



New railroad warning signs designed to get your attention

After nearly a year of planning and preparation, new railroad crossing warning signs are now being installed throughout the Complex. They're bright, bold, and very hard to miss, even for those of us who tend to ignore little things like street signs.

"We hope the new signs will get everybody's attention," said DPMC railroad foreman Dale Kocurek. The 20-year Shell veteran needs the visibility; he must sprout a gray hair for every close call that occurs at a railroad crossing in the plant.

"Some people overlook railroad signs; they might

slow down and take a quick look one way or the other and then drive through," he said.

Kocurek's frustration is understandable. "Our track record is excellent," he pointed out, "but sometimes people don't pay attention to the signs. Hopefully, folks will become more aware of the railroad crossing when they see the new warning signs."

Each sign is actually a combination of three distinct markers all on one pole. On the top is the standard railroad "cross," typical of all railroad warnings. In the middle, there is a traffic control sign; virtually all of these are stop

signs, but there a few in the plant that do say "slow" instead of "stop." On the bottom is a small sign indicating the number of tracks at the crossing.

Because of their size, and the markers on each pole, the signs are definitely eye-catching. The best thing about their distinctiveness is that it creates an awareness alerting drivers to potential rail traffic and allows them to proceed in a safe manner.

A special team from Dispatching Operations, with representatives from Maintenance, Security, Safety, West Operations and the

railroad, was created to study the traffic flow at railroad-street crossings throughout DPMC.

A number of proposals were submitted, including crossarms at certain locations, painted warnings on street surfaces, and even "sleeping policemen," which resemble highway lane bumps. Standardized warning signs was chosen from the alternatives, and an awareness program also was proposed to augment their installation.

When all the signs are finally installed, they will be uniform throughout the plant. As most Shell commuters have noticed, different signs are located at different crossings. But once the signs are in, every crossing in the Complex will have the same sign.

DPMC is unique in that it is the only Shell location with its own locomotive engine and full-time railroad crew. Some 18 miles of track criss-cross DPMC, and hundreds of rail cars move in and out of the Complex daily. Rail traffic is often as busy as auto traffic, and that can cause problems for drivers who aren't paying

attention.

Mike Burgess, an operator with the railroad crew who helped coordinate the project, said the idea behind the new signs was to "make people aware. If you're in a hurry, and windows are up, you might not see or hear a train coming.

"We're required to blow our horn as we come to a crossing and as we go through it," he said. "We also must have a man riding in front on the outside of the car. And we have to follow a 15-mile-per-hour speed limit.

"But sometimes, no matter what we do," he continued, "it doesn't always prevent someone from going through a crossing when the lights are flashing — like the Center Street crossing, for instance. That situation can be hazardous for us, too."

All Kocurek and his railroad team need is some consideration — consideration that could save your life. The next time you come to a railroad crossing — whether it's inside DPMC or outside — take a moment to stop, look, and listen before you rush through.



GETTING IT STRAIGHT - Several members of the DPMC railroad crew recently installed one of the new warning signs at this spot near the Tank Farm Control House. From left to right are, Mike Burgess, Paul Saunders and Joe Ramos. The new warning signs, specially designed for industrial use at DPMC, will be installed at each railroad crossing in the Complex.

DPMC scores a million!

Congratulations! We all deserve a pat on the back.

On June 20, 1982, DPMC reached one million hours worked without a lost-time injury. The last time that occurred at the Complex was 1981.

Gary Dillard, General Manager of Logistics and Manufacturing and former DPMC General Manager, sent the Complex a telegram that summed it up. "Congratulations to each Deer Park Manufacturing Complex employee for contributing to the completion on June 20 of one million safe hours worked and your continued maintenance of a 1982 recordable injury rate that betters both last year's performance and your 1982 goal. I'm sure you and each employee take pride in the individual contributions to this latest Deer Park safety milestone."

The next goal to set our sights on is the completion of two million hours without a lost-time injury. Our Louisiana neighbors, Geismar and Norco, have both achieved that safety record. We all need to work together and take each day at a time. It takes a personal commitment from each and every one of us, but it's a record we all can claim.

Complex plays host to Med Center nursing students

Nursing students from several Houston universities are getting a first-hand look at the DPMC Medical Department this summer as they observe — and assist — Complex nurses in their daily activities.

"I'm very inspired by what I've seen here so far," said Irozolia Quarles, a nursing student at Texas Women's University in the Houston Medical Center. "I've worked at a hospital, but I've always had a different opinion about places like this.

"I didn't even know they had these kinds of facilities," said the TWU junior, glancing around the DPMC Hospital. "I thought that if someone got hurt, they had to take them to the nearest hospital. But this really has everything," she said.

The student spent one day each week at DPMC earlier this summer, watching the nurses work, and lending a hand, too. Some of the student nurses have helped with blood pressure screening, glaucoma testing, and examining DPMC

patients.

DPMC Nursing Supervisor Elizabeth James pointed out that the students are trying to make career choices as they finish school. "These nurses are well into school, and they're trying to find out if occupational nursing interests them. They gain by getting experience in occupational health while they're still in school, and we gain by sharing our experience with them," she said.

The students, other than spending the summer at the Complex, could choose from a broad range of electives. Those who selected to come to DPMC were interested in careers in occupation medicine, or curious about the nurse's role in an industrial setting.

They found that the old cliché about occupational nurses only handing out band aids and aspirin was wrong. "The nurses here have a variety of roles," Quarles said. "They do everything. In a normal hospital, they might perform a test — a blood test, for instance — and then send it

to the lab for the results. But here, they not only take the test, but they analyze it as well."

Dahlia Carter, a senior at TWU, echoed Quarles' comments. "I plan to get my master's degree in community health, so I was interested to find out what the nurse's role was like working in industry. I was curious about the hazards they work with, and what they did on the job in medical terms," she said.

"What I found is nothing at all like what I expected," she continued. "I thought it would be much smaller. Most have only one nurse, instead of two doctors plus nurses."

Donna Anderson, a senior nursing student at TWU, admitted she didn't know what she'd find when she decided to come to Shell for the summer semester. "I feel lucky to be here now," she said. "Some of our colleagues went to locations downtown, or office buildings where the worst thing that happens is a banged fingernail. But here, if an emergency arises, we can see

how it's actually handled."

Besides giving the students the chance to watch nurses perform on the job, there are other benefits, too. "I always thought I wanted to work with labor room delivery," Anderson said. "But now, instead of that tunnelvision in just one

area, I realize there are other things. This is something I'd like to take a closer look at."

While the students acquire on-the-job training at DPMC they're also collecting ideas for presentations they'll make later to the rest of their class.



OPTICAL EXAM - Irozolia Quarles, left, tests Donna Anderson, right, for glaucoma at the DPMC Hospital. Both women, nursing students at Texas Women's University, spent six weeks at the Complex observing and assisting Shell nurses.

Same-day celebration for E & S trio marks their 25th anniversary

Three DPMC folks recently celebrated their 25th anniversary with Shell. That's quite an accomplishment, but what makes this anniversary so unique is that they all celebrated the same day...and they all work in the same department.

Cathy Harvey, George King and Hurschel Mann, Economics and Scheduling North, celebrated together on June 3. They've all known each other for many years, and they all work within a few offices of each other.

Mann and King actually began their careers together in the Refinery Lab. Mann, a staff engineer who supervises hydrocarbon utilization and fuels manufacture at the Complex, then transferred to the Technical Department in 1964, where King would later join him. "We've bowled together for 24 years," said King, who handles technical computing for DPMC.

Harvey, an office assistant, joined Mann and King on the second floor of the North Administration Building some three years ago. She started



A TRIPLE TREAT - This trio had trouble splitting the anniversary cake. Hurschel Mann, left, Cathy Harvey, center, and George King, right, all celebrated their 25th anniversary with Shell on the same day. In fact, each of them works within a few feet of the others in the North Administration Building.

her Shell career as a mail girl; she worked in Plant Engineering prior to moving to Economics and Scheduling.

The trio celebrated with cake and coffee during a short party on their anniversary date. Mann and King were both

presented engraved pecten clocks, and Harvey was presented a silver platter and chafing dish.

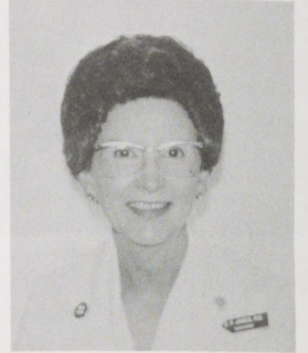
It's hard to say how many more anniversaries they'll celebrate together, but as long as they stay with Shell, they won't celebrate alone.

Shell News



James becomes certified health nurse

DPMC Nursing Supervisor Elizabeth James is the newest certified occupational health nurse at the Complex, joining Evelyn Leamons. James was notified recently that she passed a grueling eight-hour test she took in New Orleans in April.



"I just knew that I had failed that exam — it was so hard," said James, who has been at DPMC eight years. "When the letter came, I was afraid to open it." But now that she has the good news, she admits it's something she's very proud of.

The national exam, administered annually, covered all areas of occupational health. To qualify to take the exam, applicants had to have worked in occupational health at least five years, complete a required number of study courses, and file their educational transcripts from their high school days.

"Getting all those transcripts together back from my days in high school may have been harder than the exam," James said.

Hartley featured in Purchasing profile

"It may not be oddball or humorous, but you have to admit — it's different." That's Shell feature writer James Cox's view of the company's Purchasing Department. Cox interviewed Head Office Purchasing agent Jack Craig and DPMC's own Darryl Hartley, Purchasing Procurement, for the story that will appear in the August issue of Shell News.

Are purchasing agents generalists in this age of growing specialization? "Because of the nature of what we do, and how we do it, we've become specialists in a general commodity area," Hartley says in the article. "It's a very complex situation."

The short, lighthearted article makes interesting reading. It not only describes a major field of operations, but it shows Shell's efforts to buy economically while balancing its concerns for the users.

Denver Chemical Plant mothballed

Shell Chemical Company announced last month that it will shut down and mothball the Denver Chemical Plant as each unit of the complex completes its production run this year.

Despite the shutdown, Shell officials emphasized there would be no reduction in the supplies of the crop and home pesticides produced by the company. Shell also stressed it was not withdrawing from a segment of the pesticides business that is now enjoying a strong market.

The 240 employees at the plant will be offered retirement and severance programs. Shell said it would make an effort to help these employees find jobs inside and outside Shell. Some folks may be transferred to DPMC, but an exact number has not been determined yet.

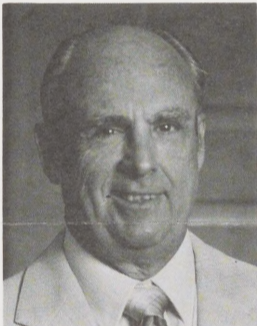
Shell purchased the Denver Plant in 1952 on property leased from the federal government. A wide variety of household and agricultural insecticides have been manufactured at the plant in the last 30 years.

Shell said the decision to mothball the complex was "strictly economic." Key factors include the age of the plant, and its poor logistical location in regard to raw materials and agricultural markets. Furthermore, some of the products are being manufactured at other Shell locations.

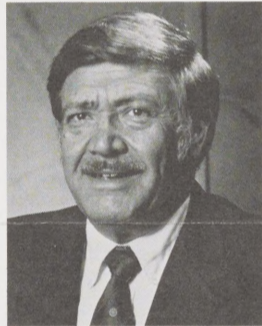
Anniversaries



E.C. Hartman
Material Control
35 years



J.R. Cravey
A Department
30 years



H.H. Jenkins
Econ. & Sched.
30 years

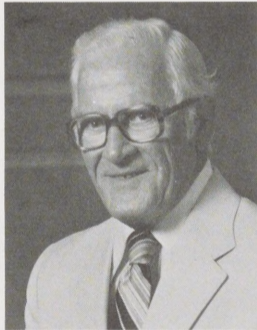


E.M. Bealle
Quality Con. Lab
25 years

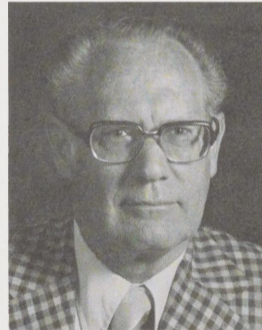
Retirements



C.E. Henderson
Training
38 years



Herb Jones
VCM
32 years



Warren Probst
Maint. South
34 years



John West
Inspection
33 years

BA-SR Safety Dinner



Gene and Della Burk relaxed during dinner at the annual safety party. Gene, an operator in BA-SR, has worked at DPMC more than 30 years.



Gerri and Mark Berens, Plant Engineering, arrived in style. This year the safety dinners were held at Captain Leon's in Houston.



L.D. Phillips, left, an operator in BA-SR, and Ken Powell, right, BA-SR process manager, shared a laugh at the safety dinner, which drew about 130 people.

DPMC engineer spends his French vacation on the run

Photos by Anne Amouroux

Most of us plan our vacations with relaxation in mind. We're content to let life glide by from the window of a tour bus, or with a leisurely stroll on the beach. It's a time when we can forget all the nagging little hassles at work, at least for a couple of weeks.

Tony Arbaji's recent vacation in Europe was no different; he planned to relax, and see the sights. The only difference is that he did so on the run, so to speak.

Arbaji, an energy distribution engineer at DPMC, arranged his three-week stay in Europe to coincide with the running of the Paris International Marathon in May. Arbaji, an avid runner, spent part of his vacation joining 10,000 other runners from around the world in the prestigious race.

"I knew about the race, so I scheduled my vacation around it," Arbaji said. "I had never done the Paris Marathon, so I was excited about the chance to run."

Returning to Paris was a homecoming of sorts for the DPMC engineer. Arbaji was born in Cairo, Egypt, but he grew up in France before moving to the United States in 1969. His family still lives in France, and he has plenty of friends there as well.

"In the U.S. I run as a citizen, like everybody else. But in foreign countries, when I run I'm representing the United States," he said. "You



Arbaji raced through the sights and sounds of "the city of light."

feel like there's someone cheering you. It does a lot for your psyche.

"This was the most organized marathon I've ever run in," said Arbaji, who has competed in two marathons. Last January, he joined several other DPMC folks to race in the Houston Marathon.

Although both races were just as long — 26.2 miles — only about 3,000 runners raced in the Houston Marathon. There were some other differences that made the Paris race tougher, he said.

"When we ran in Houston, it was 40 or 50 degrees outside. But in Paris, the temperature was 80, and the starting time was 1 p.m., the hottest part of the day. We were sweating before we got to the starting line," Arbaji said.

"The course in Houston was all concrete," he continued. "But in Paris, half the race was over cobblestones, which are tough to run on. We had to go through a lot of tunnels in Paris, too, that were rising and falling.

"One advantage we had in Paris was the crowds. There were people all over the place," Arbaji said. "There were quite a few American tourists waving U.S. flags. I wore a U.S.A. t-shirt, so every time I passed an American, I got lots of cheering."

Arbaji wasn't the only American racing — far from it.

"I met a lot of Americans there who were running. I even recognized people who had run

in the Houston Marathon by their t-shirts."

Most serious runners focused all their concentration on each stride, even though the race course wound through the middle of this historic French city. The runners left the starting line near the Arc of Triumph, passed the Eiffel Tower, then raced along the Seine River by Notre Dame and the Louvre before crossing the finish line.

"We ran by all the famous buildings," Arbaji said. "It's an interesting way to see the scenery. I was just looking all over while I ran, and I didn't get too tired."

Arbaji followed the same training schedule he used

before the Houston Marathon. "The last six weeks before the race I ran about 10 miles a day. Then one day during the weekend I would take one long run, usually about 20 miles." Arbaji even trained in Europe, running 10 miles a day in Amsterdam, a city he saw for the first time as he jogged through its streets.

It seems to have paid off. Arbaji received a bronze medallion for finishing among the first 1,500 racers.

What's next for the amateur racer? "I hope to run in the New York Marathon in the fall with some other people from DPMC," he said. He also plans to relax...now that his vacation is over.



After two hours of racing, Arbaji looked slightly less relaxed than he had earlier. The steamy Paris weather, unusually hot for May, left many runners gasping on the sidelines, straining for breath.

Steer clear of car problems with new Answer Book

First there's the threat of costly car repairs. Then you notice the run-down appearance of your auto. Each bump on the Houston-apolis 500 produces a new rattle. Little things seem to pile up until you feel like you're suffocating when you slip behind the wheel.

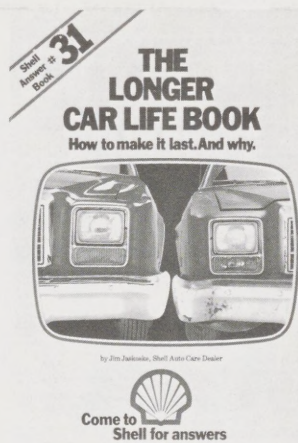
If this all sounds painfully familiar, then Shell's latest Answer Book, "The Longer Car Life Book," may be just what the doctor ordered.

"Your car is probably good for 100,000 miles if you follow some very simple, but very important maintenance advice," said Jim Jaskoske, a Shell Auto Care dealer and author of Answer Book No. 31.

"One of the most important things for a car owner to remember is to do it by the book," Jaskoske said. He tells readers to study the owner's manual and follow the service recommendations.

Regardless of your car's age, Jaskoske recommends keeping a written car maintenance record. Participating Shell dealers are now offering a free maintenance record file which has a chart for all types of service jobs.

"The Longer Car Life Book" is available at participating Shell dealers or by writing to Shell Answer Book, P.O. Box 61609, Houston, TX, 77028.



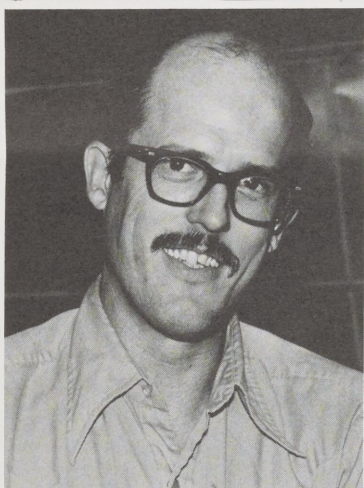
Shell's latest Answer Book

SCORA softball champs will be crowned next week

The kings of the 1982 SCORA softball season will be crowned Tuesday, August 3, weather permitting, in the championship game at 8:30 p.m. at Deer Park Field off Pasadena Boulevard. The consolation finals will be played at 7:30 p.m.

This year's top two teams will meet Norco's top two teams in the Texas-Louisiana Shootout on August 21 at Diamond Shamrock Field. This is the third year of the interstate rivalry; both Shell sides have won once, so this will be the rubber game of the series.

SOUND OFF: what's your hobby?



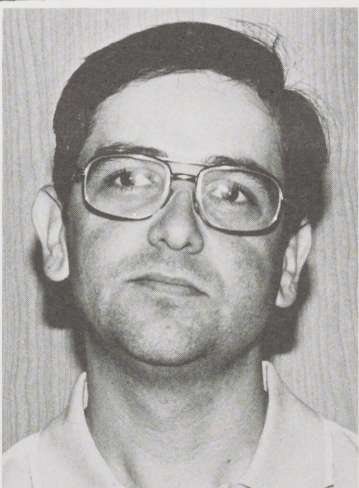
BUTCH SULLENDER,
electrical Maint. South

Right now I've got a vegetable garden. I'm growing corn, tomatoes, okra, beans, and onions. We're enjoying the food from it, but there's no way I have a green thumb — I just put the seeds in the ground. This is the first time I've ever tried it, but now I hope to make it an annual thing.



NOREEN SCHUCK,
clerk, Library Services

I like to draw — anything and everything — in my spare time, but I have to be in the right mood to draw. I can't draw if I'm upset. I've been drawing since I was a little kid; I won my first contest when I was in kindergarten. Last year I won the Pasadena Rodeo Art Contest.



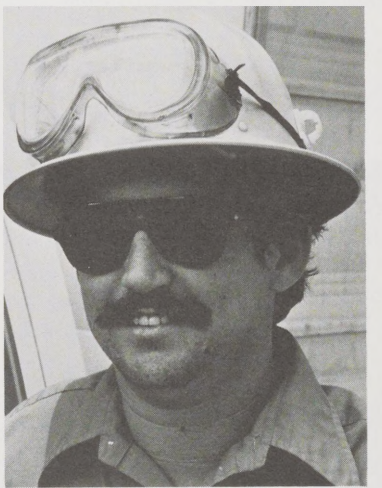
FRANK COLLINS,
operator, CPS

My wife and I raise exotic birds, like cockatoos, cockatiels. We bought some about nine years ago and we liked them so much we decided to raise them and sell them. They take a lot of time and care to raise, and we sell them for an average price of about \$100.



B. J. SCHAEFFER,
sign painter, Print Shop

I like to work on genealogy, tracing my family tree to find out who my family was. My mother got me interested in it about five years ago. So far I've worked back eight generations, but I haven't found anyone interesting yet. My mother has worked back to 1600 on her side of the family.



ROBERT BOWERMAN,
boilermaker, Phenol-Acetone

I enjoy waterskiing. I started about 10 years ago; today, we ski mostly on the San Jacinto River. I usually slalom and cut back and forth; I've tried to trick ski a few times but I always got busted up. While I ski, the rest of my family ride on inner tubes.

Classifieds

FOR SALE

1981 Honda 750 Custom. Blue and black. Sissy bar, saddle bags, cruise, crash bars, pull-back handlebars. Includes shop manual, shim tools and micrometer. \$2,250. Call 481-8051.

1981 Ford Escort two-door hatchback. Black and silver. Four speed, air conditioning and many extras. 15,800 miles. \$5,900. Call 487-0943.

1981 Buick Regal Limited. V-6, loaded. \$7,600. Call 489-0108.

1972 CrewsCraft. Tri-hull, walk-through window. 55 Chrysler motor and galvanized trailer. Both boat and motor need work. \$400. Call 477-4537.

Two eight-foot overhead garage doors. Complete. Call 328-1736.

Threadmill jogger. Adjustable tension, odometer. Two months old. \$150. Call 470-1076 after 5 p.m.

Registered Hallmark golf clubs. Three woods, irons, pitching wedge and bag. Used very little. \$250. Call 477-4537.

Two Sear's window air conditioners — like new. Sear's 100,000 BTU Dual wall heater — never used. Call 643-4883.

FOR RENT

Condo for rent at University Trace in Clear Lake. Two-story, two bedrooms, two and 1/2 bathrooms, fireplace. Mirrored walls, pool, etc. \$650 per month. Call 480-1252 after 5 p.m.

Three-bedroom two bathroom house for lease.

Large den, new carpeting, ceiling fans, woven woods in all windows. Fenced yard, garden, redwood deck, 12' by 16' utility house. By appointment after 5 p.m. Saturdays and Sundays. Call 998-0362. Available Sept. 1.

FOR TRADE

One Ford straight axle. Complete with springs, brakes, drag link and wheels. Need straight axle assembly from CJ Postal Jeep (2 WD). Will deliver to Complex. Call 339-3363.

FOUND

Single key found in West Refinery parking lot two weeks ago. Claim in person at Shellegram office, North Cafeteria.

Key ring with several keys — one painted. Found in Chemical main parking lot three weeks ago. Claim in person at Shellegram office, North Cafeteria.

PERSONALS

Thanks to everyone that helped make my retirement party such a memorable occasion and for all the nice gifts.
Y.M. Putman

I wish to thank my friends at Shell for the retirement party and the gifts. It was nice being with so many of you at the party. Sure good to see the retirees who came. I have many pleasant memories of the Shell people I've worked with through the years and I miss all of you. Thanks for everything.
Jim Grissom

Educational contributions carry extra weight with Matching Gifts Program

The Shell Matching Gifts Program will have its next match of contributions to approved colleges, universities, and private, independent secondary schools September 30.

During 1981, contributions and matching funds amounting to \$1.5 million went to education under the program. The program's sponsor, the Shell Companies Foundation, Inc., matched — two for one — nearly 3,000 contributions to 172 private secondary and 635

post-secondary schools last year.

Your gift to an approved educational institution can be three times as generous when Shell matches your contribution. But to qualify for the fall match, all completed forms must be received by the Foundation from the schools by September 1.

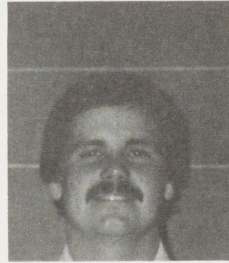
You may contribute if you are a full-time employee with at least one year of service with a participating Shell company or if you are a pen-

sioner retired directly from a participating Shell company.

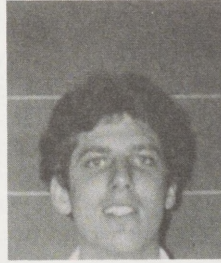
Cash, check or marketable securities will be matched. The minimum contribution must be \$25 per person, and the maximum contribution is \$2,500 per person each calendar year.

Information describing the program, and the matching forms, are available from your local Personnel Liason Representative, or from the Shell Companies Foundation, Inc., Two Shell Plaza, P.O. Box 2099, Houston, Texas, 77001.

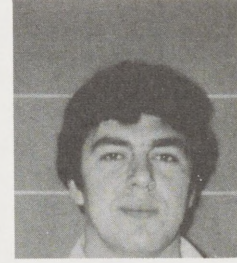
Welcome to DPMC



Bernie Otten
Analyst
Purchasing
Hired in June



Sam Rubbico
Accountant
Financial
Hired in June



Velit Seyfettin
Engineer
Engrng. - Mech.
Trans. in April



Cindy Wilson
Clerk
Gen. Services
Hired in June

TURKEY TROT —

When Barney Gaines left the boilermaker shop in Maintenance North in May, his retirement party took a fowl turn. This oversized turkey (Jerry Williamson) was on hand to remind Gaines of the nickname he endured for many years. Although he staunchly maintains he never raised turkeys back in Buckholtz, Gaines may have to learn now. One of his retirement "gifts" was a pair of baby turkeys. You can count on one thing, though — there'll be no more turkey calls in the boilermaker shop. Gaines retired from Shell after a 32-year career.



Provident Fund



The Provident Fund valuation is as follows:

Equities Fund
June 15 - \$3.727
Shell Stock Fund
June 1-15 - \$37.848

The Shell Employee Stock Ownership Fund valuation is:

June 1-15 - \$37.728



Sharyn Forest

The Shellegram is published each week for the purpose of informing and recognizing pensioners and employees like Sharyn Forest, a clerk in Industrial Relations. Sharyn has worked at the Complex since June of 1980.

John P. Abbott
Editor
Extension 6301
N. Cafeteria

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Shellegram
Deer Park Manufacturing Complex