

THE TEXACO STAR





(Above) First general offices, Beaumont, Texas, 1902. (Top, left) The Texas Company's General Office Building at Houston, Texas. (Top, right) Chrysler Building, where the New York Offices are located. (Right) Los Angeles Office Building of The Texas Company (California)

THE TEXACO STAR

35th Anniversary Number

VOLUME XXIV

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The illustration on the front cover is a photograph by Robert Yarnall Richie of the new Furfural Refining Unit at the Port Arthur Works, Port Arthur, Texas. Furfural, a farm product, is used in the manufacture of the New Texaco Motor Oil.

A PUBLICATION OF THE TEXAS COMPANY

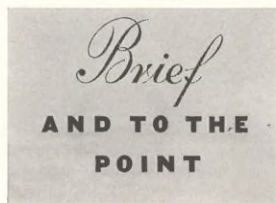
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★ The average Texaco employee in the United States is 35 years old, went to work before he finished high school, and has been employed by The Texas Company seven and one-half years. Curiously, the "center" of the Company's employe population is located just about at the point where the Company was organized 35 years ago, Beaumont, Texas.



★ According to a recent advertisement, four-fifths of the national income of the United States goes to workers; that is, about 65 per cent goes to those who are paid wages and salaries, and about 15 per cent to those who pay themselves wages or salaries.

★ Of recent years, New York State has been spending for state highways only one-half as much per vehicle as in 1929, but is diverting to general purposes more than 10 times as much.

★ If five thousand dollars had been placed in a safe-deposit vault every day since Columbus discovered America, the total would now equal only one year's gasoline tax collections, according to the *Gasoline Retailer*.

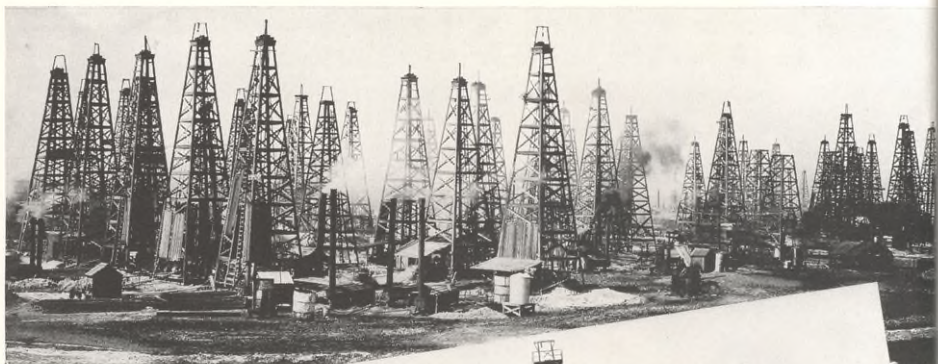
★ Lifetime earnings of a college graduate average \$72,000 more than those of a high-school graduate and \$96,000 more than a grade school graduate, according to the Phoenix Mutual Life Insurance Company.

★ Research authorities estimate that industry's 1937 appropriations for research will amount to \$250,000,000.

★ The executives of The Texas Company have been with the organization an average of 27 years each. Most of them began their Texaco careers far down in the organization.

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(Above) The birthplace of The Texas Company; the Spindletop Field, as it looked in 1902



(Right) Modern Texaco producing operations in the Port Neches, Texas, oil field

THIS IS OUR STORY—

JANUARY 10, 1901, was a big day for Beaumont, Texas. The Lucas well, in the Spindletop Field, three miles from the city, had come in and was throwing a six-inch stream of oil 150 feet into the air. For nine days the Lucas flowed at the rate of 50,000 barrels a day.

Everyone was excited. It was the biggest strike the Gulf Coast or Midcontinent areas had ever made. Hundreds of tiny oil companies were organized; supplies and drilling materials were shipped from the east as fast as trains could carry them.

In those days, kerosine was the principal source

of profit in the oil industry, and nearly every "smart" oil man thought that Spindletop crude wasn't of much value because it was heavy and black, with a low kerosine content.

One man who was shrewd enough to guess that the flood of Spindletop oil might be worth some real money before long was the late J. S. Cullinan, who had come from Pennsylvania to Corsicana, Texas, to sell oil storage tanks. Mr. Cullinan thought it might be a good idea to install a few tanks, buy some oil (which was then selling for around three cents a barrel) and wait.

J. S. Cullinan (circle) came to Texas in 1901 to sell oil storage tanks, remained to organize The Texas Fuel Company, which became The Texas Company



(Below) Procter Street, Port Arthur, Texas, in 1901. Procter Street is today the principal street in Port Arthur, home town of Texaco's largest refinery



A short time later he met two Texans, J. S. Hogg and J. W. Swayne. They also had an idea that there might be more in this Texas situation than met the eye. Hogg and Swayne had, among other assorted possessions, a site for a water terminal at Port Arthur, Texas, and a partially completed pipe line and rights of way from Port Arthur to Beaumont.

Meanwhile, Mr. Cullinan had organized The Texas Fuel Company, with an authorized capital of \$50,000. Hogg and Swayne formed a syndicate and offered to take over half the stock of the little company in exchange for their holdings. The trade was made, and the enterprise expanded so rapidly that in April, 1902, The Texas Company was incorporated under the laws of Texas to take over all properties and obligations of The Texas Fuel Company.

Three million dollars par value of capital stock was authorized, of which \$1,650,000 was issued dur-

ing the first year of the Company's existence. At about this time, rumors of the presence of oil at a nearby health resort at Sour Lake, Texas, began to be heard. Mr. Cullinan secured an option to drill three test wells there. But he needed a million dollars to swing the deal. He went to Florida, had a brief conversation on the golf links with John W. (Bet a Million) Gates, who was vitally interested in building up Port Arthur. Mr. Cullinan returned with Gates' promise that the money would be forthcoming.

Mr. Cullinan guessed right on Sour Lake. Oil came in and with it came more capital for the infant company. The first annual stockholders' meeting was held at Beaumont on November 22, 1902, and the directors at that time appropriated money for the first units of a refinery at Port Arthur, for the purchase of one bulk oil barge, 20 storage tanks at



A very rare photo of the Texaco dock at Port Arthur Terminal about thirty years ago

Nederland, Texas, and for some of the equipment for a fuel oil terminal at Amesville, Louisiana.

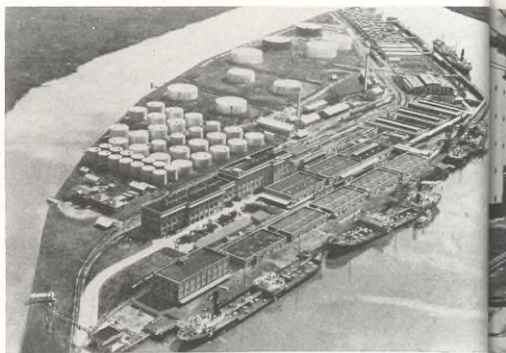
From those early days progress was steady. As new fields in the phenomenal Midcontinent and Gulf Coast areas were discovered, the Company extended its pipe lines to Sour Lake, to Saratoga, to Batson, Humble, and Houston. Late in 1907 trunk lines were extended into Oklahoma, and still later into Louisiana.

The first Company distributing station was built at Laredo, Texas, in 1905, and when oil began to arrive from Oklahoma through the Company's pipe lines the gasoline and kerosine business was considerably increased.

In June, 1917, the stockholders voted to exchange the Company's pipe line systems for the stock of two new corporations; namely, a Texas pipe line company, to own all lines in Texas and Louisiana, and an Oklahoma pipe line company to own lines in that state. Thus there came into existence The Texas Pipe Line Company, capitalized at \$14,000,000 (now increased to \$40,000,000) and The Texas Pipe Line Company of Oklahoma, with a capital of \$6,000,000.

On August 26, 1926, there was incorporated in Delaware The Texas Corporation, which acquired, by an exchange of stock, share for share, all the stock of The Texas Company (incorporated in Texas). In 1927, the assets and business of The Texas Company (incorporated in Texas) were conveyed to an entirely new company, also called The Texas Company but incorporated in Delaware.

The Texas Company (incorporated in Delaware) is now the principal operating company. In states



Aerial view of Port Arthur Terminal today: Ships load here for all ports of the world



This is The Texas Company's first distributing station, built at Laredo, Texas, in 1905. On the opposite page is shown a modern bulk plant



Office personnel of Port Arthur Works, 1908. Many of these men are now prominent Texaco officials



A recent photograph of our Port Arthur Works, one of the world's largest petroleum refineries



Here is a modern Texaco bulk station. This one is owned and operated by Agent C. J. Olsen. It is located in the town of Mankato, Minnesota

in the Pacific Coast area, operations are conducted by The Texas Company (California), the principal subsidiary of the California Petroleum Corporation (Virginia), whose stock is more than 99 per cent owned by The Texas Corporation.

With the increase in capital stock from \$3,000,000 in 1902 to \$350,000,000 authorized today, and from \$1,650,000 outstanding in 1902 to approximately \$270,000,000 at present, the number of stockholders has proportionately increased. In 1902 there were 119. Today there are some 80,000. At the end of 1936, about \$350,000,000 in cash dividends and \$38,400,000 par value in stock dividends had been paid to stockholders.

Oil lands, proven and undeveloped, held through fee ownership or lease, amounted to more than 9,600,000 acres as of December 31, 1936, of which 8,816,000 acres are in the United States tributary to our refinery facilities. These proven and prospective holdings equal the combined areas of the states of Massachusetts, Connecticut, and Rhode Island. Such large reserves assure a crude oil supply ample to meet refinery requirements for many years. In addition, the Corporation has a 50-per-cent control of companies which hold more than 100,000,000 acres under exploration and exploitation concessions in other countries. Principal domestic producing properties are located in Texas, Louisiana, Oklahoma, Kansas, Arkansas, Kentucky, Colorado, Montana, Wyoming, New Mexico, and California. Gross production of crude oil for 1936 totalled nearly 54 million barrels.

Reference has already been made to pipe lines, which transport the crude oil from the producing



Pipe line construction crew encamped near Corsicana in August, 1907.
Below is shown a modern Texaco employees' camp located in East Texas



fields to refineries and ocean terminals. By means of these essential plant facilities, crude petroleum is brought from the producers' wells through small lines, known as "gathering lines," to the nearest trunk line station. Thence it is pumped to its destination by means of successive relay pumping stations, ordinarily from 50 to 60 miles apart.

Pipe lines are designated by the Interstate Commerce Commission as common carriers, and Texaco, in addition to transporting its own crude oil, sends through its lines oil of other producers at tariff rates. Texaco pipe lines are as complete as railroad systems. There are thousands of miles of telegraph and telephone lines to facilitate shipment of the oil. Hundreds of employees guide its progress through the lines as carefully as train dispatchers handle fast expresses speeding across the country. The oil is moved on definite schedules, and any break in the line is quickly detected and remedied.

In 1902, two asphalt stills were completed, and in 1904 four 1,000-barrel stills were put into operation at Port Arthur, Texas. This was the first refinery of The Texas Company. The output of the plant was about 1,000 barrels daily, and was connected by



Office force at Port Neches Works, 1907

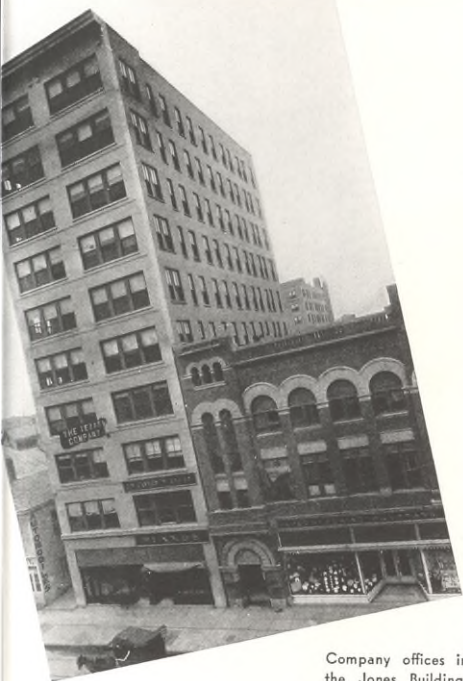
pipe lines to an oil loading wharf located on deep water some three miles distant. This refinery has been enlarged year after year, until at the present time it covers nearly five thousand acres of land and has a normal crude capacity of 100,000 barrels daily.

In 1935-36 facilities were added to the refinery at Port Arthur for the manufacture of motor oils and engine oils by a solvent de-waxing process and a newly developed furfural refining process. (See front cover.)

Other refinery properties have been acquired year



Early stages in the construction of the Corsicana Station. This photograph was made in August, 1907



Company offices in the Jones Building, Houston, in 1910

Calpet, Wyoming, and asphalt plants at Port Neches, Texas; Norfolk, Virginia; Claymont, Delaware; and Providence, Rhode Island. In 1931, the Texas Corporation acquired control of Indian Refining Company, whose refinery is located at Lawrenceville, Illinois. Here the famous Havoline Motor Oil is manufactured.

Every effort is made to provide the best possible equipment in Texaco refineries. All of the main refinery buildings are fireproof, and safety measures are as much a part of the regular routine as the daily run.

The tremendous output of Texaco refineries would be of little use without adequate transportation facilities. In addition to pipe lines, these facilities include a fleet of tankers, lighters, barges, and other marine equipment. The first marine transportation facilities were acquired in 1902. The present fleet of 32 ocean-going and inland tankers, and smaller craft for short coast-wise and harbor transport, was operated to capacity in 1936. The growth of this fleet from a single wooden barge to 225 units of marine equipment is indicative of the expansion of Texaco's marine activities. The original employed force of two seamen and one man ashore has increased to a total of 1,300 seamen and an office force of 85.

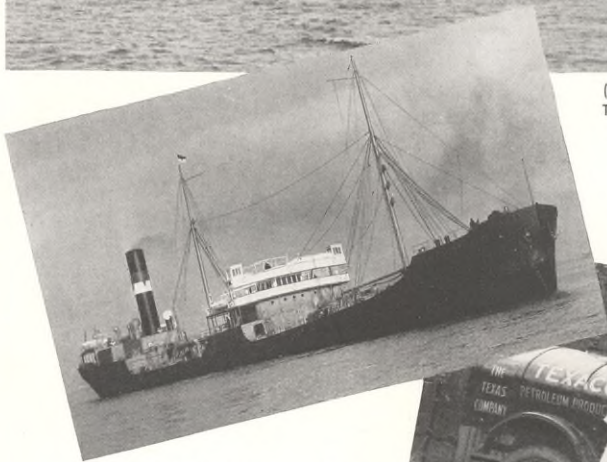
To provide distribution of products from refineries a series of tidewater terminals has been established, which dot the coast of the United States at convenient intervals from Portland, Maine, to Seattle, Washington, with additional terminals on the Great Lakes.

Many thousands of gallons of Texaco products are distributed in cans and cases. A thoroughly modern case and package plant at Port Arthur Terminal is owned and operated by The Texaco Can Company. This plant consists of a shook mill, box

by year, and at the present time Texaco refineries are operated at West Dallas, San Antonio, Amarillo, El Paso, and Houston, Texas; at West Tulsa, Oklahoma; at Lockport and Lawrenceville, Illinois; at Casper and Cody, Wyoming; at Craig, Colorado; at Pryse, Kentucky; at Sunburst, Montana; at Los Angeles, Coalinga, and Fillmore, California; with "topping" plants at Shreveport, Louisiana and



(Above) One of the latest types of Texaco tank ship. (Left) One of the earlier tankers of a few years ago



(Right) In 1917, C. L. Rogers, Texaco Agent at Lexington, Va., posed with his wife, his baby, and a new truck. He's still a Texaco booster



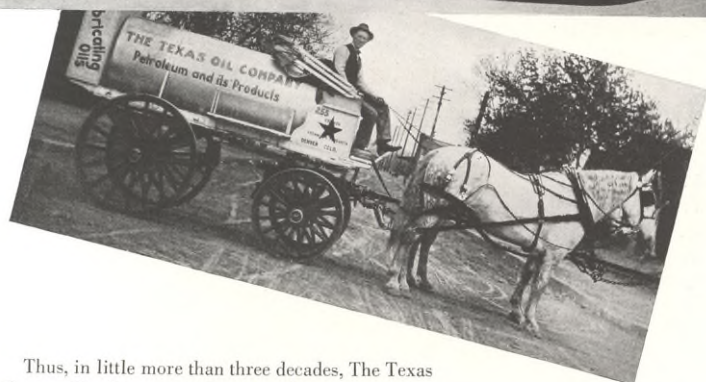
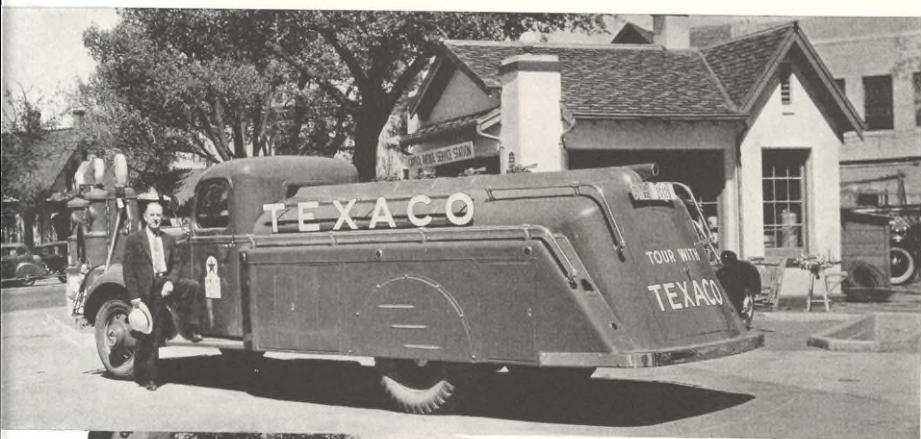
factory, five-gallon can factory, specialty can factory, casing plant, and warehouses. The plant consumes 70 tons of tin plate per day, as well as about 42,000 feet of lumber and 400,000 nails. More than 70 million cans were required for Texaco products in 1936.

There are more than 350 Texaco products at the present time. These cover nearly every conceivable product of crude oil; gasoline, kerosine, lubricating oils, motor oils, greases, asphalt, roofing, fuel oils, gas oils, surfacing materials, and wax. Texaco's domestic marketing territory covers every state in the Union. There are about 2,100 bulk plants, which supply Texaco products to more than 45,000 Texaco service stations and dealers.

Texaco products, moreover, are marketed in more than 100 foreign countries. The first foreign Texaco terminal was established at Antwerp, Belgium, in 1905. Sales offices were subsequently opened in the principal European countries. Meanwhile, a sub-

stantial trade in Texaco products was being built up in Asia, Africa, South America, Australia, New Zealand, the Philippine Islands, Central America, and Canada. At the present time, in Australasia, China, India, South and East Africa, and the Philippines, distribution is handled through a newly-formed organization known as The California-Texas Oil Company, Limited, in which The Texas Company has a 50-per-cent participation. (See THE TEXACO STAR, *Touring Number*.)

In addition to the production, refining, and marketing of petroleum and its products, The Texas Corporation is interested in various other activities directly related to the industry. These include the manufacture of carbon black, the mining of fullers' earth and bentonite clay, the production of sulphur, and lumber operations.



A Texaco man for 25 years: (Above) A. K. Williams, Bulk Plant Agent at Cheyenne, Wyoming, with his new tank truck. At the left is Mr. Williams in 1911 as a tank-wagon driver for Texaco

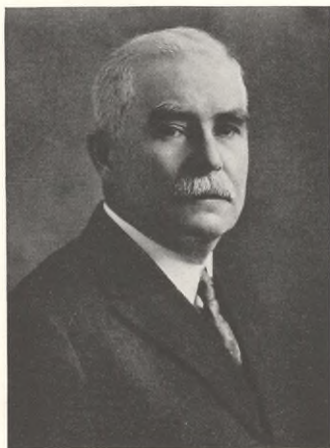
Thus, in little more than three decades, The Texas Corporation has grown from an obscure enterprise into one of the largest organizations of its kind in the world. Its products are sold the world over; it is known and respected as a leader in the petroleum industry.

What has contributed to this growth? Wealth? Political influence? Personal aggrandizement? None of these. Texaco owes its past development and

present position first of all to the capable, forward-looking men who have headed it through the years; second, to the loyalty and support of thousands of investors who were confident of the worth and stability of the enterprise; and third, to the thousands of employees who have contributed, each his share, of faithful, whole-hearted work.



A modern Texaco service station in an exclusive Texaco design. This one is located in San Jose, California



J. S. CULLINAN

Founder of

The Texas Company

Dies at 76

IF ANY single individual may be called the founder of The Texas Company, that man is J. S. Cullinan, who died of pneumonia at Palo Alto, California, March 11, at the age of 76. Mr. Cullinan, who lived in Houston, was known there and elsewhere as "the dean of the oil fraternity."

Joseph Stephen Cullinan was born December 31, 1860, at Sharon, Pennsylvania. Throughout his entire business life he was engaged in some phase of the oil industry. As a youth he worked in the Pennsylvania fields, but later went to Texas, where he laid the groundwork for the Magnolia Petroleum Company at Corsicana. A few years afterward, he foresaw the possibilities of the Spindletop and Sour Lake fields, and formed The Texas Fuel Company, which later became The Texas Company. (See page three of this issue of THE TEXACO STAR.) He was President and Chairman of the Board of this Company until 1913, when he withdrew and formed the Farmers' Petroleum Company. In 1916 he founded the American Republics Corporation.

During 1917 and 1918, with the late Mark Requa, California mining engineer, Mr. Cullinan assisted Herbert Hoover in the work of the United States Food Administration.

In Houston, which was for many years his home, Mr. Cullinan was a moving force behind many programs of civic betterment. He gave years of his time to the creation of a deep-water port at Houston and worked in scores of other civic projects. The 20-story Petroleum Building in Houston is a Cullinan property.

Mr. Cullinan is survived by a son, Craig Cullinan; three daughters, Miss Nina Cullinan, Mrs.

A. J. Wray, and Mrs. Rorick Cravens, all of Houston; a brother, Frank Cullinan of Houston; and three sisters, Mrs. Jane C. Sawyer of Washington, D. C., and the Misses Anna and Mary E. Cullinan of Deland, Florida.

The funeral was held at the Cullinan home in Houston and burial was in Glenwood Cemetery in that city.

In addition to his business activities, Mr. Cullinan was a member of the board of directors of the C. R. B. Educational Association, chairman of the Intracoastal Canal Association of Texas and Louisiana, member of the executive committee of the Goethals Memorial Commission, former chairman of the Mount Rushmore Memorial Commission, former director of the National Rivers and Harbors Congress, and member of the National Industrial Conference Board, the American Academy of Political and Social Science, the American Association for the Advancement of Science, the Pennsylvania Society of New York, the American-Asiatic Association, American Institute of Mining and Metallurgical Engineers, National Association of Audubon Societies, American Museum of Natural History, American Geographical Society, the Irish-American Historical Society, American Relief Association, a fellow of the Royal Societies (London) and the following clubs: Congressional Country (Washington, D. C.), National Democratic, Houston Country and Beaumont Country.

Mr. Cullinan's death is a loss not only to the immediate community in which he lived and worked, but to the nation as well. His name is destined to live long in the annals of American industry.

What Else Happened in 1902?



(Above) A new king ascended Great Britain's throne and was crowned Edward VII

PHOTOS FROM
BROWN BROS.

A noted educator, Dr. Woodrow Wilson, became President of Princeton University

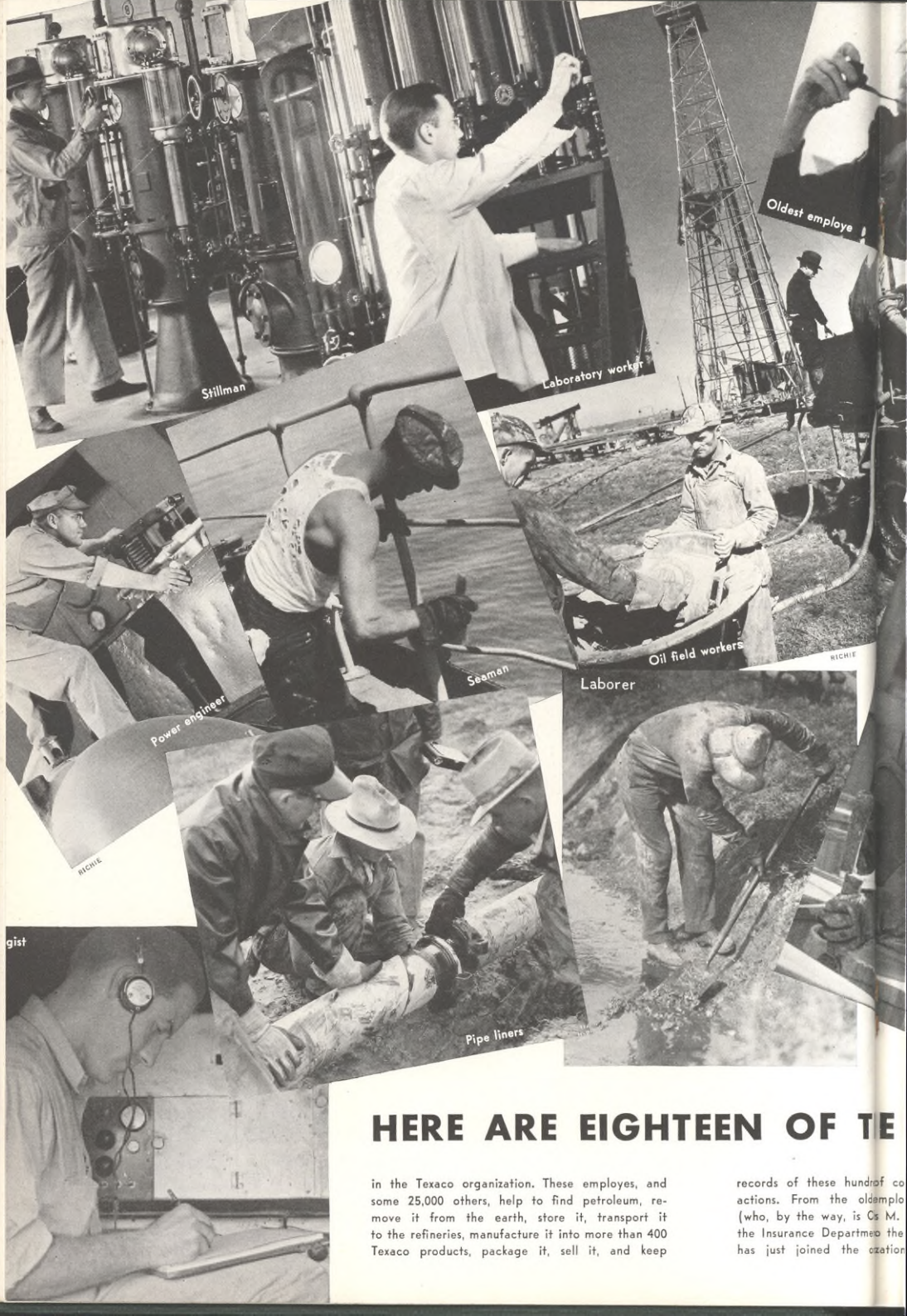


A volcano called Mount Pelée erupted, killing thirty thousand people

(Below) An intrepid experimenter named Santos-Dumont flew around the Eiffel Tower in a thing called an "air ship"



An explorer, Lieutenant Peary, declared he had penetrated the Arctic as far north as $84^{\circ}17'$ northwest of Cape Hecla



Stillman

Laboratory worker

Oldest employe

Power engineer

Seamen

Oil field workers

Laborer

Pipe liners

RICHIE

gist

HERE ARE EIGHTEEN OF TE

in the Texaco organization. These employees, and some 25,000 others, help to find petroleum, remove it from the earth, store it, transport it to the refineries, manufacture it into more than 400 Texaco products, package it, sell it, and keep

records of these hundred actions. From the oldsmpl (who, by the way, is Cs M. the Insurance Departmeo the has just joined the ozation



Salesmen in conference

Cooper

Tanker officer

Spray gun operator

Stenographer

Telegrapher

Telephone operator

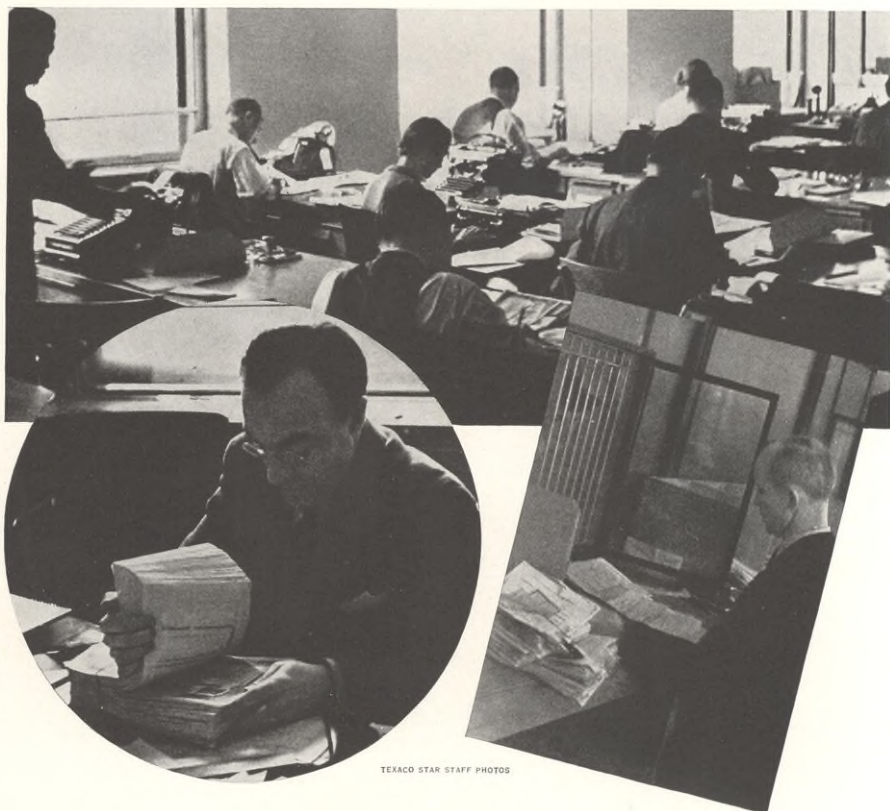
Service station attendant

E 1,500 OCCUPATIONS—

of complicated trans-
employee, top center,
s M. Hayward, 77, of
to the young man who
ization as a laborer,

every employee considers himself a member of the
"Texaco Family"—an important unit in a world-
wide enterprise whose present position and contin-
ued welfare depend on just such a spirit of
coöperation, loyalty, and interest.





TEXACO STAR STAFF PHOTOS

Corporation Issues Additional Stock

Hundreds of employees were assigned to handle the distribution of the new stock

ON January 15, 1937, the Board of Directors of The Texas Corporation authorized the issuance of additional shares of stock at \$40 per share to those stockholders who were stockholders of record at three p.m. (Eastern Standard Time), February 15, 1937.

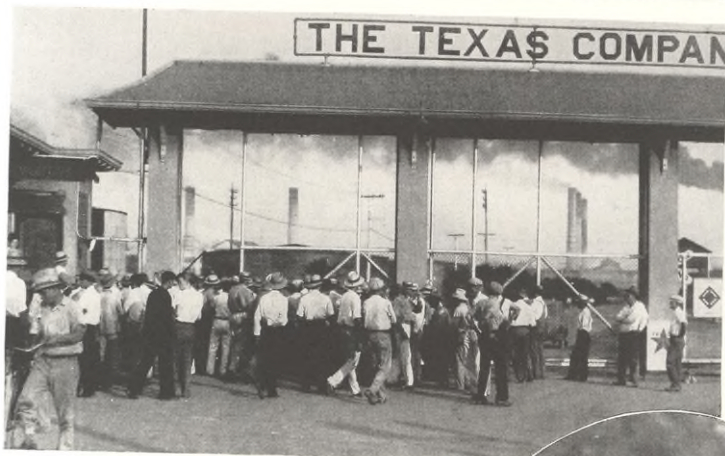
In compliance with the requirements of the Securities and Exchange Commission, a Registration Statement, form A-2, was filed January 16, and became effective February 5, 1937. Thereupon, the required notice was given to the New York Stock Exchange, and application made and later approved for the listing of the warrants and the new stock on the Exchange.

A prospectus (which is the legal method of making a public offering to stockholders) containing certain pertinent and statistical information re-

garding the Corporation and its subsidiaries, has been sent to each stockholder of record February 15.

Warrants covering the new stock were issued giving the stockholders the right to subscribe in the ratio of one new share for each six shares held of record at three p.m. (E. S. T.) February 15, 1937. Subscription payment for the new shares could have been made in full on or before three p.m. (E. S. T.) March 19, 1937, or, at the election and option of the stockholder, one-half of the subscription price (or \$20 per share) could have been paid on March 19, 1937, and the balance paid on or before three p.m. (E. S. T.) May 14, 1937.

Definitive stock certificates will be issued when full payment of the subscription has been received. The new stock participates in dividends declared after February 15, 1937.



Early-morning crowd outside the big main gate of our Port Arthur Works, largest Texaco refinery, at Port Arthur, Texas



Starting a new day: Swinging down the main road at Port Arthur Works

Life Insurance and Pension Plan

EMployees who are not stockholders may not have had opportunity to examine the prospectus recently sent to all stockholders. For their benefit we quote below the references to the proposed Life Insurance and Pension Plan, which we feel will be of interest to all employees:

"The Death and Disability Plan provides that in the event of death or disability of an employee, voluntary payments are, under certain conditions, made to employees or their beneficiaries. To qualify for this Plan, employees must be in the service of the Corporation or a subsidiary for a period of one year or more. The minimum payable is four months' salary, graduated upward for additional periods of service, with a maximum of \$5,000 for employees in service for five years or less, and \$10,000 for employees in service for 25 years or more. Benefits are payable in installments over a period of five years.

The Management of the Corporation is preparing, and intends to recommend to the Board of Directors

and the stockholders, a group life insurance and pension plan for the benefit of employees of the Corporation and its domestic subsidiaries. This plan is designed to supersede the present Death and Disability Benefit Plan and, if adopted, will provide, among other things, for:

- (a) Credit to be allowed to employees for benefits under the Death and Disability Benefit Plan which have accumulated at the effective date of the new plan,
- (b) Contributions on the part of both the Corporation and the employees, and
- (c) The plan to be underwritten by an insurance company.



FROM THE FAMILY ALBUM

An outing aboard the *Texas Girl* at Port Arthur in 1904

(Above) Once a year these landlubbers from the Company's New York Offices get a taste of deep-sea fishing off the coast of New Jersey. It's great sport; every man gets his share of fish and a coat of sunburn as well



From a booklet called "Havoline Tours," published many years ago by the Indian Refining Company



(Above) Vice-President F. T. Manley relaxes at an employee outing. (Left) An early photo of the employees' library at Port Arthur. At right is A. A. Nicholson, now Manager, Personnel Dept.



Club house at Camp Beaty, Texaco employees' country club near Houston



Many Texaco employees are bowling fans. Here are the winners in the "B" Division of the Joliet Industrial Bowling League of last season, who are at present leading in the "A" Division



Basketball, too, has followers throughout The Texas Company. The young men above were winners in the 1936-37 season of the Industrial Basketball League of Joliet, Illinois



Amateur dramatics are always popular. Here is the cast of "The Texaco School of Yesterday," a playlet staged by West Dallas Works employees



Practically every refinery and division has a baseball team. This group of players represented our West Dallas Works during the past season

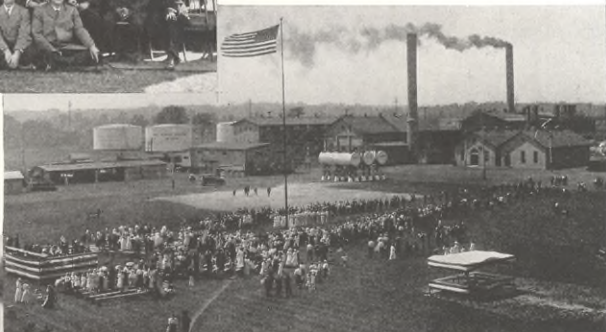


A softball team made up of young women employed at the Texaco Can Company's plant at Port Arthur Terminal, Port Arthur, Texas



Old-timers in the Sales Department will recognize this (left). It was taken at a meeting of the Dallas District. The year is 1911

(Right) Flag-raising ceremony at Lockport Works. This photo was made in the summer of 1918



(Left) A familiar sight any noon hour at Port Arthur Works—just a friendly game of softball

(Below) At Lockport Works, tennis has always been popular. Here's a 1920 group of players



Producing Department General Superintendent's Banquet, Seabrook, Texas, October, 1922



An early Houston employees' picnic held at Sylvan Beach in 1911



Recent outing of Butte District employees at Alhambra Hot Springs, Montana



The Texaco Band of Houston visited the Dallas Office in 1921



In 1927 these employees were awarded Bureau of Mines First Aid Certificates

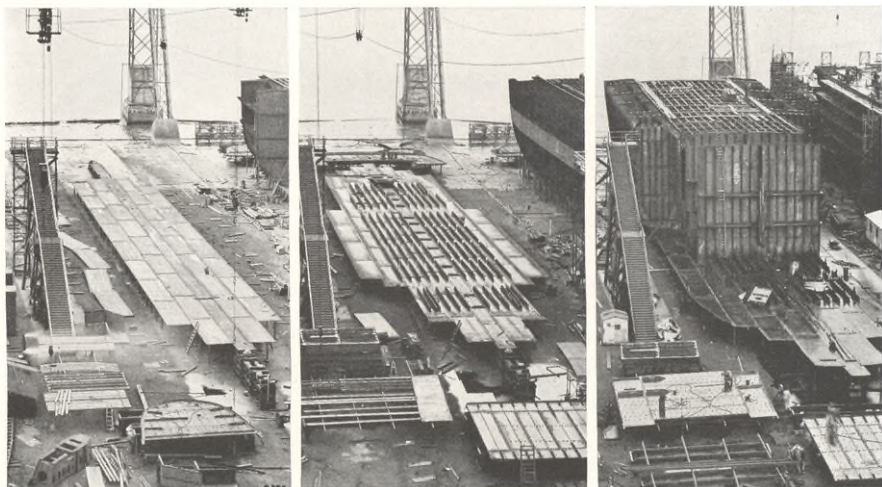


Winner of the pie-eating contest at a recent Lockport Works picnic

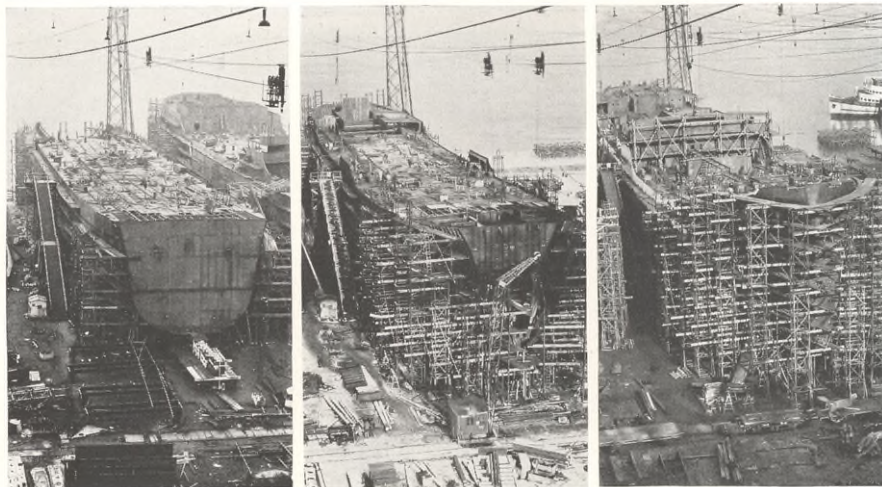


There's always plenty to eat at a Texaco outing

Here is a New Texaco Tanker

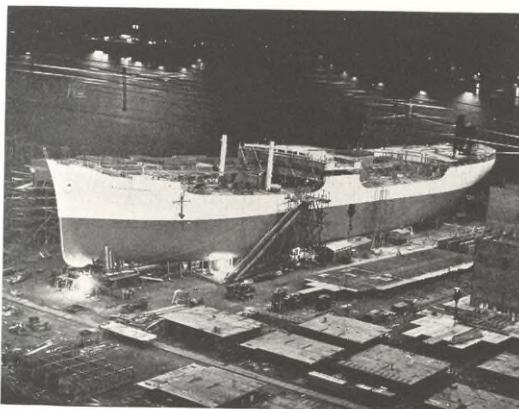


Here a Texaco tankship takes form before your eyes. The picture at the extreme left was made October 15, 1936; the one at the lower right, on February 17 this year. The ship was built at the Deutsche Werft in Hamburg, Germany

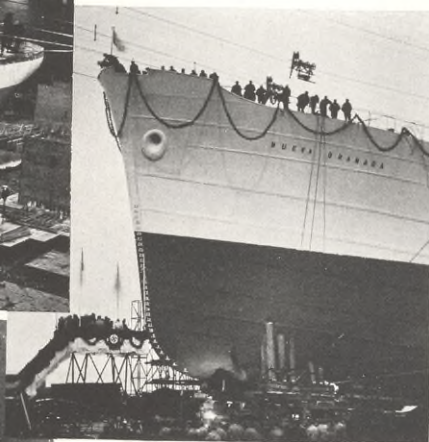


Newest Texaco tankship, the *Nueva Granada* has an overall length of 522 feet (495 feet between perpendiculars). Her beam, moulded, is 67 feet, and her depth, moulded, is 34 feet, two inches. Her loaded draft is 27 feet, six and three-quarters inches, and she has a total dead-weight tonnage of 14,000

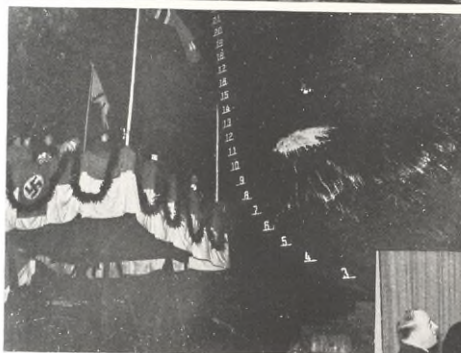
tons. Loaded to her capacity of 118,000 barrels (4,956,000 gallons), she is capable of a speed of 13 and one-half knots. Her power plant is two M. A. N. Diesel engines, of 5,100 brake horsepower. She carries a crew of 36 and her port of registry is Oslo, Norway.



(Left) The *Nueva Granada* slides gracefully down the ways at Hamburg, ceases to be a construction job and becomes a graceful, white-hulled ship



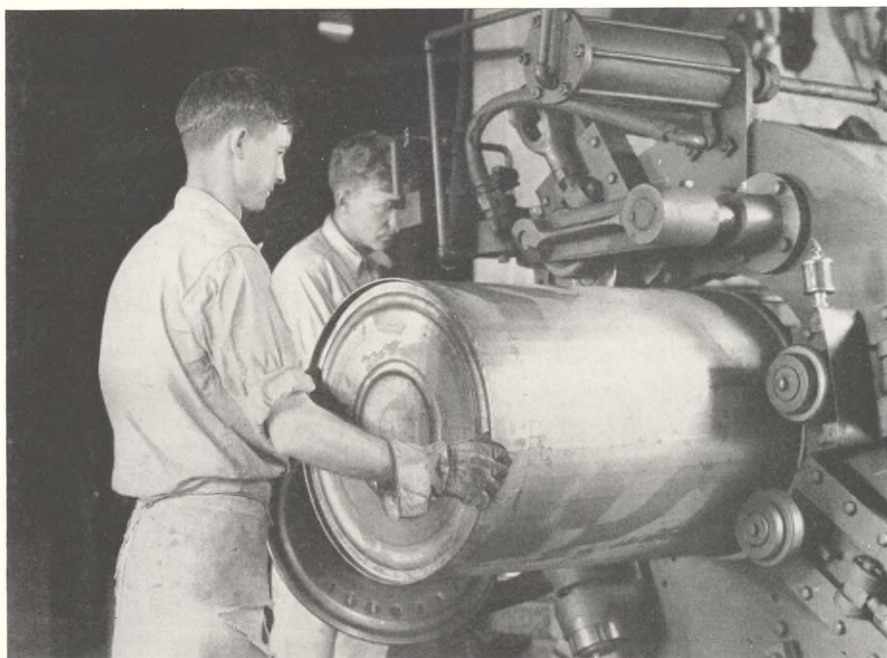
(Above) Just before the launching of the *Nueva Granada* at the Deutsche Werft in Hamburg



(Above) The champagne bottle strikes the bow with a shower of foam, and Texaco's newest tank ship, the *Nueva Granada*, is launched



(Above and left) Some of the distinguished officials and guests celebrate at the Atlantic Hotel in Hamburg



Safety work is not only human and humane; it is plain good business

SAFETY—ON THE JOB

By CHAS. A. MILLER

Supervisor of Safety, Personnel Department

I SUPPOSE we may as well admit at the outset that the subject of safety is pretty tiresome to most people. It seems to be human nature to let the other fellow worry about safety, figuring that our own skin will be kept whole by the law of averages.

It doesn't work out that way. Thus, a large part of our job in The Texas Company is to bring safety home to the individual employee.

Safety and its practice is not a new policy of your Company. During Texaco's earliest days, the management realized that the cost of industrial accidents was too large to be tolerated. Safety work was not only the human and humane thing to undertake; it was just plain good business.

The Texas Company joined the National Safety Council a few years after its organization and ever since that time has been represented on the official staff and committees of the Council. In the same

year, an organized safety program was installed in our refineries. This first effort produced good results and set the stage for a Company-wide accident-prevention program.

To fill this need, the Division of Safety of the Personnel Department was created. The activities of the Safety Division are under the direction of the Supervisor of Safety and a staff of trained Safety Engineers. Each Safety Engineer is assigned a specially designed car, equipped with safety devices and equipment. These men visit field, office, and plant to help in safety programs. Each car is equipped with a public address system.

How has the Safety Division attacked its problems?

In 1934, first-aid training was taken as one of the division's major efforts. To date about 11,000 employees have been taught how to render first aid by

instructors trained by The Texas Company under the supervision of the Safety Division. The approved United States Bureau of Mines and American Petroleum Institute course was used. Since this training was started, 14 employees have achieved *national recognition* for life saving, and several other cases have received recognition from the management.

Employees are awarded The Texas Company Certificate for successfully fulfilling the requirements of this course, and upon completing the Annual First Aid Review Course they are awarded a First Aid Review Seal. Certificates are available to any Texaco employee who fulfills the requirements.

Our interest has not been confined to preventing accidents on the job, for after all, a man's greatest interest is centered in his home. Therefore, our program was designed to reach beyond the gates of the plant "after the whistle blows"—to keep accident prevention on a 24-hour schedule. The battle cry for 1936 was "Take Safety Home".

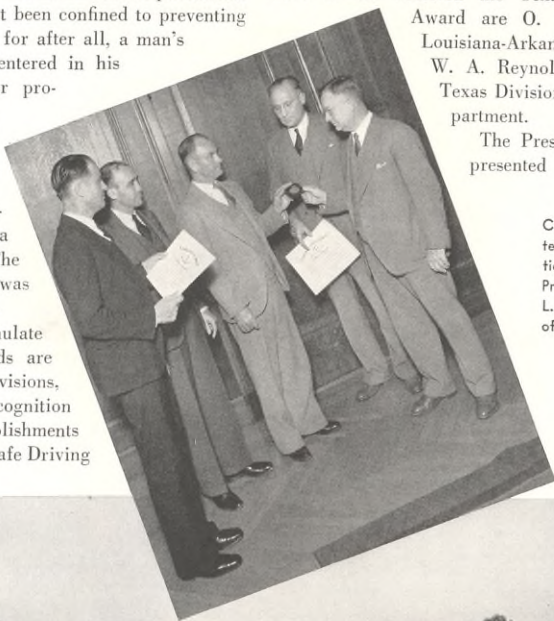
To create and stimulate interest, safety awards are made to individuals, divisions, and departments in recognition of outstanding accomplishments in the field of safety. Safe Driving

Certificates are awarded to individuals who operate automotive equipment in Company service for six months without an accident. Safe Driving Buttons are awarded to those who, after winning the Safe Driving Certificate, operate their cars an additional 12 months without accident. With subsequent extension of this record, distinctive buttons indicating by years the length of this perfect record are awarded.

The Texas Company Life Saving Award is presented to those who, without regard for their own lives, have saved another's life. This award is a beautifully engraved gold watch. Two employees who have so far received the Texaco Life Saving Award are O. Webber, of the Louisiana-Arkansas Division, and W. A. Reynolds, of the West Texas Division, Producing Department.

The President's Award is presented to the Depart-

Claude Andrews, center, receives the National Safety Council President's Medal from L. E. Barrows, Manager of Texaco's Producing Department



Each Safety Engineer has a specially designed car, equipped with safety devices and equipment. Photo shows Safety Engineers K. Earhart and Lee B. Conner with their cars



(Left) J. L. McMahon, center, presents the Texaco Life Saving award to W. A. Reynolds at Nocona, Texas. At extreme right is W. J. Cooper, the man whose life was saved by Mr. Reynolds

(Right) West Tulsa Works First Aid Team demonstrating the Schaeffer Prone Pressure method of resuscitation. This team placed third in a contest in which 23 oil companies participated



ment with the best accident record during the year. Texaco Awards are presented to that unit in each major department with the best accident record during the year. The Joseph A. Holmes Safety Association Certificate of Honor, which was awarded to the Refining Department of the Indian Refining Company for 1935, is presented to the petroleum refinery operating a full year without a lost-time accident. These group awards are based on comparative records, and the keen competition thus developed is at once stimulating and constructive.

To keep every employee alert and safety conscious, monthly meetings of employees, committees, and foremen are held. These meetings give each employee an opportunity to express his ideas, not only with respect to safety problems, but also along the lines of more efficient operation. Thus is developed a better understanding between employees and a feeling on the part of the individual that he is an important part of the work he is doing.

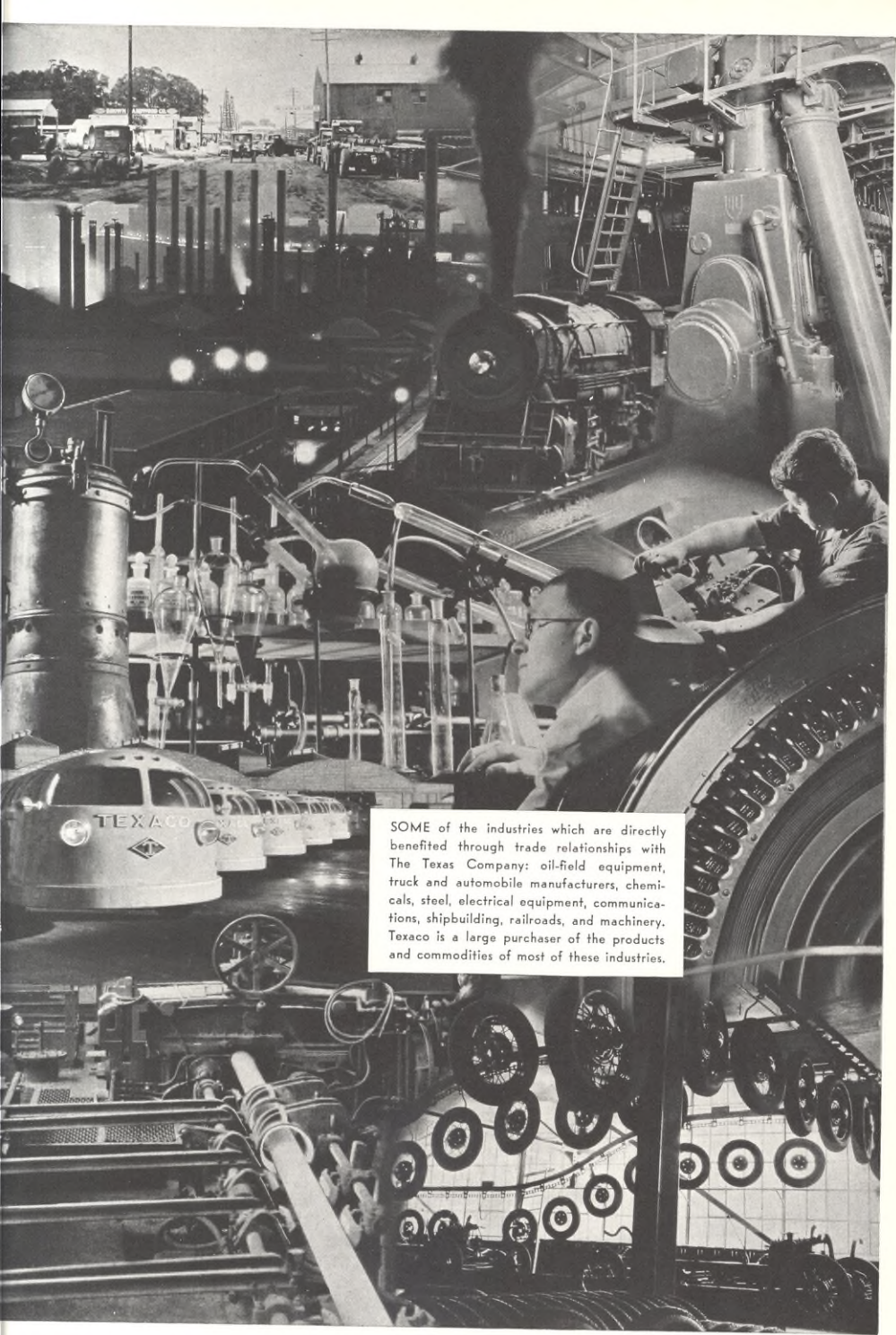
In many locations employees' families are brought into safety meetings. Valuable training has been ob-

tained by organizing first-aid teams and contests. In many locations there are intra-departmental contests as well as contests with other companies. The Texas Company's first aid teams entered the National contests at the International Oil Show at Tulsa, Oklahoma, last year, and our West Tulsa Works team won third place.

The Safety Digest, published by the Safety Division, brings the employee safety news pertaining to the home and the job, and reviews for him what employees in other districts are doing. It also gives foremen and chairmen of safety committees material which helps them in conducting meetings. Pictorial bulletins and posters keep employees constantly reminded of safety.

The prevention of accidents on the job, in the home, and on the highways has always been and will continue to be the policy of The Texas Company, and it should be the personal responsibility of every employee.

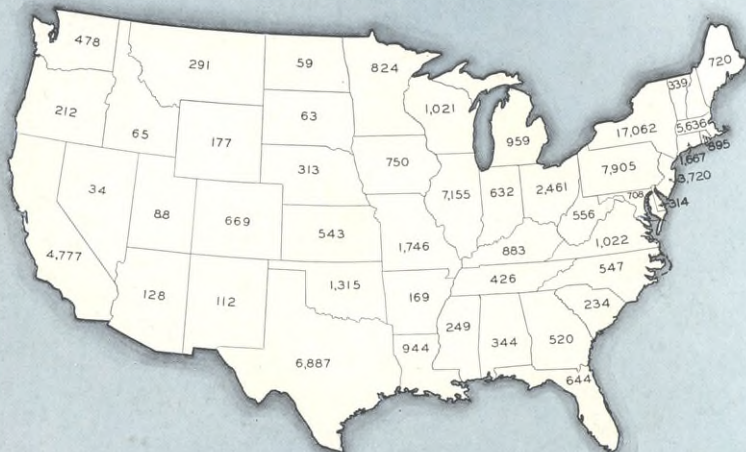
Let's work together to reach our goal this year by "Keeping Accident Free in 1937".



SOME of the industries which are directly benefited through trade relationships with The Texas Company: oil-field equipment, truck and automobile manufacturers, chemicals, steel, electrical equipment, communications, shipbuilding, railroads, and machinery. Texaco is a large purchaser of the products and commodities of most of these industries.

NUMBER OF STOCKHOLDERS

- BY STATES -



INDIVIDUAL MEN — 40,797



INDIVIDUAL WOMEN
31,950



FIDUCIARIES
& ESTATES
3,706



CORPORATIONS
& BANKS
1,316



BROKERS
449



NOMINEES
291



TRUSTEE &
MISCELLANEOUS
3

Who Owns The Texas Corporation?

NEARLY 80,000 stockholders own The Texas Corporation. The map above and the chart at the left show how this ownership is distributed. In addition, more than 170,000 persons, including employees, commission agents, bondholders, and crude oil royalty owners, regularly receive payment from The Texas Corporation. Assuming that each person receiving income from The Texas Corporation has three dependents, these payments contribute wholly or in part to the well-being of more than one million people.