



# Shellegram

Deer Park Manufacturing Complex

Thursday, Jan. 28, 1982

Vol. 47, No. 4

## DPMC manager lends a hand to student survey

A DPMC manager is giving Deer Park High School students an inside look at his own business while he helps them prepare a questionnaire that will be used by the Chamber of Commerce to survey the community's neighboring industries.

B.T. Waggoner, process manager, Alkylation-Solvents and Treating, has been working with the Distributive Education class since November on the project. The survey, scheduled to be completed in February, will help the Chamber determine what area industries consider top priority in Deer Park.

Ken Mier, Chamber of Commerce representative, said the survey will provide feedback to the city to help it plan for the future. "The questionnaire asks industries what they believe is needed in the community," he said. "For instance, do industries see the need for a vocational technical school here; perhaps they would like a hotel in town."

Mier explained that the survey actually has three parts—a questionnaire for industry, for small businesses and for the community. "The answers will tell us what we have a need for in Deer Park, and we can call on the industries to sup-

port us as we work to meet those needs," he said.

A number of area businessmen besides Waggoner helped the students once they developed the idea for the survey. Waggoner, with 15 years of experience in the oil industry, said his task was to help the class organize its ideas, and encourage the students to strengthen their communication skills.

"I played the role of a motivator and a facilitator," he said. "I got a tremendous amount of satisfaction watching the kids come together as a team while they worked on the survey."

Waggoner has had plenty of experience helping others develop communication skills, having served as a coach in DPMC's communications workshop for several years.

During his first meeting with the class, Waggoner used a team building exercise to spur discussion. "I asked each person to share with the class his or her greatest strength. Some students said they were quick-witted, some were good in math or English. If one person had all these skills there would be no need for a group," he pointed out. "This



B. T. Waggoner has worked with a Deer Park High School class since November on a survey for the Chamber of Commerce. Members of the Distributive Education class working with the Shell manager include, from left to right, Gloria Franks, Tim Rawls, Trudy Hanzak, Waggoner, Pam Sparks, Fonda May and Melinda Stout.

helped them to realize they have to stick together as a group to accomplish their goal."

Rosemary Turk, Marketing

and Distributive Education teacher at DPHS, said Waggoner was very instrumental in getting the students off to a good start.

"They realized what they were doing was very important," Turk said, "and the next thing they knew they were having fun doing it."

## Rail crew keeps DPMC operations on track



Robert Gibson

Train operator rides the rails at DPMC

When most of us think of the railroad, we see an engineer waving to us from the train. Or we might think of the flashing red lights at a railroad crossing, recalling the long, endless train that interrupted our busy schedule.

"Some people who work here don't even realize we have a railroad crew," said Mike Burgess, a member of the railroad team that may be DPMC's best kept secret. "A lot of people think we work for Southern Pacific on their rail crew," Burgess admitted.

Despite the lack of publicity, DPMC is the only Shell location with its own

locomotive engine and full-time switching crew. Eighteen miles of track criss-cross the Complex, and hundreds of rail cars move in and out of DPMC every day.

A new training film the rail team has put together may bring the crew some much-deserved attention. The slide-tape presentation will not only help train new recruits for the team, but will also serve as a guide for other Shell locations operating part-time rail crews.

Burgess said the short slide show will give people an idea of the role the rail crew plays at DPMC. The crew is made up of a foreman and an assistant

foreman, who is in charge of scheduling the movements of the rail cars in the Complex. An operator drives the train, but the number one switchman is actually in charge. His signals to the operator, relayed by the number two switchman, determine the movements the train makes.

"If there is one thing the slide show emphasizes," Burgess said, "it's awareness. You have to be on top of your job at all times. You're moving big pieces of equipment out there, so if you aren't thinking, you could have a big problem."

DPMC owns or leases about 700 rail cars that regularly pass through the Complex on a scheduled run according to product demand. Every day, a trainload of cars is dropped off at the Complex, where they'll be broken apart, loaded, and hooked up again by evening.

When the rail team's first shift arrives every morning, they line the cars up in the proper order according to the switch list, which gives the numerical sequence of each car. After the paperwork has been checked, dirty cars will be cleaned. In some cases, like at the lube plant, for instance, they will be steam-cleaned and hand-dried.

When the cars are ready to be loaded, they'll be taken to the different loading areas around the Complex. There, each car is "spotted" exactly so it can be properly loaded. The team spots about 40 cars a day at various locations in the Complex, including the solvent loading rack, the lube oil

loading rack, the acid racks in solvents and treating and the docks.

"We have to make sure we get the right car in the right place so the wrong product doesn't get in it," Burgess said.

"You have to have a good overall picture of the entire operation. To move these cars in the safest and most efficient manner, you have to be thinking two or three switches ahead," said Burgess, an ex-pro football player. "It's a challenge every day."

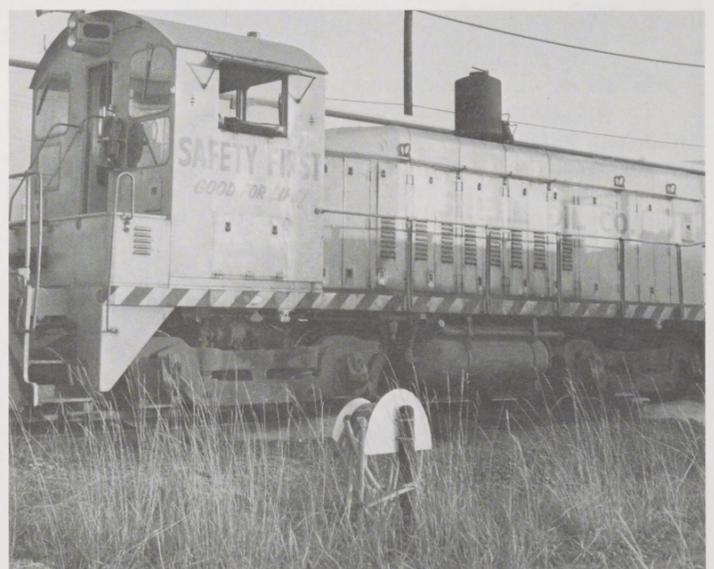
Joe Ramos, an operator on the rail crew, agreed. "It's like a puzzle. You have to put the right car in the right place in a

certain order. We never have the same switches every day," he added.

What's it take to be a good member of the rail team?

"Lot's of practice and good training," Burgess said. "Good depth perception is also an asset. You build up your sense of timing so you know when to give a signal or throw a switch."

Dale Kocurek is the railroad team foreman and Glenn Conard is the assistant foreman. Other members of the rail team include Robert Gibson, John Fitch, Rudy Sikora, Paul Saunders, Mike Arcos, Al Harvey and J.D. Boyd.



"Dinky," as this engine is affectionately known, is a unique fixture at the Complex. The switch engine is Shell's only locomotive. In fact, DPMC is the only company location that employs a full-time railroad crew of its own.

## Don't neglect estate planning — the benefits make the difference

Randy had designated his wife Rhoda as beneficiary of his Provident Fund, Shell Employee Stock Ownership Plan (SESOP) and Group Life Insurance benefits. After a stormy argument, they divorce. Randy remarries Rena, but fails to change his beneficiaries. After the divorce, the Provident Fund and SESOP designations became invalid. When he dies, his ex-wife receives the Group Life Insurance payment.

Willie had named his wife Wanda beneficiary of his Group Life Insurance benefits. They decide to separate, and Willie promptly changes his designated beneficiary to his mother. A year later, Willie and Wanda reconcile, but he forgets to update his official benefits plan. When he dies, his mother collects the benefits.

These are some of the situations that can occur when people neglect their personal estate planning. Each could have been easily avoided by updating beneficiaries for SESOP, Provident Fund and Group Life Insurance.

As we go through life, our family situation is constantly changing due to marriage and divorce, birth and death. If the beneficiary you designated as recipient of your Shell benefits changes, it will leave a gap in your personal estate planning. By keeping your beneficiaries current, there will be no

question about dividing your estate when the time comes.

Frank Thompson, Employee Relations, said that many people neglect to update their benefits plans when their situation changes. "Many people who signed up for insurance when they first began working here have married or divorced. They don't bother to come in and change their beneficiaries. They probably don't even remember whom they designated," he said. "There is no constant reminder who their beneficiary is."

Part of the problem may be that we don't like to think of our own demise. But there are important reasons to make sure you keep the list of your Shell beneficiaries officially designated.

Thompson pointed out that Group Life Insurance benefits alone represent one year's salary, which can be a substantial amount of money. "For example, if a person 30 years old has the full amount in the supplemental plan and basic life insurance plan, the receipts to his beneficiary could be as much as six times his annual salary," he said.

In most cases, the largest sums of money come from the Provident Fund. "If the person had a long career with Shell, the benefits could grow to the \$100,000 range," Thompson said. "But if the designated

beneficiary is wrong, there could be a hassle during the settlement."

Thompson encouraged people who have a question about their beneficiaries to check their Provident Fund and SESOP "designation of beneficiary" papers and their Group Life Insurance policy to make sure they have the right beneficiary named. Employees who find a change needs to be made or who have questions about their benefits plan should call Personnel South at 7308 or Employee Relations North at 6818.

Besides keeping beneficiaries current, another problem related to the situation often occurs. Many people don't even know if they're enrolled in a benefit plan. This applies not only to Provident Fund and Group Life Insurance programs, but also to medical, dental and income protection plans.

An easy way to verify the programs you are enrolled in is to check your payroll check stubs to make sure the right premium deductions are being made. Since different deductions are made at different times of the month, Thompson said it would be necessary to look at both checks during the monthly period. "This can't tell you who your beneficiaries are," he said, "but it can tell you what coverage you have."

## Anniversaries



Leroy Mappé  
Distribution  
25 years



Don Robinson  
Env. Operations  
25 years

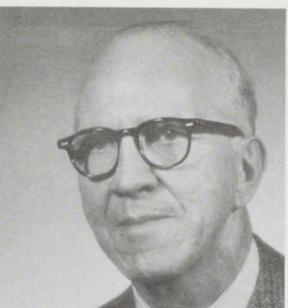


Barbara Briggs  
Gen. Services  
20 years

## In Remembrance



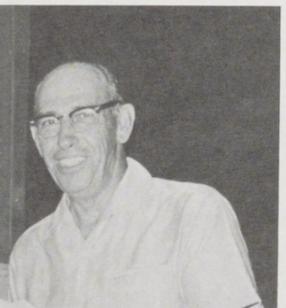
Rudolph Baker  
Rudolph Baker, 67, died November 24. Baker was an operator in Lube B before his retirement in 1973.



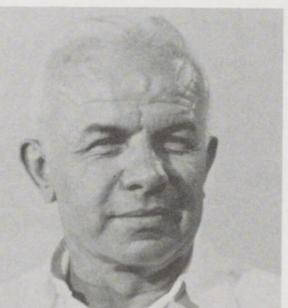
Ralph F. Clayton  
Ralph F. Clayton, 75, died January 7. Clayton was a shift foreman in Lube A before his retirement in 1971.



B. Z. O'Briant  
B. Z. O'Briant, 54, died December 22. O'Briant was a zone foreman in Inspection at the Complex.



J. Reams Wacey  
J. Reams Wacey, 71, died November 30. Wacey was a welder in Maintenance North before his retirement in 1966.



Lyman W. Witt  
Lyman W. Witt, 72, died December 31. Witt was an operator at the Cat Cracker before his retirement in 1963.



J. F. Wood  
J. F. Wood, 69, died December 23. Wood was a Refinery gateman before his retirement in 1976.

## Shell News



### No gas shortages predicted for winter

Vicious winter storms have slashed the country this season, bringing torrential rains to northern California, blizzards to the East Coast and marrow-chilling cold to the Midwest. But despite the unusually harsh weather, federal agencies predict there will be an adequate supply of natural gas. The United States Energy Department reported there will be no shortages this winter like the ones that hit New England last year.

The Federal Energy Regulatory Commission, which regulates pipelines, predicts there will be no significant disruption of natural gas service or supply, even if this winter is colder than normal.

### Shell acquires deep-water tracts in Atlantic

Shell was successful in its bid to acquire a number of tracts in the mid-Atlantic, a move that will allow the company to pioneer deep-water oil drilling exploration.

Shell submitted high bids alone and with partners on 42 of the 53 tracts it bid on in the Mid-Atlantic Federal Offshore Lease Sale, held last month in New York.

"With this sale, the industry is stepping out into a truly frontier area of deep-water," said Lloyd Otteman, General Manager of the Offshore Division, Eastern Operations. "Shell has the technology to explore these deep waters and expects to start exploration drilling within the next two years."

The tracts involved are in a southwesterly-sweeping band, ranging 64 to 113 miles offshore from Atlantic City, New Jersey, to Assateague Island, Virginia. These tracts, located mostly over a geological feature called a Jurassic reef complex, are seaward of tracts previously drilled in the mid-Atlantic.

Shell and its partners, Amoco Production Company and Sun Exploration and Production Company, bid in various combinations a total of \$320,776,000, of which nearly \$189 million was Shell's share. The total amount bid in the sale was nearly \$577 million.

The mid-Atlantic tracts offered in the sale are in water depths from 295 to 7,792 feet. Most of the tracts on which Shell and its partners were high bidders are in water depths of 5,000 to 7,000 feet.

A great deal of preparation occurred before the sale began, Otteman said. "Our Shell team put a tremendous geological, geophysical, and engineering effort into preparing for this sale and we are most satisfied with its outcome. We are confident that major oil and gas reserves, if present, can be produced commercially even from these great water depths."

### Petrochemical industry practical in Alaska

A petrochemical industry in Alaska is feasible by the end of the decade under certain conditions, according to a recent study made by eight oil and chemical companies, including Shell.

The \$5.5 million study, which took a year to complete, reported that while a \$9 to \$10 billion investment could establish Alaska as a major petrochemical producer and liquefied petroleum gas supplier, several important developments must occur first.

Some of the key conditions include: an increase in the real value of world crude oil; growth of petrochemical derivative markets in Asia and on the west coasts of North and South America; development of industries, services and a transportation network in the state to support economic growth and availability of natural gas liquids from the North Slope at an acceptable cost.

## Shell Foundation boosts merit scholarship funds

The Shell Companies Foundation, Inc., approved a major increase in the Shell Companies Merit Scholarship awards last month. The four-year awards, which have ranged from a minimum of \$750 to a maximum of \$2,000 a year, were increased to \$1,000 and \$4,000 respectively.

The Scholarship Program provides 50 four-year scholarship awards to children of regular full-time Shell employees and retired or deceased employees of Shell Oil Company (including Shell Chemical Company and Shell Development Company) and Shell Pipe Line Corporation.

Few of the 400 companies participating in the national merit programs offer scholarships in the \$1,000 to \$4,000 range. The Shell Foundation can also boast that it offers the largest number of such scholarships.

The increase will become effective with the 1982 fall semester and will affect those scholarship winners entering college in 1982 as well as those presently in the program.

The Foundation also announced that Shell employees and pensioners who wish to contribute to a college or university may have their donations tripled. Twice a year, the Foundation matches contributions by the rate of two-to-one.

Donations may be made to degree-granting graduate and professional schools and universities, as well as two- and four-year colleges, technical schools and private, independent secondary schools in the United States or its possessions.

The minimum contribution is \$25 and the maximum is \$2,500 per person per calendar year. Contribution forms can be obtained by writing the Foundation at P.O. Box 2099, Houston, Texas, 77001. Completed forms from schools for the next match must be received by the Foundation office by April 1, 1982.

# RATs: emergency response is their business



## DPMC RATs Team

Pictured in the front row, from left to right, are: Curtis Cook, Utilities North; Floyd Remkes, LPA; Harold Peoples, Dispatching; Ernie Stringfellow, Resins Distribution; Asa McNair, Dispatching; and Bill Bridges, Distribution Services.

Pictured in the back row, from left to right are: P.E. Carter, Dispatching; Dale Kocurek, Dispatching Operations; H. M. McLeod, Docks Dispatching; Don Lanning, Docks; Claude Burgess, Docks Dispatching; and Jack Sanders, Dispatching Operations.

Last March a train loaded with chemicals derailed near Liberty. Nine cars were destroyed in the wreck when they careened off the track into a muddy slough. Three of those tank cars were loaded with Shell paraxylene. The danger of leaking chemicals posed a threat to both man and the environment.

Within 90 minutes, a Shell team specializing in chemicals and their transportation was on its way to the accident. When the company's products are involved in an accident in

the Gulf Coast area, the Response Action Team (RATs), one of DPMC's two emergency troubleshooting squads, is called into action.

When the RATs team arrived at Liberty, it quickly identified the Shell products and appraised the carrier and other officials of its hazards. A number of factors, like the weather and equipment specifications, had to be kept in mind during the clean-up. Methods of pollution and fire control were also discussed with officials.

The Liberty train derailment turned into nothing more than a muddy wreck. Thanks to the quick response of the DPMC North RATs team, a potential disaster was prevented.

"It takes a unique type of person to be a member of the RATs team," said Jack Sanders, Dispatching Operations process manager, co-captain of the DPMC North team. "These men aren't daredevils, but conscientious employees dedicated to fulfill Shell's commitment to protecting people and the

environment."

The company is above and beyond its legal obligations when emergency response personnel are sent to an accident. "The responsibility lies with the carrier of the product," said Sanders, who has been with the team one year. "But Shell assumes a moral obligation to the public and the environment."

The job of the RATs team is to provide any assistance it can at the site of an accident, and to advise the authorities and the transportation agent of the hazards involved in handling various chemical products. Team members are not only experts on handling different chemicals and their transportation equipment, but also extensively trained to manage emergency situations.

It sounds very thrilling, and at times it might be, but RATs team members are first and foremost advisors. "The team is composed of technical experts who don't go as heroes to the scene of an accident, but as consultants to help those who will actually conduct the clean-up," Sanders explained. "But," he quickly added, "we'll provide any assistance we can."

It's a team rule that members always travel in pairs in case the situation is too demanding for one man. "The information we get over the phone about an accident may be very different from the situation we find at the scene," Sanders pointed out. "We have to be prepared for anything."

Constant communication between the team and Shell chemical experts is carried on so risks and problems can be assessed quickly and efficiently. Head Office

Emergency Response experts are available at all times, as are computerized data banks on various substances and their clean-up.

Once the clean-up is over, the work doesn't necessarily end for the RATs team. Team members often remain on the site helping local authorities assess the damages and may continue to monitor the area for weeks.

The RATs team is not unique to DPMC, which boasts both a North and South team. Similar emergency response groups exist at other Shell locations. Although DPMC's response teams generally travel only to emergencies in the Gulf Coast area, they will respond anywhere their expertise can be of value.

A Response Action Group from Head Office coordinates the action a RATs team is involved in. When an accident occurs involving Shell products or Shell transportation equipment, it is reported and a RATs team may be assigned to the accident. But the assignment doesn't always come from Head Office.

"Anyone can call us to respond to an emergency," Sanders said. He pointed out that many calls are channeled through CHEMTREC, the chemical transportation emergency center in Washington, D.C. Founded by the Chemical Manufacturer's Association in 1971, CHEMTREC is the primary information resource local officials have for dealing with chemical emergencies.

Most of the calls the team receives are not exciting, but that's not always the case. Bill

Continued on page 4

## Emergency response file

### LIBERTY, TEXAS

The train derailment at Liberty, right, demolished nine cars, including three Shell tank cars that contained paraxylene, a potentially dangerous chemical. The impact of the train wreck was so great that this tank car was driven half-way into the muddy bank. The accident occurred on March 31, 1981, but RATs team members were on the site nearly two weeks. The clean-up itself lasted three days, with team members working on and off in pairs with local officials.

### LEWISVILLE, ARKANSAS

This derailment in March, 1978, involved 43 tank cars, many of which exploded into flames, bottom right. The concussion from the blast was felt 1,500 feet away. Nearby Lewisville, a small town of 1,700, had to be evacuated for several days due to dangerous fumes from leaking chemicals. Property damage was estimated as high as \$2 million for the train wreck. The RATs team worked with clean-up crews at the site for about two weeks.

### JOAQUIN, TEXAS

A September, 1979, train wreck near Joaquin, below, ravaged the area, turning it into a desolate wasteland. Thirty-three cars were involved in the accident, including five containing Shell butadiene. The fire from the wreck was so intense, clean-up crews could not get near it for two days. Dangerous fumes, periodic explosions and huge clouds of black smoke hindered the operation. RATs team members were at the scene about one week.



# Classifieds

## FOR SALE

1963 Falcon Sprint convertible. Needs muffler and paint. No rust. V-8 engine. \$1,100. Call 479-0983.

1975 Chevrolet Malibu. Two-door hardtop. Power, air conditioning, automatic, vinyl roof. Rally wheels, W.W. tires, plus other extras. Good condition. 62,000 miles. Original owner. \$1,995. Call 455-7393 or 324-1169.

1977 Lincoln Continental Mark-5 Certier Edition. Dove gray. "Loaded." Excellent condition. New tires. Call 680-3523.

1977 Mercury Cougar XR-7. Air conditioning, AM-FM eight-track. Loaded — excellent condition. Call 998-8330.

1976 Monte Carlo. AM-FM tape deck. Fully powered. \$2,200. Call 472-0738.

Early American couch and swivel rocker. Fruit pattern. Like new. Oval coffee table in pecan. All like new. \$550. Call 455-7393 or 324-1169.

Three captain swivel bar stools. \$40 each. Artificial fireplace with electric heater. \$100. Early American oak coffee table. \$40. 20 inch rear bagger mower. \$75. All in excellent condition. Call 479-1866 after 5 p.m. week days. Anytime on weekends.

Baby car seat. Cosco-Peterson. With safety shell.

\$12. Call 996-0551.

Pentax Takumar camera lens SMC. F 1:4-200 mm. Screw mount. With case. \$80. Call 946-7404 after 5 p.m.

AKC Beagle puppies. Six weeks old. One male and one female. Call 337-2086 after 6 p.m.

Attic and wall insulation. Call 476-4934.

## FOUND

Pair of mittens. Black-red-and-gray color. Claim in person in Shellegram office, North Cafeteria.

Pair of black safety glasses in black case. Physician's name on the case. Claim in person in Shellegram office, North Cafeteria.

Single key on gold chain. Found near Refinery Lab, Friday, Jan. 22. Claim in person in Shellegram office, North Cafeteria.

## PERSONAL

Many thanks to all of my friends and fellow workers for a very enjoyable and memorable retirement party. The participation and efforts of the party as well as the cooperation over the past years will be long remembered. Thanks again and I wish all of you the very best in the coming years.

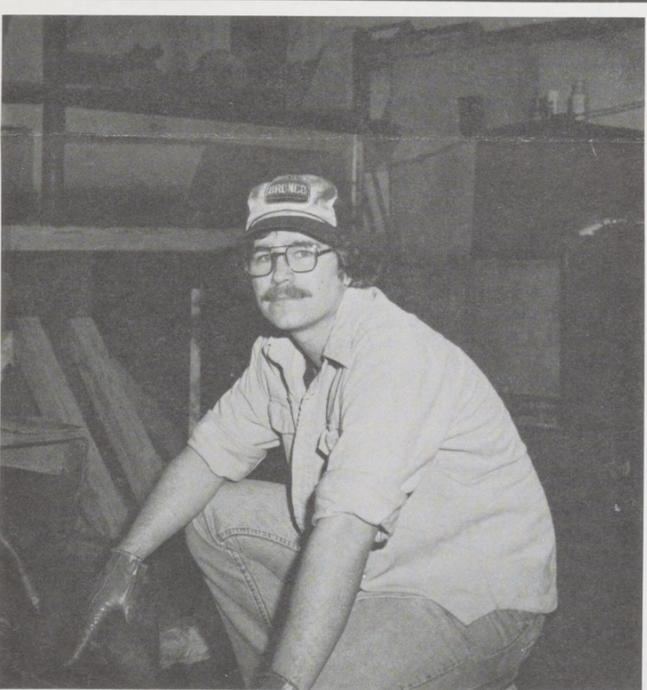
Sincerely,  
D.J. "Eric" Erickson

## Shellegram moves to N. Cafeteria

The Shellegram has moved. Last weekend, the Complex newspaper left its offices in the North Administration Building and moved into a suite of offices in the North Cafeteria. The editor's phone number remains the same, 476-6301.

The new Shellegram offices occupy the space left by SCORA when it moved. As you enter the North Cafeteria, take a hard left, and you'll find yourself at the Shellegram's door. In the main office you'll see filing cabinets, plenty of boxes and a table to drop off your weekly classified ads. The editor will be at his desk in a small room to the left inside the main office.

The Shellegram does not leave the North Administration Building with heavy heart, recognizing the challenge of moving on. It will certainly miss the roomy office with large windows, but there is one advantage of moving to the cafeteria. The food.



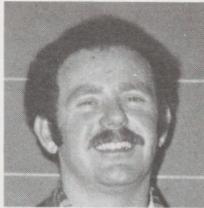
**Tom Keeling**

The Shellegram is published each week for the purpose of informing and recognizing pensioners and employees like Tom Keeling, a mechanic in Automotive North. Tom has worked at the Complex since September, 1980.

John P. Abbott — Editor  
Extension 6301  
N. Cafeteria

Shell Oil Company  
P.O. Box 100  
Deer Park, Texas  
77536

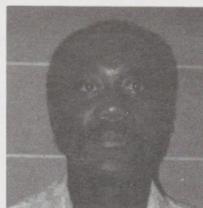
# Welcome to DPMC



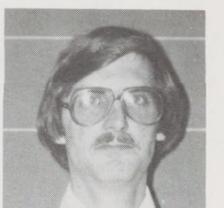
**Alex Hargrave**  
Pipefitter  
Maint. South  
Returned in Dec.



**Bart Hatfield**  
Tech. Mgr.  
Process Engrng.  
Trans. in Dec.



**George Williams**  
Buyer  
Purchasing  
Trans. in Dec.



**Mike Wilson**  
Analyst  
Purchasing  
Trans. in Dec.

## RATs common feature at other Shell locations

Continued from page 3

Bridges, a veteran member of the South team, has travelled across the country responding to emergencies, including fiery train derailments in New York and Arkansas.

"Sometimes we have to get involved," said Bridges, Distribution Services supervisor. "But our main purpose is to lend technical assistance to the carrier and provide the best information about the mechanical equipment and the dangers involved."

Emergency response personnel have always been on call at Shell in one form or another. Ernie Stringfellow, captain of the DPMC South squad, said that as the industry became more sophisticated, Shell recognized the need for a formalized organization, and

the Head Office emergency response group was formed. The South squad was created in 1969 and the North squad was organized in 1978.

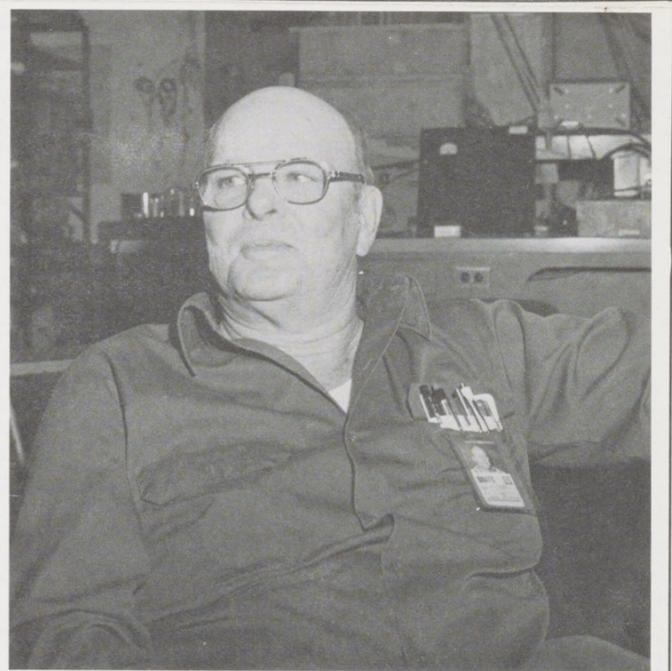
Team members are volunteers, receiving no additional compensation for their work. Each man must attend the Hazardous Materials Course at Texas A & M University. Joining the RATs team can mean responding at any time to incidents as minor

as tightening a leaking valve on a tank truck to controlling a flaming rail car.

Most of the calls the team receives pose little or no danger. Due to Shell's preshipment inspection techniques the number of incidents are minimized. Fewer accidents means less exposure for the team, but that's worth the lack of notoriety.

## SCORA Mixed Bowling League

| Team           | Won | Lost |
|----------------|-----|------|
| Combination    | 51  | 21   |
| Splinters      | 43  | 29   |
| Hi Rollers     | 42  | 30   |
| Shafts         | 41  | 21   |
| Alley Cats     | 39  | 33   |
| Dead Wood      | 37½ | 34½  |
| Jokers         | 37½ | 34½  |
| Rollercoasters | 37  | 35   |
| Heavy Ends     | 36  | 36   |
| Untouchables   | 35  | 37   |
| Gutter Dusters | 34  | 38   |
| Chaos          | 34  | 38   |
| Wheelers       | 30  | 42   |
| Lucky Strikes  | 28  | 44   |
| Renegades      | 27  | 45   |
| Keglers        | 24  | 48   |



**J. H. "Boats" Whittington**, an instrument man in Maintenance North, had good reason to smile recently. He had just won a free gift in a Political Legislative League drawing. Unfortunately, the prize was a free shampoo and curl at a local beauty salon. Whittington, who's been at DPMC more than 30 years, passed on the favor.