PORTLAND AND MONTREAL

JANUARY 1949

OUR COMPANY

PORTLAND ------ MONTREAL

I.C.C. REQUIREMENTS COMPLETED

ZONING REFERENDUM UP TO VOTE

The year 1948 can go down in the annals of the Portland-Montreal Pipe Line as a very successful one from the standpoint of operations. The line has achieved a record of business that has not been equaled in any year, hence, as the total number of barrels of crude oil delivered for consumption in Montreal reached 32,219,537 barrels for the 365 days of operations, the daily pumping average was 91,770 barrels. The South Portland Terminal was the scene of its greatest activities in the course of operations in 1948, as 233 tankers berthed and unloaded their cargoes at the new pier. This total number of tankers made an average of approximately 188 per month or a little over one tanker every other day.

Probably one of the most remarkable records achieved in our pipe line operations was the continuous time of pumping operations. Every one of the 365 days of the year 1948, oil was moved through the line, there occurred only one line shut-down which involved a total time of slightly less than ten hours. This achievement is attributed to the efficient operation and maintenance of the pump stations.

In this so-called modern day and age, the conduct of business affairs has become very complicated. There is hardly any type of business that exists today that does not have imposed on it some type of government regulation, State or Federal. All methods of transportation, such as, railroads, bus lines, and pipe lines which carry on business between states, are subject to the rules of the Interstate Commerce Commission. These organizations are known as common carriers. The Interstate Commerce Commission is a bureau of long standing, having been created by the Congress in 1887. This body was organized to regulate agencies of transportation or common carriers so that their rates and business practices could be made uniform throughout the United States.

Since the Portland Pipe Line Corporation is a recognized medium of transportation, carrying on business in three states, it is subject to the rules and regulations of the I.C.C. Besides regulating rates, the commission is primarily concerned with property valuations and the overall accounting structures of the transportation organization.

On Monday, January 31st, the voting citizens of south Portland will go to the polls and make their choice which will have a great bearing on the pipe line's future in that city.

The issue, which has been widely publicized in this paper and in the public press, is still one which burns fiercely. Actually, to the voters, the name of the Portland Pipe Line Corporation will not appear on the ballot. The citizens will be voting on an amendment ordinance which will appear as follows:

"QUESTION: Shall an ordinance entitled, "ZONING ORDINANCE", given first reading on October 18, 1948, and given second reading and passed by the City Council on November 1, 1948, be adopted?"

"GENERAL NATURE OF THE ORDINANCE: The ordinance amends the boundaries of the zones in the Pleasantdale Section of the City in the area adjacent to Nutter Road and near to Hill and Evans Streets and changes a portion of the area from a GENERAL RESIDENCE ZONE to a COMMERCIAL ZONE."
OUR NEW PIPELINER

Most everyone will agree that a change of scenery, once in awhile, is very beneficial to all of us. With this psychological feature in mind and, in view of the PIPELINER staff's constant desire to contribute to its readers' welfare, a new masthead appeared with our December issue. Our readers will also be welcomed by a new heading for the local news gatherings. Several months were spent in planning this change of "scenery" until finally, headings were produced that would be generally pleasing to the readers' eye.

F. Justin McCarthy, of the Engineering Department, spent many hours "on the board" perfecting this attractive masthead and our many thanks go to him in rendering his talent in a tireless effort to turn out a heading that would be appropriate. This masthead attempts to depict our pipe line system, showing the Portland Harbor as a background, a tanker at the dock, the pump station at the Terminal, framed in the pipe line which runs from South Portland to Montreal. Valves are also inserted in the framework since they form a very important part of main line equipment.

The "Station Scrapings" heading is also "just" McCarthy's work. In this bit of artistry, the work of inserting or removing a scraper is depicted.

We think that after nearly six years of publication, our readers are entitled to a change. We hope all our readers will like the "streamlining" on our headings.

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OUR COMPANY - Portland...Montreal
(continued from page 1)

the flanges of the gate plants on the St. Lawrence River crossings near Montreal, so this could not be attributed to any type of mechanical failure.

Without a doubt, the loyalty and skillfulness of every employee was involved in this successful operation which kept the oil moving through the line every day of the year. There were no major mechanical failures and certainly, none of importance enough to shut the entire line down. What difficulties were encountered from the pumping machinery angle were easily and skillfully taken care of by the operating personnel so as to keep the oil moving through to the refineries in Montreal.

At the beginning of 1948, the pipeline operations had set as a goal an average throughput of 65,000 barrels per day. The daily average, as quoted above, shows that this mark has been exceeded by nearly 1,200 barrels a day average. This figure, in itself, is a demonstration of successful operations. In looking back over the past year, it may be interesting to see just how extensive our crude oil business has been. There follows a list of the various types of crudes that have been delivered at Montreal. All of these types, with the exceptions of Arabian crude which came from Arabia, and Seeligson which came from Texas, are of South American origin.

Arabian
Tia Juana
Light Oficina
Heavy Oficina
Juspin
Juspin & Oficina
Amana
Oficina

Monaca
Mara
Seeligson
Mercedes
Cumarabo
La Rosa
Trinidad
Oficina & Amana

Certainly, all will agree that the foregoing resume of our 1948 operations demonstrates a successful year, indeed. According to the present outlook, 1949 bids fair to equal or surpass 1948 operations.

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I.C.C. Requirements Completed
(continued from page 1)

tions. As far as pipe lines are concerned, the amount of money that they earn is limited to 7% of the investment in the business. Therefore, the valuation of a pipe line is an important factor to the I.C.C.

For some time, it has been apparent that the Commission would ask the Portland Pipe Line to present its accounting records to that body for a detailed inspection. This inspection, by the Commission representatives, could be likened to an audit. Knowing that this regulation would have to be complied with at some future date, work has been proceeding for a number of months under the supervision of Messrs. Wescott and Abbott, who have been spending their entire time on assembling and organizing the data to be presented to the Commission in line with its requirements. This necessitated considerable field work which Lee Wescott was in charge of during the spring and summer months and, with the assistance of the survey crews under the supervision of Lee Wescott and Ed Parks, the field data was assembled in minute detail and brought into the Portland Office where it was entered on the required I.C.C. records. The Engineering Department has lent its valuable assistance on this project. Ray Higgins and Tom Beatty spent considerable time preparing charts and maps to support the other data. On several occasions, Messrs. Tofts and Wescott made trips to Washington to discuss the details of this big report with the Commission officials.

Lee has been kind enough to prepare for the PIPELINER a summary of the work which has been involved in this extensive project. The actual explanation of this I.C.C. valuation is necessarily technical but Lee has avoided a description of the technicalities in order that the layman may get a picture of the large amount of work that has been accomplished. The following is Lee’s report:

"On August 16, 1948, we were advised by Mr. G. S. Douglass, Director of the I.C.C., that the property of the Portland Pipe Line Corporation would be valued as of December 31, 1947. This was a big order involving a lot of work but, we knew it was coming so we had made preliminary preparations. The Commission had prepared for us certain instructions which were embodied in so-called "orders." These orders gave us the directions to carry out and prepare the material required."

'Order #26 involved the preparation of records pertaining to major purchases of equipment and materials. Order #27 required the preparation of records showing quantities and locations of equipment based on field inventories. Order #28 required the preparation of records to show in detail expenditures and quantities of equipment based on field inventory notes. All of the assembled data under these I.C.C. orders had to be brought up to conform with the uniform system of accounting of pipe lines.'

'The requirements under order #26 were comparatively easy to carry out, and it took about a month to complete this assignment. The preliminary work was gathered from catalogue descriptions, and much information had already been established from the field inventory work. Breakdown of costs, as required by this order, progressed smoothly under the standard procedure that had already been set up by the accounting department.'

'In carrying out the requirements under order #27, it was necessary to transcribe the preliminary data which had been worked up in note form. In completing this phase of work, field notes had to be cross-checked against book records. As the work progressed, this procedure emphasized the necessity of keeping very detailed and accurate records relative to the use and distribution of units and equipment, and quantities of same. All items used in construction of improvements required similar detailed records.'

'At this point, the Engineering Department was called on to lend a hand in preparing supplementary data to go along with the report. Drawings were made of the many important facilities of the Pipe Line in order to show the details on the various types of construction. The data that was recorded by the line survey crews, in
the summer of 1948, served as a valuable foundation in preparing the required Pipe Line maps. Considerable detail had to be rendered with regard to the various types of trench excavations and ground clearings. The result of the breakdown proved to be very interesting in that it gave a detailed analysis of the type of country that the Pipe Line is located in, particularly, with respect to various classifications of timber, ledge, rock and soil.

'In compiling the data required for order #28, the quantities and costs on units was correlated from field inventory notes and cost data maintained on the books of the company. For an illustration as to the accuracy that can be obtained from a correlation of records of this sort, it is interesting to point out that under this order #28, and all of the material that was gathered from the field notes and costs distributed to these notes, the totals, when checked against the book values already established, proved to be identical.'

'In conclusion, it may be said that when the requirements of these I.C.C. orders were fulfilled, they represented many hours of hard and patient work and the cooperation that was willingly given by the many fellow workers in the accounting, operating and engineering departments, who assisted those who were assigned to head up this task, was very commendable and greatly appreciated. Work on these valuation orders was completed on December 30, which was slightly ahead of schedule, and the resultant volumes sent to Washington. It is interesting to note that the data, which included charts, maps and records, weighed a total of over fifty pounds.'

L. E. Wescott

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In some cases maturity makes people swell up instead of grow up.

A lot of folks are more self-conscious than conscious.  

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Zoning Referendum Up to Vote
(Continued from page 1)

FOR

'The Ordinance, Order or 'Resolve'


AGAINST

'The Ordinance, Order or Resolve'

Those in favor of the Amendment will place a cross (X) or a check mark (v) in the square under the words "For the Ordinance, Order or Resolve" those opposed will place a cross (X) or a check mark (v) in the square under the words "Against the Ordinance, Order or Resolve."

Special elections, when Citizens go to the polls to vote on zoning ordinances, are rare in this section. Most controversies of this nature have been entrusted to the zoning boards appointed by the citizenry to administer zoning laws. Zoning, in itself, is a comparatively newcomer to Maine as it was not until 1941 that either the City of Portland or the City of South Portland had zoning laws set up.

This present issue in South Portland is, of course, a very active one with proponents of both sides of the question taking a very active part in their cause. Without a doubt, this situation will bring out a very heavy vote on January 31st.

On numerous occasions the Portland Evening Express and Portland Press Herald have served as a medium for airing the views of both sides of those interested in the zoning issue - both through prepared advertisements and through letters from South Portland citizens which have appeared on the editorial pages.

A booklet has been prepared by the Company titled, "Why Portland Pipe Line Corporation Should Be Permitted to Expand Its Facilities in South Portland", giving a complete story of the Corporation's stand on the issue. This booklet was recently mailed to the home of each person appearing on the City voting lists.
BRUNO LABOUNTY
AWARDED C.Y.I.

The Coin-Your-Idea Plan wound up 1948 in good style with the last idea submitted for the year, bringing the originator a $30.00 award.

Bruno D. LaBounty, pipeliner for the Maintenance Crew at Gorham, has been experimenting sometime with a device for compressing scraper knives springs while knives are being changed. Finally, when Mr. LaBounty had perfected his idea to a point where it would work without any difficulty, he put his plan down on paper and submitted it to the C.Y.I. Committee. Several members of the Committee went to Gorham and made a personal inspection of the compressor device. It was found to be highly desirable and very practical. The Committee then made the award to Mr. LaBounty on the basis that the idea was a time saver, improving efficiency of the operation and increasing the safety factor in removing and replacing scraper knives.

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LAWRENCE FENNEL
HEADS OPERATIONS

During the absence of Johnny Creed on sick leave and vacation, Lawrence Fennel has been appointed Acting General Superintendent, with his headquarters in the Portland Office.

While Mr. Fennel is away from South Portland, Harry L. Phillips is acting as Tank Farm and Terminal Superintendent; George R. Flavin as Chief Gauger; and, Robert J. McNaig as Assistant Chief Gauger and Dock Foreman.

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W.J. LUEBECK TO HEAD WEST BURKE STATION

Effective February 1st, Bill Luebeck will move into West Burke Station to take up his duties and responsibilities as chief operator of that station. Fred Lamb, who has been chief operator at West Burke since 1941, will assume his new duties as Mechanical Foreman on February 1st. In this capacity, he will replace Bill Luebeck.

On advice of the company doctor, Bill Luebeck goes into a job of a less strenuous nature. He is well experienced and qualified for assuming the responsibilities of Diesel Station Chief as he has had over 30 years experience in Diesel work. Bill started as a foreman with the Tuacora Oil Company in 1916 in Harrisburg, Pennsylvania. In 1924, he was transferred to the Oklahoma Pipe Line Company as Diesel Engineer. In 1930, he went to the Ajax Pipe Line Company as a Diesel Engineer and in 1936, was promoted to Chief Engineer of a Diesel Station with the Ajax system. In 1941, he was transferred to the Portland Pipe Line Company where he became our Mechanical Foreman in charge of mechanical maintenance work from South Portland to Montreal.

Bill will be very much missed along the line, as he has made many friends and has been of great service to the station personnel in keeping the pumps and engines in good working order. He also has been a great help to the Chief Operators along the line in assisting them in working out their mechanical maintenance problems. Bill goes to West Burke Station with an excellent record behind him.

Fred Lamb assumes his duties as Mechanical Foreman as no stranger to this type of work. Fred started with the Humble Pipe Line Company in 1920, as a laborer and worked his way up to Chief Engineer of May station in Texas in 1928. In September of 1928, he was transferred to Andian Corporation in Columbia, South America, where he worked as engineer and chief engineer for nearly nine years. He returned to the United States in 1937, became re-employed with the Humble Pipe Line Company in June, 1938. He worked in various mechanical maintenance capacities in the West Texas Division of the Company until 1941, when he was transferred to the Portland Pipe Line Company to head up operations at our West Burke Station.

The men at West Burke will miss Fred Lamb, as he has made them a very good
Chief. The operations at West Burke have been under his competent supervision for over seven years, and Fred takes with him, onto his new job, a good record of service at that Station.

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LEE WESCOTT MADE PERMANENT MEMBER OF OFFICE STAFF

Lee E. Wescott, who was formerly an electric station operator at Raymond, has been made permanent Valuation Engineer and effective January 1, 1949, became a regular member of the accounting department in the Portland Office.

Lee was borrowed from Raymond Station on April 8, 1946 to assist in co-ordinating and preparing the massive amount of detail required under the I.C.C. regulations. With the completion of this extensive project, it became evident that additional work would be required in keeping valuation data up to date as changes occur on the pipe line installations from time to time. There are also several special jobs in prospect which will come under Lee's supervision in the future. When the anticipated new pipe line project becomes a reality, it is expected that the work in connection with the pipe line valuation will continue to remain as an important part of the corporation accounting set up.

Lee's background well fits him for his present assignment. He graduated from the University of Maine in 1930, with a Bachelor of Science in Forestry. For several years, he worked in the Land Utilization Division of the U.S. Department of Forestry as a land appraiser, project forester and associate forester. He became associated with the Portland Pipe Line Company in September, 1941, as field and office engineer in connection with the final phases of construction of the line. In November, 1941, he was promoted to electric station operator and he held that position until he went on his special assignment in April, 1946.

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BEATTY'S BRUISERS

BOWLING CHAMPS

With the first half of the office bowling season out of the way, the famous Bruisers buried all their opponents by an overwhelming number of winning matches. They took the lead early in the season and maintained it to the very end and emerged the only one of the four teams to win more matches than they lost. Tom Beatty's team mates, however, cannot claim all of the honors - Higgins' Hotshots captured the high three string total for the season with a total of 1317 on January 16th, Dunn's Dubs stole the high single string total for the season by reaching 47% on January 13th. Lee Wescott was awarded high string honors, topping Neils Johnson by 1 pin to make a total of 120. Neils Johnson holds three string honors by knocking down a total of 716 pins in one evening.

Following are the team standings for the first half:

<table>
<thead>
<tr>
<th>Team</th>
<th>Won</th>
<th>Lost</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1 Bruisers</td>
<td>39</td>
<td>9</td>
</tr>
<tr>
<td>#4 Hotshots</td>
<td>22</td>
<td>26</td>
</tr>
<tr>
<td>#2 Dubs</td>
<td>21</td>
<td>27</td>
</tr>
<tr>
<td>#3 Scats</td>
<td>14</td>
<td>34</td>
</tr>
</tbody>
</table>

A meeting of the Bowling Club officers is scheduled before the next match in order to discuss plans for the second half of the season.

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BARBARA PARSONS ENGAGEMENT ANNOUNCED

At a dinner party on January 29, at the Fireside Inn in Gorham, Mr. and Mrs. George A. Parsons announced the engagement of their daughter, Barbara Elaine Parsons to Gilbert F. Congdon, Jr. They plan to be married in the spring. Miss Parsons has worked in the Engineering Department since June, 1947, is a graduate of Deering High and attended Portland Junior College. Mr. Congdon is president of the Congdon Transportation Company. He is a graduate of Worcester Academy and served in the U.S. Army during the World War II in the Pacific area.
TERMINAL

Old Man Winter finally caught up with us in Portland, but we led him quite a chase. We did not exactly have June in January, yet the temperature held mighty high all month, that is, high for January in Maine. The snow that we did not receive was detoured to California. Our Chamber of Commerce and the Maine Publicity Bureau have taken a new lease on life and propose spending lots more advertising the State than was spent last year.

While attending Sam Hart’s Farewell Party, at the Falmouth Hotel, Dee Hutchison of North Waterford was heckled plenty by a hotel employee who kept quoting the fire laws and regulations to Dee. The only solution to that problem Dee is to arrive a bit earlier and avoid the overcrowded conditions that made our mutual friend quote the fire regulations to us.

Ray Massey returned from his days off shortly before Christmas, his car loaded with Christmas trees from West Burke. Ray unloaded and said, “Help yourselves boys”, so the Terminal gang had free trees through the thoughtfulness of Ray Massey.

Here’s hoping that Mr. Johnny Creed makes a good recovery from his illness, and is back with us soon.

Sonny Richardson, our sturdy pipeliner, made an appearance on the dock attired in work clothes, plus a two tone pair of work rubbers, pearl gray and ebony black. For a minute, we thought Sonny was going Park Avenue on us and was wearing spats.

What a Life! If a man runs after money, he’s money mad. If he keeps it — he’s a capitalist. If he spends it, he’s a playboy. If he doesn’t try to get it — he lacks ambition. If he gets it without working — he’s a parasite.

Our old friend the Polycastle has made her final run to the Pipe Line. On January 4th, she completed discharging the 64th cargo hauled to us from South America. The “Poly” was the first tanker to unload at our dock back in 1942, January 26th to be exact. Many, many miles of green sea has passed under the Poly’s keel, and many, many barrels of oil were hauled to our
Terminal during her voyages to and from the tropics. Her new charter, as far as we can learn, is between the Mediterranean Sea and England.

Instead of bewailing the fact that we can't have all that we want, many of us should be thankful we don't get all we deserve.

Bill Spear is allergic to the oddest thing. --- Secret!

The Masseys have settled in the Ambassador Apartments, Portland. Welcome to the big city folks.

Stanley Flink who is studying music at Boston University was at home the week of January 23rd, after mid-year exams.

"Jonesie" McNaig has been troubled lately by a light touch of rheumatism. She's not the kid she used to be.

Andy wishes these tankers would carry a stripperman as assistant pumpman. The stripperman would take over the last few hours of pumping which is called stripping tanks, or getting out all the cargo. Some tankers pump out normally their full cargo while others have stripping difficulties that last for hours.

When the white man discovered America the Indians were running it. There were no taxes. There was no debt. The women did all the work. And we foolishly thought that we could improve on a system like that!

Glad to see "AC" Cowne emerge from literary hibernation and dash off a number for the last issue. Nice work "AC".

Allen Kennedy from the "banks of the Redbank" celebrated a birthday January 16th.

If you never do anything more than you are paid for, you will never be paid for more than you do.

Plenty of colds or grippe here this winter, last year the doctors called it Virus X, this year no new-fangled name has been coined, as yet.

The firm of - Maguire - Eastman - Ball-Hainer - Layton and Levin, is doing good business on our dock.

Our snowplow got its first workout at the Tank Farm and Terminal on January 22nd. That being the date of our first snow storm. No ice in the harbor yet.

There has been plenty of news the past month of a nature I care not to discuss at present, but will next issue. 'Bye now.

Frank Ivers.

TANK FARM

TO MR. HART: We know that by this time you are settled down for a long-awaited well-earned rest in San Antonio. We want you to know that the last meeting we had, the Banquet held in your honor, will be for us a very memorable occasion.

Your record of service with Standard of New Jersey and The Portland Pipe Line Corporation will always be a challenge to us who are making our company the stairway to a full and successful life. I know that we cannot help but be better Pipeliners through our association with you. Many of us, who if in later years become successful men, will have followed the guide-posts that you and your unexcelled years of service have planted before us.

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SAFETY BULLETINGS CAN BE DANGEROUS!
Do you know how it feels to have four eyes? Could it be a phobia or a monia? It's a puzzle to me. What can you tell us about it Lee???

In the vastness of a parking lot, on a cold winter's morning, not "Nature Boy", but an indescribable figure stood before the cutlines of what appeared to be -- by jove, it was -- a poor little shivering Chevrolet truck! What is it that makes a door lock without keys? Surely their must be a solution. Come out from behind the test tubes Carleton and tell us what makes em c-l-i-c-k!!

$5.00 Reward will be paid to the per-
son or persons finding ONE missing hat. No sign of same after punch bowl was drained.

Help Wanted: 10 good men to help smoke one box of ... Cigars???

Frank Wagner is back from Gorham, Jack Benny is on CBS and Gil Cuskey is assigned to the lab.

The Pipeliner Club had a very gala Christmas Party at the Pleasantdale Fire House. A wonderful chicken pie supper was held, followed by dancing. Men working on shift were brought their dinners piping hot so that all the gang had a chance to enjoy Chicken 'A La Pleasantdale.' The Punch was good to ... to?

Federation held a meeting recently at the Danish Hall on Cumberland Avenue.

We are sorry to hear of the illness of Mrs. Phillips. We are all looking for word of an early recovery.

**RAYMOND**

A new year has started merrily on its way. So far January has been a very unusual month. Everyone has been pumping water out of their cellars. If all this rain had been snow, we would have been snowed under.

The Walkers have equipped their cats with outboard motors and pontoons, so they can get in and out of the cellar.

Gus Plummer has just finished a new modern fish house (super deluxe!). It's equipped with new portable ice holes, these ice holes can be brought in at night and kept behind the stove so they won't freeze over. This saves cutting a new ice hole every morning. During the warm spell the ice left Panther Pond, so if Gus visits his fish house, he'll have to have pontoons.

Mr. & Mrs. Walter Simmons were present at the wedding of Miss Dorothy Rines and Fred Weygand, both of Raymond. The wedding was solemnized at a Church in Portland.

Chat Rowe has received the good news that he is now a regular electric station operator. He is taking Lee Wescott's place. Lee is employed at the Portland Office.

Ben, Harry and Myron motored to Portland one evening last week. They had a very enjoyable trip. They went in Harry's car.

The Walkers were invited out to dinner one day last week at the home of Mrs. Walker's parents, who live at Westbrook. (Good-bye Diet, Myron)

We understand that in the near future the Wescotts will move to Portland. They have lived in Cottage No. 2 ever since the Pipe Line started. We will miss them very much. Call around and see us Lee when you get a chance. Good luck to you on your new assignment.

Myron L. Walker

**WATERFORD**

Due to early edition of the December PIPELINER, North Waterford failed to get in their two bits worth on the retirement banquet for Mr. Hart, December 16th. We enjoyed the talks by Mr. Simpson, Mr. Schultz and Mr. Copeland, of course, Ken Blanchard and Martin Jensen didn't do so badly for themselves on the presentations. Mr. and Mrs. Hart, we hope, are comfortably settled in their new home in Texas. Keep us in mind through these long cold winters Mr. Hart.

Mr. and Mrs. Lewis gave a dinner December 16th, included as guests were Mr. and Mrs. Ring, Mr. and Mrs. Stearns and Mr. and Mrs. Hutchison. The meal was served at 6:30 p.m. and we can all say it sure hit the spot.

We were sorry to hear that Mr. Creed was ill and unable to attend Mr. Hart's banquet. We wish for his quick recovery and a nice vacation. We wonder how you made it through the hard storms that struck in North Louisiana, the first of January, Mr. Creed?
Bob Hicks enjoyed two holidays off January 10th and 11th that were due him. Bob Henderson filled in as Yardman on those days.

Mrs. Lewis' grandmother, Mrs. Pray, passed away January 6th. Her burial was January 8th. The North Waterford employees sent a nice wreath.

Mr. Schultz, Mr. Fennell and Mr. Batchelder were visitors here January 12th.

An eight pound baby girl was born to Mr. and Mrs. Fred Stearns at the Maine General Hospital in Portland, January 13th. We want to tell you Fred and Ellie are sure some proud Pop and Mom.

Mr. and Mrs. Fennell made a visit to our station on January 18th. We were glad to have both of them up here and they are welcome to come back soon.

A nice bouquet of flowers was sent to Mrs. Stearns during her convalescence at home, by the North Waterford employees.

Mr. & Mrs. Sawyer made a 200 mile round trip to Madison, Maine, January 21st, to visit Mrs. Sawyer's mother, Mrs. Merry who is ill.

Red Perham is rooting for West Paris High Basketball Team and for a good reason, he has two boys, Sidney and Joe Perham on the first string.

Dee Hutchison

LANCASTER

Nineteen Hundred and Forty Nine, since its arrival, has certainly been dealing out some nice mild, spring weather. No snow and temperatures in the late 30's and 40's and the date January 9th. It almost seems as though there must be something wrong somewhere in comparing this date with the past in 1948.

Billie Hickey spent the Christmas Holidays with his brother and sister at Worcester, Massachusetts.

Glen Smith has been home sick with a cold for a day but is better and around again.

Everyone seemed to have a good Christmas this year, in spite of the unseasonable weather and the ground being merely covered with snow. The Winter Carnival was held without the usual winter sports on account of weather conditions. A Musher's Ball was held followed by a Coronation Ball where Dede Emery, the retiring Queen, gave up her Crown to the newly elected Queen, Elane Luther of Jefferson.

Mrs. Thelma Murphy and Mr. and Mrs. Herman Emery attended the Pipeline Club Christmas Party at the Pleasantdale House. We certainly had a swell time and wish that we might get together more often. Would like to comment here, on the great skill displayed by Dick Bruns on mixing the punch as it sure produced results and good cheer. Also Eddie Dunn being Toastmaster was on the ball, keeping things moving at atomic fury every minute. And the supper committee was a knock-out. I heard several favorable comments on their part for the effort and hard work involved in getting this supper ready, served and cleared so nicely. Also the speeches and stories were very good. Dancing was enjoyed and several selections were rendered by the McKaig Symphony Quartet.

Our old sportsman from Raymond, none other than Harry Corrigan, capped the climax by getting up to tell us a story. Working the audience up to concert pitch, waiting for the critical moment, and just when and where the bomb should have exploded with terrific destruction "No Bomb". The suspense was humiliating, leaving everyone staring wide-eyed, out of breath and mouths open and we hear that several haven't been able to close them since. Well so much for the Corrigan story. "Pretty work, Harry."

The Murphys entertained Mrs. Murphy's brother and his family, Mr. and Mrs. Elmer Dickey and son, and Mrs. Murphy's sister Mrs. Christina Bennett, for Christmas.

The Emerys entertained at Christmas Mr. Thomas Malloy of Norwich University.

The Bakors entertained over Christmas their daughter and her husband, Mr. and Mrs.
Donald Corum of Whitefield

Best wishes for 1949 to all.

Herman L. Emery

WEST BURKE

Item taken from The Berlin Reporter, Berlin, N. H. (Announcing the Marriage of Arlene Watson and Warren Noyes.) "Mr. and Mrs. Roger L. Watson announce the marriage of their daughter, Arlene to Warren W. Noyes, Sr., son of Mrs. Mary W. and the late Judge Harry G. Noyes. The marriage took place November 24, in Whitefield, New Hampshire." Congratulations to Stubby and Mrs. Noyes

Mr. and Mrs. Robert O. Sullivan and family spent New Year's week end in Gorham with Mr. and Mrs. E. O. Sullivan.

Milton Nichols while home for the Holidays came out to call at the station.

Those attending the party for Mr. and Mrs. Sam Hart were Joe Randle, Leonard Wursthorne, Frank LaBounty, Robert O. Sullivan and your reporter. Everyone enjoyed themselves even if it was a long trip. I would not have missed it for anything, although I did have to get to work at six-thirty Friday morning.

Mr. and Mrs. Joe Randle, Jr., after having a fine time over Christmas, started back for Rolla, Missouri, the day before New Year's, as Joe had to be at school Monday, January 3rd.

Mr. and Mrs. Robert O. Sullivan drove over to Gorham Wednesday, January 12th, to attend the funeral of Howard Philbrook of Shelbournes.

Caroline, daughter of Mr. and Mrs. John E. Barber has her first birthday Wednesday, January 26th. Mrs. John O. Barber is expected over from Gorham for the event.

Bill Randle and Binks Benedict both are out of school with the Measles.

Mr. William Lary of Sunapee, New Hampshire, District Manager for the Texas Company, stayed over night January 18th with his sister and brother-in-law Mr. and Mrs. R. O. Sullivan

Mr. Fennel stopped at the station Monday, January 17th, on his way to Highwater.

Clinton Ward of Burton, Vermont, has finished the discharge conduit for number one pump. After we had a leak in the tube turn weld under the floor, January 9th, it was decided to have a conduit instead of covering the line again with gravel and cementing the floor.

Jesse Miles and crew were here Thursday, January 20th, to weld a leak in our third Unit discharge elbow.

Fred Lamb, goes to Gorham February 1st to take over his new duties as Mechanical Foreman. Wish you well on your new job Fred.

Mr. William Luebeck comes to West Burke February 1st as our new Chief. Welcome to Burke Gulch, Bill.

Now this month was hard to find, besides, everyone has been kind of laying low since the Holidays. Will try to have more of interest next month.

Stubby Noyes.

PORTLAND OFFICE

In looking back at December, we report that the Office Christmas Party, which was held in the Engineering Offices at 509 Forest Avenue on December 24th, was a huge success. Under the direction of Ray Henry and his many able assistants, Yule Tide spirit and warm hospitality prevailed throughout the hours of the party. There were plenty of good things to eat - sandwiches, cookies, coffee, ice cream and old-fashioned pop corn balls for the kiddies. Ray Henry, Tom Beatty and "Jut" McCarthy spent many hours decorating the room and rigging up a mechanical Santa Claus which delighted youngsters and oldsters alike. Each child that attended the party was given a gift by "Jut" McCarthy who acted
in the role of the proverbial Santa Claus. Recorded music lent its merriment to the atmosphere and we can end the Christmas Party story by using the trite expression, "A good time was had by all." May 1949 see a party as successful as this one.

Just a few days before Christmas, Oscar Chilcoat returned from the Esso Training Center at Elizabeth, New Jersey, where he participated in a two-weeks course "Basics of Supervision". Chilly has come back from the Center as a strong booster for the Training programs that are offered by the Esso organization.

1949 got off to the proper start by finding Lee Wescott on vacation. Although Lee was just taking his 1948 vacation, postponed due to the pressure of business, he said that he felt that there was no better way to start the new year than to start it with a vacation. Lee had all kinds of great plans for his two weeks in which time he had hoped to become the ice fishing champion of the State of Maine but the tide of luck seems to be running against poor, old Lee. No door in the fall and no fish in the winter. Not that there isn't any fish in the lakes, but that there is no ice on which to hold the fish house. We heard a rumor, though, that Lee got rather impatient the last week and started working on a plan for inventing a fish house attached to pontoons that could be set up in the middle of Sebago Lake and should Dame Nature be kind enough to give us some ice this winter, Lee would have everything ready for his fishing.

We had a welcome visit, a few days ago, from an old friend and former employee, Pat Ryan. Pat has been at Amacao in Venezuela for two years and has now returned to the States for an indefinite stay. Pat gave us a good description of the big activities that are taking place in this new Venezuelan project. You could see from talking to him though, that the apple of his eye was his little daughter, Patricia, and on his second visit back to the office, Pat proudly introduced her to us all. We can say that she is awfully cute and no wonder Mr. and Mrs. Ryan are proud of her. We were disappointed that Mrs. Ryan could not visit with us a while and we hope the next time that they are in Portland, she will drop in to see us, also.

Latest word from Johnny Creed is that he is convalescing at his home in Shreveport, Louisiana and still under doctor's care. In spite of Johnny's illness, he is ever thoughtful of his fellow employees and made arrangements to send a lovely gift to the girls in the office which was presented to them at the office Christmas Party. The gift was a sandwich toaster which will certainly come in very handy for preparing quick lunches that many of the girls enjoy in the office during lunch hour. All of Johnny's friends join the PIPELINER staff in wishing him a steady and speedy recovery and we sincerely look forward to the day when he will be back with us.

The Accounting Department has been the scene of construction activity of late. A new space has been provided for the building of an office for Stuart Thoits. The new room which is adjacent to the office which was formerly occupied by Mr. Hart, and necessitated re-arranging of the desks out in the main accounting room. This re-arranging plan was well taken care of and looks very attractive.

Mr. Hart's friends in the office bid him farewell on December 26th, and he left for San Antonio on Thursday morning of the 30th in the pouring rain. Word has been received from San and Mrs. Hart that he completed a successful but rainy trip through to San Antonio in 6 1/2 days. We hear that the Harts are very busy setting up housekeeping in their new home. We hope that after they are settled down that we will hear more news from them.

The last eligible bachelor in the Portland Office is about to be shorn of his title. He is going along the path of all good men. With this bit of news the engagement of Mr. Neils S. Johnson, Jr. of Scarborough, to Miss Dorothy E. Davis of Newport, New Hampshire and Boston, Massachusetts, has been announced. Miss Davis attended the New England Conservatory of Music in Boston and at present she is teaching music in Boston. The wedding has been set for May of this year. Congratulations are in order for Neils and Best Wishes to Miss Davis.