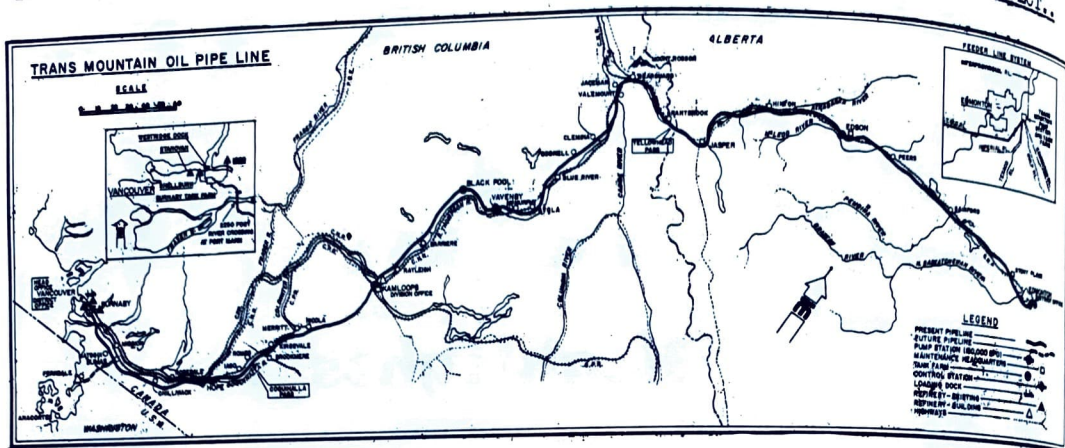


OCTOBER 15, 1953.

TRANS MOUNTAIN OFFICIALLY OPENS PIPELINE TERMINAL AT BURNABY, B.C. \$93,000,000 PROJECT.



The TRANS MOUNTAIN OIL PIPE LINE terminal at BURNABY, B.C., was officially opened today, climaxing a 1½ year-long \$93,000,000 construction program. The official opening was preceded on Wednesday by a tour of the pipeline route between Vancouver and Kamloops by a large group of press and industry representatives. The group travelled by special train as guests of the pipe line company.

The 718-mile long 24-inch diameter crude oil pipe line from East Edmonton to Burnaby includes 2½ miles of 24-inch delivery line to Trans Mountain's marine loading dock at Westridge on Vancouver Harbor.

The initial capacity of the Trans Mountain line, with three pump stations is 120,000 barrels daily, with completion of the fourth station in December 1953, it will be 150,000 barrels daily. Capacity of the line can be increased to 200,000 barrels of crude per day by use of six stations, and to an ultimate 300,000 barrels daily with 14 stations.

During late August crews commenced pumping line fill oil into the 718 miles of pipe - a requirement of approximately 2,000,000 barrels. That initial oil was pumped into the line at a rate of about 75,000 barrels daily, with interim shutdowns as required to accommodate the line completion and pressure testing program still in progress ahead of the oil.

With oil arriving at the western terminal of the line earlier this month, the pipe line's oil take was cut down to around 15,000 barrels daily - a volume that Trans Mountain is currently marketing at the Coast. With additional refining facilities completing in British Columbia, further markets will be opened for T. M., and early in 1954 the B.C. crude oil demand is expected to be around 36,000 barrels daily.

The initial market in northern CALIFORNIA that Trans Mountain had expected has been lost, probably temporarily, to MIDDLE EAST crude that is being transported by tankers that have cut their rates to such a level that Alberta crude is non-competitive in California. At such time as tanker rates are boosted, Alberta crude will again be competitive in that region.

Trans Mountain's tariff rate published initially for the trunk line movement from EDMONTON to BURNABY is 45 cents per barrel delivered. The company undertakes to load tankers at its Westridge marine loading dock for 2½ cents per barrel.

Route of the T. M. line is from EAST EDMONTON, via JASPER PARK, YELLOWHEAD PASS, MT. ROBSON PARK, RED PASS, NORTH THOMPSON VALLEY, KAMLOOPS, MERRITT, COQUIHALLA PASS and LOWER FRASER VALLEY to BURNABY, B.C.

The three pump stations include one at the Edmonton terminal, another nine miles west of Edson, Alberta, and the third 4 miles west of Kamloops, B.C. The fourth, scheduled for completion during December, will be at Black Pool, 70 miles north of Kamloops.

At the East Edmonton terminal there is a tank farm, located on 160 acres, which contains 1,500,000 barrels of steel tankage, including eight 150,000-barrel and four 80,000-barrel tanks. The delivery tank farm at Burnaby, B.C., contains 1,220,000 barrels of steel tankage on its 190 acre site. There are six 150,000-barrel and four 80,000-barrel tanks. Those tanks are on a hill some 500 feet above sea level, thus effecting gravity delivery of crude to marine loading dock and nearby refineries.

Trans Mountain will carry out communications with the aid of telephone, teletype and radio - connecting offices, pump stations, terminals, maintenance crew headquarters and drop lines. A regular air patrol, by helicopter, will be undertaken, and the aircraft will be stationed at Kamloops, available for emergency call-outs and personnel movements.