CONSTRUCTION PROGRAM FOR 1966

The construction program for 1966 in no way matches the 24" main line project carried out last year when many of our regular employees were enlisted to provide the required inspection on the various contractors' pipe line spreads. While all work necessary for the operation of the three pipe lines was completed in 1965, there still remained a sizable amount of carry-over work to be completed in 1966. Along the right-of-way certain of the landowners have requested that additional smoothing out operations be carried out, ditches dug or replaced, and reseeding in some locations. It is proposed to have this work performed by local contractors under the supervision of Company personnel. The placing of road markers and milepost markers is another right-of-way task scheduled for this year.

The supervisory control equipment for the South Portland Tank Farm, Pump Station and Terminal finally arrived after many delays and the master control panel has been set in the Dispatcher's Office. To obtain additional space for the dispatching and pump station control operations, some partitions were removed and new ones constructed. Although all of the control equipment from one supplier is already here, there is still additional equipment from other sources which has not arrived. The Boulos Company is presently carrying out the wiring and connection work under the supervision of the maintenance personnel and the engineers. The North Waterford and Lancaster Pump Stations are already on remote control, South Portland Station should be on remote control by June 1st, and remote control of the Tank Farm manifold valves and tank gauge reading should be ready by early summer.

Other carry-over work from 1965 includes the painting of piping manifolds and the

(Continued on page 2)
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WHAT WE DID IN APRIL

Tanker Arrivals.
at South Portland..................29
Barrels of Crude Received
at South Portland.................8,585,835
Barrels of Crude Delivered
at Montreal.........................8,792,674
Average Barrels per Day
Delivered............................293,089
Barrels Delivered Since
November, 1941....................1,313,549,127

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R. A. THOITS
REJOINS PORTLAND

After an absence of nearly six years, an old friend and former employee, Bob Thoits, has returned to the Engineering Department. Bob was first permanently employed with the Company in 1950 as an Assistant Coating Inspector during the construction of the 18-inch line. After performing inspection duties on the corrosion survey the following year, he was assigned to the Portland Office as Engineer. Prior to his resignation in July of 1960, Bob also served for over a year as Office Assistant to the General Superintendent.

Before becoming reemployed with us, Bob was Senior Design Engineer with American Cryogenics, Inc. in Atlanta, Georgia.

N. S. HASTY PROMOTED

Effective May 1st Nicholas S. Hasty was permanently assigned to the position of Dock Foreman at South Portland Terminal. Since joining Portland in 1951 as a Pipeliner at South Portland, Nick has become familiar with all phases of Terminal and Tank Farm operations through the various job assignments he has held, including the past three years as Assistant Dock Foreman.

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NEXT ISSUE OF PIPELINER
TO FEATURE GRADUATES

Graduating sons and daughters of Portland-Montreal employees will again be featured in the June issue of the PIPELINER.

In order to accord proper recognition to those students who will graduate from high school, vocational school or college during 1966, employees are requested to furnish a snapshot and a brief summary indicating the name of the school attended, degree granted or course taken and future plans of the graduate. The student's name should appear on the reverse side of the snapshot and the picture will be returned to the employee. The snapshot and summary should be given to the PIPELINER reporter at the employee's location of work or submitted to the Personnel Office in Portland no later than June 17th.

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CONSTRUCTION PROGRAM FOR 1966
(continued from page 1)

two 150,000 barrel storage tanks, grading of the station sites, rebuilding of roads and sidewalks and finally the dismantling and removal of pumping equipment, piping, manifolds and possibly some buildings which no longer have a place in future planning.
The largest project scheduled for this year is the construction of a large crude oil storage tank in the South Portland shipyard area between Preble Street and Pickett Street extension. This tank will tie into a new 36" line between the combination 36"-24" dock unloading line from Pier #2 and the tank and pump house manifolds at Pier #1. The decision to build a tank at this location rather than at the Tank Farm was brought about as a result of a study to determine the most economical method of providing for future tanker unloading rates of up to 60,000 barrels per hour. Tanks 1 and 2 and the new tank in the shipyard area can be used to take part of the high-rate unloading stream from the tanker and the remainder of the stream will flow through the existing transfer lines to the Tank Farm. After a ship completes unloading, the South Portland Terminal pumps will move the oil taken into the tank at the shipyard to the Tank Farm to complete the transfer of the full ship's cargo.

To take care of the larger tankers now coming to Pier #2 and the still larger tankers to come in the future, the consulting firm of Tippettts-Abbett-McCarthy-Stratton is in the process of completing final drawings and specifications for an enlarged turning structure at the outer end of Pier #2 complete with stronger spring fenders on the north and south sides plus retractable rollers on the north side only. Strengthening of the unloading platform and the inshore structure will be carried out by the driving of additional steel pipe piles plus reinforced concrete caps tying into the existing structures. It is planned to have this work done by Ellis O. Snodgrass, Inc. who originally built Pier #2 and who has worked on all pier alterations since then.

In South Portland a section of 42" pipe has been laid beneath Broadway and its intersection with Waterman Drive. At some time in the future this may become part of a new transfer line from the unloading piers to the Tank Farm. The pipe line crossing is being installed this year because the State Highway Commission has indicated that the streets in this area cannot be opened for a period of four or five years after this year's scheduled street paving.

The photos below show, left, the compacting of the trench containing sections of the 42" unloading line across Broadway and Waterman Drive in South Portland, and, right, preparation of another 42" pipe section before lowering-in.

Photos by G. F. LaBay
What appears to be an ungainly bird taking nourishment is actually one of the two 12" diameter Continental Marine Emsco unloading arms in use. This arm is connected to the ship's discharge manifold and is unloading crude oil from the tanker supplementing the two 10" hoses shown in the picture below. The metal arms swing by means of swivel joints to follow the movement of the vessel during its discharge of cargo.

Photos by G. F. LaBay
TERMINAL

Not being a ski or skate bug or too enthused about snow or ice in general, the winter of 1965-66 is happily placed on file as we head into spring and all its splendor. To me it's one of the greatest changes of pace that New England has to offer.

The tanker VIRGINIA GETTY arrived at Pier 2 Easter Sunday with a cargo for us, but J. Paul was not at the helm, nor did any crewman know where he was.

Paul Welch, Carl Pedersen, and Harold Oliver have been very busy with interior decorating projects the past month and intend to have things buttoned up inside their castles before the lawns and outside projects shape up.

Plenty of sickness in the area this year. The flu bug made the rounds of many of our employees and their families. The little bug even leveled Big Paul Welch for a few days, and it takes a lot of judo to get him on his back.

The Automotive World: John Thompson is piloting a new '65 Chev. demonstrator and Earle Young is sporting a new '66 Super Sports Chev. Coupe. Jerry O'Carroll is in the used car market and may consider a deal if the former owner was the Ford dealer's wife and the price was right, less 30 per cent. Peanuts LaFountaine is shopping for a Barracuda (and that's not a fish story). The lads are spending money like it's going out of style.

Dee Hutchison, Glenn Smith, and Benny Bowerman were recently transferred to South Portland.

Ralph Furbush, Don Burnell, Les Carter and George Norton have had break-in periods as Assistant Dock Foremen.

A Super P.A. system is being installed on Pier 2 by E. S. Boulos Co.

Pipliners Paul Copeland, Ronny Leeman, and Phil Edmunds have resigned and are busy on new jobs. Good men all.

Glenn Smith and Rudy Royer have purchased homes in Portland and Scarborough, respectively. Dee Hutchison, Benny Bowerman, Larry Micucci, Al Haney, Ed Roney, and Junior Hadley are still pecking, pondering, and prospecting. Junior would buy on the fringe of Sherwood Forest if the price was right.

Don Burnell makes his own ice cream at home for the kiddies' birthdays and other special events. The children enjoy helping make it as much as they enjoy eating it.

Personnel Manager to applicant: "I can't promise you the job, but our computer is favorably impressed."

Signs of Spring: Art Cote strolling down Congress Street after returning from Florida and winter employment.

Have not seen a successful black-eyed pea grown here since "A. C." Cowne left town.

Classified ad in newspaper: "For Sale, complete set of Encyclopedias. Never used. Wife knows everything."

Haven't heard a good belly laugh since Eddie Dunn hung up his gloves.

Sport fans: Don't give up on the Red Sox too soon, they can still head up the 3rd division, if there were such a thing.

You've reached middle age when your weight lifting consists of standing up.

The most welcome face to appear on the horizon in a long while was that of Bob Thoits who lately returned to work for the Company. If economy is our motto, Bob's the boy. While attending school he worked several summers as a Casual Laborer and one pair of olive green coveralls covered Bob and two summers' work. He would wash them out after
each day's work and hang same on the Terminal clothes line all set for the next day's production. Have forgotten what procedure was used if rain occurred during the night, but Bob made it somehow. Welcome home.

The famous or infamous greenhouse opposite the Tank Farm main gate is no more. Gone are the soft coal and manure piles, so easy on the eye that faced our entrance gate. Lots of laugh and headaches were generated under the house of glass along with some prize petunia and begonia plants.

While burning fireballs at the Tank Farm a giant skunk was smoked out of his hole, his size depending upon the individual witness. One said he was as big as a fire hydrant; others claimed he was as big as Tony. Ralph Bridge, who is usually deadly with gun or stone, had three near misses with rocks but Kid Turkewitz scored one hit. One thing agreed on is that the Tank Farm skunks are growing bigger and less fragrant with time.

The Puglieses called Mary Jane who is studying in France to wish her a "Happy Birthday," to the tune of twenty bucks plus tax.

George Flavin hit the big time with the purchase of a new Buick.

Frank L. Ivers

**ACCOUNTING**

Congratulations to Ray and Claudia Pandora on the birth of a daughter, Stephanie Jane, on April 11. Ray said that he has already introduced her to one of the finer things -- basketball! Seems Ray watched the Celtics game late one night and at the same time fed and rocked Stephanie. That's good planning, Ray!

Among those on vacation are: Gordon LaBay, who is currently building a six foot fence around his house. Gordon also mentioned making a trip to Boston for the opera. Ken Lawrence is vacationing around home and hoped to get in the opera in Boston, too. Neil Johnson and family planned to spend part of his vacation at home and part with Dorothy's sister in Massachusetts. Ray Pandora is off for a week of babysitting!

Ray Ricker is sporting a new Dodge station wagon.

Have you heard the latest news incident involving Mel Hamblett? Mel and Evelyn were on their way home from camp one evening in their new Volkswagen when they heard a loud explosion. Mel stopped the car to find out that they had been the victim of a prankster who had shot at them. At this time, the police have been unable to find out who is responsible, or anything more about the incident.

Laurie G. Dupras

**DISPATCHING**

We of the Dispatching Department are pleased to announce that we are now settled in our new offices and are very pleased with the end result of the renovation job that has been going on for the past several weeks. It was necessary to enlarge the Dispatching Office to accommodate the new equipment for remote control operation.

Ben Norton and family have gone on a vacation in the south. They expect to spend some time in Washington, D.C. We expect that Ben will have a hard time dragging his inquisitive sons, Joel and Eric, out of the Smithsonian Institute, once they find it.

Bill Spear started a two week tour of duty with the U. S. Navy in Virginia on April 23. While Bill is away, Ken Murphy will handle the Assistant Chief Dispatcher's job.

In the renovation of offices, Don Jensen, Staff Assistant to the Vice President, Bill Spear, the Assistant
Chief Dispatcher, and George Mooney, Dispatching Clerk, all ended up in the same room. So we will take the liberty to report the activities of Mr. Jensen in this column in the future. Right now Don is busy getting his boat ready for launching in May. It is expected that Bill Spear will be as busy as a beaver with his flock of boats as soon as he returns. (He has 3 different sizes and shapes.)

Eric Jensen, eldest of Don Jensen's three sons, who has been temporarily employed on the Corrosion Crew, has just become a member of the United States Army. Eric expects to be a sailor in the Army, that is, he is slated for duty on some of the small diesel craft that the Army operates. Eric should do very well, having been graduated twice from the Southern Maine Vocational Technical Institute in two different lines of work. He scored very high on the Army aptitude test and it is expected that he will do very well in the service.

Mrs. Raymond Jones, wife of Dispatcher Ray Jones, has recently spent some time in the hospital. The word is that she is feeling much better.

Bermuda, an island only 17 miles long, is wonderful. What a change of pace! It is 765 statute miles from Boston and flying time is one hour and 31 minutes by PAA Boeing 707. The United States Air Force built, operates and maintains the airstrip known as Kinley. Four air lines share the airport. They are B.O.A.C. out of England, Quantas out of Australia, Eastern and Pan American from the United States. While in Bermuda I met many Canadians, mostly from the Toronto area, who were ducking the winter, or a small part of it, the same as I. I recommend the trip to everyone, but cannot adequately describe it. You must see for yourself.

The weather here in the Portland area still remains cold, but it should start to warm up soon.

G. W. Mooney

GENERAL OFFICE

They say that Spring is here. The snow has disappeared, the robins have arrived, and the trees are budding, but with the temperature this morning at a low 26°, I've got to have more proof!

The Chilcoats returned from a visit with Shirley Jo and her family in Williamsburg and found it unseasonably cool even that far south. Ruby and Chilly had a lot of fun with their granddaughter and then headed home via Charlottesville and the Skyline Drive. Our congratulations to their son-in-law Kevin Geoffroy who recently received his doctorate from the University of Arizona.

Merlon Maguire is at present on two weeks' duty with the Army, this year in Springfield, Mass. He thought he had all that behind him, but Uncle Sam, unpredictable as he is, tapped him on the shoulder with just one week's notice.

Our congratulations to Gregory Toung and his fiancee, Miss Judy Ann Smith of Falmouth Foreside, whose engagement was recently announced. Judy is a student at UMF and Greg is in the Air Force, stationed at Lackland Air Base in San Antonio.

Mary Curran caught the trading fever and forsook the old Chevy for an Oldsmobile Cutlass. Real snappy! She plans to give it a workout about the middle of May when she hits the turnpikes and heads for Washington, D. C. We understand Elsie Carter is also in a dicker- ing mood. It's rumored that she is trying to get Plymouth to make just one more car with pushbutton transmission. Ray and Lear Toung have gone Dodge!

We were saddened to hear of the death in New Orleans of Lawrence Fennel. Our deepest sympathy to Mrs. Fennel, Pete and Lawrence, Jr. Carlton & Nellie Goodwin had visited Mr. & Mrs. Fennel just the week before while on a vacation trip.
Another old friend visited by Carl was Sam Hart, Mr. Hart, who left us for the more leisurely life the latter part of 1948, turned 80 years young in February but Carl says he's just as young in spirit as he was back in the 1940's. (Note: It's just as well you weren't at my 20-year button dinner, Mr. Hart. You would probably have presented me with a bill for all those hours of work which you contend I owe the company. Those "formulas" of yours could be pretty damaging! kis)

Harry Phillips had a two-week vacation but spent it fixing up his house: no traveling this round. Frank Foss also took a week. He used a couple of days with his Scouts restoring a small family cemetery that had been sadly neglected over the years. This was a community service project for the boys. The rest of the week he conducted a taxi service for the kids, it being a school vacation also.

Batch and Karl Emerson attended the API meetings in Dallas recently, the latter taking a side trip to Oklahoma to visit with his family. After spending several weeks in Florida, Batch doesn't feel his fast-approaching retirement is going to be too hard to take.

Harry and Sue Russell are just back from a languid week on the sands at St. Croix in the Virgin Islands. Nothing like it, they say. Bob and Sue Follansbee take off on a European jaunt May 9, a trip which Bob has been planning for a long time. One admonition Bob -- hang onto your raincoat!!!

It's nice to see Bob Thoits back with us after an absence of several years. He's house hunting -- Evelyn and the children won't come north until the school year is over.

Cyndy Leach is sporting a snappy Impala convertible. Let's hope she has better luck with this than she did the Chevy II. The old car spent more time in the garage than it did on the road!

'Tis rumored that Betty Hanson is conducting a business on the side. She was seen recently heading toward Westbrook with the whole back end of her station wagon loaded with tires! Any bargains, Betty?

The new Transitel equipment was safely moved in despite all the "corridor" superintendents. The Dispatching Department with its new paint and paneling and vinyl tile flooring is the envy of the rest of the office. Sure looks nice.

Our sincere sympathy to Carlton Goodwin upon the death of his mother on April 18th in Sanford, Maine.

Thanks to Ralph Greenwood, the local magician who has entertained the kiddies (young and old) the last two years at the office Christmas party, George Parsons is well launched in the bunny business. The latest arrivals came just in time for the Easter season!

Ernest Wilkins made his annual trip to the north country to gather up Vermont maple syrup for his yearly customers. Much to the consternation of some of his regulars he came back with New Hampshire syrup. He reassured them that it was every bit as good as the Vermont variety (the trees just a few miles from the State line) and that it had been processed under the exacting supervision of our own Arno Bishop. The Johnsons and Maguires prefer to harvest their own crop!

Now that I've completed my stint for this issue, I can take a week's vacation myself with a clear conscience. Part of it will be spent at the New England Conference of the National Secretaries Association to be held this year at the Sheraton-Biltmore in Providence, Rhode Island.

See you next issue.

Kay Sullivan
MONTREAL EAST

Wayne Lively and Glen Boyd formerly of the Terminal staff accepted transfers to Imperial’s Montreal East Refinery. They both reported to their new assignments the second week in April. Best of luck.

The population of Montreal East has been increased, effective April 13, 1966 by the arrival of a bouncing boy to the Pouliots. Congratulations, Danny and Therese!

We welcome to the Pipe Line family Ian Dagg and Norman Kidd who have been employed to fill the vacancies arising from the recent transfers. Andre Larose has also rejoined the Pipe Line as a casual employee to act as relief for the summer vacations.

Gordie Ritchie spent a week down in the Virginia area looking over some real estate. It was a long way for a game of golf but all we "divot diggers" here envied him.

Mary Ward is expected back at her desk May 2nd after being on sick leave for over two months.

Sign in a gas station in the mountains: "Buzz twice for night service. Then keep your shirt on while I get my pants on."

See you next issue.

John K. Beale

THREE COIN-YOUR-IDEA AWARDS GRANTED

The Coin-Your-Idea Committee recently voted awards to three Portland employees for submitting prize-winning ideas.

Two Portland Office Accounting workers, Mrs. Helen S. Lebears, Stenographer, and Laurence M. Campbell, temporarily assigned as Junior Accounting Clerk, each were awarded $20.00 for ideas relating to the operation of the Ozalid machine. Helen suggested a method of reproducing prints that will reduce the required trimming of paper, while Larry’s idea involved the use of a mechanical device to perform the trimming operation in a faster and safer manner.

An award of $45.00 was won by Wayne B. Strout for his suggestion to install a mechanical alarm on the side of storage tanks. This alarm will reduce the possibility of an overflow in the event the telematic equipment is not functioning properly.

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LAWRENCE FENNEL DIES

Lawrence Fennel, who retired from Company service in 1963, died in New Orleans, Louisiana, April 2nd after a long illness. He was formerly General Superintendent of the Portland-Montreal System.

Mr. Fennel began his long career in the oil industry in 1921 when he became employed by Standard Pipe Line Company of Louisiana as oiler and machinist, later being promoted to diesel engineer. In 1926 he transferred to Andian National Corporation Limited in Colombia, South America, where he soon became chief engineer of a diesel station. After 14 years of foreign service he joined Portland Pipe Line in August of 1941 as Chief Operator of the West Burke diesel station. He became Terminal and Tank Farm Superintendent in 1944 and was promoted to General Superintendent in 1953. At the time of his retirement Mr. Fennel had over 37 years of credited service.

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SEVEN RESIGN FROM PORTLAND

Seven employees recently resigned from Portland Pipe Line, six of whom terminated employment from the Operating Division under the provisions of the Company's manpower reduction program.

Operating Division employees leaving Company service were comprised of four men from South Portland Terminal and two from North Waterford Station. At the Terminal, Pipeliners Paul W. Copeland and Ronald S. Leeman and Guard Bruno D. LaBounty resigned to accept other employment while Philip D. Edmunds, Pipeliner, terminated his Company service to operate a welding shop in West Paris that he purchased. Resigning from North Waterford Station were Frank A. Hunt, Jr., Electric Station Operator, and Pipeliner Harlan J. Hutchins. Frank plans to rest until June when he will begin a camping tour to Alaska and Harlan has joined a building supply and contracting firm in Bethel.

Spencer B. Fitts, Electrical Engineer in the Portland Office, resigned to accept a position as quality assurance supervisor with the South Portland plant of the Fairchild Semiconductor Division of Fairchild Camera & Instrument Corporation.

MORE FROSTING ON THE CAKE

A birthday observance is usually symbolized for the people who are celebrating it by a nice big cake.

For this year's 25th birthday observance of United States Savings Bonds there is also a cake -- a huge $50 billion cake -- and millions of Americans each own a slice of it. That $50 billion in Savings Bonds represents personal security and security for the Nation.

Those of us working for Portland who are buying Series E bonds regularly on the payroll savings plan are glad to know that Uncle Sam has recently provided more frosting on the cake in the form of increased earning power for the E bonds we buy now and those we already own.

Here's what this increase means to payroll savers: every Series E bond you buy now or have bought since December 1, 1965 earns interest at the new higher rate of 4.15 per cent, compounded semi-annually, when held to maturity. These E bonds will mature faster than ever before, in just 7 years.

The higher interest rate also applies to all older Series E bonds from December 1, 1965 for their remaining period to maturity. So it pays to hold on to your old E bonds even as you continue to buy new ones.

Series E bonds have other outstanding features that have marked them as a unique investment since 1941. Principal and interest are fully guaranteed and your bond will be replaced free if lost, stolen or destroyed. Interest is completely exempt from state or local income taxes. You can put off paying the Federal income tax on the interest until you redeem your bonds, perhaps at retirement when your taxable income probably will be less.

So old or new, your Savings Bonds serve you better than ever before.

If you are not already buying E bonds on the automatic payroll savings plan, you may sign up at any time. All you have to do is fill out a brief application requesting that a small amount of your pay be set aside towards E bonds issued in any denomination you select. Your supervisor or the Portland Payroll Office will arrange to furnish you with the authorization form.

So on the silver anniversary of the U.S. Savings Bond program, why not cut yourself a slice of financial security for yourself and your family by joining the payroll savings plan. It means not only more security for you, but additional strength for America in the cause of freedom.