The surfacing spread applies the armor coating on a section of the pipeline road just outside Qaisumah station. The asphalt distributor in foreground applies a heavy grade of cut-back asphalt. The trucks in background provide a steady supply of cover stone to the chip spreader (in center) which moves behind the asphalt distributor. (More photos on the Road Improvement Program by Khalil Nasr are on pages 5, 6, and 7).

SURFACE TREATMENT OF PIPELINE ROAD IS IN PROGRESS

Work to apply an asphalt surface to the existing 87 Arabian Pipeline road paralleling Tapline's pipeline between Qaisumah and Turaif is progressing satisfactorily. The finished asphalt-surfaced width of the road will be 24 feet. Both sides of the road will have graded shoulders.

Barring unforeseen delays, surface treatment of the road will be completed within a period of about 4 years. Several Saudi Arabian contractors have been engaged by Tapline in this program, surveying the road, building crushed material, water and asphalt and operating the equipment in the various spreads.

Now 14 years old, the pipeline road accommodates a heavy flow of traffic, both commercial and for pipeline operation. Built to support the original pipeline construction and its subsequent maintenance and protection, the road, by virtue of its geographical location alone, becomes a vital artery, providing commercial trucking access to the Arabian Peninsula.

Its direct route across Northern Saudi Arabia has greatly reduced the time required to transport goods exchanged from the Eastern Mediterranean to Eastern Saudi Arabia. Discovering an alternative to water transportation, the road provides the fastest means of shipping between the two points.

Elwood H. Gray, Senior Engineer—Road Construction, is in charge of engineering and construction of the Road Improvement Program, which has its headquarters at Rafha pump station. He heads a Road Improvement Program management crew of 10 Tapliners and 12 Bahcel personnel assigned to Tapline. Saudi Arabian contractors on the program are utilizing about 150 of their own personnel to carry out their projects.

Aside from 11 pickups, 10 dump trucks and six water tanks provided by contractors, the grant of Tapline's impressive Road Improvement Program inventory are six D-8 bulldozers, eight graders, six rollers, four DW-20 Caterpillar earth movers, four Kommerztractors, two stone spreaders, three asphalt distributors, six asphalt storage tanks, six diesel portable trucks, three water tankers, three portable rock crushers and one mammoth Pioneer crusher with an output capacity of 200 cubic yards per hour.

Surface treatment of the long road involves five distinct operations units, or "spreads" as the roadmen call them:

1. The FIELD SURVEY UNIT, which determines center line and off-side of the existing travel way as well as the centerline profile and cross-section of designated locations requiring sight distance improvements.
2. The EARTH SPREAD, which cuts hills and fills in the low places to give drivers a minimum straight-line visibility of 200 feet, improves horizontal curves, and installs Culvert drainage pipes where necessary.
3. The INITIAL SHAPING AND GRADING SPREAD, which grades and shapes drainage ditches on both sides of the road and brings the road surface to rough grade with select borrow material by hauling such material to the section being improved and by shaping and compacting it to grade.
4. The FINAL SURFACING SPREAD, which applies a conventional bituminous treatment of approximately 11 inch as follows: The surface is primed with cut-back asphalt for a penetration of approximately 1 inch. It is left to cure for 24 hours or more, depending on weather, before rolling the surface with pneumatic rollers. About one week later an armor coat is applied using a heavier grade of cut-back asphalt and cover stone of 1 inch aggregate. This material is again rolled with steel wheel rollers.

A second armor coat will be applied, when necessary, after approximately two years from the date of the first armor coat.

5. The MAINTENANCE UNIT, which keeps busy at spot-patching and maintaining the prime surface before and after application of the armor coat.

By mid-March, work at various locations, was underway on the first 20 kilometers west from Qaisumah station to Rafha. The armor coating had already been applied on about 12 kilometers.

Current efforts are centered on asphalt-surfacing the Qaisumah-Rafha stretch by the end of 1964.
George M. Hajjar, Coordinator—Traffic, leaves Beirut on a combined business-vacation trip to the United States on April 16, one day after chalking up 17 years of service with Tapline.

He will start his six-month rotational assignment in America’s Purchasing and Traffic Department in the New York Office on May 4.

Subsequently, Mr. Hajjar will use his vacation entitlements, both before and after his New York business assignment, to visit his 23-year-old son, Sami, currently preparing for his Ph.D. in Political Science at the University of Missouri; his brother Suhail, who is settled in Los Angeles, as well as other close relatives in Florida, South Carolina, and in Brooklyn, New York.

Aside from Sani, the Hajjars have three other children: Ayda, 22, a third-year law student at the French Faculty in Beirut; Shubal, 20, employed by Middle East Airlines; and Wald, 14, a third secondary student at International College.

Mr. Hajjar is planning on a triumphant return with his hus—
band for a joint European tour on the way back to Lebanon. Our Coordinator—Traffic will be spending a week in the AOC office in The Hague before resuming his Beirut fumtions.

Mr. Hajjar was hired by Tap—
line in mid—April 1947 as a clerk. In February, 1950, he was promoted to Coordinator—Traffic last August.

While with Tapline, he obtained the Business Management Diploma from the Business Man—
agement College.

A “fisherman” during off—duty hours, Mr. Hajjar plans to con—
tinue practicing his hobby on the American coasts. Old—timers un—
doubtedly recall that on October 17, 1952, he “sharked” and earned a German pilot whose Rhine—
bound, one—engine plane crashed near the Pigeons’ Rock, about 50 meters from the Tapline’s fishing boat.

The former record daily average of 480,544 barrels was delivered in one operating day. February was a record month of operations in every way as pipeline throughput and Sidon Terminal deliveries reached unprecedented proportions.

Check these out and try to imagine how many barrels of crude, teetering on the edge of the tapline’s terminal, were delivered into the massive tankers and how many barrels of crude, teetering on the edge of the tapline’s terminal, were delivered into the massive tankers.

The first record daily average of 480,544 barrels was delivered from Sidon the same month last year.

deliveries from Sidon were estimated to average 464,000 BPD during March and to reach full capacity in April.

Other records set in February:

¢ On Feb. 7, seven tankers were loaded with 1,881,263 barrels of crude—the largest amount of crude ever hauled from Tapline’s terminal in one operating day.

¢ On Feb. 16, the ESSEX DIEN HAAG hauled 606,297 barrels of crude—the largest single cargo in Sidon’s history.

¢ On Feb. 22, the NEVADA, loaded 538,864 barrels of crude from Sidon in 11 hours and 29 minutes— or a record average of 46,133 barrels per hour and an unprecedented maximum rate for one hour of 54,462 barrels.

¢ In 80 hours of continuous port operations between Feb. 6 and Feb. 10, Sidon Terminal loaded 3,814,000 barrels of crude, averaging an over—all rate of 46,000 BPD per hour of operation.

The Qatarom station’s score tied a four—game streak against a 1—1 draw on March 12.

Hundreds of spectators from Qassimah town attended the boarded match which was officiated by Mustafa Othman, a school teacher from Hafr al—Batin.

Mustafa Nujaidi scored for Qassimah during the second half time by shaving a penalty to past the Qassimah goal. Qatarom’s You—
kassan Yousouni scored the event the score by cracking Qatarom’s back—
defensive system two minutes be—
fore the end of the game.

Both teams meet again for a playoff in Rafa between the last week of March and the first week of April.
Road Improvement Program:

A 4-YEAR JOB ON 817-KM. PIPELINE ROAD

Engineer Jean Maalouf and a contractor employee take a measure from a marker to determine the edge of the road which will be asphalt treated.

Contractor's truck unloads leveling material headed from rock crusher.

A D-8 Caterpillar earthmover cuts holes and fills in the low places on pipeline road. It is followed by a grader.

Culvert drainage pipes installed under treated road.

After it is levelled, select horse material is treated with water before being compacted by rollers.

A D-8 halfliner cutting ditches on sides of travel way.

Grader shaping material on pipeline road.

Grader leveling road sides. Both sides of the surface treated road will have graded shoulders.

The giant Pioneer crusher which has a nominal output capacity of 200 cubic yards per hour.

Asphalt distributor of 2,200 gallon capacity primes surface with cut-back asphalt through 13 ft. pipe sprayer.
A dump truck is hooked to a chip spreader (moving leftward) for armor application. A heavy grade cut-back asphalt and cover stone mixture will be applied on this primed section of the pipeline road. Once the armor coat is applied and rolled, the section will be open for traffic.

A armor coat of heavy grade cut-back asphalt and cover stone still has to be applied on this primed section of the pipeline road. Once the armor coat is applied and rolled, the section will be open for traffic.

Mr. and Mrs. Deeb Aho are congratulated on the birth of their son, a future Tapliner. Congratulations to Publications Editor and Mrs. Fairoz C. Naja. Their wedding was held in Beirut Feb. 29 on a special assignment of about three months in the Company’s Department. Dr. V. W. Hall, of the Company’s Department, left Beirut March 23 on vacation and special assignment to the New York office which will extend to Sept. 21. J. E. Lee, Supervisor, Operations, returned to the New York office from vacation to welcome Mrs. Emile Abbas, assistant secretary.

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Sidon

Alf Younis assumed the duties and responsibilities of Garage Foreman on Feb. 18, relieving Thaddeus of Beirut. Four days later, the Ghaby’s entertained Dr. Hanna Wanna during his recent three-day visit to Turaif from Beirut.

Twelve Lebanese government officials received a five-day brief- ing course on the Tapline organization between March 9 and 13 as part of the Civil Servants Program sponsored by the National Institute of Administration in conjunction with the Ford Foundation.

They were: Elie Eid, chief of the Budget Bureau; Hassan Younis, first controller; Rahid Alik, chief of the Financial Bureau, south Lebanon; Abdulsalam Baccar, controller for expenditures; Amri Abou, general controller for the Tripoli and Missa municipalities; Nabil el-Din, tax controller; Ghiyath Sells, chief of bureau, Office of Social Development; Faouad Ali-Rous, chief of bureau, Labor and Social Affairs; and custom controllers: Jean Bakhtanassar, Shawki Channini, and Tamer Moutalb.

The briefings were conducted at the Conference Room by members of Tapline’s management and supervisory group. Planning Analyst Araf Jallad served as course coordinator.

12 Lebanese Civil Servants Briefed On Tapline

The Charles S. Babbs, John L. Koenreich and William R. Picketts played host at several functions honoring recent Turaif visitors—including President William R. Chandler, Vice President, Government Relations B. M. Henry, The Company Representative—Pipe Line Area B. E. Marsh and the Operating Plans group headed by Executive Vice President Walter E. Locker.

A tea gathering was held at the Carl Schames in honor of Mrs. Charles S. Babbs on her return from the U.S.

The briefings were conducted at the Tapline office in Beirut. Several hundred employees were divided into two groups—one limited to the tugboat captains and the other was limited to the marine engineers.

President Walter E. Locher.

Six members attended the meeting held in Beirut Feb. 24 and 25. Assistant Superintendent for Marine Operations A.D. Odegaarden. A.A. Brickhouse and Jormation, organization and function of Tapline. (Photo by Nasr).

President Walter E. Locher.

The community also extends its sincere condolences to B. Kufton on the death of his mother, who passed away Feb. 11.

Rafha

Mr. and Mrs. Antoine Ghaby hosted a dinner party Feb. 13 in honor of visiting Badanah Chief Nurse Weem and Dr. Jushef Thadeen from Beirut. Four days later, the Ghaby’s entertained Dr. Georges S. Brik of Badanah who referred Dr. Hanna Wanna during the latter’s absence in Badanah to attend the Supervising Physicians’ Conference.

Our Assistant Supervisor Gene Amatore-Patrick, Hamdan Abdallah, left for Ras Tanura Feb. 29 on a three-month training assignment in plant protection with Aramco. Hamdan is the first Saudi Arab Tapliner to receive such training. Other Plant Protection personnel will take the training course later.

Mr. and Mrs. Ariadnas Ver- dieren have returned to the field from Holland.

The John H. Rosquits are back from stateside vacation with their newly-born son, John H. Jr.

Vacations have also ended for the Richard Ragsdales, Saadi Thani, Muhammad Mokhtir and Ali Saleh, but they have recently arrived for the Raha A. Abdul Sa- meed, Said Mohamed, Arast Khalid, Mohamed Sulaiman and Musel Monshid.