

100 Years at the Wood River Refinery

BROUGHT TO YOU BY THE
WOOD RIVER REFINERY HISTORY MUSEUM

1917—A YEAR FOR THE HISTORY BOOKS

INSIDE THIS ISSUE:

1917—A Year for the History Books	1
The Birth of Phillips 66	2
Scott Air Force Base— 100 Years of Aviation	3

1917 was quite the year! Not only were things buzzing here locally, but across the globe, historic events took place, famous people were born, and successful companies of today were established.

Locally at this time 100 years ago, a large amount of construction activity was taking place on the refinery grounds. Additional construction workers were hired as construction materials began to arrive. All construction materials arrived by rail.

The farmer's field was beginning to take on a much different look. The warehouses that bordered the northern edge of the property became essential in protecting the material and equipment that was beginning to arrive. As steel was assembled, the workers began to build on the previously laid foundations.

Part of the original refinery plan was to provide 50 houses that new employees could purchase as they moved into the area. The plot plan, com-

plete with lots and streets, would soon be ready for publication. The plot plan would also show empty lots that could be purchased as is if an employee would rather undertake the house construction himself.

So as construction continued on the Wood River Refinery, other things were happening across the nation that would affect the fledgling refinery in the not so distant future.



Construction of Trumble Unit #1

THE BIRTH OF PHILLIPS 66

With the simple signing of a document on June 13, 1917, the Phillips Petroleum Company was formed. Frank Phillips, 43, and his brother L.E. (Lee Eldas) Phillips consolidated their holdings to form the new company, and a legacy was born.

But let's start at the beginning. Frank Phillips was born on November 28, 1873, in a small log cabin in Nebraska. He was the firstborn son of Lewis Franklin Phillips and Lucinda Phillips. In 1874, a plague of grasshoppers devastated the Phillips' farm resulting in a move to a small farm in Iowa.

Soon new attractions around the new homestead would capture young Frank's attention. During a trip to Creston, IA, Frank spotted a man wearing flashy striped pants which were popular during the period. The sight made a lasting impression on Frank resulting in a determination to one day "earn enough money so that he could afford to wear pants like that even on weekdays."

Frank had an enterprising nature, always looking past what he was doing today to what he could be doing tomorrow. As a young boy after completing his chores on the family farm, he would hire out to local farmers digging potatoes for 10 cents a day.

At the age of 14, Frank persuaded one of the Creston barbers to take him on as an apprentice. Frank, a hard worker and quick learner with an engaging personality, was soon one of the city's most

popular barbers. Several years later, he bought his first shop.

Barber shops at this period of time often stood as informal town meeting places. Frank recognized this as an opportunity and began stocking cigars and tobacco. He also

Frank's merchandising principal that he would later apply to the gasoline service station business.

Frank also instituted the practice of barbers becoming salesmen, giving a commission to the barbers that ob-

the basement of the Iowa State Savings Bank. One of his frequent customers was the bank president, John Gibson, who became impressed with Frank's business abilities. Meanwhile, Frank was becoming more and more impressed with the bank president's daughter.

At Frank's wedding to Jane Gibson in 1897, 1,500 guests and relatives packed the church to view the double wedding ceremony which included Jane's brother and his fiancé. Frank and Jane had one son together and adopted two daughters.

It was Frank's courage and the influence of his father-in-law that opened him up to the investment world. Frank eventually sold his barber shops to begin selling bonds for John Gibson.

Returning from a trip to Chicago one day, Frank stopped by the 1903 St. Louis Exposition (World's Fair) and met an old friend, C.B. Larrabee. Larrabee began to tell Frank about the vast possibilities of oil production in Indian Territory. Frank was intrigued with the idea. Later in the year, Frank made two trips to Bartlesville, OK to survey his options. Following these trips, Frank and his brother, L.E., founded the Anchor Oil and Gas Company.

Frank and L.E. spent the next two years in Iowa selling shares of stock in their new company.

(continued on Page 3)



Brothers L.E. Phillips (left) and Frank Phillips



Jane and Frank Phillips

manufactured a hair tonic called "Mountain Sage", selling it as a cure for baldness. These actions were a big hit with customers, catering to the customer's wants and needs, which would one day become

tained new customers. Within 10 years, Frank owned all three barber shops in Creston, and he wore flashy striped pants to work every day.

One of Frank's shops was in

THE BIRTH OF PHILLIPS 66 (CONT.)

Frank and L.E. returned to Bartlesville in February 1906, opened an office, secured a driller, and started Holland No. 1 – their first wildcat venture (the drilling of exploration oil wells in areas unknown to be oil fields). On June 23, 1906, the Holland struck oil. The brothers were ecstatic. However, the excitement soon ended as the discovery was but a small pocket of gas and oil. The second and third wells were also dry.

There was hardly enough money available for the fourth oil well, and investors were hard to come by, but they pressed on. The well, called the Anna Anderson, was named for the young Delaware Indian girl



Phillips Petroleum Co. Vice Presidents L.E. Phillips and Clyde Alexander, pilot Arthur Goebel, Jr., and President Frank Phillips with the 1927 racing airplane, Woolaroc.

from whom the lease was obtained. The site was nestled at the juncture of the Big and Little Carney Rivers, slightly over three miles north of Bartlesville. On September 6, 1905, the Anna Anderson No. 1 gushed in, and by nightfall, the grasses around the rig were black with oil.

The Phillips Brothers were well on their way as this was the first of 81 successful oil wells for the pair. As a result, the Anchor Oil and Gas Company prospered. An additional \$100,000 was obtained from the sale of stock to investors.

(continued on Page 5)

SCOTT AIR FORCE BASE 100 YEARS OF AVIATION HISTORY

With the entry of the United States into World War I, the United States Secretary of War Newton Baker advocated an expanded role for aviation. Businesses and political leaders in the greater St. Louis area desired that the Midwest be chosen for one of the new "flying fields" as they were referred to at the time. Aerial expert Albert Bond Lambert joined the authorities from St. Louis Chamber of Commerce and the Greater Belleville Board of Trade to draw up a plan for 624 acres of land in Illinois.

On June 14, 1917, the U.S. War Department agreed to lease the acreage in Illinois. The United States Congress appropriated \$10 million for the construction. Some 2,000

laborers and carpenters were immediately put to work. The layout of Scott Field was typical of aviation fields built during World War I. The government gave the construction group 60 days to erect approximately 60 buildings, lay a mile-long railroad spur, and create an airfield with a 1,600 ft.

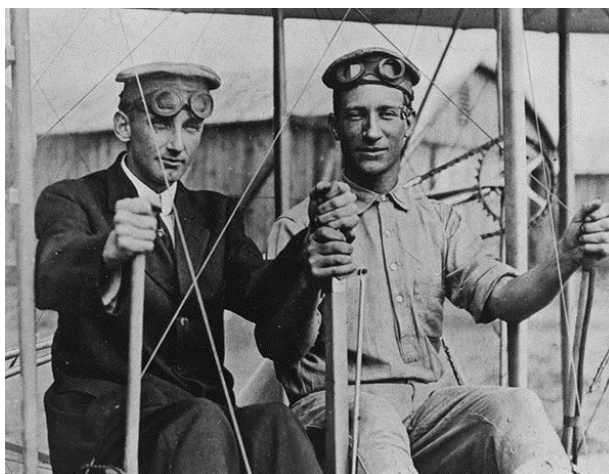
landing circle.

On July 20, 1917, the United States government announced the air field would be named after Corporal Frank S. Scott, the first enlisted service member killed in an aviation crash. Corporal Scott died on September 28, 1912, after an unexpected engine failure

brought down the aircraft that Lieutenant Lewis Rockwell was using to give Scott an orientation flight at College Park in Maryland.

Scott Field (at this time "Air Force Base" was not part of the name) began aviation training in August 1917, when the 11th and 21st Aeronautical Squadrons arrived from Kelly Field. More than 300 pilots and ground units were trained by the war's end in 1918.

Today, Scott Air Force Base employs about 13,000 people, approximately 5,000 of that number are civilians and the remaining are active duty military, Air National Guard and Air Force Reserve personnel.



Cpl. Frank Scott (left) and PFC James O'Brien

Trivia Question

Last Month's Question: What are the 1917 Stills Road, Warehouse Road, and Pumphouse Road called today?

Stills Road - 5th Street

Warehouse Road - K Street

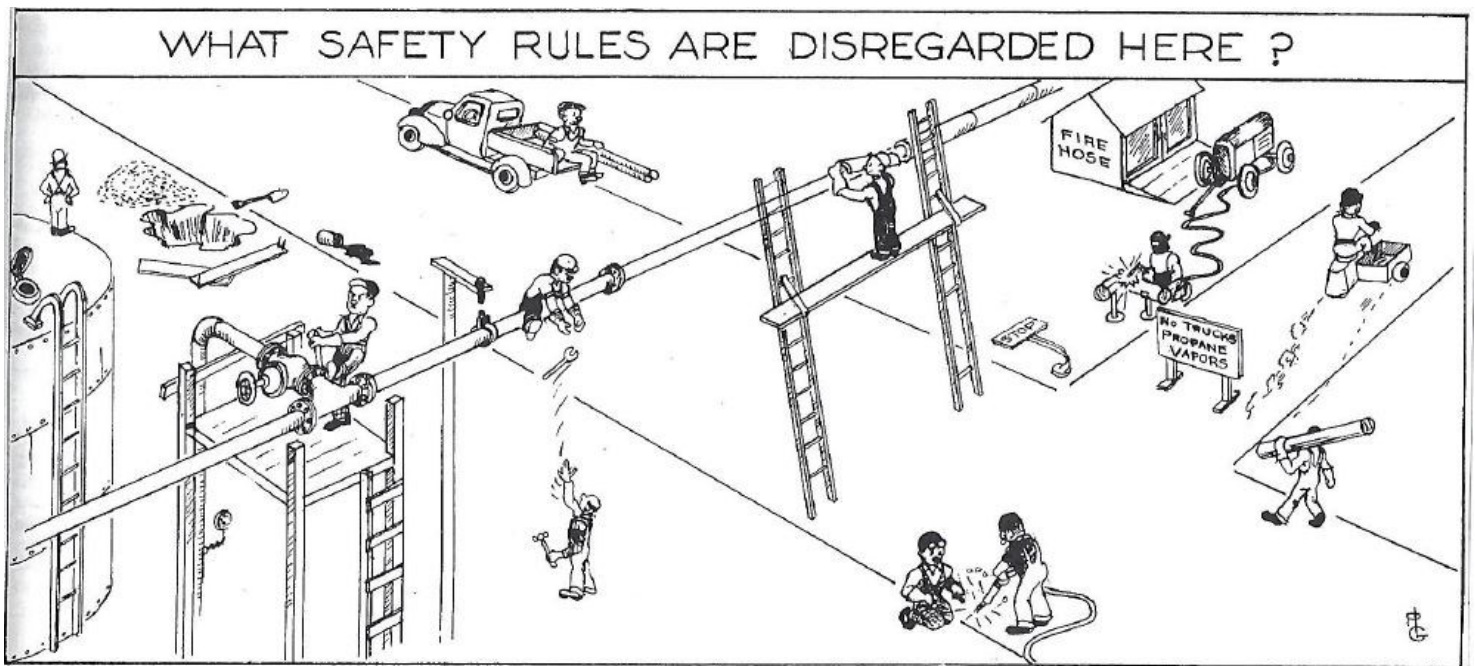
Pumphouse Road - 4th Street

The May trivia winner is: **Will Smith!** Please contact Megan Allen to collect your 100th Anniversary prize!

Safety Puzzle

Safety has always been a big part of life in the refinery. From the beginning, with Mr. P.A. Englebrecht, the Refinery Construction Superintendent, and his design change to the Trumble Units (see the March newsletter) to present day, safety has always been the number one concern for every task accomplished at the refinery. From the moment we walk through the gates into the refinery at the beginning of our day to the moment we leave at the end of shift and even when we are back home again, safety is always on our minds.

In the cartoon that follows, drawn by company draftsman Ralph Graham for the January 1942 Shell Review, can you find the safety violations depicted in the cartoon? How many can you find? List at least 15 unsafe conditions and send your answers to WRR.Community.Relations@p66.com. Next month, we'll reveal the answers and select one lucky winner to receive a 100th Anniversary trinket!



THE BIRTH OF PHILLIPS 66 (CONT.)

Frank and L.E. turned their attention to new ventures, forming the Lewcinda Oil Company, a partnership with their younger brother, Waite. Waite soon left the family business to develop his own business, the Waite Phillips Company.

Frank and L.E. also branched out into banking, organizing the Citizens' Bank and Trust. A few years later, they purchased the Bartlesville National Bank. In 1911, the Citizens' Bank was merged into the Bartlesville National Bank. In



Frank Phillips

these early banking days, the Phillips brothers' oil business consisted mostly of oil drilling ventures. They formed numerous small oil companies during

this period, only to be sold within a short time.

The Phillips brothers' deep-seated desire to be "big-time bankers" stayed with them. In 1916, Frank and L.E. concluded that the boom or bust instability of the oil business was not for them. They decided to open a bank in Kansas City, MO that would eventually lead to a chain of banks throughout the Midwest.

However, before the brothers could get their banking business plan off the ground, the United States entered World War I. Airplanes were used on the battlefield for the first time. Large moving objects called tanks replaced the cavalry, and the horse-drawn wagons were replaced by trucks. Oil skyrocketed from less than 40 cents a barrel to over one dollar a barrel in the early months of the war. The Phillips brothers suddenly had a change of heart toward the oil industry.

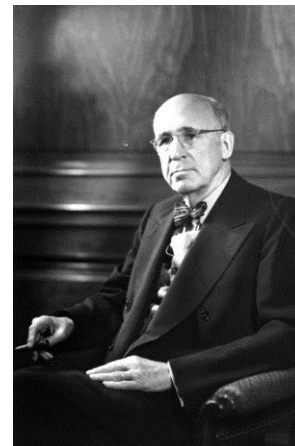
In the spring of 1917, when Frank was 43 years old, he and L.E. decided to consolidate their holdings into the Phillips Petroleum Company. The Phillips Petroleum Company was formed on June 13, 1917, under Delaware law.

The new company was comprised of \$3 million in assets, 27 employees, and land throughout Oklahoma and Kansas. Just five years later, their assets had grown to \$50 million.

Throughout the Great Depression, the Phillips Petroleum Company provided much-needed jobs for many people. Frank always considered Bartlesville his home, earning the beloved nickname of "Uncle Frank" by the local residents. He was known to provide free circus tickets for local students and give each child a silver dollar and bag of fruit and candy at Christmas. Frank served as president of the Phillips Petroleum Company until 1939 and retired as chairman of the board in 1949. He passed away in 1950 at the age of 76.

Today the Phillips Petroleum Company, now known as Phillips 66, is one of the largest refining corporations in the world. Phillips 66 has 13 refineries in three countries with a net crude processing capacity of approximately 2.2 million barrels per day. The Wood River Refinery is the largest refinery in the Phillips 66 portfolio.

In the United States, the company's petroleum products are marketed as Phillips 66, Conoco and 76



Frank Phillips

brands, while in Europe the products carry the JET and COOP labels. In addition to petroleum products, the Chevron Phillips (CPCChem) partnership, headquartered in Texas, is one of the world's largest chemical producers with 34 manufacturing sites around the globe. There are also two research centers to support new catalyst development as well as product and process development. The Phillips 66 of today certainly sounds like something Frank and L.E. would have been proud of.

"One of my greatest regrets is that our organization has grown so big that I can no longer sit down on the edge of a derrick floor, or some other equally inviting place, and chat with each of you about the things that go on 'behind the scenes' in our company." ~ Frank Phillips

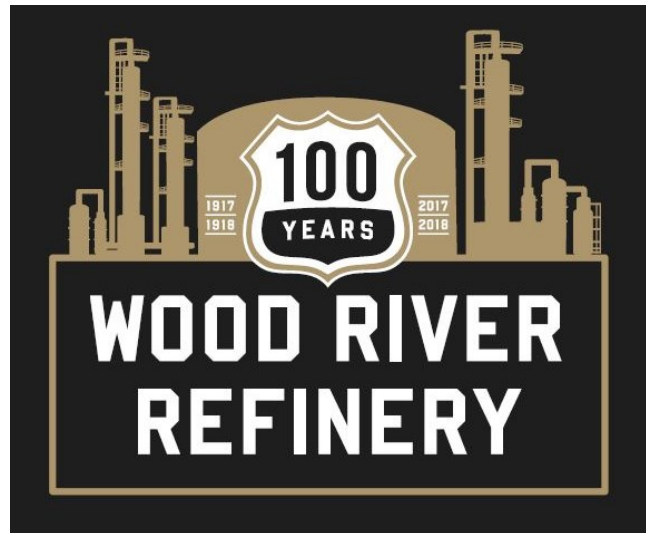
Comments or Suggestions?

Contact:

Community Affairs

Phone: 618-255-2279

E-mail: megan.allen@p66.com



“You don’t know how proud I am of every one of you, and I have just the reason. You have made the Phillips Petroleum Company. You have just used me for a symbol, that’s all.”

~ Frank Phillips speaking at his 66th birthday celebration