To My Fellow Employees...

You have been reading a great deal in the newspapers recently about the actions of the Coast Guard, led by its Captain Eugene F. Walsh, to prevent further contamination of Portland Harbor and his plea for all citizens to join in this fight.

You have also been reading of the activities of the Portland Harbor Pollution Abatement Committee in attempting to contain and eliminate oil spills in the harbor.

You know that our company has given full support and cooperation to the committee's work and great wholeheartedly the efforts of Captain Walsh and the Coast Guard to eliminate not only oil spills but other causes of harbor pollution.

This is welcome progress toward correcting a long-neglected problem, but it's only a beginning. You won't read next week or next year, and probably not for many years, that Portland's harbor pollution problems are over.

The Pipe Line enjoys an enviable record of care in handling the millions of barrels of oil that have been the trip to Montreal from this port and the company will continue to work closely with all harbor users to avoid spills and to clean them up when they do occur.

All of us can be proud of the part we are playing, but we have a further re-

(Fellow Employees—page 4)

Idle stations to get pumps

Capacity Increase Scheduled For 1968

As a result of shippers' forecasts calling for increased deliveries of oil, particularly of higher-viscosity crude, during the winter of 1966-67 the Portland-Montreal Pipe Line System plans to boost its nominal capacity for over 30° crude from 400,000 to 504,000 barrels per day. The capacity when handling 25° crude 600 SSU viscosity will be about 70% less. Approval for the capacity increase as it affects the Canadian section of the system has been received from the National Energy Board.

The additional capacity required will be obtained by changing pumps and increasing horsepower on the 18" and 24" lines at the present four operating stations, and installing new pumping units on the 24" line at the new idle Raymond, Shelburne, Sutton and St. Césaire stations.

In keeping with the kind of pumping equipment installed at the primary stations in 1965, the new units planned for the four intermediate stations will be of the outdoor type.

These changes and additions will expand the barrels-per-day capacities of the 18" and 24" lines by 23,000 and 81,000, respectively. Although some motors will be changed on the 12" line, the present capacity of this line will be maintained.

Existing pumping equipment at the four stations now in operation totals 22 units requiring 30,240 horsepower. Upon completion of the expansion project, it is planned that 30 units with a total of 57,000 horsepower will be operating at eight stations. Nine new 250-hp motors and twenty new pumps will be needed for the six United States stations and the two Canadian stations together with the required new switchgear and other control equipment for the new stations.

Portland's Engineering Department has completed the basic engineering work on this increase-in-capacity project and orders have been placed for long-delivery items such as main line pumps, motors and switchgear. Pouring of most of the concrete pump bases and pipe pedestals will be finished this year and the entire project is scheduled for completion by November 1, 1968.

Down It Comes!

HERE IS (OR WAS) the reciprocating pump station building at Lancaster in one of its stages of demolition, Story on page 3.
1967 Construction Activity Winding Up

As colder weather approaches, Portland-Montreal construction activity for 1967 enters into its final phase for the year.

By far, the largest project on the system this year is the installation of the new St. Lawrence River crossing which has been written about in the preceding two issues of this publication. The three lines for Portland-Montreal were pulled across the river and are being checked for proper positioning in the trench before backfill is placed. In addition to the work of the crossing, there is a 4,100-ft. section of 24" line which has been constructed along the north shore of the St. Lawrence River connecting the crossing to the 24" line constructed through the Imperial and Texaco refinery properties in 1965. This section of pipe as well as manifold work in Boucherville and at the Montreal East terminal was carried out by McDougle Construction Limited. Several tie-ins as well as hydrostatic testing remain before oil can be placed in the new 24" line. In spite of the fact that winter is rapidly closing in, every effort is being exerted to complete the project in early December.

At Portland’s Pier No. 2 another section of the “outfitting pier,” which is the approach to the pier proper, has undergone repairs of deteriorated concrete using the Gunite process. Ellis C. Snodgrass, Inc. performed this work and also painted the 36" unloading lines as well as some sections of the pier itself. A short section of the pier was widened slightly to permit easier passage around the unloading areas.

Last year a new 260,000-barrel tank was constructed in the South Portland terminal area together with extensive piping and valve manifolds tied into both of the unloading lines as well as tanks no. 1 and 2. The remaining work on this project involves completing the electrical system including the solid state supervisory control which will eventually make it possible for the dispatcher to monitor terminal oil movements. It is hoped to finish this phase of the work in early 1968.

The construction of Interstate 295 through greater Portland will eventually necessitate relocation of about 2,500 ft. of our 12" and 18" main lines. The State Highway Department supervised the work of a contractor in constructing a section of embankment in the proposed relocation area. This embankment will be left in place until any danger of a settlement failure is past. When this time arrives, which should be about the middle of 1968, new lines will be constructed and tied in and the old lines will be removed or abandoned in place.

The east-west runway of the Portland Airport is being extended this year and because of this a 275-ft. section of the 24" line was lowered to make room for a glide slope antenna and associated equipment. Ernest J. Aselyn Company did the excavating and Portland’s maintenance crew carried out the actual piping work.

Two items of the 1966 increase-in-capacity project were completed this year. The first was the installation of new switchgear for the 24" line pump at Highwater and the other involved placing a new control valve at the same location.

Leo Desmarais Dies

Funeral services were held at St. Victor’s Church September 26th for Leopold P. Desmarais, who died suddenly on September 22nd of a heart attack. He was 54.

Leo joined Montreal on January 31, 1942 serving as a guard until his enlistment in the armed forces in October of the same year. Upon his discharge in September 1945 he was reemployed and up to the time of his death was a delivery line operator at the Montreal East terminal. He is survived by his widow, the former Marie Anne Savaria, and a daughter, Ginette.

WHAT WE DID IN OCTOBER

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tanker Arrivals at South Portland</td>
<td>36</td>
</tr>
<tr>
<td>Barrels of Crude Received at South Portland</td>
<td>10,419,629</td>
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<tr>
<td>Barrels of Crude Delivered at Montreal</td>
<td>10,938,254</td>
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<tr>
<td>Average Barrels per Day Delivered</td>
<td>352,847</td>
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<tr>
<td>Barrels Delivered Since November 1941</td>
<td>1,482,770,520</td>
</tr>
</tbody>
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THE PIPELINER
Vol. XXV
FALL, 1967

Published four times a year for employees and retirees of Portland Pipe Line Corporation and Montreal Pipe Line Company Limited.

Address all communications to:
THE PIPELINER
333 Forest Avenue
Portland, Maine 04101
Bruce Sanborn Wins $750 C-Y-I Award

Bruce C. Sanborn, pipeliner at South Portland, was awarded $750 for his suggestion in connection with the lowering of the 24" line during the relocation work at the Portland Municipal Airport.

Mr. Sanborn was on assignment with the corrosion crew at the Airport when he learned that approximately 550 ft. of 24" line containing two large overbends and three sags was to be replaced with a section of straight pipe. Observing that there were no tie-in problems at either end of the 550-ft. section, he suggested that after the existing pipe was cut, it then be turned so that the overbends and sags would become sidebends, thus eliminating the need for any new pipe.

The adoption of this idea resulted in significant savings to the company in pipe and installation costs as well as reducing exposure to greater work hazards associated with the additional blasting and excavation necessary to lay a new section of pipe.

This award is the largest single payment ever made under the Coin-Your-Idea plan.

Teagle Scholarship Granted

Miss Roberta W. Sullivan, daughter of assistant chief gauger Robert O. Sullivan of South Portland, has been awarded a Walter C. Teagle Nursing Scholarship to the Sheppard-Gill School of Practical Nursing in Boston, commencing with the 1967 fall term. This is the twelfth Teagle Foundation scholarship granted to a child of a Portland-Montreal employee, all of which have been toward careers in nursing or medicine.

The Teagle Foundation was organized and endowed by Walter Clark Teagle, who retired as board chairman of Standard Oil Company (New Jersey) in 1942. Its general purpose is to aid institutions of learning; hospitals and agencies engaged in the discovery, treatment and care of disease; charitable and religious organizations; and to promote the well-being and general good of mankind. Reflecting Mr. Teagle's interest in the welfare of employees, the Foundation provides funds to help secure educational advantages for qualified individuals and to relieve certain personal distress situations.

Teagle Foundation scholarships are available to Portland-Montreal employees with at least two years of accredited service and to sons or daughters of present, retired, or deceased employees who died in the company service with at least three years of accredited service.

After applying for admittance at one of the following universities: Cornell, Massachusetts Institute of Technology, Rice, Tulane and Harvard University Graduate School of Business Administration, the candidate submits an application for a scholarship and supporting documents to the personnel office of his company. Scholarships are granted only after an applicant has been admitted to the university concerned. The amount of award is not determined by the Foundation but is fixed solely by the school's investigation of the applicant's financial requirements.

A limited number of nursing, medical and divinity scholarships are also available. These are not confined to the institutions mentioned above, but the school selected must be acceptable to the Teagle Foundation. The nursing scholarship is limited to a maximum annual award of $750.

During the Foundation's first 23 years of operation, 1,729 scholarships with a value of over 4 million dollars have been awarded and about 500 personal letters (devoted to Portland employees) have been made.

Unused Station Buildings Come Down

Several buildings no longer required for the system's operation have been demolished or altered at the primary pump stations along with other changes which have been made at these locations.

At South Portland the upper level of the 12" and 18" manifold house has been dismantled and the end of the lower level section closed in. The two boilers have also been removed and electric heat has replaced the old steam heating system.

The reciprocating pump station building and the entire manifold house at North Waterford have been demolished. A 20 ft. x 30 ft. metal building has been erected over the switchgear for the 12" line pumping unit. This building will also serve as a work space for maintenance personnel. The 12" and 18" line scraper traps have been removed at this location and replaced with through piping. Accordingly, all scrapers injected into the system at South Portland will now be taken out at Lancaster.

Lancaster's reciprocating pump station building and upper level manifold house have also been torn down. Associated with this work was the closing in of the lower level manifold house, installation of a new deep well pump and moving of other facilities to the old sixth unit building.

Piping alterations were made in the 12" line manifold at Highwater making it possible to remove the manifold house itself.

At both North Waterford and Lancaster the old concrete oil sump and sump pump are being replaced with new steel tanks and Byron-Jackson multi-stage sump pumps. The installation at North Waterford is complete and that at Lancaster is well under way.
Service Emblems Awarded

10-YEAR AND 20-YEAR SERVICE EMBLEMS were presented by Mr. Emerson to the group of Portland employees shown above at a dinner and ceremony held on November 9th at the Sheraton-Eastland Motor Hotel. From left: Bennett Norton, Jr., Jerominsh O'Carroll, Helen S. Lebans, Henry O. Cormier, Neil S. Johnson, Jr. and William G. White, 20 years; Richard G. McCubrey and Robert W. Libby, 10 years.

John Cormier Cited

Navy hospital corpsman John W. Cormier, son of "Bud" and Barbara Cormier of Gorham, New Hampshire, received the Bronze Star for his actions in Viet Nam where he displayed, as the citation reads, "... courage, bold initiative and selfless devotion to duty at great personal risk...."

Deep in Viet Cong territory John's patrol was ambushed by a numerically superior enemy force. Seeing the point man fall, he rushed forward to assist in moving the wounded Marine to a less exposed position. He administered medical aid and remained with the wounded man throughout the three-hour attack. Later, when moving to a helicopter landing zone, the Marine suffered a second wound. Ignoring intense enemy fire, John helped him aboard the helicopter and continued treatment until arrival at a medical facility.

New Booster Pump For South Portland

A large new pumping unit in the South Portland terminal area will be added which will serve the dual purpose of boosting the pumping rate from ships to the tank farm and of transferring oil at a relatively high rate from the three terminal tanks to the tank farm. This pump, which will be driven by a 1500-hp motor, is on order from the Byron-Jackson Pump Company but is not scheduled for delivery until early 1968.

B-A Visitor

MARINE MANAGER GORDON SMITH of The British American Oil Company Ltd., visits Portland just prior to his retirement. Mr. Smith, shown on Pier No. 2 with Mr. Emerson, has been associated with the oil industry for more than 45 years.