

APPENDIX C

Editor's note: The following presentation was written by C. A. Warner in 1958 and delivered in Austin the same year at a Southwest Historical Association meeting. Though much of the material in this presentation duplicates information contained in the main text, it also contains data gathered after the writing of the main text. It is for this reason that the piece is included here.

THE OIL INDUSTRY IN TEXAS SINCE PEARL HARBOR

The impact of Pearl Harbor on the oil industry of Texas was as pronounced and as far reaching as it was on the youth of our state. The change from a nation at peace to one at war was instantaneous and it brought with it a necessity for the immediate revamping of all branches of the industry. Maximum production had to be established and maintained with the minimum expenditure of steel and of highly skilled man power; such production had to be moved efficiently and with least possibility of loss to refining centers; refinery out put had to be adjusted radically, and the production of aviation gasoline, of aviation lubricants capable of successful use in any climate, and of toluene, butadiene and other highly specialized products took priority over the then less essential products normally more required in peace time.

On December 23, 1941, the Office of Production Management, on the specific recommendation of the Office of the Petroleum Coordinator, issued General Preference Order M-68. This order was the first of many which affected directly the entire oil industry, tout all were calculated to assure an ample supply of petroleum products to the armed forces of the government and to industry behind those forces.

Immediate plans were developed for the rapid and safe transportation of more oil and products toy pipe line to Mid-Continent and eastern refining centers, and construction work was started under the supervision of the most skilled pipe line men. The first project completed permitted the movement in December 1942 of approximately 25,000 barrels of gasoline per day from the Port Arthur area to Mississippi River terminal facilities at Helena, Arkansas. This project involved the construction of a 10-inch line from El Dorado, Arkansas to Helena, and the reversal of existing lines from the El Dorado-Shreveport area to the Port Arthur area. Construction proceeded rapidly on the "Big Inch" the "Little Big Inch" and on other projects, and within 17 months from Pearl Harbor Day facilities had been completed for the movement north and east from Texas of approximately 150,000 barrels of products and approximately 350,000 barrels of crude oil daily. Before the end of the war these facilities had been expanded to where approximately 800,000 barrels of oil and products were being moved