

A DAMSEL IN DISTRESS? Yes and no! She is in distress in that she has a flat tire but she is not, because she knows what to do about her flat tire. These three pictures are the 4th, 5th, and 6th respectively, in a series of six photographs in an easy "how to change a flat tire course." The article and other pictures are on page 2. The article was prepared by the National Safety Council as were the accompanying pictures, in an effort to aid the ladies when they fall heir to a flat tire while driving without a "Sir Galahad" and also as a refresher to the men to remind them of some of the safety precautions that should be taken when changing a tire.

#### PROVIDENT FUND NEWS

Here are the latest Provident Fund valuations:

##### Equities Fund:

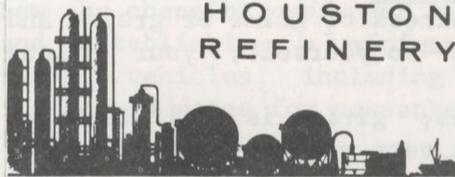
December 5, 1967 - \$1.943

December 20, 1967 - 1.945

##### Shell Stock Fund:

December, 1967 - \$66.277

## SHELLEGRAPH



HOUSTON  
REFINERY



No. 271

Friday, January 12, 1968

#### WHEN IT COMES TO KEEPING SEAS CLEAN, OILMEN ARE "IN THE SWIM"

Oilmen are "old salts" when it comes to keeping the oceans clean. They know that oil and water do not mix. And as a matter of long-standing policy, they do their utmost to make sure that the petroleum transported by tanker to far-flung markets is kept a proper distance from its natural enemy -- water.

Collectively and individually, the nation's oilmen have actively engaged in anti-pollution programs that span decades.

Petroleum companies participated in the investigations and hearings that led to the passage of the federal Oil Pollution Act of 1924. And through the years, oilmen have consistently supported strict enforcement of this basic law.

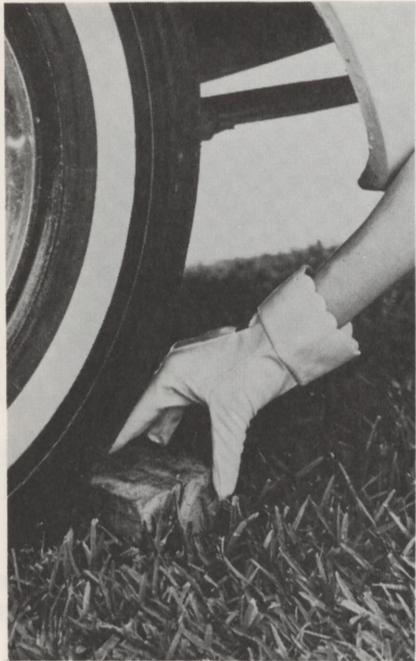
Many individual American companies, however, often go far beyond what is required by national as well as international law. These companies have devoted substantial research and other efforts to improvements in tanker operations to reduce and, in some cases, totally eliminate oil spills at sea.

For example, on most U.S. tankers oil that remains in compartments after unloading is separated from ballast water that

(Continued on Page 4 - See CLEAN)



GOOD OLD TIMES ARE HERE AGAIN --- Remember the good old days of the "Poor Boy Sandwich" and the time when you could order a sandwich with your choice of meat, bread, and garnishments? Well, those times are returning at the Refinery Cafeteria beginning Monday, January 15. Refiners will be able to wait to have made-to-order sandwiches prepared, as they go through the line, by Roberta Sanchez, left, at the Cafeteria's new sandwich bar. Cafeteria Manager Mary Lee Seay, at right, said that there will be a choice of ham, corned beef, boloney, pastrami, and other meats. There will be also a choice of several types of breads. Prices for the "meal-in-themselves" sandwiches will be from 60¢ to 75¢.



HOW TO CHANGE A TIRE

The following advice is intended primarily for lady drivers, but we've a sneaking notion that more than one muscular male could profit from the message. It has to do with automobile tires and air -- or lack of it -- and nuts 'n' bolts, lug wrenches, 2x4s, and a smudge on the end of a cute little nose.

In short, it's a "how-to" piece--told in words and photos--on changing an automobile tire without: 1) a handsome Galahad, 2) an excess of grime or grease and 3) an accident--to yourself, your nylons or the car.

All it takes, girls, is a little forethought and a very minimum of muscle. At any rate, that's what the National Safety Council tells us. Let's try it by the numbers to see if it all makes sense.

First, equip your car with a few "extras" not supplied by Detroit. These include clean rags, several packets of moistened paper towels (like the kind you get when you eat chicken in a restaurant), a rubber mat, a pair of work gloves, a "4-way" lug wrench, a hefty screwdriver, a small board, two short 2x4s (swiped from hubby's workshop), a trouble light and/or flares and, of course, a jack, which--unlike the other things--came with the car.

Waiting for that thump, thump, thump is no time to learn how the jack works. Or whether or not you have a spare tire in traveling condition. If Mack the Bread Winner can't help you, check with your neighborhood service station.

Just for drill, let's assume you're out 20 miles from nowhere and you feel an abnormal pull on the steering wheel. If it's not one of the kiddies teething or trying to make like Stirling Moss, it undoubtedly means a flat.

PHOTO 1: At first signs of a flat tire, get the car off the road. To prevent it from slipping off the jack, leave the car in first gear or in "park", set the parking brake and place the 2x4's snugly against the front and rear of the tire diagonally opposite the flat. If it's dark,

set up trouble lights or flares so that oncoming traffic can see you. Put on gloves to protect your hands and keep them from getting dirty.

PHOTO 2: Set the jack at the point of your car that is best according to the owner's manual. If the ground is soft, set the jack on a small board. Now pump the jack until it is firmly in place but has not yet begun to lift the car. You'll be much more comfortable and your job will be easier if you kneel, so spread the rubber mat next to the jack.

PHOTO 3: Use a hefty screwdriver to pry off the hub cap. The cap will make a handy receptacle for the lug nuts, so place it close to the tire. The "4-way" lug wrench will give you more leverage than the standard wrench that came with the car. Find the socket that fits the lug of your car. Use it in a counter-clockwise direction. Do not at this time remove the nuts; just loosen them.

PHOTO 4: Prop the spare tire against the car next to the flat. Being careful not to let the jack slip or tilt, raise the car until the hub is slightly higher than the center of the spare wheel propped next to the flat. Finish unscrewing the lug nuts. Take hold of the tire on each side and slide it off. Roll the spare over and line it up against the hub. Lift the tire, looking through the holes to make certain they're lined up with the lugs and slip it on.

PHOTO 5: Replace the lug nuts and tighten them with your fingers, making certain the wheel is on straight. Using the lug wrench, tighten them all--one nut and then the opposite, and so on, tightening them all down evenly until the wheel turns from pressure. Now let down the jack and give the nuts one good last turn.

PHOTO 6: If you think the lug nuts might not be tight enough, put the hub cap on the floor of the car where it will remind you to have them checked at the first gas station. Now you're ready to put the spare in the trunk, pick up your tools, call the kids back, clean up with a moistened paper towel and be on your way.

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IKE JONES RAN OVER 200 MILES RECENTLY TO WIN 3RD PLACE IN RUNNING MARATHON

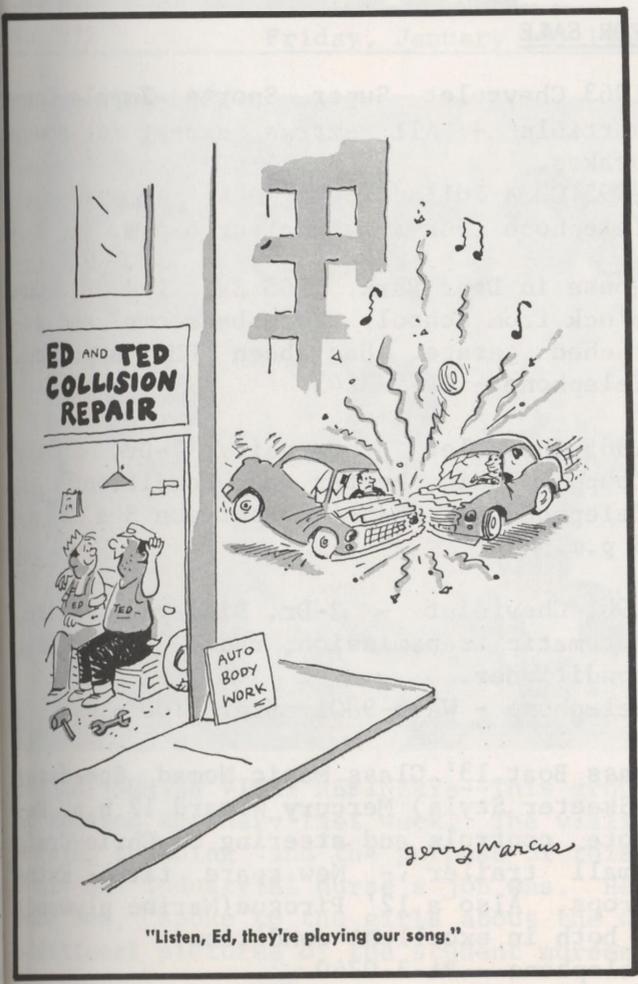


"IKE" JONES

L. B. "Ike" Jones, Operator No. 1 in the Distilling Department, recently won the 3rd Place Award in the Houston Downtown YMCA's Running Marathon. The marathon was part of a coast-to-coast running marathon in a national YMCA competition in which 51 YMCA's pitted their runners against each other.

Ike says that he was the oldest runner (he's nearly 59) on the local 25 man team. He and his team mates ran the 3,000 miles in 16 days, placing the group in the 11th place among the 51 YMCA's competing. Ike's runs consisted of 4 days of 10 miles each, 5 days of 12 miles, 1 day of 15 miles, 5 days of 16 miles, and 1 day of 17 miles for a total of 212 miles run in the marathon. The runs were continuous each day and he reported that many blisters were received on the runners' feet.

In addition to the running, Ike also swam two and one-quarter miles the first week and two miles the second. He lost eight pounds in weight during the contest which was held by the various Y's to promote interest in the "Running For Your Life" program, which suggests that running is good for the health.



"Listen, Ed, they're playing our song."

AUTO LICENSE PLATE TIME DRAWING NEAR AVOID THE RUSH AND PURCHASE YOURS EARLY

The Texas State Highway Engineer, J. C. Dingwall, announced that Texas will register approximately 7 million vehicles during 1968. "This is the largest number in our history," Dingwall said.

All 1968 Texas license plates have been delivered to the 254 County Tax Assessor-Collectors for issuance during February and March of 1968.

Of the estimated 7 million vehicles to be registered, the Texas Highway Department believes that 4.75 million will be passenger cars and 1.9 million will be commercial trucks and truck-tractors. Trailers and motorcycles will account for the balance.

Motor vehicle owners can avoid long lines by registering during the month of February, rather than waiting until the March rush.

Owners should bring four items to the Tax Collector's office when registering vehicles: certificate of title, 1967 license receipt, current resident address, and zip code.

State law requires each owner to register his vehicle in the county in which he resides and to present his certificate of title as evidence of ownership.

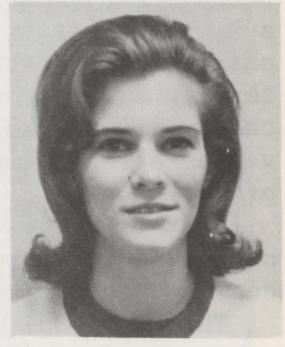
During the 1967 session the Texas Legislature amended the Texas Registration Law by changing passenger car license fees and establishing a minimum fee of \$5.30 for all vehicles, including boat trailers.

The new rates for passenger cars are as follows:

*Up to 3,500 pounds .....	\$12.30
*3,501 - 4,500 .....	22.30
*4,501 - 6,000.....	30.30
*More than 6,000 pounds.....	.55
per 100 pounds.	

WELCOME TO HOUSTON REFINERY

HELEN WATKINS  
Clerk  
P & IR



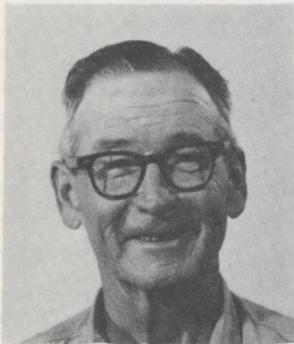
SHELLEGRAPH

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P. H. FISCHER---Editor

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L. B. BEARD DIES AFTER LONG ILLNESS  
WORKED MORE THAN 20 YEARS FOR SHELL



L. B.  
BEARD

L. B. Beard, an Operator No. 1 in the Utilities Department, died on December 4, 1967, after a lengthy illness. He had worked more than 20 years at Houston Refinery and was 60 years old at the time of his death.

He was born in Zwolle, Louisiana, where he also attended school. He was graduated from high school in Many, La., and received an A.B. degree from Louisiana State Normal College in 1932 in the field of science and agriculture.

He served in the United States Army from 1941 until 1945 and attained the rank of First Sergeant. While in the Army he received the Silver Star, Bronze Star, EAME Campaign Medal with five stars, American Defense Medal, and the Good Conduct Medal.

Funeral services were held on Wednesday, December 6, 1967, with burial in the Forest Park Lawndale Cemetery. He is survived by several brothers and sisters.

CLEAN - Continued from Page 1

must be taken on to prevent the tankers from bobbing like corks when returning to loading terminals.

When the ballast water is discharged as the ship nears its destination, the separated oil -- "slop" oil -- is stored on board. Many American tankers now load the new cargo on top of the "slop" oil, as do ships of many other nations. An estimated three-quarters of the tonnage carried by the world tanker fleet is transported in vessels that employ this "load on top" procedure.

Another method of disposing of "slop" oil is to discharge it at shore facilities designed for this purpose.

These techniques are preventing large amounts of waste oil from reaching the seas.

As for accidental oil spills when loading and unloading, U.S. oil companies are banding together to create prevention and cleanup programs in a number of harbors. For example, various oil companies and other industries with terminal facilities in Providence, R.I., have jointly purchased emergency supplies -- such as spill booms and detergents -- and made them available to local authorities.

To sum it up, the petroleum industry's determination to keep the seas clean is reflected in action -- not just in principle.

You may only  
need seat belts  
once.

(but which once?)



Published to save lives in cooperation with The Advertising Council and the National Safety Council. For free copy of Seat Belt Fact Sheet write: N. S. C., 425 No. Michigan Avenue, Chicago, Ill. 60611

CLASSIFIEDS

FOR SALE

1963 Chevrolet Super Sports Impala Convertible - All extras except for power brakes.  
\$995.00 - Full price.  
Telephone - GR-3-7463 after 6 p.m.

House in Deer Park. 205 East 2nd St. One block from school. Two bedrooms and attached garage. Has been FHA approved  
Telephone - GR-9-2241

1965 Chevrolet - Corvair. 2-Dr. Sport Coupe. Radio, heater, top condition.  
Telephone - RE-4-4423 between 8 a.m. and 6 p.m.

1961 Chevrolet - 2-Dr. Biscayne. White automatic transmission, radio, heater, air conditioner.  
Telephone - WA-6-9801 after 5:00 p.m.

Bass Boat 13' Glass Magic Nomad Speedster (Skeeter Style) Mercury Wizard 12 h.p. Remote controls and steering on Chris-Craft small trailer - New spare tire - Extra props. Also a 12' Pirogue (Marine plywood) - both in excellent condition.  
Telephone - PA-3-0740