

Downingtown, Pennsylvania, was to spend the rest of the war in Washington where he served first as the Chief of the Petroleum Motor Carriers Section of the Office of Defense Transportation (ODT) and later in 1943, as the importance of tank truck transportation became more critical, as Associate Director of the Tank Truck Section of Petroleum and Other Liquids Transport.

Prior to the outbreak of World War II, the tank truck industry was made up of both private and common carrier fleets focused on short haul movements of petroleum products. Ironically, the small tank truck industry was called on to provide relief to its most significant competitor, the railroads, so tank cars could be dedicated to long-haul movement of oil to both coasts.

Niness, his assistant C. Austin Sutherland, publisher of Petroleum Transporter magazine, and many other experienced tank truck executives tackled the objective of ensuring maximum utilization of tank transport to meet civilian and military needs. ODT Tank Truck Committees were appointed in every state with most committees chaired by tank truck company executives.

The tank truck industry faced both regulatory and resource challenges in adjusting to its wartime role as primary domestic distributor of petroleum products to citizens and to the various industries that required petroleum products to produce goods and services to support the war effort. Oil transports ran around the clock to provide aviation fuel to airfields not served by rail. The regulatory challenges were met in part because Interstate Commerce Commissioner Joseph B. Eastman served as Director of the Office of Defense Transportation from December 18, 1941 until his death in March 1944.

Longstanding regulations were modified to allow maximum utilization of tank trucks. Perhaps the most important rule was ODT Directive #7 which provided that tank trucks be used in petroleum movements of less than 200 miles. This freed up the aging tank car fleet to move oil longer distances. One estimate reported by the Petroleum Administration for War was that one truck transport released an average of seven tank cars from short haul service.

Tank trucks were at the top of the list of materials approved for construction from precious metals such as steel and aluminum and, perhaps more importantly, for tires. Most rubber suppliers were under control of Japan and synthetic rubber was still under development. The War Production Board controlled who could purchase a new truck or trailer. Truck mechanics were charged with getting the most out of

equipment and tires. Eventually, the standard 2,000-gallon tank trailer was increased in size up to 8,000 gallons and states were urged to waive size and weight laws. On the human side, tank truck drivers were eligible for deferments as their skills were needed to move petroleum.

The petroleum industry, from exploration to refining to distribution, helped win the Second World War. Skillful adaptation of the tank truck as a tool of oil transportation contributed to that success. At war's end, the Army-Navy Petroleum Board of the Joint Chiefs of Staff said: At no time did the Services lack for oil in the proper quantities, in the proper kinds, and in the proper places.

**GUSHERS, SCIENCE, AND LUCK:
EVERETTE LEE DEGOLYER (1886-1957) IN
MEXICO, 1909-1919.**

Francesco Gerali

*National Autonomous Universidad de México - Geography
Institute*

f.gerali@igg.unam.mx; francesco.gerali@email.it

Paolo Riguzzi

*Colegio Mexiquense - Department of History
priguzzi@cmq.edu.mx; priguzzi@hotmail.com*

This presentation explores the geological analysis and field exploration of the Mexican oil deposits proposed by the US geologist Everette Lee DeGolyer (1886–1957) between 1909 and 1914. This subject is part of a wider research project in which business history and history of geology are both used to interpret the failure and the boom of the Mexican oil industry between the 19th and the early 20th century.

Until the early 1900s the knowledge of petroleum geology in Mexico was limited to a few contributions published by Ezequiel Ordonez and Juan Villarello, and some other mining reports commissioned by private firms, often restricted to company use only. A few years later, Mexico became an important training field for oil geology when many young US geologists, often fresh from the academy, started their careers there when hired by oil companies working in Mexico. Everette Lee DeGolyer led part of this new class of oil scientists, and the magnitude of his work in the oil regions opened the way for a relevant stream of investments in the Mexican oil territories.

The interest in oil geology grew in conjunction with the importance of the global oil market and the attempt of many countries to produce oil within their national boundaries.

Through the case history of Everett Lee DeGolyer, this paper aims to foster a debate on the role of the oil companies in financing the search for oil-bearing land and the benefit this search brought to the scientific community concerning petroleum geology.

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THE LITTLE REFINERY THAT COULD

Harvey Golubock

American Refining Group, Inc.

77 North Kendall Avenue, Bradford, Pennsylvania 16701

hgolubock@amref.com

KEYNOTE ADDRESS

Established in 1881, the American Refining Group's Bradford, Pennsylvania refinery is the oldest continuously operated refinery in the United States and the oldest in the world still refining crude oil. It is a success story, a celebration of achievement that has developed over 133 years of uncompromising commitment to quality, devotion to details, and an unwavering entrepreneurial spirit. It is the story of generations of people whose ancestors started this refinery with the pioneering spirit that has made this such a great country. Today Bradford, Pennsylvania, may be known only on the Weather Channel as the coldest spot in the nation, but long before the Weather Channel even existed, Bradford was the energy capital of the United States. Oil was not discovered in Bradford until five years after the first commercial well was drilled in Titusville in 1859, seventy miles west of Bradford. The Bradford oil fields however proved to be among the most prolific of the early finds. In 1881 over 83% of the crude oil in the United States came from Bradford. Much has been written over the years about the Bradford fields and the explosive growth of the oil industry in the region around the turn of the 20th century. The presentation will touch on the highlights of the past 133 years of the Refinery operations; especially the early history illustrated with many rare photographs.

ROBBING PETER TO PAY PAUL: A TALE OF TWO FIELDS

John A. Harper

5430 Fredanna Street, Pittsburgh, PA 15207

paleoharper12@gmail.com

In July 1884, a group of oilmen from Bradford, PA, fronted by William Kelly completed what they had hoped would be a producing oil well on the John Zimmerly farm in Hopewell Township 1.5 miles west of the present-day town of Aliquippa, Beaver County, PA. The well came is as a roarer, a gas well under high pressure. This well opened the New Sheffield gas field, and soon more wells followed, some with open flows exceeding 15 million cubic feet per day (Mmcf/gpd). Throughout the late 1800s, New Sheffield field expanded to both the northeast and southwest into adjacent townships, eventually becoming about 11 miles long and 4 miles wide at its widest. This made it the largest and most important gas field in the county, supplying natural gas to both residential and industrial customers in the Ohio and Beaver River valleys as far away as Youngstown, OH, and New Cumberland, WV. The Hundred-Foot sand at the top of the Upper Devonian Venango Formation was the primary reservoir. Near the southeastern edge of the field the gas was reported to have been oily. Overproduction due to a spate of new pipelines and an increase in consumption led to the field's beginning to decline around 1886, and by 1905 it was basically abandoned.

Meanwhile, in 1885, Kelly and his associates drilled a well on the McNamee farm in Hopewell Township on the southeast flank of the gas field and discovered oil. This opened the Shannopin oil field (sometimes called the Gringo field), which quickly became the center of attention in Beaver County. In August 1886, a well on the Marks farm at the little village of Gringo flowed 400 barrels of oil per day (BOPD). This was followed by two wells on the A. P. Morrow farm in the same area that flowed 2,160 and 1,080 BOPD, respectively, putting the Shannopin field solidly on the map. Because of its location near the best production, Gringo became an instant boomtown; Shannopin (now called South Heights) also flourished as a result of its location as both an Ohio River landing and a station on the Pittsburgh & Lake Erie Railroad. Production from the main part of the field initially was strong, with wells producing as much as 400 or 500 BOPD from the Hundred Foot sand. Overproduction and the resulting lack of rock pressure, however, resulted in the field beginning to decline as early as 1889. Re-pressuring of the reservoir by injecting natural gas began in 1913, which tripled production in some wells, but