

OIL FOR VICTORY



***THE BIG
INCH***



WAR EMERGENCY PIPELINES, INC.



PROGRAM OF CEREMONIES
ON THE OCCASION OF THE FINAL WELD OF THE BIG INCH
Phoenixville, Pa. July 19, 1943

SCHEDULE OF EVENTS

★
ROBERT ST. JOHN, *Master of Ceremonies*

★
LUNCHEON, 1 P.M. . . Phoenixville Pump Station Grounds

★
ADDRESS OF WELCOME . . . THE HON. JAMES H. DUFF
Attorney General, Commonwealth of Pennsylvania

★
INTRODUCTION OF GUESTS . . . W. Alton Jones
President, War Emergency Pipelines, Inc.

Representing the Armed Forces

Keith L. Morgan, Lt. Col., A.U.S.
for the
Honorable Robert P. Patterson
Under Secretary of War

L. A. Puckett, Capt., U.S.N.
for the
Honorable Frank Knox
Secretary of the Navy

★
RADIO BROADCAST
2:45--3:15 P.M.
N.B.C. Network

[2]

RADIO BROADCAST

★
THE BIG INCH—Dramatic Sketch . . . FROM N.B.C. STUDIOS

★
AMERICA LUCILLE MANNERS

★
THE FINAL WELD—News Announcement . . . M.C.
(Action Interview with Burt Hull, A. N. Horne)

★
ADDRESS THE HON. JESSE H. JONES
Secretary of Commerce

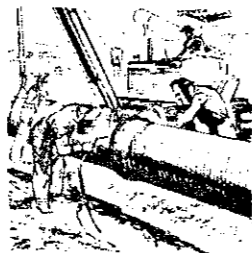
★
DEDICATION ADDRESS AND PRESENTATION OF
CITATION TO WAR EMERGENCY PIPELINES, INC.
THE HON. HAROLD L. ICKES
Petroleum Administrator

★
ACCEPTANCE W. ALTON JONES
President, War Emergency Pipelines, Inc.

[3]

CHRONOLOGICAL HISTORY

OF THE BIG INCH AND ITS COMPANION 20" PRODUCTS LINE



FORMATIVE PERIOD

1940

July 20, 1940 Report—Secretary Ickes to President Roosevelt—on facilities for transporting petroleum to the Atlantic Coast—quote from testimony by Secretary Ickes on October 1, 1941, before Congressional Committee—"I made very clear my belief that, under normal, peace time conditions, the building of a crude-oil pipeline from Texas to the East might not be economically sound; but that in the event of an emergency it might be absolutely necessary."

1941

May 9, 1941 W. S. Farish telegraphed heads of oil companies outlining necessity for big pipeline and called meeting to discuss same for May 13th, 1941.

May 13, 1941 Meeting of following oil company representatives, held at Standard Oil Company (N. J.) offices:

W. S. Farish and Ralph Gallagher,
Standard Oil Company (New Jersey)
H. F. Sinclair, *Consolidated Oil Corporation*
J. Howard Pew, *Sun Oil Company*
R. H. Colley, *The Atlantic Refining Company*
W. Alton Jones, *Cities Service Company*
J. A. Brown, *Socony-Vacuum Oil Company, Inc.*
B. I. Graves, *Tide Water Associated Oil Co.*

[4]

CHRONOLOGICAL HISTORY (Continued)

to discuss possibilities of crude and/or products pipeline from Texas to the East Coast. W. R. Finney was asked to head the engineering committee.

May 15, 1941 Representatives of above companies recommended 24" crude line, capacity 250,000 B/D, from Texas to East Coast.

May 16, 1941 Engineering subcommittee—B. E. Hull, John Norton and B. K. Morse—appointed to make reconnaissance survey and recommend route for Big Inch crude line, Big Inch products line, or both. Committee conducted aerial surveys and recommended route for crude line.

May 28, 1941 Secretary Ickes appointed by President Roosevelt as Petroleum Coordinator for National Defense.

June 17, 1941 Meeting held in Washington by Ralph K. Davies, Deputy Petroleum Coordinator and representatives of oil companies wherein various proposals were discussed for relieving possible transportation shortages on the Atlantic Seaboard. Companies were asked to submit individual analyses.

June 26, 1941 Oil Company heads assembled in Washington on Ralph K. Davies call. Big pipelines versus tankers was subject of discussion. Some favored tanker program first; others, big pipelines, and of pipelines, a crude line was considered preferable to a products line.

ORGANIZATION PERIOD

July 3, 1941 Company representatives held meeting in Ralph Gallagher's office to form organization committee. W. Alton Jones selected as Chairman. Also, a Technical Committee was appointed consisting of W. R. Finney, Chairman, L. M.

[5]

CHRONOLOGICAL HISTORY (Continued)

- Goldsmith, J. R. Manion and A. N. Horne, and a lawyers committee with C. I. Thompson as Chairman.
- July 11, 1941** Secretary Ickes appointed industry committees, among them being the Transportation Committee. District No. 1. W. Alton Jones, Chairman.
- July 17, 1941** First application made to SPAB for steel to build 24" pipeline.
- July 22, 1941** SPAB denied request for steel to build a 24" pipeline from Texas to the East Coast. Companies and committees kept working on problem and kept issue open.
- July 30, 1941** Cole Bill signed by President Roosevelt.
- Sept. 1, 1941** Technical Committee completed aerial survey, preliminary design and specifications for National Defense Pipeline.
- Sept. 5, 1941** National Defense Pipelines, Inc. agreement to build and privately finance a 24" line was signed by representatives of eleven major oil companies.
- Sept. 8, 1941** National Defense Pipelines, Inc. and Emergency Pipelines, Inc. (name of latter subsequently changed to War Emergency Pipelines, Inc.) incorporated in Delaware.
- Sept. 15, 1941** Formal application for steel priority filed with SPAB.
- Oct. 2, 1941** Supply, Priority and Allocation Board (Office of Production Management) definitely refused to allocate steel for a 24" line from Texas to the East Coast.
- Dec. 5, 1941** National Defense Pipelines, Inc. agreement of Sept. 5, 1941 expires by limitation.
- Dec. 7, 1941** Pearl Harbor.
- Dec. 8, 1941** First meeting of Petroleum Industry Council for National Defense (name changed on Febru-

CHRONOLOGICAL HISTORY (Continued)

ary 3, 1942 to Petroleum Industry War Council.)

1942

- February, 1942** First tanker sunk off Atlantic Coast by enemy submarine.
- March 12, 1942** Telegram. W. Alton Jones, Chairman, Transportation Committee, District No. 1, to E. G. Seubert, Chairman, Transportation Committee, District No. 2 and H. C. Wiess, Chairman, Transportation Committee, District No. 3, arranged for Tulsa Pipeline Conference to be held March 23rd to 26th, inclusive. The Special Joint Pipeline Engineering Subcommittee was composed of Messrs. Finney and Hanks from District No. 1; Bunje and Kountz from District No. 2; Hull and Swigart from District No. 3.
- March, 1942** Submarine menace reaches acute stage.
- April 2, 1942** Report from Special Joint Pipeline Engineering Subcommittee to W. Alton Jones giving details of pipeline projects recommended as result of Tulsa Conference.
- April 7, 1942** Petroleum Industry War Council received pipeline report of April 2, 1942. After-dinner meeting. Oil Companies agreed to go ahead on projects covered in April 2nd report except two big lines, 20" and 24", but 24" was favorite of these two.
- April 8, 1942** Petroleum Industry War Council appointed Temporary Pipeline Management Committee (W. Alton Jones, Chairman) and Temporary Pipeline Engineering Subcommittee. (W. R. Finney, Chairman).
- April 23, 1942** W. Alton Jones announced membership of project management committees.
- May 11, 1942** Recommendation No. 49 from Office of Petroleum Coordinator gives official sanction to

CHRONOLOGICAL HISTORY (Continued)

Temporary Joint Pipeline Engineering Subcommittee (also referred to as Special Engineering Committee), Temporary Joint Pipeline Managing Subcommittee, all project Subcommittees, and all Projects to be later followed through, including building 24" line from East Texas to East Coast and a products line to the East Coast.

- June 10, 1942** WPB approved allocation of 137,500 tons of steel for building the first section of the 24" line from East Texas to Southern Illinois.
- June 11, 1942** Letter of intent from Honorable Jesse H. Jones to W. Alton Jones, advising R.F.C. would finance construction of first section of line at estimated cost of \$35,000,000.
- June 19, 1942** W. Alton Jones, Chairman, Temporary Joint Pipeline Managing Subcommittee, called meeting held in Chanin Building with representatives of 11 signatory companies present. Program adopted called for DPC to furnish all of the \$35,000,000 or \$40,000,000 and actually own the 24" line. DPC would make contract with WEP whereby latter would build and operate the pipeline at cost. WEP would have as its directors the heads of the Eastern oil companies with W. Alton Jones as President and Burt Hull as Vice President and General Manager. Oil companies would furnish letter to Jesse H. Jones agreeing to furnish the experienced men needed to build and operate the project, as well as all preliminary plans, survey, etc., heretofore completed at industry expense, the latter to be furnished free of cost to DPC.
- June 23, 1942** Start of ground survey announced by Petroleum Coordinator.
- June 25, 1942** Name of Emergency Pipeline, Inc. changed to War Emergency Pipelines, Inc. Incorporation papers filed in the Recorder's office, Wilmington, Delaware.

CHRONOLOGICAL HISTORY (Continued)

- June 26, 1942** Contract between WEP and DPC covering construction of line from East Texas to Southern Illinois executed.
- June 27, 1942** Letter from signatory companies to DPC outlining plan for the construction of the East Texas-Southern Illinois portion of the 24" pipeline.

CONSTRUCTION AND OPERATING PERIOD

- July 1, 1942** B. E. Hull appointed Vice President and General Manager and A. N. Horne appointed Vice President and Assistant General Manager.
- July 9, 1942** First pipe for 24" line produced by National Tube Company.
- July 15, 1942** Construction agreement signed by contractors for first section of 24" line.
- July 18, 1942** First train load of 24" pipe shipped by National Tube Company.
- Aug. 3, 1942** Construction work on 24" line actually started, and first joint of pipe was laid near Little Rock, Arkansas.
- Oct. 21, 1942** Record day of 9.02 miles of 24" line welded.
- Oct. 26, 1942** WPB approved allocation of steel for extension of 24" line to the East Coast.
- Oct. 27, 1942** Letter of intent from Honorable Jesse H. Jones to W. Alton Jones advising RFC would finance construction of extension of 24" line to the East Coast at estimated cost of \$60,000,000.
- Nov. 12, 1942** Supplemental construction agreement between WEP and DPC covering construction of Eastern extension of 24" line executed.
- Dec. 29, 1942** Loss of original 24" Mississippi crossing in course of construction, due to flood breaking moorings of barges and other equipment.

CHRONOLOGICAL HISTORY (Continued)

Dec. 31, 1942 WEP started pumping oil into 24" line at Longview, Texas.

1943

- Jan. 6, 1943 Temporary Joint Pipeline Managing Subcommittee approved building of 20" products line.
- Jan. 8, 1943 Operating agreement between WEP and DSC covering operation of the 24" line executed.
- Jan. 18, 1943 Petroleum Administrator filed a request with the WPB for the allocation of necessary critical materials to construct first section of products line from Houston and Beaumont, Texas to Norris City, Illinois and Seymour, Indiana, a distance of approximately 836 miles.
- Jan. 20, 1943 Directive 63 covering operations of War Emergency Pipelines, Inc. issued.
- Jan. 26, 1943 WPB approved allocation of necessary critical materials to construct first section of the 20" products line approximately 836 miles long.
- Feb. 10, 1943 Construction agreement between DPC and WEP covering first section of 20" products line executed. Estimated cost, \$44,000,000.
- Feb. 13, 1943 First oil received at Norris City, Illinois through the 24" line from Longview, Texas.
- Feb. 19, 1943 The first train load of crude oil was shipped from the tank car loading terminal at Norris City, Illinois, during a ceremony conducted by Ralph K. Davies, Deputy Petroleum Administrator, J. R. Parten, Director of Transportation of PAW, W. Alton Jones, President of War Emergency Pipelines, Inc., George H. Hill, Jr., Executive Vice President of Defense Supplies Corporation, and W. L. Drager, Chief Engineer of Defense Plant Corporation. For its achievements, War Emergency Pipelines, Inc., was

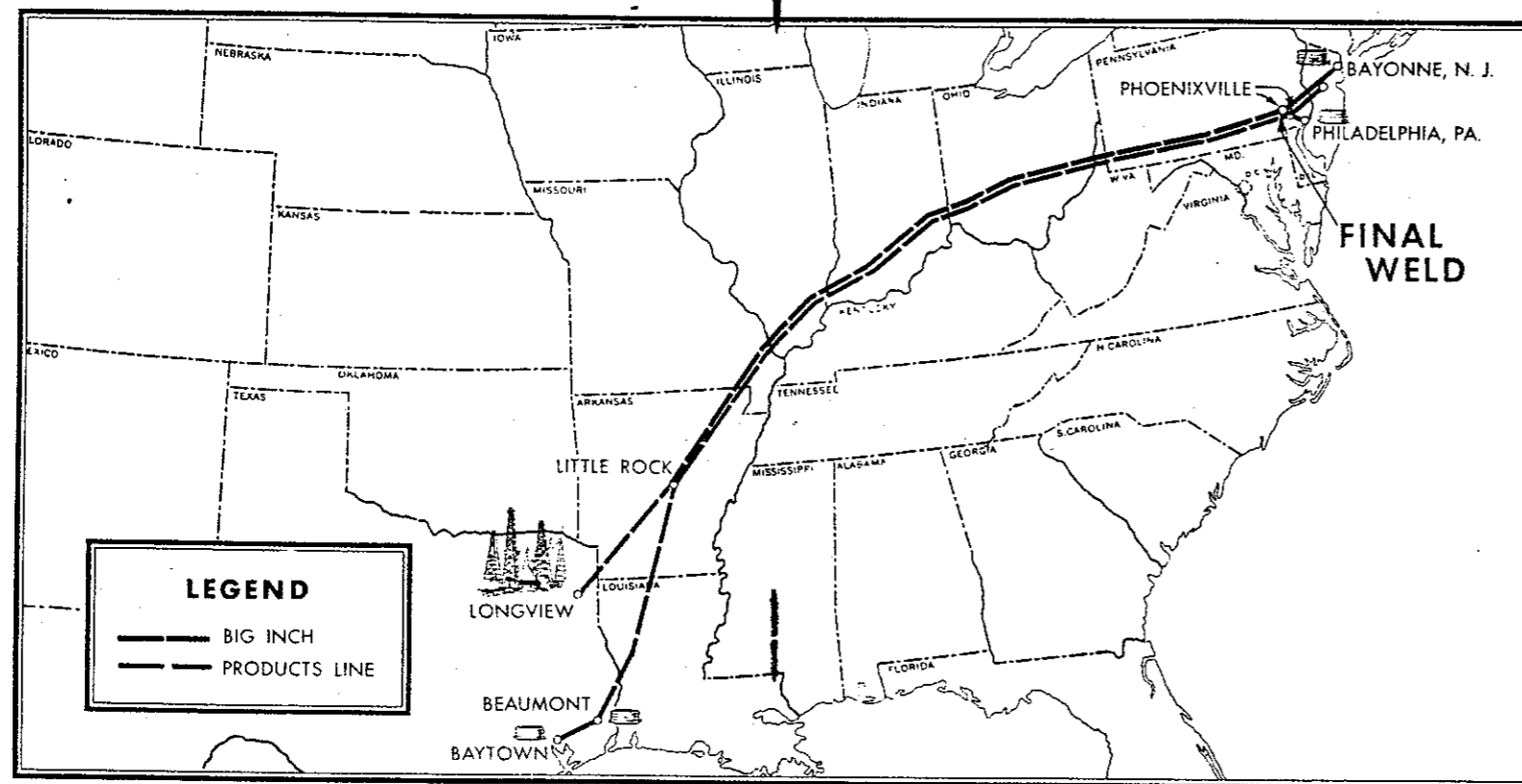
CHRONOLOGICAL HISTORY (Continued)

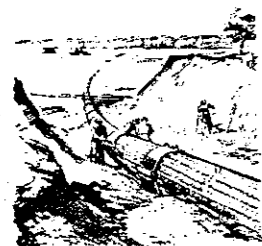
presented with a formal Citation by Harold L. Ickes, Petroleum Administrator for War.

- Mar. 3, 1943 Petroleum Administrator announced that he had formally applied to WPB for the necessary critical materials to complete the products line to New York and Philadelphia.
- Mar. 28, 1943 First shipment of pipe for 20" products line.
- April 2, 1943 WPB approves allocation of critical materials for extension of 20" products line from Seymour, Indiana to the East Coast.
- April 27, 1943 Supplemental construction agreement between WEP and DPC covering extension of 20" products line from Seymour, Indiana to the East Coast executed. Revised cost of total line placed at \$75,000,000.
- May 17, 1943 Arkansas River flood causes break in 24" line at Little Rock, Arkansas.
- May 24, 1943 Operation of line resumed after completion of 8 mile emergency loop around Arkansas River break. Line out of service a total of six days and twenty-one hours.
- June 5, 1943 Last shipment of pipe for 24" crude oil pipeline system. For the complete 24" project, a total of about 12,000 carloads of pipe and other materials were received at approximately 200 unloading points.
- June 16, 1943 First West Texas Crude oil pumped into main line at Longview.
- June 22, 1943 First batch of West Texas crude arrived at Norris City. Contamination of sweet oil less than one-half of 1%. Subsequent batching operations show even better performance.
- June 30, 1943 From Feb. 19th to June 30th, a total of more than 21,000,000 barrels of crude oil have been delivered at the Norris City terminal.

The Route of the Big Inch

AND ITS COMPANION 20" PRODUCTS LINE





BRIEF NOTES ON THE BIG INCH

The system consists of more than 1450 miles of pipeline. Branch lines of 20-inch pipe extend from Phoenixville to New York and Philadelphia. From Longview, Texas, the origin point, to Phoenixville (1253 miles) the line is 24-inch seamless steel tubing weighing close to 100 lbs. per foot or 250 tons per mile. Steel required to build the complete system totals about 360,000 tons.

The Big Inch will deliver 300,000 barrels of oil to the East each day when operating at rated capacity. This oil moves through the line at a speed of 100 miles per day and makes the trip from East Texas to the East Coast in slightly more than 13 days.

Pumping equipment consists of electric motor driven centrifugal pumps. Main line motors, of which there are 78 on the system, operate at 1800 R.P.M. and develop 1500 horsepower each. All full main line stations except Phoenixville are equipped with 3 motor driven pumping units. Phoenixville has 5 such units. Oil enters the pump suction at a pressure of about 30 lbs. and is discharged from the station at about 725 lbs. pressure. There are 26 main line stations, the average distance between stations being about 52 miles.

Storage tanks on the system have a total capacity of close to 5,000,000 barrels.

Merely to fill the pipe line and provide minimum working stocks requires about 4,000,000 barrels of oil. In other words, when the system is making deliveries to the East there is a column of oil of more than 3,750,000 barrels constantly moving from Texas to the East.

On its route from Texas to the East Coast, Big Inch crosses 30 principal streams and about 200 small streams. Dual river crossings will be provided where necessary for insurance of uninterrupted operation.

BRIEF NOTES

ON THE 20" PRODUCTS LINE



This line extending from Baytown (Houston, Texas) to Linden, N. J., consists of 1475 miles of 20-inch and 62 miles of 16-inch seamless tubing. In addition about 170 miles of feeder lines at Baytown and Beaumont are being provided. Steel required to build the entire system totals about 275,000 tons.

When completed, the line will have a daily delivery capacity of 235,000 barrels. It is planned to pump light fuel oils and gasoline through this system. Because of the lighter weight of these commodities they will move at a higher velocity than the heavier crude oil to be transported through the Big Inch. Products will move at the rate of 122 miles per day, which is approximately 22% higher than for crude oil moved through the companion Big Inch line.

There will be 29 pump stations. Each of these will be equipped with 3 motor driven centrifugal pumping units. Motors are rated at 1250 horsepower; have a speed of 3600 R.P.M. There will be 98 of these on the line; combined horsepower rating 109,000. Pump suction pressure, 30 lbs., discharge pressure about 750 lbs.

48 storage tanks will be built; aggregate storage capacity, approximately 3,000,000 barrels.

Line fill exclusive of working stocks will approximate 3,000,000 barrels and, as in the case of the Big Inch, when this line is making deliveries to the East Coast, a column of oil approximating 3,000,000 barrels will be in movement at all times from origin points in Texas to destination points on the Atlantic Seaboard.

As of June 15, 1913, there were employed in the prosecution of construction on both the Big Inch and Products lines and the operation of the first section of the Big Inch from Longview, Texas, to Norris City, Illinois, a total of approximately 15,500 men. This will probably represent the peak of employment on these projects.

**ORGANIZATION
OF
WAR EMERGENCY PIPELINES, INC.**

JULY 15, 1943

**STOCKHOLDERS OF
WAR EMERGENCY PIPELINES, INC.**

ATLANTIC PIPE LINE COMPANY
CITIES SERVICE COMPANY
CONSOLIDATED OIL CORPORATION
GULF REFINING COMPANY
PAN AMERICAN PETROLEUM & TRANSPORT CO.
SHELL OIL COMPANY, INCORPORATED
SOCONY-VACUUM OIL COMPANY, INC.
STANDARD OIL COMPANY (NEW JERSEY)
SUN PIPE LINE COMPANY (TEXAS)
THE TEXAS COMPANY
TIDAL PIPE LINE COMPANY

BOARD OF DIRECTORS

JOHN A. BROWN	RALPH W. GALLAGHER	HARRY T. KLEIN
ROBERT H. COLLEY	B. I. GRAVES	J. EDGAR PEW
J. FRANK DRAKE	W. ALTON JONES	HARRY F. SINCLAIR
ALEXANDER FRASER		ROBERT E. WILSON

EXECUTIVE and LEGAL

W. ALTON JONES	<i>President</i>	New York
D. F. LEARY	<i>Ass't to President</i>	New York
CHAS. I. THOMPSON	<i>V.P., Sec'y and Gen'l Counsel</i>	Philadelphia
T. B. DRUM	<i>Special Attorney and Ass't Sec'y</i>	Philadelphia
H. L. BARKDULL	<i>Special Attorney</i>	Cleveland
BRADY COLE	<i>Associate Gen'l Counsel</i>	Houston

ADMINISTRATIVE

BURT E. HULL	<i>V.P. and Gen'l Manager</i>	Cincinnati
A. N. HORNE	<i>V.P. and Ass't Gen'l Mgr.</i>	Cincinnati
K. A. OWEN	<i>Assistant Secretary</i>	Cincinnati
YATES A. LAND	<i>Assistant Gen'l Mgr.</i>	Cincinnati
JOHN G. QUIN	<i>General Attorney</i>	Cincinnati
R. E. HARRELL	<i>Chief R. W. and Claim Agent</i>	Cincinnati
L. D. WITTER	<i>Treas. and Comptroller</i>	Cincinnati
R. H. BROOKS	<i>Assistant Treasurer</i>	Cincinnati
W. W. VARVELL	<i>Assistant Treasurer</i>	Cincinnati
H. C. HERVEY	<i>Assistant Treasurer</i>	Cincinnati
W. L. CARROLL	<i>Chief Accountant</i>	Cincinnati
P. W. HOUGHTLIN	<i>Personnel Manager</i>	Cincinnati

ORGANIZATION (Continued)**ENGINEERING**

OSCAR WOLFE	<i>Chief Engineer</i>	Cincinnati
F. E. RICHARDSON	<i>Special Ass't Chief Eng.</i>	Cincinnati
L. F. SCHERER	<i>Special Ass't Chief Eng.</i>	Cincinnati
W. G. HELTZEL	<i>Special Ass't Chief Eng.</i>	Plainfield
C. M. ROSEBRUGH	<i>Special Ass't Chief Eng.</i>	Houston
W. H. STUEVE	<i>Power Consultant</i>	Cincinnati
W. B. FERRAR	<i>Chief Electrical Engr.</i>	Cincinnati

PURCHASING DEPARTMENT

W. H. McEACHERN	<i>Purchasing Agent</i>	Cincinnati
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R. R. TRAFFIC

E. C. LINK, JR.	<i>R. R. Traffic Manager</i>	Cincinnati
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OIL PURCHASES and SALES

R. P. HOPSON	<i>Manager</i>	Cincinnati
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OPERATIONS and MAINTENANCE

J. M. WILLIAMS	<i>T.P. & Operations Mgr.</i>	Cincinnati
O. R. BURDEN	<i>General Superintendent</i>	Cincinnati
P. T. THIBODAUX	<i>Ass't General Supt.</i>	Cincinnati
> H. M. McDONALD	<i>Division Supt.</i>	Longview, Texas
O. E. STIMSON	<i>Division Supt.</i>	Beaumont, Texas
H. B. HENSLEY	<i>Division Supt.</i>	Norris City, Ill.
S. S. NICHOLS	<i>Construction Supt.</i>	Little Rock, Ark.
JACK HEARRELL	<i>Construction Supt.</i>	Evansville, Ind.
J. A. SMITH	<i>Construction Supt.</i>	Hamilton, Ohio
> D. S. PATTON	<i>Construction Supt.</i>	Uniontown, Pa.
G. F. BRIGANCE	<i>Construction Supt.</i>	Lancaster, Pa.
W. S. PARTNER	<i>Construction Supt.</i>	Plainfield, N. J.
H. W. LAMBERT	<i>Terminal Supt.</i>	Plainfield, N. J.

**PRIME CONTRACTORS****AND****PRINCIPAL SUPPLIERS****OF EQUIPMENT AND****MATERIALS**

Following is a list of prime contractors, principal suppliers, and others who were awarded major contracts in the construction of the Big Inch Line. This listing is necessarily brief as well over 100 firms have had contracts or have supplied materials for the line.

CONTRACTORS

ACME RAILROAD CONSTRUCTION COMPANY, Cleveland, Ohio
Railway track construction at Norris City, Ill.

ANDERSON BROTHERS, Tulsa, Oklahoma
Pipeline construction Sections Nos. 3, 11 and 12

O. E. DEMPSEY CONSTRUCTION COMPANY, Tulsa, Oklahoma
Pipeline construction Section No. 2

BECHTEL-DEMPSEY, Zanesville, Ohio
Pipeline construction Sections Nos. 14, 15 and 16

GEO. C. BOLZ DREDGING COMPANY, St. Louis, Mo.
Mississippi River crossings

EXETER CONSTRUCTION COMPANY, Camp Hill, Pennsylvania
Pipeline construction Section No. 25

FORD, BACON & DAVIS CONST. CORP., New York, N. Y.
Pipeline construction Section No. 26

C. S. FOREMAN COMPANY, Kansas City, Missouri
Pipeline construction Sections Nos. 6 and 13, and river crossings

GENERAL AMERICAN TRANSPORTATION CORP., Sharon, Penna.
Erection of tanks Phoenixville, Chambersburg and Marietta stations

CONTRACTORS (Continued)

GRAVER TANK & MFG. COMPANY, East Chicago, Indiana
*Dismantling tanks in Oklahoma and erecting tanks at
Norris City, Illinois*

HAMMOND IRON WORKS, Warren, Pennsylvania
Erecting tank at Lebanon Station

HUEY & CAGE, Monroe, Louisiana
Pipeline location surveys

JOE D. HUGHES, Houston, Texas
*Construction tank grades, levees and grading property,
Longview Station*

I. C. LITTLE, Dallas, Texas
Pipeline construction Section No. 19

LOCKWOOD, KESSLER & BARTLETT, Brooklyn, New York
Location surveys of pipeline, Arkansas, Missouri and Ohio

MIDLAND CONSTRUCTORS, INC., Chicago, Illinois
Construction 5 pump stations

MIDWESTERN ENGINEERING & CONSTRUCTION CO., Tulsa, Okla.
*Pipeline construction Section No. 23, and 8 pump stations,
and pipeline location surveys in Pennsylvania and New
Jersey*

THE L. E. MYERS COMPANY, Chicago, Illinois
*Construction of all electric substations and branch power
transmission lines to all pump stations*

OKLAHOMA CONTRACTING COMPANY, Dallas, Texas
*Pipeline construction Sections 4, 5, 20, 21 and 22, and
portions of other sections*

PITTSBURG-DES MOINES STEEL COMPANY, Des Moines, Iowa
Erection of 8 tanks at Longview

H. C. PRICE COMPANY, Bartlesville, Oklahoma
*Electric welding on pipe connections at various pump
stations and pipeline sections 2, 3, 14, 15 and 16.*

C. S. SEAL, Sicily Island, Louisiana
*Clearing right of way in various sections in Texas and
Arkansas*

SHEEHAN PIPELINE CONSTRUCTION COMPANY, Tulsa, Okla.
*Pipeline construction Sections Nos. 8 and 9, and 3 pump
stations, including Norris City terminal*

CONTRACTORS (Continued)

RAY L. SMITH CONSTRUCTION CO., El Dorado, Kansas
Pipeline Construction Sections Nos. 7 and 10

STEEL TANK CONSTRUCTION COMPANY, Dallas, Texas
*Dismantling 15 tanks in Oklahoma and Texas and erecting
8 tanks at Longview*

WESTCOTT CONSTRUCTION COMPANY, North Attleboro, Mass.
Construction 2 pump stations

O. C. WHITAKER COMPANY, Fort Worth, Texas
*Pipeline construction Sections Nos. 18 and 24 and river
crossings*

WILLIAMS BROTHERS CORP., Tulsa, Oklahoma
*Pipeline construction Sections Nos. 1 and 17, 9 pump sta-
tions, including Longview terminal, and various river
crossings*

C. HOBSON DUNN, Dallas, Texas
*Unloading, hauling and stringing pipe and other materials
in various sections*

PARKHILL TRUCK COMPANY, Tulsa, Oklahoma
*Unloading, hauling and stringing pipe and other materials
in various sections*

J. L. COX & SON, Raytown, Missouri
*Unloading, hauling and stringing pipe and other materials
in various sections*

J. R. VANDAVEER, Neodasha, Kansas
*Unloading, hauling and stringing pipe and other materials
in various sections*

SUPPLIERS

NATIONAL TUBE COMPANY, Pittsburgh, Pennsylvania
Pipe

YOUNGSTOWN SHEET & TUBE COMPANY, Youngstown, Ohio
Pipe

A. O. SMITH CORPORATION, Milwaukee, Wisconsin
Pipe

SUPPLIERS (Continued)

REPUBLIC STEEL CORPORATION, Cleveland, Ohio
Pipe

JONES & LAUGHLIN, Pittsburgh, Pennsylvania
Pipe

GENERAL ELECTRIC COMPANY, Schenectady, New York
Motors, transformers, switch gear and other electrical equipment

WESTINGHOUSE ELECTRIC & MANUFACTURING CO., Pittsburgh, Pa.
Motors, transformers, switch gear and other electrical equipment

ALLIS-CHALMERS, Milwaukee, Wisconsin
Centrifugal pumps and other equipment

INGERSOLL-RAND COMPANY, New York, N. Y.
Centrifugal pumps

WAGNER ELECTRIC COMPANY, St. Louis, Missouri
Transformers

MOLONEY ELECTRIC COMPANY, St. Louis, Mo.
Transformers

BARRETT DIVISION OF ALLIED CHEMICAL & DYE CORP., New York
Pipeline enamel

WAILES-DOVE-HERMISTON, Westfield, New Jersey
Pipeline enamel

RIELLY TAR & CHEMICAL COMPANY, Indianapolis, Indiana
Pipeline enamel

JOHNS-MANVILLE COMPANY, New York
Saturated asbestos felt

THE PHILLIP CAREY COMPANY, Cincinnati, Ohio
Saturated asbestos felt

DARLING VALVE & MANUFACTURING CO., Williamsport, Penna.
Gate valves

WESTCOTT VALVE COMPANY, East St. Louis, Illinois
Valves

WAR
EMERGENCY
PIPELINES
INC.



"BIG INCH"
AND "LITTLE BIG INCH"

“BIG INCH”

AND

“LITTLE BIG INCH”

IN BRIEF

A COMPILATION OF PUBLISHED ARTICLES AND DATA FROM RECORDS OUTLINING BRIEFLY THE HISTORY OF WAR EMERGENCY PIPELINES, INC. AS AGENT FOR DEFENSE PLANTS CORPORATION AND DEFENSE SUPPLIES CORPORATION IN THE CONSTRUCTION AND OPERATION OF A 24" CRUDE OIL PIPELINE, PLANCOR 1226, FROM LONGVIEW, TEXAS TO PHILADELPHIA AND NEW YORK, AND A 20" REFINED PRODUCTS PIPELINE, PLANCOR 1680, FROM BEAUMONT, TEXAS TO NEW YORK.

THIS REPORT COVERS

ORGANIZATION AND OBJECTIVES

CONSTRUCTION

OPERATION AND PERFORMANCE DATA

OUTLINE OF THE SEVERAL FUNCTIONAL UNITS OF
THE ORGANIZATION

PHYSICAL STANDBY PREPARATION, AND
MAINTENANCE RECOMMENDATIONS

AS AT DATE OF CLOSING ACCOUNTS, FEBRUARY 28, 1946.

WAR EMERGENCY PIPELINES, INC.

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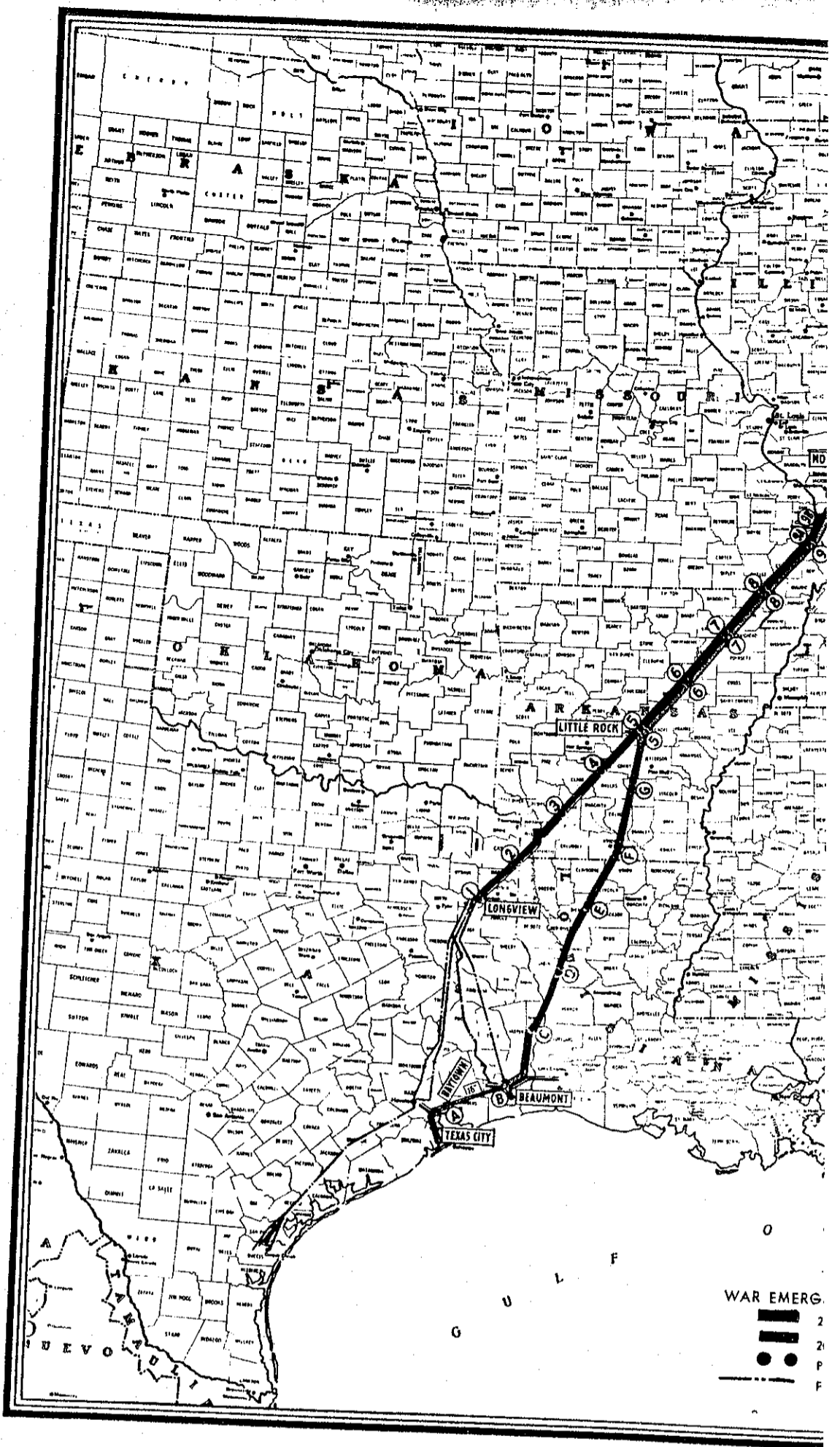
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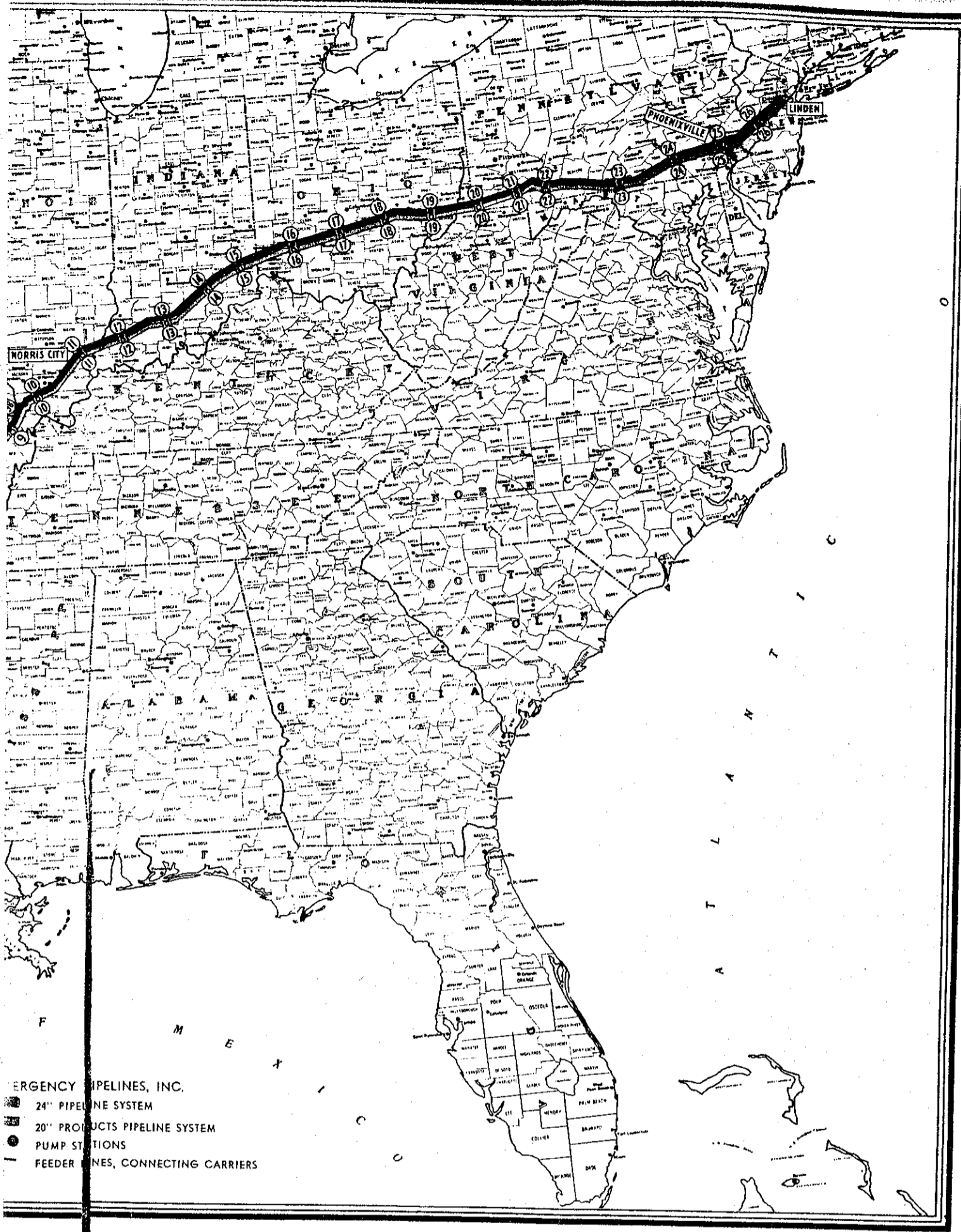
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EMERGENCY PIPELINES, INC.
 24" PIPELINE SYSTEM
 20" PRODUCTS PIPELINE SYSTEM
 PUMP STATIONS
 FEEDER LINES, CONNECTING CARRIERS

WAR EMERGENCY PIPELINES, INC.

BACKGROUND

Prior to Pearl Harbor, substantially all of the petroleum and petroleum products consumed in the Atlantic Coast States were transported to that area from the Texas Gulf Coast area by tanker. During the early part of 1942, the diversion of tankers to other purposes and the losses by enemy action virtually eliminated this means of transportation and left the east coast without a feasible method of importing the petroleum required for military and essential civilian uses. In addition, the "off shore" demands of the Army and Navy substantially increased.

If petroleum could be made available at Atlantic Coast ports, such as New York and Philadelphia, this shorter and less hazardous haul to the Mediterranean and Great Britain would be a decided contribution to the prosecution of the war. The war industries of the East would thereby be more readily provided with essential petroleum supplies without which these industries would be crippled.

The petroleum industry and the Secretary of the Interior, Harold L. Ickes, who had first been appointed by the President as Petroleum Coordinator, and later Petroleum Administrator for War, had long advocated the construction of transcontinental pipe lines as non-sinkable substitutes for the tankers which were being rendered impotent by enemy submarines. The imperative need for these lines was finally recognized by the War Production Board when, in June of 1942, the first allocation of critical materials was made available for construction of the "Big Inch" oil pipeline.

Immediately following the first allocation of steel by the War Production Board, Secretary Ickes requested Secretary of Commerce, Jesse H. Jones, in the latter's capacity as Chairman of the Reconstruction Finance Corporation, to arrange for the construction and financing of the project. Reconstruction Finance Corporation agreed to do so upon condition that the oil industry would organize and staff a non-profit corporation to supervise construction of the line for the account of the Government and to operate the completed facility.

FORMATION

Pursuant to the request of Secretary Jones and upon the further request and recommendation of Secretary Ickes, eleven eastern oil companies organized the corporation known as War Emergency Pipelines, Inc., on June 26, 1942, with a nominal capitalization and a provision in its charter that no dividend or profit might accrue, directly or indirectly, to the corporation's stockholders by reason of the performance of Government contracts.

ORGANIZATION

STOCKHOLDERS		OFFICERS			
ATLANTIC PIPE LINE COMPANY	SINCLAIR OIL CORPORATION	President	W. ALTON JONES	Treasurer	L. D. WITTER
CITIES SERVICE COMPANY	SPOON-Y-VACUUM OIL COMPANY, INC.	Vice President and General Manager (to 6-2-44)	BURT E. HULL	Assistant Secretary & Assistant Treasurer (to 6-2-44)	T. B. DRUM
GULF REFINING COMPANY	STANDARD OIL COMPANY (New Jersey)	Vice President and Asst. General Manager General Manager from (6-2-44)	A. N. HORNE	Assistant Secretary (to 10-14-45)	E. A. OWEN
PAN AMERICAN PETROLEUM AND TRANSPORT CO.	SUN PIPE LINE COMPANY (Texas)	Vice President (from 3-20-45)	GRY. S. HILL, JR.	Assistant Secretary Assistant Treasurer (from 3-20-45)	D. F. LEARY
SHELL OIL COMPANY, INC.	THE TEXAS COMPANY	Vice President and Secretary (to 6-2-44) General Counsel Secretary to the Board (from 6-2-44)	CHAS. I. THOMPSON	Assistant Treasurer (to 10-9-45)	H. C. HERVEY
	TIDAL PIPE LINE COMPANY	Vice President in Charge of Operations	J. M. WILLIAMS	Assistant Treasurer (from 6-2-44)	R. M. BROOKS
		General Attorney & Secretary (from 6-2-44)	JOHN C. QUIN		G. C. LOOS
BOARD OF DIRECTORS					
JOHN A. BROWN	BREWSTER JENNINGS (from 2-5-45)				
ROBERT H. COLLEY	W. ALTON JONES				
J. FRANK DRAKE	HARRY T. KLEIN				
ALEXANDER FRASER	J. EICAR PEW				
RALPH W. GALLAGHER (to 6-2-44)	HARRY P. SINCLAIR				
B. I. GRAVES	ROBERT E. WILSON				
EVERNE HOLMES (from 3-20-45)					

AGREEMENTS

In June, 1942, and thereafter, this corporation entered into construction agreements with Defense Plant Corporation, a subsidiary of Reconstruction Finance Corporation and a Governmental instrumentality, to construct the "Big Inch" pipeline system for the Government, without any direct or indirect fee or profit. War Emergency Pipelines, Inc. supervised the construction of the system and had no interest, direct or indirect, in the ownership of any part of the facilities. Similarly, and under the same terms, War Emergency Pipelines, Inc. supervised the construction of the "Little Big Inch" products pipeline system.

Upon completion of these transcontinental oil pipelines for the account of Defense Plant Corporation, the facilities were leased by that corporation to Defense Supplies Corporation, another Reconstruction Finance Corporation subsidiary and Governmental instrumentality. Defense Supplies Corporation appointed War Emergency Pipelines, Inc. as its agent to operate the pipelines. In executing the terms of the Agency agreement, War Emergency Pipelines, Inc. agreed specifically that it receive no fee nor make any profit therefrom.

While Defense Supplies, as lessee of the lines, was responsible for the operation thereof, the actual physical control of the facilities was delegated by the President to the Petroleum Administrator for War. The latter issued directives pursuant to which the "Big Inch" and "Little Big Inch" systems carry petroleum or products to the Atlantic Seaboard and the commodities were delivered there to consignees designated by the Petroleum Administrator. Purchases were made at origin points and sales at destination points, all for the account of the Government. Any profit accruing from the operations was made by the Government, not by War Emergency Pipelines, Inc. nor the oil industry.

Agreement #1 - War Emergency Pipelines, Inc. with Defense Plant Corporation for 24" line - Texas to Salem, Illinois.

Agreement #1A - Supplement extending 24" line to Philadelphia and New York areas.

Agreement #88 - War Emergency Pipelines, Inc. with Defense Plant Corporation for 20" line - Texas to Seymour, Indiana.

Agreement #88A - Supplement extending 20" line to New York area.

Agreement #90 - War Emergency Pipelines, Inc. with Defense Supplies Corporation as to operation of 24" line.

Agreement #90A - Supplement to include 20" line.

DESIGN

"BIG INCH"

Plancor 1226

"LITTLE BIG INCH"

Plancor 1680

CAPACITY and COSTS

The 24" Crude Oil System was designed to move 300,000 barrels per day from Longview, Texas, to the Eastern Seaboard, at an estimated cost of \$95,000,000.

CAPACITY and COSTS

The 20" Products Line was designed to move 190,000 barrels of heating oil or 235,000 barrels of gasoline per day; at an estimated cost of \$75,000,000.

SOURCE OF CRUDE

The grades and source of the crude oil supply for the line were:
East Texas, from the Longview Area.
Southwest Texas, from the Corpus Christi Area.
East Texas-New Mexico, from the East Texas-New Mexico Fields.
The three grades had to be moved separately, in successive batches, without mixture or contamination.

SOURCE OF PRODUCTS

The source of products is supplied by the products from the principal refineries in the Texas-Louisiana Gulf Coast Area - Houston, Baytown, Texas City, Beaumont and Lake Charles.

The system was designed to move several kinds of refined products, in successive batches, without mixture or contamination.

FEEDER LINES

East Texas oil was gathered in the field by private carriers and moved from their pump stations through connecting feeder lines of War Emergency Pipelines, Inc. to the initial station and tank farm at Longview.

FEEDER LINES

From Beaumont a 16" line extends to Baytown, with smaller lines connecting the refineries in the Houston-Baytown Area. Lines from Beaumont also radiate to the refineries at Port Arthur and Lake Charles.

MAIN LINE

The 24" main line extends from Longview, Texas, to Phoenixville, Pennsylvania. This line is 24" in diameter, the steel pipe having a wall thickness of 3/8". In this line there are 1,098 miles of seamless steel pipe manufactured by National Tube Company and 156 miles of A. O. Smith Corporation electric welded pipe. The "Big Inch" line has been tested to operating pressures of from 750 to 800 pounds per square inch and not one failure has occurred due to faulty pipe.

MAIN LINES

The main line of the system starts at Beaumont and extends in a northeasterly direction through Texas and Louisiana, up to Little Rock, Arkansas, from which point it parallels the "Big Inch" crude oil pipeline system to Linden, New Jersey. The main line is constructed of steel pipe having an outside diameter of 20 inches and a wall thickness of 5/16 of an inch up to 1/2 inch, the heavier pipe having been laid in the mountainous regions and under the beds of rivers encountered along the right-of-way. Of the 1,475 miles of 20 inch pipe, approximately 481 miles are of seamless steel furnished by National Tube Company, approximately 293 miles are electric welded pipe manufactured by A. O. Smith Corporation and, approximately 701 miles are Electric welded pipe manufactured by Youngstown Sheet and Tube Company.

From the Phoenixville terminus of the "Big Inch" line, one branch, known as the New York branch line, extends to Linden, New Jersey, a distance of about 86 miles. A second branch, known as the Philadelphia branch line, extends from Phoenixville to the Philadelphia refining area, a distance of about 23 miles. Pipe used in both of these branch lines is 20" in diameter having a wall thickness of 3/8" and is electric welded pipe manufactured by Youngstown Sheet and Tube Company.

Like the 24" line, all 20" pipe was purchased under directions and allocations from the Petroleum Administration for War and War Production Board, on API Specifications No. 5-L, with licensed inspectors representing the purchaser.

The 701 miles of Youngstown Sheet and Tube Company pipe was inspected at the mill by Robert W. Hunt Company with 192 rejects, on hydrostatic tests to 800# p.s.i. and 900# p.s.i.

Pipe for this line was purchased in accordance with directions and allocations from the Petroleum Administration for War and War Production Board, on API Specifications No. 5-L, with licensed inspectors representing the purchaser.

On completion of the line, field testing with water was started from Beaumont, with the intention of testing to 800# p.s.i. However, some 68 failures occurred between Beaumont and Norris City at less than 800# p.s.i. Because of the urgency of the situation, it was decided to place the line in operation when tests withstood 750# p.s.i., and to limit operating pressures at not to exceed 700# p.s.i. at each station where Youngstown pipe was involved.

The 20" pipe was purchased from Youngstown Sheet and Tube Company, and was tested at the mill to 875# p.s.i. and 950# p.s.i. for 5 to 15 seconds, with Moody Engineering Company inspection, with 652 pieces rejected.

Testing from Norris City east was then continued on the basis of 750# p.s.i. maximum at each station with result that only 23 additional failures occurred, or a total of 91 for the entire 701 miles of this pipe in the line.

When the New York branch was placed in operation, one joint of defective pipe was found, whereupon this branch was immediately shut down for further testing. Testing continued until the line withstood 800# p.s.i., at the stations, resulting in finding 44 defective joints.

PUMP STATIONS

Pumping into the feeder lines was done by the refineries supplying the products.

The Philadelphia branch was not tested, and operating pressures have not exceeded 600# p.s.i.

PUMP STATIONS

The number of pump stations, including terminals, totals 28, spaced approximately 10 miles apart. The equipment at each station consists of three single-stage centrifugal pumps in series, each powered with a 1500 HP electric motor, with no standby equipment installed.

The total number of pump stations, including terminals, is 31, spaced approximately 50 miles apart between Beaumont and Little Rock, and on the same sites as the crude stations on east. There is no standby equipment installed.

DELIVERY SYSTEM

From the Linden Terminal distribution lines radiate to the several refineries and tank farms at Bayonne, Bayway, Carteret, Tremley Point, and Perth Amboy; while the Philadelphia branch has lines from Cheater Junction to the refineries at Marcus Hook and Point Breeze, and Girard Point.

DELIVERY SYSTEM

From Linden terminal a system of smaller lines radiates to tankage and terminals at Bayonne, Bayway, Carteret, Tremley Point, and Perth Amboy, with a total of 18 delivery points.

TANKS

A total of 51 steel tanks provides 3,936,000 barrels capacity for working and storage space at Longview, Norris City, Phoenixville and Linden. One tank was set at Stations 16, 21, 22, and 23, to be used in case of line breaks, or other trouble.

TANKS

A total of 47 steel tanks provides 2,860,000 barrels capacity for working and storage space. Some additional tankage was under lease at Beaumont, and a part of the tankage built for crude service was interchangeable in use.

PREPARATION

CHRONOLOGY

- Feb. 1942 First tanker sunk off Atlantic Coast by enemy submarine.
- Mar. 12, 1942 Telegram, W. Alton Jones, Chairman, Transportation Committee, District No. 1, to E. G. Seubert, Chairman, Transportation Committee, District No. 2 and H. C. Weiss, Chairman, Transportation Committee, District No. 3, arranged for Tulsa Pipeline Conference to be held March 23rd to 26th, inclusive. The Special Joint Pipeline Engineering Subcommittee was composed of Messrs. Finney and Henke from District No. 1; Bunje and Kountz from District No. 2; Hull and Swigart from District No. 3.
- March, 1942 Submarine menace reaches acute stage.
- April 2, 1942 Report from Special Joint Pipeline Engineering Subcommittee to W. Alton Jones giving details of pipeline projects recommended as result of Tulsa Conference.
- April 7, 1942 Petroleum Industry War Council received pipeline report of April 2, 1942. Oil companies agreed to go ahead on projects covered in April 2nd report except two big lines, 20" and 24", but 24" was favorite of these two.
- April 8, 1942 Petroleum Industry War Council appointed Temporary Pipeline Management Committee (W. Alton Jones, Chairman) and Temporary Pipeline Engineering Subcommittees. (W. H. Finney, Chairman).
- April 23, 1942 W. Alton Jones announced membership of project management committees.
- May 11, 1942 Recommendation No. 49 from Office of Petroleum Coordinator gives official sanction to Temporary Joint Pipeline Engineering Subcommittee (also referred to as Special Engineering Committee), Temporary Joint Pipeline Managing Subcommittee, all Project Subcommittees, and all Projects to be later followed through, including building 24" line from East Texas to East Coast and a products line to the East Coast.
- June 10, 1942 WPB approved allocation of 137,500 tons of steel for building the first section of the 24" line from East Texas to Southern Illinois.
- June 11, 1942 Letter of intent from Honorable Jesse H. Jones to W. Alton Jones, advising R.P.C. would finance construction of first section of line at estimated cost of \$35,000,000.
- June 19, 1942 W. Alton Jones, Chairman, Temporary Joint Pipeline Managing Subcommittee, called meeting held in Chanin Building with representatives of 11 signatory companies present. Program adopted called for R.P.C. to furnish all of the \$35,000,000 or \$40,000,000 and actually own the 24" line. R.P.C. would make contract with WEP whereby latter would build and operate the pipeline at cost. WEP would have as its directors the heads of the eastern oil companies with W. Alton Jones as President and Bert Hull as Vice President and General Manager. Oil companies would furnish letter to Jesse H. Jones agreeing to furnish the experienced men needed to build and operate the project, as well as all preliminary plans, survey, etc., heretofore completed at industry expense, the latter to be furnished free of cost to R.P.C.

PREPARATION (Cont.)

- June 23, 1942 Start of ground survey announced by Petroleum Coordinator.
- June 25, 1942 Name of Emergency Pipelines, Inc. changed to War Emergency Pipelines, Inc. Incorporation papers filed in the Recorder's office, Wilmington, Delaware.
- June 26, 1942 Contract executed between WEP and DPC covering construction of line from East Texas to Southern Illinois.
- June 27, 1942 Letter from signatory companies to DPC outlining plan for the construction of the East Texas-Southern Illinois portion of the 24" pipeline.
- July 1, 1942 B. E. Hull appointed Vice President and General Manager and A. N. Horne appointed Vice President and Assistant General Manager.

24" CRUDE OIL SYSTEM

CONSTRUCTION

20" REFINED PRODUCTS SYSTEM

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| <ul style="list-style-type: none"> July 9, 1942 First pipe for 24" line produced by National Tube Company. July 15, 1942 Construction agreement signed by contractors for first section of 24" line. July 18, 1942 First train load of 24" pipe shipped by National Tube Company. Aug. 3, 1942 Construction work on 24" line actually started, and first joint of pipe was laid near Little Rock, Ark. Oct. 26, 1942 WFB approved allocation of steel for extension of 24" line to the East Coast. Oct. 27, 1942 Letter of intent from Honorable Jesse H. Jones to W. Alton Jones advising WFB would finance construction of extension of 24" line to the East Coast at estimated cost of \$60,000,000. Nov. 12, 1942 Supplemental construction agreement executed between WEP and DPC covering construction of eastern extension of 24" line. Dec. 31, 1942 WEP started pumping oil into 24" line at Longview, Texas. <p align="center">1943</p> <ul style="list-style-type: none"> Jan. 6, 1943 Operating agreement executed between WEP and DPC covering operation of the 24" line. Jan. 20, 1943 Directive 63 covering operations of "Big Inch" System issued by FAW. Feb. 13, 1943 First oil received at Norris City, Illinois through the 24" line from Longview, Texas. Feb. 15, 1943 The first train load of crude oil was snipped from the tank car loading terminal at Norris City, Ill., during a ceremony conducted by Ralph K. Davies, Deputy Petroleum Administrator, J. H. Parton, Director of Transportation of FAW, W. Alton Jones, President of War Emergency Pipelines, Inc., George H. Hill, Jr., Executive Vice President of Defense Supplies Corporation, B. E. Hull, Vice President and General Manager of War Emergency Pipelines, Inc., and A. L. Draper, Chief Engineer of Defense Plant Corporation. For its achievements, War Emergency Pipelines, Inc., was presented with a formal citation by Harold L. Ickes, Petroleum Administrator for War. May 17, 1943 Arkansas River flood causes break in 24" line at Little Rock, Arkansas. May 24, 1943 Operation of line resumed after completion of 8 mile emergency loop around Arkansas River break. Line out of service a total of six days and twenty-one hours. June 5, 1943 Last shipment of pipe for 24" crude oil pipeline system. For the complete 24" project, a total of about 12,000 carloads of pipe and other materials were received at approximately 200 unloading points. June 16, 1943 First West Texas crude oil pumped into main line at Longview. June 22, 1943 First batch of West Texas crude arrived at Norris City. Contamination of sweet oil less than one-half of 1%. Subsequent batching operations showed even better performance. July 14, 1943 First oil turned into the Eastern extension of the 24" line at Norris City, Illinois. July 19, 1943 Final weld made in "Big Inch" line at a ceremony held at Phoenixville, Pennsylvania. Ceremony attended by Petroleum Administrator, Honorable Harold L. Ickes; Honorable C. B. Henderson, representing the Honorable Jesse H. Jones; Lt. Col. Keith L. Morgan, AUS, representing the Honorable Robert F. Patterson, Under Secretary of War; Capt. L. A. Fickett, U.S.N., representing the Honorable Frank Knox, Secretary of the Navy; W. Alton Jones, President War Emergency Pipelines, Inc.; B. E. Hull, Vice President and General Manager of War Emergency Pipelines, Inc.; A. N. Horne, Vice President and Assistant General Manager, War Emergency Pipelines, Inc., together with a representative group of oil industry executives and representatives of various Government agencies. <p>From the date of first construction to the date of making the final weld, there was an elapsed period</p> | <ul style="list-style-type: none"> Jan. 18, 1943 Petroleum Administrator filed a request with the WFB for the allocation of necessary critical materials to construct first section of products line from Houston and Beaumont, Texas to Seymour, Indiana, a distance of approximately 836 miles. Jan. 26, 1943 WFB approved allocation of necessary critical materials to construct first section of the 20" products line and designated pipe manufacturers. Feb. 10, 1943 Construction agreement executed between DPC and WEP covering first section of 20" products line. Estimated cost \$44,000,000. Mar. 3, 1943 Petroleum Administrator announced that he had formally applied to WFB for the necessary critical materials to complete the products line to New York. This extension of 639 miles made the total length 1,475 miles from Beaumont, Texas to Linden, New Jersey. Mar. 28, 1943 First shipment of pipe for 20" products line. April 2, 1943 WFB approves allocation of critical materials for extension of 20" products line from Seymour, Indiana to the East Coast. Pipe manufacturers designated by WFB. Apr. 27, 1943 Supplemental construction agreement executed between WEP and DPC covering extension of 20" products line from Seymour, Indiana to the East Coast. Revised cost of total line estimated at \$75,000,000. <p align="center">1943</p> <ul style="list-style-type: none"> Apr. 27, 1943 Construction work started on the 20" products line. Sept. 30, 1943 Directive 73, covering operations of the "Little Big Inch" System, issued by FAW. Oct. 28, 1943 Started filling the products line with water from Beaumont to Norris City, for the purpose of making hydrostatic tests. Dec. 8, 1943 Final weld made in the main line system of the 20" products line, at Crookville, Ohio. From the beginning of construction to the date of final weld there was an elapsed time of only 225 days. <p align="center">1944</p> <ul style="list-style-type: none"> Jan. 5, 1944 Special Engineering Committee convened in Washington to review the results of hydrostatic testing on the products line and to make recommendations for immediately placing the line in operation, owing to the dire need of products in the Atlantic Seaboard area. The Committee recommended placing the line in operation at station discharge pressures of not to exceed 700 pounds per square inch as compared with 750 pounds per square inch, the operating pressure at which the line was designed to operate. Jan. 26, 1944 Began pumping gasoline into products line at Beaumont, Texas. About 128,000 barrels of gasoline was pumped into the line to immediately follow the water used for testing purposes and to displace this water into the eastern section of the line. Upon completion of pumping this gasoline, No. 2 heating oil was then introduced immediately behind the gasoline. Feb. 4, 1944 Completion of hydrostatic testing on eastern section of the main line. Mar. 2, 1944 Head of the gasoline stream arrived at the Linden terminus of the products line at 4:56 P.M., E.S.T. <p align="center">-----</p> <p align="center">24" CRUDE OIL SYSTEM - Continued</p> <ul style="list-style-type: none"> Aug. 14, 1943 Oil arrived at the Phoenixville, Pa. terminal of the "Big Inch." Aug. 14, 1943 First oil delivered to eastern refineries through the Phoenixville-Philadelphia branch line of the "Big Inch" System. Aug. 21, 1943 First delivery of oil, through the Phoenixville-Linden branch line of the "Big Inch" System, made to the Linden terminal. <p>of 250 days. This fact, establishing an outstanding piece of engineering and construction work, was commended in a formal citation presented by the Petroleum Administrator to War Emergency Pipelines, Inc.</p> |
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FACTUAL DATA ON "BIG INCH" PIPELINE SYSTEMS

	"BIG INCH" CRUDE LINE 24" DIAMETER	"LITTLE BIG INCH" 20" PRODUCTS LINE
CONSTRUCTION COST	\$78,500,000	\$60,000,000
LENGTH IN MILES :		\$67,300,000
MAIN LINES	1,254	1,475
FEEDER & DISTRIBUTION LINES	224	239
TOTAL MILES	1,478	1,714
TONS OF STEEL USED :		
PIPELINES	346,037	278,815
STORAGE TANKS	20,400	14,800
TOTAL TONS	366,437	293,615
VALVES IN SYSTEM :		
MAIN LINE	148	197
OTHERS, 12" & LARGER	826	801
TOTAL	974	998
PUMP STATIONS :		
NUMBER OF STATIONS	27	32
NUMBER OF PUMPS	101	100
RATED H P OF ELECTRIC MOTORS	128,450	115,050
POWER USED DAILY, KWH FULL LOAD	2,227,000	1,824,000
STORAGE TANKS :		
NUMBER IN SYSTEM	50	47
CAPACITY, BARRELS	3,867,500	2,884,000
OIL REQUIRED TO FILL PIPELINES :		
BARRELS	3,791,000	3,018,000
GALLONS	159,212,000	126,759,000
DELIVERY CAPACITY :		
DAILY RATE, BARRELS	325,000	235,000
ANNUAL RATE, BARRELS	118,625,000	85,775,000
ACTUAL DELIVERIES: BARRELS, THRU 8-31-45	261,862,000	105,960,000

→ revised figure from more recent publications

Chui Castaneda
WAR EMERGENCY PIPE-LINE SYSTEMS
AND OTHER PETROLEUM FACILITIES

HEARINGS

BEFORE THE

SPECIAL COMMITTEE INVESTIGATING
PETROLEUM RESOURCES

AND THE

SURPLUS PROPERTY SUBCOMMITTEE OF THE
COMMITTEE ON MILITARY AFFAIRS
UNITED STATES SENATE

SEVENTY-NINTH CONGRESS

FIRST SESSION

ON

WAR EMERGENCY PIPE-LINE SYSTEMS AND
OTHER PETROLEUM FACILITIES

NOVEMBER 15, 16, AND 17, 1945

Printed for the use of the
Special Committee Investigating Petroleum Resources

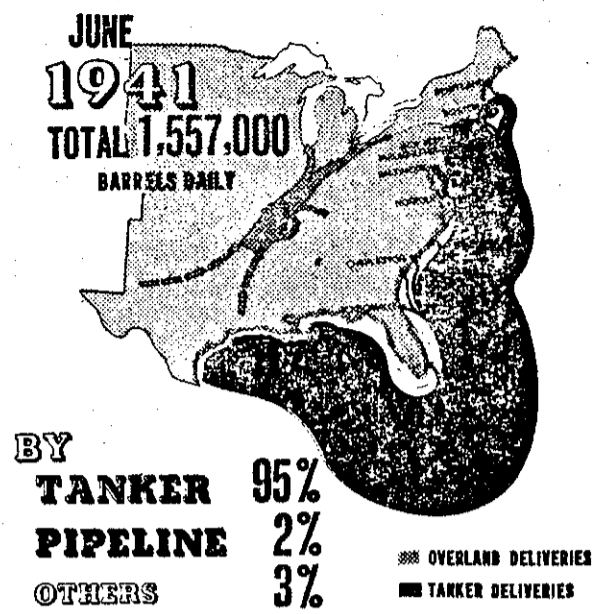


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UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1945

Gift of Houston Pipe Line Co. 6-1-50

PETROLEUM DELIVERIES TO EAST COAST WARTIME VS PEACETIME



BY PIPELINE 40%
TANK CAR 30%
TANKER 22%
BARGE 8%

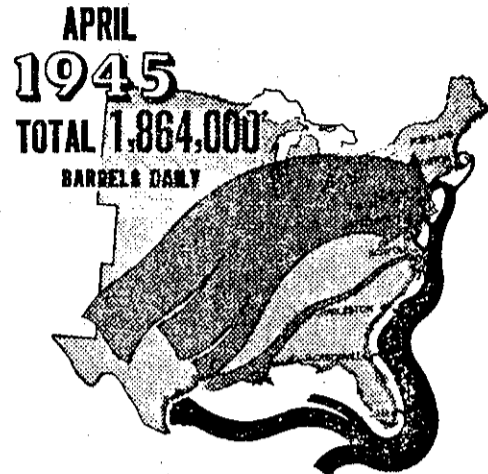


CHART 6

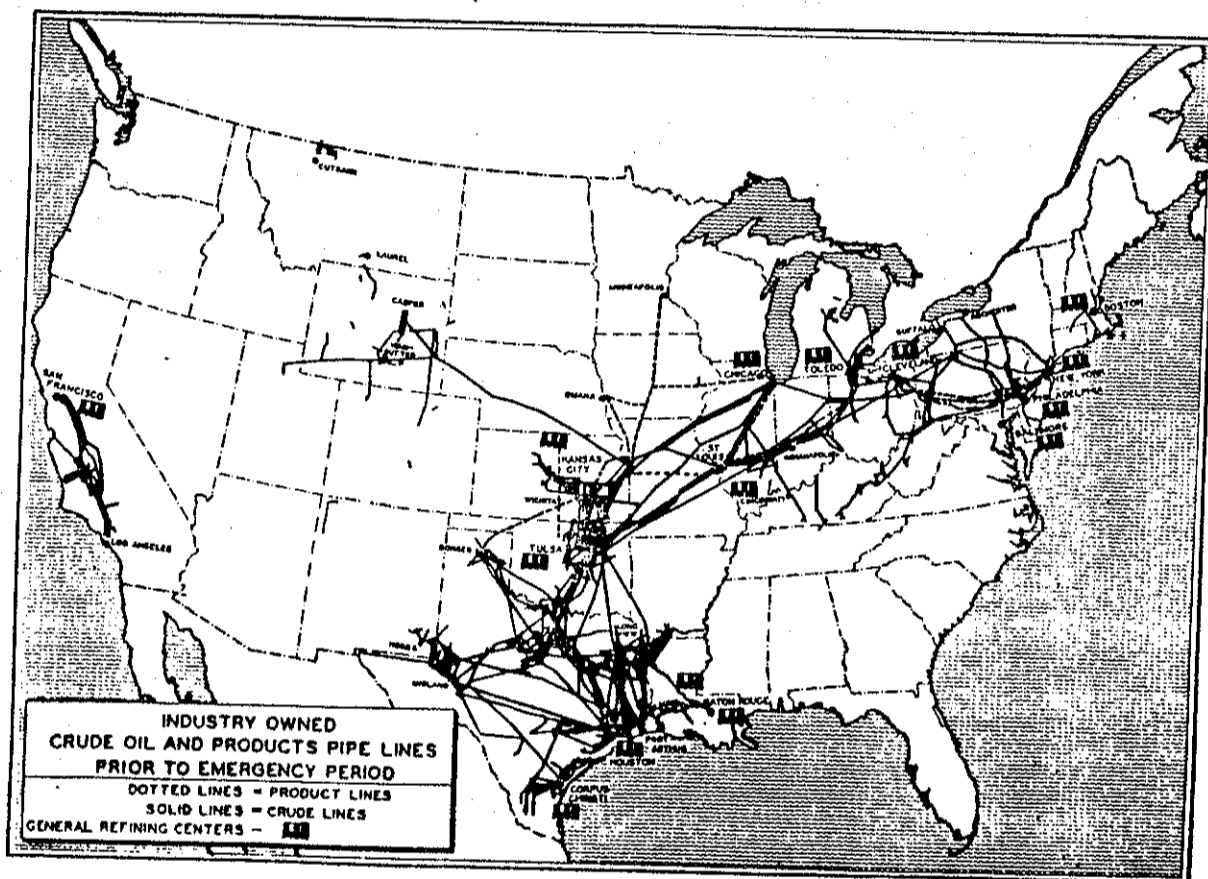


CHART 7

CHART 8

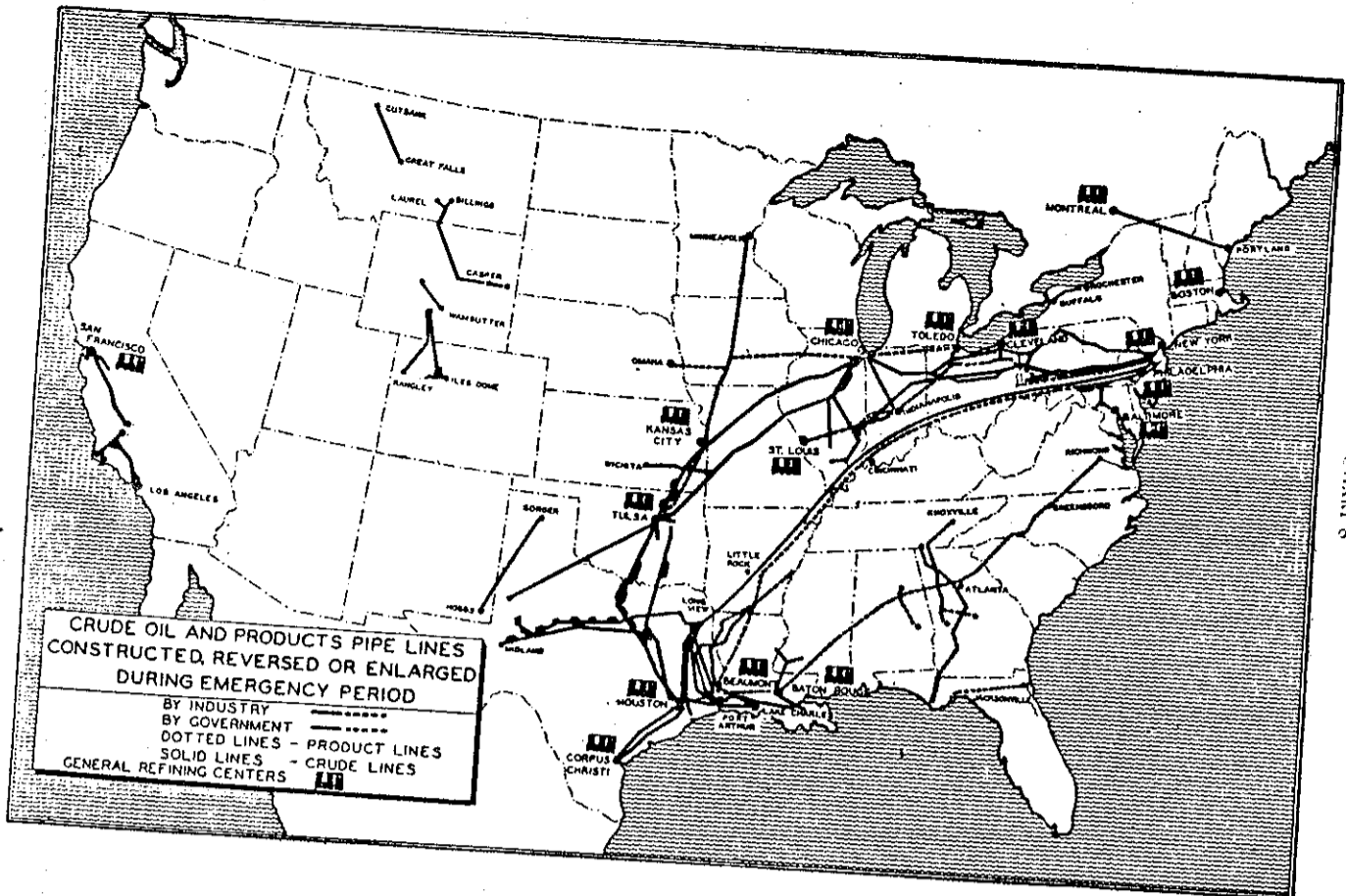
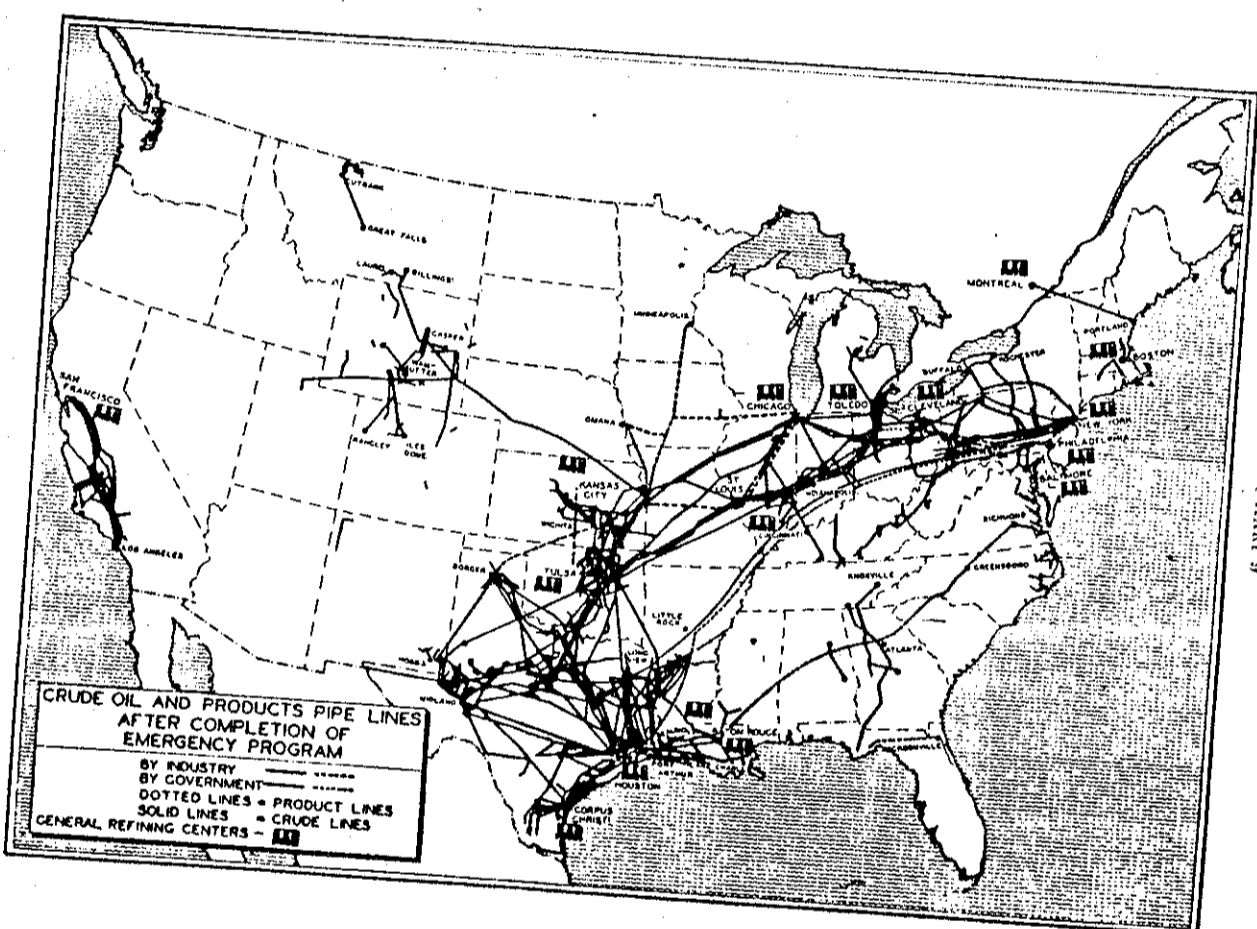


CHART 9



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Shreveport Magazine
May 1948
Vol. 3, No. 5
p. 16-20

Shreveport Is Becoming Known as the Natural Gas Capital
of the U. S.; One of the Reasons Is Texas Eastern
Transmission, Operators of Big Inch and Little Big Inch—

AMERICA'S GREAT GAS PIPE LINE

FANNING out from Shreveport, north and south and westward into Texas, is some of the greatest petroleum acreage on the planet.

Strategic offices are maintained within the area by all the major oil companies. Several oil field equipment manufacturers are in operation, producing portable rigs, rotaries and other types of machinery. National oil field services and suppliers use Shreveport as a distribution center.

But it is natural gas for which Shreveport perhaps is best known. Natural gas has been gaining increasing attention for the profound effect it is having on the economy of the region. As an efficient low-cost fuel it is a powerful argument for increased industrial activity. As a clean fuel it has enhanced Shreveport's reputation as a city of beautiful homes.

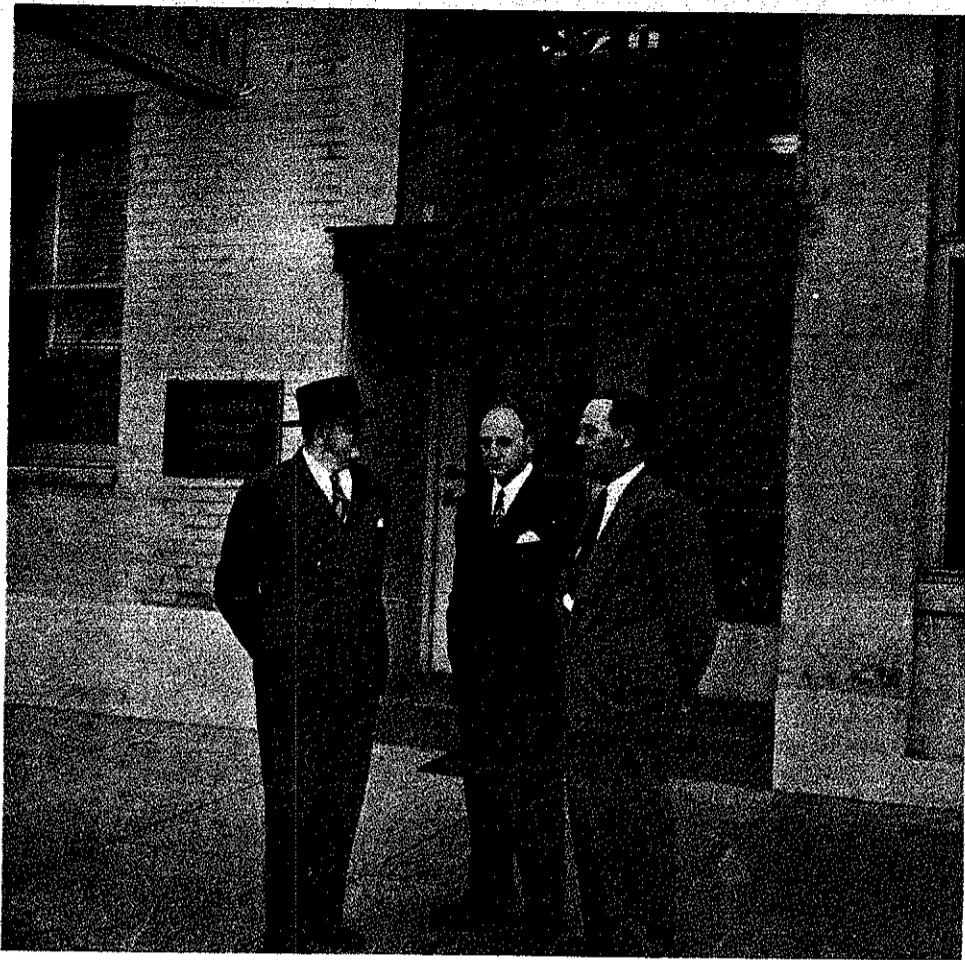
Shreveport is the home office of the Arkansas Louisiana Gas Company, which supplies 109 communities in the Ark-La-Tex and has more than a thousand employes here (*Shreveport*, May '46). The United Gas companies also have headquarters in Shreveport and have been a major factor in attracting industry to the Gulf South (*Shreveport*, March '46, March and April '48).

Recently into the Ark-La-Tex assembly of petroleum giants strode a young titan, Texas Eastern Transmission Corporation, which acquired the Big Inch and Little Big Inch pipe lines from the War Assets Administration last November. Texas Eastern, which has established its permanent headquarters at 520 Spring street, already has shown evidence of adding to Shreveport's reputation as the natural gas capital of the nation.

At the end of April, 1947, Texas Eastern had only 20 employes. On May 1, 1947, the company began to deliver natural gas from Louisiana and Texas fields to eastern cities through the Inch lines under a temporary lease agreement with the government.

When Texas Eastern moved its offices from Cincinnati to Shreveport the following August only twelve general office employes were transferred, and a new office and supervisory organization had to be built from the ground up. By the end of 1947 the company had secured an office staff of 107 employes and a field organization of 279 workers. Texas Eastern now numbers more than 400 people, with approximately 125 of them employed in the Shreveport offices.

Many of Texas Eastern's top operating and technical executives are Shreveporters. President is R. H. Hargrove, formerly vice



Graham
520 SPRING STREET is the nerve center of Texas Eastern. Here R. H. Hargrove, president, is shown with G. T. Naff (center), executive vice president, and E. R. Cunningham (right), vice president and operating manager. Over 100 members of operating management and others work here.

president of United Gas Corporation. George T. Naff, former vice president and general counsel of United Gas, is executive vice president. E. R. Cunningham, Texas Eastern's operating vice president, previously was general pipe line superintendent and a director of United Gas Pipe Line company. All of Texas Eastern's top executives, including the three field division managers, are veterans of the natural gas business.

When Texas Eastern set up headquarters it leased one of Shreveport's historic buildings, which had been used by cotton brokers and insurance firms. More than 100 years old, the building housed the headquarters of the Trans-Mississippi Army of the Confederacy, commanded by General Edmund Kirby-Smith. As all students of regional history know, Shreveport was the last outpost of the Confederacy. Kirby-Smith's army remained in the field

against Union forces until its surrender on May 26, 1865, a month and a half after the surrender of General Robert E. Lee at Appomattox Courthouse, Va.

To provide an efficient central office for Texas Eastern's far-flung operations, the building has been modernized at a cost of \$75,000. It is the hub of the company's gas purchasing, gathering, transporting and selling activities, from Beaumont and Longview, Texas, to the present sales terminal of the Inch lines at Philadelphia, Pennsylvania.

As described in the first annual report of Texas Eastern, the Big Inch and the Little Big Inch pipe lines consist primarily of two main transmission lines, one 24 inches in diameter and the other 20 inches in diameter, together with smaller lateral lines and oil storage and pumping facilities. Big Inch begins at Longview and extends approximately 1,254 miles to

Phoenixville, Pennsylvania, where it connects with a 20-inch line which continues to Linden, New Jersey, 86 miles away. Little Big Inch begins at Beaumont and extends to Little Rock, Ark., where it joins the right-of-way of the 24-inch line, and continues on to Linden N. J., for a total distance of approximately 1,479 miles, the longest pipe line in the world.

The deed by which the government conveyed the lines to the company contained national security provisions under which the government reserved a dormant estate in the lines. In the event considerations of national defense so require, the government may, from time to time, during a period of 20 years from the date of conveyance, take over control and operation of the pipe lines during the periods of such requirements.

In order to permit the conversion of the lines for the transportation of petroleum or its products in event the government should exercise its right, Texas Eastern must maintain the oil transportation facilities in standby condition, and may not, without the approval of the Secretary of the Army, sell or dispose of any property which would materially reduce the system's petroleum delivery capacity.

Before the dormant estate is activated, the government has agreed to attempt to negotiate a contract with Texas Eastern, under which the company would operate the system for the transmission of petroleum or its products. If such a contract could not be negotiated, the government has agreed to pay the company a "reasonable compensation" for the use of the system. In any event, therefore, Texas Eastern would continue to receive income from the properties.

Conversion of wartime emergency petroleum pipe lines to high-pressure transmission of natural gas is being rapidly completed, and Texas Eastern's entrance into the Ark-La-Tex area as a large gas buyer has had a beneficial effect on several

Louisiana producing fields. Typical example is the Hico-Knowles field in which Texas Eastern contracted for 75,000,000 cubic feet daily last November.

The Hico-Knowles field was shut in after its discovery three years ago because an immediate market for its gas production was lacking. Texas Eastern is the first buyer to take commercial quantities of gas from this area, and as a direct result producers in the field are beginning the construction of two gasoline extraction plants near Dubach in Lincoln Parish.

Each of these plants will cost about \$2,500,000. One is being built by Southwest Gas Producing company and W. C. Feazel, and the other by the California company. The Southwest-Feazel plant will process up to 90,000,000 cubic feet of gas daily and will add about 100,000 gallons of gasoline, 15,000 gallons of kerosene and 80,000 gallons of propane and butane daily to the nation's liquid fuel supplies.

The cumulative effect of Texas Eastern's gas purchases in the Hico-Knowles area on general business activity is illustrated by fact that about 1,000 men will be employed for a year in building the new gasoline plants, and a permanent operating staff of 150 to 200 men will be needed for each plant. The town of Dubach, with a population of about 1,200, is already short of housing. Dubach has been asked to provide about 30 new homes for plant construction workers, and the two producing companies will build the remainder required. Mayor R. M. Enloe of Dubach has reported that 24 houses will be built immediately and contractors are planning other building soon.

Southwest and Feazel now have two producing wells and two wells drilling in the Hico-Knowles area near Dubach, and Feazel's Barham No. 1, about one mile west of Dubach, is being brought in as a distillate producer after being bottomed at 8,831 feet. The California company has



TEXAS EASTERN workers weld a tap in a delivery connection with N. Y. State Nat. Gas Co.

four producers in Hico-Knowles and one well being drilled.

Five other major producing fields in Louisiana, the Lucky, North Lisbon, Tremont, Choudrant and Waskom, have widened their natural gas markets through sales to Texas Eastern. The Little Big Inch pipe line is immediately adjacent to the Lucky field. Texas Eastern is also drawing gas supplies from the Carthage, Whelan and Jefferson fields in East Texas and from the North Cheek field in the Beaumont area.

In March Texas Eastern delivered natural gas from Louisiana and Texas fields to the Appalachian area and Philadelphia at the rate of 310,000,000 cubic feet daily, an increase of 170,000,000 over the initial

TEXAS EASTERN TRANSMISSION CORPORATION
SHREVEPORT, LOUISIANA
November 14, 1947
CHECK NO. 129

PAY One Hundred Forty-Three Million Twenty-Seven Thousand Dollars - - - \$ 143,027,000.00

TO THE ORDER OF The Treasurer of the United States

THIS CHECK IS IN PAYMENT OF AN OBLIGATION TO THE UNITED STATES AND MUST BE PAID AT THE BANK OF AMERICA, N. Y. & C. CHIEF DISBURSING OFFICER

TEXAS EASTERN TRANSMISSION CORPORATION
R. H. Hargrove
PRESIDENT

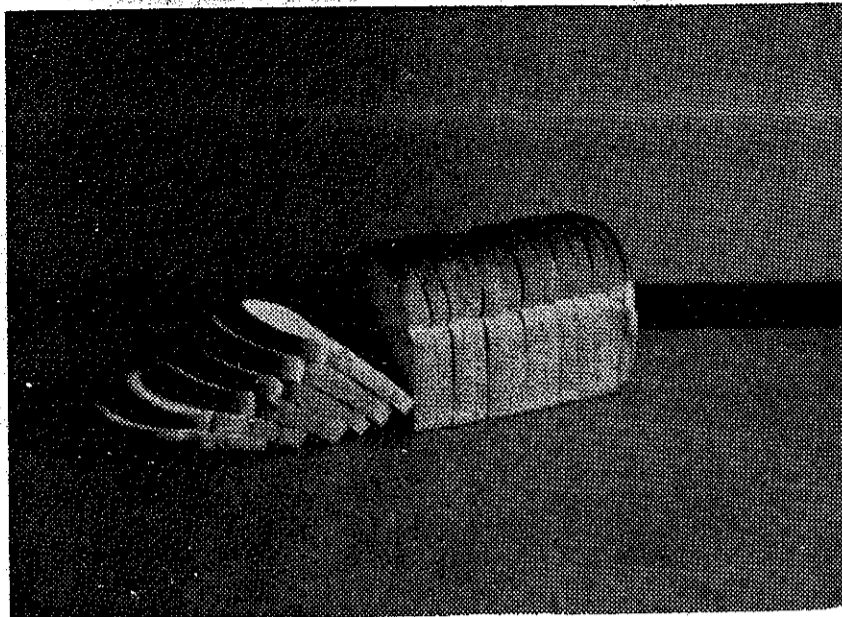
Payment of the balance of \$143,027,000.00 due on the total purchase order of \$143,127,000.00, which balance, previously the claim of War Assets Administration to Texas Eastern Transmission Corporation of U. S. Government funds totaling \$2,000,000.00 and representing security for the amount of \$100,000.00 having been made with the original purchase order, is hereby acknowledged. This sum is payable to the letter of intent dated February 1947, issued by War Assets Administration, acting by and on behalf of Reconstruction Finance Corporation, and accepted by Texas Eastern Transmission Corporation.

CHECK FOR \$143,027,000, representing final payment by the Texas Eastern Transmission Corporation for the Inch Lines, is handed to War Assets Administrator Robert M. Littlejohn (right) by Harvey D. Gibson, president of the Manufacturers' Trust Company of New York, as George B. Brown, chairman of the board (second from left) and R. H. Hargrove, president of Texas Eastern Transmission, look on.



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biased FHA analysis of your proposed home purchase transaction? FHA doesn't guess what a property is worth; it really goes to work to find out. And when you get such an analysis, you will be better equipped to decide what price you ought to pay. FHA checks the design of the house, the site, the neighborhood, and inspects the property for compliance with FHA standards.



GUARANTY MORTGAGE and REALTY CO., Inc.
307 Milam Telephone 4-1485

rate of 140,000,000 cfd when it acquired the Inch lines on Nov. 14, 1947, and began its compressor station construction program.

Texas Eastern expects to reach its initial goal of 433,000,000 cubic feet per day this fall, and recently filed an application with the Federal Power Commission for permission to install additional horsepower on the lines to bring its delivery rate up to 508,000,000 cubic feet daily.

Ultimately Texas Eastern hopes to market 933,000,000 cubic feet of gas daily. It has filed an application with the FPC to construct a 1,020-mile loop over the present Big Inch line right-of-way from Longview, Texas, to a point about 20 miles east of Wind Ridge, Pennsylvania.

This third line in the Inch system will be 26 inches in diameter, will have 25 compressor stations with 244,840 installed horsepower, and will have a capacity of 425,000,000 cubic feet daily. Over-all cost of this project, including about 400 miles of 26-inch gathering line from Longview to gas sources and installation of five additional compressor stations on the existing Inch lines east of Wind Ridge, Pa., is estimated at \$152,131,000.

Already an important customer of Louisiana and Texas gas producers, Texas Eastern will rapidly become a major factor in the business life of the Ark-La-Tex area as its construction program progresses. In its first eight months of operations the company paid producers over \$2,400,000 for gas purchased, and its delivery rate during this period ranged from 140 to 235 million cubic feet daily compared with the proposed ultimate rate of 933 million.

Entering the Southwest as a new transmission system for natural gas, Texas Eastern has also become one of the area's best customers for electric power. This is the result of its revolutionary use of electrically-driven centrifugal compressors for high-pressure gas transmission.

Use of a centrifugal compressor with an efficient high-pressure gas seal is the keystone of Texas Eastern's conversion program. It was possible thereby to use nearly all the existing equipment in the oil pumping stations on the Inch lines except the pumps themselves. By using the electric motors in the Little Big Inch pumping system, installation was not only more economical but the efficiency of the lines was increased, since the gas normally consumed in the engines powering conventional reciprocating compressors was saved for delivery to sales outlets. A third compelling factor was that installation could be made at an earlier date than the reciprocating type.

However, Texas Eastern's plan included construction of five reciprocating compressor stations as well as sixteen of the centrifugal type. This provides flexibility in rate of deliveries which a complete centrifugal compressor system, operating at constant speed, capacity and compression ratio, would have lacked.



NATURAL GAS FROM TEXAS began flowing into Philadelphia when a valve was turned at the Point Breeze plant of the Philadelphia Gas Works Company March 25. Turning valve are (from left) Mayor Bernard Samuel, John V. Postles, vice president of Philadelphia Gas Works, and C. L. Brockschmidt of Shreveport, manager of sales and supply for Texas Eastern Transmission.

Texas Eastern has contracts to buy natural gas from 14 Louisiana-Texas producers. One of its principal contracts is with United Gas Pipe Line company. Nine of the agreements call for deliveries over a 20-year period, and 12 call for a year-to-year renewal after the primary period has expired. Several of the fields from which gas is now being drawn by Texas Eastern, in addition to Hico-Knowles, have not previously had market outlets.

The Gulf Coastal Plain, including northeast Texas and northern Louisiana from which Texas Eastern is now drawing its gas supplies, is considered the most abundant source of natural gas in the United States, and one which in the past has been periodically plagued by lack of available markets.

Bulk of the Inch system's present gas sales are in the Appalachian area, but on March 25 Texas Eastern began emergency deliveries of natural gas to the Philadelphia Gas Works company at the rate of 4.3 million cubic feet daily under a temporary 36-day authorization by the FPC. Deliveries to the Philadelphia area are scheduled to be stepped up considerably this fall on completion of the initial construction program.

At present in the Appalachian area Texas is selling gas to the East Ohio Gas Company, Peoples' Natural Gas company, Manufacturers' Light and Heat company, New York State Natural Gas company, Equitable Gas company, United Natural Gas company, Carnegie Natural Gas company and Waynesburg Home Gas company. It is also supplying the Indiana Gas and Water company and has firm commitments to begin deliveries this winter to the Southwestern Illinois Gas company, Illinois Electric and Gas company and the Philadelphia Electric company. Service to

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the Missouri Utilities company is scheduled to start in the winter of 1949.

Although it will not reach the initial delivery rate goal of 433,000,000 cubic feet per day until about October 1, Texas Eastern reported net earnings of \$1,670,329 during its first eight months of operation, and has joined the long list of profitable major business enterprises which center their operations in Shreveport.

In the next one to five years, approval and completion of its multiple expansion program will make Texas Eastern one of the dominant natural gas enterprises in the greatest natural gas area, the Gulf Coastal Plain.

New Shreveporters

THE families listed below moved to Shreveport during March:

F. N. Andries, 626 Topeka, from Alexandria, La.; C. E. Baize, 243 Pennsylvania, from Waco, Texas; D. F. Benton, 709 College, from Chicago; L. O. Berglund, 3816 Victory Drive, from Okinawa; A. E. Blizzard, 2951 Samford, from Houston; S. P. Borden, Jr., 831 Ontario, from Ft. Worth; Fred A. Cagle, 2204 Line (Upper), Birmingham, Ala.; R. W. Campbell, 2531 Creswell, from Ft. Wayne, Ind.; Henry B. Clay, 803 Ockley, from Florence, Ala.; Mrs. A. H. Davidson, 1049 Sheridan, from Minden, La.; Mrs. W. B. Day, 1053 College, from Minden, La.; Geo. C. Derwig, 3436 Darien, from St. Louis, Mo.; L. E. Doyle, 2902 Richmond, from Philadelphia, Pa.

Dan A. English, Jr., 2530 Malcolm, from Ft. Worth; R. W. Fawcett, 197 Archer, from Henderson, Texas; B. A. Carver, 212 Arthur, from Longview, Texas; John P. Gregor, 4441 Clingman, from Okmulgee, Okla.; E. M. Gunnea, 1812 Cook, from Rolla, Mo.; Geo. Hammond, Keithville, La., from St. Louis, Mo.; R. C. Hecker, 2515 Lakeshore, from Oklahoma City, Okla.; J. K. Henderson, 210 Arthur, from Shawnee, Okla.; F. M. Herriage, 427 Kings Highway, from Minden, La.; C. O. Houseman, 273 Pennsylvania, from New Orleans, La.; James L. Isaacs, 2531 Portland, from Many, La.

N. L. Keep, 675½ Jordan, from Santa Fe, N. M.; Fred Killnap, 4203 Lamar, from Springfield, Mo.; Buford King, 3544 Frederick, from Kilgore, Texas; Geo. Lampkin, Jr., 423 E. Columbia, from Tulsa, Okla.; G. C. Lowe, 3627 Elon, from Burbank, Calif.; T. W. May, 2606½ Dillard, from Burlington, N. C.; J. W. McClain, 1744 Caroline, from Texarkana; R. B. McKay, 1803 Magnolia, from Rome, Italy; J. W. Milligan, 1035 College, from Pasadena, Calif.; P. T. Mize, 3503 Lillian, from Jefferson, Texas; Leo New, Jr., 879 Julia, from Dallas; C. E. Norton, Jr., 226 Arthur, from Houston, Texas.

R. E. O'Brien, 742 Erie, from Houston, Texas; J. W. O'Reilly, 2937 Southern, from New Orleans, La.; J. E. Pankey, 180 Arthur, from Pine Bluff, Ark.; Dr. Geo. A. Ramsey, 901 Prospect, from Farmerville, La.; Lt. L. G. Reed, 1239 Schex Drive, from Phoenix, Ariz.; H. E. Rowe, Jr., 843 Fairview, from Monroe, La.; Mrs. J. C. Russell, 3436 Coldwell, from Albuquerque, N. M.; D. T. Shelton, 747 Ratcliff, from Magnolia, Ark.; D. B. Singletary, 833 Stephenson, from Marshall, Texas; H. S. Singleton, 124 Pennsylvania, from Washington, D. C.

J. W. Tanner, 1901 Centenary (L104), from El Dorado, Ark.; V. V. Thomasson, 816 Stephens, from Oklahoma City, Okla.; D. H. Tynes, 3921 St. Vincent, from Santa Ana, Calif.; P. E. Vooz, 921 Unadilla, from San Antonio, Texas; J. R. Wait, 271 Pennsylvania, from Old Ocean, Texas; L. A. Wooster, 2800½ Corbitt, from Monroe, La.; Henry Yarborough, 207 Arthur, from New York, N. Y.; J. L. Yoes, 191 Pennsylvania, from Oklahoma City, Okla.

State Marker Program
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711
512/463-6100

Date: August 25, 1989
RE: Big Inch Pipeline
Gregg County, Job #18589

Dear Applicant/County Chairman:

Our staff has made a preliminary review of the above referenced marker application. Before we can complete our evaluation, however, we need the following information (note checked items below). We will place the application on hold until all requested material has been received.

- Historic photographs (from at least 50 years ago).
- Black and white photographs of each side of the structure.
- Black and white photographs of the proposed marker location.
- Unified narrative history (see marker policy #3).
- Bibliography of sources (see marker policy #3).
- Footnotes (see marker policy #3).
- 8½" x 11" white bond paper.
- Signature of county historical commission chairman on application form.
- Street address of or directions to the proposed marker site.
- Street address or telephone number for the person to whom the marker is to be shipped (the shipping firm will not deliver to post offices or to rural route box numbers).
- Permission of property owner for the marker's placement.
- Size and/or type of marker.
- Surface to which marker will be attached (brick, stone, stucco over stone, etc.).
- Other: Please see questions on the attached page.

Thank you for your assistance with this request. If you have any questions about the material we need, please contact the State Marker Program of the Texas Historical Commission.

Sincerely,

Cynthia G. Beeman

(For) Frances Rickard, Director
State Marker Program

Copies sent to: Dr. Norman Black
James R. Young, Sr.

Big Inch Pipeline
Gregg County, Job #18589
request for additional information
page 2

1. The information submitted for this application, especially the part supplied by Mr. Casteneda, comprises a good historical overview of the pipeline's construction. However, we would like a little more information to establish the Big Inch Pipeline's significance to the war effort in relation to other pipelines built for the same purpose. In particular, we would like some additional information and background on other pipelines which originated in Texas.

2. A good, clear map showing the routes of the Big Inch Pipeline and other lines which originated in Texas would be helpful in enabling the State Marker Committee members to place the line in geographical perspective. Please keep in mind that all materials submitted must be photocopied for members of the committee, so a simple, clear map would be most helpful.

(We are planning to present this application to the State Marker Committee as an historical event, for which the age requirement is 30 years. If the committee members do not agree that it should be classified in the "historical event" category, the only other option for marking the pipeline would be under the rules for subject markers, which have an age requirement of 75 years.)

If you have any questions concerning the above requests, please let us know.



TEXAS HISTORICAL COMMISSION
P.O. BOX 12276 AUSTIN, TEXAS 78711 (512)463-6100

November 6, 1989

Dr. Norman Black, Chair
Gregg County Historical Commission
417 Mobberly Avenue
Longview, TX 75602

RE: BIG INCH PIPELINE
27"x42" subject marker w/post
(Job #18589)

Dear Dr. Black:

This letter is to notify you that the State Marker Committee has reviewed and approved the above-referenced topic for an Official Texas Historical Marker.

At this time, payment for the marker is due. A check in the amount of \$702.00 (\$650.00 if paid for by a tax-exempt organization,) should be made payable to the Texas Historical Commission and sent to the letterhead address as soon as possible.

Once payment is received, the application will be placed in line to have the marker inscription written. The inscription will not be written until after funds have been received. When the text is prepared, a copy will be sent to you and any parties listed below for review and approval.

The Texas Historical Commission wishes to congratulate you for your efforts to record and preserve Texas history.

Sincerely,

Frances Rickard, Director
State Marker Program

FR/bb

cc: James R. Young, Sr., Texas Eastern Transmission Corp.

The State Agency for Historic Preservation

PANHANDLE EASTERN CORPORATION

February 14, 1990

Dr. Norman Black
Gregg County Historical Commission
417 Mobberly Avenue
Longview, TX 75602

Dear Dr. Black:

Enclosed is our check for \$702, payable to the Texas Historical Commission, to cover the cost of our official Texas historical marker.

As we discussed by phone, you would forward the check to the Texas Historical Commission. I would like to know when the marker will be installed so we can perhaps plan a ceremony or, at the very least, take photographs.

Also, would you please advise the Commission that I am the company contact for the project, not James R. Young.

Thanks again for all your help. Call me at 713/627-4076 if you need anything further.

Best regards,


Maureen G. MacAuley

Enclosures

PANHANDLE EASTERN CORPORATION

PANHANDLE EASTERN PIPE LINE COMPANY

DATE 02-09-90
CHECK NO. 000100571

P.O. BOX 1642
Houston, Texas 77251-1642

\$702.00

PAY TO THE ORDER OF

TEXAS HISTORICAL COMMISSION
P.O. BOX 12276
AUSTIN, TX 78711

Paul R. Ferguson Jr

MELLON BANK, N.A.
PITTSBURGH, PENNSYLVANIA

CHECKS OVER \$100,000.00 REQUIRE TWO AUTHORIZED SIGNATURES

⑈000100571⑈ ⑆043301601⑆ 000⑈2330⑈

PANHANDLE EASTERN CORPORATION

DETACH ALONG PERFORATION BEFORE CASHING
REMITTANCE ADVICE

DATE
02-09-90
0301

CHECK NO.
0001005719
TE06135833

DATE	INVOICE / CREDIT MEMO	TYPE	DESCRIPTION	GROSS		DISCOUNT	
020190	02019070200		C/G NUMBER 4171 C/G DATE 02/07/90 TO PAY FOR AN OFFICAL TEXAS HISTORICAL MARKER, MARKING THE BEGINNING OF THE BIG INCH PIPELINE, REFLECTING THE NAME OF PANHANDLE EASTERN CORPORATION		702.00		
			**** NET TOTAL ****		\$702.00	*****	*****

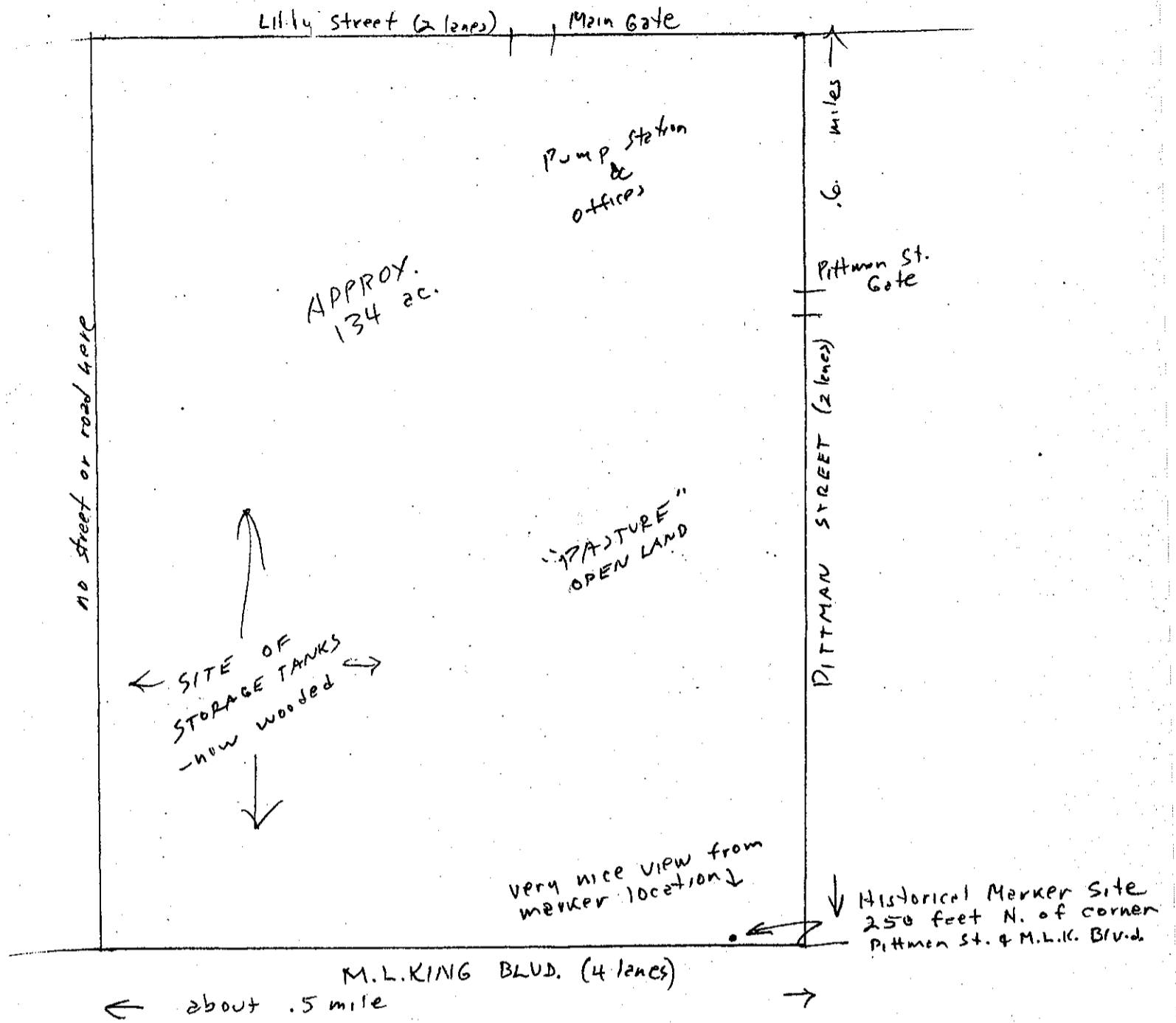
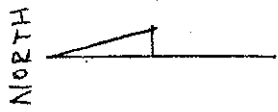
PANHANDLE EASTERN PIPE LINE COMPANY

SPECIAL INSTRUCTIONS

MAIL TO MAUREEN MACAULEY 1L-60

Monday, March 12, 1990

Panhandle Eastern Property in Longview
Originating terminal of the "Big Inch"



Maureen, this is a rough sketch of the property. When I get the black and white photos, I will send some notes indicating areas on the photos.

Also, sent Longview Map indicating H.M. site. *Norman*



Gregg County Historical Commission

NORMAN W. BLACK
Chairman

417 Mobberly Avenue
Longview, Texas 75602

Phone
214-757-2261

April 13, 1990

Maureen MacAuley
Panhandle Eastern Corporation
P. O. Box 1642
Houston, Texas 77351-1642

Re: Big Inch Pipeline Historical Marker

Dear Maureen,

The process is moving along now. The proposed marker inscription, which you should have received by now, seems very brief but they all do. Personally, I find it O.K. but, of course, changes can be made at this time. When your approval card has been signed and sent to Austin please let me know and I'll send mine, also.

The next step is a notice, in 8 to 10 weeks, that the T.H.C. has approved the proof and returned it to the foundry for casting. In another 4 to 8 weeks we will be notified that the historical marker has been shipped, probably to me. At that time we can make plans for the dedication ceremony. The T.H.C. advises us not to set a date for this until we learn the marker has been shipped.

From the beginning I have envisioned a small (for 3 to 5 autos) parallel parking area off M.L.K. Blvd. with the H.M. placed just east in this area. This would, of course, require two things: the ceding of this small area to the City of Longview and the cooperation of the Longview Engineering Department, the Street Department, and possibly the Parks & Leisure Services. We have a new city manager and I plan to meet him next week and informally discuss this with him.

I realize this is a presumption of mine (and the Gregg County Historical Commission) but it would not only make a nice viewing site, looking past the H.M. over the large field to the Panhandle Eastern Plant facilities, but would minimize hazardous traffic situations.

Would you please talk this over with the proper people for their opinions and suggestions? I will let you know how the City of Longview feels about this after I visit with the city manager and mayor (we have both).

Sincerely,

Norman W. Black, D.D.S.

P.S. The Historical Marker Dedication can be a very nice and large affair with many dignitaries present. I think the date of the ceremony should be made for the best and appropriate time for the Panhandle Eastern Corporation, possibly in conjunction with some other company occasion.

W

Texas Historical Commission Staff (CJB), 3/29/90

27" x 42" Official Texas Historical Marker with post
Gregg County (Job #18589)

Location: Martin Luther King and Pittman streets, Longview

BIG INCH PIPELINE*

BEFORE THE UNITED STATES ENTRY INTO WORLD WAR II
FOLLOWING THE BOMBING OF PEARL HARBOR IN DECEMBER
1941, NINETY-FIVE PERCENT OF THE CRUDE OIL DELIVERED
TO EAST COAST REFINERIES WAS TRANSPORTED BY TANKER
SHIPS, NINETY PERCENT OF THAT OIL ORIGINATED FROM
TEXAS OIL FIELDS.

BEGINNING IN FEBRUARY 1942, MANY U.S. OIL TANKERS EN
ROUTE FROM THE GULF OF MEXICO TO THE EAST COAST
WERE SUNK BY GERMAN SUBMARINES. RECOGNIZING THE NEED
TO TRANSPORT OIL UNDER SAFER CIRCUMSTANCES, SECRETARY
OF THE INTERIOR HAROLD ICKES DEVELOPED A PLAN FOR A
MASSIVE OVERLAND OIL PIPELINE. UNDER THE AUSPICES OF
THE WAR EMERGENCY PIPELINES, INC., CONSTRUCTION BEGAN
ON THE LARGEST PIPELINE IN HISTORY UP TO THAT TIME,
MEASURING TWENTY-FOUR INCHES IN DIAMETER, THE BIG
INCH PIPELINE EXTENDED FROM LONGVIEW TO NORRIS CITY,
ILLINOIS, AND EVENTUALLY TO REFINERIES IN THE EAST.

THE BIG INCH PIPELINE'S IMPACT ON THE WAR EFFORT
WAS TREMENDOUS, ENABLING THE SAFE AND TIMELY TRANS-
PORT OF OIL PRODUCTS VITAL TO THE ALLIES. DURING THE
HEIGHT OF WARTIME SERVICE, OVER 300,000 BARRELS OF
OIL WERE DELIVERED EACH DAY OVER THE 1,478-MILE LINE.
WHEN THE WAR ENDED THE BIG INCH CONTINUED IN SERVICE
AFTER CONVERSION TO A NATURAL GAS PIPELINE.**

(1990)***

*3/4 inch lettering
**1/2 inch lettering
***1/4 inch lettering

GREGG

COUNTY

I approve the inscription for BIG INCH PIPELINE

as sent to me on 4/11/90

Norman H. Black, D.D. signature

Gregg Co. Historical Commission organization

5-22-1990 date

Have you checked with other parties involved to make sure all the necessary cards are mailed in? Yes, I just spoke with Mevrain Mackoley of Penhandle Eastern Corp. she approved the inscription with one change: On the 3rd from bottom line, please change 1,478 to 1,476. Otherwise, we are ready to send inscription to foundry. Thanks, Norman H. Black, D.D.



CURTIS TUNNELL
EXECUTIVE DIRECTOR

TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

(512)463-6100

June 5, 1990

Dr. Norman Black
417 Mobberly Ave.
Longview, TX 75602

RE: BIG INCH PIPELINE
27"X42" subject marker w/ post

Dear Dr. Black:

This is to advise you that we have ordered the above referenced marker for casting. The completed marker should be ready for shipment within eight to ten weeks. A copy of the final inscription as it was sent to the foundry is enclosed for your files.

If you have not already done so, this would be a good time to begin planning the marker dedication ceremony. We would advise you, however, to avoid setting the dedication date to coincide with the shipment date as estimated above. That estimate does not take into account potential shipping errors or other unforeseeable delays, which might upset the best laid dedication plans. A guide to assist you with your dedication plans is available upon request from our office. Since this is a state program, we suggest your state representative and/or senator be included in the program as well as your county judge and commissioners who have appointed your commission.

Enclosed please find a form for announcing the date of your marker dedication ceremony in the THC's monthly newsletter, The Medallion. Please read the form carefully, as notice must be made well in advance of the scheduled dedication in order to appear in the preservation calendar.

We would appreciate having copies of any publicity, programs, photos, or other memorabilia from the ceremony to complete our file on this marker. Thank you for your continued support and good work toward the preservation of the history of our state.

Sincerely,

Frances Rickard, Director
State Marker Program

FR/bb

cc: Maureen MacAuley

The State Agency for Historic Preservation



Gregg County Historical Commission

NORMAN W. BLACK
Chairman

417 Mobberly Avenue
Longview, Texas 75602

Phone
214-757-2261

June 12, 1990

Mr. Jim Baugh, Manager
City of Longview
P. O. Box 1952
Longview, Texas 75606

Re: "Big-Inch" Pipeline Historical Marker

Dear Jim:

Enclosed is a copy of the most recent information concerning the historical marker. Maureen MacAuley is in charge of Media Relations at Panhandle Eastern Pipeline Corporation (formerly, Texas Eastern Transmission Corp.) and a pleasure to work with.

Ruby probably told you the lady's name in San Marcos is Frances Stovall. She sent her best regards to you.

Sincerely,

Norman W. Black, D.D.S.

Enc.

TEXAS 
EASTERN

9085 Billiuridge Drive
Shreveport, Louisiana 71118
July 11, 1990

Mr. Jim Baugh, Manager
City of Longview
P.O. Box 1952
Longview, Texas 75605

Dear Mr. Baugh:

Dr. Norman Black of the Gregg County Historical Commission requested that I write you regarding the conveyance of a parcel of land from our Lilly Street property for the purpose of erecting a historical marker commemorating the beginning point of the "Big Inch" pipeline. My delay in writing you has been twofold. First, I was on a brief vacation, and second, I thought we might resolve the method of conveyance in a telephone call. My thinking proved faulty, however, due to our divergent schedules.

We, of course, will be delighted to participate in this effort and need only to know how we may proceed. Our conveyance of the land can take one of at least three forms. First, we could convey the land to the City of Longview in fee simple. Second, we could grant the city a surface easement for your use in erecting the marker. Third, a long-term surface lease would seem to serve the purpose. Our problem is that we do not know if you have any restrictions facing you with the State of Texas or any other authority which would require one of these conveyance methods over the other. If you have no such restrictions, we would be able to proceed on the advice of our counsel in the best interest of the corporation. Otherwise, we will act in the interest of the project and within such restrictions.

I shall look forward to your reply. You may write me at the address above or telephone me at 318-686-9297.


Sincerely,

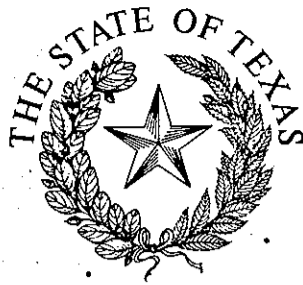

Forest C. Beavers, Jr.

FCB

cc: *Dr. Black*

2 SA12-174 SV1 CILVY723 PAGE 1 OF 1

TRAILER NUMBER		 CUSTOMER COPY <small>GENERAL OFFICES P. O. BOX 2638 WACO, TEXAS 76702-2638 ALPHA CODE CENF</small>		6600		FREIGHT BILL NUMBER 38491829-8								
ORIG. JCT. POINT				C/L F/B NUMBER AND DATE		INTERSTATE NO		SHIPPER'S OR GBL NO.						
DEST. JCT. POINT		ROUTE		PAY OUT/ADV.		CFL NET		BYD. PAY OUT		TOTAL DUE				
DR NORMAN BLACK 417 MOBBERLY AVE LONGVIEW TX 756020000				C		SOUTHWELL CO 928 N ALAMO SAN ANTONIO TX 78215				0 BT 6600 0520250001				
NO. PCS.		HM		COMM. CODE		DESCRIPTION OF ARTICLES AND MARKS			WEIGHT		RATE		CHARGES	
1						CCMFA 25 ITEM 998/999 700.00 RELEASE VALUE HISTORICAL MARKER 214-757-2261 GAECDN INCLUDES 1.03% FUEL SURCHARGE			108		3.50		23.79 3.50	
1						* TOTAL CHARGES ----- PREPAID CARE ABOUT YOU AND YOUR FREIGHT			108				27.29PPD	
R.R.C. REGULATIONS REQUIRE PAYMENT OF FREIGHT CHARGES WITHIN 7 DAYS.													<i>Norman W. Black</i> <i>CFL</i> <i>D8200061</i> <i>Southwell</i> <i>7-23-90</i>	



CURTIS TUNNELL
EXECUTIVE DIRECTOR

TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

(512) 463-6100

July 26, 1990

Dr. Norman Black
417 Moberly Ave.
Longview, TX 75602

RE: BIG INCH PIPELINE
27"x42" subject marker w/ post

Dear Dr. Black:

The above referenced marker has been shipped as indicated below. If this marker is not received within one week from the date of this notice, please contact Sylvia at the Southwell Company at 512/223-1831, immediately, so it can be traced. Please be prepared to give her the following information:

Job No. 18589 Date Shipped 7/23/90 via CENTRAL

Shipped to: SAME AS ABOVE

Sincerely,

Frances Rickard

Frances Rickard
Director
State Marker Program

FR/bjb

CC: Maureen MacAuley

The State Agency for Historic Preservation

and \$3 for all other performances. Tickets can be ordered by calling the Kilgore College Box Office at 983-8601.

The box office is open from 12:30-4:30 p.m. Monday and from 8 a.m. to 12:30 p.m. and 1:30-4 p.m. Tuesday through Friday.

UT-Tyler offering Wordperfect course

TYLER — University of Texas at Tyler Office of Continuing Education will offer a five-week course on "Wordperfect: The Fundamentals," Thursdays through Oct. 25 from 6-9 p.m. in the Business Building, Room 101.

The class offers hands-on exercises including editing, saving, printing, using the help system, transferring and checking spelling. For information, call 566-7362.

THEOS chapter will host 1990 conference

TEXARKANA — The THEOS Chapters of the Ark-La-Tex area will host the 1990 International THEOS Conference Oct. 12-14 at the Sheraton Inn.

Registration fee is \$55. For information, call Quinnie Colbey, 792-4674, or Gordon Huddleston, 838-4808.

Rusk poetry group sets ET festival

HENDERSON — Rusk County Poetry Society will host its annual East Texas Fall Festival of Poetry Oct. 20 at the Days Inn.

Registration begins at 9:30 a.m., and the meeting will continue through the day with a noon luncheon at the hotel.

For details about the meeting and contest, send a self-addressed stamped business envelope to Jessie Jo Wedgeworth, Awards Chairman, Route 1, Box 69, Carthage, Texas 75633.

CORRECTIONS & CLARIFICATIONS

CORRECTIONS POLICY: It is the policy of the Longview News-Journal to promptly correct errors. Please direct requests for corrections and clarifications to the managing editor, Keith Taylor, at 237-7759. Thank you.

Col

THURSDAY SEPTEMBER 20, 1990

find plan confusing

By Julie Cannon
Staff Writer

Longview's capital improvements package is not only confusing residents, city council members have different opinions about what is actually planned or even possible.

Longview City Council members disagreed on how much will be spent and how much will be done on what they have been calling the proposed five-year capital improvements plan worth \$72 million.

Council members said they have received many questions from the public, but several said they, too, were confused during their 4:30 work session Tuesday.

The city printed a brochure explaining the capital improvements plan, and providing residents a schedule of projects to be completed over five years.

But the mayor says the brochure is wrong.

"This is not correct, it is misleading and it is confusing. Seventy-two million dollars' worth of work is not feasible, and it is not economically possible," Lou Galosy said.

The mayor, Councilmen Mark Pruitt and Tom Hayes said only about \$15 million in projects would be funded over five years.

"I am not going to ask the public to fund \$72 million within five years," Hayes said.

The council needs to decide how much residents can afford, and then decide what projects can be financed, Galosy said.

Councilwoman Martha Whitehead and Councilman James Hunt said the package is a list of priorities, and about \$15 million would fund the first few years.

"I don't know how much will be funded (of the remaining projects). These are the city's top priorities," Whitehead said.

But according to the city manager, the package city staff produced includes every project the staff

At a glance

During the work session the council approved the following items:

- Authorizing a \$187,000 bid by KSA Engineers for an engineering plan and an environmental information document. The information is required as part of the city's application to the state for a loan to expand the waste water treatment plant.
- Authorizing the police department to apply for state funding for a traffic enforcement program.
- Participation in a multi-agency task force.
- An agreement with the Texas Department of Highways and Public Transportation for funding construction of water and sewer lines on Marshall Avenue.
- Renewing a one-year contract with the Humane Society of Gregg County animal shelter.
- Awarding the low bid for a safety zone for the Big Inch Pipeline historical marker on Martin Luther King Boulevard.
- Awarding a contract for five hand-held meter readers for the utility services department.

plans to do over the next five years. If approved by the council, the public will vote in a December bond election to finance the first two or three years, or about \$15 million, Jim Baugh said.

Each year the city would evaluate its progress and determine any additional needs.

Projects would be financed in a variety of ways, including general obligation bonds on which the public votes. If \$15 million for the first few years of the plan is approved by the council and the public, taxes would rise about 1.8 cents in the first and 1.9 cents in the second year of funding, he said.

Big Inch Pipeline primed for historic recognition

By Julie Cannon
Staff Writer

The "most important historical event," in Longview, the Big Inch Pipeline built during World War II and credited with saving countless lives, will be commemorated with a marker on Martin Luther King Boulevard, officials said Wednesday.

During World War II the pipeline, 24-inches in diameter and 1,476 miles long, was built from Longview to Norris City, Ill., said Dr. Norman Black, chairman of the Gregg County Historical Commission.

After about two years of work, the commission won approval from the Texas Historical Commission for a 27-by-42-inch marker, he said.

Purchased by the company now

operating the pipeline, Texas Eastern, the marker will be mounted on Martin Luther King Boulevard north of Pittman Street with a safety zone for parking.

The dedication ceremony has not been scheduled, as final approval from the state is still pending, Black said. It should happen within the next six months, he said.

"The wheels of government just don't move quickly, and I am hoping for more than just a marker. So I don't want to rush it," he said.

The Big Inch Pipeline is probably the most significant historical event in Longview's history, and was the largest to be built at that time, he said.



This historic photograph from Dr. Norman Black's collection was taken during construction of the Big Inch pipeline during World War II. Recognizing a need for an overland oil route — the United States was losing almost three tankers a day in 1942 — the pipeline was built between Longview and Norris County Ill. to carry oil to the east coast.

See Plaque, 13-A

GROWLS ABOUT PLASTIC BARS THAT BIND NEW CLOTHES/5-A

Plaque will mark oil pipeline

From 1-A

"Built in 350 days with crews going around the clock, it was one of the most phenomenal events. It was an engineering miracle," he said.

In 1942, the United States was losing an average of three oil tankers a day to German submarines, he said. The tankers were the only means of transporting 95 percent of the crude oil to east coast refineries.

Of that oil, 90 percent originated from the Texas oil fields, Black said.

Recognizing the need to transport oil under safer circumstances, a plan was developed for a

massive overland pipeline. Longview was considered the center of East Texas fields, with various pipelines converging on the area, Black said.

"The impact on the war effort was tremendous, enabling the safe and timely transport of oil products vital to the Allies during the height of wartime service," he said.

The pipeline continued service after the war and was converted to carry natural gas in 1947.



Longview News - Journal ®

Wednesday September 26, 1990

TEXAS 
EASTERN

9085 Billiuridge Drive
Shreveport, Louisiana 71118
November 29, 1990

Norman W. Black, D.D.S.
Chairman
Gregg County Historical Commission
417 Mobberly Avenue
Longview, Texas 75602


Dear Dr. Black:

Here are the 2 duplicate original copies of the license agreement we spoke of on the phone today. Please sign and date both, then return 1 copy to David Huebner in the envelope I've enclosed.

By copy of this letter to Jerry Crafton, he will know that the agreement is completed and that the fence may be moved at the earliest convenient time, hopefully prior to the presentation ceremonies.

Please let us know as soon as a date is firmed up for the "grand opening".

Best regards,


Forest C. Beavers, Jr.

Enclosures

TEXAS EASTERN TRANSMISSION CORPORATION
A Unit of Panhandle Eastern Corporation

November 27, 1990

Norman W. Black, Chairman
Gregg County Historical Commission
417 Mobberly Avenue
Longview, Texas 75602

Dear Chairman Black:

Texas Eastern Transmission Corporation (TETCO) is in receipt of the Gregg County Historical Commission's (Commission) request for the donation of a surface site to be used for the installation of an historical marker. TETCO is pleased to allow the Commission the use of a 6' by 10' site (site) located on TETCO's Longview, Texas Compressor Station property subject to the following conditions:

- 1) The site shall be located as shown on attached drawing.
- 2) TETCO agrees to relocate a portion of its existing property fence to accommodate the proposed historical marker and concrete slab to be installed by the Commission.
- 3) This license shall be effective for as long as the Commission utilizes the site for an historical marker. Should the site no longer be used for an historical marker, the Commission shall promptly remove all items placed on the site by the Commission, and return the ground surface to its prior condition. At such time the license shall be deemed terminated.
- 4) TETCO shall not be responsible for any maintenance of the site or marker, such maintenance to be the responsibility of the Commission.
- 5) The Commission hereby indemnifies and holds harmless TETCO against any claims, demands, or causes of action for damage to property, or injury to or death of persons, in any way derived from or related to the utilization of the site by the Commission. Nothing contained herein shall, however, be deemed to indemnify TETCO against its sole or gross negligence.

If the foregoing is satisfactory to you, please indicate your approval and acceptance by signing and returning one original hereof to this office.

Sincerely,

TEXAS EASTERN TRANSMISSION CORP.

D. N. Huebner

D. N. Huebner
Administrative Supervisor

ACCEPTED AND AGREED TO

THIS 3rd DAY OF December, 1990

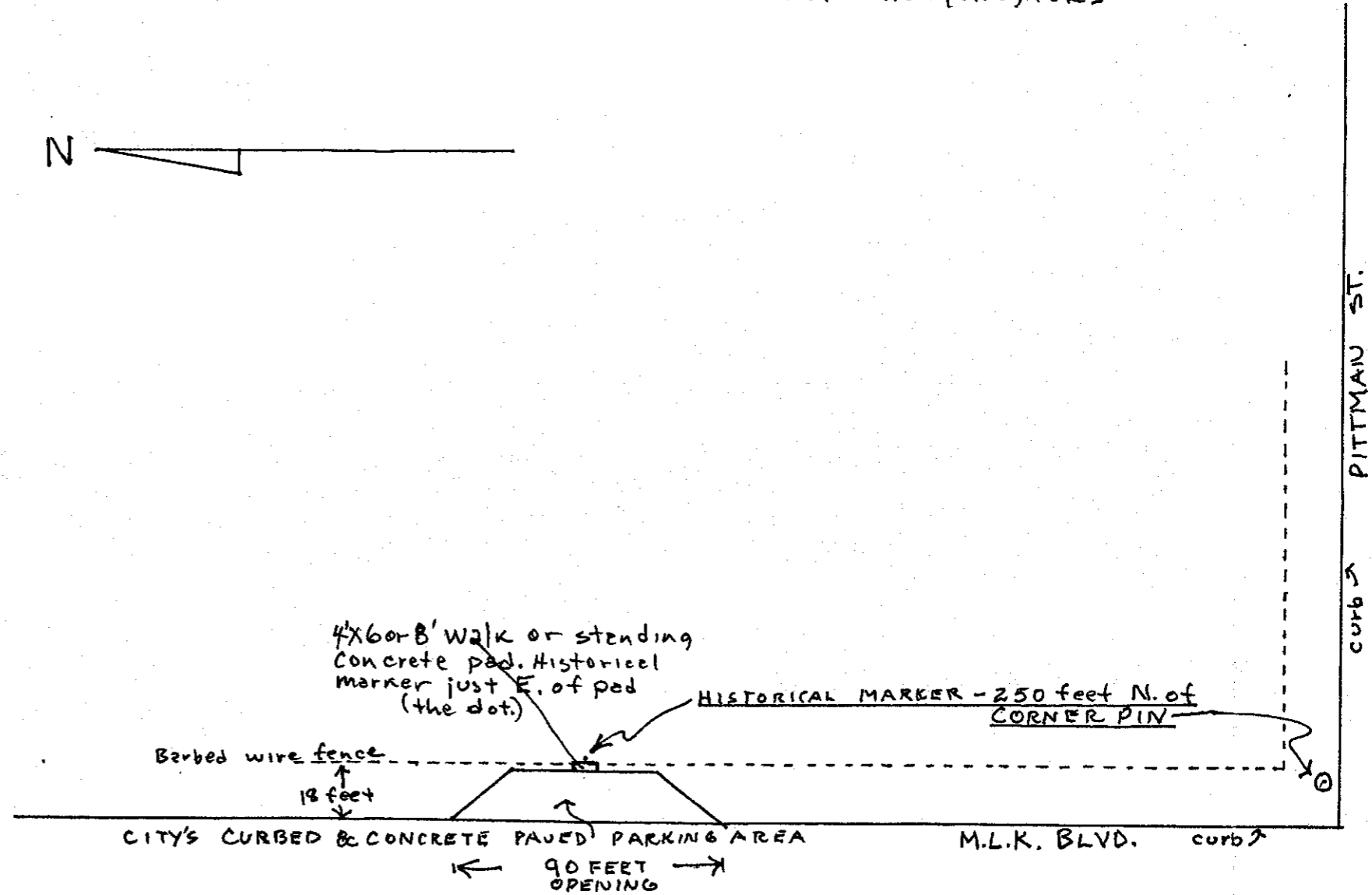
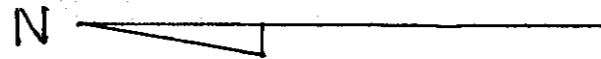
GREGG COUNTY HISTORICAL COMMISSION

by *Norman H. Blech, D.D.S.*

Chairman
Title

GREGG COUNTY HISTORICAL COMMISSION
417 Moberly Avenue
Longview, Texas 75602
214-757-2261

SOUTHWEST CORNER OF PANHANDLE EASTERN CORP.
PROPERTY - Longview, Texas



Norman W. Black, D.D.S. 10-9-90



Gregg County Historical Commission

Norman W. Black, D.D.S.
Chairman

417 Mobberly Avenue
Longview, Texas 75602

Phone
903-757-2261

January 2, 1992

Jerry D. Crafton
Operations Superintendent
Texas Eastern Gas Pipeline Company
P. O. Box 12100
Longview, Texas 75607-2100

Dear Mr. Crafton:

Some time this past year Mr. Ulysses Johnson, who lives directly across from the "Big Inch" Pipeline Historical Marker at 3113 M.L. King Blvd., said he would like to clean the area surrounding the historical marker if he could be paid \$10.00 per week. I explained to him that the Historical Commission had no funds for maintenance of the historical marker sites. Later, Mr. Johnson told me he would keep the area clean for \$10.00 per month.

It would be to our advantage if he would do this. If you think it possible for your company to send me a check for \$100.00 it would then be easy for me to dispense \$10.00 per month to Mr. Johnson for this purpose. You could evaluate this periodically to see if this is justified.

Thank you for your consideration.

Sincerely,

Norman W. Black

Norman W. Black, D.D.S.

PANHANDLE EASTERN CORPORATION

TEXAS EASTERN TRANSMISSION CORPORATION

013912

DATE 1-16-92

CHECK NO. 0000240465

P.O. Box 2521
Houston, Texas 77252

TEXAS EASTERN 100 DOLLARS

\$100.00

PAY
TO THE
ORDER
OF

Gregg County Historical Commission
417 Mobberly Avenue
Longview, Tx 75602

TEXAS EASTERN TRANSMISSION
WORKING FUND - DIV. IV
BAYTOWN, TX OFFICE

MELLON BANK, N.A.
PITTSBURGH, PENNSYLVANIA

W. M. Jarvis

⑈0000240465⑈ ⑆043301601⑆ 107⑈8184⑈

RR NO. _____

DETACH ALONG PERFORATION BEFORE CASHING
REMITTANCE ADVICE

INVOICE DATE	DESCRIPTION	GROSS	DISCOUNT
1-16-92	1992 contribution for cleaning the area around the "Big Inch" Pipeline Historical Marker	\$100.00	

CHECK ATTACHED IS IN FULL PAYMENT OF ABOVE ITEMS
ENDORSEMENT CONSTITUTES RECEIPT. IF INCORRECT
PLEASE RETURN CHECK AND STATEMENT.



Gregg County Historical Commission

Norman W. Black, D.D.S.
Chairman

417 Mobberly Avenue
Longview, Texas 75602

Phone
903-757-2261

December 30, 1992

Jerry D. Crafton
Operations Superintendent
Texas Eastern Gas Pipeline Company
P. O. Box 12100
Longview, Texas 75607-2100

Dear Mr. Crafton:

Thanks to your interest and contributions Mr. Ulysses Johnson, 3113 Martin Luther King Blvd., has planted and maintained shrubs and flowers at the historical marker site. This has received much favorable publicity and is a credit to your company, the Historical Commission and South Longview.

Last year your company sent me a check for \$100.00 which I divided into ten monthly payments to Mr. Johnson for his efforts. This, of course, ran out before the end of the year.

I hope it will be possible to continue this worthwhile project this year. Also, if your company would see fit to increase this generous contribution to \$150.00, I could in turn pay Mr. Johnson \$12.50 a month for twelve months.

I am certain any help Mr. Johnson would receive would be appreciated by him as well as the Gregg County Historical Commission.

Sincerely,

Norman W. Black, D.D.S.

031825

THE STATE OF TEXAS
TO COUNTY CLERK SPECIAL OF GREGG COUNTY
CHARGE TO FUND

NO. 18398

GENERAL

DATE 3/08/93

AMOUNT \$25.00

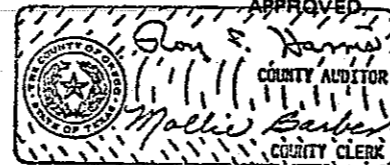
PAY TO THE
ORDER OF

JOHNSON, ULYSSES
3113 S 16TH STREET
LONGVIEW, TX 75602

EXACTLY***25 AND 00CTS**



LONGVIEW, TEXAS



031825

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000002500

Ulysses Johnson

666 97739
314878688
PACIFIC SOUTHWEST
BANK F.S.B.
CORPUS CHRISTI, TX

FRB DALLAS
1110-0003-8
03/11/93 (9 8903)

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sen Sr., A. E. McNeese and W. B. Moreland.
The entire petit jury list contains the names of 67 Gregg County men.

Local Observation Post Ready for Duty

Much credit is due Emory F. Boring Jr. for the excellent arrangement and conveniences incorporated in the Longview observation post, which is located atop the Arco Oil Company warehouse at 425 Main Street of Texas.
The post is a part of the Civilian Defense plan throughout Texas and other states of the Nation and will be manned by volunteer observers in event of hostilities. More than fifty have volunteered their services here.
The local post is ready for any eventuality, and is probably one of the best arranged of any in Texas.

Negro Shot by Deputy Sheriff Saturday Night

A 28-year-old Kigore negro, Andrew Brown, is in the Gregg Memorial Hospital in Longview suffering from a bullet wound in his stomach, received Saturday night when shot by Deputy Sheriff Frank Florey in the Cedar Top community.
Louis Grigsby, investigator for the district attorney, said Florey shot the negro in self-defense. Florey said the negro advanced on him with a mechanic's hammer after he had reprimanded him for disturbing the peace.
The officer answered a call to the Lacy lease in the community to quell a disturbance among some negroes who had been drinking. Florey said he dispersed the group and started to return to Longview when one of the negroes almost drove his car into the side of a house. Florey said he ordered the negro to get out of the car and the negro started toward him with the hammer in one hand.

Judge Merritt H. Gibson May Be Candidate For State Office Next Year

According to a United Press report from Austin, where County Judge Merritt H. Gibson has been attending the special session of the Texas Legislature, he may become a candidate for Attorney General next year.
Judge Gibson, who is president of the County Judges and County Commissioners' Association of Texas, stated that he is considering the race, after requests made by many of the county judges that he do so.

As we understand it Japan wants us to believe that the customer is always right.

Wendell Harper (above) will remain with the Goodyear Service Store here, it was announced following the change in management last week. Mr. Harper, who has been with the company for three years, is budget manager of the local Goodyear store.

Big Pipe Line To East Coast Not Yet Dead

Co-ordinator's Office Looks Into Possible Use of Seamless Pipe

WASHINGTON, Sept. 17. — The Office of the Petroleum Co-ordinator has not given up the idea that the oil pipe line should be built from Texas to New York, it was disclosed Wednesday. The Supply Priorities & Allocations Board some days ago announced a decision denying preference ratings for steel plate for the manufacture of the twenty-four-inch pipe needed for the line. This at first was believed to have definitely removed the proposition from the picture.

The announcement from the Co-ordinator's office Wednesday was to the effect that the Co-ordinator is considering the feasibility of using seamless steel tube instead of plate steel for the project.

An official of the Petroleum Office said the seamless tube line would require twice as much time to complete—around sixteen months against a schedule of eight months for plate steel. This, he declared, would delay the objective of assuring the East an adequate petroleum supply by next spring.

It was explained that the delay would be caused by the nation's limited production capacity for seamless steel pipe.

As originally planned, the pipe line, stretching approximately 1,500 miles, would have been built by co-operating oil companies at a cost of approximately \$80,000,000. Oil experts estimated such a line would move 250,000 barrels of petroleum daily, the equivalent of ninety tanker ships.

Congressman Beckworth Returns to Washington

Congressman Lindley Beckworth has returned to Washington after having spent several days in the Third Congressional District. Those desiring to communicate with him should forward all correspondence to his office at 1609 New House Office Building, Washington, D. C.

W. H. (Bill) Lowe was shot above the left knee with a 32-calibre pistol Wednesday morning in the gin yard of King at Kigore. Each man testified that he was attacked by the other first during an argument. King posted \$1000 bond and was released after the hearing.

Judson Grove to Have Free Showing of "The Cavalcade of Texas"

The Judson Grove Future Farmers Chapter and Home-Making Girls have secured a 55-minute sound film, "The Cavalcade of Texas," to be presented in the school auditorium Thursday and Friday nights, Sept. 25-26. Thursday night it will be given as a major part of the local P. T. A. program and Friday night it will be shown to the Boy Scouts of the Longview district, who will be holding their monthly Court of Honor. There is no charge for the film and everyone is urged to see the picture on one of these nights. It will be at approximately 8:00 p. m. on both days.

Jefferson Is Material For Interesting Article

AUSTIN, Texas, Sept. 15. — It's a sleepy East Texas village today, hardly visible on the map, but in the Reconstruction Era it was the boomtown of a frontier empire!

Jefferson, in its heyday as Texas' export capital and port of entry for Northern "carpet-baggers," is described by Frank Bryan, oil operator of Hugo, Oklahoma, in an article, "On the Jefferson Road," published in Texian Stomping Grounds, latest volume of the Texas Folklore Society.

The University of Texas-edited book is 17th in the society's list of annual publications. Its 17 articles—ranging from voodoo to East Texas pie suppers, from Mexican frijole recipe to a ten-act Negro spiritual drama—are prefaced by an introductory note by Harry H. Ransom, who with J. Frank Dobie, noted professor-author-folklorist, and Mody Boatright, comprised the editorial board. All are on the University's English staff.

After the Civil War, Jefferson was the "largest export city in all of Texas, and the principal port of entry for Northern capital, speculators, reformers, Republican organizers, plain crooks and budding young Western desperadoes," all of whom natives of the Piney Woods lumped together as "Carpetbaggers," Bryan wrote.

On the Jefferson Road at Dog-fight Crossing, "white men met, Negroes met, horses, dogs and mules met, and gathered together," he added. "Friends met friends; strangers met

Credit Manager Club Organized

Thirty-Seven Members Enrolled Up to Now

Much interest is being manifested in the newly organized Longview Credit Manager Club, according to statistics made this week by C. W. Ardson, president. Thirty members were enrolled at two previous meetings.
The club operates in conjunction with a division of the Retail Merchants Association. Its purpose is to promote better understanding and cooperation among credit grantors of the community and to bring credit files of the Retail Merchants Association up-to-date.
The officers of the club are: C. W. Richardson, president; L. Comer, vice-president; Carl Erman, secretary-treasurer.

Tyler Hereford Looks Promising

Thirteen Bulls and Cows to Be Offered

JACKSONVILLE, Sept. 15. — Advance indications on the Tyler Hereford Breeders' Association Sale to be held at Friday, September 19, are encouraging to the officials of the association.
The offering of 13 bulls and 26 cows of very excellent quality, taken from cons throughout East Texas and request for catalogues from a wide area indicate that the sale of this association of condits sales is contributing to the economic resource of East Texas and to the Hereford industry at large.

The East Texas Fair have been checked and adequate to conduct this in a fine manner.
Attractive catalogues have been distributed to some interested inquiries, and all point to real success in attainment of the objective of this association, the membership of which extends throughout East Texas.

strangers; and if there are to be differences, these will be settled on the spot, whether by dogs."

President Roosevelt on the first Defense Savings Day, May 1, 1941. Your business post office is waiting for you to call for yours—today.

Attend your church Sunday

Oil & Gas

New CEO named by Texas Eastern

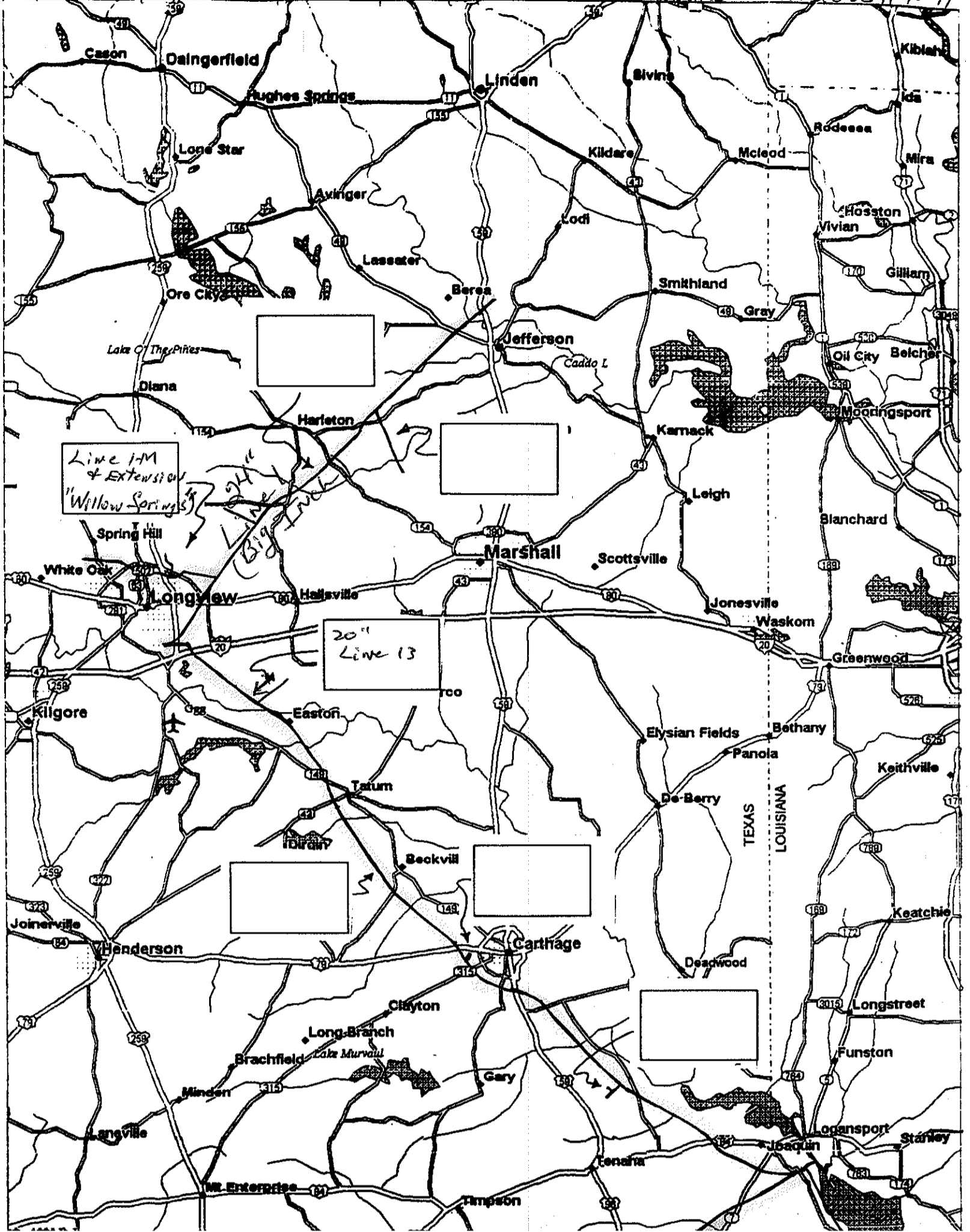
HOUSTON (AP) — President William Thacker Jr., president of Texas Eastern Products Pipeline Co., Monday was named the new chief executive officer of the Houston-based energy firm.

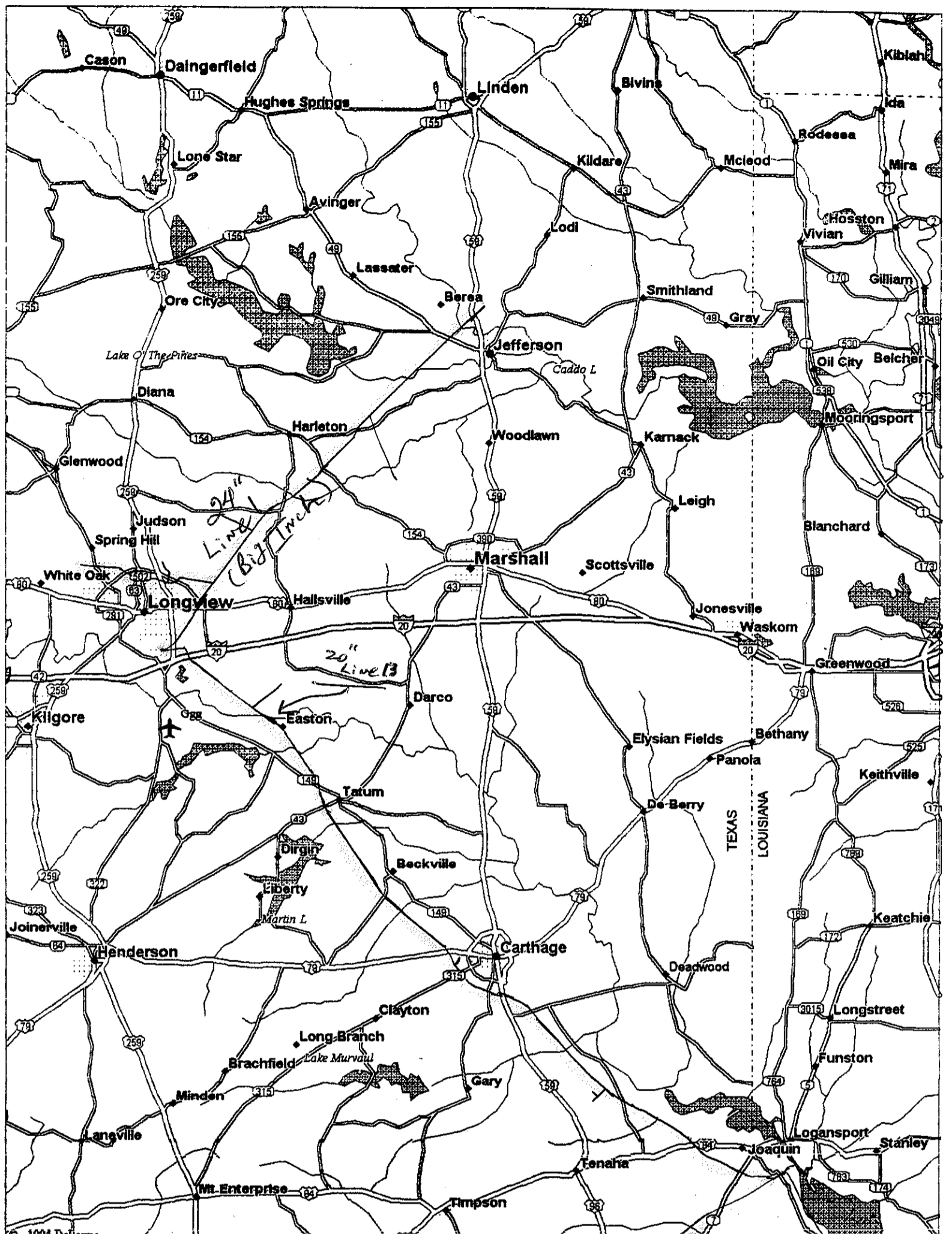
Thacker, 48, succeeds Clifford W. Rackley, 70, who has been chief executive officer for two years. However, Rackley will continue as chairman of the board.

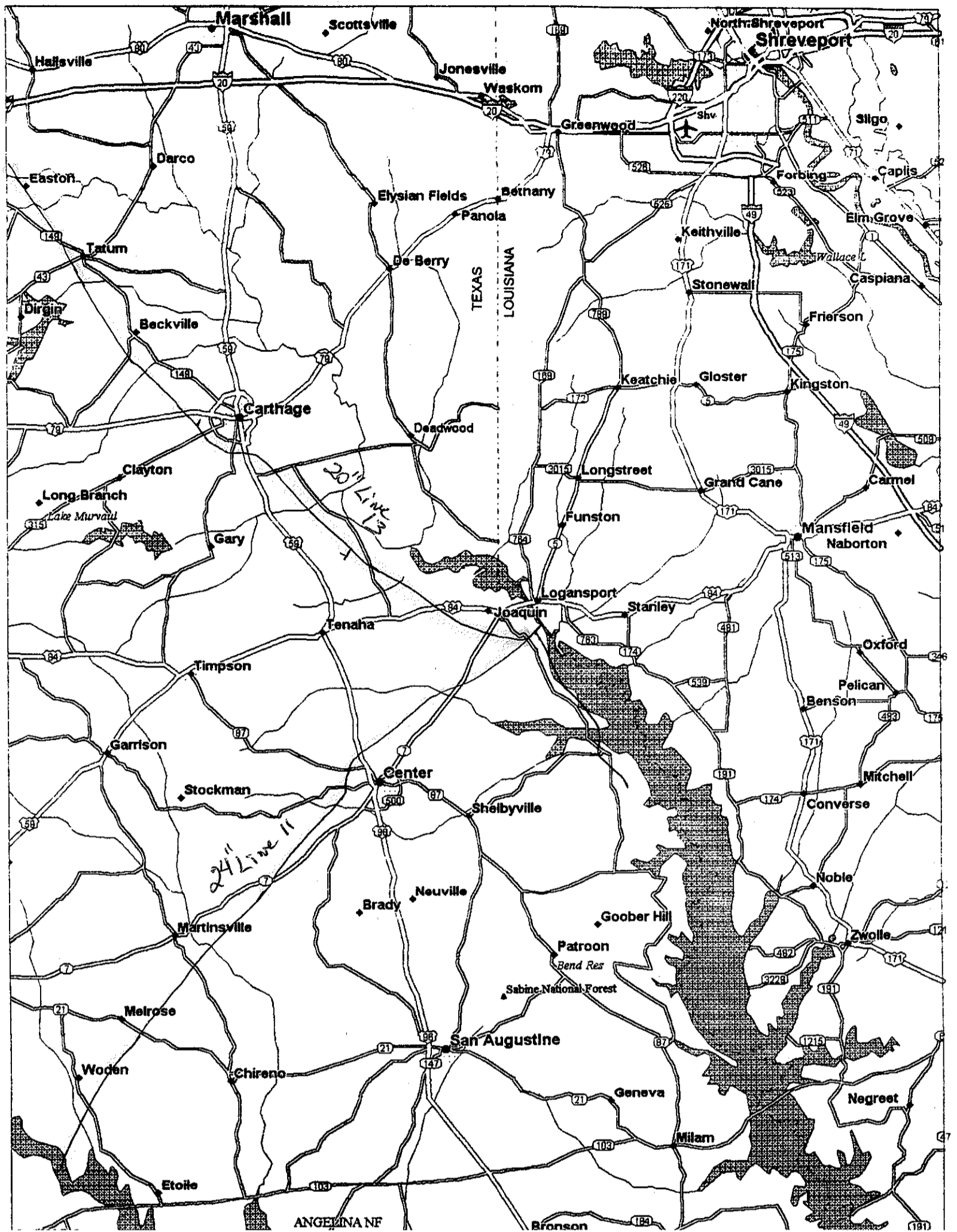
Thacker joined Texas Eastern Products Pipeline in 1992 as president and chief operating officer after 25 years at Unocal Corp.

Texas Eastern Products Pipeline, a subsidiary of the Panhandle Eastern Corp., is one of the nation's largest carriers of refined petroleum products and liquefied petroleum gases.

Maps showing how "Willow Springs" line joins "Big Inch" north-east of Longview - Cliff Beavers, 7-10-97







March 9, 2005

THE PROVENANCE OF THIS PAPER

Joe White, Director of the East Texas Oil Museum gave a talk to the East Texas Pipeliners' Organization in the late 1980s. I attended this meeting where Joe delivered his talk on the "Bib Inch" Pipeline using notes. He received much background information from the home office of Texas Eastern Pipeline Co. in Houston. I asked Joe to make his notes available to Helen McHaney "Pudge" Griffin, a member of the Gregg County Historical Commission, in order for Pudge to make these notes into a paper. Joe's talk was very good and I decided to use it as the basis for the narrative for the application for an Official Texas Historical Marker for the "Big Inch" Pipeline. Unfortunately, Pudge did not reference any of Joe's statements, explaining to me that Joe did not have references in his notes. From my own "Big Inch" documents file I devoted twelve hours to locate the exact sources of the quotes Joe used in his speech and inserted them into the paper. Of course, I included the bibliography. This worked out very well.

THE "BIG INCH" PIPELINE

FACTS AND STATISTICS

1. The Big Inch Pipeline was the largest and longest petroleum pipeline ever constructed at the time (1942).. From Longview to Phoenixville, Pennsylvania it is 1,496 miles long and 24" in diameter. 358,000 tons of steel were used in the pipeline.
2. The pipeline crossed 8 mountain ridges and 30 rivers and tributaries.
3. The project took 350 days.
4. 15,000 men worked on the pipeline.
5. There are 220 miles of feeder lines from the East Texas oil field to the Longview intake.
6. There are 27 main-line pump stations from Longview to Phoenixville, PA, with each valve weighing 8 tons. These same pumps, with modifications are in use today pumping gas instead of crude oil.
7. The crude oil moved at 5 miles per hour, taking a barrel of oil twelve days to complete the journey.
8. The amount of oil delivered daily averaged 317 barrels.
9. Prior to Pearl Harbor, Texas oil (and East Texas oil) was shipped to the large refineries in the East by railroad tank cars, tankers and barges. After the United States entered World War II German submarines sank an average of 3 oil tankers a day in the Gulf of Mexico and off the East Coast of the U.S. (The civilian population of the U.S; was unaware of this drastic problem, although Secretary of the Interior, Harold L. Ickes, foresaw this development and in 1940 advised President Franklin D. Roosevelt that a pipeline must be constructed to counter this event.)
10. When East Texas oil arrived at the storage tanks in Pennsylvania, New Jersey and New York the tanks were almost empty.
11. The total amount of crude oil supplied to the East Coast refineries in the last two years of World War II was 262 million barrels.
12. Without the Big Inch pipeline and our East Texas oil the story of the European part of World War II would have been different. As it was the Allies never were without gasoline for the airplanes, tanks and other vehicles.

Prepared for Judge Mickey D. Smith, 3-29-2001
Norman Black, D.D.S.