Project No. 1

By expansion and reversal of existing pipe lines, crude oil deliveries to Illinois increased by 40,000 barrels daily, of which about 27,000 barrels will reach the East Coast through added connecting links, expansions and reversal:

Part A—To increase movement from Texas into Oklahoma, The Texas Pipe Line Company converted and reversed 8-inch line from Port Arthur to Dallas; installed pump station at Waxahachie, Texas; increased capacity between Dallas and Stuart, Oklahoma, by about 21,000 barrels daily through laying of 69 miles of 10-inch and 43 miles of 8-inch second-hand-pipe loops.

Stanolind Pipe Line Company increased capacity between Graford, Texas, and Healdton, Oklahoma, by laying 54 miles 12-inch loops and installing pump station at Devol, Oklahoma.

Part B—To increase movement from Oklahoma and Kansas to Illinois, Stanolind installed superchargers to increase capacity between Kansas and Illinois.

Texas-Empire Pipe Line Company increased capacity between Kansas and Sheldon, Missouri, by 14,000 barrels daily through construction of pump stations at Valley Center and Hiattville, Kansas; increased capacity 30,000 barrels daily between Sheldon and Heyworth, Illinois, by new station at Centralia, Missouri, and installation of additional pumping equipment at intermediate stations.

Ajax, Shell and Stanolind all replaced several river crossings to improve their Oklahoma to Illinois systems.

Part C—To increase movement from Illinois eastward, Buckeye Pipe Line Company boosted capacity between Mantua, Ohio, and Cooks Ferry, Pennsylvania, by 5000 barrels daily through installation of additional pumping equipment.

Illinois Pipe Line Company laid 152 miles of 8-inch loops across Ohio.

Tuscarora Oil Company reversed gasoline line between Bayway, New Jersey, and Negley, Ohio, and converted to crude oil. It handles 20,000 barrels daily, 15,000 barrels from Illinois Pipe Line and 5000 barrels through existing facilities of Buckeye and National Transit Pipe Lines via Bear Creek, Pennsylvania.

Tide Water expects to increase capacity by additional 2000 barrels daily between Rixford, Pennsylvania, and Bayway, by enlarged station at Green Brook, New Jersey. Completion expected March 15.

Southern Pipe Line Company by increasing pressure and construction of two new stations, one of which is completed, expects to handle additional 5000 barrels of oil.

Project No. 2

Petroleum product deliveries to East increased by 30,000 barrels through increase in capacity of Plantation line from 60,000 to 90,000 barrels daily, and extension of line further east and also extension of line westward to assure sufficient supplies:

Part A—Bayou Pipe Line Company in January, 1943, completed laying 80 miles of 8-inch between Houston and Beaumont, and 212 miles of 10-inch second-hand pipe between Beaumont and Baton Rouge, and was constructing 51 miles of 8-inch feeder lines to Baytown. All stations will be completed by March 1, at which time line will attain capacity of 60,000 barrels daily delivered to Plantation at Baton Rouge.

Part B—Fourteen additional stations completed on Baton Rouge to Greensboro original Plantation line in January, 1943, to boost capacity from 60,000 to 90,000 barrels daily.

Part C—Extension of Plantation line from Greensboro to Richmond, Virginia, with 175 miles of second-hand 8-inch pipe, scheduled for completion March 15. Capacity 30,000 barrels daily.

Project No. 3

To increase product shipping capacity from Illinois eastward:

Sun-Susquehanna line pumping 15,000 barrels from Cleveland to Eastern Seaboard after being reversed.

Shell enlarged its line from Zionsville, Indiana, to Lima, Ohio, by installing pump station at Muncie, Indiana.

Ohio Emergency Link between Tiffin and Akron to provide means of connecting Shell and Sun-Susquehanna lines is under construction. It will require 82 miles of second-hand pipe. This will provide a winter route. Meanwhile, Shell has been delivering products to Toledo for movement by lake tankers and barges to Cleveland and thence eastward through reversed Sun-Susquehanna system. Emergency link due to be completed shortly.

Project No. 4

To increase pipe line capacity in East to handle enlarged barge deliveries:

Keystone (Atlantic) reversed and converted its 280-mile product system between Philadelphia and Pittsburgh and is now pumping 26,000 barrels daily east.

Keystone line to Buffalo originally was scheduled to be reversed, but later abandoned as not justified because of lack of supply.

Sinclair 6-inch 15,000-barrel line from Steubenville, Ohio, to Philadelphia, nearly completed.

Project No. 5

Increasing deliveries of products to East by making deliveries on Mississippi River to shorten barge distance. All work on this project completed:

Gulf Refining Company reversed and converted crude line to move products from Port Arthur, Texas, to El Dorado, Arkansas. Line being looped with 125 miles of 6- and 8-inch.

Magnolia Pipe Line Company reversed and converted oil line to ship products from Benton Junction, Louisiana, to El Dorado, Arkansas.

The Texas Pipe Line Company reversed 190-mile 8-inch 20,000-barrel line between Shreveport and Port Arthur, and connected it to above Magnolia line by laying 15-mile extension from Bossier City to Benton Junction.

Project Five Pipe Line Company constructed 158-mile line from El Dorado to Helena, Arkansas, using 10-inch second-hand pipe. Line scheduled to be at full capacity of 55,000 barrels daily by February 15. From Helena shipments go by barge up Mississippi and Ohio rivers.

Project No. 6

For construction of 20-inch crude oil line from East Texas to Illinois. This project was held in abeyance in favor of Project No. 8, which was the big-inch pipe line, and also Project No. 9 which would provide for 20-inch product system from East Texas to Atlantic Seaboard.

Project No. 7

Construction of new products pipe line from East Texas to Paducah, Kentucky, or Memphis, Tennessee, to be supplied by reversal and conversion of several crude oil lines from East Texas to Houston. This project has been held in abeyance in favor of Project No. 9.

Project No. 8

Construction of new 24-inch line from East Texas to Southern Illinois and extension to New York and Philadelphia refinery centers. This is the so-called big-inch pipe line, to move 300,000 barrels daily from Texas to East Coast:

War Emergency Pipe Line, Inc., finished laying 522 miles of 24-inch pipe between Longview, Texas, and Norris City, Illinois, in January, 1943. Line was immediately placed in operation at part capacity due to all stations not being completed. Full capacity of 300,000 barrels daily not likely to be reached before March. It will handle fuel oil and crude oil. At Norris City, oil will be transferred to barges, tank cars and other pipe lines for shipment eastward until second section (see below) of line is completed. Due to shorter haul the Texas-Illinois section expected to improve deliveries east by 100,000 to 150,000 barrels daily. Plans for building the line were finished in spring of 1941, but WPB did not give approval until June, 1942, and then only on Texas-Illinois section. War Emergency Pipe Line, Inc., also constructed the following crude oil gathering system in East Texas: 5 miles of 24-inch; 3.3 miles of 16-inch; and 13 miles of 10-inch. In addition the following product gathering system was built in East Texas: 31 miles of 16-inch, and 19 miles of 10-inch.

War Emergency Pipe Line, Inc., in January, 1943, started construction of 857-mile 24-inch system from Norris City, to New York and Philadelphia refining centers. This will provide 300,000-barrels-per-day 24-inch carrier all the way to the Atlantic Seaboard when completed about June, 1943. Construction of this extension of 24-inch line was approved by WPB on October 27, 1942.

Project No. 9

Conversion of 20-inch crude line listed under Project No. 6 and extension to East Coast. This project was held in abeyance in favor of Project No. 8 big-inch line. With East Coast situation extremely critical in late 1942, PAW filed application for construction of this line with WPB. Good possibility line may be constructed after big-inch line finished. There also is some talk of increasing size from 20-inch to 24-inch. Line would be furnished through conversion and reversal of several lines between Houston and East Texas field.

Project No. 12

A products line across northern Florida to connect intercoastal canals along Gulf of Mexico and Atlantic Seaboard:

Trans-Florida Pipe Line Company expects to complete by February 15 an 8-inch 202-mile second-hand system between Carrabelle and Jacksonville, Florida. Capacity will be 35,000 barrels daily.

Project No. 13

To furnish crude to Houston refineries lost as result of diverting East Texas oil into big-inch line:

Sinclair Refining Company laid 160 miles of second-hand 8-inch between Corpus Christi and Damon Mound, near Houston. It handles 20,000 barrels daily, and was completed in January, 1943, also.

Project No. 14

To bring special Louisiana crudes to Texas refineries for production of war products:

The Texas Pipe Line Company now laying 268-mile combination 8- and 10-inch system with second-hand materials from Paradis, Louisiana, through Erath to Port Arthur. Line will have minimum capacity of 20,000 barrels daily with a maximum capacity of 45,000 barrels. Due to be completed in February, 1943.

Project No. 15

To provide additional fuel oil and gasoline for northwest area of District 2:

Great Lakes Pipe Line Company constructed 60 miles of 6-inch line between Drumright-Cushing and Barnsdall, Oklahoma. This was feeder line to three refineries in Drumright-Cushing area. This provided 10,000 barrels additional for Kansas City area.

Great Lakes relocated pumping equipment on main line to increase capacity by 11,000 barrels from Kansas City to Des Moines and by 5500 barrels from Des Moines to Minneapolis.

Other Government Projects

East Texas to Houston-Beaumont Reversals—To supply fuel and crude to big-inch line, two or three lines that have heretofore pumped oil from East Texas to Houston-Beaumont refineries may be reversed. Contemplations considering Sun's 132-mile 10-inch to Beaumont; Pan American's 205-mile 12-inch to Houston; and Shell's 208-mile line to Houston.

Corpus Christi-Houston—To replace East Texas oil at Houston-Beaumont refineries, due to big-inch takings, an additional carrier from Southwest Texas will be provided through conversion of United Gas Company's 150-mile gas system. It will be extended from Pierce Junction to Houston, a distance of 15 miles. Defense Plant Corporation has purchased the system and named Humble Oil & Refining Company agent. Conversion is expected to be completed by May 1. The line, which consists of 58 miles of 14-inch and 92 miles of 16-inch, probably will bring some fuel oil from Corpus Christi refineries to Houston so it can be diverted to East Texas for the big inch line.

Government-Industry War Emergency Pipe Line Projects

Project 1

Increased crude movements north and east from Texas by enlargement of existing systems and reversing of Tuscarora line. Movements to Illinois increased by 40,000 barrels a day, of which 27,000 barrels a day reach eastern refineries. All industry financed at estimated cost of $5,000,000. Work started in 1942, some parts finished in that year; all parts completed in early 1943.

Part A—Texas into Oklahoma: Capacity of Texas Company line from Port Arthur to Stuart, Oklahoma, increased, and line reversed. Capacity of Stanolind line from Graford, Texas, to Healdton, Oklahoma, increased; connecting line to Hewitt, Oklahoma, built by Oklahoma Pipe Line Company.

Part B—Oklahoma and Kansas to Illinois: Capacity of Texas-Empire between Cushing, Okla., and Chicago, Ill., increased. Capacity of Stanolind line from Kansas City, Mo., to Chicago, increased. Capacity of Ajax line from Tulsa to Wood River, Ill., increased. Several river crossings replaced by Shell and Stanolind.

Part C—Illinois to East Coast: Capacity of Buckeye line between Mantua, Ohio, and Cooks Ferry, Pa., increased. Illinois Pipeline laid 152-mile 8-inch line parallelling the Lima-East Sparta, Ohio, line. Tuscarora's line between Negley, Ohio, and Bayway, New Jersey, reversed and converted to crude oil service. Capacity of four lines (National Transit, Northern, Tide Water, and Southern) in Pennsylvania increased.

Project 2

Plantation Pipe Line Projects to increase product movement to East. Work started in 1942, completed in early 1943.

Part A—Bayou Line: Bayou Pipe Line Company constructed 304 miles 10 and 8-inch between Baytown, Texas, and Baton Rouge, Louisiana, to feed 60,000 barrels a day of products to Plantation line. Privately financed at estimated cost of $7,400,000. Contractors: I. C. Little Company on 10-inch between Port Neches and Baton Rouge; O. R. Smith Construction Company on 8-inch between Baytown and Port Neches, and on 6-inch feeders.

Part B—Plantation Capacity Increased between Baton Rouge, La., and Greensboro, N. C., by installation of 14 new booster stations. Capacity increased from 60,000 to 90,000 barrels per day. Privately financed at estimated cost of $4,000,000.

Part C—Construction of 175-mile extension of plantation line from Greensboro to Richmond, Va. Capacity 28,000 barrels daily. Government financed at an estimated cost of $4,500,000.

Project 3

Shipping Capacity from Illinois eastward increased: An 82-mile 8-inch line constructed from Tiffing to Doylestown, Ohio. Capacity 20,000 barrels per day. Government financed at estimated cost of $1,200,000.

A 29-mile extension laid by Standard of Ohio to Randolph, Ohio, to connect with reversed Sun-Susquehanna line between Philadelphia and Cleveland. Capacity 15,000 barrels daily.

Standard of Ohio, Shell and Standard of Indiana made necessary extensions, connections and rearrangements to provide a through products line from Wood River, Illinois, to the East Coast.

Work on all projects started in 1942, completed in 1943.

Project 4

To Increase Pipe Line Capacity In East: All industry financed at estimated cost of $1,700,000. Work started in 1942, completed in 1943. Consisted of following:

Part A—Increased lake tanker movement into Buffalo for delivery through gasoline lines into New York State. Buffalo-Keystone line between Buffalo and Rochester reversed.

Part B—Keystone-Atlantic gasoline line from Philadelphia to Pittsburgh reversed and converted to crude service. Capacity 25,000 barrels daily.

Part C—Construction of 110-mile extension of Sinclair's Philadelphia-Pittsburgh products line to Steubenville, Ohio. That part of line from Schaefferstown, Pennsylvania, to Steubenville, Ohio, reversed to eastward service. Capacity 12,000 barrels a day. Branch from Schaefferstown to Baltimore, Md., was extended to Washington, D. C.

Project 5

Helena Line: Construction of 158-mile 10-inch products line from El Dorado to Helena, Arkansas. Capacity 55,000 barrels a day. Privately financed at estimated cost of $3,700,000. Contractors: Williams Bros. Corp.

Two lines from Port Arthur, Texas, were reversed (one of which was converted) and numerous extensions laid to provide adequate feeder capacity at El Dorado. From Helena products are barged up the Mississippi and Ohio Rivers to the Cincinnati-Pittsburgh area for transshipment by tank car to East Coast. All work completed in 1942.

Projects 6 and 10

"Little-Big-Inch" Products Line: War Emergency Pipe Line, Inc., in 1943 commenced construction of 20-inch products line from Beaumont, Texas, to East Coast. Work almost completed by end of year. Government financed at estimated cost of $75,000,000. Consisted of 1640 miles of new construction, including 61-mile line from Beaumont to Baytown, 60 miles of feeder lines connecting refineries in Baytown area, 51 miles of lines in Beaumont area, and delivery lines in the New York Harbor area. Capacity 235,000 barrels a day of gasoline. Contractors: Williams Bros. Corp.; Sharman & Allen; N. A. Saigh Co.; Winston-Guthrie & Brown; B. & M. Construction Co.; Oil States Construction Co.; Swinerton & Walberg; Sheehan Pipe Line Construction Co.; Midwestern Engineering & Construction Co.; J. C. Truman Construction Co.; Ray L. Smith Construction Co.; C. S. Foreman Co.; Bechtel-Dempsey Co.; O. C. Whitaker Co.; I. C. Little Co.; Oklahoma Contracting Co.

Project 8

"Big-Inch" Crude Oil Line: War Emergency Pipe Line, Inc., 24-inch crude line from Longview, Texas, to New York-Philadelphia area. Government financed at estimated cost of $95,000,000. Started in 1942, leg from Longview to Norris City, Ill., put in operation in January, 1943, and leg from Norris City to East put in operation in early August, 1943. Consists of 1253 miles of 24-inch pipe, 111 miles of 20-inch pipe, and an extensive feeder system. From Phoenixville, Pa., 20-inch extensions to both Philadelphia and

Linden, New Jersey, from which points refineries are served by short delivery lines. Capacity of system 300,000 barrels a day. Contractors: Williams Bros. Corp.; Dempsey Construction Co.; Oklahoma Contracting Co.; Anderson Brothers; C. S. Foreman; Sheehan Pipe Line Construction Co.; Ray L. Smith; Betchel & Dempsey; O. C. Whitaker; I. C. Little; Midwestern Engineering & Construction Co.; Exeter Construction Co.; Ford, Bacon & Davis.

To feed the "Big-Inch," War Emergency Pipelines built 50 miles of short links to handle different grades of crude, and four companies (Sun-Stanolind, Pan American, Shell and Atlantic) reversed their lines from East Texas field to Gulf Coast. Several other projects in Texas either feed 24-inch line or replace crude going into it.

Project 12

Trans-Florida Line: A 200-mile 8-inch line built from Carrabelle to Jacksonville, Florida, Government financed at an estimated cost of $4,200,000. Capacity 26,000 barrels a day. Line fed by barge on Gulf Intracoastal Waterway. Work started in 1942, completed in 1943. Contractors: Anderson Bros. laid line; Anderson Bros. and Fredell Construction Co. salvaged and reconditioned pipe from old system in Texas.

Project 13

Sinclair's Corpus Christi to Houston Line: 150-mile 8-inch new line from Corpus Christi to Damon Mound, Texas, to supply Southwest Texas crude to Houston refinery area to replace crude diverted from East Texas to "Big-Inch." Privately financed at estimated cost of $3,000,000. Capacity 25,000 barrels daily. Work started 1942, completed 1943. Contractor: O. C. Whitaker.

Project 14

Texas Pipe Line Company's 266-mile 8-inch and 10-inch new line from Paradis, Louisiana, to Port Arthur, Texas, to bring special Louisiana crudes to Texas' refinery for manufacture of butadiene and 100-octane gasoline. Privately financed at estimated cost of $5,500,000. Capacity 45,000 barrels a day. Work started in 1942, completed 1943. Contractors: Sharman & Allen; N. A. Saigh Company.

Project 15

Products Line from Cushing to Barnsdall, Okla., and Increased Capacity for Great Lakes Pipe Line: 65 miles of new feeder lines from Cushing-Drumright area to Barnsdall to connect with Great Lakes Pipe Line extending to Minneapolis and Chicago. Privately financed at estimated cost of $1,000,000. Capacity 10,000 barrels a day. Line subsequently purchased by Great Lakes company, which handles this additional gasoline through installation of 8 new booster stations between Kansas City, Kansas, and Minneapolis. Completed in 1942.

Project 16

Southwest Emergency Pipe Line: Purchase, reconditioning and conversion to crude serve of 150 miles of 14-inch and 16-inch natural gas line from Refugio to Pierce Junction, Texas. Construction of 26-mile 12-inch extension from Pierce Junction to Deer Park, 8 miles of line to connect with Shell's refinery at Houston, terminal facilities at Houston, and 3 miles of 12-inch line at Refugio. Government financed at an estimated cost of $7,225,000. Capacity 75,000,000 barrels a day. Contractors: O. C. Whitaker; Williams Bros.

Five lines from Refugio to Corpus Christi, Ingleside and Harbor Island reversed or extended to feed Southwest and West Texas crude to Refugio. West Texas crude brought to Ingleside and Harbor Island from Kemper, Texas, through Humble Pipe Line. Crude transported from Houston through reversed Pan American and Shell lines to 24-inch "Big-Inch" line. All work completed in 1943.

Project 17

Sinclair's Houston to Huffman Line: A 29-mile 12-inch new line built from Houston to Huffman. Privately financed at estimated cost of $900,000. Capacity 50,000 barrels a day. Sinclair's line from Huffman to Smiths Bluff, Texas, where it connects with Atlantic's reversed line from Atreco to Longview, reversed. Completed in 1943. Contractor: O. C. Whitaker.

Project 18

Crude Line from Southeastern Louisiana to Baton Rouge: Standard of Louisiana constructed 109 miles of 6-inch, 8-inch and 10-inch main line and 24 miles of feeder lines from Golden Meadows field and other South Louisiana fields to Baton Rouge refinery. Privately financed at estimated cost of $1,500,000. Capacity 15,000 barrels a day. Completed 1943. Contractor: Sharman & Allen.

Project 19

Enlargement of Stanolind's Crude Line Between Mexia, Texas, and Humboldt, Kansas: Installation of additional pumping equipment and 139 miles of 8-inch and 10-inch loops. Privately financed at estimated cost of $1,600,000. Capacity of system increased by 20,000 barrels a day. Completed in 1943. Contractors: I. C. Little; Jones & Brooks.

Project 20

Products Line from East Chicago, Indiana, to Toledo, Ohio: Sinclair has under construction a 250-mile 8-inch 30,000-barrel per day products line. Privately financed at estimated cost of $6,000,000. Line will eliminate tanker movement via Lake Michigan and other waterways to Toledo.

Project 21

Stanolind's West Texas to Drumright, Oklahoma, Line: Construction under way on 385-mile 16-inch crude line from Slaughter field, West Texas, to Drumright, Oklahoma, to connect with existing lines extending north to Chicago and St. Louis refinery areas. Privately financed at estimated cost of $7,600,000. Capacity 65,000 barrels a day. Seven additional pump stations can be installed to boost capacity to 116,000 barrels a day. Contractors: I. C. Little; Sharman & Allen; Midwestern Engineers; O. C. Whitaker Co.

Project 22

Magnolia's West Texas to Corsicana, Texas, Line: Construction under way on 333-mile 12-inch line from Midland, Texas, to Corsicana, and on two 8-inch loops between Seminole and Midland which aggregate 46 miles. Privately financed at estimated cost of $6,000,000. Capacity 42,000 barrels a day. With installation of three additional stations capacity can be increased to 60,000 barrels a day. Contractors: Jones & Brooks; Williams Bros.; Oklahoma Contracting Co.

Project 23

Yale Pipe Line System in Wyoming and Montana: Construction of 37½ miles of 6-inch and 45 miles of 8-inch crude oil pipe lines connecting the Elk Basin and Frannie Fields with refineries at Laurel and Billings, Montana. Privately financed at estimated cost of $830,000. Capacity 15,000 barrels a day. Project not yet started, but approval given.

Project 24

Stanolind Line from Elk Basin to Casper, Wyoming: Plan 70-mile 8-inch crude pipe line from Elk Basin to Little Buffalo Basin field and 160 miles of 10-inch line from Little Buffalo to Casper, with one 15,000-barrel-per-day pump station at Elk Basin and one 22,000-barrel-per-day pump station at Little Buffalo Basin. Privately financed at estimated cost of $4,000,000. Capacity can be increased to 44,000 barrels per day with additional pumping facilities. Construction not yet started.

Government-Industry War Emergency Pipe Line Projects in 1944

Project 20

Products Line from East Chicago, Indiana, to Toledo, Ohio: Sinclair completed 250-mile, 8-inch, 30,000 barrels per day product line. Privately financed at cost of $6,000,000.

Project 21

Stanolind's West Texas to Drumright, Oklahoma, Line: Completed 385-mile, 16-inch crude line from Slaughter field, West Texas, to Drumright, Oklahoma, to connect with lines extending north to Chicago and St. Louis refinery areas. Privately financed at estimated cost of $7,600,000. Daily capacity, 65,000 barrels. Additional pump stations can be installed to boost capacity to 116,000 barrels per day. Contractors: I. C. Little, Sharman & Allen, Midwestern Engineers, O. C. Whitaker Company.

Project 22

Magnolia's West Texas to Corsicana, Texas, Line: Completed 333-mile, 12-inch line from Midland, Texas, to Corsicana and two 8-inch loops between Seminole and Midland totaling 46 miles. Privately financed at an approximate cost of $6,000,000. Capacity, 42,000 barrels daily with ultimate capacity of 60,000 barrels per day with the addition of pump stations. Contractors: Jones & Brooks, Williams Brothers, Oklahoma Contracting Company.

Project 23

Yale Pipe Line System in Wyoming and Montana: Completed 37½-mile 6-inch and 45-mile, 8-inch crude lines from Elk Basin and Frannie pools to refineries at Laurel and Billings, Montana. Privately financed at cost of $830,000. Capacity, 15,000 barrels daily.

Project 24

Stanolind's Elk Basin to Welch, Wyoming, Line: Completed 263-mile, 12-inch crude line from Elk Basin to Welch. Capacity 15,000 barrels a day. Contractor: I. C. Little, Sharman & Allen.

Project 25

Ohio Oil Company's Illinois to Indiana Line: Completed 105-mile, 8-inch products line from Robinson, Illinois, to Indianapolis, Indiana. Capacity 16,000 barrels a day. Contractor: Sheehan Pipeline Construction.

Project 26

Pan-American's Willamar to Port Isabel Line: Completed 24-mile, 8-inch oil line. Capacity 10,000 barrels. Contractor: J. W. France &

Project 27

Gulf Looping Program West Texas to East Texas Line: Completed 88-mile, 8 and 10-inch loops on main line between Judkins in West Texas and Big Sandy in East Texas. Capacity increased 11,000 barrels a day. Completed 28-mile, 8-inch line between Big Sandy and Longview with capacity 25,000 barrels. Contractor: Sharman & Allen.

Project 28

Texas Pipe Line Company: Completed 34-mile, 6-inch products line from Lockport, Illinois, to East Chicago. Capacity, 20,000 barrels a day. Contractor: Morrison Construction Company.

Project 29

Colonial Products in Massachusetts: Colonial Beacon Oil Company will complete in 1945, 35-mile, 4 and 6-inch products line from Everett to Dracut. Capacity, 18,000 barrels a day between Everett and Ealtham. Capacity, 7000 barrels a day between Waltham and Dracut.

Project 30

Stanolind Loops Oklahoma to Kansas: Completed 41-mile, 16-inch loops on main line between Drumright, Oklahoma, and Sycamore, Kansas. Capacity increased 10,000 barrels a day. Contractors: C. S. Foreman and Jones & Brooks.

Project 31

Utah's Colorado to Wyoming Connection: Utah Oil Refining Company completed 112-mile, 6-inch crude line from Craig District of Moffat County, Colorado, to connect with Utah's trunk line from Fort Laramie, Wyoming, to Salt Lake City at Wamsutter, Wyoming. Included 19-mile, 4-inch line from Iles to Craig. Capacity, 5000 barrels a day. Contractor: Eastern Construction Company.

Project 32

Elk Hills United States Naval Reserve Outlet: Three major companies have completed new outlets for Elk Hills reserve to the refineries in Los Angees at a cost of $1,911,462. Union Oil Company of California completed 9-mile, 8-inch line from Elk Hills to Midway. Capacity, 25,000 barrels a day. General Petroleum Corporation completed 20-mile, 6 and 8-inch lines at various points along the main line from Elk Hills to Torrance. Capacity, 5000 barrels a day. The Texas Company completed 58 miles of 10-inch from Elk Hills to connect with Valley Pipe Line at Cottonwood. Capacity, 20,000 barrels a day.

Project 33

Texas-New Mexico West Texas to Gulf Coast Loops: Construction of 5 loops totaling 30.2 miles of 12-inch crude line on main line from Crane to Houston is to be completed early in 1945. Capacity increase 7350 barrels a day. Contractor: Sharman & Allen.

Project 34

Gulf Permian Basin Outlet for Ellenburger: Construction started on 63-mile, 8-inch crude line from Gulf's Midland tank farm to Keystone-Ellenburger area of Winkler County with completion scheduled early in 1945. Contractor: Sharman & Allen.