A FEW PROJECTS IN FINAL STAGES

The continual shrinking of the construction pay roll is an indication that the final stages of the big project is rapidly approaching a conclusion. With the pipeliner setting now drawing close to midwinter, the hustle and bustle and noise of all the big machinery that helped to lay the line and build the stations, is fading into a dim memory. The winter weather, of course, has put a clamp on outside construction which consists mainly of clean-up work, grading and seeding lawns, setting out shrubbery and making improvements in the landscaping.

The only major part of the project that remains in the unfinished column is the work on the manifold building, garage, warehouse and boiler room at Montreal East. Work (Continued on page 3)

HIGHLIGHTS ON P.P.L. OPERATIONS

As we watch the Port of Portland expand into one of the great oil terminals of the Atlantic Seaboard, with the Portland Pipe Line Corporation spearheading the move and followed by the extensive developments at the Pocanomas Terminal at the west shipyard, there comes a realization that Portland, Maine is a modern day emblem of the "shoulder-to-shoulder" progress going on in the United States and Canada. Our first pipe line of steel is a concrete example and a symbol of both friendship and good business.

The building of the second Portland to Montreal Pipe Line and the expansion program at the South Portland Tank Farm is a fifteen-million-dollar proposition. It signifies that Portland Harbor has already become a great port of entry (Continued on page 3)

DUNN'S TEAM TAKES FIRST PLACE

January 11 will remain as an indelible impression on the memories of all the enthusiastic office bowlers. This was the night of the scheduled roll-off to decide who would emerge the winner of the office bowling season's first half. The bowlers decided on a little change of atmosphere and embarked on their journey to the State O'Maine bowling alleys out in Scarborough, on Route 1. Previous to this scheduled roll-off, Eddie Dunn's team was tied with Neil Johnson's team for first place.

Amid the glamorous setting of new and well-lighted alleys which proved to be airy on the cool side, all teams got off to a beautiful start. As Dunn's team was getting into a smooth roll, pandemonium broke loose over the pinboys' boxes (Continued on page 4)
THE PIPELINER

JANUARY 1954 VOL. VIII NO. 7

Published monthly by the employees of the Portland Pipe Line Corporation and Montreal Pipe Line Company, Limited.

Address all communications to:
THE PIPELINER, 35 Forest Avenue, Portland, Maine.

WHAT WE DID LAST MONTH (December)

Tanker Arrivals
at South Portland......................... 30
Barrels of Crude Received
at South Portland......................... 3,900,526
Barrels of Crude Delivered
at Montreal................................. 3,537,343
Average Barrels Per Day
Delivered.....................................114,108
Barrels Pumped Since
November 1941............................169,050,256

*** *** ***

The NEW SOCIAL SECURITY ACT

You all may know that the Federal Social Security Act was revised in 1950 to provide a more liberal schedule of benefits upon retirement and offer broader coverage for many more people of the nation's working force. You are also aware of the fact that the Company's Thrift Plan Annuity program ties in with Social Security to provide an adequate income at normal retirement.

Much time has been spent on the part of the Company in educating our fellow employees on our Company Plans, so as to make them more understandable. We all appreciate that the benefits provided by these plans are necessarily complicated. In appreciating the fact that both the Social Security and Company's Annuity plan is combined into one goal to provide security at retirement, we probably should know more about our Social Security program.

It would be impossible in the space provided for this column to completely outline the provisions of this act. However, a few of the more important highlights of liberalized Social Security are well worthwhile pointing out here and we may publish a few more of them from time to time:

1. Your monthly retirement benefits will be much higher than under the old law. Here's an example:

<table>
<thead>
<tr>
<th>Min. Primary Benefit</th>
<th>Old</th>
<th>New</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>$10</td>
<td></td>
<td>$20</td>
<td>+100%</td>
</tr>
<tr>
<td>Max. Family Benefit</td>
<td>$85</td>
<td>$150</td>
<td>+76%</td>
</tr>
</tbody>
</table>

2. Under the new law, you will receive Social Security benefits at age 65 or later when you are not earning over $50 per month on a job covered by the Act. Your wife will also receive retirement benefits from her 65th birthday until your death, provided she is living or being supported by you and not earning over $50 monthly on a job covered by the Act. Upon death of the recipient of Social Security benefits, a widow continues to receive benefits provided she is over 65 at the time of death, if she does not remarry and she was living with or being supported by her husband and not earning over $50 monthly on a job covered by the Act.

3. Each pay day you contribute 1 1/2% of your wages earned on covered jobs to the Social Security fund. Your employer contributes an equal amount. This tax rate will stay the same until the end of 1953. Then, there's a sliding scale upward so that by 1970 a worker and his boss will each be contributing at the rate of 3%.

However, the amount of salary on which you pay this tax increased this year. Employees previously paid only on the first $3000 of annual salary. But this year and in subsequent years, they will pay on the first $3600.

*** *** ***
on this has been progressing in spite of the winter's cold and snow, and spring should see these new units in full use.

On the Portland end of the line, there remains some work to be done inside each pumping station. The floors of the manifold houses are yet to be completed. There is considerable painting to be done on the pump parts and other equipment. This, however, can be taken in stride with operations and early spring should see the paint brushes flying fast and furiously at all locations.

The latest progress report issued by Mr. Batchelder's office now covers only a part of the page, whereas back in the summer, this report was one of considerable volume. The last one received (week ending January 26) by the editors from Mr. Batchelder shows the following:

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>% Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sec. 1 thru 21</td>
<td>100</td>
</tr>
<tr>
<td>S.P. Pump Sta. Build. Exten.</td>
<td>96</td>
</tr>
<tr>
<td>S.P. Manifold Build. Exten.</td>
<td>96</td>
</tr>
<tr>
<td>S.P. Control Center Build. T-2</td>
<td>100</td>
</tr>
<tr>
<td>N.W. Pump Sta. Build. Exten.</td>
<td>97</td>
</tr>
<tr>
<td>N.W. Manifold Build. Exten.</td>
<td>97</td>
</tr>
<tr>
<td>Lcn. Pump Sta. Build. Exten.</td>
<td>97</td>
</tr>
<tr>
<td>Lcn. Manifold Build. Exten.</td>
<td>97</td>
</tr>
<tr>
<td>N. Troy Scraper Trap Build.</td>
<td>100</td>
</tr>
<tr>
<td>S.P. 4-150,000 bbl. tanks</td>
<td>100</td>
</tr>
<tr>
<td>Electrical work in U. S.</td>
<td>100</td>
</tr>
<tr>
<td>Manifold Build. Montreal East</td>
<td>40</td>
</tr>
<tr>
<td>Garage, Wsh. &amp; Boiler room - Montreal East</td>
<td>67</td>
</tr>
<tr>
<td>Service Facilities - Mon. East</td>
<td>12</td>
</tr>
<tr>
<td>Dismant. &amp; Salvag. - Mon. East &amp; St. Cosaire</td>
<td>90</td>
</tr>
</tbody>
</table>

**Highlights on Portland Pipe Line Operations**

(continued from page 1)

for deep water tankers flying the flags of many nations, and is destined for even a brighter future.

The building of a new 18" Pipe Line along the same right-of-way and parallel to the first twelve inch line is truly big news and has done much to stimulate a direct interest among local folks in pipe line Transportation of Crude Oil.

To Maine, New Hampshire and Vermont the transportation of crude oil by pipeline rates as additional business. The Canadian-owned oil that ten years ago used to make the additional 2,100 mile tanker haul up the Atlantic Seacoast and down the St. Lawrence River, now is received at Portland and transferred by Pipe Line the remaining 236 miles from Portland to Montreal. The following article attempts to present a true overall picture of what happens to the crude oil that arrives by tanker at Portland Harbor and destined for the refineries at Montreal. The writer has chosen the "step-by-step" method of presentation.

Portland - Pipe Line Headquarters

335 Forest Avenue, Portland, Maine is headquarters for the Portland Pipe Line Corporation and rates as the Directing Center of Operations. Here 24 hours a day, and 365 days per year contact is kept with the Montreal Office. Here are the offices of the President, Vice President, Secretary and Treasurer, General Superintendent, Engineering Department, Accounting Department, Personnel Department, Purchasing Department, Telephone Exchange, and last, but not least, the Dispatchers' Roost. Through this office comes the names and dates of arrival of every Canadian-chartered tanker due to tie up at the South Portland Terminal Wharf. From this point on the office of Fred Scales as Chief Dispatcher assumes a special significance. No ship is unloaded, no tanks are filled and no pumps are operated without orders from the Dispatchers' Office. Thus, the Portland Office becomes the official voice of pipe line operations and the "home port" of the officials responsible for good business procedure and efficiency in the Transportation of Crude Oil to Montreal.

South Portland - Base of Operations

When the boys speak about Lawrence
Fennell's bailiwick, or the South Portland layout as "Daddy of 'em all", they are correctly referring to the base of operations for the entire Pipe Line. With all due respect to the efficiency and teamwork of our "up-the-line" stations, it is South Portland who sets the heart-throb going in the breast of every pump. Day and night, rain or shine, winter and summer, their job is to keep cranking cargo on cargo of crude oil into the main line itself, and do the job right! The South Portland layout includes both the Terminal Dock and the Tank Farm where the #1 Pumping Station is located. No point of operation on the entire 236 miles of line comes under a more careful surveillance by Pipe Line Headquarters than those at South Portland. Here is where all the tankers unload their cargoes which immediately go into the reserve tanks at the Tank Farm. Care and efficiency are the key words in the handling of these various cargoes of oil which may head on their way toward Montreal in a matter of hours after arrival (or possibly days or weeks) --- all according to the Refinery requirements and orders. There can be no guess-work in these Tank Farm operations and the coordination between Fred Scales' Dispatching Office and Lawrence Fennell's organization gives efficient, air-tight control of deliveries the year round.

Red Perham

(Editor's Note): Now with the near completion of the construction of our new line, we turn towards the future in which we can anticipate an increased throughput of oil and a continued high rate of efficiency in operation. In the foregoing article, Red Perham has contributed a few thoughts on operations as he sees them from an Assistant Operator's point of view. As we all know, Red has traveled up and down this line from West Burke to South Portland and has had an opportunity to observe our daily task of pumping oil. The editors appreciate Red's contribution and we hope that our readers enjoy his article. He has also offered to make further contributions and has submitted to us the subjects he has chosen to cover:

Description of South Portland Tank Farm
Description of South Portland Terminal and Wharf
Description of Tanker Arrivals and Unloading Operations
"Olympic Star" - (Greek) - plus a bit of history concerning the Golden Age of Piracies - 470 B.C. and the Birth of Democracy.

DUNN'S TEAM TAKES FIRST PLACE
(continued from page 1)

at the front of the alleys. Debris began falling from the ceiling and dust rolled out onto the alleys, steadily creeping up to the bewildered and horrified players. On first appearances, it seemed as if the roof was falling in as the cascade of debris was preceded by a muffled thud.

This event certainly did nothing to shatter the steel-hardened nerves of Dunn's formidable teammates for when all was over, they rolled themselves victoriously into first place. The competition between the other team was, of course, of minor importance since all eyes were focused on the Dunn-Johnson competition. At the conclusion of the three-string match, everyone was cheerful and congratulated the winners and all looked forward to a great start of the second half the next week.

The bowlers, somewhat harried from watching the pinboys lurch and duck from the debris, started on their weary way home over roads that were sheets of glare ice. Everybody fortunately arrived home safely but not on schedule as most of the cars carrying the bowlers slipped and slithered their way toward Portland. The journey was not without its minor collisions, however, but there was plenty of help on hand to extricate the skidding cars from the sides of the road leading toward home. With the memories of the exploding bowling alleys, the
porilous ride home and the great victory of Dunn's team behind all the fair bowlers, it was agreed that that Thursday night was a night of paradoxes, fortunes and misfortunes.

To say nothing more about Dunn's team would appear to be slighting this excellent group of bowlers. As an illustration of their prowess in this famed national sport, we point out that in the first 12 matches they emerged in first place in the 4th through the 9th. They were second team in the 2nd, 3rd, 10th, and 11th and tied for first place in the 12th. They also were tied for 2nd place in the first match so it would be safe in saying they never were below second place during the first half of the season. Further proof of their skill is illustrated in the 3rd four-week period of the first half in which this team achieved the high total of 1337 pinfall. They also copped the high single with 486. Individual high single went to Eddie Dunn with 119 and Neil's Johnson tied Ed with a total individual pinfall of 307. First half high average scores, however, went to Neil's Johnson and Tom Beatty, Neil's having 89.1 for first period, Tom having 88.5 for second and Neil's again having 89.7 for third.

Second Half

The teams have been rearranged for the second half which has already begun and so far, Neil's Johnson's team is out front, taking first place for two weeks. The teams for this half, are lined up as follows:

**Team #1**

Neil's Johnson  Helen Small
Art Washburn  Lee Wescott
Lawrence Fennel

**Team #2**

Tom Beatty  Oscar Chilcoat
Barbara Spiller  Elcko Carter
Rusty Higgins  Karl Emerson

**Team #3**

Eddie Dunn  Mary Curran
Ken Blanchard  Mabel Welch
George Champlin

**Team #4**

George Parsons  Gerry Walton
Gordon LaBay  Lcr Holmes
Frederick Schultz

**Team #5**

Frank Abbott  Anne Scanlon
Kay Brown  Ray Tounge
Jeannette Orr

**Team #6**

Mae McCarthy  Evelyn Lowell
Carl Holmes  Bob Thoits
Doc Cassidy

*** * * * * *

BILL SPEAR HONORED
AT FAREWELL PARTY

On January 25, thirty-seven employees gathered together at the Falmouth Hotel to pay tribute and bid farewell to Pipeliner Bill Spear who will enter the U.S. Navy, February 5th, with the rank of Lt. (j.g.) His Naval orders have him reporting to Philadelphia for a four-week refresher course in damage control before heading to California to join a ship. Bill is a graduate of Maine Maritime Academy and sailed during the last war as second assistant engineer on Liberty ships. He has been active in the Naval Reserve unit of Portland since leaving the Merchant Marine. Bill was presented with a smart-looking pen and pencil set during the ceremonies and responded with a sterling farewell address.

The Pipe Line loses and the Navy acquires a good man and likable fellow worker. Let us hope that our boys are on a short loan to the Service, and will return before too long a period.

*** * * * * ***
TERMINAL

After a brief tour of duty as pipeliner at South Portland, Frank Hunt, Jr., packed his bags and hibernated to North Waterford to take up the duties of yardman.

Stanley Flink who worked with us at pipelining the past few summers and, at present, a student at Boston University, has signed up with the U. S. Coast Guard Oscar's two boys are now with the colors

Gil Cuskley and his medic motored to Boston early this month to witness the Ice Follies. We hear that Gil had a bit more trouble obtaining two down front in the Gardens, than he has at the Expo.

Patrolman Frank Bernard, one of the finest of South Portland's finest, will resign from the Police Department, after a stretch of ten years. The California bug has bitten Frank and the family and they will hit the trail shortly. Frank is a navigation instructor in the C.A.P. and will enter the aviation field in sunny California.

Believe It Or Not! On January 4th, Pipeliner Warren Leighton was attacked by a swarm of mosquitoes in the rear of Tank 13. After slaying the ringleader of the formation, Warren carried the evidence to the station and displayed same to Len Darling and Muggs McClune, so that proof could be established that mosquitoes are not strictly summer visitors in this area.

Marshall Ball of Lunenburg, Vt. is in town to review the investigation report on the mysterious "Hotel Gilbert" fire. Marshall is not convinced that the investigation was complete, and threatens to re-examine the proceedings. Any new or overlooked angles on the fire will be appreciated by Mr. Ball, telephone 3-6646.

Plays for pay: Master Paul Kennedy played his accordion over Station WIDE, Biddeford, lately and picked up a nice check for his performance.
Mr. F. Pink, the most discussed chief mate and sailor de-luxe, known from Cape Horn to Halifax, rejoined his old home the Rincon Hills in mid-January after a much earned vacation in Canada, where he resides.

Tony "Astaire" Pugliese, the master of ball room technique, astounded the folks at the Christmas Party with his agility and poise. We hear that the "Tennessee Waltz" was really taken apart that night.

Dead-eye Dick Bruns has received his Big Buck emblem and certificate from the State. Richard is the first and only of our employees to my knowledge to join that select list of sportsmen. Last you forget, Dick tagged a 240 pound buck last Fall.

The Army seems to be agreeing with our original "Nature Boy" Les Carter, he has packed on ten pounds since leaving us, that is averaging one pound per week. Watch that waistline Les!

Tony Pugliese wishes to give thanks and appreciation to all the employees at the Tank Farm and Terminal who coached and aided him during his breaking in period on the Assistant Operator, Pumper-Gauger and Operator relief assignment. Tony says the fellows here go way out of their way to lend a helping hand.

Lucky dog, Jonesie McKeag who was recently crowned "Miss Eastern Promenade" at a local snow carnival received from Santa Claus a beautiful ermine tipped jacket to add to her wardrobe.

Who was the out-of-town doll Art Washburn escorted around the Terminal for a look-see? The out-of-town angle rises from the fact that none of our pipeliner romesos had seen the gal before and they claim to, at least, have nodding acquaintances with all the local girls.

Best wishes to Pumper-Gauger Allen E. Kennedy who had a birthday January 16 also to Pipeliner Dave Emory who was one day behind Allen and celebrated his birthday on January 17.

The wealthy Wagners have treated their kitchen to a new floor covering and general face lifting. Frank also had a section of his roof replaced that was dislocated by the late hurricane.

The Harry Corrigans have settled down in their new home on Bonnybank Road South Portland only a stone's throw from the Tank Farm where Harry is operating. In the event you folks do not know what has been going on with the Corrigan's let me bring you up to date. On December 7th Mr. and Mrs. Harry Corrigan became the proud parents of a beautiful baby named Martha, that gives them a well-balanced family of two girls and two boys. Nice planning, and congratulations to the Corrigan's.

Sammy Andrews has mastered the game of Monopoly that Santa left.

Art Cote has ordered the revised and popular new "Judo Manual".

Much could be written about the beauty of the new control room at the Tank Farm, it really is something to behold. If you have not already had a look, see it at your earliest convenience I shall leave the details for your Tank Farm reporter as I don't care to encroach too deeply into his territory searching for news.

We have reason to believe that Vic Ingersoll is having a meal of legitimate venison every once in a while.

No ice in the harbor at this writing in fact we had a real January thaw the week of the 15th.

From observation and not the records the Pipe Line pier appears to be doing about seventy per cent of the harbor business, I wonder how far off our observation is?

Versatile Bill Murphy of the South Portland Police Department has recently written a song titled "I Remember" that is easy on the ears and is being played over local radio stations. Many of you fellows up the line will remember Bill
as the old Sagamore football pro and local Tidewater Oil Company employee.

Earle "Speedy" Young is temporarily on the sick list with the grippe.

David Ivers surprised his parents by bringing home two school papers in a row, with gold stars attached by teacher for excellency. Looks like my initial investment in the "Book of Knowledge" is paying dividends.

Bill Seabury has been taking a series of drubbings lately from the old chess master, Harry Phillips.

Bob Young is giving his bicycle a complete overhaul, and paint job as Spring is just around the corner.

A dog's life is devoted to eating, sleeping, growling, and barking. Thus, the person who wastes his life in these pursuits, voluntarily elects to lead a dog's life.

Freddie Roderick is recuperating after a stay in the hospital with an infected ear. Shortly after arriving at the hospital Freddie broke out with the chicken pox to add to his woes.

Len Wurshorne states that he is frequently mistaken around these parts for some other fellow. Who is the other fellow Len?

The brain is a part of the human mechanism that begins to function at birth and stops when its owner gets up to make an important speech.

Be it known by all present that Benny Norton, Jr. hereby disqualifies himself forever and ever as a one-man committee in charge of selecting wedding gifts.

Frank Ivers

TANK FARM

"Things" have been happening pretty fast at the Tank Farm lately. Christmas and New Years have passed us by, and we have settled down to the New Year which promises to be one of many unusual happenings.

Since our last writing Les Carter has left via the Army and at last writing was attached to an Army Engineering Bn. at Fort Lewis, Washington.

Lt. Willis "Bill" Spear is on vacation prior to return to.active duty in the Navy. A party was given him by the Pipe Line Club at South Portland at which time, he was presented with a Parker "51" Pen and Pencil set. The Best Wishes of the whole gang at South Portland are going with Bill and his wife whom we hear is going to accompany him to the West Coast.

The Pipe Line Club had its Annual Luncheon and Business Meeting at the Falmouth Hotel in Portland, Maine, on January 24th. Outgoing President "Rapid Robert" McKaig presided over a very well handled meeting. In appreciation of his excellent handling of the Pipe Line Club in the past year, he was presented with a beautiful neck-tie with the picture of one of his closest political friends. New officers elected were as follows: President - Dick Bruns; Vice President and Executive-Secretary - Harry Corrigan. The luncheon consisted of Steak De Pai'n and dessert.

Harry Corrigan has become a familiar figure at the Portland Office where he is studying to become a relief dispatcher.

I have made the transition from Field Clerk to Pipeliner, following in the footsteps of many mightier men.

Art Washburn has now assumed the position of Field Clerk at South Portland Station for Management.

D. C. Emery

NO. WATERFORD

Well, here we go, starting off another year at the North Waterford Sta-
tion. The construction gang has gone, the painting contractors have finished their job and now everybody is "busy by spell" slapping paint on the pumps and in general preparing for that future day when the word passes along the grapevine that, "Waterford Station is sure looking pretty smooth".

Everything is serene and happy around the station. The gravy is coming in one end and we are shelling it out on the other end, with all pumps operating in a "fittin' manner".

Under our new schedule, the boys are teamed up as follows: Dee Hutchison and Red Perham work together four days out of five and Fred Stearns and Gus Plummer do likewise. Bill Sawyer and Frank Hunt, Sr. represent Team #3 with Ben Bowerman and Myron Walker as Team #4. Team #5 is Yardman Bob Hicks and Frank Hunt, Jr. and, at present, includes Peanuts LaFountaine and Bob Henderson and Red Spinney.

Now for a bit of local news: Fred Stearns and Dee Hutchison are starting off the new year with new Ford automobiles while Myron Walker has the fever.

Dee Hutchison and Red Perham are combining their efforts to produce a bit of news for the January issue of the PIPELINER.

The Luebecks have Cottage #1, the Bowermans live in Cottage #2, the Stearns in #3, and the Hutchisons in #4. Billie Sawyer and family live on their farm near Waterford Flats and the Red Perhams live on their farm at West Paris. During the work week, Myron and Mrs. Walker live in their trailer which is stationed in Bob Henderson's yard, while Mrs. Plummer and Gus live in a cottage down the road 3 miles. On their days off they go down home to Raymond and Naples. Frank Hunt, Sr. and Frank Hunt, Jr., reside at Bethel and commute. Robert Hicks lives at South Paris while Peanuts LaFountaine is a commuter from Raymond.

Red Perham says he's living the life of a loafer. Mrs. Perham does the cooking and housework, the boys do the chores and Red takes in the Basketball Games and attends the Public Speaking Team Contests.

Red's West Paris High School Basketball team has been in the State Tournament 4 years in a row and hold 2 Western Maine Champ Emblems. It looks as though they were going to make the State Tournament series again this winter. Red was re-elected as President of the Oxford County Public Speaking League on January 15th, at Canton, Maine.

The North Waterford school is getting ready for a Hot Lunch Program and according to Bill Sawyer, there will be Sawyers at the table. Whether or not that includes Bill - we are undecided.

Dee Hutchison is an old "raw vegetable fiend", and has converted Red Perham into liking green peppers and raw onions. The story goes that Dee and Red plan on purchasing a few bushel of sweet Spanish onions and hibernating for the rest of the winter.

Myron Walker, better known as the "Sage of Naples", has brought to Waterford many an educational anecdote. Prose and Poetry are both up Myron's alley and when he is feeling right, most anything can pop out.

Bob Hicks' wife is a teacher at South Paris High School and Bob is an ardent sports booster of P.H.S. The S.P.H.S. Football Team took the "M" Class State Championship this fall and now the Varsity Basketball Squad has a full slate of "all wins - no losses" and appear to be headed for the Western Maine Basketball Tournament to be held at Wilton

February 22, 23 and 24.

Bill Luebeck made a trip down to New Jersey to see his brother who has been on the sick list.

Tommy Luebeck the second, has made friends with everyone here at the station. The veterinarian gave him a few shots one day and when the pup again ar-
rived at the station he steered clear of all mankind until he became sure that no one wanted to stick pins in him.

Lawrence Fennel paid us a visit recently and during the noon hour explained to the boys the origin of the so-called Mexican Fandango. Such a vivid description was interesting and the crew is looking forward to hearing a bit more on strange customs below the border.

Frank Hunt, Jr. has the upstairs rent at his Dad's house at Bethel. Frank Hunt, Sr. "The Old Man of the Mountain."

Dee C. Hutchison

LANCASTER

Well, just hope we make this deadline in time. These holidays have been rather hectic, but things are looking up including food prices.

Our station is trying to get back to normal again. The painters are all done, but the crew is really having a nice time cleaning and polishing.

Thelma Murphy has been a patient at the local hospital but is now home and gaining.

Chot & Hannah Rowe, and Clara Emery spent one day in Berlin, recently.

Mrs. Mary Noyes and daughter spent the holidays with Mr. and Mrs. Warren Noyes and family.

Larry and Marie Wheeler have moved from their apartment to a single house.

Glenn Smith has his Ford out again. Looks as good as ever and Glenn says it handles just as good. The owner doesn't look too bad, himself, for being in the accident.

Sue & Joe Randle went to St. Johnsbury, last week. Billy is getting along fine and was elected secretary of the Youth Fellowship.

Some of the children moved into the

new school building, today (22nd), and the rest of the grades will move Wednesday. It's quite a school. Would really make you City Folks sit up and take notice.

Dede Emery was the guest of Thomas Malloy at Norwich University, Jan. 20th.

Blessed Eventing are the Rowes. Calm down, Fred and Ellie. It's the dog. (Producing Lucy)

We are wondering how the sale of stocks for the Hotel Gilbert is coming along. Any for sale? When is the grand opening? and will there be gifts for the women on that date?

Not much news of Short Pockets and his wife, Ester. What goes there?

Herman Emery is getting so good that when he goes shopping he brings back more than what he starts with. Ask him what he does on his days off. (Santa Claus brought him an electric train so he and Stubby are real busy with the Lancaster Limited and the Connecticut Valley Corp.)

We want Lil Baker to be more careful when she telephones and be sure she is on the right track.

Ed and Addie Hickey are still seen at the basketball games. Addie you have got to stop these late hours.

Arno Bishop was a welcome sight around the house last Sat. morning. We certainly had a lot of work for him.

Well, we are going to leave you wondering who put this column together.

Guess who!

PORTLAND OFFICE

No one can say that Kay Sullivan has not enjoyed a real honest-to-goodness vacation. Kay returned to us after a month-long absence while touring the country from Maine to California and Mexico. She arrived back with us on
Tuesday, the 16th, and we think she was happy to return and we, of course, were glad to have her back. Her travels covered a distance of over 9,500 miles and what she didn’t see between here and the Pacific Coast was of little consequence. Kay had time to stop off and see the Harts in Kerrville, Texas, and we are very pleased to receive so much news about them. All of it was good, of course.

Mr. & Mrs. Creed have also returned from their month’s vacation in Shreveport, Louisiana. Johnny and the Mrs. cannot claim to be in Kay’s class for miles traveled but they thoroughly enjoyed their southern vacation at their old home. We were also glad to have them return.

Holon Small has been on the disability list for over a week with a bone fracture in her foot. Her injuries were painful, but we are glad that she is improving and once more back with us.

The office Christmas Party, held on December 22nd in the Engineering Office, can be classified as a whale of a success. Over 100 persons attended including many children and the hackneyed phrase, "A good time was had by all" is the simplest and sincerest way to express this affair. There were plenty of good things to eat and and the children had a swell time receiving their presents and viewing the movie comics which were provided by the entertainment committee. Everyone left the party with the feeling that, in spite of all the hard work that was put in on this affair, it was worthwhile.

We welcome a newcomer to our Accounting Department who joined us on January 2nd. Karl D. Emerson has been temporarily assigned to the position of Chief Accountant, replacing Stuart E. Thoits, who resigned in December. Mr. Emerson has been loaned to our organization by the Comptrollers Dept. of the Standard Oil Company (New Jersey).

Karl hails from Cromwell, Oklahoma, and joined the Interstate Oil Pipe Line Company in 1946. In 1947, he was transferred to the Comptrollers Dept. in New York and worked there until his present assignment. He is a graduate of the University of Oklahoma with a degree of Bachelor of Science in Business. During World War II, he was in the Quartermaster Corps with the 7th Army and was a Major at the time of his discharge. During his term of military service, he served 33 months in Africa, Sicily, and France. Mr. Emerson is married and his wife is staying with him while he is in Portland.

Also on loan to our organization, we have Mr. Charles A. Tampke who has come to us from the southern division of the Interstate Oil Pipe Line Company. Mr. Tampke works in the Accounting Dept. of their organization in Shreveport and has come north to assist us on our construction accounting.

Prior to his working with the Interstate which he began in 1941, he was employed with the Standard Oil Company of Louisiana in the Accounting Dept. of the Baton Rouge refinery. Mr. Tampke has had a total of over 27 years service with these two companies. We welcome him to our organization and we hope he enjoys his stay here.

No doubt Messrs. Emerson and Tampke will find themselves at home in our company with so many of their acquaintances who have been with us for a number of years and who came from Louisiana and Oklahoma.

**BOB THOITS BECOMES REGULAR MEMBER OF ENGINEERING DEPT.**

Robert A. Thoits, who has been working as an Assistant Coating Inspector under Carlton Goodwin all summer, has accepted an assignment on the Engineering staff in the Portland Office as Junior Engineer.

Bob is well-known to most of his fellow employees for while he was attending the University of Maine, he worked at the Tank Farm during the summer months. He graduated from that institute in June 1956 with a degree of Bachelor in Mechanical Engineering. During World War II, he was in the Navy Seabees, and received
his honorable discharge in March, 1946.

We all welcome Bob to our organization and are happy that he has come to work for us on a permanent basis.

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EDITOR'S NOTE:

Our apologies to Walter M. Simmons, Chief Operator at South Portland Station. We committed the sad error of omitting his name from the listing of employees at their new locations on page 4 of the December issue.

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TANK FARM & PORTLAND OFFICE BOWLING MATCH

We hear that a controversial bowling match was held between members of the Portland Office Bowling team and members of the Tank Farm Bowling Club on Friday evening, January 26th. It seems there was much difficulty in getting these two teams together for an official match. The office team insists that they were playing unofficially as proper arrangements had not been made between the two captains. The Tank Farm team insists that it was an official match and have written the match up on their records as a win over the Office team.

Anyway, the members of the office team are on record that they did not have their regular bowlers present and should have a chance to arrange an official match. Here are the totals:

<table>
<thead>
<tr>
<th>Tank Farm</th>
<th>Portland Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st string total........ 510*</td>
<td>498</td>
</tr>
<tr>
<td>2nd string total........ 492*</td>
<td>493*</td>
</tr>
<tr>
<td>3rd string total........ 561½*</td>
<td>510</td>
</tr>
<tr>
<td>TOTAL for 3 strings..... 1566*</td>
<td>1501</td>
</tr>
</tbody>
</table>

What say, Tank Farm Bowlers, another match with official sanction by team captains.

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OLD HALLOWELL TRAVELOGUE

In the early 1840's, had you been a guest of this hotel, then "The Hallowell House", and had you been on your way to Boston, you would have had your choice of four fine steamboats, "Elegantly appointed and of great speed, with every convenience at your service".

Nothing so remarkable about that -- EXCEPT -- the price of a ticket for the journey was a DIME, TEN CENTS, One Tenth of A Dollar.

How come? Well--in 1836, Rufus K. Page, a Hallowell gentleman who seems to have had a number of "firsts" to his credit in business enterprises, placed the JOHN W. RICHMOND upon the river "to carry passengers and freight in perfect safety" from Hallowell to Boston, or reverse.

Business was so lucrative that within a year or so another steamer, "The Huntress", set up opposition. Cornelius K. Vanderbilt then entered the free-for-all with a boat named for himself. Shortly thereafter, "The People's Line", a New York company, appeared upon the coveted route with the "John Marshall".

Then the fight began. Competition became so keen that fares dropped and dropped until the aforementioned Dime became for a short time the standard cost of transportation -- Hallowell to Boston.

Even that was not the limit, for, before this naval battle was over, passengers were actually paid twenty-five cents to take a "free passage".

Naturally something had to be done to avert wholesale bankruptcy. It was. The old company purchased controlling shares in "The People's Line", the "John Marshall" was transferred to calmer waters and The Steamboat War On The Kennebec became a matter of history.

From pamphlet distributed by THE WORCESTER HOTEL

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