone is to be congratulated for a job well done. It was important that this turnaround be done expeditiously because we are coming into the prime driving season, when gasoline consumption peaks for the year."

"The Cat Crackers play an important role in the making of gasoline, and, quite frankly, we'll need their full capabilities to meet anticipated demands. The refinery is now operating to produce maximum gasoline and we expect to remain in this mode for the next few months."



LET'S GET CRACKING. Cat Cracker No. 1 (right) is back up and running after scheduled maintenance. Prior to the shutdown, CCU-1 set a Shell record for continuous operation.



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WOOD RIVER REFINERY

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Bill Gibson, editor

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