

Meanwhile, as the 1946-47 lawsuits were filed, the Louisiana Stream Control Commission (SCC) heard from oystermen and parish authorities, plus State scientists involved in the 1930s studies (primarily James Gowanloch, LA Wildlife and Fisheries, WLF). Oilfield inspections showed no apparent relation to oyster deaths. WLF held that there was enough evidence based on older 1930s works and litigation. In November of 1946, the SCC adopted a WLF resolution to stop the discharge of produced water (new), oil (already banned) and other wastes into the 16 coastal parishes' waters. In 1947, notices were sent to companies in potential violation of this resolution, and as a result, the Texas Company filed suit against the WLF commissioner (Texas Co. v. Montgomery) in which it challenged the constitutionality of the legislative act creating the SCC. While this suit was dismissed by the federal courts, stronger administrative challenges were put forth concerning procedural issues, the lack of scientific data or pollution standards to indicate regulations had been broken. These regulatory battles continued into the early 1950s, but by this time, sufficient scientific data indicated that the basic assumptions of oyster mortality were incorrect. The resolution was not carried forward into a final order, and a statewide ban on coastal produced water discharges did not occur until the 1990s.

THE PENNSYLVANIA GRADE CRUDE OIL ASSOCIATION'S RESEARCH PROGRAM TO 1960

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The Pennsylvania Grade Crude Oil Association (PGCOA) was founded in 1923 as a trade association of producers, refiners and jobbers. It addressed problems associated with the decline of Pennsylvania's Oil Region. The Association's earliest effort was a marketing program to promote the characteristics of the local petroleum and its product: a superior lubricant. It was followed with a policing program: legal cases against firms that sold other oils as Pennsylvania products.

By the end of the decade, the PGCOA added research to its mission. It signed agreements with Pennsylvania State College in 1929. In subsequent years, the Association entered into agreements with the U.S. Bureau of Mines, as well as other government agencies and privately run laboratories. In addition, the PGCOA operated a production research laboratory in Bradford, Pennsylvania, in cooperation with the Bradford District Pennsylvania Oil Producers Association.

Research covered several areas. The first was a program to develop tests for geographic origin of lubricants to support the policing program. The Department of Petroleum and Natural Gas Engineering at Penn State used its refining laboratory for this work, as well, as general research in the field. Next were tests of engines using Pennsylvania lubricants. Another focus was on production, including secondary and, later, tertiary recovery of oil.

By the late 1950s, financial problems led to the sale of the Bradford lab, and production research increasingly shifted to producing firms.

This paper traces the outline of this effort from its inception in the late 1920s through 1960. It is based largely on papers deposited at the Drake Well Museum Archives at Titusville as well as the Penn Brad Oil Museum and Bradford Landmark Society, both at Bradford. Additional material includes books and pamphlets published by Pennsylvania State College, state and national government agencies, and secondary sources.

TANK TRUCK PETROLEUM TRANSPORT DURING WORLD WAR II: AN ARMY MIGHT MOVE ON ITS STOMACH, BUT EVERYTHING ELSE RUNS ON OIL

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Prior to the World War II, ocean tankers moved over 95 percent of the oil shipped to the East Coast from the Gulf Coast. That supply link was seriously disrupted by German U-boats which found the slow moving tankers an easy target. The demand for alternative means of petroleum transportation utilizing rail, truck and pipelines was met through the combined efforts of government and industry. Transportation was never nationalized and intense intermodal competition was sidelined. Much has been written about how the oil and railroad industries adapted to wartime distribution. This paper will examine the role of tank truck transportation in support of the nation and the war effort.

The day after Japan attacked Pearl Harbor, two government agents knocked on the door of Sam Ninness who was vacationing with his family in the Pennsylvania Mountains. Ninness was told to prepare immediately for a flight to Washington DC to meet with Secretary of the Interior Harold Ickes to discuss tank truck petroleum transportation. Ninness, then vice-president of Leaman Transportation Company of