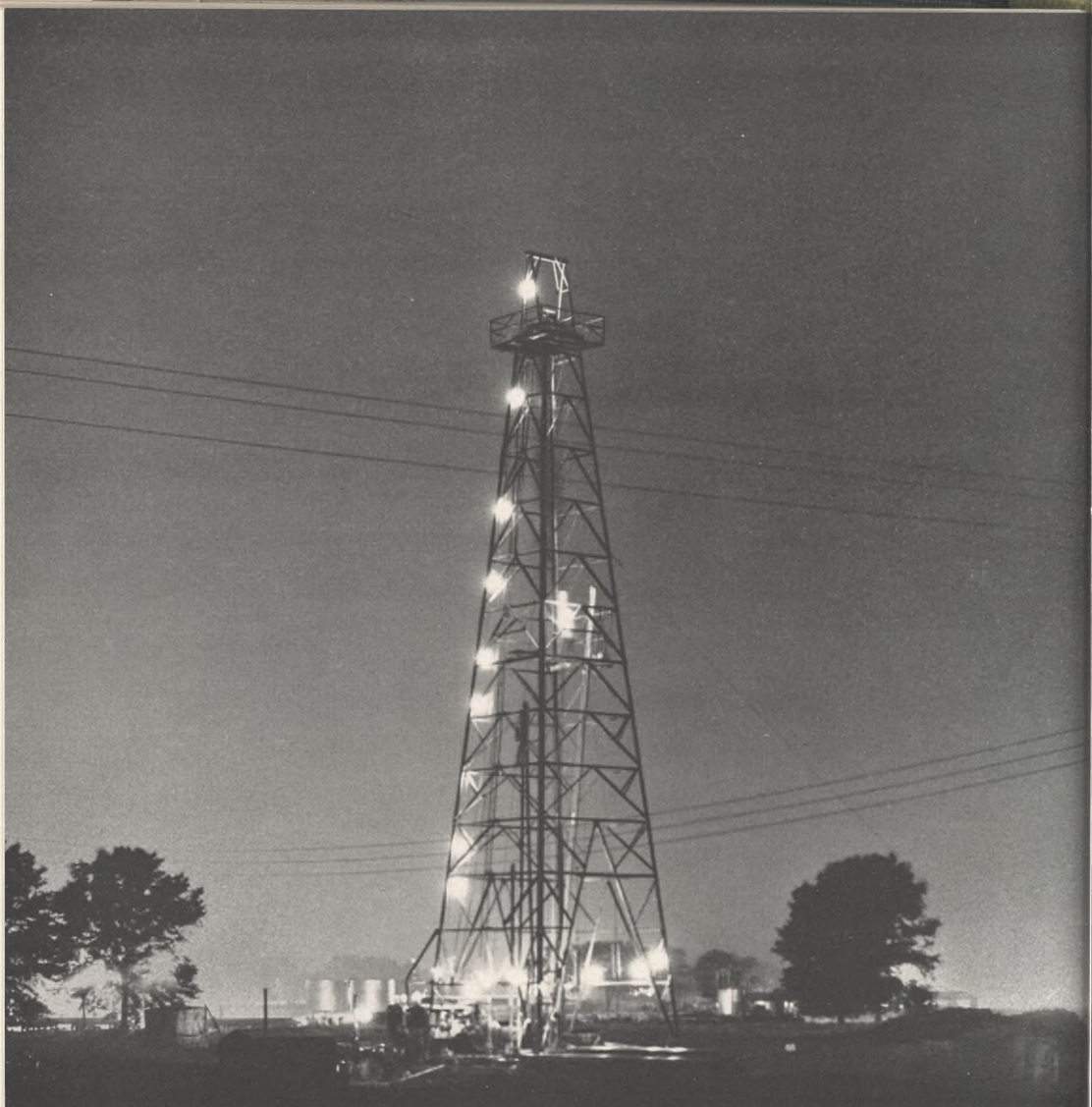
THE TEXACO STAR



DRILLING FOR OIL NEVER CEASES

Rotary drilling, which is under way at the Texaco leasehold in Illinois pictured above, requires continuous operation. Men work in shifts, around the clock. When the lights go on at night, this is how the scene appears

THE TEXACO STAR

VOLUME XXXIII NUMBER 1

TEXACO TODAY—3

A PUBLICATION OF THE TEXAS COMPANY

W. S. S. Rodgers, Chairman of the Board of Directors; Harry T. Klein, President; M. Halpern, J. S. Leach, R. Ogarrio, C. E. Olmsted, R. L. Saunders, James Tanham, and Torrey H. Webb, Vice Presidents; W. G. Elicker, Secretary; L. H. Lindeman, Treasurer; Oscar J. Dorwin, General Counsel; Ernest C. Breeding, Comptroller, 135 East 42nd Street, New York 17, New York

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135 EAST 42ND STREET, NEW YORK 17, NEW YORK

★ This is the third of several issues of THE TEXACO STAR which attempt to show in a broad way what The Texas Company is like from one end of the country to the other; that a great company's worth can be expressed to a large extent in terms of experience, skill, and the infinite capacity for taking pains.

Brief AND TO THE POINT

★ The latest model of one of the most expensive automobiles manufactured in this country is worth only $24 in its intrinsic material value, according to the president of the company that makes them and who should know. Payments to workmen for transforming the original elements into the finished product make wages by far the biggest factor in the rest of the car's cost, he asserts.

★ The world to date has produced in excess of 46,000,000,000 barrels of oil. About 46 per cent of this amount has been produced in the United States.

★ The Government's action in shutting down its rubber-from-alcohol operations leaves the nation's entire production of butadiene, a synthetic rubber ingredient, in the hands of petroleum plants. These operate at lower costs.

★ An effective program to make up for delayed maintenance of road surfaces on the 430,000 paved miles of highway in the United States should alone require 6,000,000 tons of petroleum asphalt in 1946, according to George R. Christie, newly-elected president of The Asphalt Institute. In addition to maintenance, he states, 2,000,000 tons of petroleum asphalt may also be used on new road and street construction.

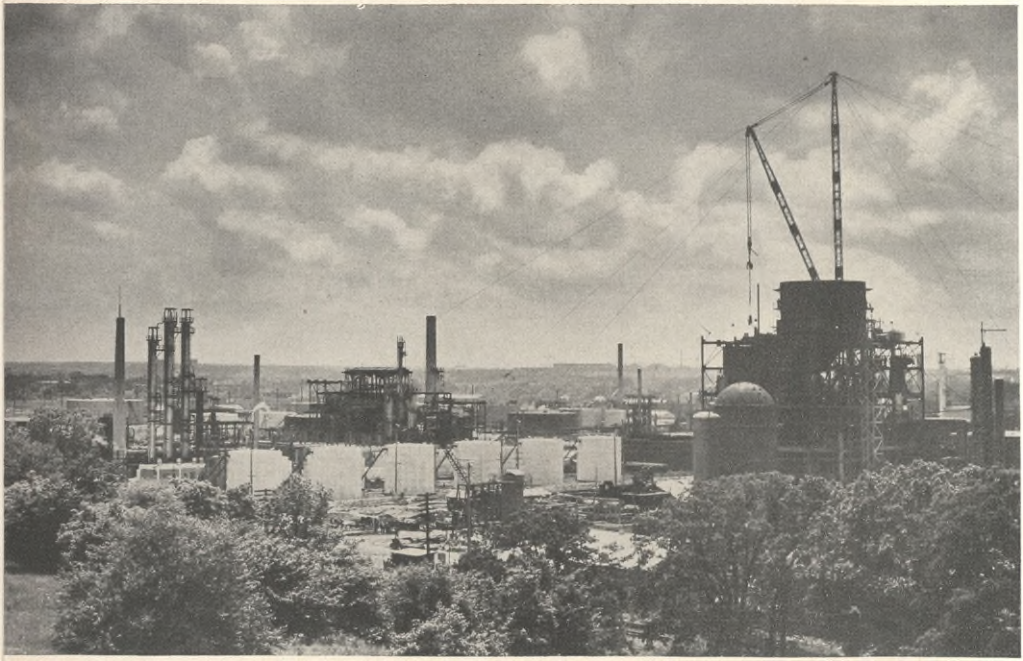
★ Approximately 1,000,000 barrels of petroleum and its products are transported daily on the inland waterways of this country, according to the Office of Defense Transportation.

THE MIDWEST, heart of America's agricultural and industrial productivity, embraces areas bordering the Great Lakes and lying in the valleys of the Ohio, Illinois, and Mississippi Rivers. Much of our national treasure is there: fertile soil, abundant minerals, strategic transportation routes, boundless human energy.

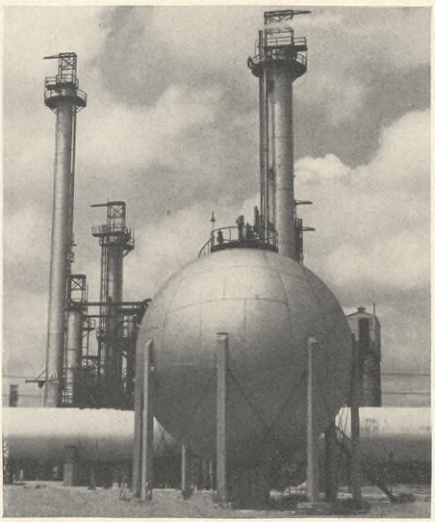
The Midwest's wealth of farms, factories, and cities is fruition of the region's spirit and enterprise. As in other parts of the country, petroleum furnishes a livelihood for many in the middle western states; is indispensable to the Midwest as a whole.

Typical of the region, and typical also of Texaco's part in mechanized farming, is this issue's cover picture, which was taken at a Texaco service station in Carlock, Illinois.

Indiana farmland, pictured at the left, is as productive as it is beautiful; above, the skyline of Chicago, Texaco's Midwest headquarters, as seen from the parks fronting on Lake Michigan, has fitting grandeur; right, the Kansas wheat shown here is being harvested in a modern manner.



Towering above surrounding structures at Lockport Works, the "cat cracker" at right, under construction when this picture was taken, is an important new adjunct to Texaco's refining capacity in the Midwest. It is used in making high-octane gasoline



Highly volatile liquids and gases are stored in spherical tanks such as this one at Lockport Works. An alkylation unit is behind it

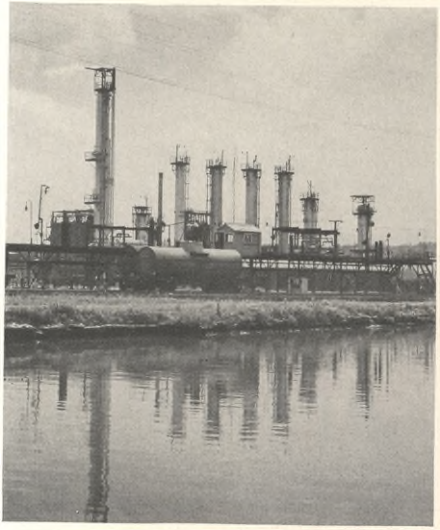
RISING GIANT

A REFINERY is a complex of facilities not only for converting crude oil into fuels and lubricants, but also for receiving raw materials and shipping finished products. Astride pipe lines from Illinois and Mid-Continent oil fields, and with railroads, highways, and the Chicago Drainage Canal forming additional commercial arteries, Lockport Works, at Lockport, Illinois, 30 miles southwest of Chicago, is The Texas Company's most strategic link in its nation-wide manufacturing and distribution system.

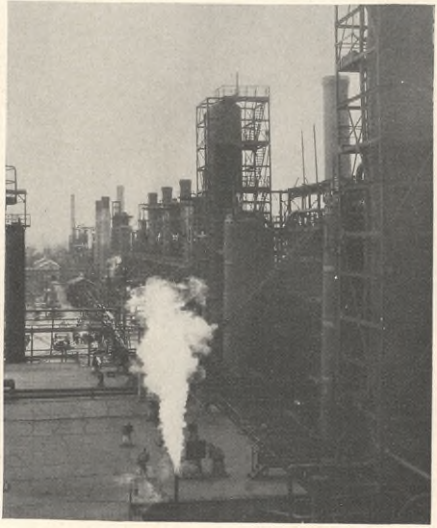
Since 1912, when operations were started there, Lockport's story has been one of steady growth in capacity and importance. Much of this background was chronicled in the Spring, 1945, issue of THE TEXACO STAR. Lockport's latest and greatest expansion program makes it runner-up to Port Arthur Works as Texaco's mightiest refinery.

One especially important result of the Lockport giant's recent development is that now it is able to make 100-octane gasoline entirely on its own.

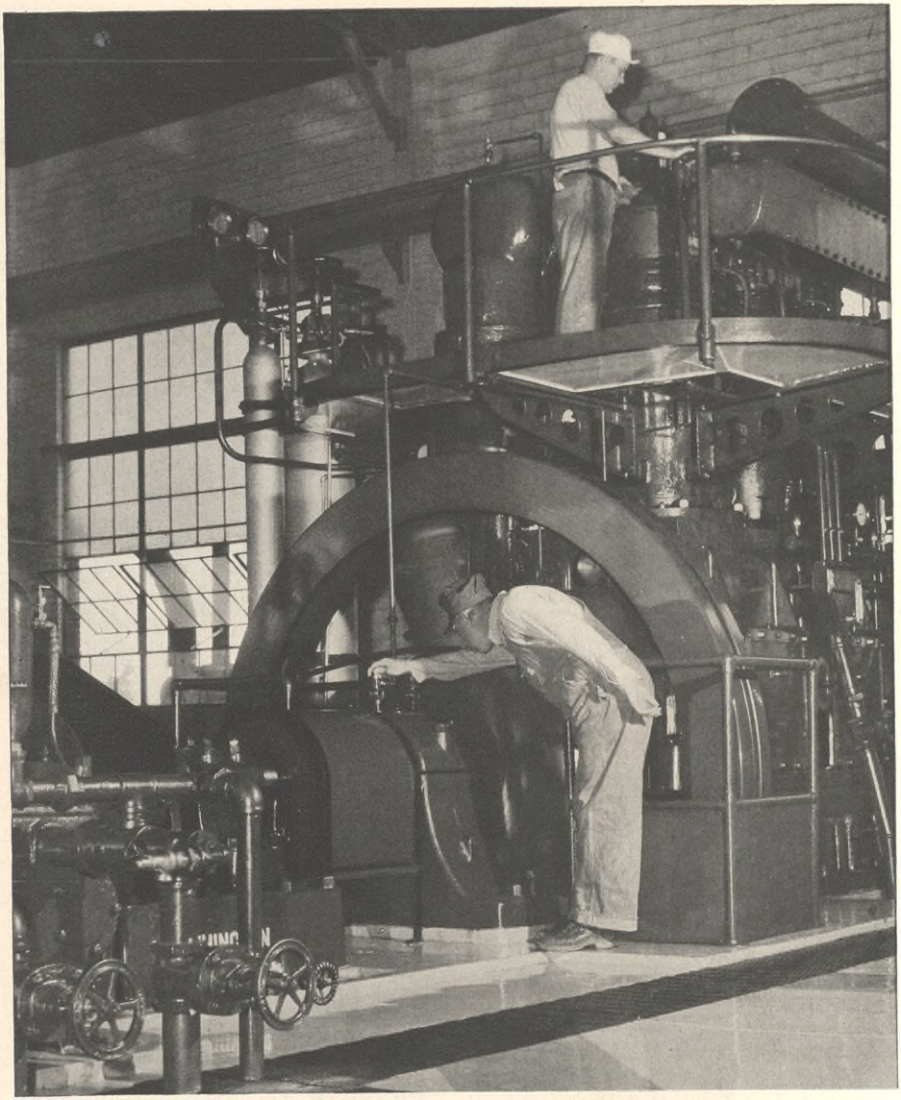
Spread out along the original Des Plaines River Valley, Lockport Works is a vast industrial city within itself. Through the main entrance, above, trucks deliver supplies and transport packaged goods. The plant is Lockport's biggest source of employment



In the process of manufacture, gasoline passes through these stabilizer units. A by-product is being loaded in the tank car



Coke stills, in the foreground, and pressure and crude oil units, in the background, are some of Lockport's older installations



Mammoth Diesel-powered pumps at Heyworth station push crude oil toward Lockport Works under 650 pounds initial pressure

HEART OF A PIPE LINE

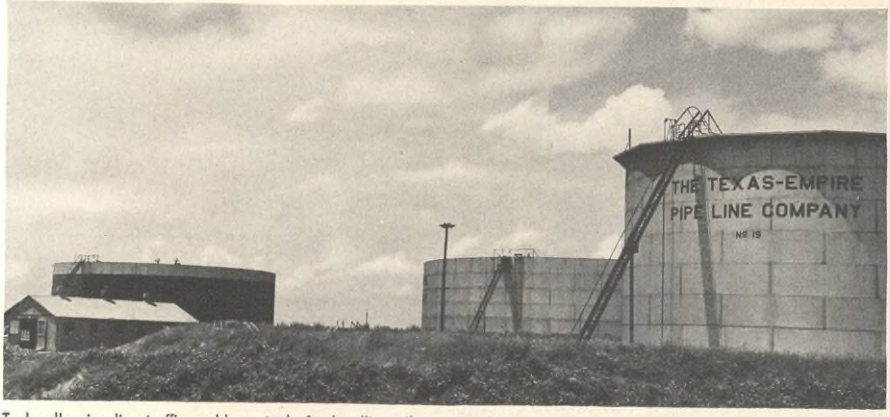
IT TAKES tremendous pressure to transport crude oil hundreds of miles through a pipe line. Consequently, the line needs powerful "hearts"—or pumping stations—at intervals to keep its cargo of oil moving.

Crude oil, much of it destined for Lockport Works, gets a boost at Heyworth, Illinois, station, on its way in the main line of The Texas-Empire Pipe Line Company, an affiliate of The Texas Company.

Crude oil in transit from well to refinery travels mainly underground in pipe lines. Pumping stations, like this one at Heyworth, Ill., keep a steady flow of oil in the many miles of pipe lines serving Texaco oil fields and refineries in the Middle West

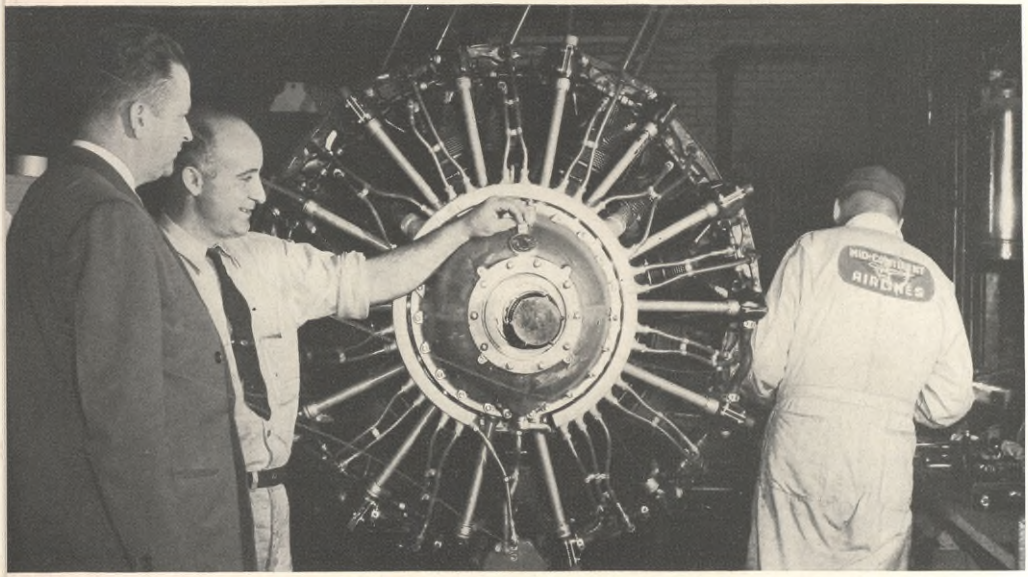
Oil movements at Heyworth are directed by orders received and transmitted by telegraphers at the Bloomington division office

A maintenance crew prepares to make some repairs at Heyworth. Pipe line equipment operates continuously, is well cared for



To handle pipe line traffic problems, tanks for handling oil in transit are placed at pumping stations. Hidden in the earth for the most part, the presence of a pipe line is indicated by the pumping station's isolated cluster of tanks and buildings

At the Minneapolis municipal airport, a Texaco aviation engineer (center, above) goes over a report with an airline service supervisor. Below, he discusses a problem with the engine overhaul foreman. This airline is one of the many served by Texaco

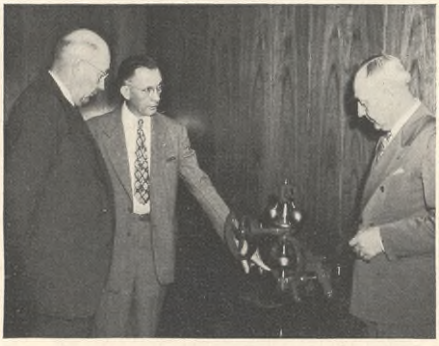


A Texaco industrial salesman (right) checks the performance of a Texaco cutting fluid with a Minneapolis plant superintendent

SERVICE WITH THE SALE

PERSUASIVE words alone are seldom sufficient to make sales. In a modern sales organization such as The Texas Company's, the service given the buyer both before and after he places an order is often a decisive factor in gaining and holding an account. Just as it is essential in the development and manufacture of Texaco's quality products, teamwork by the Company gives Texaco customers good service all along the line.

A Texaco industrial salesman, for example, will, if necessary, arrange for a Company lubrication engineer to give a prospective buyer the benefit of specialized knowledge and experience relating to the prospect's lubrication problem. When the sale is made, specialists are also available to coöperate in increasing the customer's output and reducing his costs.



In Texaco's Chicago Division, a lubrication engineer (left) and an Assistant Division Manager (right) confer with the plant manager of an industrial firm which uses Texaco products

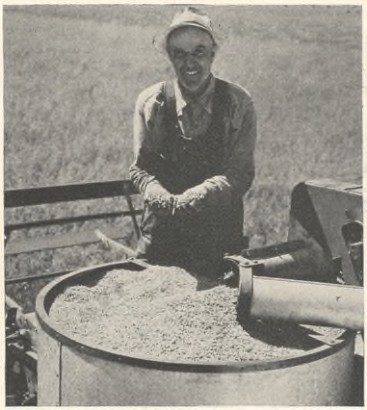
Getting the product to the customer, when and where he needs it, is another important service factor. Texaco customers are served from 2,300 supply points, or bulk plants, throughout the country. At these plants, agents, warehousemen, truck drivers, and other Sales Department operating personnel receive and prepare orders and make deliveries to customers.

Lecithin made from soybean oil is useful in petroleum refining. Soybeans are being grown on this Indiana farm

BACK TO THE FARM—AND BACK AGAIN

THE FARMER'S dependence upon petroleum is matched by the oil refiner's need for by-products of the farmer's crops. From soybeans and oats, for instance, The Texas Company gets two of the many agricultural by-products it uses to make Texaco gasolines and lubricating oils.

Research chemists have discovered that lecithin, particularly lecithin from soybeans, stabilizes the tetraethyl lead in leaded gasoline. It is also useful as an additive in lubricating oils. Furfural, which is produced by the chemical decomposition of oat hulls, cottonseed hulls, and corn cobs, provides an excellent selective solvent in making lubricating oils. Texaco has developed and patented processes for the utilization of both these chemicals in the manufacture and handling of petroleum products.



There is little wastage in an oat crop. Oat hulls yield furfural, a solvent used in making lubricating oil

Once used primarily for forage purposes, soybeans are now being raised extensively in the United States for the production of soybean oil. Midwest farmers are finding that it pays to sow soybeans on part of their acreage. In the Corn Belt, for example, soybeans give them an additional source of cash income, besides being useful in crop rotation.

As a solvent, furfural's most important peacetime use is in oil refining installations. During the war it was of special importance in making butadiene for synthetic rubber, and furfural facilities were greatly expanded to aid synthetic rubber producers.

SALEM POOL

Texaco derricks, pumps, and tank batteries rise above a sea of field flowers at Salem Pool in southern Illinois

OIL in Illinois has been a boon to The Texas Company for the past eight years. Since 1938, when it was discovered by the Company, the Salem Pool in southern Illinois has been one of Texaco's most important domestic sources of crude petroleum. The pool's proximity to Texaco refineries is of great economic advantage to the Company in the Middle West.

The Producing Department has tapped Salem Pool with nearly 1,500 wells. Practically all of them are in production, steadily yielding crude oil principally to feed Texaco's refineries at Lawrenceville and Lockport, Illinois.

To carry on its operations in the Salem field, the Producing Department has established there, in addition to the derricks, pumps, gathering lines, batteries of tanks, and other production equipment, a community of homes for employes together with offices, warehouses, and shops. The field is also the headquarters for a division of The Texas Pipe Line Company. Compared with the early boom days, operations at Salem Pool are now stabilized and routine.

Electrically operated, this "horsehead" jack silently pumps a well on the shore of Lake Centralia. (Below) A production pumper visits a tank battery, reached via the 60-mile network of private roads which crisscrosses the Salem oil field

Crude oil fresh from
a careful record is
gauger records data

Well servicing cr
about mans the
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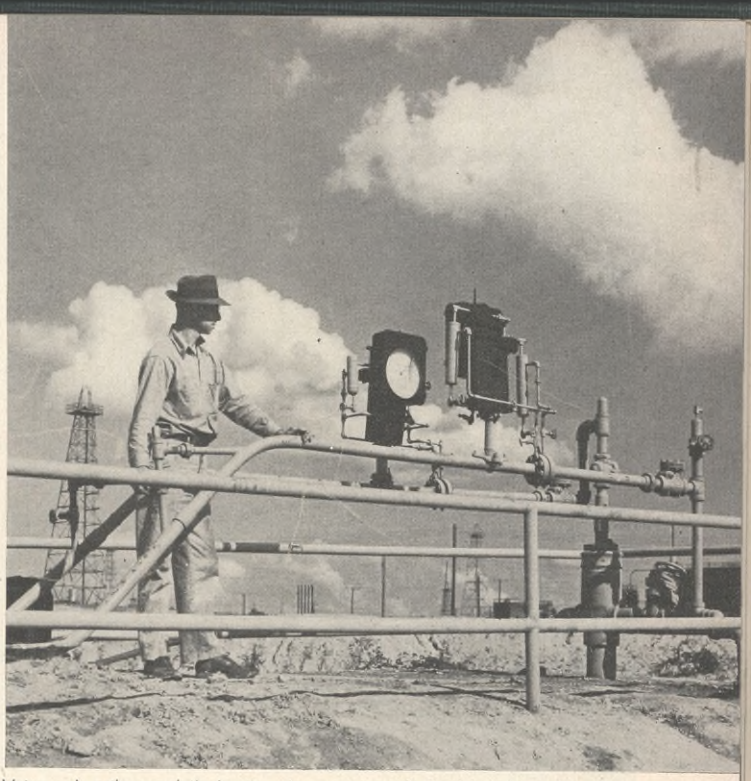
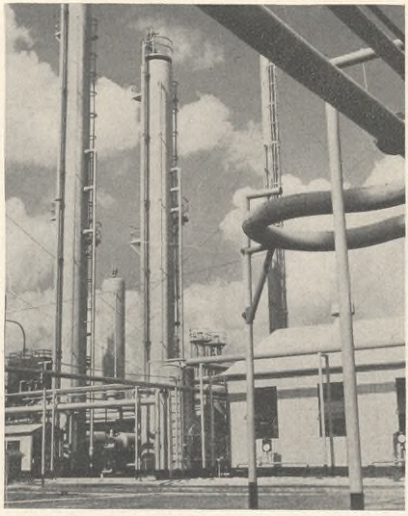
e well is temporarily stored in tank batteries where pt of it. (Above) A Texas Pipe Line Company ter gauging a tank for the Producing Department



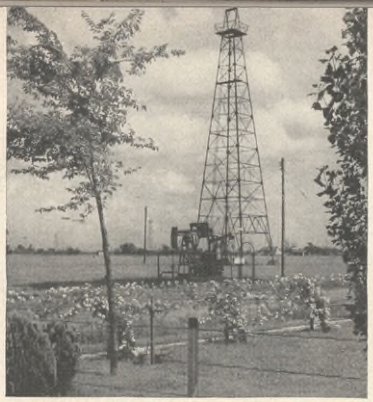
Meters such as these mark the location of a repressure well. Gas injected into this well forces oil out of a number of nearby wells in the process of secondary recovery. The repressuring engineer at left periodically visits repressure wells to check the recording meters

re always busy. (Above) A head roustrols of this truck-mounted equipment, o pull sucker rods from a pumping well



Suggestive of a refinery, these towers and overhead pipes are part of the Producing Department's Salem Gasoline Plant, which extracts by-products from oil well gases

Tallying this well casing pipe at the Producing Department's Salem Warehouse are a yardman (left) and a clerk



Well-kept lawns and gardens add a note of charm and beauty to the Company cottages of employes making their homes in Corbin Camp

Living and working at the R. Shanafelt Producing Camp make folks friendly, a quality which also is shared by their household pets

STAR CLOSE-UPS

SALEM POOL

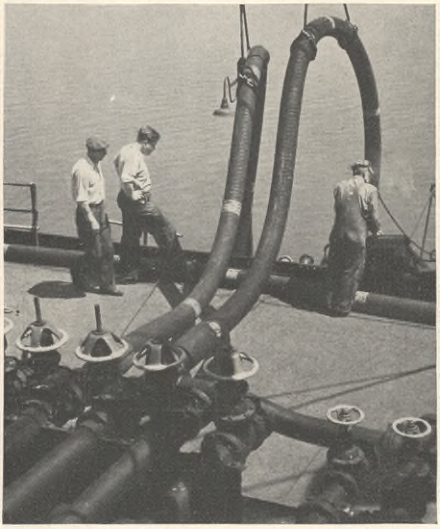
This sandbox is a favorite gathering place for Texaco's younger set at Salem. (Left) A yardman makes a minor repair on a Company cottage

Operating matters are discussed at staff meetings held daily in the Producing Department's Salem field office

WHEN crude oil comes to the surface mixed with gases, as it does in the Salem field, valuable by-products may be obtained by extracting the gases and processing them in plants such as the one in the background above. During the war, the output of liquefied petroleum gases from Texaco's Salem Gasoline Plant was vitally needed in the manufacture of high-octane gasoline, synthetic rubber, and chemicals. After the extraction process, the dry gas which remains is recompressed and injected back into the oil formation from which it came, for conservation and to maintain pressure in the formation.

DISTRIBUTION

Economical distribution requires efficient delivery methods. (Above) Fewer deliveries have to be made to service stations when gasoline is transported by semi-trailer tank trucks



Once the hose lines are connected, pumps do the job of unloading a barge. Water transportation reduces distribution costs

Flood waters may rise to this level in the East Peoria, Ill., pump house (above), but the pumps below will still operate

Shipping by water routes is one of the ways The Texas Company distributes motor fuels in its Midwest marketing areas. Gasoline is barged to Sales Department river terminals, where it is stored and transferred as needed to local bulk plants by rail or truck. Water-borne petroleum is a familiar sight on the Ohio River (above) and other waterways Texaco uses

Company-owned-and-operated equipment as well as contractors' trucks are used to haul gasoline inland from water-front terminals. It is practicable to supply some Texaco service stations direct by gasoline tank trucks which are loaded at these points

The friendliness of his greeting to customers has made this Texaco dealer popular with Indianapolis car owners. Appreciated, too, is the polish he gives their windshields

You're welcome

TEXACO DEALERS in the Midwest are a good gauge of the way middle westerners like to do business. Since it is natural for middle westerners to be friendly and helpful themselves, they look for these attributes in those with whom they trade. They find what they like when they stop where the Red Star with the Green T is displayed.

This Texaco dealer attitude toward customers is best expressed by the Texaco dealer slogan, "You're Welcome." As key men in the Middle West transportation picture, Texaco dealers feel it is their responsibility to be courteous as well as to give customers good service.

The cheerful way he checks the air in tires makes this Indianapolis dealer's customers feel they are welcome at his station

"Your oil level is just right," this dealer reports. Checking the oil, radiator, and battery are his regular courtesy services

Cleanliness, which is a feature at the above Texaco station in Chicago, expresses the welcome which is implicit in this dealer's manner. Rest rooms are checked frequently during the day

Attractive window displays are a subtle means of pleasing customers. Clean glass helps. Placards, which Texaco makes available to dealers, enhance this display of Texaco's premium oil

Minneapolis autoists, worried about their cars, get sympathetic attention and careful service at this Texaco station. Customers appreciate being reminded when their cars need periodic services. The dealer uses a follow-up system which Texaco provides

DIET FOR DIESELS

Diesel-electric locomotives now haul freight over the modern Santa Fe trail, which originates in Chicago

THE engineer of a Diesel-powered locomotive is as fussy about the anti-knock quality of the fuel his massive engine burns as a motorist is of the gasoline he uses. There's a difference, though. The gasoline engine can, if necessary, adjust itself to a fuel that has poor anti-knock quality. But not so with a Diesel. When the engine men finish designing and building a Diesel engine, it requires fuel with a definite *cetane number* to operate without knocking itself to pieces.

If the cetane number of a Diesel fuel is so important, then just what is it? Let's consider first what makes a Diesel run:

When the piston moves upward in a Diesel engine, it compresses air in the cylinder, and the air's temperature is raised. At just the right time before the piston reaches the top of its travel, Diesel fuel is introduced into the compressed air charge. If pressure, temperature, and the time of introduction of the fuel are correctly matched, the mixture of air and fuel will ignite by itself and push the piston downward in what is known as the power stroke.

Some Diesel fuels take longer to ignite than others, under identical conditions of pressure, temperature, and time of introduction of the fuel. This length of time is known as ignition delay, and is proportional to the cetane number. The longer the delay, the lower the cetane number.

All fuel in the cylinder burns at once when self-ignition occurs. If there is a delay in ignition, more fuel enters than when all elements are perfectly timed. Too much fuel igniting at one time makes the engine knock. A high cetane number fuel is desirable to insure quick ignition and prevent this knock.

The knocking of a Diesel engine is not only audible, but can be so violent as to break the engine. This is one reason why Diesels are more rugged than gasoline engines.

Since it would be difficult to reproduce artificially the temperature, pressure, and time conditions that exist in a Diesel engine cylinder, the best apparatus for measuring the ignition quality of a Diesel fuel is an actual Diesel cylinder, running under normal operating conditions.

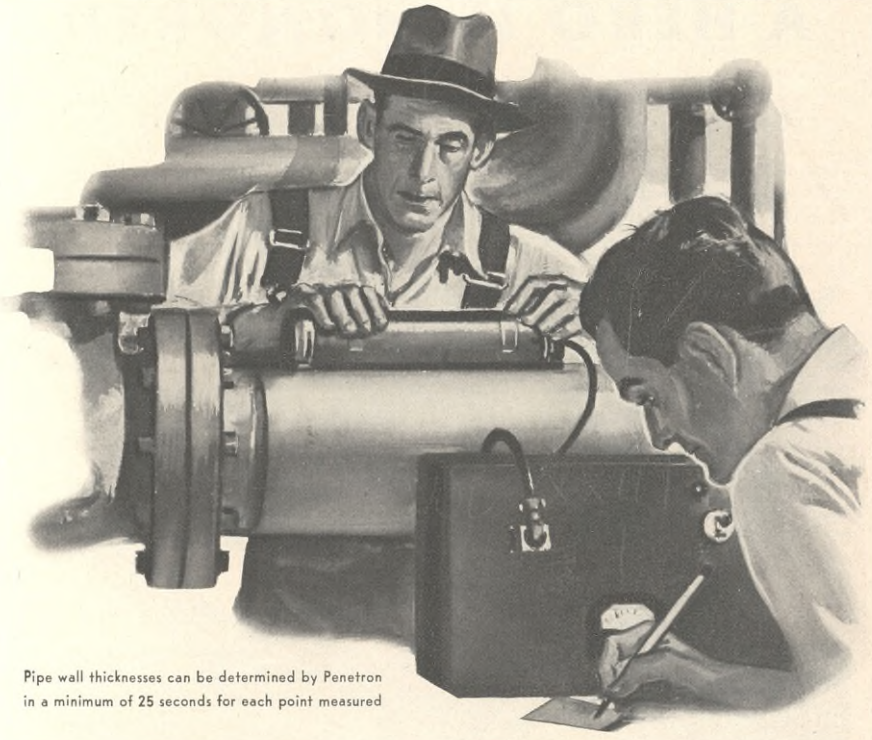
Due to the many uncontrollable variables existing in an actual engine, the best results are obtained if test fuels are compared against standard fuels of known ignition quality. These fuels are run alternately in the same engine during the test period.

In the cetane number test, the standard test fuels that have been adopted for measuring the ignition quality of Diesel fuels are two hydrocarbon liquids—cetane and alpha-methyl-naphthalene. Cetane has very good ignition qualities while alpha-methyl-naphthalene is very poor in this respect.

The yardstick used for measuring the ignition quality of Diesel fuels is the cetane number scale. On this scale, cetane is selected as 100 and alpha-methyl-naphthalene as zero. The cetane number of a fuel is the percentage of cetane with alpha-methyl-naphthalene in the standard fuel that matches the ignition quality of the tested fuel. Thus, if a fuel has the same ignition quality as a mixture of 60 per cent cetane in alpha-methyl-naphthalene, the fuel has a cetane number of 60.

Most manufacturers of Diesel engines specify fuel of 50 cetane rating. Texaco Diesel Chief, which The Texas Company supplies to railroads, steamship operators, and operators of construction machinery, buses, and trucks, meets or exceeds the cetane number specified for Diesel engines. Diesel Chief permits operation at low atmospheric temperatures and high altitudes. Starting is easy with Diesel Chief and the fuel tends to minimize smoking and exhaust odor difficulties.

Besides Diesel Chief, The Texas Company manufactures and markets a complete line of lubricants for all Diesel engines. More stationary Diesel horsepower in the United States is lubricated with Texaco than with any other brand. Texaco Diesel lubricants are approved by leading Diesel engine builders.



Pipe wall thicknesses can be determined by Penetron in a minimum of 25 seconds for each point measured

THE PENETRON "SEES" THROUGH ANYTHING

SINCE the early days of the petroleum industry refiners have been plagued by the problem of maintaining their equipment in safe condition. This is particularly true of equipment operated at elevated pressures and temperatures. In many instances the walls of pipes and containing vessels are subject to corrosion, erosion, and chemical reactions.

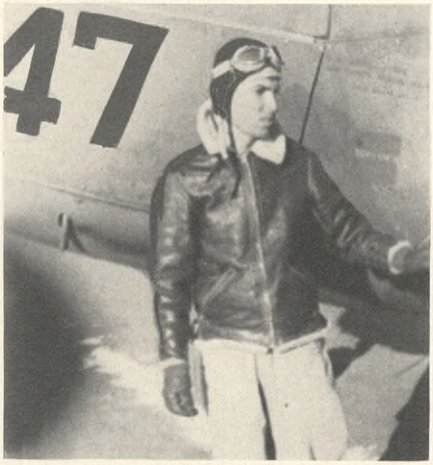
The most common method of testing refinery equipment has been to drill holes at suspected points when only one side of the container wall is accessible, measure with calipers, tap the hole and fit it with a screw plug, and weld the plug into place. By this method only one small spot is tested unless the same time-consuming, destructive, and sometimes unsafe procedure is repeated.

To measure wall thickness of any kind of material by contact on one side only, the Penetron, an instrument developed by Texaco, has been the subject of long experiment and testing in The Texas Company's refineries and laboratories and now has been put on the market. In addition to measuring wall thickness, from the outside of a vessel it can also determine the level of a liquid within, determine the density of that liquid, and locate the dividing point between two immiscible liquids.

The Penetron's ability to "see" through opaque materials is due to one milligram of radium which it contains. Gamma rays from the radium are directed through the area to be measured. Some reflected rays, called "back-scattered radiation," are picked up by a detector and produce minute current discharges which are amplified and measured by reference to calibration curves, which are furnished with the instrument. The readings are average values for an area of about one square inch, and are accurate to within plus or minus three per cent.

Measurement of wall thickness, liquid level, and specific gravity are merely fundamental uses to which the Penetron can be put. It also may be used for controlling operations in certain chemical processes.

A HERO IS HONORED



Lt. RAYMOND L. KNIGHT

Medal of Honor, Army

Honor Medal given posthumously to Raymond L. Knight

Hero was employe of the Company in the Houston Office

LT. RAYMOND L. KNIGHT, whose skill, daring, and ultimate self-sacrifice as a fighter pilot with the Army Air Forces in Italy contributed heavily in eliminating German aircraft poised to halt the critical Allied advance to the initial Po River bridgehead, has been posthumously awarded the nation's highest military tribute, the Congressional Medal of Honor.

A former employe of The Texas Company in the Purchasing Department at Houston, Lt. Knight was killed on his 98th combat mission when his badly damaged P-47 crashed in the Apennine Mountains on April 25, 1945. The Houston youth had led his flight of fighter-bombers through intense anti-aircraft fire to complete a successful strafing raid against concealed German aircraft parked at the Bergamo Airfield near Ghedi.

Rated by fellow pilots as uncommonly skillful at the hazardous technique of low-level strafing under heavy fire, the 23-year-old hero led three brilliantly effective sorties in the 36 hours before his death. Ten enemy aircraft were destroyed during these raids. Previously, Lt. Knight personally had been credited with eliminating at least 14 German aircraft.

On October 22, 1945, 1,100 persons gathered in the Reagan High School auditorium, Houston, to

watch Maj. Gen. James P. Hodges, commanding general, AAF training command, present Lt. Knight's Medal of Honor to his widow, Mrs. Johnnie Lee Knight. Two-year-old Raymond, Jr., clasped his mother's hand during the ceremony. On the same stage in 1940, Mrs. Knight and her husband-to-be had received their high school diplomas.

The story of Lt. Knight's death, as pieced together from War Department accounts and reports of Air Forces comrades, reveals a selfless devotion to duty of the highest order. A number of times he returned his plane to his base against extreme odds.

On April 24, the day before his death, he volunteered to lead two other aircraft against the strongly defended enemy airdrome at Ghedi. Alone, he reconnoitered through deadly anti-aircraft fire and located eight heavily camouflaged German planes. He returned aloft to the other planes, briefed the pilots by radio, and led a strafing attack in which he destroyed five planes and the other pilots two.

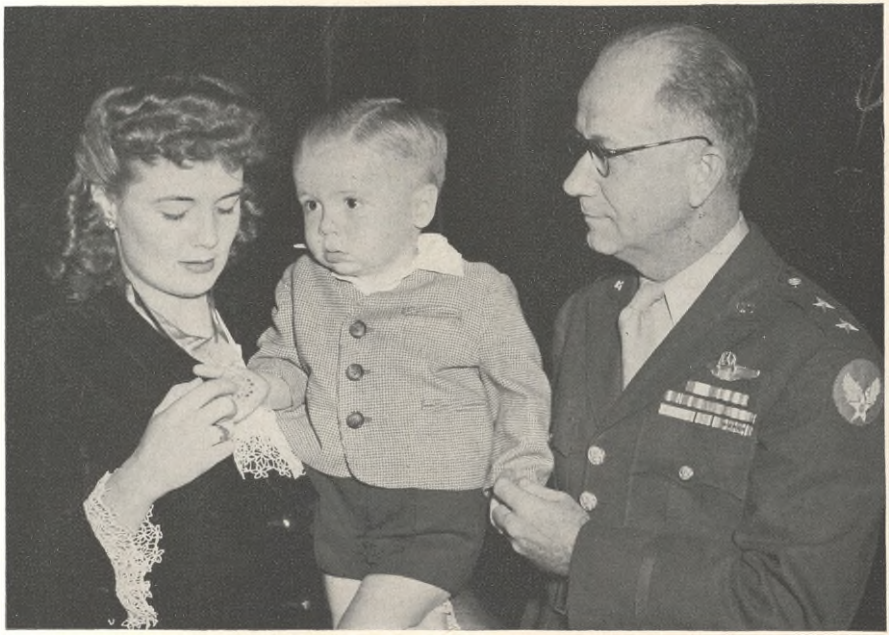
Later the same day he again volunteered to lead three other aircraft against the Bergamo Airfield near Ghedi. Again, he went in alone to observe at minimum altitude and then led his flight to the assault. He returned alone to make 10 deliberate passes at the field. His plane was seriously damaged but he nursed it home safely with unusual flying skill.

Early the following morning he again led three planes through the blistering defense fire at the Bergamo Airfield. The attack destroyed three twin-engined aircraft. Lt. Knight's plane was so badly shot up that official reports state "it was virtually non-flyable."

Fully aware of the urgent need to maintain every plane possible during this critical phase of the Allied drive, he disdained parachuting to safety in friendly territory and with superior skill and strength headed his plane toward his home base. Treacherous air conditions in the mountains thwarted his heroic effort.

The day following, the base intelligence officer visited the scene of the crash and discovered that Italian Partisans had placed Lt. Knight's body in a coffin covered with flowers. One day later Lt. Knight was buried in Florence with full military honors.

In addition to his wife and son, he is survived by his father and mother, Mr. and Mrs. J. F. Knight, and two brothers, O. C. and Seal, all of Houston. Lt. Knight worked for The Texas Company from October 8, 1941, until he went on a military leave of absence January 28, 1943, to train as a volunteer air cadet. He was overseas for six months.



Lt. Raymond L. Knight's son holds the Medal of Honor posthumously awarded his father, a Texaco employe who gave his life as a fighter pilot in Italy, while his mother examines it. The medal was presented to Mrs. Knight by Maj. Gen. James P. Hodges

C. L. McCune Becomes Member of the Board

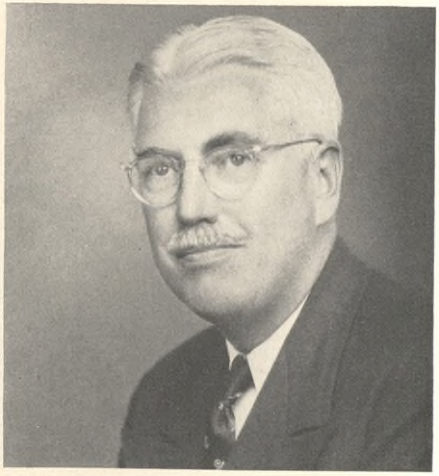
CHARLES L. MCCUNE, veteran oil man and banker, was elected as a Director of The Texas Company at a meeting of the Board of Directors on October 26, 1945. He succeeds Barklie Henry, who resigned as a Director. A native of Pittsburgh, Mr. McCune is the chairman of The Union National Bank of that city.

The new member of the Board was born on September 24, 1895. He attended the Hill School at Pottstown, Pennsylvania, and Princeton University. At the end of his freshman year, Mr. McCune withdrew from the University. He decided to undertake three different jobs in the three years he would normally have spent completing his college education.

He worked first as a clerk in the Farmers Deposit Savings Bank in Pittsburgh for a year and then went with the Pittsburgh Steel Foundry Company at Glassport, Pennsylvania. War cut short his proposed work experience and he enlisted in the Navy.

In May, 1919, Mr. McCune returned to civilian life and commenced his career in the oil business, joining the Lewis Oil Company. In 1926, this company sold its properties to The Texas Company.

Mr. McCune and his associates reorganized as the Lewis Gas Products Company. In 1929, the name was changed to the Lewis Production Company. The Texas Company acquired all of the Lewis Production Company's assets in 1943.



Charles L. McCune

The Photographs in This Issue

★ Except as noted below, all photos in this issue were made by R. I. Nesmith for The Texas Company:

Inside front cover, from Fabick Tractor Company; page 2, by John Kabel; page 3, (top) by Mario Scacheri (from R. I. Nesmith and Associates), (bottom) by A. H. Jensen (from Minneapolis-Moline Power Implement Company); page 10, (top) by A. H. Jensen (from Minneapolis-Moline Power Implement Company), (bottom) from Philip Gendreau; page 20, from The Atchison, Topeka and Santa Fe Railway System; page 22, courtesy of *The Houston Chronicle;* page 23, official USAAF training command photo; page 24, (top) Trinity Court Studio.

The back cover design is by Howard Sloane Zoll.

Walter Hochuli, Texaco's General Sales Manager and former director of marketing and distribution for the Petroleum Administration for War, receives a plaque from the Petroleum Industry War Council as a memento of "the outstanding contribution made by him in bringing the most destructive war in the history of the world to a victorious end." (Left to right) B. L. Majewski, vice president of Deep Rock Oil Corporation and chairman of the distribution and marketing standing committee of the PIWC, who presents the plaque to Mr. Hochuli; Mr. Hochuli; H. T. Klein, President of The Texas Company; J. H. Pipkin, Assistant to the President; M. Halpern, Vice President in charge of refining; R. L. Saunders, Vice President in charge of domestic sales, and D. W. Stewart, Advertising Manager. The presentation was made in New York on December 6

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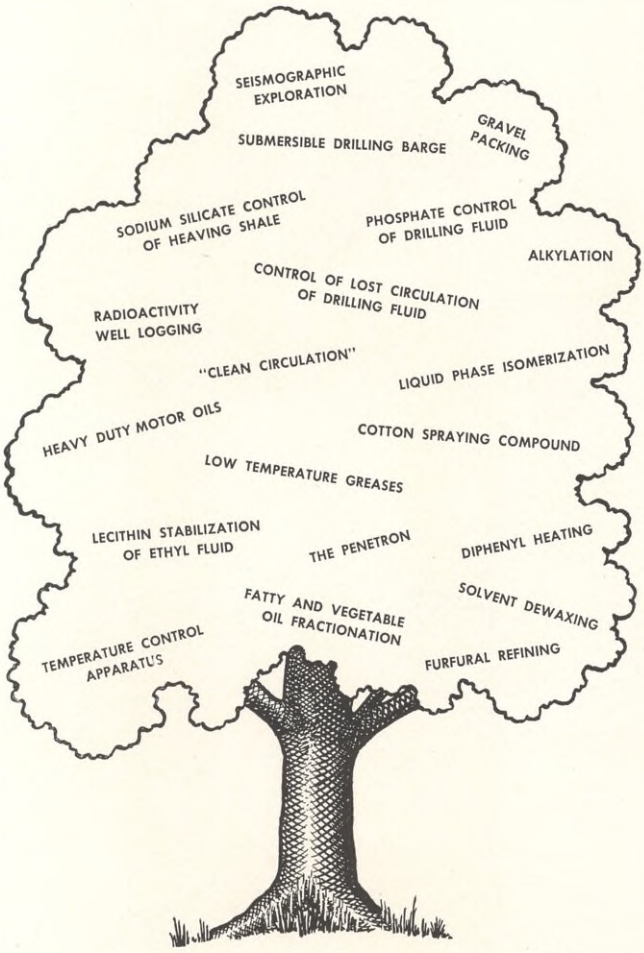

The Fruits of Years of Costly Research

OVER many years, hundreds of Texaco scientists and engineers, working on the research and development problems encountered in the locating, producing, and refining of petroleum, have contributed many important new discoveries. Developments made by Texaco have saved millions of dollars for many oil companies . . . set new standards of product quality . . . solved difficult problems in radically new and efficient ways

TEXACO DEVELOPMENT CORPORATION

A Subsidiary of The Texas Company

The Texas Company (including wholly owned subsidiaries operating in the United States)	5,691
Foreign Subsidiaries (operating outside the United States)	66

Affiliated Companies—Domestic

Texas-New Mexico Pipe Line Company	66
The Texas-Empire Pipe Line Company	36
Kaw Pipe Line Company	78

Affiliated Companies—Foreign

The Bahrein Petroleum Company Limited, and California Texas Oil Company, Limited	142
Arabian American Oil Company	13
N. V. Nederlandsche Pacific Petroleum Maatschappij	5
Colombian Petroleum Company and South American Gulf Oil Company	18

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THIS SERVICE FLAG of The Texas Company with its subsidiaries and affiliates shows, in the center, all employes who have been granted military leaves of absence as of mid-October to serve in the armed forces of the United States. Those in the armed forces of other Allied nations number 760 additional. Thirty-nine, including some civilians, are known to have lost their lives under the flags of Allied nations other than the United States. The bottom figure indicates the number from the combined total who have returned to Company service

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