



# Shellegram

Deer Park Manufacturing Complex

Vol. 47, No. 42

Thursday, October 21, 1982

## Power Plant 1 stacks slowly disappear from DPMC skyline

If you watch carefully, you can actually see the DPMC landmarks slowly dropping out of sight. Their loss will make little impression on the Complex skyline, but their disappearance leaves a few folks with profound regret.

"Some of the oldtimers think they're tearing down a landmark," said Bill Ursprung, who has spent 44 years at DPMC. "The stacks at Power Plant 1 were something you could look for when you drove out to the plant, and you knew it was the Shell Refinery."

The towering concrete stacks of Power Plant 1 are just one of the familiar sights slated for dismantlement during the next year. In all, 17 old and outdated facilities will be removed as part of the Complex dismantlement project, DPMC's most ambitious project ever.

But the three stacks at Power Plant 1 are unique. As Ursprung explains, they're a reference point to Shell's history at Deer Park.

"Many years ago, before the San Jacinto Monument was built, the stacks were the tallest things on the prairie," Ursprung said.

There was a hint of wistfulness in his tone as he reminisced. "The ship captains navigating their way up the Ship Channel used the stacks as a landmark to guide them. And when we only had Hobby Airport, airplane pilots coming from the north and east would fly right over the Complex to take their settings. You could see the stacks all the way from Pasadena," he added.

"There are so many tall columns here today, they obscure the stacks from the highway," Ursprung reluctantly admitted. "But when I came here in 1938, they were by far the tallest things around."

The stacks, surrounded by tall cranes, are not far from Ursprung's office. A few on-lookers stop momentarily, shielding their eyes from the sun as they gaze upward, riveted by the sound of the jackhammers and the moan of heavy equipment.

All three stacks—ranging in height from 150 feet to 276 feet—will come down. The two south stacks, built in 1929 for use with the 200-pound boilers, were shut down in 1975. Dismantlement of those two stacks is nearly com-

pleted. The north stack, with the faded Shell letters, was used with the 450-pound steam system.

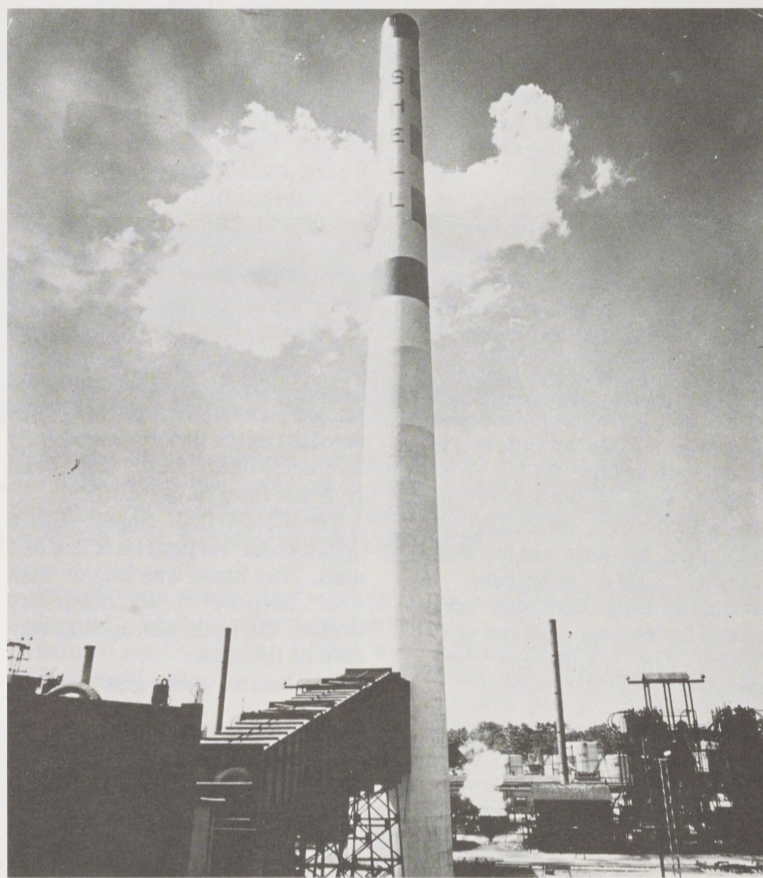
Chuck Reynolds, operations foreman for the stack dismantlement, said work began on the stacks more than a year ago. "The crews had to go in and isolate the stack by removing all the piping and equipment surrounding it," he said. The process of actually tearing down the stacks themselves began the first week of September, and will extend through the fall season.

Each stack will be dismantled from the top down. Reynolds explained that a circular platform—"the doughnut"—is placed over the top of the stack from which workers can slowly chip the concrete away. The crews will use air hammers, air saws and sledgehammers to break apart the structure. The falling debris will be collected through an opening punched in the base of the stack. The doughnut, which can expand as it slowly moves down the stack, is cradled off the gib of the crane at all times.

The stacks used to be taller than they are today; in fact, the 276-foot north stack has lost nearly 40 feet over the years. As they deteriorated with age, some of their height was literally shaved off. Special maintenance crews from the Northeast had to be called in for the job because stacks of such height were uncommon in the South at the time.

"We'll need a special crane to reach the top of the north stack," Reynolds said. "That will be the last one to come down, and it will take about a month to dismantle it." He pointed out the stacks are only inches thick at the top but about two feet thick at the bottom. The diameter of the north stack is 12 feet at the top, and 20 feet at the bottom.

From the top of the stack, one can see the Houston downtown skyline to the west, the San Jacinto Monument and the Ship Channel snaking to the east. Piping, columns and tanks spread in all



**FIRST AND FOREMOST**—The original boiler stack at DPMC was in service some 50 years for refinery and chemical plant operations. When it was built, the north stack was used as a landmark for pilots and navigators travelling to Houston.

directions from the base of the stacks. The stacks shrink some 16 feet every day. The light from the hole at the base grows larger and larger.

Removing the stacks at Power Plant 1 will not only give Shell some much-needed real estate for the future, but it will also save the company thousands of dollars a year. "The boilerhouses for the stacks have been shut down for a number of years," Reynolds said. "Once the boiler is gone, there's no reason for the stack to remain standing." The 200-pound boilerhouse was shut down in 1975, while the 450-pound boilerhouse was shut down in 1979.

"They're inspected every five years whether they're in service or not," Reynolds continued. We

just can't forget about them because they slowly crumble with age. The maintenance work is quite expensive, and finding a crew to work on them is even tougher."

"We're down to the final stages now," Reynolds said. Already, the old water treaters, the air compressors, two generators and a number of vessels have been removed. "All that's left are three stacks and the 450-pound boilerhouses," he pointed out.

"Once the stacks are gone, it will leave this place barren—just wide open," he said. All that will be left are the memories of their place in the DPMC skyline and the long shadows they cast through the years.



**VIEW FROM THE TOP**—Crews work from the "doughnut" atop the towering Power Plant 1 stacks, using air hammers to chip away the concrete which falls into the stack and is collected at its base. Despite the grueling labor, the stacks are dropping an average of 16 feet every day.

## Vocational counselors tour Complex

Students coming out of area high schools and community colleges are going to have a lot better understanding of jobs available in industry, thanks to the work of a task force organized by the Houston Chamber of Commerce.

DPMC Personnel Manager Lamar Lewis represents Shell on that task force. "Our goal," says Lewis, "is to improve communication between industry and the schools' vocational counselors so that the counselors can give students an accurate

picture of job opportunities available at graduation."

Lewis and the other committee members produced the "Houston Area Resources Directory." This volume identifies 160 entry-level positions at 48 companies."

The directory is divided into two main sections: People Resources and Job Information. John Bruner of Celanese Chemical Company (Bayport plant) was in charge of the People Resources portion, and DPMC's Lewis headed the group working on Job Information.

Information covered for each job includes educational requirements, preferential requirements (i.e. additional qualifications a company would like applicants to have), job content, and the future of a job. This kind of information is keyed into a dictionary of occupational titles, and everything is cross-referenced and indexed.

Vocational counselors from 120 area schools gathered at the Complex recently, along with committee members, to receive copies of the new directory and to discuss its effective usage.



Vocational counselors from area schools tour Complex after receiving new "Houston Area Resources Directory" describing job opportunities available for graduates.

## Seff replaces Abbott as Shellegram editor

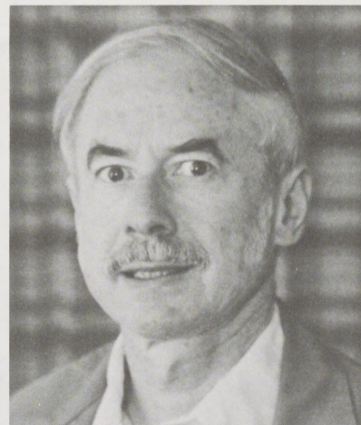
Shellegram has a new editor, Ben Seff. He replaces John Abbott, who moves downtown to become editor of *The Plazas*, a magazine for Head Office employees.

Seff brings substantial journalistic experience to the job. A veteran of 16 years in Shell's Public Affairs Organization, he recently completed an assignment as editor of *Marketer Magazine*, a bimonthly for the Company's Oil Products marketing people. He was the founding editor in 1975 of *Alumni News*, Shell's pensioner newspaper, and continued with it in addition to other

responsibilities, until last year. He also edited a publication for Shell shareholders and another dealing with political matters.

The *Shellegram* editor joined Shell in New York in 1966, moving to Houston with Head Office in 1971. He is a native of Baltimore, Maryland, where he graduated from the Johns Hopkins University with a Bachelor of Arts degree in history. He served two years in the U.S. Army, stationed mainly at Fitzsimmons Army Medical Center in Denver Colorado.

His work experience prior to joining Shell includes positions with the National Broadcasting Company, McGraw-Hill publishers, *Broadcasting Magazine* and *Sponsor Magazine*.



Ben Seff

# Aerial apparatus display highlights 27th annual CIMA fire exercise

Operations on land, at sea and in the air contributed to a spectacular and successful 27th annual fire drill by Channel Industries Mutual Aid (CIMA), held October 5 at the Complex fire-training field.

This year's exercise brought together the efforts of more than 350 people from 57 industrial and municipal fire departments, plus two units from the Red Cross. CIMA has approximately 90 member organizations that share their resources during emergencies.

First project on the agenda was a U.S. Coast Guard helicopter rescue of a "victim" from a boat on the Ship Channel. They flew him ashore and lowered him in a basket to the ground, where a rescue team from Champion Paper removed him from the basket, stabilized him, and placed him in a Shell ambulance for transport to a hospital.

Then came a series of four substantial fires, effectively extinguished by hose teams from various CIMA members. A horizontal tank fire was taken care of by representatives of Oil Tanks, Inc., Lubrizol from Bayport, and USS Chemical.

Crews from the Pasadena Fire Department and Baytown Olefins tackled a pipe rack fire. A pit fire succumbed to the hose work of teams from Ethyl Corporation and Diamond Shamrock's Deer Park plant.

Spectators gasped when one of their number apparently stumbled and rolled down the stony side of the hill, accompanied by the shrieks of his female companion. All other activities ceased while the "victim" was treated and stabilized by Shell and Champion Paper medical-rescue people and transported in a Deer Park Fire Department ambulance.

Later, the crowd was relieved—and perhaps somewhat chagrined—to be told that the "accident" was part of the exercise and no one was really hurt.

The convincing actors in this staged emergency were Dave Snyder (as the victim) and Judy Samuel, both from Industrial Hygiene here at DPMC.

The CIMA drill closed with a spectacular vertical tank fire and spill. This blaze was bigger than ever because it included fire around the tank, simulating rupture of the tank.

To battle this giant blaze,

Shell's new aerial tower firetruck was brought into play, along with hose teams from Diamond Independence and Charter.

Chuck Vasek and Wayne Morris, in Shell's elevated platform, or "bucket," were raised high above and projected over close to the fire, from which vantage point they opened up their powerful fire streams.

After the tank fire was extinguished, the eight trucks at the site with aerial apparatus put on a brief but highly impressive demonstration of spray capability.

"This was the fire time we've included all aerial apparatus in our CIMA exercise," said Jack Oliphant, Fire Chief, Safety South, who coordinated the project.

Commenting on the overall exercise, Oliphant said, "The CIMA group did an excellent job. Everything went off as planned, perfectly. Today's drill was a good indication to all industries and municipalities concerned that industry in the Houston Ship Channel area has the equipment, the manpower and the communications to handle any disaster that may come."



DPMC's new aerial tower equipment (above) is projected over giant tank fire (below) and helps extinguish it with power streams. Action takes place at Complex during annual CIMA exercise.



Television reporter interviews Jack Oliphant, Fire Chief, Safety South, who coordinated the CIMA drill.



CIMA representatives and other visitors view exercise from hilltop.



Above: Rescue squad from Champion Paper rushes to pick up "accident victim" who has been flown ashore from boat in Ship Channel by U.S. Coast Guard helicopter. Below: After stabilizing "victim," rescue team lifts him into Shell ambulance.



Spectacular display of aerial fire-fighting apparatus climaxes annual CIMA drill. Of CIMA's approximately 90 members, 57 industrial and municipal fire departments participated.



# Shell donation aids unique Pasadena home for the elderly

The Pasadena Interfaith Manor resembles other modern apartment buildings for senior citizens. Located on prime property off Southmore Avenue, the 120-unit complex is clean and bright, its architecture pleasant as well as functional. But despite its shiny new facade, the Interfaith Manor was constructed on a deeper foundation.

Run by a nonprofit organization, the Interfaith Manor is the brainchild of members of three faiths—the Catholic-sponsored Knights of Columbus, the First Presbyterian Church and the Pasadena B'nai B'rith. The idea of building and operating a home for senior citizens grew out of a series of "brotherhood banquets" held over the years by the three groups.

"The Interfaith group started as a supportive get-together, but they eventually decided to do something more," said Bob Pesl, an environmental engineer at DPMC. "They had this idea of brotherhood and needed to demonstrate some outward sign of it. They looked at what types of community services we could render, and decided a housing project for senior citizens was the best alternative."

Pesl's wife, Pat, a former DPMC employee who now serves as manager of the manor, said, "The philosophy the directors share is unique. The board is very involved with supporting the manor. All the board members do things with and for the tenants. Since its conception, the board has worked hard to ensure it will continue to grow."

"We came up with the idea in

1972," Mrs. Pesl added. "The existence of the manor makes us unique in the nation. No other nonprofit group combines our three faiths."

Shell has thought enough of the venture to donate several thousand dollars to the organization. In 1981, a \$1,000 check from the Shell Companies Foundation, Inc., bought the manor its own mini-beauty salon, including chairs and hair dryers. Recently, Shell donated another \$1,000 to the organization, the second contribution in as many years. The organization has stipulated that Shell contributions be used only for tenant betterment and not for building upkeep or operations.

Len Alpert, Superintendent of Resins, is currently serving as the board's treasurer. "I'm not sure what we'll use the latest donation for. One thing we need is a workshop. That could serve as an automotive garage for our new bus."

Alpert, a member of the Pasadena B'nai B'rith, said he had "been around the fringes of the manor itself for a long time. Although it's my first year on the board, I've been involved with the Interfaith group 15 years. When the idea for the manor was proposed, we knew there would be a lot of obstacles; government financing came and went. But we're all very proud of the effort, and the results."

The manor was completed in December of 1980, 14 months after groundbreaking. To qualify for federal subsidies, the 126 residents must have an annual income of less than \$13,000. The



Shell recently contributed \$1,000 to the Pasadena Interfaith Housing Manor, a unique home for senior citizens. Members of the manor's board include, from left to right: Harry Giblestein, who retired from DPMC's Alkylation Department; Leonard Alpert, Resins; Pat Pesl, the project manager and former Shell chemist; and Bob Pesl, Environmental Engineering.

residents also must be at least 62 or slightly handicapped—"but they must be self-sufficient," Mrs. Pesl stressed. "The average income for our tenants is about \$3,500," she added.

Mrs. Pesl, formerly the vice-president of the board, resigned to become project manager. She greets the residents with a smile, and they cheerfully confer with her on various matters. Some folks may remember Pat Pesl for her other accomplishments. In

1955, she was Shell's first woman chemist; in fact, she met her future husband in DPMC's Chemical Lab.

One inherent problem of an innovative establishment like the Interfaith Manor is its popularity; the waiting list is 200 names long. "We've applied for funding to expand onto the three and one-half acres next to us," Mrs. Pesl said. "We hope to build another 55-unit project. Everyone's excited about it, and we're all keep-

ing our fingers crossed."

Bob Pesl summed up the sentiment and the philosophy of the Interfaith group. "My wife and I are of different faiths; she is Presbyterian and I'm Catholic. We realized this was one thing we could do together, and help some of the folks in our community at the same time. The board feels that the manor is living proof that we can set aside our differences and work together towards a common goal."

## Concern for safety noted

Nearly all American workers believe their employers care about their safety, and four out of five are aware of what their companies are doing to prevent accidents, according to a study recently published.

The independent survey, conducted for Fireman's Fund Insurances Companies, a major provider of worker's compensation, showed that two-thirds of those queried knew there was someone responsible for accident prevention or safety where they worked. The survey also showed that only half of those polled had been given training on accident prevention.

The study also showed that nearly 90 percent of those polled claimed they knew how to find medical attention at work in a hurry, and some 60 percent said they had been instructed how to evacuate their building in an emergency.

## Merit Scholarship applications due Nov. 1

November 1 is the deadline for filing applications for the 16th annual Shell Companies Merit Scholarship Competition. The contest, sponsored by the Shell Companies Foundation, Inc., will award 50 college scholarships to students who will complete high school and enter college in 1984.

Merit scholarships offer a minimum of \$1,000 a year and a maximum of \$4,000 a year for up to four years. That's one way to defray the expense of higher

education.

Sons and daughters of regular full-time employees and of retired or deceased employees of Shell companies are eligible. Students must have taken the Preliminary Scholastic Aptitude Test-National Merit Scholarship Test and submit a completed 1984 entry form by the November 1 deadline. Entries can be mailed to Scholarship Competition, Shell Companies Foundation, Two Shell Plaza, P.O. Box 2099,

Houston, Texas, 77001.

Winners will be chosen on the basis of test scores, academic records, leadership ability and extra-curricular activities. The National Merit Scholarship Corporation administers the program; Shell plays no part in selecting the winners.

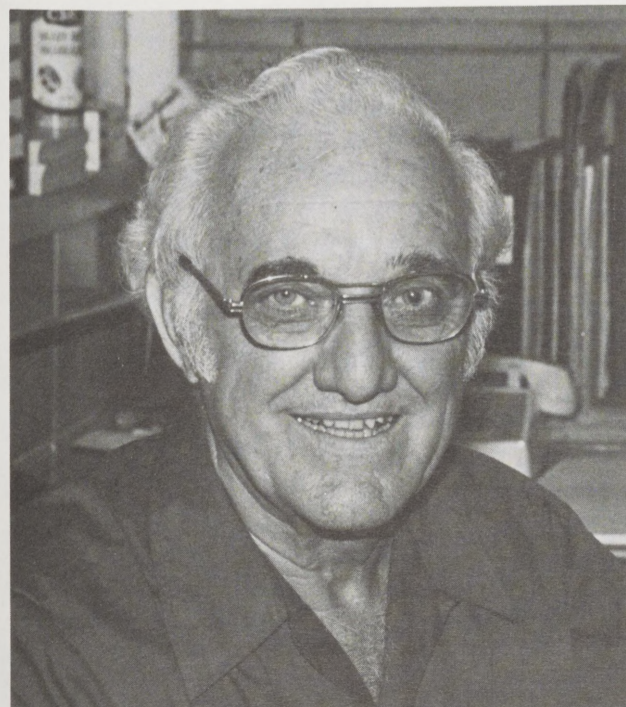
Descriptive booklets covering the program and 1984 entry forms may be obtained from Personnel North or Personnel South.

## Finch looks back over 45 years at Complex

Charlie Finch can brag about a lot of things. He's been at DPMC 45 years, more than most folks. As crew chief for the Red Fire Team, he probably has more years of firefighting experience than anyone in the Complex. But Finch seems proudest of the consistency that has surrounded his life at Shell. While many things have changed at Deer Park, he's always stayed the same.

"In 1949 I started working as an hourly shift foreman in the Refinery Lab," Finch recalled. "I've been on the same schedule ever since."

He began his Shell career as a water boy during the



Charlie Finch

summer of 1937. "Prior to World War II, if you were under 21 you could only work in the lab or as a water boy here," he said. "Water boys carried water to craftsmen on all the units. Sometimes we had to climb towers to reach people. I've climbed towers all day long. Everyone drank from the same bucket and the same cup carried."

Finch was lucky to be working at all. "Jobs were hard to come by in those days," he said. "There used to be men waiting in lines a block long just to fill out an application."

When DUBBS 9 came on-stream, Finch became a sample boy. "I went from carrying water to carrying samples," he laughed. "During each shift we had to take material samples. They didn't have valves in those so we actually had to climb up the tanks for days our samples."

Working at DPMC in those days was not without its hazards. "One night I had all my samples and I headed back to the lab on my bicycle. We used to ride along the firewall because it was shorter. Suddenly, my front wheel hit a hole; I went one way and my bicycle went the other. I broke all my samples," he sheepishly admitted. "I had to come back to the lab and get new bottles and retake all my samples." There were other risks; "In the dark there was always the chance you'd run over a skunk, or a drunk sailor who got lost at the docks. In those days," he explained, "sailors had to come through the plant to get out the entrance at the front gate."

Finch slowly moved up the ladder as a tester in the lab until World War II interrupted his career. He spent four years in the service, as a decontamination expert in the Army. He visited the Aleutian Islands and Alaska as well as England and Scotland. He spent most of his time in India, though, at a chemical depot north of Calcutta.

When Finch returned to DPMC, he moved into an opening for a special tester; "they do more technical-type testing," he said. He was promoted to shift foreman

about the same time the lab moved to its present location. "The old lab used to be in what is now the Utilities Control Center," Finch pointed out. "It moved here in 1947 and we've been here ever since."

"That's not all that's changed. Today, during a normal shift, I have about five to 10 people under my supervision," Finch said. "We used to have about 20 people on, around the clock. That shows you how technology has changed."

"You are able to analyze things so much faster these days," he said. "There are samples that used to take eight to 12 hours to analyze; today, it only takes three or four minutes. We also have better ways of monitoring each unit due to electronic controls and modern technology. We used to test every unit during every shift, but now we only test the units once or twice a day," he added.

Finch has served on the crew or as crew chief for the Red Fire Team for as long as he can remember. "I've been on the crew ever since I started as a sample boy," he said. Unfortunately, at all the wrong times. It was Finch's crew that was on call during the spectacular Chevron Hawaii fire, the Phenol Unit fire, and past blazes at PXU and CFH, two large Chemical Plant fires. Despite his long years of service—both in the lab and out—he has never experienced a lost-time injury. In honor of this achievement, he was recently presented the 40-year Holmes Award for his outstanding safety record.

Finch has also been an important man in the community, serving as precinct committeeman in Pasadena for 20 years. He's been involved with the Boy Scouts and Cub Scouts, the PTA, and he was the assistant manager for a local Little League team.

Finch has lived in Pasadena since he began working for Shell. He grew up not far away in the community of Grapeland, between Crockett and Palestine. His son, a graduate of Texas Tech College of Law, also lives in Pasadena.

# Classifieds

## FOR SALE

1982 Suburban. Nine-passenger, automatic overdrive, 305 cubic-inch engine, dual air conditioning. Call 485-2095.

1981 F-150 Lariat 302. Automatic, overdrive, cruise control, AM-FM stereo, eight-track. \$6,000. Call 497-3506.

1980 Datsun 4x4. Air, AM-FM, eight-track, 18,000 miles. \$6,500. Call 476-4134.

1979 Buick Electra Limited. Low mileage, all power, four-door, excellent condition. \$6,600. Call 473-1202.

1978 Porsche 924. 37,000 miles. \$9,500. Call 461-6992.

1974 Pinto. New tires and battery, automatic, stereo, AM-FM, cassette, 30,000 miles. \$800. Call 479-6963.

1973 Olds 88. Four-door, 350 engine, 80,000 miles, new tires. \$750. Call 488-0036.

1973 AMC Hornet. Good condition. \$695. Call 998-0039.

1972 Datsun pick-up with camper. Engine just overhauled. New tires, battery, radiator and master brake cylinder. \$1,195. Call 479-9854.

1970 Toyota Land Cruiser. Four-wheel drive, three-speed, low mileage, perfect condition. Call 669-8906 after 5 p.m.

Complete engine for 1977 Chevy Luv pick-up. Excellent condition. \$400. Call 455-0056.

23-foot 1981 Terry Taurus. Fully self-contained. Used once. \$500 equity and assume balance. Call 479-3506.

1981 Honda 650 custom. \$1,500. Call 427-8207.

14-foot 1981 Glasstream Bass Boat. 45 hp Chrysler, two six-gallon tanks, depth finder, hand-control trolling motor, custom-made cover, power tilt, drive-on trailer, fiberglass, all carpeted, ice chest. Perfect condition, rarely used. \$3,800. Call 778-0188

nights. From 6:30 a.m. to 10:30 a.m. call 476-6598.

1975 Harley Super Glide. New paint and overhaul. \$3,500. Call 471-6807.

Kenmore "Whole Meal" Microwave. Year-old, three stage memory, temperature probe, programmed defrost. \$350. Call 480-9209 evenings.

Barbie clothes. New, hand-made. Call 473-8727.

American Eskimo Spitz puppies. Registered, wormed, shots, six-weeks old. \$175. Call 479-6679.

Texas Instruments home computer and accessories. \$350. Call 476-5814.

Cabinet maker's home. Three bedrooms, two baths, central heat and air, carpet, drapes, two-car garage, sun room, shop. \$62,500. Call 476-5916.

Wurlitzer two-keyboard organ. Electronic sounds, \$895. Call 444-5437.

Krolier sofa and love seat. Early American, excellent condition. \$250. Call 444-5437.

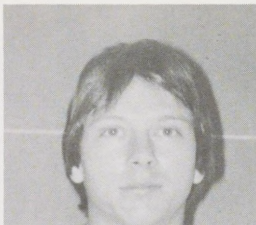
Big screen color TV. Four-foot screen, two-piece set. Made by Silver Screen. \$645. Call 438-5494.

Port-A-Crib. \$35. Six spaces in Garden of Ten Commandments, Forest Park East. \$1,500. Golf course lot. Near club house at Hilltop Lakes. \$6,000. Call 475-5588. After 6 p.m. call 472-8927.

## NOTICE

Garage sale. October 23 from 8 a.m. to 5 p.m. at 221 Crescent. Atari, sewing machine, appliances, clothes, toys, child's typewriter. Call 473-3746.

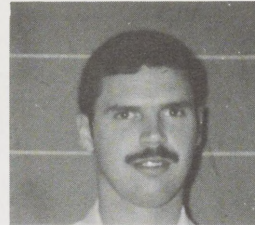
# Welcome to DPMC



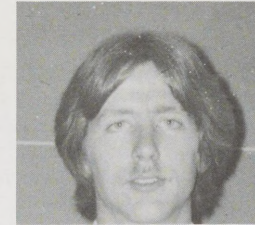
**Les Alexander**  
Welder  
Maint. North  
Hired in July



**Barbara Belt**  
Proc. Engineer  
East Operations  
Trans. in July



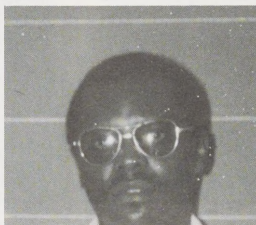
**Charles Delcambre**  
Engineer  
West Operations  
Hired in June



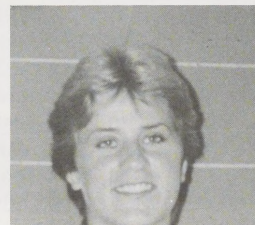
**Gary Greivenkamp**  
Engineer  
Resins  
Hired in July



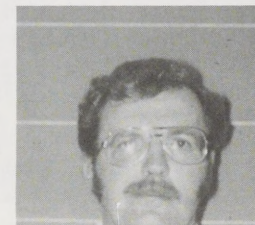
**Evette Martinez**  
Clerk  
ER-IR North  
Hired in June



**Alton Smith**  
Representative  
Employee Relations  
Trans. in July



**Cheryl Wolfgang**  
Analyst  
Purchasing  
Hired in July



**Larry Zook**  
Sr. Eng. Draftsman  
Eng. Support  
Hired in June

# SCORA upcoming events

The following events are on the SCORA agenda:

Halloween Carnival--All kinds of fun, games and refreshments, plus picture-taking with resident witch. Coming up Saturday, October 30, from 2 p.m. until 4 p.m. Location: San Jacinto College (in building at center of campus behind administration building).

Combination Dance -- SCORA and American Legion--Admission is free for this event, Friday, November 5, from 9 p.m. until 1 a.m., featuring the Chandler Brothers country-and-western

band, plus other music. Location: American Legion Hall, Preston Road and Pasadena Boulevard, in Pasadena. Cash bar. Snacks allowed, but no bottles or mixes brought into building.

Weekend at Delta Downs (Vinton, Louisiana)--Set for November 6 and 7. Members \$45, guests \$50. For information on bus transportation, motel and other aspects of the trip, contact Theresa Sandles on Extension 3077.

Basketball--Season begins this week. Check for possible open-

ings with Lloyd Kirk, Extension 6284, or Harry Taylor, Extension 6491.

Country Christmas Dance--Takes place Friday, December 3 (9 p.m. - 1 a.m.) at The Octopus (Petrotex Employee's Clubhouse). Live music will be provided by "Silver Creek." Tickets cost \$15 per SCORA couple until November 2. Beginning November 3, it's \$20 for SCORA or guest couples until all tickets are sold. Price includes hors d'oeuvre buffet, setups, BYOB.

# Garrison honored at 40th anniversary



**40 BIG ONES**--Cutting the cake after receiving his 40-year Service Award is Johnny Garrison, Process Manager, Aromatics East. The award was presented by Ron Hartman, Operations Superintendent East. Garrison selected the tie tack with four diamonds. Joining folks from Operations East for the celebration were Complex Manager Bill Thompson and Complex Superintendent Bob Slaughter.



## Provident Fund



The Provident Fund valuation is as follows:

Equities Fund  
Sept. 15 - \$4.233  
Shell Stock Fund  
Sept. 1-15 - \$36.977

The Shell Employee Stock Ownership Fund valuation is:

Sept. 1-15 - \$37.786



**Erma Bundage**

Shellegram is published each week for the purpose of informing and recognizing pensioners and employees like Erma Bundage, a senior clerk in Information Services. Erma has worked at the Complex eight years.

**Ben Seff**  
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N. Cafeteria

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