PG&E Data Request No.:	NTSB_035-016-Amended-2		
PG&E File Name:	San Bruno GT Line Incident_D	DR_NTSB_035-016-A	mended-2
Request Date:	December 9, 2010	Requesting Party:	NTSB
Date Amended:	May 12, 2011	Requestor:	Operations (Gunther/Chhatre)

QUESTION 16

Who manufactured the pipe at the accident site, and the manufacturing process?

ANSWER 16 - AMENDED 2

Upon information and belief, the pipe at the accident site was most likely manufactured by Consolidated Western Steel Corporation in years 1948, 1949, and 1953. PG&E did not specifically purchase pipe from a manufacturer for the 1956 relocation project (hereafter referred to as Project # 136471 or Segment 180) but rather used pipe that it already had in supply from previous purchases of pipe. Between 1947 and 1957 PG&E purchased 320,065 feet of 30" pipe from Consolidated Western, 1,699 feet of 30" pipe from Basalt-Kaiser and 320 feet of 30" pipe from Pacific Pipe for a total of 322,084 feet. An accounting balance of the 30" pipe purchased and installed during this time frame has been completed and indicates that the pipe purchased was sufficient to supply all of PG&E needs during this time frame.

There are some specific characteristics of the pipe observed during the NTSB Metallurgical investigation that lead to the conclusion that the pipe was most likely manufactured by Consolidated Western in years 1948, 1949 and/or 1953. These characteristics were cross referenced against (1) PG&E historical records (2) inspectors notes (3) the ASME Research Report CRTD – Vol.43 entitled "History of Line Pipe Manufacturing in North America," (4) camera inspection images (5) a photograph from the NTSB metallurgical investigation of the failed section of pipe. The characteristics and analysis are set forth below as follows:

1) The Presence of A Brand and Diameter Stamp Likely Identify Some Sections of Segment 180 as Consolidated Western Pipe.

According to the ASME Research Report referenced above, Consolidated Western branded its pipe in a manner consistent with numbers engraved just north of the ruptured section of pipe. The ASME Report provides, in pertinent part:

In addition, when most CW pipe skelp was rolled on the skelp mills it was common to use an engraved roll in the last stand of the mill, resulting in a brand located 180 degrees from the weld. In both the lap weld and the CW cases, the name of brand recurred at an interval reflecting the diameter of the engraved roll.

ASME Report, Vol. 43, History of Line Pipe Manufacturing in North America, Page 8-3

The removed pipe that was shipped to the NTSB showed evidence of metal stamping on the North end of the ruptured segment. Although not oriented 180 degrees opposite the long seam weld as stated in the report, the following picture appears to be evidence of the same type of "brand" stamp referenced above:



2) Accounting Balance of the 30" Pipe Purchased and Installed Suggests Pipe Purchased In Connection With Installation of Lines 153, 131 and 132

As set forth in response to NTSB 035-002, PG&E believes the possible sources for the pipe used on the 1956 relocation of L132 (Project # 136471) came from left over pipe from the construction of:

- 1) L153 constructed in 1949 on job 100099
- 2) L131 constructed in 1954 on job 123902
- 3) L132 in 1948 on job 98015

Records show that the pipe used in the construction of the above referenced pipelines was manufactured by Consolidated Western Pipe in their Maywood California plant up to May 1949 and after that date in their South San Francisco plant. [The detailed explanation for this follows but first it should be noted that, per the CPUC directive of December 16, 2010, PG&E has reduced by 20% of MAOP all 30 inch diameter pipelines installed prior to 1962 that have not had a hydro test on the pipeline in the field.]

L153

PG&E retained Moody Engineering to inspect Consolidated Western's pipe manufacturing process in connection with Purchase Order Number 7R66858 which was intended for the Installation of L153. According to the inspection report a "shipment serial number was assigned to each piece, and painted on the inner surface of each end, together with the length, the O.D. and the wall thickness. The wall thickness was indicated by the number 12."

The NTSB Metallurgical group uncovered painted numbers on the inside of the pipe immediately adjacent to the ruptured segment resembling 1299?*-12. This partial number is consistent with the described serial numbers in the Moody Engineering Report. Camera inspection images of other sections in Segment 180 revealed multiple three, four and five digit numbers followed by -12-30 (1513-12-30, 12773-12-30, 12763-12-30), which is also consistent with the Moody Engineering Report.

* The digit here appears to be either a 7 or 1 but is not clearly discernable.

L131

A portion of the joint numbers on the pipe installed in 1956, match Pipe Tally Sheets for a second Consolidated Western purchase order in 1953. This pipe was purchased for the construction of L131 on job #123902 P.O # 7R 182222. The job documentation shows this pipe being transported from Bituminous Products in Richmond, CA, (a common coating contractor), to a warehouse in Emeryville. The pipe tally sheets for joint numbers and the length of the joints exactly match the joint numbers and footages observed by the camera inside the pipe on Segment 180 and job 136471. These numbers are in a different format than the previous joint numbers. They consist of a T-XXX then a pipe footage such as "T505 64.20".

L132

The 1948 installation of L132 on job 98015 resulted in excess pipe that was moved to various jobs and placed into the materials warehousing system. Pipe tally sheets for this job, which reflect the joint numbers and footages of all the joints installed on the original job, have been compared to the camera inspection images of the original 1948 pipe installation near the rupture location, (Segments 181, 182.6, 182.9). At

least one of these joint numbers matches up to joint numbers observed inside the pipe on Segment 180 job 136471* This indicates that at least some of the pipe installed on the 1956 job was originally purchased in 1948 on job 98015.

As an additional check of the pipe purchases, PG&E analyzed the balance of all 30" pipe purchased between 1944 and 1960. (FootageBalance-30-22Dec10.PDF) The results of this balance indicate there was sufficient pipe in the system to construct the 1956 job 136471. It appears that Project # 136471 drew down the pipe stock resulting in additional pipe being purchased in 1957. This further supports the conclusion that the pipe for the 1956 project was pulled from the materials warehouse system and was likely a combination of pipe from job 98015, 100099 or 123902.

* The footage number inside the pipe is difficult to discern but appears to be either 29.82 or 29.87.

3) NTSB Metallurgical Photograph Suggests Manufacturing Sequence Consistent With Consolidated Western Manufacturing Process.

In the following photograph of a metallographic specimen of the broken seam weld taken during the NTSB metallurgical investigation, only the outside seam weld (OD bead) is seen to exist. There is no evidence of an internal seam weld (ID bead). Assuming that the manufacturing process called for DSAW line pipe, this suggests a manufacturing sequence where the outside seam weld was intended to be welded first, followed by the inside seam weld.

An historical review of the manufacturing process of multiple DSAW line pipe manufacturers revealed that most manufacturers of DSAW line pipe welded the ID bead first, followed by the OD bead. Consolidated Western Steel Corporation, Republic Steel (Gadsden, AL plant) and the National Tube (McKeesport, PA plant) were the only DSAW line pipe manufacturers known to have welded the OD bead first. This strongly suggests that the failed section was manufactured by Consolidated Western as PG&E has located no records of 30" pipe purchases from either Republic Steel nor National Tube during the relevant time frame.

March Marc											Lin			Footage	Net Old					
Page 12 Nation Page	Job	Р	Privileged and Confidential -			Footage	Footage	Footage				Net New	Footage			Available			Date	
1.00	Number Line	e D	Description	Manufacturer	Ordered	Ordered	Manufactured	Installed	Transferred In	Transferred Out	30" pipe	Pipe	Salvaged	in place	True Up	Pool	Start Date	Date	Complete	
1965 1975																				
Part	73429	132 M	Milnitas to Sierra Vista				0	434				-434			0	450	Feh-44	Dec-44	Dec-44	
Part	70120	.02	mphas to olong viola					101				101				100	100 11	500 11	500 11	Installed just before 98015. Odd sizes of roughly 30" pipe and un-expanded pipe
200 100		In	nstall Sierra Vista North &																	were ordered.(PO 7R 52365). For 29" unexpanded pipe, 94 ft installed, 221 ft
1999 1999	85737	132 L	.147, PO 7R 52365	Consolidated	8-Aug-47	7	493	244		251		-2			0	448	May-47	Nov-47	Nov-48	transferred to 82999
Chapter Color Co	00000	404	antinah ta Manah Odi					407	004			0.4				400	lum 47	No. 47	D 40	
Column C	82999	131 A	Antioch to Marsh Crk					187	221			34				482	Jun-47	NOV-47	Dec-48	Some small discrepencies in the footage manufactured, 320 ft additional
Description Contract Contra		0	Original install 132 north, 3/8																	purchased (PO 7R 69294) from Pacific Pipe July 21, 1948 and Dec 2, 1948, JV
Bill And Marke Marker Description 1		w	vall 7R61963, 5/16 wall																	2368ft to Division using same job#, 360 ft for experimental wrapping. Some pipe
18 18 18 18 18 18 18 18	98015			Consolidated	Mar-48	100683	100683	93688	0		_		0	0	0		Aug-48	Dec-48	Dec-48	serial numbers as high as 8176 in 25 Oct 1948.
March Marc	101770						0	145		0	_	2866			0		Oat 40	Dec 40	Jan-49	Late 1948 and early 1949 transfers to sub store at 50th Ave.
1985 1985	101779	13	9th Ave Oakland				U	145	280	U		135			U	3023	Oct-48	Dec-48	Jan-49	
1998 1998 1998 1999	100989	In	nstall semi-high Oakland				0	62	62	0	c	0	0	0		3023	Oct-48	Jan-49	Jun-49	
Comparison 15 PO 77 15 PO 78 15 PO 7	102047	131 2	miles west of Livermore				0	196	216	20	C	0	0	0	0	3023			Jun-49	L131 Irvington to Livermore section, used as casing pipe
Comparison 15 PO 77 15 PO 78 15 PO 7		_					_								_					
Digital analysis of 150 PC 76 Digital analysis of 150 PC 7		5	0th Ave Holder Pipe Storage				0		932		С	932			0	3955			Jul-50	
Cyant investment 15 to 70 No.																				6 nigges welded dinned steel nine from Montague Pine and Steel Co. (PO 7P-
		0	Original installation 153 PO 7R																	84407) same as California Steel. 1800 ft 30 inch 5/16" pipe from California Steel
1000000000000000000000000000000000000																				Products Company (PO 7R-84407), 1800 ft hauled from Maywood CA.(Probably
See Ridard Case 4544 Mg 4 Mg 4 Mg 4 Mg 6 Mg 6 Mg 4 Mg 6 Mg 6																				Consolidated Western Pipe), 24" came from Kaiser (PO 7R-91409), 3614 ft of
1876 Debenson July 55 UP Consciolated 25 May 48 81000 91000 91000 9110	100099			Consolidated	Mar-49	101800	101801	99601	3821	4917	C	1104	0	47	-47	5012	Oct-48	20-Dec-49	Aug-50	primed "experimental" pipe coming in from 98015 22 to 27 Oct 1948 to Irvington.
196906 14. 1969																				High pressure gas holder no longer exists, 40,239 feet shipped between 10 Oct
Figure Control Figure Fi	104985	1,	4 1949	Consolidated	25-May-49	81900	81892	37774		45531		-1413	0	18	-18	3581	28-Anr-49	9-Dec-49	31-Dec-50	linspection PO 7R 87997
1962 Lake Almento Horberg & Company por Company	101000			Conconductor	20 may 10	01000	0.002	01111		10001		7 1110	Ů	- 10		0001	20710	0 000 10	01 000 00	inspection of the order
1962	104987	h	olders on 4R 81740					44100				0			0					as of 22 Dec requesting job
107991 1079 1079 1079 1079 1079 1079 1079 1079 1079 1079 1079 1079 1079 1079 1079 107	106232						0	454	454			0			0	3581	Aug-49	Dec-50	Feb-51	Pre work for Almanor Dam. Assume pipe went for none gas carrying purpose.
Wilstand Wilstand Processing 0 0 0 356 354	404700																			
Control (2007) Cont		105 SI	uction					325				-325			0		16-Nov-48	13-Nov-51	13-Nov-51	Facility no longer exists
1916 300 Corpur 300.0 p.c Compositator 0 0 1914 3546 3956 1417 1200 0 0 4666 Apr-469 Doc-50 Ann-55 Cas totation as subgred to Si Passo 1915	WO19110	101111	nstalled phone cable					U				U			U	3256	3-NOV-49	8-Feb-52	8-Feb-52	order footage not clear, changes from 30 to 34, same footage from San Rafael
1866 185 Oligone partin Databated	101688	300 O	Original 300A job	Consolidated	1	0		3184	3548	365	1431	1430	0	0	0	4686	Apr-49	Dec-50	Jun-52	
1156/01 115 Overhead creating 110	105415	153 O	Original north Oakland				0	1464								4262			Nov-52	Installed 24" carrier 50th Ave to Station B, 30" used for casing
124/18 124 1								3	0	0	C	-3		0	0					
213383		153 o	verhead creek crossing											0	0					
147266 12,44766 12,44766 12,44866 Bot 12,12 12,1	124622	132 M	forningside Ave			211	U	211		0	C	-211	212	- 0	0	3936	Jul-53	7-Aug-53	May-53	Salvaged pipe, No requisitions
147266 12,44766 12,44766 12,44866 Bot 12,12 12,1																				Job installed total 200' of 30", pine was reused as carrier pine, 1929 20 inch pine
12/19/19 12/19/19/19/19/19/19/19/19/19/19/19/19/19/	121383	G	Suadalupe Crk, San Jose				0	194	34	0		-160	183	0	55	3831	Nov-52	Apr-53	Jun-53	was "salvaged". 30" pipe # 18, 47, 48 all at 31.25 ft, #19,20, 49 at 31.12 ft
WORDSTATE 1,000																				Constructed with 124622, discrepency between material transfers and job as-
Substitute 1, 10 15 10 175						212	. 0	212		0	C	-212	226	0	65				Aug-53	builts. May be only 65 ft salvaged.
Emerywise	WO4367E							0				0			0	3684	Jul-53	Aug-53	Aug-53	Work order to capture charges of tie-in assist on L132, Labor only job
Intelling Metternan City-300B looping Aug-50 Aug-							0	0	1075			1075			0	4759			Jan-54	
128606 300 (Mpins Bypans Kalser 15.4ug-53 1690 (1690 1705 0 300 300 0 300		T.	,				_	Ť												Installing 86 miles 34 inch, 30 inch installed on crossover near Kettleman
1986 300 Mipplase Spase Kaiser 15-Aup 53 1699 1706 0 390 0 396 0 0 0 3932 Jan 54 Sep-54 flootage intalled approximate. Baselt-Kaiser 7R189513 129813 153 Creek crossing near Lewelling 162 0 162 0 0 0 162 157 0 3770 Jan 54 Jan 55 Jan 55 Jan 54 Jan 55 Jan	116051	K	Cettleman City-300B looping				0				C		0	0	0				Jun-54	compressor station
129813 153 Creek crossing near Lewelling 162				Walana.	45 A 50									360	0		30-Jun-54	20-Aug-54	20-Aug-54	forter installed accomplished Description 7D400040
No. 1987 No.	119640	300 N	niipitas Bypass	Kaiser	15-Aug-53	1699	1699	1705	U	390		-396	U	U	U	3932	Aug-53	Jan-54	Sep-54	notage installed approximate. Basalt-Kalser 7R183613
No. 1987 No.	129813	153 C	Creek crossing near Lewelling			162		162	0	0		-162	157		0	3770	Aug-54	Oct-54	Oct-54	Salvaged appeared to go to stores
Material Warehouse	MS 1933331	P	otrero Gas Plant								C	0			0				Jan-55	
18th and Shotwell	Gas Materials						0		166		C	166			0					
Decotor Pipe yard							0					157			0					
Original L131 PO 7R-182222 131 15F-654	14513						0		275			275			0					
delivered to Bituminous, 139902 131 157 eb54 Consolidated Oct-53 34043 34040 813 1437 0 581 0 41 0 3893 Aug-54 Oct-54 Jul-158 Mostly 64 it joints. Taxox number and pipe footages matching camera Ster 132303 153 Creek crossing 0 74 0 0 1386 68 0 0 3755 Jul-155 26-Jul-55 Aug-55 Salvaged appeared to go to stores 13471 132 Glernéwe bad 1851 0 1851 0 0 0 1851 1400 450 272 2250 Jun-56 31-Jul-56 Sep-56 Problem segment 130004 3003 3004 3003 3004 3003 3004 3003 3004 3003 3004 3003 3004 3003 3004 3003 3004 3003 3004 3003 3004 3003 3004 300		0	Original L131 PO 7R-182222				,		3/5			3/3			U	44/4			iviai=33	More pipe transferred off than ordered on the job, salvaged pipe transferred to job.
123902 131 15Feb54		de	elivered to Bituminous,																	Tally sheets with T-xxx number and pipe footages matching camera Stencils.
Soft Nave Holder Storage		131 1	5Feb54	Consolidated	Oct-53				813				0		0		Aug-54	Oct-54		Mostly 64 ft joints.
136771 132 (Sterive bad 1851 0 1851 0 0 0 1851 1400 450 272 2250 Jun-56 31-Jul-56 58-p-56 Potents eigenet	132303				-	70	0	70			0			0	0		Jul-55	26-Jul-55		Salvaged appeared to go to stores
136774 Relocate 207 Palo Alto 0 158 158 0 0 0 0 0 0 0 2250 Aug-56 Nov-56 30° pipe used for casing across feeway 130004 300 3	136471					1951	0	1951						0 450	272		lun. 56	31. Jul.56		
300 300 Looping Diana Ave 0 487 487 0 0 0 0 2250 Nov-54 34-55 Nov-56 Salvaged pipe, 1970 this pipe was replaced.						1001	0) -1051		450	0					
134616 300 Looping 300B Diana Ave 0 62 62 0 0 0 2250 Jun-56 De-56 Mar-57 Salvaged pipe, Diana Ave 300B portion, Pipe replaced in 1970.	130004	300 3	00A Looping Diana Ave				Č	487	487			0		0	0	2250	Nov-54	Jan-55	Nov-56	Salvaged pipe, 1970 this pipe was replaced.
Warehouse post 1956 137292 153 Lover for storm drain 163 0 0 0 163 141 13 0 2250 3.Jun-57 3.Jun-58 3	134616	300 L	ooping 300B Diana Ave				0					0			0	2250			Mar-57	Salvaged pipe, Diana Ave 300B portion, Pipe replaced in 1970.
135313 105N Replace San Leandro 105N 11593 0 5506 0 4963 543 0 5506 0 1544 Sep-56 May-57 Sep-57 1959 memo says 4963 ft of 30° un-accounted for 13729 153 Freeway Interchanges Consolidated 9-Apr-57 1473 1473 1699 60 1-166 483 649 0 1378 Nov-56 Sep-57 Oct-57 344 wall, else 312 wall 137729 131 Freeway Interchanges Consolidated 9-Apr-57 1473 1473 1699 60 771 390 30 4-11 304 177 0 967 Nov-56 Sep-57 Oct-57 344 wall, else 312 wall 13729 131 Freeway Interchanges Freeway Intercha	4000														0					FI
137729 153 Freeway Interchanges Consolidated 9-Apr-57 1473 1473 1699 60 1-166 483 649 0 1378 Nov-56 Sep-57 Oct-57 344 wall, else .312 wall 1777 0 967 Nov-56 Sep-57 Oct-57 344 wall, else .312 wall 1777 0 967 Nov-56 Sep-57 Oct-57 344 wall, else .312 wall 1777 0 967 Nov-56 Sep-57 Oct-57 344 wall, else .312 wall 1777 0 967 Nov-56 Sep-57 Oct-57 344 wall, else .312 wall 1777 0 1777 0 1777					1	11500			0						0		8-Apr-57	30-Jun-57	Aug-57	Elbows purchased on 7R 20021, pipe requisition 6379816
137729 153 Freeway Interchanges Consolidated 9-Apr-57 1473 1473 1699 60 1-166 483 649 0 1378 Nov-56 Sep-57 Oct-57 344 wall, else, 312 wall 137229 133 Freeway Interchanges Consolidated 9-Apr-57 1473 1473 1699 60 1-166 483 649 0 1378 Nov-56 Sep-57 Oct-57 Oct-	133313 105	NI K	replace Sall Leandro 105N		-	11593	1	5506	1	"	4963	-543	0	5506	0	1544	3ep-56	iviay-5/	3ep-5/	725 ft 30" casing installed and included in Install numbers, some split casing at
137729 131 Freeway Interchanges 0 771 390 30 411 304 177 0 967 Nov-56 Sep-57 Oct-57	137729	153 F	reeway Interchanges	Consolidated	9-Apr-57	1473	1473	1699	60			-166	483	649	0	1378	Nov-56	Sep-57	Oct-57	.344 wall, else .312 wall
Crk Crossing near West Ave 139542 135 137 180 0 0 0 -180 185 141 928 30-Jun-58 24-Jul-58 Jul-58 Institute (Fig. 1) 143658 153 136		131 F	reeway Interchanges				0								0					
143686 153 Blacow Rd, Crk Crossing 51 0 0 0 -51 46 46 923 13-Nov-58 22-Nov-58 Nov-58 Elbows purchased on 7R 40492 and transferred from 135313, 139542 143347 101 Adobe Crk 1		С	Crk Crossing near West Ave																	Pipe req 153 ft, Elbows purchased on 7R 40492 (Gilmore Steel and Suppy),
143347 101 Adobe Crk					-				0	0	0								Jul-58	transferred to143658, elbows from 141116
14893 132 MLV install 13					1	-			0	0	_ C	-51				923	13-Nov-58			
145804 153 CRC Crossing near Mowry 59 0 0 0 -59 42 42 -777 Sep-59 0 Cct-59 Cxt-59				1	1	1									_					
409015 132 Replace at Hillside 57 59 59 -775 Mar-60 Apr-60 1949 pipe was sent for reconditioning 148721 306 Morro Bay PP Kaiser 100 -100 0 -875 Mar-61 Mar-61 Mar-61 Mar-61 Pipe is within Power Plant fence line 148978 105A Berkeley Oakland 11426 0 0 -11426 0 -12301 Feb-61 Apr-61 Mar-61 Mar-6					1				0	0	C								Oct-59	X-42 .375 wall from requisition, elbows transferred from GM 143347
148978 105A Berkeley Oakland 11426 0 0 -11426 0 -12301 Feb-61 Apr-61 May-61 Job approved July 1960 151181 132 Relocate at Skyline & Glenview 615 -615 496 58 496 -12420 30-Jul-61 30-Jug-61 30-Jug-61 Glenview and San Bruno Ave. Elbows from 148978 on 7R-88114 Republic Supply, pipe shipped from U	409015	132 R	Replace at Hillside									-57			59	-775	Mar-60	Apr-60	Apr-60	1949 pipe was sent for reconditioning
151181 132 Relocate at Skyline & Glenview 615 -615 496 58 496 -1242 30-Jul-61 30-Aug-61 30-Aug-61 30-Aug-61 30-Aug-61 Glenview and San Bruno Ave. Elbows from 148978 on 7R-88114 Republic Supply, pipe shipped from U		306 M	Morro Bay PP	Kaiser											0	-875		IVIUI 01	Mar-61	Pipe is within Power Plant fence line
Elbows from 148978 on 7R-68114 Republic Supply, pipe shipped from U	148978 105	5A B	Berkeley Oakland					11426	0	0	C	-11426			0	-12301	Feb-61	Apr-61	May-61	Job approved July 1960
Elbows from 148978 on 7R-68114 Republic Supply, pipe shipped from U	151101	132 0	Palacata at Skylina & Clarvian	,				615				645	400	FO	400	-12420	30-1-1-64	30-4	30-4	Glenview and San Bruno Ave
15/12/6 13/2 Palnosted Pondarines 581 504 505 505 505 505 505 505 505 505 505	101101	132 1	COLORE AL ONYTHE & CHETVIEW	+	1	+		015				-015	496	58	496	-12420	30-JUI-01	JU-MUY-01	ou-nuy-61	Flhows from 148978 on 7R-68114 Republic Supply nine shinned from Union City
101200 102[Not00ated 1 0100109a 1 001 101200 1001	151236	132 R	Relocated Ponderosa					581				-581	565		547	-12454	3-Aug-61	Sep-61	Sep-61	maybe Decoto pipe yard.

FootageBalance-30-22Dec10.xls

Explanation-Help

Details about the spreadsheet.

The first tab labeled "30 inch balance" is the balance of 30 inch pipe from 1947 through 1961.

The second tab labeled "Details Seg180" lists all of the known documents concerning pipe segment 180 job 136471. (you might want to delete this tab, or we need to make sure we have sent all the referenced documents to the NTSB.)

How the footage balance was created:

We started with the existing known jobs on L-132 prior to 1956. Then researched all of the records related to all of these jobs. In this process we identified other related jobs. These additional jobs were added to the spreadsheet and have a gray background.

During the Dec 13th week we have added the jobs after 1956, up to 1961. The review of these jobs is not completed.

The spreadsheet is currently sorted by the "Date Completed" column, this puts it in chronological order of how pipe was consumed.

The "date ordered" column is approximately the date the pipe was ordered.

The "footage ordered" is from the original job design or initial material requests and is for information only. It does not impact the over-all balance of pipe.

The "footage manufactured" is the actual manufactured and delivered footage of new pipe coming into the system. The "footage installed", "transferred in" and "transferred out" are tracking the footage into and out of a job.

When the spreadsheet shows the small red triangles in the upper right corner of the cell you can roll over the cell and get additional information. Usually this will give you the details of the transfers of pipe into or out of the job.

The "un-accounted 30" pipe" column is for special situations, see the rollover comment.

The "net new pipe" yellow background column is a formula based on the prior 5 columns. It reflects the footage of pipe added or subtracted from the system for The "footage salvaged" and "footage abandoned in place" are columns to track these items. Use the rollover comments to see the details.

The "new old pipe true up" column is manually entered based on the salvaged or abandoned pipe. It reflects the total adjustment to the pool of pipe available in The "Available Pool" is the most important column. It adds together the other two yellow background columns to come up with a total "pool" of available 30" pipe in the system. It starts out with 450 ft in the pool just to make up for the first job listed, which was built in 1944. When this column approaches zero there is very little available pipe in the system. For example you can see the pool decreasing around the time of the 1956 job and then more pipe was purchased in 1957. Even later in 1959 you can see the "available pool" goes negative. This shows that they must have purchased additional pipe in 1959, but we have not found the

The Glenview 1956 job is shown with an orange background.

A few other notes. The transfers in and out are only counted if we have clear evidence the material was transferred directly between the jobs. Most transfers are sending the material to a storage location or warehouse, so these footages end up in the "available pool" in the spreadsheet.

We might be under counting on salvaged pipe. On most relocation jobs, the job calls for "salvaging" the pipe because it is in the way of the construction project and must be moved. However, just because it says "salvaged" we did not consider it to be pipe sent back into the system for re-use. We only counted pipe as "salvaged for re-use" if we have evidence of "re-conditioning" charges or shipment to be re-wrapped or similar additional information.

Some "salvaged" pipe is shown transferred with units of "lbs" not feet. This indicates the pipe is being scrapped and not reused. Also "wrought iron" pipe usually means it is going to scrap. Also material code x-1664, appears to indicate the pipe is going to be re-conditioned.

FootageBalance-30-22Dec10.xls

Details Seg180

							Notes - Started 14 Jun 1956, in operation 31 Jul		
Date	Pipe	Mat Code	Footage	Source Document	References	References		Grp	Comments
	·			GC Procurement Order			note says "ship with MPO 25970". Deliver to		
12-Jun-56	30" Bare	01-1485	81	21315	WO 4017G		Crestmoor subdivision		
				GC Procurement Order					
15-Jun-56	30" DW .375 wall	01-1373	1186	26166	WO 4017G		Must be on job by 6-14-56		
5-Jul-56	30" DW	01-1373	8	Credit Req xxx	WO 4017G				
16-Jul-56	30" bare pipe		9	Credit Req 2840100	WO 4017G		W.I. scrap from 9 ft of pipe		
	30" DW gas								
23-Jul-56	transmission	01-1373	315	Credit Req 2840142	WO 4017G				
							4017G was original work order, 999154 could not be		
							traced., transferred a series of charges apparently to		
Sep-56	30" .375 X-42 DW	01-1373	198	Journal Voucher 174143	130004	MPO 25970	130004		
							Charges include removal and re-coating of wrap for		
Sep-56	30" .375 X-42 DW	01-1485	281	Journal Voucher 174143	130004	MPO 15425	220 ft		
5-Sep-56	30" .375 wall (9 pcs)	x-1664	272	Credit Req 2737360	136471		Clean and recondition, Transfer to Divn dated 12/56.		
							(GM 98015 - 1949) junk?Crestmoor Park salvage		
24-Sep-56	30" pipe	52-1003	13	Credit Req 2862165			pipe.		
							For 34" loop lines, unload remove old coating, hold		
				GC Procurement Order			for shipping instructions, order for material on 7R		
28-Sep-56	30" OD DW .375 wall		550	29866	136471	130004	18301		
Oct-56	30" DW		64	Supply Dept statement	136471		64 ft - second line Iron heavy wrought.		Probably salvaged for scrap.
3-Oct-56	30" bare	01-1373	64	Credit Req 2858307	136471		Installed 1949 GM 98015		
4-Oct-56	30" OD DW .375 wall		550	PO 7R18302	136471	130004	Order for material on 7R 18301, Order No 29866		
							To Bitumous, Richmond for recoating then to job in		
							Morgan Hill. Pipe salvaged, originally installed on		
11-Oct-56	30" .375 wall		487	Shipping Notice 04864	from 136471	to 130004	98015 in 1949.		
							To Bitumous, Richmond for recoating then to job in		
							Morgan Hill. Pipe salvaged, originally installed on		
11-Oct-56	30" .375 wall		61	Shipping Notice 04865	from 136471	to 134616	98015 in 1949.		
19-Mar-57	30" OD DW .375 wall	01-9991	90	Shipping Notice 09680	from 136471	to 136471	Originally installed on GM 98015 (1949)		
19-Mar-57	30" OD DW .375 wall	01-9991	90		from 136471	to 136471	Originally installed on GM 98015 (1949)		
							Salvaged adj see Req 2737360, INST 98015 (9-23-		
25-Mar-57	30" trans		415	Credit Req 3116195	136471		49) abandoned.		

Stencil to Hauling Tag Match

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Orde Asse	essm		her Pipe		LS	GIS			Stencil			Good	Manuf.	Shipping	Load Out	Date	Date			Checked
r ent N		Pipe Piece	W Ou Feature Long		Position GPS #	Segment	Year	Privileged and Confidential - Stencil Number	Footage	Description	Pipe No		Length	Length	Date	Received		РО	Manufactuer	Ву
1	1	74	Pipe DSA		1:00	178.6	1995	24x.312 40.1	40.10											
2	1	81 54	Pipe DSA'		10:00 12:30	179.3 179.6	1961 1961	API 30-99-08 X52 Test 980 PSI .0460 (39')	39.00 39.00											+
3	3	54	Pipe DSA	400	12.30	179.0	1901	Bk -API x52-E-Test 39ft WT .4060	39.00	Probably in the batch from BAPCO,										+
										but T number doesn't match. Check										
4	3	45	Pipe DSA		1:00	180	1956	None , T-413 62-42	62.42	film.										
5	3	43	Pipe DSA	λW	11:00	180	1956	None , 64' 2" 2	64.13	Pipe Tally sheet 123902 (L131) from										
										BAPCO Richmond to PG&E										
6	3	42	Pipe DSA	ΑW	11:00	180	1956	T-24-642	64.20	Emeryville.	T24		64.2	64.2		15-Oct-54		7R-182222	Consolidated	
7	3	41	Pipe DSA		12:00	180	1956	None , 64' 3	64.25											
8	3	37	Pipe DSA		1:00	180	1956	5 60'-6" , None	60.50											
9	3	34	Pipe DSA		12:00	180	1956	5 , None	04.00											
10	3	32 31	Pipe DSA Pipe DSA		2:00	180 180	1956 1956	12763.12-30 31.2 , None 3120 12773-12-30 6, 12793-12-30 31-20	31.20 31.20											
12	3	28		nown	2.00	180	1956	None , 31	31.00											+
12		20	i ipe onki	illowiii		100	1330	None, 31	31.00	Pipe Tally sheet 123902 (L131) from										+
										BAPCO Richmond to PG&E										
13	3	26	Pipe DSA		11:00	180	1956	T505 64.20 , None	64.20	Emeryville.	T505		64.2	64.2		15-Oct-54		7R-182222	Consolidated	
14	3	25	Pipe DSA	ΑW	12:00	180	1956	None , 9		cut piece, potentially T49 or T7, need										
15	3	24	Pipe DSA	AW	10:00	180	1956	T14 64.27 , None	64.27	to check film										1
								5		cut piece, potentially T49 or T7, need										+
16	3	23	Pipe DSA	١W	11:00	180	1956	None , T-14 64.27	64.27	to check film				<u> </u>				<u> </u>		
										Pipe Tally sheet 123902 (L131) from BAPCO Richmond to PG&E										
17	3	21	Pipe DSA	w	10:00	180	1956	T-10 64.1 , None	64.11	Emeryville.	T10		64.11	64.11		15-Oct-54		7R-182222	Consolidated	
			1 7 2 2 3 3							Warren Transportation from Bechtel,										
4.0					40.00	400	4055		04.40	no footage on pipe to verify	4=00		0.4.40	04.40			40.11			
18	3	20	Pipe DSA	AVV	12:00	180	1956	None , 522	31.13	against. Pipe Tally sheet 123902 (L131) from	1799	522	31.13	31.13	8-Nov-48	10-Nov-48	12-Nov-48	7R-61963		J. Walpole
										BAPCO Richmond to PG&E										
19	3	18	Pipe DSA	٩W	10:00	180	1956	T471 64.10, None	64.10	Emeryville.	T471		64.1	64.1		15-Oct-54		7R-182222	Consolidated	
20	3	17	Pipe DSA	١W	11:00	180	1956	None , 13												
										Pipe Tally sheet 123902 (L131) from BAPCO Richmond to PG&E										
21	3	14	Pipe DSA	\W	11:00	180	1956	T41-4 6420 , None		Emeryville. Or could be T44.	T144		64.2	64.2		15-Oct-54		7R-182222	Consolidated	
										Pipe Tally sheet 123902 (L131) from										
										BAPCO Richmond to PG&E										
22	3	13	Pipe DSA	۱۸۸	3:00	180	1956	2748 , None		Emeryville. Footage matches assigned TC number for matching	тс		27.48	27.48		15-Oct-54		7R-182222	Consolidated	
		10	T IPC BOA	***	3.00	100	1330	ZITO, NONC	27.40	Pipe Tally sheet 123902 (L131) from	10		27.40	27.40		10-001-04		TIC-TOZZZZ	Consolidated	+
										BAPCO Richmond to PG&E										
22	2	10	Dina DCA	\\A/	12:20	100	1056	None 2027		Emeryville. Footage matches assigned TA number for matching	Τ.		20.27	20.27		15 Oct 54		7D 100000	Concolidated	
23	3	12	Pipe DSA	AVV	12:30	180	1956	None , 3927	39.27	assigned 1A number for matching	TA		39.27	39.27		15-Oct-54		7R-182222	Consolidated	_
										Warren Transportation #181, some										
										double joints. Shipper No										
24	3	6	Pipe DSA	۸۸۸	10:30	180	1956	None , 1513-12-30 2982	20.82	4338, matches on shipping length only, bad read of 7 vs 2 as last digit.	1186	1513	29.87	20.82	27-Sep-48	1-Oct-48	1_Oct_48	7R-61963	Consolidated	J. Walpole
25 x		missing	Pipe DSA		10.50	180	1956	12997-12-30 or 12991	25.02	emy, saa read er rite zide laet digit.	1100	1010	25.07	25.02	27-00p-40	1-001-40	1-001-40	711-01303	Consolidated	o. waipoid
30	4	8	Pipe DSA		11:30	180	1956	4670	46.70											1
31	4	10	Pipe DSA	λW	11:00	180	1956	04' 2" / (3)	4.12											
										Pipe Tally sheet 123902 (L131) from										
32	Δ	11	Pipe DSA	w I	1:00	180	1956	T-460 / 64-13		BAPCO Richmond to PG&E Emeryville.	T460		64.14	64.14		15-Oct-54		7R-182222	Consolidated	
	7		pc Bon			.50	1330	, 310		Pipe Tally sheet 123902 (L131) from			V-1.14	J-1.14		.5 55. 54				+
										BAPCO Richmond to PG&E										
33	4	12	Pipe DSA	١٨٨	9:30	180	1956	24.80 / 50'2" / (3), 24.80	24 90	Emeryville. Footage matches assigned TG	TG		24.8	24.8		15-Oct-54		7R-182222	Consolidated	
رد	4	14	Lihe D24	144	3.00	100	1330	24.00 / 30 2 / (0), 24.00	24.00	Pipe Tally sheet 123902 (L131) from	1.0		24.8	24.8		13-001-34		111-102222	Jonathuated	+
										BAPCO Richmond to PG&E										
34	4	14	Pipe DSA		12:30	180	1956	6400 / T-124	64.00	Emeryville.	T124		64	64		15-Oct-54		7R-182222	Consolidated	\bot
35	4	15	Pipe DSA	ΑW	1:00	180	1956	# 64 / (2) / (16)		Pipe Tally sheet 123902 (L131) from			-					-		
										BAPCO Richmond to PG&E										1
36	4	16	Pipe DSA		8:30	180	1956	T-477 / 64'24"	64.24	Emeryville.	T477		64.24	64.24		15-Oct-54		7R-182222	Consolidated	
37	4	20	Pipe DSA	\W	11:30 24	181	1948	13130-12												
20	4	22	Dina DOA	\\\/	7:00	101	1049	295-12-36 / 3126	31.26	Warren Transportation #15 ?????? Probably not a real match	295	3095	34.05	24.05	8-Sep-48	11 000 40	11 000 40	7D 64062		I Mala-1
38 39	4	22	Pipe DSA Pipe DSA		7:00 11:30	181 181	1948 1948	494-30 / 31.2 , 494-12 / 31.21		Warren Transportation Load #185	1214				8-Sep-48 30-Sep-48			7R-61963 7R-61963	Consolidated	J. Walpole
40	4	25	Pipe DSA		1:00	181	1948	498-1230 / 31.19 , 498-12-31 / 31.19		Warren Transportation Load #185	1212	498		31.21	30-Sep-48			7R-61963	Consolidated	J. Walpole
41	4	26	Pipe DSA		11:00	181	1948	691-12-30 / 30.67 / (4) , 691-12-30 / 30.67 / (s-3)		Warren Transportation Load #185	1211	691	30.67	30.67	30-Sep-48			7R-61963	Consolidated	J. Walpole
42	4	27	Pipe DSA		1:30	181	1948	469-12-30 / 31.22	31.22											
43	4	28	Pipe DSA	١W	11:30	181	1948	1366-12-30 / 31.7 , 1366-12-30 / 31.24		Warren Transportation Load #227	1297	1366	31.24	31.24			4-Oct-48	7R-61963	Consolidated	J. Walpole
44	4	29	Pipe DSA		1:00	181	1948	219-12-3 / 31.19 , 219-12-30 / 31-19		Warren Transportation Load #197	1298		31.19		3-Oct-48			7R-61963	Consolidated	J. Walpole
45		30	Pipe DSA	١W	11:00	181	1948	29-12-30 / 31.23, 292-12-30 / 31.23		Warren Transportation Load #184	1202	292	31.23	31.24	30-Sep-48	1-Oct-48	1-Oct-48		Consolidated	J. Walpole

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12/19/2010

Stencil to Hauling Tag Match

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Orde	Assessm		her F	Pipe		LS	GIS			Stencil			Good I	Manuf.	Shipping Load (Out Date	Date			Checked
r	ent No F	Pipe Piece W	V Ou F	eature	Long Seam	Position	GPS # Segment	Year	Privileged and Confidential - Stencil Number	Footage	Description	Pipe No	No I	ength	Length Date	Received	Unloaded	PO	Manufactuer	Ву
46	4	31		Pipe	DSAW	1:00	181	1948	1111-12-30 / 31.26 , 1111-12-30 / 31.24		Warren Transportation Load #197	1299	1111	31.26		ct-48 4-Oct-4	_	7R-61963	Consolidated	J. Walpole
47	4	32	-	Pipe	DSAW	11:00	181	1948	2-4, 504-12-30 / 31-19		Warren Transportation Load #182	1192	504	31.19	31.19 30-S	ep-48 1-Oct-4	8 1-Oct-48	7R-61963	Consolidated	J. Walpole
48	4	33 34		Pipe Pipe	DSAW DSAW	1:30 11:30	181 181	1948 1948	699-12-30 / 30.72, 699-12-30 / 30.72 497-1230 / 31.17	30.72	Warren Transportation Load #182	1194	497	31.17	31.17 30-S	ep-48 1-Oct-4	0 1 Oot 40	3 7R-61963	Consolidated	J. Walpole
50	4	35		Pipe	DSAW	11:00	181	1948	497-12-30 / 31.17		Warren Transportation Load #182	1194	497	31.17	31.17 30-S	·		7R-61963	Consolidated	J. Walpole
51	4	36	 	Pipe	DSAW	1:00	181	1948	3116-12-30 / 31.28 , 3116-12-30 / 31.28		Warren Transportation Load #182	1195	3116	31.17	31.28 30-S		_	7R-61963	Consolidated	J. Walpole
52	4	37	F	Pipe	DSAW	11:00	181	1948	706-12-30 / 31.18, 706-12-30 / 31.18	31.18	Transmiransportation 2000 # 102		01.10	01.20	01.20 00 0	7 000	0 1 000 10	71101000	Consolidated	o. waipoic
53	4	38		Pipe	DSAW	1:00	181	1948	3112-12-30 / 31.37 , 3112-12-30 / 31.27	31.27	Warren Transportation Load #182	1199	3112	31.27	31.27 30-S	p-48 1-Oct-4	8 1-Oct-48	7R-61963	Consolidated	J. Walpole
54	4	39	F	Pipe	DSAW	12:00	181	1948	697-12-30 / 31.18, 697-12-30 / 31.18	31.18	Warren Transportation Load #182	1198	697	31.18	31.18 30-S	ep-48 1-Oct-4	8 1-Oct-48	7R-61963	Consolidated	J. Walpole
55	4	40	F	Pipe	DSAW	1:00	181	1948	3016-12-30 / 31.24 , 3016-12-30 / 31.24	31.24										
											Warren Transportation #184,									
56	4	41		Pipe	DSAW	11:30	181	1948	276-12-30 / 30.26 / S-4	30.26	probably poor read of length in pipe, and really should match footage.	1204	276	31.26	31.24 30-S	ep-48 1-Oct-4	8 1 Oct 48	7R-61963		
57	5	9		Pipe	DSAW	9:30	182.3	1954	358-12-30 31.22.	31.22	and really should mater rectage.	1201	270	31.20	31.24 00 0	7-001-	0 1-001-40	714-01303		
58	5	6		Pipe	DSAW	10:00	182.3	1954	14132-12-30 31.13, 14132-12-30 31.13	31.13								+		
59	5	5		Pipe	DSAW	11:00	182.3	1954	#9 ?-12-30 , "14121"									<u> </u>		
60	5	4	F	Pipe	DSAW	1:00	182.3	1954	3521?,											
61	5	25	F	Pipe	DSAW	2:30	181.8	1948	1189-12-30 31-25,	31.25										
62	5	22	F	Pipe	DSAW	1:00	181.8	1948	278-12-30 31.13, 274-12-3 31.13 S3	31.13										
63	5	21	F	Pipe	DSAW	11:00	181.8	1948	290-12-30 31.21, 290-12-30 30.21	30.21										
64	5	20		Pipe	DSAW	2:00	181.8	1948	291-12-30 31.19, ?	31.19										
65	5	19	-	Pipe	DSAW	12:00	181.8	1948	S-3 3121, 57	31.21										
66	5	18		Pipe	DSAW	11:30	181.8	1948	31.30, 71-12-30 S3	31.30							+			
67	5	17	F	Pipe	DSAW	6:00	181.8	1948	28601 31.2	31.20	L131 Milpitas to Irvington job,									
											approved Mar 1953, could not have									
68	5	15	E	Elbow	SMLS		181.8	1948	GM 123902 7R-149882-B		been installed in 1948									
69	5	30	F	Pipe	DSAW	10:30	181.5	1995	ITI 9396 PSI 587 C255											
70	6	1	F	Pipe	DSAW	1:30	182.3	1954	None , 150-12-30 31.19	31.19										
											Warren Transportation #186, not									
71	6	2	F	Pipe	DSAW	11:00	182.3	1954	543-12-30 30.42 , 543-12-30 30.42	30.42	matching on length	1222	543	30.35	30.35 1-O	t-48 2-Oct-4	8 2-Oct-48	7R-61963		J. Walpole
72	6	3	F	Pipe	DSAW	11:00	182.3	1954	3 , 325-12-30											
72			00 5	-11	CNALC		40 182.3	1054	Name CM422002 7D 404002 D		L131 Milpitas to Irvington job, approved Mar 1953, Pipe PO									
73 74		6		Elbow Pipe	SMLS DSAW	12:00	40 182.3 182.3	1954 1954	None , GM123902 7R-194882-B None , 630-12-30 31.19	21 10	Warren Transportation #189	1246	630	31.19	31.19 1-C	ct-48 2-Oct-4	0 2 Oot 40	3 7R-61963	Consolidated	J. Walpole
75		7	-	Pipe	DSAW	1:00	182.6	1934	None, 630-12-30 31.19		Warren Transportation #189	1246	630	31.19		ct-48 2-Oct-4		7R-61963	Consolidated	J. Walpole
76	6	8		Pipe	DSAW	11:00	182.6	1948	670-12-30 03.01 , 670-12-30 30.01		Warren Transportation #189	1240	670	30.01		ct-48 2-Oct-4	_	7R-61963	Consolidated	J. Walpole
77	6	9		Pipe	DSAW	1:00	182.6	1948	S4? 38-12-30 31.20 , 638-12-30 31.20		Warren Transportation #189	1247	638	31.2		ct-48 2-Oct-4		7R-61963	Consolidated	J. Walpole
		3	tt	ipe	557111	1.00	102.0	1540	34. 36 12 36 31.26 , 636 12 36 31.26	31.20		1210	000	01.2	01.12	00.40 2.000	2 000 10	711 01000	Coricolidated	o. Waipoic
											Warren Transportation #189 Shipper									
78	6	10	F	Pipe	DSAW	11:00	182.6	1948	612-12-30 31.14,672-12-30 31.14		No 4218, believe 612 is actually 672	1249	672	31.14		ct-48 2-Oct-4		7R-61963	Consolidated	J. Walpole
79	6	11	F	Pipe	DSAW	2:00	182.6	1948	(12),666-12-30 31.19		Warren Transportation #189	1250	666	31.19	31.19 1-C	ct-48 2-Oct-4	8 2-Oct-48	7R-61963	Consolidated	J. Walpole
80	6	12	F	Pipe	DSAW	11:00	182.6	1948	823-12-30 31-54,623-12-30 31.14	31.14	Warren Transportation #189 Shipper									
81	6	13		Pipe	DSAW	1:00	182.6	1948	619-12-30 31.21 , 619-12-30 31.21	31 21	No 4218	1252	619	31.21	31.23 1-C	ct-48 2-Oct-4	8 2-Oct-48	7R-61963	Consolidated	J. Walpole
82	6	15		Pipe	DSAW	11:00	182.6	1948	46-12-30 31.22 , 646-12-30 31.22	31.22	110 1210	1202	0.10	01.21	01.20	00.40 2.000	2 000 10	711 01000	Coricolidated	o. Waipoic
			t								Warren Transportation #190							<u> </u>		
83	6	16	F	Pipe	DSAW	10:00	182.6	1948	IS-3 , 648-12-30 , 31.17	31.17	Shipper No 4217	1255	648	31.17	31.17 1-C	ct-48 2-Oct-4	8 2-Oct-48	7R-61963	Consolidated	J. Walpole
						44.00	400.5	4040	500 40 00 04 45 500 40 00 04 45		Warren Transportation #190	4050	200	0.4.40						
84	6	17	 	Pipe	DSAW	11:00	182.6	1948	683-12-30 31.16 , 683-12-30 31.16	31.16	Shipper No 4217 Warren Transportation #190	1256	683	31.16	31.21 1-C	ct-48 2-Oct-4	8 2-Oct-48	7R-61963	Consolidated	J. Walpole
85	6	19	F	Pipe	DSAW	11:00	41 182.6	1948	668-12-30 31.17, None	31.17	Shipper No 4217	1258	668	31.17	31.17 1-C	ct-48 2-Oct-4	8 2-Oct-48	7R-61963	Consolidated	J. Walpole
86	6	20		Pipe	DSAW	12:00	182.9	1954	None , 329-12-? 31.?	31.00							1			
87	6	21		Pipe	DSAW	11:00	182.9	1954	None, 12 31.17	31.17							İ			
									·		Warren Transportation #190							Ī		
88	6	22	F	Pipe	DSAW	2:00	182.9	1954	None, 671-12-30 31.25	31.25	Shipper No 4217	1259	671	31.25	31.25 1-C	ct-48 2-Oct-4	8 2-Oct-48	7R-61963	Consolidated	J. Walpole
89	6	23		Pipe	DSAW	10:00	182.9	1954	None, 633-12-30 31.21	21 21	Warren Transportation #190 Shipper No 4217	1261	633	31.21	31.21 1-C	ct-48 2-Oct-4	8 2.Oct.40	7R-61963	Consolidated	J. Walpole
09	U	23	+-	ihc	D3/444	10.00	102.3	1334	None, 033-12-30-31.21	31.21	Warren Transportation #190	1201	033	J1.Z1	51.21 I-C	2-001-4	2-061-40	11/-01903	Jongonaleu	o. vvaipuie
90	6	24	P	Pipe	DSAW	12:00	182.9	1954	None, 633-12-30 31.21	31.21	Shipper No 4217	1261	633	31.21	31.21 1-C	ct-48 2-Oct-4	8 2-Oct-48	7R-61963	Consolidated	J. Walpole
											Warren Transportation #190									
91	6	25	F	Pipe	DSAW	10:00	182.9	1954	653-12-30 31.22 , None	31.22	Shipper No 4217	1262	653	31.22	31.22 1-C	ct-48 2-Oct-4	8 2-Oct-48	7R-61963	Consolidated	J. Walpole
0.2	6	26		Dino	DCAM	10:00	182.9	1954	1002 12 20 20 07 1212 20 2 07	20.07	Warren Transportation Load #193, cut piece, same number again.	1286	1083	20.07	30.07 1-C	ot 49 2 Oot /	0 2 Oot 40	7D 61062	Consolidated	I Walnolo
92 93		26 27		Pipe Pipe	DSAW DSAW	10:00 10:30	182.9	1954	1083-12-30 30.07 , 1312-30 ?.07 77-12-30 ?23 , None	30.07	out piece, sume number again.	1200	1003	30.07	30.07 I-C	ct-48 2-Oct-4	∪ ∠-UUI-48	7R-61963	Consolidated	J. Walpole
93		28		Pipe	DSAW	11:00	182.9	1954	207-12-30 f.25 , None	31.15							+	+		
95		29		Pipe	DSAW	10:00	182.9	1954	216-12-30 31.25 , 6-12-30 ?.25	31.13							+	+		
96		31		Pipe	DSAW	12:00	182.9	1954	None , 1041-12-30 31.22		Warren Transportation Load #192	1281	1041	31.22	31.22 1-C	ct-48 2-Oct-4	8 2-Oct-48	7R-61963	Consolidated	J. Walpole
50		51	++	.p.c	20.111	12.00	102.3	1557	1071 12 30 31.22	31.22	Warren Transportation Load #191,	01		01.22	31.22 1-0	2-00(-2			30Solidated	J. TTGIPOIC
]	cut piece same number again, length									
	6	32	F	•	DSAW	1:00	182.9	1954	None, 1094-12-30 36.28		read wrong in pipe.	1272	1094	31.28	31.28 1-C	ct-48 2-Oct-4	8 2-Oct-48	7R-61963	Consolidated	J. Walpole
97		34	I Ir	Pipe	DSAW	11:00	182.9	1954	71-12-30 30.22 1-S2 , 210-12-30	30.22									1	
98	6			•								-			l		+	+		
		35 36		Pipe	DSAW DSAW	12:00 10:00	182.9 182.9	1954 1954	None , ?.17 1095-12-30 31.26 , 15-12-30 ?26		Warren Transportation Load #191	1270	1095	31.26	31.26 1-C	ct-48 2-Oct-4		3 7R-61963	Consolidated	J. Walpole

2 of 3

Stencil to Hauling Tag Match

Camera-Joint-Marks19Dec10.xls

rde As	ssessm		her Pipe		LS	GIS			Stencil		l	Good	Manuf.	Shipping	Load Out [Date	Date			Checked
		Pipe Piece	W Ou Featur	e Long Sea			Year	Privileged and Confidential - Stencil Number	Footage	Description	Pipe No		Length	0		Received		РО	Manufactuer	Ву
										Warren Transportation #190	4000	0.50								
101	6	37	Pipe	DSAW	2:00	182.9	1954	None , 653-12-30 31.22	31.22	Shipper No 4217 Warren Transportation #190	1262	653	31.22	31.22	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpole
102	6	38	Pipe	DSAW	3:00	182.9	1954	None, 658-12-30 31.22	31.22	Shipper No 4217	1263	658	31.22	31.22	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpole
103	6	40	Pipe	DSAW	11:00	182.9	1954	220-12-30 31.15 , 220-12-30 31.15	31.15				01.22	OTILE	1 000 10	2 001 10	2 001 10	711 0 1000	Coriconautea	o. waipoid
.04	6	41	Pipe	DSAW	9:30	182.9	1954	22-12-30 31.25 , none	31.25											
										Warren Transportation Load #191,										
105	6	43	Pipe	DSAW	2:00	182.9	1954	1094-12-30 31.28 , None		cut piece same number again	1272	1094	31.28	31.28	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpole
106	6	44	Pipe	DSAW	12:30	182.9	1954	567-12-30 31.19 58, None	31.19											
										Warren Transportation Load #193,										
107	6	47	Pipe	DSAW	11:00	182.9	1954	None , 1077-12-30 31.23	31.23	cut piece, same number again.	1287	1077	31.23	31.23	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpole
108	6	48	Pipe	DSAW	2:00	182.9	1954	None, 1078-12-30 31-26	31 26	Warren Transportation Load #193, cut piece, same number again.	1285	1078	31.26	31.26	1-Oct-48	2-Oct-48	2 Oct 48	7R-61963	Consolidated	J. Walpole
100	0	40	Fipe	DJAVV	2.00	102.9	1334	None, 1076 12 30 31 20	31.20	Warren Transportation Load #167,	1200	1070	31.20	31.20	1-00:-40	2-001-40	2-001-40	714-01903	Corisolidated	J. Waipoie
109	6	49	Pipe	DSAW	11:30	182.9	1954	1091-12-30 31.26 , 1078-12-30 31.26	31.26	cut piece, same number	1288	1091	31.26	31.26	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpole
110	6	50	Pipe	DSAW	12:00	182.9	1954	329-12-30 31?.2 , None	31.20											
.11	6		# ### GW			182.9	1954	None, 1066-12-30 30.51	30.51	Warren Transportation #192	1280	1066	30.51	30.51	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpole
112	6	51	Pipe	DSAW	11:00	45 183	1948	None , 1091-12-30 31.26	31.26											J. Walpole
13	6	52	Pipe	DSAW	1:00	183	1948	1084-12-30 31.21 , 1084-12-? 31.21	1	Warren Transportation Load #193	1289	1084	31.21	31.21	1-Oct-48	2-Oct-48		7R-61963	Consolidated	J. Walpole
14	6	53	Pipe	DSAW	12:00	183	1948	1079-12-30 31.29 , 1079-12-30 31.29		Warren Transportation Load #193	1290	1079	31.23	31.25	1-Oct-48	2-Oct-48		7R-61963		J. Walpole
15	6	54	Pipe	DSAW	1:00	183	1948	1754-12-30 , 754-12-30 31.24	31.24	Warren Transportation #210	1345	1754	31.25		6-Oct-48	7-Oct-48		7R-61963	Consolidated	J. Walpol
16	6	55	Pipe	DSAW	11:00	183	1948	674-12-30 30.53 , 674-12-30 30.54	30.54	Warren Transportation #210	1346	674	30.53	30.53	6-Oct-48	7-Oct-48	7-Oct-48	7R-61963	Consolidated	J. Walpol
.17	6	56	Pipe	DSAW	1:30	183	1948	133-12-30 13.20 , 133-12-30	13.20		4040	4040								
.18	6	57	Pipe	DSAW	12:00	183	1948	1943-12-30 31.24 , 943-12-30 31.24		Warren Transportation #210	1348	1943	31.24	31.24	6-Oct-48	7-Oct-48		7R-61963	Consolidated	J. Walpol
19	6	58	Pipe	DSAW	2:00	183	1948	914-12-30 31.18 , 914-12-30 31.18	31.18	Warren Transportation #210	1349	914	31.18	31.18	6-Oct-48	7-Oct-48	7-Oct-48	7R-61963	Consolidated	J. Walpol
20	6	59	Pipe	DSAW	12:00	183	1948	None , 3143-12-30 31.20	31.20	W	4054	500	24.40	04.40	0.0 / 10			TD 04000	0 "111	
.21	6	60	Pipe	DSAW	12:30	183	1948	502-12-30 31.18 , 502-12-30 31.18		Warren Transportation #210	1351	502	31.18	31.18	6-Oct-48	7-Oct-48	7-Oct-48	7R-61963	Consolidated	
22	6	61	Pipe	DSAW	10:00	183	1948	145-12-30 30.55 , 15143-12-30 30.22	30.22											
23	6	62	Pipe	DSAW	2:00	183	1948	None , 1803-12-30 31.18	31.18											
24	6	63	Pipe	DSAW	2:00	183	1948	197-12-30 ?1.30 , None	31.30	Warren Transportation Load #192,										
										piece cut, another piece with same										
25	6	64	Pipe	DSAW	12:30	183	1948	1073-12-30 31.29 , None	31.29	number	1274	1073	31.29	31.29	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpol
30	7	4	Pipe	DSAW	11:00	48 183	1948	1803-12-30 , 31.18	31.18											
31	7	3	Pipe	DSAW	1:00	183	1948	None, 1097-12-30 31.3	31.30											
								1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1		Warren Transportation Load #168,										
										piece cut, another piece with same										
.32	7	2	Pipe	DSAW	11:00	183	1948	None, 1073-12-30 31.29		number	1274	1073	31.29		1-Oct-48	2-Oct-48		7R-61963	Consolidated	J. Walpol
.40	8	2	Pipe	DSAW	2:30	183	1948	None , 1089-12-30 31.19 54	31.19	Warren Transportation Load #192	1276	1089	31.19	31.19	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpol
										Warren Transportation Load #162, cut piece, another segment with										
41	Q	3	Pipe	DSAW	11:00	183	1948	1042-12-30 31.23 , None	31.23	same number	1279	1042	31.23	31.23	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpol
42	8	5	Pipe	DSAW	11:30	183	1948	51 , 209-12-30 31.16	31.16				01.20	01.20		2 000 10	2 000 10	711 01000	Coriodilaatea	o. waipoi
43	8	6	Pine	DSAW	11:00	183	1948	1072-12-30 31.26 . 1072-12-3026	31.26											J. Walpole
44	8	7	Pine	DSAW	1:00	183	1948	none , 1235-12-30 31.24	31.24											J. Walpol
.45	8	8	Pipe	DSAW	1:30	183	1948	945-12-30 30.25 , 945-12-30 30.25		Warren Transporation #204	1319	945	30.25	30.25	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpole
			i ipe	507.111	1.00	100	15 10	3 15 12 50 50125 / 5 15 12 50 50125	30.23	Warren Transportation #203, length			00.20	00.20		2 000 10	2 000 10		Concomunica	U. Traipei
46	8	9	Pipe	DSAW	11:00	183	1948	1230-12-30 31.21	31.21	not matching	1316	1230	31.23	31.23	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963		J. Walpol
47	8	10	Pipe	DSAW	12:00	183	1948	148-12-30 31.2 , 948-12-30 31.20	31.20											
48	8	11	Pipe	DSAW	11:00	183	1948	848-12-30 31.25 , 848-12-30 31.20	31.20	Warren Transportation #204	1323	848	31.2	31.2	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpol
										Warren Transportation Load #203,										
.49	8	12	Pipe	DSAW	1:00	183	1948	1247-12-30 31.26 , 1274-12-30 31.20		length not matching	1309	1247	31.22	31.22	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963		J. Walpole
.50	8	12	Pipe	DSAW	1:00	183	1948	1247-12-30 31.26 , 1274-12-30 31.20		duplicated row for 1274										
.51	8	13	Pipe	DSAW	12:00	183	1948	845-12-30 31.24 , None		Warren Transportation #204	1322	845	31.24	31.24	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpole
52	8	15	Pipe	DSAW	1:00	183.3	1948	842-12-30 31.23 , 882-12-30	31.23											
.53	8	16	Pipe	DSAW	11:00	183.3	1948	1-12-30 31.27 , None	31.27	Warran Transportation Lond #400										
										Warren Transportation Load #192, cut piece, another segment with										
	0	18	Pipe	DSAW	12:00	183.3	1948	None , 1042-12-30 31.23	31.23	same number	1279	1042	31.23	31.23	1-Oct-48	2-Oct-48	2-Oct-48	7R-61963	Consolidated	J. Walpol
54	81	19	Pipe	DSAW	1:00	183.3	1948	1223-12-30 31.?? , 1123-12-30 31.20	31.20											
	8	19		DSAW	11:00	183.3	1948	1227-12-30 31.27 , None	31.27		1									1
55	8		i i iPibe	DSAW	1:00	183.3	1948	T-224-12-30 31.25 , None	31.25											†
55 56	8 8 8	20	Pipe Pipe	DSAW		183.3	1948	843-12-30 31.?, None	31.00											†
55 56 57	8 8 8				12:00				31.23								1			†
55 56 57 58	8 8 8 8	20 21	Pipe	DSAW	12:00 12:00		1948	02-12-30 31.23			+									
55 56 57 58 60	8 8 8 8 2 2	20 21 22	Pipe Pipe		12:00	183.3 183.3	1948 1948	02-12-30 31.23 None , 1223-12-30 31.20	31.20						j					
55 56 57 58 60 61	8 8 8 8 2 2	20 21 22 6	Pipe Pipe Pipe	DSAW DSAW DSAW	12:00 11:00	183.3 183.3	1948	None , 1223-12-30 31.20	31.20											
55 56 57 58 60 61 62	8 8 8 8 2 2 2 2	20 21 22 6 5	Pipe Pipe Pipe Pipe	DSAW DSAW DSAW DSAW	12:00 11:00 12:30	183.3 183.3 183.3	1948 1948	None , 1223-12-30 31.20 31.27, 22-12-30												
55 56 57 58 60 61 62	8 8 8 8 2 2 2 2	20 21 22 6 5 4	Pipe Pipe Pipe Pipe Pipe Pipe	DSAW DSAW DSAW	12:00 11:00	183.3 183.3	1948	None , 1223-12-30 31.20 31.27, 22-12-30 None ,T224-12-30 31.15	31.20 31.27	Count Totals			71					7'	1 6	4
55 56 57 58 60 61 62	8 8 8 8 2 2 2 2	20 21 22 6 5 4	Pipe Pipe Pipe Pipe Pipe Pipe	DSAW DSAW DSAW DSAW	12:00 11:00 12:30	183.3 183.3 183.3	1948 1948	None , 1223-12-30 31.20 31.27, 22-12-30	31.20 31.27	Count Totals			71					7	1 6	4
54 55 56 57 58 60 61 62 63	8 8 8 8 2 2 2 2	20 21 22 6 5 4	Pipe Pipe Pipe Pipe Pipe Pipe	DSAW DSAW DSAW DSAW	12:00 11:00 12:30	183.3 183.3 183.3	1948 1948	None , 1223-12-30 31.20 31.27, 22-12-30 None ,T224-12-30 31.15 Subtotals	31.20 31.27	Count Totals			71					7	6	4
55 56 57 58 60 61	8 8 8 8 2 2 2 2	20 21 22 6 5 4	Pipe Pipe Pipe Pipe Pipe Pipe	DSAW DSAW DSAW DSAW	12:00 11:00 12:30	183.3 183.3 183.3	1948 1948 1948	None , 1223-12-30 31.20 31.27, 22-12-30 None ,T224-12-30 31.15	31.20 31.27 31.15				71					7	1 6	4

3 of 3

12/19/2010

SHIPPING NOTICE

PACIFIC GAS AND ELECTRIC CO.

	Division den constr -	uas out	Stor	e 140			
	Milpitas, C	alif		Octob	er 22,	.19	54
The followin	g material returned from	,					
Job <u>GM</u> 12	Reported on Credit Check 1	No					
	Or Authorized by J. A. Love (F. Shipped from Bituminous Products & Applica today via on October 15, 1954	D. MacI	Done 's TA	1d) PCo),	R ic hmon	đ	<u> </u>
	Substore #1 (ATTENTION: F. Sullivan, pipe			(. <u></u>		
Destination_	4525 Hollis Street,	Emery	vil	1e	1.	·	
	from job describe job and state whether overdrawn or salvage						
	OVERDRAWN - Surplus from 30" Milpitas-Irvington g						
	INSTRUCTIONS FOR SHIPMENT TO CENTRAL W	AREHOU	JSE				
	One copy of this shipping notice should accompany shipment. One copy mailed to Receiving Clerk—Central Warehouse, 4525 He	ollis Stree	t, E	meryvill	e.		
R QUANTITY No. SHIPPED	DESCRIPTION OF ARTICLES	QUANTITY RECEIVED	МАТ	GOOD ERIAL No.	QUANTITY RECEIVED	MAT	JUNK TERIAL
1,055	Ft PIPE, 30" OD x 3/8" wall welded expanded steel pipe, double wrapped		С	0			
	(Consists of: 13 sections of approx 64! 5 sections of approx 40!)			P Y			
	Pipe purchased bare from Consolidated West Corporation on 7R 182222; and wrapped Contract 22-45-54, Company furnished	by BAPC	0 0				
	wrapping materials.	·					
							L
	(746)						
	INSTRUCTIONS FOR RECEIVING CLERK—CENTRAL Sign and return one copy of this notice to originating Substore, sh number covering this shipment.	lowing cre	dit	requisiti			
Above mater	ial received19, by		<u>.</u>				
Reported on (Credit Requisition NoShipping Notice	NIa D	נו	Tiroto	104		,

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PIPE TALLY SHEET Brown Bag Size So " Form Bag Size So " Form Size So " Form Feet In. Feet

Job No.

Job No.

Job No.

Date 10-15-54

P. O. No.

Via Beigg Driver No. Pieces 5 Job No._ In. Feet in. Feet ln. Feet ln. Feet Feet in. 46 4 5 6 7 8 9 10 11 12 13 14 15 16 17 1.8. 19 20 21 22 23 24 25 26 27 28 29 30 To, PEFER TO SN INATA G. To.

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PIPE TALLY SHEET

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To PDSC Corresponder Date 10.15.54 Via Brigge Driver No. Pieces 6	
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WrapSize_30"	
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