

Shellegram

Deer Park Manufacturing Complex

Thursday, February 8, 1979

Vol. 44, No. 6

Instrument Man Aids Stranger

A grateful commuter writes R. Gary Dillard, general manager, a letter of appreciation telling him: "a wonderful thing happened to me today." The day was Wednesday, January 3, and the wonderful thing was a kind deed performed by Paul Davis, instrument man, Maintenance North.

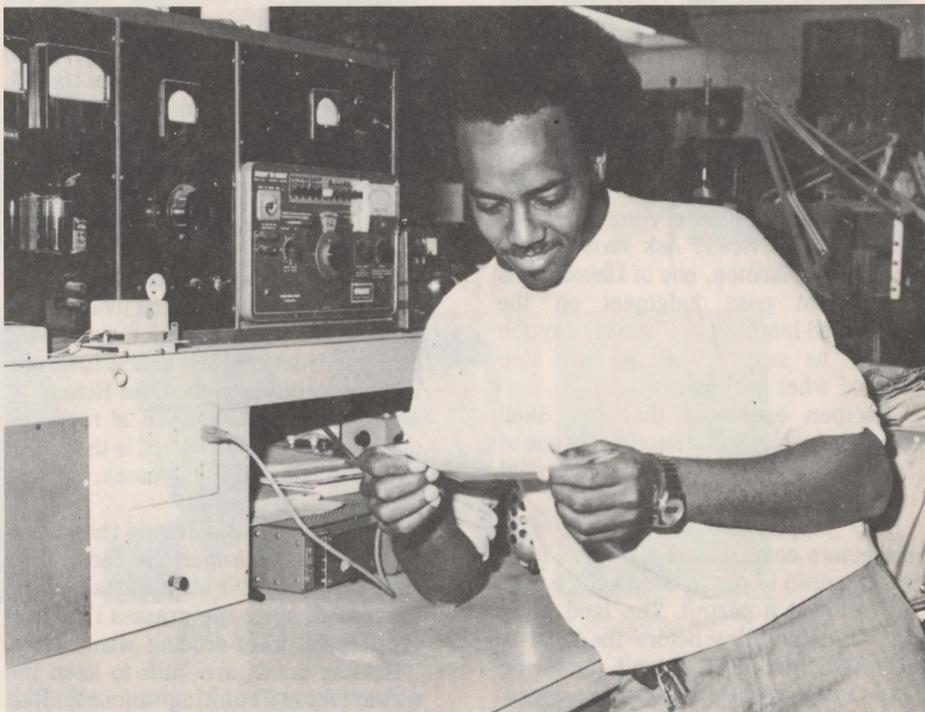
The commuter, Beth Deans, was traveling west on Highway 225 going over the overpass to get on Interstate 610 west during the evening rush-hour traffic when she realized something was wrong with her car. Behind her was Paul, who observed something amiss with her left rear wheel. Watching her car, he alerted the traffic behind them by signaling for them to slow down. Then, as Beth was leaving the highway, her rear wheel flew across I-610 at the intersection where 225 and 610 merge.

Paul, unable to stop behind Beth's car, pulled across I-610 and stopped about a quarter of a mile down the road. As he began running back to assist Beth, a stranger to him, her wheel came rolling towards him. He picked it up and managed to cross safely I-610.

Beth describes it this way: "Paul managed to locate my wheel and walk back to my car, crossing 610 in heavy traffic. He finally got the broken drum banged back into shape and two lugs on to hold the wheel in place. I managed to drive slowly home."

"You know," said the 34-year-old instrument man, "they talk about how badly women drive, but she handled that car really well. She maintained control while braking and stopping in heavy traffic at a dangerous location. She didn't panic at all."

Paul, who refused Beth's offer of money and almost refused her request of who he was and where he worked,



Instrumentman Paul Davis smiles as he peruses letter extolling his aid to a lady in distress.

feels this way about helping others: "The way I look at it is that someday someone will help me or one of my lov-

ed ones when they need it."

We certainly hope so, Paul. We certainly hope so.

Coal Mining Remains Transformed

Jeff Anderle and Ed Paryzek are proud. They have a right to be. Bouncing along a temporary road in Ohio coal country, they point with satisfaction to the rolling green countryside.

Not long ago that same land lay in patches of black and gray, marking the areas where huge machines had scraped out the coal from as deep as 90 feet below the surface.

Today, this same land looks more like a golf course than a coal mining pit.

Anderle and Paryzek are in charge of the day-to-day operations of the reclamation of land mined by R&F Company, a Shell subsidiary. And they will tell you the job is not easy: "It takes us four or five years to reclaim the land," explains Paryzek. "It may have taken the Lord only seven days to put it there in the first place, but," he

smiles, "we don't have nearly the same advantages."

The results of reclamation are hard to believe unless you see them. Times were when strip mines scarred the land. Reclamation was nonexistent. Some of those scars have never healed. High walls, which are stark cliffs created where the digging stopped, snake through the area. Tundra-like land looms as a grim reminder of the dark days of surface mining before reclamation.

No longer. When the coal is gone, the land remains. But now it is more useful than it was before.

Hard to believe? Witness, then, the eagerness of farmers to lease their land to R&F to mine. The farmers' land may be eroded and covered with scruf-

Continued on page 2

Coal Mining Remains Transformed Re

Continued from page 1

fy underbrush. It may be in better shape than that. But, regardless, they get back rich, contoured pasture or farm land.

As further proof of the quality of their reclamation efforts, R&F has won numerous awards from the Ohio Mining and Reclamation Association for their work. The association is a state-wide organization of mining companies.

Still not convinced? Ask state inspector Chuck Harmon, one of the officials who must pass judgment on the reclaimed land. "R & F makes my job easy," he says. "They go one step beyond what is required."

Harmon estimates that the Shell subsidiary's reclamation effort is one of the best three out of the 100 or so coal companies in Ohio.

R&F people work closely with state inspectors each step of the way. They are required to post a bond before they are granted a permit. The land must pass state scrutiny before the bond is released. And if it doesn't pass, the state won't grant the company more permits.

Thorough reclamation planning and environmental studies are conducted before the first rock is moved from a parcel of land. Construction begins with the scraping off of the precious topsoil. It is piled nearby and planted with grass to prevent erosion. Next, the overburden, which averages 45 feet thick, is removed. Explosives blast the rock away, exposing the two-to-four-foot coal seam.

Next comes the easy part: getting the coal out, about four million tons a year. Huge end-loaders scoop the exposed coal into trucks, which haul it to barge-loading facilities on the Ohio River. The coal gone, the overburden of rock and dirt is replaced. The topsoil is then piled on and fertilized, the grasses, bushes, and trees are planted.

All of which is easier said than done. Weather is an important factor. An approaching winter will forestall laying the topsoil, since the grasses that prevent topsoil from eroding won't grow.

Holding ponds are built to keep the water from running uncontrolled across the land. The water in these

ponds is tested for contamination and, if needed, is treated to insure water quality.

The people in charge of reclamation must also adapt their procedures to the geography of the 45,000 acres owned or leased.

There are numerous reasons for reclamation. For one, federal and state law demand it. But there are several compelling reasons to go beyond what the law requires.

Good reclamation is good business, explains Neil Porter, vice president of Operations. Adds R&F president Jack Hughes: "It enhances our ability to acquire reserves. The farmers love to have our reclaimed land. A farmer is going to get his land back better than it was before."

More Fans, Please

The next Wednesday evening you find yourself free, bored or merely looking for something different to do, join the SCORA basketball fans and cheer a team to victory.

More fan participation would not only greatly please SCORA basketball coordinator Roy Harrison, but it, no doubt, would help generate more team enthusiasm as well.

Games are played every Wednesday beginning at 5:30 p.m. in the Deep Water Junior High auditorium at 500 Glenmore, Pasadena. The current top three teams are:

Traveling All Stars	4	0
Shell Hawks	3	1
Spark Plugs	3	0

Retirees Form Club

Attention all retirees living in the East Texas area! A new club just for you has been formed. It's called the East Texas Shell Retiree Association (ETSRA) and its main goal is to look after each other.

ETSRA meets monthly on the last Monday at two o'clock in Wyatts Cafeteria on Beckham Street in Tyler. Bring your spouse and join fellow retirees for an afternoon of fun and frolic.

Any questions about the club's activities may be addressed to: George Irwin, Rt. 3, Box 78B, Troup, Texas 75789.

Service Anniversaries



30 Years
H. A. Wigley
Distilling



25 Years
F. J. Ackerman
Olefins & Solvents



25 Years
C. Brown
Utilities North



25 Years
C. H. Brown
Administration



25 Years
F. T. Fulgham
Maint. North



25 Years
J. D. Kuebler
OP-III



25 Years
L. D. Levy
Catalytic Cracking



25 Years
H. H. Massey
Utilities North

Retirements Represent 356 Years Service



Campo



Chalmers



Clinton



Hock



Mitchell



Osburn



Roach



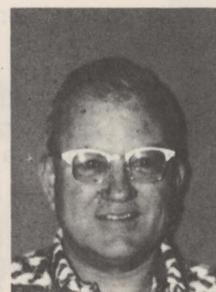
Seay



Shorts



Tanner



Watkins

Eleven men retired from the DPMC as of February 1.

John V. Campo, 63, retired as maintenance manager, Maintenance North, with 43½ years of company service.

He and his wife, Lucille, reside at 202 South Center in Pasadena.

Stuart Wallace Chalmers, 62, retired as a machinist No. 1 in Maintenance North, with 34 years of company service.

He resides in Conroe.

Joseph Henry Clinton, 62, retired as a carpenter No. 1 in Maintenance North with almost 36 years of company service.

He and his wife, Nona, reside at 414 Finrock in Pasadena.

Bernard J. Hock, 60, retired as an operator No. 1 in Lube B with 30 years of company service.

He and his wife, Lulu, reside in Onalaska, Texas.

J. W. "Moose" Mitchell, 58, retired as an operator No. 1 in Lube B with 29 years of company service.

He resides at 1415 West Ellaine in Pasadena.

T. W. Osburn, 63, retired as supervisor, Major Projects, with 44 years of company service.

He and his wife, Eula, reside at 507½ Springwood in Conroe.

Jearl T. Roach, 59, retired as a machinist No. 1 in Maintenance South

with 25½ years of company service.

He and his wife, Sibyl, reside at 3712 Malone in Pasadena.

Robert E. Seay, Jr., 55, retired as operator No. 1 in Utilities with 26 years of company service.

He and his wife, Catherine, reside at 1303 Axilda in Houston.

Henry L. Shorts, 62, retired as pipefitter No. 1 in Maintenance North with 31 years of company service.

He and his wife, Cornelia, reside at

4913 Airport Blvd. in Houston.

W. E. "Bill" Tanner, 52, retired as an operations foreman in Hydroprocessing with 30½ years of company service.

He and his wife, Mary, reside at 1207 Redman in Pasadena.

John K. Watkins, Jr., 62, retired as an engineer in Maintenance North with 26½ years of company service.

He and his wife, Mary, reside at 7039 Dillon Street in Houston.

Employee Tidbits

Pat Manley, senior inspector, Safety, rendered speechless at Continental Steak House. **Ray Hornsby**, senior analyst, Services, doing well after triple bypass surgery. Maintenance South pipefitter **Chuck Briggs** flips his wig. **Jack Werner**, manager, Training, shares home grown tangerines. Maintenance South pipefitter **A. S. "Buster" Kern** gives away the bride. **Linda Music**, E-R assistant, Salary Administration, has a bad day.

Retired machinist **Rusty Chalmers** gets picture taken. **Walt Eilers**, inspector, Safety, plans move to California. Head nurse **Evelyn Leamons** adds another certificate to her collection.

Mary Faye Sherman, E-R analyst, Industrial Relations, reveals enchilada making talent. **Ray Franklin**, manager, Utilities Startup, writes nice note. Maintenance North machinist **Kenneth Harwick** gives the editor a reminder.

Maintenance North welder **Joe Hernandez** and Engineering Support design draftsman **Wilber Knowles** run and win. Maintenance South insulator **Rudy Sorrells** turns down free steak. Retired Refinery Lab operations foreman **William D. Antone's** photograph, "Walking the Dog," awarded certificate of excellence by Shell News. **R. T. "Tom" Stricker**, engineering inspector, Inspection, bags \$20 goose.

Classifieds

FOR SALE

16' Roalite camping trailer, self-contained (except shower). \$995. New Z28 350 Cam and solid lifters, 455 lift int. and exh., 180 duration. \$65. 422-5244

Moving boxes, 777-2291.

Whirlpool chest deep freeze, less than year old. \$160. Kenmore dishwasher, less than year old. \$150. 426-3736

1973 Suzuki TS 185cc trail bike, also street legal, low mileage, good condition. 482-8934

3-2-2 house in Tanglebriar addition, Pasadena, brick veneer, fenced corner lot, concrete driveway in backyard. \$40,000. 472-3100

Never used 5" lab type Oscilloscope Heath Kit Model 10-18, probe, FET-VOM RF signal generator IG-102, signal tracer. \$175. Year old Sears 3 pt hitch, middle buster plow, t tine cultivator for up to 16 hp garden tractor. \$150. 1972 Gran Torino Sport, air, automatic, P-B-S, 351 AM+FM, good condition. \$1,150. 477-2483

1978 Datsun 280Z, 5-speed, AM-FM stereo, mag wheels, one owner, excellent condition. \$8,495. 427-2650

Ranger XLT with camper, air, P-S-B, automatic, new tires and shocks, dual batteries, built-in large bed, 15 gallon water supply with pump, 12V-110 V lights, 12V TV, propane stove and bottle. \$3,400. 452-4984

1975 Buick Electra Sedan, P-S-B, air, 68,000 miles, clean. \$3,500. Sears underdash auto air conditioner used 1 year. \$150. Protective griller for pickup rear window, wide bed truck. \$25. 1971 Chevy tailgate for WB pickup. \$45. Rear window for 1971 Chevy pickup. \$35. Four 14" wheels with good tires. \$120. 1965 Buick Skylark engine. \$75. Excellent auto transmission. \$75. 482-7154 after 6 p.m.

1974 Lemans, loaded. \$1,750. 479-0996

1977 Olds Royale, Delta 88, 350, air, cruise, P-S-B, valour interior, AM-FM stereo, 946-5454

3-2-1 all brick, full carpet, central air-heat, large lot, 4 years old, Pearland. \$39,500. 489-9523

1975 Toyota Stationwagon, auto, air, top luggage rack, good condition. 482-6525

WANT TO BUY

Tandem Trailer axles and springs for tractor trailer. 453-0231

Banana trees and assorted lawn care equipment. 844-7172

FREE

Child's swing set, needs some repair and a paint job. 476-4471 after 5 p.m.

PERSONAL

Thanks to all my friends that helped my family through our tragic time.

—Ronnie Hill

To everyone who has shared the memories of over 43 years, and to those who have expressed their good wishes for me in numerous ways, I want to extend my sincere thanks.

—John V. Camp

Look Again

At first glance, this scene appears to prove the saying: "They don't build cars the way they used to." However, appearances are oftentimes deceiving and that's the case here.

The Oldsmobile Cutlass pictured here in the Major Projects parking lot didn't receive its bends and dents from hitting the orange plastic road marker cradled against its bent bumper. Those came from a run-in with another vehicle.



Shellegram

Deer Park Manufacturing Complex

Published weekly by Shell's Deer Park Manufacturing Complex for its employees and pensioners. All inquiries should be addressed to **Shellegram**, Shell Oil Company, P. O. 100, Deer Park, Texas 77536.

Dotti West - Editor