

# Shellegram

92:10

DEER PARK MANUFACTURING COMPLEX

Refining, Chemical report

## Reliability a shining star at Complex

Editor's Note: In his last quarterly earnings report, FRANK H. RICHARDSON, president and CEO of Shell Oil Company, mentioned increased manufacturing reliability as one of the two major factors in the quarter's improvement. The *Shellegram* asked representatives from Refining and Chemical to assess reliability in their areas and explain the progress made here at DPMC.

Jim Nichols

Superintendent, Refining

**R**efining reliability continues to be excellent over the past couple years. In fact, it's been the best it has ever been. Refining units exceeded the Complex goal of 95 percent on-stream factor last year, and is right on track to exceed the target again in 1992.

Through August, the on-stream factor averaged 94.6 percent, and 95.4 percent ought to be achievable by the end of the year. The slightly lower factor earlier in the year was due to the scheduled Hydroprocessing turnarounds.

It's difficult to compare much of the very old data because we keep track of reliability a different way now than we used to, but reliability now is better than anyone can remember and is certainly better than any time since the mid-80s, where we have comparable data.

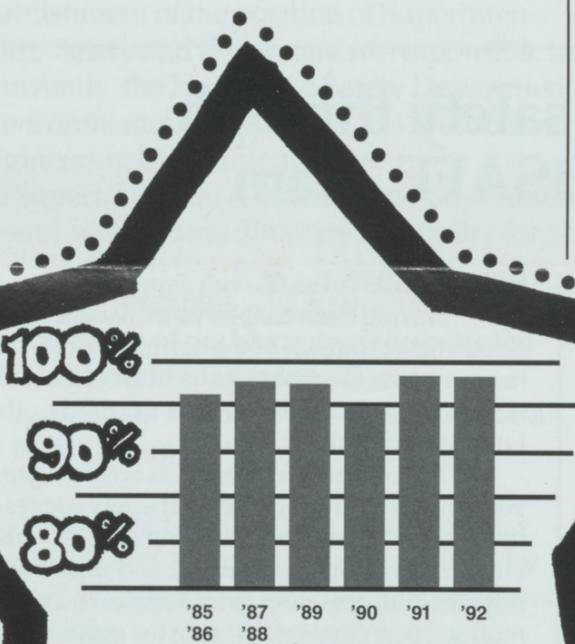
Performance has been good for all of the major refining units. In particular, outstanding performance has been demonstrated by Distilling, Hydroprocessing, Aromatics and Cat Cracking & Gas. By Sept. 1, the Cat Cracker had run more than 550 days without a feed outage. According to JIM BUTLER, manager of Cat Cracking and Gas, we're getting close to the record of 753 days set back in 1970-1972.

It needs to be noted that good reliability performance on the major units depends on good performance from the departments that provide auxiliary operations to the main units such as Dispatching, Docks, Environmental Operations and Utilities. All of these areas have done excellently in terms of reliability.

As an example, Utility South boiler reliability has increased from an average of 83 percent in 1990 to 94 percent for the last 12

months. This can be attributed to a full-scale team effort by operating, maintenance and engineering organizations.

According to CHARLIE GILLARD, Technical Superintendent/Process Engineering, many Corrective Action Teams, focusing on root cause analysis, have solved many of the recurring problems once and for all.



Gillard also says we are beginning to reap the benefits from QUEST, COMPLY and our methodical approach to "Management of Change."

We all like reliable operations. Everyone's job is easier, and as long as the units are running well, we have the time to make continued improvements.

J.D. Johnson

Superintendent, Chemical

A bright spot which has aided our 1992 performance significantly is the reliability of Chemical units.

The aggregate available stream factor thus far in 1992 of 98 percent has exceeded our target of 94 percent (which was based on continuous improvement over our perfor-

mance during 1989-1991).

Our most reliable unit in Chemical thus far in 1992 has been OP-3, which continues a stream of reliability successes. Following the high standards set in Safety and Environmental, OL-3, HT-2, HT-3, CIPX and the IRU have all achieved 100 percent stream factor this year.

ROD WALSH, Superintendent Olefins, says the outstanding reliability performance is a direct result of efforts by the entire Olefins Operating Team.

"Operations, Maintenance, Engineering, Technical and Support people have all contributed to our excellent reliability performance this year."

One of the most improved units in the area of reliability has been the Phenol/Acetone Unit in the Resins area, which has a year-to-date available stream factor of 99 percent, representing a

90 percent reduction in unscheduled downtime compared to 1991. MIKE LEAVERTON, Field Team Manager for Phenol/Acetone, says the improvement is due to a number of things, including better pump reliability, phenolic water treating capability, and piping and vessel upgrades.

"The most important element common to all these activities is the team of Operations, Maintenance and support staff that keep it running and producing phenol at capacity rates," adds Leaverton. Continued improvement is expected in 1993, when 11 vessels and exchangers will be upgraded during a turnaround, and other smaller reliability projects will be implemented.

This improved performance at Phenol/Acetone has also had a number of indirect benefits. The stream factor at downstream units such as M & H Plant in the Solvents area has increased to 100 percent, due in part to removal of feedstock limitations.

Also, earlier this year during a period of extremely heavy product demand and a one-month scheduled turnaround, all phenol customers were kept fully supplied. Let's continue our awareness that reliability is critical to the success of Chemical. ■

KEEP IT SAFE  
KEEP IT CLEAN  
KEEP IT RUNNING



WALK THE TALK TOGETHER TOWARD WORLD-CLASS PERFORMANCE

## Emergency teams practice for multiple casualties

**T**alk about role-playing. SMART and Rescue Team members set up elaborate scenarios to become well versed in a dual working relationship—multiple casualties.

Drills were set up over the last couple of months so that the two groups could learn how to effectively handle these emergencies at the Complex.

DENISE BACH, Medical, one of the Multiple Casualty Drill instructors, explains the "triage" system used to sort the patients with more urgent conditions from those who are less critical. Patients are assigned classifications and moved according to that classification from the triage area to the treatment area. The sorting during the drill was accomplished by assigning patients to different color-coded mats—red, yellow and green.



*MULTIPLE CASUALTY PRACTICE—SMART and Rescue Teams play multiple roles and sort patients during multiple casualty situations. The drills took place at an inactive Chemical unit in August and September.*

Members were assigned roles, switched roles, and tended to the "injured," whose wounds were made to look as authentic as possible, a practice effect called "moulage."

The switching of roles gave everyone a full range of practice sessions.

"This system is used so that any member of SMART and the Rescue Team can function in any capacity—Medical Supervisor, Triage Officer, Treatment Officer, and Transportation Officer," says Bach.

Multiple Casualty Drills take place at least once a year. Classroom teaching and field practice make up the content of the one-day sessions.

Instructors also included ED HAWTHORNE and ANGIE SVOBODA, both from Health & Safety.

## Lubes works safety through successful BSAFE Team

**A** cornerstone of the safety program in Lube Manufacturing is the BSAFE Team, whose rotating membership consists of operations, maintenance and technical support personnel.

Team members, made up of management, foremen, engineers, operators and maintenance craftsmen, work together to focus attention on their number one priority issue: safety.

They meet weekly, every Monday, in the Lubes Consolidated Control Room, to discuss priorities, alternative solutions to problems and assign action items. As managers of a portion of the Lube Manufacturing base maintenance budget set up by department management, they address safety-related items in the field.

All personnel involved with Lube Manufacturing business are encouraged to write BSAFE tickets when they see a safety-related item that needs to be fixed. BSAFE

tickets are MUTS tickets with a special code.

"Having them enables us to manage certain tickets outside of the normal maintenance system, to emphasize them for discussion purposes," says BOB SHULTZ, FTM, Lube Manufacturing.

The team also addresses all accident prevention reports, near misses and safety suggestions in the Lube Manufacturing area. To this vital information they publish and distribute minutes to all operating, maintenance and technical support personnel, listing the status of all items brought to the BSAFE table.

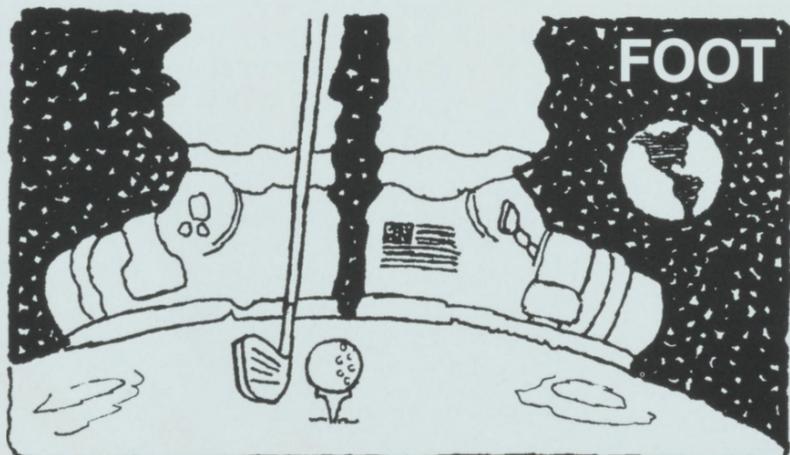
Awareness campaigns are also on their activities list. One recent campaign was a safety poster/slogan contest won by Operator CHRIS TAYLOR.

"The overall safety performance in our area is outstanding, and I feel the work of this team contributes to this successful performance," adds Shultz.

## Family S.A.F.E. Team Summer safety is never out of reach



**WINNERS**—Members of the Armstrong family are one of three Safety Slogan Contest winners for the third quarter, with the slogan "At home, vacation or at the beach, summer safety is never out of reach." The slogan contest is a program sponsored by the Family S.A.F.E. Team. Pictured are (from left) Ray (TFCH), Janine and LaShay Armstrong.



## FOOT NOTES

*Precise placement helps you make your best shot. Get in the swing with your hands and feet. For safety and achievement, it's out of this world.*

*On July 30 Lube Manufacturing achieved three years without an OSHA recordable.*

# Answers to questions about the reorganization

*Editor's Note: Steve Reeves, DPMC Complex manager, answers some commonly asked questions about Shell Oil Company's reorganization plans and how they affect employees at Shell Deer Park.*



How many Shell employees will be affected?



Every department at DPMC has been conducting reviews to ensure that staffing levels are consistent with business needs. The DPMC work force will be reduced through restructuring, job consolidations and realignments and attrition. We are going to be consistent with the corporate objective announced in July 1991—a 10 to 15 percent reduction in total, both Shell and contractors.



Will there be a severance program?



Yes. It is the same program that has been in place since July 1991, involving voluntary and involuntary phases. We held discussions with all directly-affected employees soon after the reorganization announcement was made. We have a special severance plan intended to minimize the impact on affected employees. Without going into specifics, the voluntary severance program will offer employees special severance pay up to as much as one and one-half years' salary, in some cases eligibility for immediate pension, and continuation of certain benefits. Professional assistance and counseling in

## DPMC and others reorganize to improve performance

**D**PMC personnel were told late last month that in response to economic conditions and in an ongoing effort to improve Shell Oil Company's financial performance, DPMC and other manufacturing locations will be experiencing organizational and work process restructuring plans.

According to Complex Manager STEVE REEVES, these plans are a result of Shell's evaluations of various means of reducing costs and bringing financial performance in line with the new corporate objectives initiated last summer.

The reorganizational changes include:

- Establishment of the position of Superintendent—Health, Safety and Environment, responsible for what are currently the Health and Safety Department and the Environmental Compliance and Environmental Engineering Departments.
- The Superintendent—Chemical and Superintendent—Refining will assume direct responsibility for all engineering, maintenance, process engineering and quality assurance functions which support them.
- Consolidation of the Operations Superintendent and Field Team Managers positions.
- Realignment of Business Services and Human Resources to better support the new Complex organization.
- A significant reduction in the total Complex contractor work force. Many jobs currently held by contractors will be filled with existing Shell employees where possible.

"Safety and environmental performance, reliability, and overall operating effectiveness have been good," says Reeves, "but continued competitive pressures and unsatisfactory financial performance make further improvements necessary. I'm sorry to say that involves some employee work force reductions, but I'm confident that these changes will significantly improve the company's position in a highly competitive industry. ■"

purusing other employment will be offered to affected employees.



Will any part of the Complex operation be shut down to reduce costs?



There are no plans at this time to shut down or curtail any DPMC operations, I'm happy to say.



Are there likely to be other phases of employee reductions in the future?



Work force reductions aren't something taken lightly. Competitive pressures in industry have been intense and made these difficult actions necessary. Shell is encouraged by the results of other restructuring changes initiated in the past year and is confident that these changes will significantly improve the company's long-term viability in a highly competitive industry.



Has the proposed Shell-Pemex venture had any impact on the structure of the reorganization?



The new organizational structure is designed to be more efficient and responsive to Shell's business needs and to give DPMC a greater degree of competitiveness in the industry. These characteristics are also quite valuable to the joint venture. ■

KEEP IT SAFE  
KEEP IT CLEAN  
KEEP IT RUNNING



## DPMC collects relief supplies

# Shell sets \$1.5 million goal for hurricane relief

Shell Oil and its nationwide network of service station retailers contributed more than \$1.5 million to Hurricane Andrew relief efforts currently under way in Florida and Louisiana.

A corporate donation of \$250,000 was made to the American Red Cross for relief efforts in southern Florida and southern Louisiana.

Meanwhile, DPMC employees and employees at other Shell Houston locations collected more than 10 tons of clothing, diapers, bottled water, nonperishable foods, cleaning supplies and other items for the relief effort.

DPMC alone, through the coordination of SERVE, shipped off more than 100 boxes of supplies, thanks to employees and retirees. The items were delivered to the Salvation Army for distribution to victims in Florida and Louisiana.

"Thanks to everyone who helped fill and

pack boxes," says TOMMY SWEARINGEN, Manpower Planning, SERVE chairman.

"Together with Houston-area Shell locations, we sent off over 300 boxes, including 20 from a local KMart, whose boxes we picked up on the way to the collection center."

"This type of support demonstrates once again that Shell employees are caring neighbors," said Complex Manager STEVE REEVES.

Shell employees in Florida provided trucks for use in delivering drinking water to Miami residents, where the water was either contaminated or not available.

Participating Shell retailers nationwide also made a one-cent-per-gallon donation for every gallon of gasoline sold between Sept. 1 and Sept. 15. The company expects to raise at least \$1.25 million through this program.

Funds used will be used to purchase food staples, ice, water, school supplies, diapers and other needed items. ■

## Employee a host to the GOP



Joe Jimenez

Some eight months back when JOE JIMENEZ transferred to Shell Deer Park, the Waco native grew excited about a couple of other opportunities—moving closer to home and the site of the Republican Convention.

Jimenez, Dispatching logistics analyst, cut a career trail with Shell that began just after graduation, and wound through Chicago and Cincinnati. Deer Park isn't home, but it held a big attraction, politically speaking.

Jimenez began searching for ways to participate in politics, and more specifically, the convention. His opportunity came in the form of a small newspaper ad. The Houston Host Committee, the nonpartisan organization coordinating the convention, was asking for more convention volunteers. Jimenez jumped at the chance. Before long, he had buttons, T-shirt, visor, umbrella, squirt bottle and parking and access passes in hand. He was poised to join the ranks of the 9,000 other volunteers that would welcome the GOP.

On his first night, Jimenez worked the security lines, checking for weapons. "We searched everybody's belongings. Cameras had to be checked, binoculars, tape recorders, to make sure they actually were what they appeared to be. I felt good providing security to all the dignitaries."

Jimenez saw many dignitaries, some up close, like South Carolina Senator Strom Thurmond, former Governor of Florida Bob Martinez (DEA Director), Texas Senator Phil Gramm and former Houston Mayor Kathy Whitmire.

The next evening, he directed people within the Dome, and since the convention wrapped up a little early that night, caught Senator Phil Gramm's speech.

"I got a special feeling those nights," says Jimenez, looking back fondly. "It's something I'll never forget."

Jimenez is looking forward to the election and getting more involved in politics in a nonpartisan way.

"I want to help inform the public about what the issues are, get down to the root of what they're trying to say. I want to be a part of the movement that helps make important issues come to the forefront." ■

## SCORANOTES

### Raiders win in quadruple

by Ted Holt

The Raiders capped off a 16-3 overall season record by sweeping through the 1992 SCORA playoffs with four successive wins. The Raiders, displaying sound defense and timely hitting, beat the Chumps 8-4, the Bean Machine 11-7, and then swept the reigning champs, the 45s, by scores of 12-1 and 12-2. This averted a "four peat" attempt by the 45s, who won the championship the three previous years.

The Raider hit parade was led by outfielder KEITH JASEK, who led the team with a season average of .628 with 5 homers, 6 triples and 33 runs batted in. Other .600+ hitters were third baseman JEFF KYNE, at .617 with 7 doubles, 2 homers and 21 RBIs; and shortstop WENDELL HARTLEY, with a .600 average and 18 RBIs. These same three players literally carried the Raiders through the playoffs

with a combined average of .737, 24 runs scored and 21 RBIs. Jasek alone hit .923 (12 for 13), with 10 runs scored and 10 runs batted in, fueled by a double, three triples and a home run.

Overall, when the Raiders' successful campaign came to a close, it was their stingy defense that held opponents to double-figure runs allowed in only 4 of 19 games played, and an offense which averaged 12+ runs per game for the season.

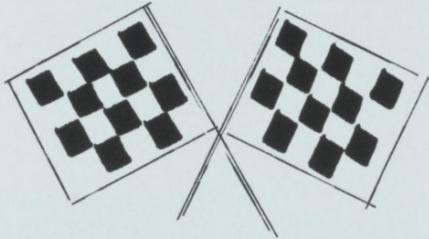
Other members of the 1992 Raiders included player/manager TED HOLT, and players JAY BRIGHT, JOHNNY BRECHEEN, GARY DUCKWORTH, JOHN BOATRIGT, ED HINOJOSA, JOHN LOPEZ, TIM KNITTIG, JERRY WILLIAMSON, ALAN BAGGERLY, OBIE HARRIS and SAMMY ORGERON.

Congratulations to all 15 of these players for a job well done. It was truly a team effort by all, in securing the Raiders' first-ever SCORA Softball Championship! ■



# Be aware! Motorcycles are out there!

by Jerry L. Jones, CC&G



I have been riding motorcycles for several years and so far have not had any "near misses" or even come close to any situation involving automobiles that gave me cause for alarm. I have two motorcycles. One is my pride and joy—a very rare 150 mph turbo-charged and fuel-injected 1982 Honda CX-500 TURBO (which I do not race), and a 1984 Honda Gold Wing, which is a big "road bike."

I ride one of these motorcycles to work every day (rain or shine) because I do not own any other vehicle. I have ridden 85,000 miles on these two bikes in the last five years. My riding has included every imaginable condition of traffic, weather, roads and bike loading, including towing trailers. I do not profess to be an expert biker because I never rode a motorcycle until I was 43 years old (I'm 48 now). However, I do not think my good fortune so far is only due to luck. I think it is more a result of riding conservatively and considering every possible hazard.

Here are some pointers that I use for staying out of harm's way when riding:

## Which track.

The term "track" refers to the clean pavement behind an automobile's left tires or its right tires. I never ride directly in the center of the lane. That's where the oil and grease is. If there is one lane, then there is obviously only one lane choice. But no matter how many



**DINO & FRIENDS**—Dino (Rick Witt, Central Maintenance), Angela Turlington (right) and her friend enjoy each other's company during a special party last month. Angela, the granddaughter of Lester Turlington, retiree, was one of many winners in DPMC's Kids Calendar Contest.

lanes, I drive in the left track of the lane I am in for the following reasons:

- Automobile drivers normally use the mirror centered on their windshield or the left mirror, and rarely use the right mirror. The right mirror doesn't give the driver an adequately sized picture, and is often out of adjustment and useless anyway. Likewise, the windshield mirror is sometimes blocked by objects piled in the car, by people's heads or by a trailer being towed. When riding in the left track, I can be comfortably sure the automobile driver can see me in the left mirror.

- If there is another lane to my left, the chances of the drivers in that lane seeing me in their mirror, or by turning their head to look back, is much greater if I am riding in the left track. This keeps them from switching lanes and running me out of it because they didn't see me. Remember, many automobile drivers take a quick glance in their mirrors, then quickly make their move toward an open space without looking again.

- When approaching an intersection to make a right turn, I move to the right track before the intersection. This allows me to avoid the oil & grease in the center of the lane. It also allows me to avoid crossing the grease strip as I am making the turn, which is the most important area to have good traction. Likewise, I stay in the left track when planning a left turn.

## Which lane.

If there are two lanes to choose from, I always choose the right lane for the following reasons:

- The high speed traffic is usually in the left lane, and there is always someone traveling much faster than anyone else on the road. Those drivers will do whatever they can to get around the slower traffic. This usually means tailgating, then switching lanes, then back again directly in front of the slower traffic they just passed.

- The left lane will be the closest to the oncoming traffic, which can be hazardous in case of an accident in the oncoming lanes.

- The oncoming traffic can cause rocks and debris to be thrown from their tires directly into the opposing traffic's left lane.

- When traveling in the left lane, I can get "boxed in" by vehicles in the right lane, giving me no escape route from a bad situation.

- Many times, the left lane is separated from the opposing lanes by a concrete barrier or fence. Again, I can get "boxed in" by the barrier. The right lane usually gives me plenty of shoulder pavement or the ditch if necessary.

- One negative aspect of riding in the right lane is having to deal with the traffic exiting or entering the freeway. However, I have never had any problem adjusting my speed to mesh with the flow of traffic.

If there are three or more lanes to choose from, I always choose the second lane from the right for the following reasons:

- This allows me to avoid the traffic entering or exiting the freeway.

- It allows me to avoid the high-speed traffic in the left lane.

- It allows me to have "maneuvering room" to the left or to the right.

## What speed.

I try to match the average speed of the traffic in my lane, or ride about one or two mph slower than that for the following reasons:

- Most automobile drivers look ahead about 95 percent of the time, and behind or to the side about 5 percent of the time. They only take quick glances in the mirror or out the side windows, then concentrate on what's in front of them.

- If I am riding faster than most of the traffic, that means that I am constantly coming up on someone's "blind side". I am constantly changing lanes, wondering if those automobile drivers even know if I am back there, wondering if they are about to change lanes when I get even with their back door, and "working" when I want to be relaxing!

- By driving just a little slower than most of the traffic, I can sit back and relax much more, knowing that the drivers approaching from the rear probably saw me when they were far back there. I'd rather they be the ones, not me, to do all the lane switching.

## Visibility.

Here are some tips I use to make myself more visible:

- A bright headlight is the best safety feature ever built into any motorcycle! Anti-lock brakes are great, and I wish my bike had them, but I'd rather not have to ever need them. A bright headlight can be seen more than two miles away even in the daytime. A bright headlight will cause an automobile driver to take a second long look before deciding to make a move.

- No headlight means that I may not even be seen at all.

- I always turn on the emergency flashers when I approach a situation where cars have slowed considerably, to alert motorists behind. I also squeeze the brake lever a few times to flash the brake lights.

- I avoid staying behind vehicles such as vans and large trucks. They hide me from vehicles ahead which might be planning to switch lanes as soon as the big vehicle in front of me passes them. They also prevent me from seeing ahead in order to avoid dangerous situations.

Safety can and should be the most important part of any activity, whether it be bicycling, motorcycling or driving automobiles. Highway traffic is an ever-changing set of circumstances which we must be alert to at all times.

Be aware of possible dangerous conditions, and avoid them by using defensive driving skills. Choose the proper track, lane, speed, and make yourself as visible as possible. ■

*Editor's Note: Jerry Jones is training Coordinator, CC&G Dept. He has worked for Shell for the past 23 years and is secretary of the San Jacinto High Rollers, the oldest and largest motorcycle club in Texas.*

## Join the smoke-out November 19

The Medical Department encourages smokers to participate in the Great American Smoke-out, an annual event during which the American Cancer Society asks them to kick the habit... for a day.

Nov. 19, the day of the smoke-out, you can visit a table in the North or South Cafeteria between 11 a.m.-1 p.m. to pick up your smoker's survival kit and get lots of encouragement.

"Quitting contributes to the health and well-being of everybody," says LINDA HARRIS-WAYLAND, RN, Medical. "The smoke-out is a good starting point to give up cigarettes."

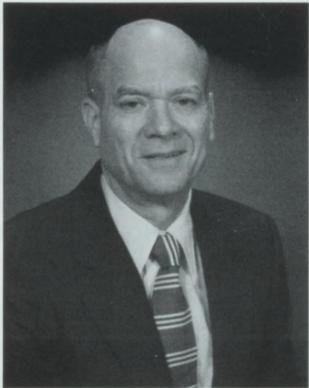
Call Harris-Wayland at X6-7997 if you would like to volunteer to staff a table during the smoke-out, or you need to pick up a kit. ■



## MILESTONES

### Service Anniversaries

#### 35 YEARS



H.L. Mann  
Econ. & Scheduling  
(above, June)

#### 25 YEARS

D.P. FINN  
Log. Dispatch.

M.J. HALL  
Financial Svcs.

J.F. PRATKA, JR.  
Engrg. Mtce. E.

#### 15 YEARS

R.G. BLOUGH  
Log./Util. Prod.

E.M. BOYER  
Light Olefins

W.E. BOYHER  
Control Systems

G.D. GEE  
Log./Util. Prod.

M.D. GOULD  
BPA Manufac.

K.E. GRUBEN  
Major Resins

F.E. HAMMOND  
Engrg./Mtce./Log.

C.E. HARGER  
Econ. & Sched.

R.D. HENDERSON  
BPA Flak & Dist.

A.C. MILLER  
Engrg./Mtce./Olef.

G.E. MOORING  
Cat Crack/Gas

J.L. NELSON  
Mtce. Central

B.P. PROVOST  
BPA Manufac.

S.E. ROUSE  
Mtce. Central

W. SIEWERT  
Major Resins

B.D. SIRMAN  
Solvents/Dist.

R.W. STOKES  
Solvents/Dist.

P.A. VESTAL  
Info. Mgmt.

R.W. WESTBROOK  
Permac. Implem.

J.P. WHITMAN  
Major Resins

E.G. WILSON  
Log./Util. Prod.

#### 10 YEARS

D.G. CHASE  
Mtce. Central

R.L. JOINER  
W. Lubes/Dispatch.

#### DPMC WELCOMES

T.M. GRASHA  
Dispatch. Oprns.

S.T. NUNNALLY  
Engineering Svcs.

D.C. YARD  
Solv. & Treat.

#### RETIREMENTS

R.D. APPLEBY  
Pressure Equip.

W.F. TILLMAN  
Engrg. Mtce.

#### MEMORIAM

W.C. ANDERSON, retiree,  
died Aug. 26 in  
Pasadena, TX

## A WONDERFUL WORLD



Brian poses with his mother Cindy Corbett, wife of Tony Corbett, Control Systems. Children are the stars in this year's DPMC United Way video entitled "What a Wonderful World," named after the popular '40s tune written by Louis Armstrong. The video doubles as the theme of the local 1992 campaign.

## ANNOUNCEMENTS

The DPMC railroad is sponsoring the Fourth Annual Railroad Crossing Awareness Post Contest for children of Shell employees and retirees. Children ages 4 through 12 are eligible to compete by drawing posters showing how to prevent railroad crossing accidents. This year's winners will receive two adult and two child tickets to ride the Texas Limited train to Galveston on Dec. 19. Santa Claus will be making an appearance during the trip. Entries will be accepted during November, and winners will be notified Dec. 7. Send entries to GLENN CONARD, Room 128, RDO.

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If you're unclear about your responsibility in the maintenance of your department's pipe racks, please consult Operations Orders 0-101 Refinery and O-27 Chemical. These orders call for the inspection of pipe racks and class II pipelines on a five year cycle. Drawings B-24550 - B-24553 show each department's responsibility for piperacks and lines.

## CLASSIFIEDS

FOR SALE: Cape Royale, Lake Livingston patio home. 2 bedr, 1 bath, large den and kitchen. Furnished, clean. \$37,500. Contact JOHNNY MATTESON, 713/479-1450; Lake house: 409/653-4269.

WANTED: Good quality baby furniture. Need bed and matching dresser — changing not necessary. Contact STEVE or ANGELA MILLER at 470-6251.

FOR SALE: Persian kittens, CFA, adorable, healthy, playful. \$175-\$200. Contact SANDRA BREZINA at 474-4719 or X6-3901 (246-3901).

FOR SALE: '88 Mustang GT Convertible, 5.0L, 5-speed, power, 19K actual miles, original owner. \$10,000. Contact STEVE REEVES at 358-7335 or X6-6887.

WALK THE TALK TOGETHER TOWARD WORLD-CLASS PERFORMANCE

**Shellegram**

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Alayne Merenstein



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