Portland Pipe Line Spearheads Harbor Pollution Control Efforts

America is waging an all-out war on pollution... both air and water... with the nation's industries on the front line.

Long before the TORREY CANYON disaster in England, the Pipe Line was taking major steps to prevent serious harbor pollution in Maine. Now international attention has been focused on the potential danger and damage that can result from harbor pollution, and the Pipe Line can stand proudly in this spotlight and demonstrate not only an awareness of its responsibilities but also a significant record of combatting the problem.

Portland Pipe Line Corporation is in the vanguard on harbor pollution abatement and every employee is playing a part in this important undertaking.

How is the Pipe Line meeting this challenge?

First, of course, are the routine pollution prevention policies of the Company. The Pipe Line's personnel can be proud of the excellent record of care in handling the tremendous volume of oil through the system's facilities.

Prevention of pollution at its source is the ideal solution, and the Pipe Line makes sure that every precaution is taken in all activities.

Second is Portland Pipe Line Corporation's participation in the work of the Portland Harbor Pollution Abatement Committee.

A year ago, the Pipe Line pledged $10,000 toward the initial $20,000 operating fund of the committee, and the first tangible results are already showing. The committee is stockpiling emulsifier for emergency use, and 1,000 feet of Slickbar oil boom was purchased in March.

Methods of maintaining the supply and using the equipment are under study, and there is a great deal of interest in skimming equipment. The spirit of cooperation among the PHPAC members promises continued progress.

Finally, the PHPAC is spearheading an organization of an emergency plan encompassing the entire coast of Maine to combat a major oil spill disaster similar to the TORREY CANYON case. Preparedness is the only weapon against this possibility, and the PHPAC members know that now is the time to make plans, although it is hoped they will never be needed.

Are all of these precautions and preparations doing any good? They most certainly are.

Portland is the second largest crude oil port on the east coast, handling 17 million tons of oil each year.

St. Lawrence River Crossings Planned

Although a number of minor construction projects are scheduled for 1967 the major item for this year is new pipe line crossings of the St. Lawrence River. A new 21" line crossing of the river from Boucherville to Montreal East will be laid with a tie-in at Boucherville to the 21" line constructed in 1965. This will allow the 10" line which is presently connected to one of the 10" lines that cross the St. Lawrence to be reconnected to the 10" line at Boucherville. In Montreal East the new 24" line will be connected to the 24" line laid in 1965 from the 12" Scraper Trap House to the Montreal East Terminal. This short section of 24" line has been carrying the 18" line stream since November 1965, this stream having moved across the river from Boucherville through one of the original 10" crossings laid in 1941.

In addition to the 21" crossing, a spare 16" and spare 20" crossing of the main ship channel of the St. Lawrence will be laid from a point on the north bank just upstream of the existing 18" crossing to the first island known as "Ile du Faucal."

All crossings, except for 21" tie-in work at each end, will be laid under an agreement to be arranged with The British American Oil Company Limited. An affiliate of the latter company, Shawinigan Chemicals Limited, is laying several smaller-sized lines across the St. Lawrence and is making all arrangements with the dredging and pipe line contractors for the in-
Changes Made In The Pipeliner

With this first issue of 1967, The Pipeliner changes from a bimonthly publication to one that will be issued four times yearly. It is the feeling of the editors that the reduction in fully-manned pumping locations coupled with the decrease in personnel over the past few years has resulted in insufficient employee news or other features to continue publishing at every two-month interval.

To improve general appearance, The Pipeliner will be professionally printed as is this issue rather than reproduced on Portland's Multilith machine. This will allow for greater flexibility in arranging layout and should provide a better opportunity to present material in a more interesting way.

Although future issues will contain newsworthy personal items about employees and annuities, emphasis will be placed on publishing articles that pertain to the operations, activities and policies of the Pipe Line which are of interest and importance to its personnel.

Portland Office Employees Win Coveted United Fund Gold Plaque

At the recent Annual Meeting of United Community Services of Greater Portland, United Fund Plaque award winners for the 1966 Fund Drive were announced and plaques distributed.

The top award is a Gold Plaque awarded to firm employees having ten years of "Fair Share Giving." There were ten firms in this area—Portland Pipe Line Corporation, Portland Office Employees, being one of the ten. Oscar Chilcoat, 1966 Company Chairman, was present to accept the Gold Plaque.

In commenting on the award, Mr. Chilcoat expressed his appreciation for the support of the employees and said that through this means we are contributing to various agencies that help make Greater Portland a better place to live, work and play.

Use of plastic boom designed to contain harbor oil spills is demonstrated near Pier No. 2.

NEW THROUGHPUT RECORD SCORED IN 1966

With all three lines in operation the Portland-Montreal Pipe Line System delivered over 112 million barrels of crude oil during 1966, up more than 20 million barrels over the previous year. The daily average deliveries to Montreal of 307,925 barrels for the 1966 year compares with 252,142 in 1965, an increase of 55,783 barrels per day, or 22.1%.

WHAT WE DID IN APRIL

Tanker Arrivals at South Portland .................................................. 25
Barrels of Crude Received at South Portland ................................. 7,351,682
Barrels of Crude Delivered at Montreal ......................................... 8,015,826
Average Barrels per Day Delivered .............................................. 267,194
Barrels Delivered Since November, 1941 ...................................... 1,427,860,026

[ST. LAWRENCE—from page 11]

Installation of the Montreal Pipe Line crossings in addition to their own lines. Dredging in the main channel started in April. Estimated completion date for the project is October 15th.
Two Physicians Appointed

David S. Broughton, M.D., of Gorham, New Hampshire and Charles R. Glassmire, M.D., of Portland have accepted invitations to serve as participating physicians in Portland's medical program. This program is maintained by the Company for the benefit of employees and involves the performance of pre-placement physical examinations and periodic physical examinations (annual and biennial), treatment of industrial accidents and occupational diseases and the counselling of employees on health matters.

Dr. Broughton attended Wesleyan University and American International College prior to entering Tufts University School of Medicine. After receiving his medical degree in 1944, he interned at Boston City Hospital and was later a surgical resident of the University of Louisville Hospital. Before moving to Gorham in 1965, he practiced in Rumford, Maine and Whittier, California. In addition to general practice, Dr. Broughton is engaged in general surgery. Dr. Broughton and his wife have eight children and reside in Gorham.

Dr. Glassmire is a full-time specialist in internal medicine and maintains his office at 37 Deering Street in Portland. He completed his undergraduate studies at the University of Pennsylvania and received his M.D. degree in 1944 from that University's School of Medicine. He interned at Maine General Hospital and subsequently became a resident in internal medicine at Landshut, West Germany. He studied rheumatic diseases at the New England Center Hospital in Boston. Dr. Glassmire is a member of the American Medical Association and American Rheumatism Society. Married and the father of three children, Dr. Glassmire and his family live in South Portland.

In addition to Drs. Broughton and Glassmire the following medical doctors are participating physicians in the Company's medical program: Drs. G. H. Derry, L. J. Polliner, Portland; H. Hinckley, D. R. Hill, South Portland; J. M. Bischoffberger, Naples, Maine; R. E. Hubbard, Waterford, Maine; H. S. Harper, South Paris, Maine; B. H. Blodgett, J. A. Ferguson, C. Yungblatts, Lancaster, New Hampshire; and J. T. Bailey, Lyndonville, Vermont.

Twenty-five Years Later

Three Portland employees, who were present on November 4, 1941 at the docking of the ESSO DOVER, the first tanker to arrive with a cargo for Portland-Montréal Pipe Line, recently had a reunion with John Clayton, then 2nd Mate of that vessel. Shown above (wearing hats) are Portland employees Donald E. Jensen, George W. Mooney, Jr., and Forest M. Lewis with Captain Clayton, now skipper of the PENN SAILOR, which docked at the Chevron pier in January.

Portland Commended By National Guard

On February 12th Karl D. Emerson, representing Portland Pipe Line Corporation, accepted the Army and Air National Guard Meritorious Service Award presented to the Company in recognition of its support of the National Guard by granting military leaves for employees Guardsmen and armed forces Reservists.

Members of the 133rd Battalion of the 20th Armored Division were present at the Stevens Avenue Armory in Portland during the ceremony and the award was made by Major General Edwin W. Heywood, state adjutant general of the Maine National Guard. The Battalion was in the process of completing its Third Command Post Exercise when this gathering of officers and men was used to recognize the contribution of private industry. Rifle team awards and commendation citations were also presented and promotions announced.

The Portland Pipe Line Corporation Policy Regarding Military Training in Reserve and National Guard Organizations has been in effect for the 25 years of the Company's existence. Its purpose is twofold. It encourages employees to participate in national defense activities on which the continued security of the nation depends and it allows them to fulfill their annual military training obligations without suffering monetary hardship or loss of vacation time.

The Policy provides that an eligible employee absent on military leave for annual Reserve or National Guard training for up to 17 days per year will receive from the Company and/or the government pay for the period of the leave at least equivalent to the employee's normal Company earnings for the period. Also, participation in Company benefit plans and programs is not suspended during the leave.

In the event a Reservist or National Guardman is called to active duty for an extended period of time or an employee is drafted into military service, he will be subject to the Company's Policy Regarding Active Military Service. In addition to job protection a regular employee may be eligible for a lump sum payment, dependency payments, annuity credit, service credit and continuation of employee coverage under group insurance and survivor benefits, as well as dependent coverage under the Health Insurance Program.

During the past twenty years, 22 different employees have been granted a total of 76 leaves of absence under one or the other of the above Policies.
Recent System Personnel Changes

Portland Pipe Line

Mrs. Arthur H. Jordan (Kathleen) has joined the stenographic staff in the Accounting Department, replacing Mrs. Laurel Dupras who resigned in October. A graduate of Portland High School, Kay attended Northeastern Business College, served in the Women’s Reserve of the U.S. Marine Corps and for the past few years has been employed by Beneficial Management Corporation in Portland.

Recently resigning from Portland Office were Cynthia C. Leach, Donald R. Close and Gordon F. LaBay. On April 15th Cyndy was married to Captain Larry L. Weeks of the U.S. Marine Corps who is stationed at Portsmouth Naval Shipyard. Don has joined the Employee Relations Department of Portsmouth Naval Shipyard and Gordon has accepted a position with the Dunlap Insurance Agency in Auburn. Replacing Cyndy as Stenographer in the Engineering Department is Mabel Welch, who transferred from Purchasing.

Robert W. Libby, who has been working on programming the IBM 1800 Computer, has been regularly assigned to Engineering as Control System Programmer.

Since the last issue of The PIPELINER new positions of Dockman and Welder No. 2 have been established. Promoted to Dockman positions at the Terminal were Paul E. King, Lawrence Micucci, V. Edward Roney and, to Dockman/Dispatcher, Sheldon A. Glidden. Assigned to the Welder No. 2 job in the Shelburne Maintenance Crew is Rael E. Swain.

Montreal Pipe Line

John H. Irwin, after nearly 47 years of service, retired on February 28, 1967. John joined the Imperial family on August 3, 1920 at the Montreal East Refinery, starting in the Asphalt Department, then later served in other refining operations until his transfer to the Pipe Line on October 20, 1941 as an Oiler at the then diesel-operated station at Highwater. He was later promoted to Operator in 1943. His supervisory abilities were recognized and on May 1, 1950 he was transferred to Montreal East as Terminal Supervisor, the position he held until his retirement.

John’s fellow employees honored him at a social gathering held in the Legion Hall in Montreal and presented him with fishing equipment as a retirement gift with their best wishes.

Also retiring as of February 28th were John F. Murphy and Alex M. Harvison, former Operators, and Milten Boyce, Maintenance Man, at the Highwater Pumping Station.

Ray Brouillette, former Station Chief at Highwater, was appointed Maintenance and Operations Supervisor effective March 1, 1967 with headquarters at Montreal East.

P. Lessor was appointed Area Supervisor-Highwater, effective March 1, 1967, following a period of successful remote control station operation.

Portland Presents Service Emblems

Six Portland Pipe Line employees were recognized for achieving anniversaries of service with the Company at a service emblem award dinner and ceremony held March 30th in the Camden Room of the Sheraton-Eastland Motor Hotel in Portland.

Ray Toung, Personnel Supervisor, acted as master of ceremonies for the meeting. He introduced to the gathering those individuals who had become regularly employed by the Company since the previous get-together that was held to present service emblems.

With 68 fellow employees witnessing the ceremony, Karl D. Emerson presented the 10 and 20-year service emblems to the six honored guests who are shown in the photo below. He reviewed the background of each recipient and commented on their careers with the Company. It was stated that Management is very proud of the fact that nearly 90% of Portland Pipe Line employees have attained 10 or more years of credited service. Joining Mr. Emerson on the speakers’ platform to congratulate the honored employees were Messrs. Follansbee, Phillips and Toung.

During the meeting Mr. Emerson spoke of the necessity of obtaining future storage tank sites in order for the Company to serve the shippers efficiently, and discussed Portland’s petition to reserve 163.5 acres of land in South Portland for the additional tankage which will be required.

Summer Issue Of Pipeliner To Honor Graduates

Graduating sons and daughters of Portland-Montreal employees will again be honored in the summer issue of The PIPELINER.

In order to accord proper recognition to those students who will graduate from high school, vocational school or college during 1967, 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 submitted to the Personnel Office in Portland no later than June 16th.