

Since this letter 3 months have passed, and the oil situation has continued to grow more menacing. Even now it may be too late to initiate means for effective relief by the time the fall and winter fuel demand is upon us. However, a start right now can go far toward the desired objective.

This brings us to the main purpose of this letter, namely, a new application for project rating and priorities on steel for the rapid construction of the Tapco, independent crude-oil pipe line. It is proposed as the quickest means to afford, at least, partial relief to the oil situation in the Atlantic coast areas. Without doubt other channels must be provided and it is time to start on one project, and the quickest to be put in operation is the best. This points to Tapco.

Enclosed herewith is a memorandum, with covering letter addressed to me, prepared by Consulting Petroleum Engineer Vincent G. Shinkle. This memorandum provides a comparative analysis of the Tapco line and the 24-inch line proposed by the Office of the Petroleum Coordinator for War. The memorandum is self-explanatory.

Also enclosed for your convenience is another copy of the schedule accompanying our letter of January 6, 1942, hereinbefore referred to, covering the steel requirements for the Tapco pipe line. A survey made this week by our organization discloses that the steel pipe and equipment can be made available under suitable priorities.

Please receive this as our application for consideration for a project rating and priorities on steel and equipment. Should you desire I shall be glad to come to your office and discuss this matter with you.

Respectfully yours,

ALDACE F. WALKER,
Vice President, Trans-American Pipeline Corporation.

VINCENT G. SHINKLE,
New York, May 14, 1942.

Petroleum in all its branches, fuels and their utilization.

MR. ALDACE F. WALKER,

Vice President, Trans-American Pipeline Corporation, Washington, D. C.

MY DEAR MR. WALKER: Pursuant to your request, I have made an over-all analysis of two crude-oil pipe-line projects which have been before the Office of the Petroleum Coordinator for more than 10 months. A copy of this analysis is enclosed herewith. The many engineers and others with whom I have talked do not believe that the proposed 24-inch line from East Texas to the refining areas of New York and Philadelphia is economical or feasible from the standpoint of the war effort.

As opposed to this, there is the Trans-American crude-oil pipe line, which is fundamentally sound and which can contribute effectively, to the extent of its capacity, to the amelioration of the critical oil situation in the eastern seaboard.

It is not contended that the Tapco line is the only one that should be built, but it is recognized that, from the standpoint of the conservation of capital, time, excessive steel requirements, and economic consideration, the 24-inch line would not contribute in proper measure to the war effort.

It is recognized that if the Tapco 12 $\frac{3}{4}$ -inch line, with the capacity of 70,000 barrels daily, were built, it would, most likely, be looped. Subsequently, the loops might be connected so that there would be two lines with double the capacity above given.

Within the past few days I have been advised that oil, more than double the capacity of the Tapco line, is available for movement if the line were ready to receive it. Having brought the oil to Savannah or Charleston, it could readily be moved by barge, tank car, or shuttle tanker to the refining centers at Baltimore, Philadelphia, and New York.

As to procedure for the building of Tapco, it is recommended that the first section built be from the East Texas field to Vicksburg or other suitable crossing on the Mississippi. The distance is approximately 230 miles. This section can be built quickly, so as to make the oil available for movement up the Mississippi and Ohio Rivers. The line can then be extended eastward to the Atlantic coast. Western extension will follow as development and load conditions warrant.

The daily flood of press releases commenting on the serious oil shortage in the eastern seaboard, and the rationing, are but mockery when one realizes that those in authority have failed to avail themselves of one of the best means to remedy the situation of which they cry.