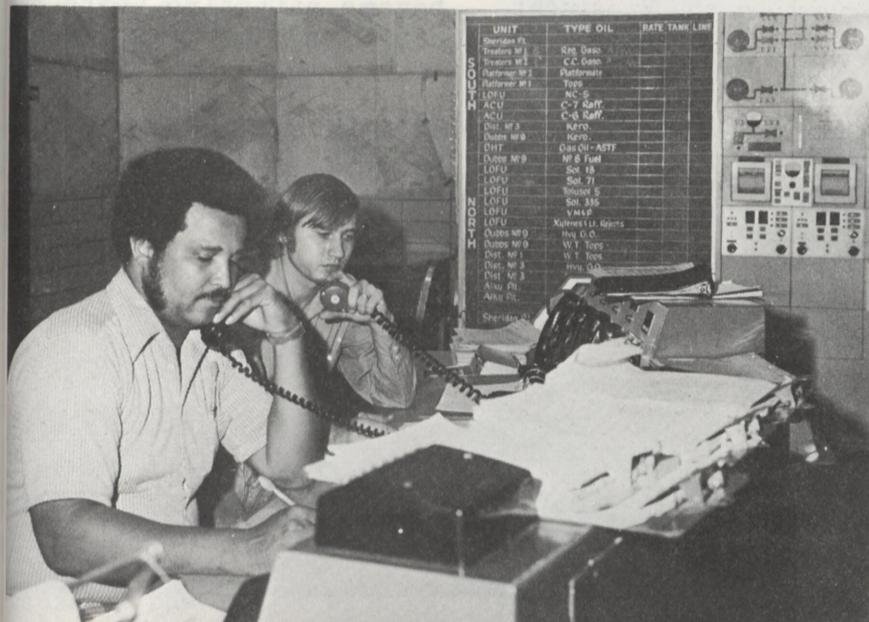


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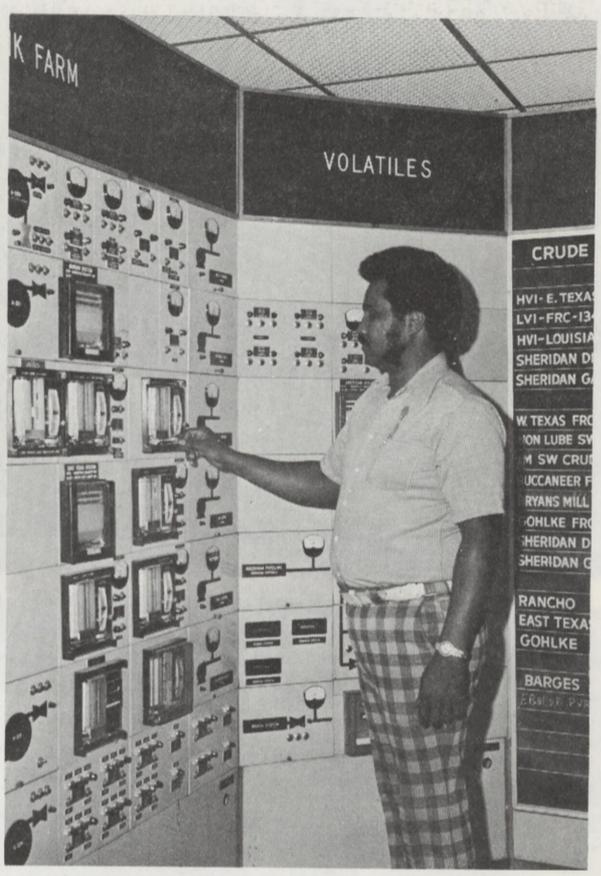
Friday, December 14, 1973

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DISPATCHING: A BUSY AND HIGH VOLUME DEPARTMENT OF THE HOUSTON REFY



The TFCH is the nerve center of the Dispatching Department and its complicated systems are under the responsibility of one shift foreman and six pumpers No. 1. Here we find Milton G. Holmes and Larry E. Cole busy taking and giving various instructions to the field pumpers. Holmes makes a routine adjustment on the Crude Oil Tank Farm panel.



One of the largest and most complicated departments at the Houston Refinery is the Dispatching Department. According to its manager, Cliff Brown, "It is the busiest and highest volume department within Shell with the most number of barges, ships, and products." Its many responsibilities include receiving 250-300 MB/D of crude oil via pipelines, ships, barges, tank trucks and tank cars; charging directly to Distilling 1, 2 and 3 units; transferring liquids to Dispatching's 200 storage tanks ranging in size from 5,000 barrels to 300,000 barrels making the necessary lineups, etc. Also, at the same time they are receiving crude and directing it to various destinations within the Refinery, they are receiving back from various departments an average of 250-300 MB/D of finished products, such as Furnace Oil, gasoline components, No. 6 Fuel Oil, etc., which are then shipped out of the Refinery via pipelines, ships, barges, tank trucks and tank cars.

Sound busy. You bet. At any given time they have 60-70

tanks active. Some tanks are receiving; some are delivering; and, some are doing both simultaneously.

Prior to the opening of the Tank Farm Control House (TFCH) on March 17, 1964, all of the line-ups, opening of valves, gauging of tanks were done manually out of three locations: the Main Oil Pumphouse which basically took care of the D&F tanks; the Casing Head Pumphouse which made casing head gasoline; and, the Dock Pumphouse which handled crude oil, No. 6 Fuel Oil and Furnace Oil. All three of these pumphouses were integrated into the TFCH system at a central location. Edna Earl Heyen, senior analyst, stated that the biggest and greatest improvement was the installation of automatic gauging devices or the Varec gauge. This means that whereas formerly all of the tanks had to be hand gauged by someone climbing to the top of each tank and dropping a plumb down to check the level of its contents, now the gauge remotely taken inside of the TFCH by an operator feeding into a

(Continued on page 2)

## MAXIMUM SPEED LIMIT SET AT 55 MPH

The Texas Highway Commission has set a maximum 55 mph speed limit for all highway routes in Texas, both rural and urban.

The reduced speed limit will apply to all classes of traffic, buses, trucks and passenger cars. The action was taken after careful study by the Commission and Highway Department personnel.

Earlier, House Speaker Price Daniel, Jr., requested an Attorney General's ruling on the speed limit reduction. Commission Member Charles E. Simons said that the Commission's action will define the limits of the problem so that the Attorney General will have something upon which to base his ruling.

Commission Chairman Reagan Houston noted that many Texas drivers have already voluntarily reduced speed. At the same time, however, others are still traveling at higher speeds.

Houston asked State Highway (Continued on page 2)

## MAXIMUM SPEED LIMIT SET AT 55 MPH (Continued from page 1)

Engineer B. L. DeBerry if such a situation creates hazardous conditions. DeBerry said the differentials in speed create safety problems both on two-lane roads and multi-lane divided highways.

Commission Member D. C. Greer said there is a state

of indecision with regard to the speed limit not only in Texas but throughout the nation. He said he feels it is up to some agency of government to try to erase this indecision.

The action is in response to the request by the President

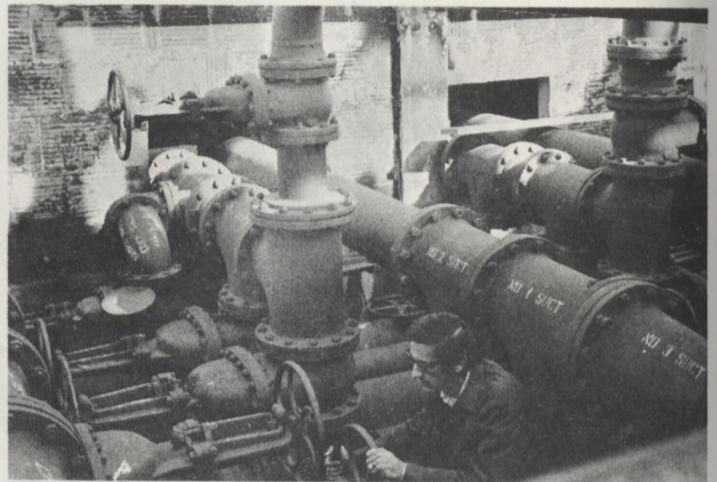
to State Governors to reduce maximum speeds during the current fuel shortage. Governor Briscoe asked the Highway Commission to reduce speed limits on all highways under its jurisdiction.

The reduced limits would become effective with the posting of new 55 mph speed limit signs.

## DISPATCHING: A BUSY AND HIGH VOLUME DEPARTMENT (Continued from page 1)



Preparing to close valves, Guidry goes down into the Casing Head Pumphouse pit as part of his field responsibilities.



computer the number code of the tank or tanks needing to be gauged. It is then printed out on a tab run showing the gauge and temperature which is then calculated by a computer into gallonage.

Around-the-clock, one shift foreman directs the activities of two operators who handle the monitoring of all line-ups inside the TFCH and four field operators who do the necessary outside work. These operating employees are responsible for monitoring all of the activities of the TFCH.

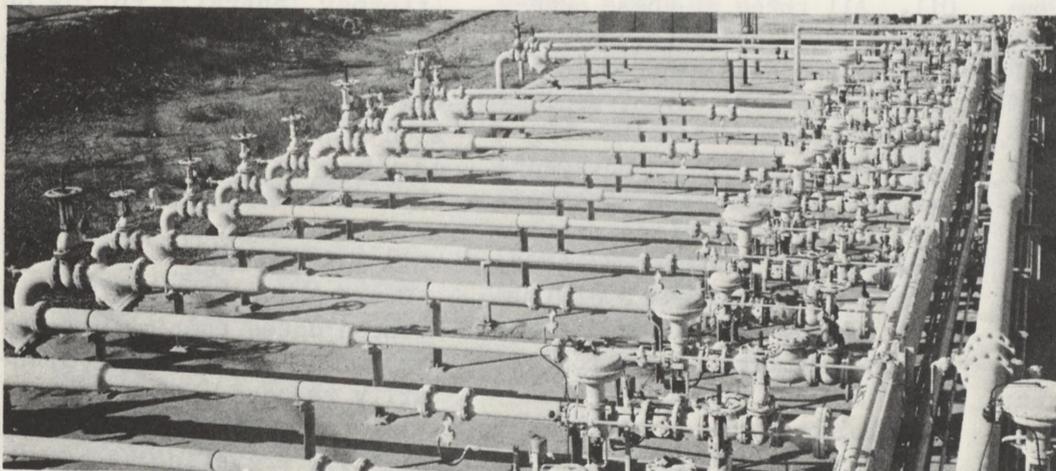
These activities were greatly facilitated by the TFCH; the installation in October 1970 of the in-line gasoline blenders with their built-in analyzers which are required to

automatically monitor the research and motor octanes, vapor pressure, distillation and gravity of the finished gasoline as it is being blended; the Varec gauging process; and, the vastly improved communications system between the TFCH operators and the field operators. The two in-line gasoline blenders receive hydrocarbon components, additives and lead and automatically mixes the correct proportions of these ingredients giving off an average of 5 MB/HR per blender of finished gasoline which is ready to be loaded directly into a ship, barge, pipeline or placed into storage.

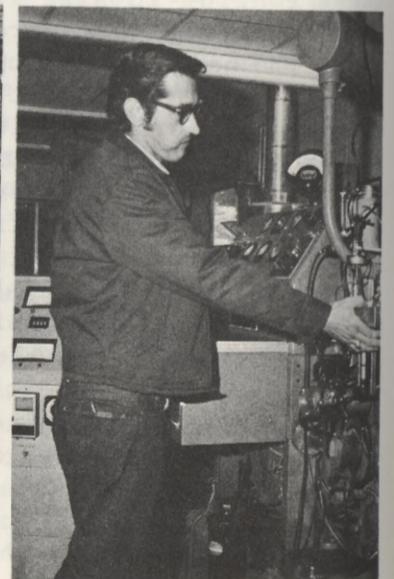
"As the blenders are normally operated for 10-12 HR/D, the daily average of finished gasoline blended amounts to 120

MB/D," says Murl Milburn, senior engineer, Dispatching Department. Murl also indicated that the amount of work necessary within the department depends to a large extent on the parcels (or amounts) received and shipped via pipelines, ships, barges, tank cars and tank trucks. "Maintenance of all the equipment is quite a chore," states Murl. Engineering Field provides this service, while the Refinery Laboratory provides the test results, and Economics and Scheduling schedules the receipts and shipments.

Dispatching is indeed a large department covering 600 acres within the Refinery and one that it would be well for all of us to become more aware of its scope of activities.



A maze of piping makes up part of the in-line gasoline blender. Alvin A. Guidry, pumper No. 1, makes the necessary settings on the octane test engine.





### FIRE INSPECTOR WARNS AGAINST STORING GAS IN AUTOMOBILE

Many citizens have been making a run on Houston area stores to purchase containers which they fill with gasoline and keep in their cars or garages, a check showed Tuesday.

Houston Chief Fire Inspector F. C. Loos warned that some lives will be lost unless this practice is discontinued because of the danger of fire.

"No amount of gasoline whatsoever should be kept in the back end of an automobile," he said.

"One gallon of gasoline when vaporized has the explosive power of 85 pounds of dynamite. Gasoline vaporizes down to minus 45 degrees temperature and there is a rapid evaporation in warm weather."

Loos said there have been many large fires started as a result of gasoline being stored in garages.

"Gasoline is a dangerous item if it is not handled properly," he added.

One large Houston department store said there had been inquiries for some time about gasoline containers since the talk of gasoline rationing started.

The demand accelerated after President Nixon told the nation gasoline stations should close voluntarily on weekends between 9 pm Saturdays and midnight Sunday night.

The spokesman said the store had sold out of 2½- and 5-gallon containers, but fortunately had received a new supply of 5-gallon containers.

"I'm sure we will have to get some more soon," a spokesman said.

A filling station operator, who limits his customers to \$3 worth of gasoline per sale, said many persons have been purchasing gasoline in 5- and 10-gallon containers.

### GLADYS REED EXHIBITS OIL PAINTINGS



One of the artists being featured through December 15 at 2200 Strawberry Mall, Pasadena, is Gladys M. Reed, widow of J. B. Reed, machinist No. 1, Engineering Field. She will exhibit some of the fruits of her recently acquired hobby of painting in oil.

Gladys started painting in January of this year under the direction of Jeannine Campbell, wife of Shell Refinery Employees Credit Union Manager, Jesse L. Campbell. Until she started taking lessons from Jeannine, Gladys had never done any oil painting, although refinishing her late husband's wooden machinist tool box in antique white and lining it with blue

velvet was one of her accomplishments. She has made draperies for her home, reupholstered some of her furniture and wallpapered her walls. Right now there is a chair waiting in the garage for her transforming touch.

Gladys (shown at work on her most recent painting and looking at her first attempt in the oil medium) is a beautiful example of a widow who has creatively filled her days with numerous worthwhile pursuits. She does all of the maintenance on her lovely home and yard. She has even been known to change her own sparkplugs and do the grease job on her car.

CLASSIFIEDS

FOR SALE

1966 VW Bug, fair condition. \$550. Telephone: 471-6785

1970 15'-plus Tri-Hull with 60 hp Evinrude motor and trailer. Telephone: 334-2009 after 6 or weekends

Fireplace wood. Telephone: 692-1698

Collier's Encyclopedia with children's books in bookcase. Up-to-date. \$75. Telephone: 473-7393

1972 Olds 98 Luxury Sedan; all power, air, vinyl top, stereo, extra nice. \$2,950. Telephone: 424-7698

Peerless shallow well water pump. Complete. \$60 or will trade for good window unit. Telephone: 422-5824

LET'S SAVE ENERGY BY CARPOOLING

All of us are aware of the need to conserve energy, especially in view of the continuing Arab embargo.

Mr. Pratt, Refinery Manager, stated in his December 4 letter to all employees that President Nixon, in his recent addresses, outlined a number of areas in which fuel can be saved and that Shell has publicly supported these energy conservation measures. He wrote, "Among the proposals mentioned were widening the range of home and office temperatures, elimination of display lighting, reduction of speed limits to 50 mph, and formation of carpools. One of the best ways I can think of for individuals to conserve energy and help alleviate the fuel shortage is to significantly reduce gasoline consumption. In order to achieve this, a substantial reduction must be made in vehicle miles driven."

The forming of carpools is, therefore, the logical step to take. Anyone interested in carpooling should call Employee Relations for the names of those living in your area and working the same shift. To avail yourself of this service, call 538 (plant) or 479-2311, extension 298.

1966 Pontiac LeMans. Good work car. \$150. Telephone: 944-4347

WANTED

Carpool in Parkview Manor area. Work hours 8-4:30. Telephone: 944-4347

Avon scap collection. Telephone: 472-5988

PERSONALS

To my friends and co-workers, I want to say thank you for your kindness and generosity for the nice retirement gift and party. My association with Shell has been a long one, and I hope the happy memory will be just as long. Come visit Ruby and me in the land of Manana, San Benito, Texas.

- Henry H. Tolley

Reminder TETANUS IMMUNIZATION PROGRAM

The second phase of the Tetanus Immunization Program has ended. Those individuals who neglected to avail themselves of the second injection that was offered during a period of 6-8 weeks from dates of the initial injection are advised that the prescribed time limit has now expired. The second injection in the recommended series would no longer be effective.

The third phase of the series is scheduled to begin in September 1974. Advance notification will be made for your convenience.

NEW EMPLOYEE CONTEST WINNERS ANNOUNCED

The new stop waste character introduced to you in the November 30 SHELLEGRAPH has been given a name.



Hi, my name is Seymour Savemore

The committee composed of six members who equally represented both the Chemical Plant and the Houston Refinery as well as representing both staff and hourly employees, overwhelmingly chose Seymour Savemore as the name for our little stop waste character. Seymour Savemore was the brainchild of R. G. Dewey, Chemical Plant, EP Department, who will receive a AM-FM deluxe portable transistor radio for his entry.

The second place winner was Chester Guidry, Houston Refinery, Electrical Shop, who will receive a AM-FM portable transistor, radio for his efforts.

SHELLEGRAPH
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Mrs. Dotti West - Editor