Tapline's new KW—Dart, the largest tractor-truck model in the world, dwarfs a Mercedes sedan at Turaif. More pictures of the giant vehicle are on pages 4 and 5. (Photo by Nasr).

TAPLINE ACQUIRES WORLD'S LARGEST TRACTOR-TRUCK

Tapline took delivery in August of the biggest tractor-truck in the world.

The newly-acquired KW-Dart arrived in Turaif August 30. Manufactured by the KW-Dart Truck Co. in Kansas City, Missouri, according to Tapline specifications, the mammoth, diesel-powered vehicle is 35 feet long, nearly 15 feet wide, over 14 feet high and weighs 50 tons when ready to travel. It carries 18.00x33 32-ply tires. Equipped with twin radiators and drawing upon a 700 horsepower Cummins engine, the truck is capable of transporting 205 tons. This tremendous capacity will be put to use by Tapline in moving auxiliary pumping unit turbine vans on a giant trailer between intermediate locations and to the central shop at Turaif for major overhaul.

WATCH THAT SAFETY RECORD

Fifteen industrial disabling injuries were sustained by Tapliners at all work locations during the first eight months of 1965, against 22 during the same period last year.

The frequency rate dropped from 15.3 in Jan.—Aug. 1964 to 9.8 in the same period this year. The target set for 1965 is 13 industrial disabling injuries with a frequency rate of 6.

Motor vehicle accidents and fire incidents were up from 21 to 22 and 2 to 4, respectively, during the periods in question.

The Tapline crew which brought the truck from Kansas City to Houston, Texas, by rail prior to shipment to Damman via Beirut.
RAPHA'S 34-year-old Club Steward Mokbel Khalaf was born in Hayil, the metropolis of Jabal Shammar, and worked at Tabline as Maintenance Foreman, Rafha. Having joined the company on November 24, 1949, Mr. Tracey spent the first 11 years of his employment with Tapline at Sidon Terminal serving, respectively, as Welding Inspector, Pipeline Repairman and Assistant Pipeline Foreman. In October, 1960, he transferred to Saudi Arabia where he served at Rafha, first as Foreman-Pipeline Repair and then as Foreman-Maintenance (Stations). Prior to his 1965 move to Arabia, and while still at the terminal, Mr. Tracey introduced a device to eliminate the need for fan belts on the Deutz-accelerated diesel engines used at Tapline's start-of-state cathodic protection units. In essence, Mr. Tracey eliminated the fan belt from the Deutz engine and substituted a direct driven blower. Prior to their departure from Rafha, the Traceys were entertained at a farewell dinner party held at the station's Community Center.

Haddad Ends Audio-Visual Course

Nabil Haddad of Industrial Relations recently completed a six-month course at the American University of Beirut in Audio-Visual Methods and Materials. The course is a basic survey of the A-V field designed to give students:

1. An understanding of the psychological and educational principles underlying audio-visual instruction.
2. Skill in selecting and utilizing materials in the school environment to make teaching more meaningful.
3. Skill in the operation of audio-visual equipment such as motion pictures, film strips, recorders, tape recorders and record players.

Earlier this year, the 25-year-old Tabliner had completed his third academic term in advanced English studies at the American Language Center.

Mr. and Mrs. E.S. Tracey were present at a sports event at Tapline with their new Omega watches, presented to them by their Beirut and Sidon friends. The Traceys were honored at a farewell party hosted by their Beirut and Sidon friends at the home of Mr. Tracey's assistant, Mrs. Jim C. Fabara. They were presented with a number of gifts, including a silver serving spoon and fork set. Along with the letter, the Traceys also received a card signed by the members of Tapline's management.

Mr. and Mrs. E.S. Tracey were presented with a silver serving set by the Beirut and Sidon groups. The Traceys were honored at a farewell dinner in Beirut, hosted by their Beirut and Sidon friends.

Mr. and Mrs. E.S. Tracey were honored at a farewell dinner in Beirut, hosted by their Beirut and Sidon friends. The Traceys were presented with a silver serving set and a watch, among other gifts. They were also presented with a farewell card signed by all members of Tapline.

Mr. and Mrs. E.S. Tracey were honored at a farewell dinner in Beirut, hosted by their Beirut and Sidon friends. The Traceys were presented with a silver serving set and a watch, among other gifts. They were also presented with a farewell card signed by all members of Tapline.
A tugboat tows the barge transferring its 50-ton cargo ashore. (Aramco photo).

The new KW—Dart dwarfstwo Kenworth trucksof the 853 and L—924 type. (Photo by Nasr).

The Tapline crew which had the “honr of bringing the diesel—powered vehicle to Turaif from Dhahran comprised, from left, Superintendent Transportation W.R. Pickett, Central Garage Supervisor Hamad Saleh, Equipment Operator Muhammad F. Salim and Driver D. Suleiman. (Photo by Nasr).

The 50—ton KW-Dart is eased down from the Neder Elbe onto a crane for towing onto a container port. (Aramco photo).

Every component of the mammoth vehicle was cleaned and checked at Dhahran’s Heavy Duty Garage before the trip to Turaif. (Aramco Photo).

"Little Bill"...leaving Dhahran’s main gate on the way to Turaif. (Aramco photo).

The Tagline crew which had the “honr of bringing the diesel—powered vehicle to Turaif from Dhahran comprised, from left, Superintendent Transportation W.R. Pickett, Central Garage Supervisor Hamad Saleh, Equipment Operator Muhammad F. Salim and Driver D. Suleiman. (Photo by Nasr).

The new KW—Dart dwarfs two Kenworth trucks of the 853 and L—924 type. (Photo by Nasr).

A view of Turaif’s Central Garage from the windshield of the world’s largest tractor—truck. (Photo by Nasr).

Monster on the move on the pipeline road. (Photo by Nasr).

The new truck, seen above at Uraiglih, will be used in moving the turbine units of auxiliary pumping units into the central shop at Turaif for major overhauls. (Photo by Nasr).

Control panel of the 700—horsepower truck which has one reverse and six forward speeds. (Photo by Nasr).

The truck’s underpinnings are huge 11.00—x 32—ply tires. (Photo by Nasr).

WORLD’S LARGEST TRACTOR-TRUCK

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Control panel of the 700—horsepower truck which has one reverse and six forward speeds. (Photo by Nasr).

The truck’s underpinnings are huge 11.00—x 32—ply tires. (Photo by Nasr).
The Badanah community extends a hearty welcome to three newcomers to the station: Badri Y. Hanna, Huda, daughter of Mr. and Mrs. Habib Y. Khoury, and Marie, daughter of Mr. and Mrs. Habib Y. Assaly.

Dr. and Mrs. A. O. A." said, is an American University in Beirut graduate in electrical engineering, joined Bechtel Engineering on September 3 as Engineer (Civil).

One more in August was Ahmed Z. G. B. who was welcomed as Sanitation Technician. Dr. Kamal Ansar returned to his duties September 4 after a six-week vacation and transfer from Turaif. Dr. and Mrs. Z. S. F. were welcomed at a party hosted by the D. E. March 9.

The new clinic and additional hospital ward in Badanah received patients on August 1 and 4. A delegation of the Better-Aid Staff, headed by Mr. and Mrs. D. A. 21 from a visit to her parents in Crimea. Congratulations to Mr. and Mrs. George Hanna and son Dave; Mr. and Mrs. L. T. Norton, Nicky and Nad, Mr. A. M. Nazzal, the G. M., Nihar Youssef, Dina, Nadhif and S. Hamadi.

Mrs. Charles B. Rohrig of Portland, Oregon, visited August 17 and 19.

The Carl Feldmans entertained August 28 and 31, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively. Mean-anniversaries on August 14, 15, and C. S. Babb celebrated their 30th, their 42nd, and 17th, respectively.
1. As you and Vehicle A approach an intersection side by side you see that the right lane is occupied by parked cars beyond the cross street.
   You should: (a) **Speed up so that Vehicle A can pull in behind you.**
   (b) **Pull partially into an oncoming lane so Vehicle A will be able to squeeze by safely.**
   (c) **Slow, prepare to stop if necessary, scan low with a tap of the horn.**
   (d) **Pull over to the right.**
   (e) **Not pass—just keep moving toward you.**
   (f) **Stay back until they commit.**
   (g) **Get closer to the car in front of it.**
   (h) **Look, keep moving toward you.**
   (i) **If there's time, in addition to blowing the horn, you might flick lights on and off.**
   (j) **Pedestrian (X), standing at corner, unsure of traffic and looks at if he might attempt to cross street.**

2. Car B is waiting on a side road to pull onto the main highway. Car A—in front of you—is slowing down, possibly preparing to turn.
   You should: (a) **Slow down, be ready to stop, stay in line behind Car A.**
   (b) **Pull partially into Car A's lane and go around A.**
   (c) **Blow horn, then pull into other lane and pass Car A.**
   (d) **Look and try to pull in between Car A and the vehicle in front of it.**

3. An oncoming vehicle drifts across the center line and keeps moving toward you for no apparent reason.
   You should: (a) **Slow down and move to the left.**
   (b) **Signal, blow your horn and move to the left.**

4. You are stopped at a four-way stop. There are two cars behind you. A car on the cross-street is approaching the intersection at what you consider to be a suspiciously fast speed.
   You should: (a) **Speed up so that the car does not stop at the sign.**
   (b) **Wait and see if the car is going to stop.**
   (c) **Start moving out so that if cars behind you want to turn left or right they can.**

5. You approach intersection signalling for a left turn.
   Truck coming from opposite direction is signalling a left turn and starting to make it.
   You should: (a) **Go ahead and make your left turn.**
   (b) **Slow down and wait until the truck has almost cleared.**
   (c) **Turn left more quickly than you planned so truck will have more room to maneuver.**

6. You are on a throughway, one-way street. The car in front of you (A) is traveling at a slow pace and you want to pass it.
   You should: (a) **Be sure you pass on the right.**
   (b) **Not pass—just slow down and keep pace with the other vehicle.**
   (c) **Signal your intention, then pass on either side.**

7. You are approaching an intersection. You see a car in the cross-street approaching at what you consider too fast a speed.
   You should: (a) **Approach the intersection as quickly as you can as if the car does not stop at the sign it will wipe you out.**
   (b) **Wait and see if the car is going to stop.**
   (c) **Start moving out so that if cars behind you want to turn left or right they can.**

8. You are attempting to pass on a two-lane highway. But before you are past Car A you decide that Car B may be approaching too fast for you to complete the pass successfully.
   You should: (a) **Pull over to the left immediately.**
   (b) **Stop on the gas and try to pull in behind Car A and the vehicle in front of it.**
   (c) **Brake immediately and try to pull in behind Car A.**

9. You plan to make a right turn at the intersection. In addition to signaling—
   You should: (a) **Position your car as close to the right curb as possible.**
   (b) **Get close to the curb, then use slightly to the left as you make the turn.**
   (c) **Slow out from the curb as Car A will be sure to see that you're turning.**

10. Vehicle A is pulling out to pass you.
    You should: (a) **Speed up slightly so he won't go around too fast.**
    (b) **Increase speed and move to the right.**
    (c) **Get closer to the car in front so Vehicle A can pass both of you at the same time.**

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**ANSWERS**

1. (c). Never mind who's got the right of way. It's better to yield in a situation like this. Vehicle A may try to squeeze in ahead of you anyway, so make it easy for him.

2. (a). Since you don't know for certain what either Car A or Car B is going to do, it's better to stop back until they commit themselves.

3. (c). The driver of the oncoming vehicle may recover and attempt to pull back into his lane. So, it's safer to pull to the right. If there's time, in addition to blowing the horn, you might flick the lights on and off.

4. (c). You can't know what the pedestrian's going to do, so you can't take evasive action as yet. But be prepared to do whatever is called for when and if he does make a move.

5. (b). There may be an oncoming vehicle hidden from your vision in the blind spot at the rear of the turning truck.

6. (c). It's both legal and safe to pass on other side if traffic conditions permit.

7. (b). Always assume that any vehicle about whose movements you’re in doubt is going to do the most dangerous thing possible. In this case that would be running the stop sign and perhaps plowing right into you if you pull out. Stay out till you see what the other driver's going to do.

8. (c). Actually, if there was any doubt, you shouldn't have been passing in the first place.

9. (a). By getting as close to the curb as possible and stopping there, you prevent another vehicle from being caught and squeezed between you and the curb as you make the turn.

10. (a). Your responsibility is to make it as easy as possible for the other vehicle to pass you. You can't do that by speeding up.

(This driving safety data is reprinted from the Summer 1965 edition of Family Safety, a National Safety Council publication.)