

March 21, 1974

### BEGINNING OF STEEL TANK INSTITUTE

The Steel Tank Institute is really an offspring of N. R. A. days. In early 1933 President Franklin Roosevelt requested Congress to pass what was known as the National Recovery Act. The country was in a deep depression at the time and the purpose of the Act was to encourage business and to cut the unemployment rate. Chester Bowles became administrator.

Mr. Bowles issued many regulations which were effective immediately with fines for violations of the regulations. It was found necessary to form associations for the purpose of communications and to argue with him on regulations that were detrimental to the industry. He encouraged associations.

Three divisions of the Steel Tank Institute were formed, one known as Eastern, one Midwestern and one Western. Through cooperation of the divisions and the government, tank prices were established for each state.

The established price included freight prepaid to any part of the state. These prices varied because of location of steel mills and transportation.

In 1934 the Act was declared invalid by high court. Immediately the price structure was dropped and prices became competitive.

The Midwestern Division continued as an association which is now known as the Steel Tank Institute. The industry had many problems for it had a large growth from the early days of 1910 when there was less than 500,000 automobiles and trucks in the United States. Through cooperation with A. P. I. the National Board of Fire Underwriters and Underwriters Laboratory many regulations and ideas detrimental to the petroleum marketing industry were eliminated or softened.

When the United States became involved in World War Two, the executive secretary exerted much effort to get an allocation of steel for members of the steel tank industry who were not on war work. He was successful in getting a fair allocation, otherwise these plants would have been shut down.

In the early 1900s most gasoline was dispensed curb side from a 280 gallon or 550 gallon tank. Truck tank sizes were 415 gallon to 600 gallon capacity.

About 1915 filling stations began to appear, some by major oil companies and many by independents. Tank sizes and capacities varied greatly.

Due to the work performed through the years by Steel Tank Institute we now have many standards for the industry and regulations that are not detrimental to it.