BOWLING AT HIGH PITCH

If any organization in the City of Portland is taking its bowling seriously, it certainly would be hard for it to match the fever heat that this sport now has reached in the Portland Pipe Line. Besides the regular weekly bowling tilt that takes place every Thursday night among the six office teams, the Tank Farm recently organized a full-sledged bowling slate over in South Portland and, from the looks of the scores, things really are waxing hot.

The cream of the crop of South Portland bowlers have challenged the top notch bowlers from the office to a series of matches. The activities of this competition have been previously reported when it was first organized back in the middle of winter but since that time, a couple of high-

(continued on page 2)

SPRING PROJECTS ANNOUNCED

Pipe Line improvements to be projected this spring and which will get underway shortly have been announced by Mr. Patchelder's office. Of course 1961 bids fair to fall far short of the great activities which were embarked upon a year ago this time. Nevertheless, there are several small projects which will be started very shortly in the way of maintaining and improving the pipe line properties and contributing to the ever-increasing efficiency of operations.

The South Portland Tank Farm will have another building. A garage and warehouse is to be started soon at this location. The building will be 28' x 110' and besides serving as warehouse and garage for the company cars & trucks, it will contain the foam fire fighting equipment and the

(continued on page 3)

SPOTLIGHT ON SOUTH PORTLAND

The editors present the second in a series of articles written by Red Perham which gives a picturesque description of the South Portland Tank Farm with the new line set up.

With the 12" line now in operation, South Portland operations have had many drastic changes, all of which enlarge the operations as a whole. As a matter of fact, visitors who have come back there recently, stated that one would never know the place on comparing it with the old operation on the 12" line.

Red's article should prove very interesting to all and especially to those who have not had the opportunity to see the vastly improved and enlarged operation on the pipe line's biggest location.

(continued on page 4)
WHAT WE DID LAST MONTH (February)

Tanker Arrivals
at South Portland...............27
Barrels of Crude Received
at South Portland.............3,619,029
Barrels of Crude Delivered
at Montreal..................3,402,934
Average Barrels Per Day
Delivered......................121,533
Barrels Pumped Since
November 1941...............175,938,785

* * * * *

SABOTAGE

Why should we talk about Sabotage?

Certainly in our local and peaceful environment we would not expect such a thing as sabotage but, is that really true? When sabotage is committed in any form, no one knows a thing about it until the act has been committed. That is why we should be on the alert always in these perilous times, no matter what kind of a plant we work in.

We all know that our fellow workers on the Portland-Montreal Pipe Line share in the operation of a very important and vital transportation link between two of the most friendly countries in the world. Unfortunately, these two countries have many enemies which work silently underground. United States' and Canada's productivity is our first line of national defense. It must be protected from the wreckers and saboteurs who would crush it and enslave the free peoples of these two nations.

J. Edgar Hoover, Director of the F.B.I., says, "The forces which are most anxious to weaken our internal security are not always easy to identify. Communists have been trained in deceit and secretly work toward the day when they hope to replace our American way of life with dictatorship. They utilize cleverly camouflaged movements such as some peace groups and civil rights organizations and employ fellow travelers to achieve their sinister purpose."

This is the reason why we must always be on the alert. Everywhere and all of the time and it is our duty as good citizens to report any suspicious activities that we may see going on around our place of work, our homes and our community.

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BOWLING AT HIGH PITCH
(continued from page 1)

speed matches have taken place. The first official contest between the Office and South Portland found the Tank Farmers way out in the lead. The second match that took place, last Wednesday night, was a different story, however. On Wednesday, the contest was made up of eight bowlers on each side. The Office bowlers emerged victors for the evenings match with a 57-pin lead. The Office took the first string by 37 - lost the second by 43 - and took the third by 63. It is not to be concluded from this demonstration that the Office participants are better bowlers, but they do feel happy over the fact that they could gain a lead over South Portland's formidable defense which consists of some darned good bowlers like Tony Pugliese, Gil Cuskley and Vic Ward. Tom Beatty and Neil Johnson had high strings for the Office bowlers. The cheering section was well represented with the wives of the Tank Farmers. They were there, of course, to keep up the morale and spirit of their team.

The South Portland teams have repeatedly emphasized that in Wednesday night's match they were only putting their third team in the field, consisting of their rookies. It is possible
that they had sent their first and second teams to a bowling farm up country where they are practicing and building up for the grand slam match which has been arranged between the Office and South Portland on Monday, April 9. The Office bowlers say that they have no second or third teams and that their first team is good, first, last and always - also, they can stand the strain of any battle.

The Office bowling club finds its season just past the 10-week mark with two more to go. Frank Abbott's #5 team is out front in first place, having won 28 points and lost 12. Tom Bettsy's #2 team is second with 24 and 16. Third place goes to Neil Johnson's #1 team with 21 and 19. Fourth to McCarthy's #6 team with 18 and 22. Parsons' #4 team is in fifth place with 13 and 27. Eddie Dunn's sad and dejected team is wallowing in the cellar with 13 and 27. Eddie said that he has no ambition to take first place as he is afraid that after all the strings that his team has lost, they couldn't stand such prosperity. He would like, however, to be taken out of the cellar where he and his mates could breathe some fresh air. Ed says it is going to be a hard job to do it, but he thinks it can be done in two weeks time if his teammates will get in trim.

Besides being out in front of the lead, Frank Abbott's rollers have high team total of 1285. High team single also goes to Frank and his speedy rollers for a total of 471. As if that wasn't enough to be proud of, Frank, himself, has the high individual single total for the second half standing at 120. There may be some consolation for Dunn's cellar occupants in knowing the fact that Eddie has high individual total for three strings of 31%. In the hard, cruel world of vicious bowling competition, this offers some consolation and should save Eddie's team from total disgrace, come what may.

A demonstration of the fever pitch that bowling has assumed this season is the following notice which was observed on the Office bulletin board this morning:

"NOTICE TO ALL BOWLERS"

Twelve girls of this office hereby challenge twelve men of the Portland Office bowling team to a match to be held after the regular season matches are over. This match will be held on April 26th, if accepted."

Now, that really promises to be something and should prove to be quite a drawing card. A large audience should be expected at this contest and perhaps tickets should be printed in order to assure all of those interested in viewing this 20th Century spectacle a place on the bleachers. Will refreshments be served after the match, girls?

(So, the gentlemen of the Portland Office would like refreshments served after the coming bowling match with the girls! The girls did discuss this same matter before issuing the challenge, but it was the consensus of opinion that when the final frame has been bowled and the results are in, the glamour boys won't feel like partaking of the delicious lunch the girls are capable of preparing - so, they won't git none, no how!)***

SPRING PROJECTS ANNOUNCED
(continued from page 1)

foam columns which were recently purchased as an addition to the Tank Farm fire fighting equipment. The four new 150,000-barrel tanks which were completed last summer are to have a coat of aluminum paint so that they will blend in with the panorama of the other tanks at that location. At the present time, Doc Cassidy is preparing the contracts for this job and these are expected to be let about the 15th of April.

Much of the cleanup work from last year's 2nd line construction did not get finished by the time cold weather set in so this spring this work will be taken
up where it was left off in the fall of 1950. There will be considerable grading work done around the South Portland pumping station, manifold house and automatic gate valves. New walkways will also be included in this project.

At Lancaster and North Waterford, two small buildings will be erected to house the incoming header gates and relief valve. Work is expected to start on these small projects before summer. North Waterford Station will be the scene of considerable activity which should be in full swing by the middle of spring.

The installation of a fifth unit is planned at that location. This pump will provide a standby unit at North Waterford Station so that constant operations may be assured in case of a shut down on one of the other units. The actual date of starting this project is not as yet certain since some of the materials are still on order. The greatest difficulty encountered is in obtaining bull and pinion gears which will be required to convert the pump to electric motor power. North Waterford and Lancaster will also be the scene of considerable outside activities where grading of the lawns and building of the walkways will put the finishing touches on this work which was started last year.

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SPOTLIGHT ON SOUTH PORTLAND
(continued from page 1)

The South Portland Tank Farm

When we remember that Lawrence Fennel has a total crew of 55 men engaged in Terminal and Tank Farm operations, it is an eye-opener as to the size of the job. Although we may discuss the Terminal and Dock work as one job and the Tank Farm work as a separate job, they actually dovetail into one operation under Mr. Fennel as Superintendent with headquarters at the Tank Farm.

To the casual reader, the expression "the Tank Farm" has a rather drab sound and may end with a mental vision of "just a bunch of oil tanks over in South Portland". The actual picture is so far to the other extreme that it takes several hours of inspection for a visitor to truly comprehend the scope of operations carried on at this "Mechanical center" of the pipe line operations of the Portland Pipe Line Corporation.

When we consider that over 50% of the 1950 cargo tonnage entering the Port of Portland headed for this Tank Farm last year, before starting on its way to Montreal, commonsense judgment tells us that this South Portland Tank Farm is the real "McCoy" in oil transportation activity.

Were I an eel-chasing cormorant, flapping my way over the Tank Farm and looking fore and aft to see that I did not miss anything, the layout below would shape up as follows.

Spread out over an area of over 90 acres is a model Tank Farm village, laid out in a definite system of streets, and already containing 11 big oil tanks, each one surrounded by a giant earthworks reservoir (or firewall). The 150,000-barrel floating roof tanks are the best to be had in these parts and combined with their special equipment make them the acme of perfection in the prevention of oil fires.

A black-top road, Dunscombe Street, starting in front of the greenhouse and leading in a southerly direction, is the entrance-way to the grounds. On the right is the home of Lawrence Fennel, Superintendent of Terminal and Tank Farm, next is the Guard's house and then, the pumping station with the brick manifold building directly behind it. Next, is the building that houses the chemistry laboratory, the boiler house and the general repairs shop that faces the gravel road running east by west at the end of the black top.

Looking southwest from here, you see the new T-1 manifold of electrically controlled valves and the brick control building. To the southeast is located the new T-2 manifold and building that controls the valves leading to tanks 3,
4, 5, and 6 -- the new 150,000-barrel tanks built by the Chicago Bridge and Iron Company. The other 7 storage tanks are located to the south and west of the station and are served by a network of gravel roads which will be "black-topped" this summer. Over these roads, speed the new Willys Jeep and the Gaugers in their ever-lengthening routes. It is a big step ahead from "McKai the hooper" to "Rafferty the speed demon".

At the end of the road directly south of the pump station is Leo Sampson's Treating Plant works, and directly across from the Station is the garage, tool house, the sub-station, parking space, summer lunch room (?) and pipe storage facilities. Also, this summer a new garage will be built to house the new trailer truck and fire protection equipment.

All in all, it is a rather impressive set up, and when the landscaping is finished and green lawns add their final touch, the South Portland layout can honestly be classed as "tops" in Tank Farm construction.

The Manifold System

To the uninitiated, the T-1, T-2 and regular manifold system of incoming pipes, outgoing pipes, cross-overs, big valves and small valves are a mysterious labyrinth forever. To the men who work around them, the intricate system is always an object of respect, and efficient commonsense operation becomes a bread and butter affair for all.

Were we to don our infra-red glasses and peer downward on the Tank Farm grounds and the 3-mile right-of-way that leads from the Terminal, we would see beneath the earth a pair of giant snakes 24" and 30" in diameter, with their tails hooked to the Terminal pumps and their necks attached to a hydra-headed system which includes the T-1 and T-2 manifolds.

Through these two big reptiles flow the crude oils that fill the reserve tanks. The numerous valves on the monster's head control the flow to the tanks, and thence to the brick manifold building which is served by one 16" suction line on the west side and a 24" suction line on the east side, with both entering the southerly end of the building.

All crude shipments heading to Montreal pass first through this brick manifold situated behind the pump station. Each 16" and 24" suction line in this building is equipped with a suction strainer, then a booster pump, and from there the oil goes directly through separate suction lines into each operating pump and thence back through separate discharge lines into the manifold. Here the oil enters the 12" and 18" main lines that head out of the north end of the manifold on their way to North Waterford, Lancaster and Montreal East.

Throughout this T-1, T-2 and Big-3 manifold system the main valves are operated by electric motors controlled by a network of electrical nerves that converge in the control buildings, and thence to the master control board in the pump station. It's sure easier than winding them down by hand.

The Pump Station

The brick pump station, now some 200' in length, and divided into three sections, can be truly classed as the "Mechanical Center" of operations. This building contains the office and chart control room, the motor room and the pump room. To get the best picture, the visitor should walk into the building from the east side.

In the entrance hallway hangs the glassed-in duplex bulletin board with company notices on one side and the Employees' Federation notices on the other, symbolizing ten years of amicable employee-employer relations and pointing toward a friendly future in co-operative effort.

Main Office and Control Room

Stepping into the main office and control room is an eye-opener for even a pipe line man. On the left is the private office of Lawrence Fennel, Superin-
tendent of Tank Farm and Terminal, and here you catch a glimpse of glass-topped desks, mahogany furniture, light green venetian blinds of steel, with window sash and tile to match. Equipped with built-in clothes closets, this is super-duper.

On the right is the office of Chief Gauger, Harry Phillips, with a separate desk for the Referee Gaugers. Here is where Bob McKeag, Jimmy Lunn, Bill Seabury and Al Wentworth gather and compute the number of quarts of oil received and delivered.

White ceilings, cream tile walls and reddish-white tile floors are the setting for the main office. At the extreme left is the desk of Field Clerk Art Washburn and on the extreme right is the desk of Walter Simmons, Chief Operator. In the center, back to back, are the desks belonging to the Operators and the Gaugers. There is no rush and bustle here but it does represent the epitome of cleanliness, efficiency and smooth operations, the three requisites of a successful pump station.

On the west wall of the main office is a work of art some 20-feet in length and 7-feet high, known as the Chart Control Board. On the south side is the electric control board with its display of red and green lights indicating on the giant chart the actual flow of oil throughout the Tank Farm network of pipes and valves. Corresponding push buttons put in operation or stop the many electrically-controlled valves regulating the stream of oil. It is a fascinating picture to visitors, but an object of respect to the operational force.

The north side of the Board represents the Mason-Neilan system that controls the pumping of oil by use of automatic controls and air pressure. Here, the status quo of oil pumping is indicated every minute of the 24-hour day. Circular charts record outgoing pressure, outgoing flow, atmospheric temperature and oil temperature on both 12" and 18" lines. It is a delicate control system and, like its brother, the electric control system must be treated with respect to insure smoothness in operations. All in all the entire main office is a top-flight example of modernization in pumping oil.

Motor Room

Now, we step directly into the motor room or the domain of Operators Sam Sinclair, Walter White, Gil Cusley and Harry Corrigan. Here, white ceilings, white window sash, gray floors, black walkways, and green motors trimmed with black make a pleasing combination to the eye. At the extreme south end is the toilet, shower and locker room. Next, come two electric cubicles and five (500-h.p.) motors, plus two air compressors and one auxiliary power plant. The red of the fire equipment and wall extinguishers gives an added touch. No wonder the entire force is proud of the big motor room next to the office.

Pump Room

We leave the motor room after passing motor #3, and thence through a narrow 6-foot tiled corridor and enter the big pump room stretching the entire length of the tile-walled building and containing five rugged, positive displacement Goulds pumps. The newly painted color scheme is white above, green and black for the pumps, and blue-gray floors and 3-foot black runways.

Each pump has its own individual locker for tools, brooms, etc., plus a lube oil tank for convenience, and located directly behind each pump and next to the motor room wall.

This is the home of Ass't Operators Sullivan, Wurthorne, LaBounty and Brydon. The boys are steadily at work finishing the few remaining walkway mats and giving the floors those additional coats of paint that are necessary to bring out that real shiny finish.

Apparently, the boys have adopted the old slogan that it's easier to keep a clean station shining than it is to keep an unkempt station, half dirty, for it's a swell-looking station in any man's language.

By RED PERHAM
TOMMY CORRIGAN RETURNING FROM NAVAL SERVICE

Thomas R. Corrigan is a very happy man, indeed. After spending six months in the Navy during which time he was overseas, he is soon to be released to return to his family and job. Tommy's family has been living at Gorham, during his absence where he was last employed going into the Navy in September.

He has been assigned an Ass't Operator's job at Lancaster and his family expects to move there shortly after his release.

During his absence, Warren W. Noyes has been serving as Ass't Operator in his place. Upon Tommy Corrigan's return, Stubby Noyes will be transferred to So. Portland where he will be an Ass't Operator.

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DAVE EMERY LEAVES FOR NATIONAL GUARD TRAINING IN GEORGIA

Dave Emery is going to run the gauntlet for Uncle Sam where Tommy Corrigan left off. Dave left his good friends and fellow workers at South Portland behind on March 19 when he entrained for Fort Benning, Georgia. There he will embark upon a three-month training course with his National Guard unit. After that date, his fate is entirely in the hands of the military grasp. Dave, who is a 2nd Lieutenant in his unit, hopes that his training will entitle him to a promotion in rank in case he is called on for further duty. Good luck to you, Dave.

He had the misfortune of contracting the mumps about a week before he left for Georgia, but had recovered sufficiently so that he kept the date that Uncle Sam marked for him to start on his trip in uniform.

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AMERICAN OIL COMPANY OFFICIALS VISIT SOUTH PORTLAND

On the 8th of March, the South Portland Tank Farm and Terminal had the pleasure of acting as hosts to a group of about thirty American Oil Company officials who were in Portland on a business conference.

The group left the Lafayette Hotel in two buses and proceeded to the Terminal where they were met by Messrs. Creed, Champlin, Batchelder, Cassidy, Phillips and Andrews. The Amoco group was represented by Mr. Richard Tyler, Sales Manager of that company. After inspection of the Terminal installations, the party proceeded to the Tank Farm where they enjoyed an inspection trip of the pump station, laboratory, manifold and other minor installations at that location.

Mr. Tyler expressed his appreciation to the Portland Pipe Line for inviting the officials of his company to inspect our properties. He stated that everyone thoroughly enjoyed the tour and many remarked that the South Portland operation bore the mark of efficiency in operation and excellence in appearance.

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RED CROSS DRIVE OVER THE TOP AGAIN

The Portland Pipeliners have done it again. They have broken another record in the generosity of supporting public causes. During the month long drive in March, the Portland and South Portland employees contributed a total of $257.50. This compares with last year's total of $239.50. 76 employees gave to the Red Cross in 1950 and 84 in the recent campaign. The Portland Pipe Line employees are to be congratulated on the splendid showing which undoubtedly stands well among the firms reporting in the greater Portland area.

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Most folks are about as happy as they make up their minds to be.

Justice Brandeis.

Abraham Lincoln.
Terminal

Harbor activity here is definitely on the increase. Although our Terminal is responsible for the bulk of ship movements here, other companies appear to be stepping up their tempo. The new Pocahontas Oil Terminal, that handles refined products, have an occasional tanker at their pier for discharge, which helps the overall shipping average. Dry cargo shipments are still rare, as are arrivals but port authorities are now in Washington trying to get some of that business for this port. The Coast Guard ships have been zipping in and out of port on various missions and the large fishing boats steam in and out with the coming of Spring and fair weather. The fisherman is no fair weather sailor but the weather helps in the business.

Our good friend Don Jensen, who worked for this Pipe Line in 1941 shortly before he entered the U. S. Navy where he saw plenty of combat service, has accepted the position of Plant Foreman at the Pocahontas Calso Terminal Corporation. For the past three years Don has been Petroleum Inspector for Saybolt Co. in this area, and worked on cargoes arriving at our Terminal. His home life is happy although hectic at times as he is daddy of three energetic and rugged youngsters, all boys. Don will be missed around the Portland Pipe Line, and Saybolt's loss is Pocahontas' gain, for they are getting not only a swell fellow, but an efficient and capable foreman. Best wishes, Don, and keep an eye on the lower gate that joins our property.

Lt. Bill Spear, U.S.N. has been ordered to Pearl Harbor, T. H., where he will be assigned to a naval auxiliary ship operating in that area. Diamond Head, the sugar cane and pineapple plantations, the volcano at Hilo and the many splendors of the Islands will soon become familiar sights to Bill, as they were to your reporter some years ago when he operated out of the submarine base at Pearl for a year. Bill will be stationed at Alameda, California for a period prior to leaving for Hawaii. Best of luck Bill.
Twenty-one employees of the Tank Farm and Terminal gathered at Theodores Lobster House March 12 to pay tribute to another one of our boys entering the service of Uncle Sam. Bob was presented a smart looking Parker 51 set and wished Godspeed and a safe return by his fellow workers. He will be missed, as are all our boys in the service, and we know that Bob will be just as good a soldier as he was a pipeliner and that was Grade A. Sonny Richardson was chairman of the committee for the affair capably aided by Harry Corrigan and Dick Bruns.

After missing the boat in the last issue, we would at this time like to extend our official welcome to Edgar Smith a fellow guard who joined us recently. Ed is as familiar with the waterfront and the sea as any one person could be, having served eleven years on tov boats, five years on Army craft, and several years at sea on larger type ships. He holds a chief engineers license unlimited. The attraction and enjoyment of living at home with his family rather than continue his seagoing career prompted him to join the Portland Pipe Line. We know you will enjoy being with our Company, Ed, and again, Welcome!

Phil McKone our capable and well-known Customs Inspector is again on the sick list. He has had plenty of illness the past few years, but a stout heart and the old determination always pulls him through. Hope soon to see him back on our pier where he is always a welcome sight.

Word seeps to the Terminal that #2 Pump at the Tank Farm is the smartest looking unit of machinery in the pump room.

The Rodrick family was stricken with the flu the week of the 11th. The bug is still prevalent in this area and many of our employees and families have been ill the past few months. Maybe the climatic change with the coming of Spring will see an end to it - we hope so.

Our westerly neighbor, the Seaboard Sardine factory has been undergoing extensive alterations and repairs the past few months in preparation for a big season of canning operations. The familiar sight of the glamour girls winding their way to and from the factory in white uniform caps, the occasional plucking of a rose from our bushes by the girls to wear in their hair will soon be with us.

Chief Mate T. H. Pink, the famous and widely known mariner of the Tanker Rincon Hills, has been promoted to the rank of Captain. We at the Terminal, know that as a Chief Mate he was tops, and as Captain he will always have things well under control. Congratulations to you Pink.

Sorry to hear that Dave Emery is down with the Mumps. His children recently recovered from the same illness and apparently passed the germ on to daddy. Dave was due to leave for the Army soon. He has been awaiting orders for some time. Now, it's the Army's turn to await Dave's recovery before he heads for Camp. Cheer up Lt., things could be tougher.

Marshall Ball, the Canasta Champ of Lunnenberg, Vermont, is visiting with his daughter and son-in-law, Shirley and Bob McKaig, who returned to Portland March 1st, after a month's vacation in Florida, and points south.

Bud Cormier of the Maintenance Gang was in Portland March 17 to pick up a new car for himself. Business must be good up at Gorham, Bud.

Mrs. Arthur Cote is recuperating after a prolonged illness.

Harry Corrigan is encountering slight difficulty in keeping the league bowling teams in balance. While we are on the bowling subject, I must give mention to the old pro R. J. McKaig, who threw two straight strikes to lead off a string in competition March 12. This act, or feature performance it must be tabbed, was witnessed by your news reporter. Robert stands accused of resting
on his laurels as he failed to show up with his team the following week.

Allen Kennedy was sidelined for a few days with the flu.

Gilbert Cuskley made his annual Spring Pilgrimage to Boston, March 13 to witness the Mid-Century Spring Flower Show sponsored by the Massachusetts Horticultural Society. Gilbert was especially attracted to the display of azaleas and spring wild flowers. The famous Stone Acacias in gorgeous setting was a breathtaking sight, says our nature loving Gilbert. Maybe he has picked up some ideas for decorating the Hotel Gilbert.

The Sportsmen's and Boat Show, held at Portland March 10 to 17, attracted many of the pipeline boys.

David Tvers became the hero of his classmates in Grade I, Thornton Heights Grammar School on March 15 when he was given a fast ride in a police cruiser car to the accident ward of the Maine General Hospital with the school principal as an escort. David was bitten on the lip and forehead by a dog while on his way to school, but fortunately nothing serious resulted from it.

Martin and Mildred Jensen motored to Providence, R. I. March 21 and passed a few days visiting with relatives there.

Ole Brudevold was relief pumper-gauger on the dock March 21. This was Ole's first appearance at the Terminal in a few months - his duties during that time have been Tank Farm as Yardman and relief gauger.

About time for the Pipe Line fishermen to start casting, isn't it?

Since starting this copy, I learn that Dave Emery, Lt., U.S.A. has headed for Camp Benning, Georgia, still under the influence of the Mumps. Dave figured he may as well get started before something else developed.

Frank Wagner was knocked out by the flu for a spell but is up and at 'em again.

Lawrence Fennel returned to work March 19 after a successful surgical operation at a Portland hospital.

Dick Carmichael, who has been pipelining with us since last Fall, left this month with the Hartford Club of the Eastern Baseball League for Spring training camp in the South.

Dick is property of the Boston Braves and has made a few road trips with them in the past. While at South Portland High he pitched the school to several Telegram League Championships and went several years without dropping a game before starting his climb up the ladder with the pros. As an old ball fan, I have followed Dick since his grammar school days when he was tops in that league and predicted a bright future in baseball for the lad. The tougher the competition the cooler Dick becomes on the mound.

We learned from the Boston papers lately that Ed Hickey's boy, Bill, was the outstanding basketball player on Lancaster High's Team who won the State Class B Championship and progressed to the New England Finals at the Boston Garden. Bill was mentioned as the hook shot artist who kept his team in the running right down to the wire. The Boston Advertiser wrote that Fairhaven High ran away from the New Hampshire club whom it lost its one good player, Bill Hickey (13 Points) on fouls early in the third quarter. Nice work Bill!

Nice seeing pipeliner Frank Foss back in South Portland after his extended tour of relief work at the Gorham Warehouse.

Joel Norton son of Benny and Adriene Norton of Pork Chop Row, South Portland, reached his first milestone in this great big world of ours on March 14. Joel was very close to being an Irishman as his birthday preceded Saint Patrick's by only a few short days.

Tony Pugliese, the man of many titles on the working schedule, has purchased a home on Westbrook St., South Portland and will move in after a bit of
renovation. Welcome to the community folks, we think you will like living in our fair city.

Frank L. Ivers

TANK FARM

This station, in conformity with other parts of the country, has had its share of the flu and other maladies. We have had Lawrence Pennol, Bob McKnaig, Dave Emery, Frank Wagner, Ralph Roderick and Roy Brydon on the sick list at various times during the month, however, we are happy to report they have all returned to their assignments as the PIPELINER goes to press.

We extend our apologies to Gil Cuskley for he, too, saw the Mikado last month at South Portland High School. The Society Reporter, Senator Ivers, neglected to scan the third balcony on opening night with the inevitable consequence that he did not see the former hostelry owner peering over the railing with his opera glasses.

We said so long to two more members of the station, Dave Emery and Bob Shaw, who have joined the ranks of Uncle Sam. Let's hope that they are back with us again soon.

The Messrs. Champlin, Creed, Phillips, Andrews and Simmons, escorted some thirty visitors from the American Oil Company around the Terminal and Tank Farm facilities during the month. Of course, they were impressed by our shining control board with red and green lights, as are all the people who visit our station.

Ralph Bridge reports that smoked venison is very tasty.

Guess who caught the largest fish on opening day.

Tony Pugliese recently bought a house on Westbrook Street, in South Portland and now has his family down from Norway after several strenuous sessions of paper hanging and painting.

We have had an addition to our fire-fighting equipment this month. A trailer arrived on the 26th of March and is now equipped with a foamite tower, hose, and other fire-fighting necessities. Since it has rather a unique appearance and is designed like a hay wagon, the Pipe Line Club is attempting to rent it in the fall months for its annual hay ride.

The fellows at the station have asked this reporter to extend their felicitations to Vic Ingersoll for the fine apples he brought to the station recently.

As you no doubt have heard from sources other than the Tank Farm, the Portland Office went down gracefully to decisive defeats from bowling teams hastily assembled on the spur of the moment at the Tank Farm. Nevertheless, this station decided to give them one more match on the 28th of March. Little interest was shown for this match, on the part of the station personnel and, consequently, the boys that pump the oil were defeated by an infinitesimal margin.

We, at the Tank Farm, compliment the office for their valiant effort on that Wednesday evening and extend our heartiest congratulations to them. Rumors had been flying very fast before and after this match, but very little credence was placed in the story that the office team members took the afternoon off before the match in order that they might conserve their energy. Of course, we have since issued a challenge to the office for a match on Monday evening, April 9, at the new alleys in Scarborough. This challenge has been accepted and our number one team will now face the office for the first time this season.

Naturally, a great deal of interest has been aroused in this match and word from those in the know with the smart operators in Portland are quoting odds heavily in favor of the Tank Farm. The rumor has even been heard that "the fix was on" in the match that found the office victorious, but I personally assure all readers of the PIPELINER that this was not the case.
The interiors of the boiler and manifold houses have been painted this month. The station is, indeed, looking fine. The pump room really sparkles and most of all that No. 5 Pump. What gives, Tony, how do you keep that luster on it?

The great mystery of the month was finally solved. It seemed that many copies of the Press Herald were being found at the station. One of the super-slaves was assigned to this case and after a great deal of shadowing found that certain members of the station were highly interested in the fat boy series of dicting in the morning paper. Many accounts of lost poundage have been given to me, second-hand, of course. Tony and Walter White have been the most successful in this new Battle of the Bulge with Billy Faulk and Everett Horr bringing up the rear with losses of two pounds and one-half pound respectively.

The new lockers have been assigned and Gil Cusky is reportedly interested in swapping No. 1 for a location that is a little further away from the door. I am sure that someone will come to your rescue, Gil, and get you away from those drafts.

Art Washburn

NO. WATERFORD

Well, here it is news time again, March 20 and the old station is shaping up splendidly. The grille work entrance platform and stairs are installed in the Manifold House at both ends and the big West Cement Pit has been converted into a regular ho-man sump pit.

The painters are back and doing a swell job in the Pump Room as well as putting the finishing touches on the Motor Room. The thing that pleases the operating crew is the spirit of cooperation shown by Mr. Stevens and the boys in endeavoring to keep the spatters of paint cleaned up. When they began operations all the shiny black mats were dragged to one end of the room, then Frank Hunt’s “Coin-Your-Idea” hangers were hooked to the overhead crane, planks attached and protective sails spread to keep the paint off the green pumps below. Mr. Stevens’ follow-up work with the “spirits rag” and wiper has kept us looking respectable at all times.

We got the basketball situation straightened out in the Western Maine Tournaments.

Ben Bowes’ Winch are High Cagers knocked off Gus Plummer’s North Yarmouth Academy boys. Then Winch High bit the dust at the hands of Livermore Falls. Bob Hicks’ South Paris High Cardinals defeated Traip Academy first, took over Old Orchard Beach next, in a gruelling struggle, and then lost in the M Class Finals to Livermore Falls. Livermore Falls also defeated the Eastern Maine Champs to win the State Title.

Rod Perham’s West Paris crew sailed into their fifth year at Western Maine Tournament Class 5 Competition, knocked off Buxton first, Rangeley next, but lost the Finals to the Clinton sharpshooters 62 to 48. Clinton lost the State Title Game to the Beals Island Cinderella Team, 74 to 52.

Red says that March Town Meeting went over in A-1 style and ended by acquiring the big 12 acre field front of West Paris High School for school and recreational purposes. Also that West Paris High is making good use of their additional Faculty member, a lady with 20 years of teaching experience.

Red reports the Perham family is busy at work absorbing education. (Last Ranking Period)
Alfred Perham, Northeastern Engineering 3 B’s, 1 C, 1 D.
Sidney Perham, Colby College, 2 B’s, 2 C’s, 1 D.
Joseph Perham, Senior West Paris High School, Co-Valedictorian.
Bradley Perham, Junior West Paris High School, B. C. and D.
Margaret Perham, Freshman West Paris High School, Honor Rank.
Douglas, Mary Ann, John, Martha and Nancy all Honor Rank in the grades.

The pipeline family enjoyed supper
at the North Waterford Church vestry for the benefit of the Fire Association and everybody was very well satisfied with the meal. Those who attended were Mr. and Mrs. Luebeck, Mr. and Mrs. Bowerman and son Tommy, Mrs. Fred Stearns, Sarah, Judy, Mark and Martha Stearns, Mrs. Janie Hebb, Peter and Buster Arris, and Mr. and Mrs. Dee Hutchison and Mary Ann Curtis.

The Stearns family celebrated Mrs. Stearns’ birthday February 25th, with a steak supper at Valle’s in Portland.

Mrs. Robert B. Lewis was a visitor at the Stearns and Hutchisons a week before leaving for Arabia to join her husband with the Trans-Arabian Pipe Line Company.

Mrs. Dee Hutchison received word from her son, Robert Dustin, of his arrival at Camp Stoneham, California, for embarkation to an unknown destination.

Mrs. Janie Hebb, Mrs. Benjamin Bowerman, Mrs. Fred Stearns and Mrs. Dee Hutchison attended Farm Bureau March 6th with Mrs. Stearns and Mrs. Hutchison serving dinner to the ladies.

Mr. and Mrs. Myron Walker have decided to reside at their home in Naples for the rest of the year. Myron gave improper heating equipment in the trailer for this decision but we think a little homesickness and inconvenience was connected with this reason. We miss the lights in the trailer.

Town Meeting went off in the usual way this year with Mr. and Mrs. Luebeck, Mr. and Mrs. Bowerman, Mr. and Mrs. Sawyer, and Mrs. Hutchison of the Portland Pipe Line Corporation attending.

Mr. and Mrs. Philip Hebb of Rumford were guests of the Stearns March 11th.

Mr. Murray (Ducky) Ring butchered a nice 600 lb. steer and has promised to furnish the steak for a supper at one of the cottages here (we may have W.J. cook ‘em steaks for us). So you see a steak supper is in the making. Everyone knows what Ben Bowerman can do with a 1-lb. or even a 2-lb. steak.

Bill Luebeck is sick with the flu at this writing but we hope he will be up and around in a short while.

The Stearns family were visitors at Lancaster Station March 16th.

John Hicks, Bob Hicks’ older son, was in the CMH Hospital for a check up due to a kidney injury. We understand everything is cleared up and he will be in as fit condition as ever.

Bob Hicks was sick a few days the middle part of March due to a severe case of laryngitis. Mrs. Hicks, you have him now, he can’t talk back.

Mr. and Mrs. Sawyer purchased a miniature road grader for their son Timmie and they say he is convinced it is the best toy ever owned by himself.

We can’t get much dope on the Plummers but can say one thing Gus loves to fish so well that thin ice is no obstacle, in fact, we expect to see him riding the ice out of Bear Pond with his fish line in the water. Myron Walker says he will ride it out with him.

Dee & Rachel Hutchison

PORTLAND OFFICE

The Portland Office has been badly hit during the month of March with flu and sundry colds. On some days, there were as many as three out at one time which is very unusual. The worst seems to be over, however, in this respect and with spring coming, the incident of illness has greatly diminished.

We are always pleased to hear from our former fellow workers who have gone forth to different sections of the country.

Harry Hiller has been very faithful about keeping in touch with us and his latest letter reports that after his long illness of the winter, he is sufficiently recovered to get out in the California sunshine. Harry is particularly attentive to the girls of the office, a-
among whom he numbered everyone of them as his friends. He has been sending them post cards on the California scenery. We are wondering if Harry is using a subtle method to get our girls to go to Hollywood or transfer our office to the Pacific Coast.

We also had a nice letter from Ray Higgins who is well established on his new job with the Northeastern Gas Transmission Company in Springfield. Ray writes that he and his family are now living in West Springfield and enjoy it out there very much.

We are glad to have Mr. Schultz back with us after a month's trip to Florida. He reports having enjoyed much sunshine from this famous vacation country and managed to get in some good golfing, while he was there. Mr. and Mrs. Schultz motored back from Florida last week.

Karl and Mrs. Emerson took a trip to New York and New Jersey over last weekend where he visited his old neighbors and friends and also called in at Jersey's New York Office. Mrs. Emerson is remaining in Metuchen, New Jersey, for awhile where she and Karl formerly lived.

Carl Goodwin is at present on a week's trip to Wichita, Texas, where he is attending a corrosion meeting held at the Shell Oil Company.

Mel Hamblet has made a real estate investment again and is now in the homeowners class. Mel recently purchased a house on Alba Street, Portland. He and his family expect to move in about the 9th of April.

Ask Neil Johnson about subterranean tunnels that seem to go nowhere.

The dark pink telephone slips which were recently seen around the office proved to be very popular. We understand they were supplied by the Purchasing Department. Unfortunately their popularity caused the supply to run out and we don't know if the Purchasing Agent is going to order any more or not. Anyone who is anxious to see these might contact him.

** CORROSION SURVEY ARTICLE TO APPEAR IN FUTURE ISSUE. **

The problem of corrosion engineering is always one of great importance on pipe line maintenance. Carl Goodwin, our Corrosion Engineer, is planning to prepare an article for publication in the PIPELINER in the near future on the latest developments of corrosion work on the Portland-Montreal Pipe Line.

During the late spring and coming summer season, it is planned to have a corrosion crew in the field primarily to check the new line to see if any cracks or bruises have developed on the coating job which may have resulted from the ravages of the winter weather. There will also be other corrosion work incidental to this main project.

We all look forward to Carl's article with interest.

** TO BE EXPECTED -- Chlo-- "He told me he traveled five hundred miles through snow by dog sled to tell me how much he loved me, and do you know what I said?"

Zoe-- "I suppose you told him it was a lot of mush."

** NO TIME AT ALL -- DeTwitter-- "A millionth of a second is a very short time."

McTweet-- "Yes, but it's less than that between the time the traffic light turns green and the guy behind you starts blowing his horn."

PURE ACCIDENT -- Jackson-- "So they acquitted Mulligan of running over Hennessey with a loaded truck."

Jixson-- "Yes,-- his defense was that he didn't know it was loaded."

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