



Shellegraph

Houston Refinery

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PARTY PLANS

UNDERWAY



L. J. Hallmark, leads the Ten and Over Party Committee in a discussion of arrangements. With him are Bill Davis, Josie Ochoa, R. L. Gibson, Joe Casas, Ety Mathews and G. L. Boatright. Also on the committee are Oris Green, John Wood, George Thorn and Roosevelt Fisher.

School's Open

CRAFT DEVELOPMENT PROGRAM TRAINS EMPLOYEES FOR NEW JOBS

Some Refinery employees are getting a headstart on entering new crafts through the specialized education offered in the Craft Development Program.

Fifty-two electricians, linemen, welders, instrumentmen, machinists and boilermakers trainees are participating in the program to learn these crafts. Aside from the many hours in the classroom, each is receiving on the job training while working with experienced men in these fields.

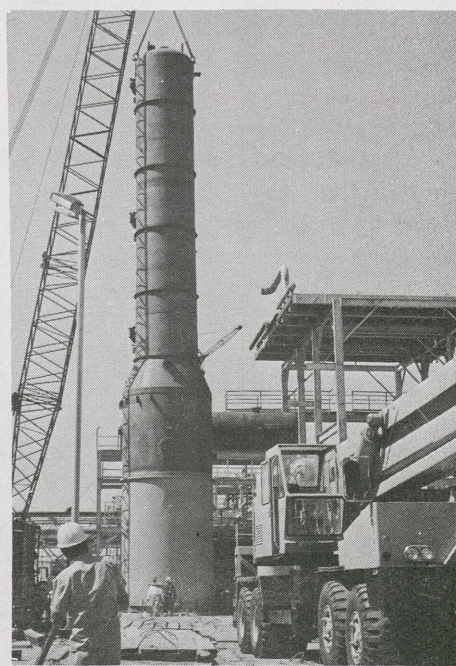
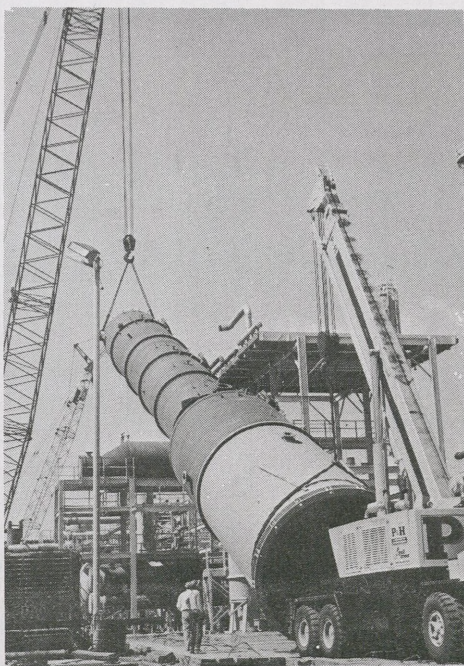
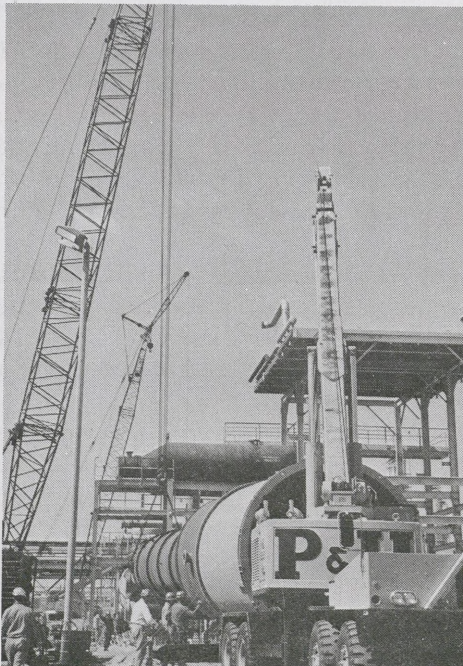
Herb Cannon, Senior Engineer, Engineering Field, is teaching the instrumentmen, electricians, and linemen such subjects as blueprint reading, mathematics and basic electricity. The electricians must also study conduit bending and installation and the instrumentmen will learn about physics.

Cannon recently conducted a 9-month training school for instrument inspectors from the Shell refineries in the U.S.

In addition, safety and plant procedures will be taught by safety inspectors, the

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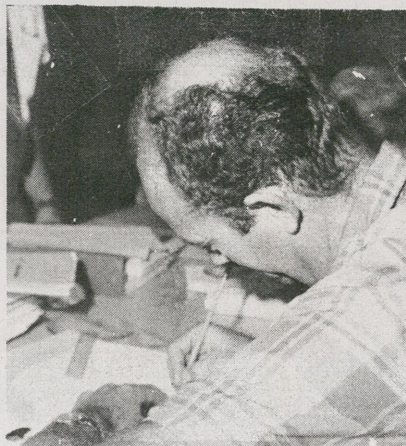
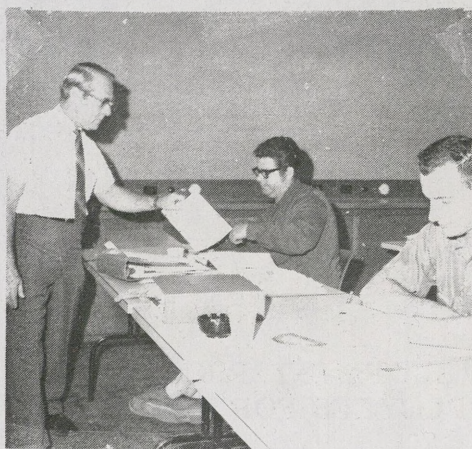
124,000 POUND VESSEL LIFTED INTO PLACE AT DEA FUEL GAS TREATING UNIT



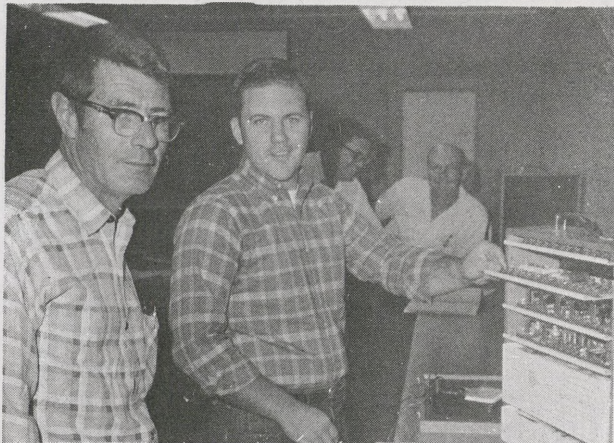
A 124,000 pound, 65 ft. 6 in. tangent to tangent vessel was erected in the Diethanolamine Fuel Gas Treating Facilities in the Catalytic Cracking Department last week. The vessel will be a DEA stripper capable of recovering 150 tons of H₂S a day. The facilities prevent loss of recoverable sulfur to fuel gas and consequent release of sulfur oxides

to the atmosphere by DEA scrubbing intermittent process gas diversions. The facilities will be completed by January. Two cranes lifted the huge vessel into place slowly with workmen's direction. Finally, a surveyor checked the vertical plumb of the column after the lift. The work is under the direction of the Engineering Office.

CRAFT TRAINING GIVES CLASSROOM AND ON THE JOB INSTRUCTION



In the craft training classes, left, Herb Cannon, instructor, talks to two members of the electrician and linemen class, Chester Guidry and J. Gorenflo. Center, Chuck Taylor is hard at work on a problem. Right, instrumentmen trainees Y. M. Putman and E. H. Clore perform laboratory work with their basic electricity kits.



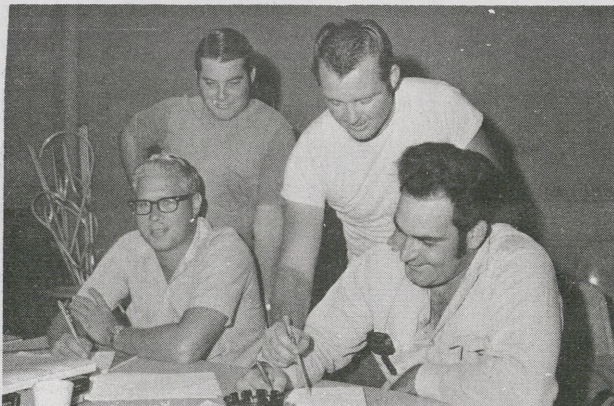
J. M. Hall and H. M. Culpepper perform a task using the basic electricity kits in the classroom.

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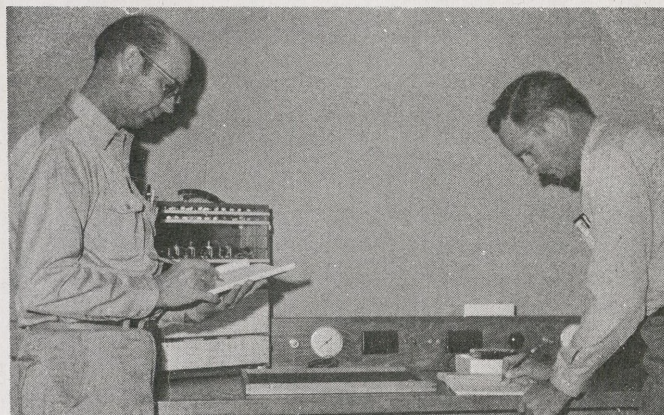
training section employees, engineers and foremen.

The machinists and boilermakers are attending classes at Lee College in Baytown. The welders have already completed their training at Lee College.

In this new program, employees are required to advance to a higher classification within a year's time by demonstrating proficiency in their current classification and by passing the qualifications in the Manual of Job Requirements.



W. A. Hamm, G. R. Buford, standing, E. T. Iley and J. P. Brasher, Jr., go over some electrician and lineman class work.



Learning the basics in class, I. E. Kirkwood and H. M. LaRue will then get practical experience on the job with seasoned instrumentmen.

INTERNAL COMBUSTION CAR WINS CROSS-COUNTRY CLEAN AIR RACE

It wasn't getting there first that counted, but getting there cleanest.

This was the world's first "Clean Air Race," a 44-car marathon from Cambridge, Mass. to Pasadena, Calif. Nearly 200 students entered the race which began August 24 at MIT and ended six days later on the campus of the California Institute of Technology.

Involved were almost every type of vehicle imaginable--steam engine, internal combustion, electric cars and electric hybrids (a combination of battery and conventional fuel systems).

The race was held to demonstrate new automobile power systems that could cut down or eliminate exhaust pollution. Cars were scored on several criteria: emission factors, elapsed time, road handling and maintenance. Emission factors were given the most weight.

All vehicles were tested at the Esso Research Laboratories in Linden, N.J., before being allowed to enter. The cars had to meet California's emission standards for 1975, which probably are the strictest in the country.

The winner? An internal combustion entry from Wayne State University which ran on lead-free gasoline.

DUST OFF THOSE PLAYING CARDS SHELL BRIDGE TOURNEY NEXT MONTH

Bridge enthusiasts are invited to play in the Fifth Annual Shell Worldwide Bridge Tournament and Houston Championship.

Pairs will play the same hands against more than 300 pairs in 24 locations from Atlanta to Zambia. The Houston match will be held Wednesday, November 4 at 7:45 p.m. at the Bridge Studio of Houston, 2425 Norfolk (near Kirby at Southwest Freeway.)

The tournament is open to Shell employees and their families. S. C. Slaymaker, Ext. 340 is taking reservations at the Refinery. Entry fee is \$2.50 per pair.

Last year S. C. Slaymaker and his partner won third place among the 22 pairs who played in Houston.

ANSWERS ON SHELL OF FUTURE GIVEN FOR INTERESTED MOTORISTS

Q. What is the octane rating of Shell of the Future and how does it compare with the other two grades of Shell gasolines?

A. The octane number is about 91, the level for which most 1971 cars are being designed. Shell will continue to market Shell Regular, which is about 94-octane, and Super Shell, which is about 100-octane. This is because Americans will be driving three types of cars during the '70's. One type will run on approximately 94-octane fuel and the second will need a premium 100-octane gasoline. The third group, which Shell of the Future will satisfy, will have low-requirement engines built to run on 90-91 octane. This group includes most of the 1971 models and some pre-1971 models and foreign cars.

Q. Will the absence of lead in Shell of the Future cause damage to car engines?

A. No. In leaded fuels, the lead is used to decrease or eliminate knock. Incidentally, it prevents damage to valve seats under severe operating conditions. The low compression engines that this fuel is designed for will be satisfied by the 91-octane. And the combination of chemical elements in TCP* will protect the engine against valve wear.

Q. I have a pre-1971 car that runs on regular gasoline. Can I use Shell of the Future?

A. About 20 percent of the pre-1971 American-made cars, as well as many foreign cars, are able to use the 91-octane gasoline without any engine changes. If your car knocks when you first use it, you may need to have a mechanic re-tune your engine so you can use Shell of the Future satisfactorily. A heavy knock will indicate that the car needs to use a higher octane.

Q. Why is Shell making a non-leaded gasoline and not a low-lead one?

A. Automotive manufacturers have stated that if advanced-type emission control devices are to operate satisfactorily in future years, non-leaded gasolines will be required. Rather than just reduce the lead content in its gasolines, Shell decided to meet the future now, with Shell of the Future.

*Shell trademark.



Lil Long cuts cake at her farewell coffee. She recently transferred to the Shell Engineering Council. Peggy Shelburne, Expansion-Construction, succeeded her. Seated in background is Pat Hayes.

LARGEST SULFUR RECOVERY PLANT IN U.S. PLANNED FOR JACKSON, MISS.

Shell Oil Company has announced plans to construct the largest sulfur recovery plant in the United States southeast of Jackson, Mississippi, in Rankin County. C. L. Blackburn, Vice President of Shell, announced that construction on the \$10 million gas treating and sulfur plant will begin immediately with completion set for 1972.

The new plant will be designed to treat 100 million cubic feet per day of sour gas from the smackover formation. At design capacity, the plant should produce over 50 million cubic feet of sweet gas, mostly methane, and recover about 1250 long tons of sulfur a day.

A sulfinol process will be utilized to remove the hydrogen sulfide and carbon dioxide in the gas stream coming into the plant. Using the Shell developed and licensed treating process, approximately 97 percent of the hydrogen sulfide is converted to sulfur.

Plans call for the sulfur to be moved from the plant to market by truck and rail and for the methane to be moved to customers by pipeline.

Fish Engineering Co. of Houston and the Ralph M. Parsons Co. of Los Angeles have been awarded the contract for the construction and the engineering of the new plant.

Shell's exploration activity in Mississippi dates back to 1936 when the company stationed an oil scout there. In 1943, the company opened an exploration office in Jackson and in 1958 made its first major discovery--the Little Creek Field near Brookhaven. During the past five years, the company has expended more than \$60 million searching for and developing new fields in the southern part of the state.

In Rankin County, Shell has drilled a number of wells to depths in excess of 20,000 feet. The first of these, the Garrett No. 1, discovered a major smackover gas accumulation which will be the major source of supply for the sulfur recovery plant.

INSTRUMENTMEN HONORED AT SAFETY DINNER



The Instrumentmen and their wives enjoyed their safety dinner at the Monument Inn. Left to right are C. M. Wolters, W. T. Mehr-



kam, R. C. Whitley, H. L. Mize, L. O. Glover, retiree; and L. C. Dickey. At right are Jim H. Smith, retiree, and F. J. Brown.



Honored for safe year were Mrs. E. M. Ratley, Mr. Ratley, L. O. Glover, R. C. Whitley, and Mr. and Mrs. Wolters.



Wives met again, they are Mesdames Elgin Matthews, Roy Whitley, H. L. Mize and W. T. Mehrkam.

CLASSIFIEDS

For Sale

'66 Chevrolet 4 door, V8, automatic transmission, power brakes, power steering, factory air, priced to sell this week.
Telephone: 479-2241

Atwater Kent, model 82, table type radio, approximate 1925 vintage. Good condition, \$250.
Telephone: 946-1867

1969 Volkswagen, 30,000 miles, engine and body in excellent condition, new tires, chrome or regular wheels, \$1450.
Telephone: 427-2650 after 5 p.m.

Child's saddle and pad, \$35.
Telephone: 649-1033

Rebuilt 36 hp. VW engine, \$150.
Telephone: GR 2-1700

1960 Chevrolet Impala, radio, heater, air, power steering, needs engine work.
Telephone: 472-0713

3 yellow male kittens, just weaned.
Telephone: 472-0018

1970 Pontiac Lemans 2 dr. hardtop, green, 3600 miles, pick up payments, no equity. See it at 3500 Red Bluff--Gary Buchanan.

Pontiac '65 Catalina 2 dr. hardtop, automatic V8, power, good condition. Original owner, \$495.
Telephone: 472-7286

Maple love seat with matching platform

rocker, practically unused.
Telephone: 472-C522

All brick 3-2-2 home, central air & heat, 2 blocks from Deepwater school, low equity.
Telephone: 473-6940 before 2 p.m. this week

Small Duncan Phyfe dining suite with four chairs.
Telephone: GR 3-3249

'62 VW, radio, excellent, dune buggy material, \$200.
Telephone: HU 5-3064 after 6 & weekends

2 bedroom frame house with 2 car detached garage, 6327 Stillwell, Houston.
Telephone: GR 3-3249

Table tennis table--two fold type--needs painting, \$7.50.
Telephone: HU 5-3064 after 6 & weekends

8 room house on acre of ground with garage apartment. Located behind Montgomery Ward store on Spencer & Shaver.
Telephone: 946-3258

1968 Honda--450--extended front, sharp, \$550.
Telephone: 944-1674

New Kenmore washer and dryer. Both three cycle, \$350 value, sacrifice both for \$200, used 1 month. Also 2 wheel trailer, 5x7 with 4' sides, lights & tarpaulin, sheet aluminum outside and underneath, new tires 15", \$200 invested in material, sacrifice for \$100.
Telephone: GR 3-1537