GEORGE FLAVIN ELECTED CHAIRMAN
1950 OUTING

Plans for the fifth annual outing of Portland Pipeliners were laid at a general meeting in the Portland Office on May 29. George Flavin, who has served on several committees in past outings, was elected General Chairman of the affair.

Those at the meeting, which was attended by employees from the Portland Office and South Portland, selected Saturday, June 24th as the date for the outing. In view of the fact that previous outings have turned out very successful, it was decided to visit Songo Beach on Sebago Lake, this location was unanimous choice for this year.

Committee chairmen were selected to assist George Flavin in making the 1950 outing a successful and happy event.

The time is drawing near when the big construction project for the new main line will be shifting into high gear. The month of May showed a great deal of progress in this direction in spite of the fact that none of the main line pipe had been delivered. After all, if one looks at this project very closely, there is a great deal of work to be accomplished besides that of laying the main line through to Montreal. In connection with the overall program, there are many other phases of construction all of which assume an important place in finally bringing about the completion of the line, thereby increasing our throughput—put of crude to Montreal.

Mr. Batchelder has kindly furnished us some interesting information for our readers.

(Continued on page 3)

CONSTRUCTION GOING AHEAD IN GOOD SHAPE

(Continued on page 4)

ALBERTA OIL FIELDS TO BE SERVED BY BIG PIPELINE

Considerable interest has been shown by Portland and Montreal pipeliners in the new Alberta to Great Lakes pipeline system which is expected to be one of the biggest systems of its kind on the North American continent. Considerable publicity has been given to the tremendous oil fields which exist in Alberta and already, discoveries of oil have led to production figures which bid well to outstrip the demands for crude in that area. Therefore, an outlet must be sought for this raw material to serve other areas which are still in need of domestic crudes.

A number of Montreal Pipe Line employees have been transferred to interprovincial and Lakehead Pipe Lines and several Portland Pipe Line employees likewise have gone to

(Continued on page 5)
WHAT WE DID LAST MONTH

Tanker Arrivals
At South Portland..........................21
Barrels of Crude Received
At South Portland.....................2,498,248
Barrels of Crude Delivered
At Montreal..............................2,133,002
Average Barrels per Day
Delivered..................................71,100
Barrels pumped since
November 1941........................150,390,692

* * * * * *

SOME THOUGHTS ON SAFETY

The use of this column in bringing you the messages on Safety, from time to time, is a practice that should be welcomed by all good pipeliners. Our Safety record so far this year has been none too good as there have been nine reported accidents already in the first 4½ months of this year. The best way to practice Safety is to constantly remind ourselves of the intense need for this art. We welcome any expressions or thoughts on Safety which may come from our fellow workers.

You probably read the May number of "Safety Talk" which commented on Raymond Station's enviable record of not having had a lost-time accident since we began operations in 1941. Undoubtedly, our fellow employees at Raymond are very proud of this record and we might remark that Safety Talk did not go far enough in revealing Raymond Station's outstanding record. Actually, Raymond Station has had no accidents (this includes non-lost-time accidents as well) since April 1942. Undoubtedly, Safety Talk's message for May prompted one of our fellow employees at Raymond to write a sincere and timely message on Safety. This message was sent to Mr. Creed who in turn passed it along to the editors and with the permission of the writer, we are glad to publish it in this column. We feel that it is a particularly emphatic message, since our fellow employees at Raymond are practicing what they preach.

SAFETY (Some Thoughts Expressed)

Safety, Safety, Safety First, What is the meaning of this word or words and phrases?

One of Webster's definitions says that Safety is the "Quality of being devoid of whatever exposes one to danger or harm." I like this definition best of all because it so completely covers all phases of the word, physically and psychologically. Through the industrial age, men have added special phrases to the word Safety to give it a specific meaning to fit special industrial applications.

In our Corporation, we are supplied with about everything that is needed mechanically to prevent accidents; still we had 22 accidents last year. It is quite apparent that, if we want to lower our accident rate, we will have to remodel our thinking to eliminate the actions that cause the accidents. We all know there is a reason for everything that is done regardless of whether it is an action or thought. All accidents that don't happen are eliminated before they happen because some individual visualized the hazard and eliminated the cause.

In almost all cases, the accident is caused by the action or thought of some individual before it happens. In other words, what we set up a chain reaction of thoughts and actions that react on people and things we come in contact with. The supervisor might say something in such a way to one employee that
two hours, days, weeks, or months later causes this employee to cause another employee or fellowman to have a severe accident. I cite the case of the supervisor because he is directly responsible for a lot of the actions of the employees on the job as well as off the job. There is a great deal more to Safety than just cautioning a person not to do something a certain way. The manner in which we advise or caution others is the important thing and some people are more apt at doing this than others.

In the later years of life, man often comes to the conclusion that just about everything has been said and done that amounts to any importance. At that point he begins to sum up and finds that even though it is partially so, his own individual interpretation and arrangement of words, spoken to others, causes them to change their opinions and a new idea is born. So we get new thoughts and things from old ideas. This is the good interpretation of the saying, "What we don't know, we tell others". When a person thinks that he is so important that his way is the only way to do a thing he is "Telling others what he does not know", actually.

Men in responsible positions sometimes forget their status in life and revert back to their animal instincts to show their authority. They throw to the wind all their previous learning and dignity to show the power of authority they have for one split second and, in some cases this so-called power is stretched beyond any imagination. The degree of severity of the above is one of the things that governs the amount of accidents a company has.

One of the greatest challenges to a supervisor, in this industrial age, is in the timing of his employees actions and thought trends toward their fellowmen.

BY: A Fellow Employee
    at Raymond Station

GEORGE FLAVIN ELECTED CHAIRMAN
1950 OUTING.

(continued from page 1)

to call the committee chairmen together for a general discussion on the Outing plans. Following is the list of the Outing organization:

MASTER OF CEREMONIES......Oscar Chilcoat

FOOD COMMITTEE:
    Bill White, Chm.    Dottie Caswell
    Mabel Welch        Jerry O'Carroll
    Kay Sullivan       Dave Emery

PICTURE COMMITTEE:
    Ray Henry, Chm.
    Olie Brudevold     Ken Blanchard

FUEL COMMITTEE:
    Jerry O'Carroll, Chm.    Gil Cuskley

REPORTING COMMITTEE:
    Frank Ivers        Harold Perham

ACTIVITIES COMMITTEE:
    Leo Sampson, Chm.    Bill Spear
    Jut McCarthy        Harry Corrigan

FIRST AID COMMITTEE:
    Bill Spear, Chm.    Jeannette Orr

TAG COMMITTEE:
    Eddie Dunn, Chm.

GUEST BOOK COMMITTEE:
    Mary Keyes, Chm.    Sam Sinclair

CLEAN-UP COMMITTEE:
All will pitch in when the fun is over.

After selection of the committees, a discussion was held with regard to lining up the 1950 Outing program with
the view of making this year's affair the biggest and best ever.

A notice will be sent out to all employees and their families on the Outing when final plans have been completed.

* * * * * *

CONSTRUCTION GOING AHEAD IN GOOD SHAPE.
(continued from page 1)

summarizing what has been accomplished up to date. It is our intention, in each issue, to give our readers a progress report on the project so that everyone will know each month how the work is proceeding. Mr. Butcher has released for the PIPELINER the following observations on the construction status as of May 31 for the Terminal, Tank Farm and Pump Station Additions.

30" Line Terminal to Tank Farm
The 30" line has been installed from a point in the vicinity of the Boiler house at the South Portland Pump station to a point in the vicinity of the transmission tower on the Halsey property near the terminus of D Street, and from the South Portland Terminal at the junction with the 24" line to a point along the waterfront in the vicinity of Bennett's Shipyard. 7,800 feet have been laid out of a total of 13,784 feet.

Four - 150,000 Barrel Crude Oil Storage Tanks
Storage Tank #3 is nearing completion and requires only a small amount of additional welding on the floating roof, and the installation of the tank accessories. Bottoms have been completed on storage tanks 4,5 and 6 and approximately 50% of the shell plates have been hung and welded.

Manifolds T-1 and T-2
Excavation, concrete slabs, concrete pipe supports and all pipe fabrication work has been completed for both of these tank farm distribution manifolds. At the present time, we are awaiting arrival of valves to proceed with the boarding up of these two manifolds.

South Portland Pump Station
All concrete foundation work has been completed, structural steel has been erected and the masons are now proceeding with the exterior brick wall. Temporary sheet metal structures have been constructed around the third unit pump and motor to protect them during construction. The Quonset Hut has been dismantled and a portion of the brick wall of the old building has been removed. The electricians are proceeding with the installation of conduits and other electrical work.

South Portland Manifold House
Wood piles have been driven under the building walls and slab, all concrete foundation work has been poured and the concrete well for the Daniels orifice equipment has been completed. The roof has been removed from the existing Manifold House in preparation for the raising of the brick side walls.

Fire Protection System
Trenching has been completed through solid ledge along the front of Tanks 3 and 4 in preparation for the installation of the 6" water main.

North Waterford Pump Station
Excavation has been completed, concrete footings poured, and concrete building walls approximately 50% complete. Unusual difficulties were encountered at this location due to the fact that a deep ravine originally, passed through the area where the building was being extended. This necessitated much deeper foundations both for the building and the pumping units than was originally anticipated.

North Waterford Manifold House
Dirt excavation for this building extension has been completed, ledge was encountered at this location.

Lancaster Pump Station
Excavation has been completed, concrete footings poured, and concrete building walls approximately 35% complete.

Lancaster Manifold House
Excavation for the building
walls at this location has been completed, and concrete footings have been started.

As one may see, the foregoing covers everything but the main line. On inquiring from Mr. Miles, we find that considerable progress has also been made along the main right-of-way. Mr. Miles has released for publication the following information showing the main line progress up to May 31.

Section 1 - South Portland to Gorham-Randolph Town Line

<table>
<thead>
<tr>
<th>Approx. R.O.W. Cleared</th>
<th>Approx. R.O.W. Graded</th>
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<tbody>
<tr>
<td>14.5 miles</td>
<td>14.5 miles</td>
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</table>

<table>
<thead>
<tr>
<th>Approx. Amount of Ditch</th>
<th>Approx. Number of Railroad Crossings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opened 2 miles</td>
<td>Crossings 4</td>
</tr>
<tr>
<td>Cased</td>
<td>Cased 6</td>
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</table>

Section 2 - Randolph-Gorham Town Line - Canadian Border

<table>
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<th>Approx. R.O.W. Graded</th>
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<tbody>
<tr>
<td>60 miles</td>
<td>21 miles</td>
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</table>

<table>
<thead>
<tr>
<th>Approx. Amount of Ditch</th>
<th>Approx. Number of Railroad Crossings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opened 4 miles</td>
<td>Crossings Cased 6</td>
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<td></td>
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</tbody>
</table>

One of the biggest engineering feats of the entire project is the St. Lawrence River crossing where extensive river dredgings are in the final stages of completion. The Boucherville channel has been cleared and the dredges are now working in the main channel of the St. Lawrence where they are rapidly completing all of the dredging work. The dredges make a very impressive sight in the river - one having a shovel with a capacity of nine cubic yards. The other dredge is a suction type which sucks the mud, gravel and rocks off the bottom of the river where the channel is to be cut.

This dredge is capable of picking up very large rocks as well as other debris and disposing of this material near the river bank away from the channel. On the main line section in Canada, considerable activity has been going on near Highwater, where extensive blasting, and ditching operations are in progress over Sutton Mountain. This is one of the most rugged and difficult sections of country that the pipe line traverses.

It is expected that the main line pipe deliveries will start arriving at railroad sidings around and after June 15 and more progress will be reported from this point on next month.

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ALBERTA OIL FIELDS TO BE SERVED BY BIG PIPELINE

(continued from page 1)

Lakehead, whose headquarters are in Superior, Wisconsin.

With the construction of our own new line about to get into full swing, interest in the Canadian project from Alberta has also been increased, since both projects expect to reach a peak of activity about the same time. A little background of this big new system may be of interest to our readers in view of the fact that Imperial Oil Limited, which is one of the part-owners of our system, is building the Alberta project. Mr. H.H. Hewetson, Chairman of the Board of Imperial Oil Limited, stated, in an article printed by the Boston Herald sometime ago, that the Alberta oil fields will be capable of producing 100,000 barrels per day by the end of this year, but, due to the fact that markets for this oil cannot yet be reached, schedule production will be held down to 60,000 or 70,000 barrels per day for sometime. Therefore, it can be seen that a pipeline outlet to the East tying in with oil tanker movements through the Great Lakes to the big refineries at Sarnia, Ontario, becomes an economic necessity.

Cost of constructing this pipeline line has been estimated at $85,000,000 while
an additional $5,000,000 will be required as working capital, a total of $90,000,000.

Survey work on over 400 miles of the pipe line was completed last fall and air mosaics taken and studied to determine the best route for the line to follow. The line will be as direct as possible, avoiding lakes, towns and other obstacles. The 450-mile stretch from Edmonton to Regina will be constructed with 20-inch pipe. From Regina to Gretna (the Interprovincial Pipe Line Company, Limited) the pipe line will be of 16-inch pipe while the last leg from Gretna to Superior (the Lakehead Pipe Line Company, Inc.) will be 18-inch pipe.

Since the primary object of the line is to help obtain a wider market for Alberta crude as soon as possible, and, since this objective can only be reached by keeping costs to a minimum, the line must follow as direct a route as possible towards the ultimate markets. For this reason, the final 360 miles from Gretna to Superior will run through the United States because careful investigation revealed that the cost would be substantially lower than would be possible over any Canadian route. Distance to the American lakehead is not only shorter, but the country is generally flat, without rocks, and an almost straight line can be followed. Country between Winnipeg and the Canadian lakehead is rugged, broken, covered with bare rock and studded with lakes and muskeg. The physical barriers presented and high cost entailed make a pipe line by this route absolutely infeasible.

**STEEL NEEDED**

Orders for all pipe have been placed and deliveries should be completed by the third quarter of 1950. It has been estimated that 177,000 tons of steel will be needed. Initial capacity of the line from Edmonton to Regina will be 95,000 barrels of crude oil per day. Additional pumping stations will be added as required to increase the line's capacity.

The amount that will be delivered at the head of the Great Lakes has a corresponding range of from 33,452 barrels daily to a maximum of 49,600. Imperial Oil has agreed that there will be sufficient oil tendered to the line to assure a daily traffic of 39,673,000 barrel miles. If maximum figures are to be reached, an additional expenditure on storage facilities at the lakehead terminal would be required. This, of course, would be dependent on additional market outlets.

Terminal facilities at Superior will include loading docks for lake tankers. It is expected that some 57,000 barrels a day will be shipped from Superior to Canadian refineries. Since navigation on the Great Lakes is closed for about five months of the year, storage capacity for at least 1,000,000 barrels must be constructed at Superior which will permit steady accumulation of oil during the closed season.

In anticipation of completion of the new pipe line, Imperial Oil has already acquired a refinery site of some 400 acres on the east bank of the Red River on Winnipeg's outskirts. Because the line will reduce transportation costs of crude oil, it will make feasible large refinery capacity and bring attendant benefits to the Winnipeg area.

**INCREASE IN CAPACITY**

An increase of more than one-third in the capacity of oil refineries in the prairie provinces by 1951 to a total of approximately 90,000 barrels a day has been forecast. It is estimated that refinery capacity in Saskatchewan and Manitoba, now about 32,400 barrels a day, will be raised to 47,400 and that Alberta refineries will have a capacity of 41,550 a day in comparison to their present capacity of 34,550 barrels.

* * * * * *

Life assumes that the man who doesn't want to follow the rules doesn't want to be a success...and so it grants his wish.

* * * * *
JOHN E. BARBER GOES TO LAKEHEAD

John E. Barber, who has been an Oil- or at West Burke, has accepted a transfer to Lakehead Pipe Line Company. His new assignment takes effect on June 14, and he has been assigned as a Material Chocker at the Superior Terminal where he will be on this phase of work during construction of their new pipe line. When the line is completed, John will be assigned to a regular job either as Gauger or Pumpman-Operator at the same location.

John made a farewell visit to the Portland Office, the other day, where he said good-bye to his friends and fellow workers and stated that he was driving out with Mrs. Barber starting somewhere around June 10th. He stated that he was looking forward to his new assignment with the new company. Undoubtedly, he will be very much at home at Superior, since pipelining runs strong in his veins by virtue of the fact that he is following in his father's footsteps who, as we all know, has been a pipeliner all his life.

John was raised in Oklahoma in true pipeline atmosphere and came north with his parents when his father went to West Burke as a Diesel Operator in 1941. Young John started to work for the Portland Pipe Line after he was discharged from the Navy in April 1946. Since 1946, when he joined the Portland Pipe Line at South Portland, he worked as a Pipeliner and Gauger and, in August of 1948, he was transferred to West Burke where he has worked as a Yardman, and then Oiler.

The PIPELINER extends to John and Mrs. Barber its very best wishes for his success in his new job.

* * * * * * *

NEW CONSTRUCTION PERSONNEL

The Portland Pipe Line has continued to add new members to its construction organization and, since last month's issue, a dozen more have joined the Company to assist on building the new main line project.

In the field, the survey crews have been rounded out with a selection of additional men to help the chief's-of-party Messrs. Ainsworth, Church and Follansbee. William S. Ward, who has worked with us on survey parties in former years, has joined Mr. Follansbee's crew William D. Wheeler has also been assigned to Mr. Follansbee's crew as survey man. Mr. Wheeler comes to us from the University of Maine where he is taking up engineering. Gerald W. Wilkins has been assigned as an assistant to Ed Parks and is now working at the Tank Farm at South Portland on the construction of the addition to the pump station. Gerald has already been with us for three summers past performing work with survey crews and various assignments at the Tank Farm an summer maintenance. The past year he has been attending Portland Junior College. Arthur H. Redmond, who comes from Sutton, Vermont, has been assigned as a survey crewman with Gordon Ainsworth and is presently working in Vermont, surveying the right-of-way. Arthur worked at our West Burke pumping station, last summer, until July when he was assigned to the corrosion survey crew which was under the supervision of Mr. Goodwin.

Henry A. McCready came to work for us on May 8 as a Materials Inspector at the South Portland Tank Farm where he is checking the incoming materials and tying in his work with Ed Parks. He comes to us well qualified for this assignment having been in the appliance business for himself and was assistant treasurer of the Community Oil Company for a number of years.

Thomas I. Brown has been employed as Materials Inspector for North Waterford and Lancaster Pumps Stations. Mr.
Brown has had considerable experience along this line of work, having worked as a travelling auditor for the Brown Company for many years. It may be recalled that his son, Parker T. Brown, worked as an inspector on our first line when it was installed in 1941. Parker was killed in action during World War II.

Wilfred LaFountaine and Ralph Niemi who are old hands at helping us out when extra help is needed at North Waterford and Raymond Stations have been temporarily assigned to help Mr. Libby at North Waterford. Part of their work for the coming summer will be on construction and they will serve on relief assignments on station operations when needed.

Stanley A. Spencer has been employed as a right-of-way inspector under the supervision of Mr. Wilkins. His duties will be mainly at South Portland where he will serve as a liaison man between the contractors and the landowners to see that everything is running along smoothly. Mr. Spencer went to Worcester Polytechnic Institute in Worcester, Massachusetts and has had considerable experience as a maintenance inspector. He also has been in the real estate business for a number of years.

Simon W. Moulton has also joined the right-of-way staff where he will coordinate and assist Mr. Wilkins on right-of-way matters in the State of Maine. Mr. Moulton is an attorney-at-law, a graduate of Harvard Law School and served as a rent attorney under the O.P.A. during World War II. For the past few years, he has been in the insurance business and runs a large apple orchard out in Standish.

Several additions have also been made to the office staff, during the past month, on engineering and accounting positions.

Willis A. Jenney has joined the Engineering staff as a draftsman and estimator on electrical work and is working with Messrs. Henry and Barbee on this assignment. Bill has had considerable experience in the electrical field having worked for a number of electrical contractors in Portland. He is a graduate of Northeastern University where he majored in electrical engineering.

Geraldine L. Walton has joined the Engineering Department as a stenographer and, at the present time, is working for Mr. Batchelder. Miss Walton comes to us from the U. S. Plywood Corporation where she worked for four years in a stenographic and secretarial position.

Arthur J. Washburn has joined the Accounting Department as a Junior Accountant and is assisting on general Accounting work while Frank Abbott has been assigned to the construction accounting unit. Mr. Washburn just graduated from Boston University School of Business Administration where he majored in accounting. Last summer, he worked at the Tank Farm on maintenance work and tank cleaning.

Effective June 1, R. M. Lytle assumed duties as Assistant Main Line Construction Superintendent. His main duties will consist of helping Mr. Miles in overall supervision on the main line construction.

Mr. R. R. Crump from the Shell Pipe Line Corporation has been loaned to us to replace Mr. Lytle as Pipe Line Inspector on Section 2.

Mr. William J. Gluckert, Jr. has been loaned to us by the Standard Oil Company (New Jersey), to take a temporary position as office assistant to Mr. Batchelder. Mr. Gluckert will assist Mr. Batchelder in following material deliveries, progress reports and other general detail related to the construction project. He has had nearly twenty-three years with the Jersey companies in various engineering capacities. For fifteen years he was in Venezuela with the Standard Oil Company of Venezuela, where he worked as a draftsman, surveyor and office engineer. Since 1942, he has been with the Standard Oil Company of New Jersey and the parent company as administrative and technical assistant and project engineer. Mr. Gluckert is a (Continued on Page 12)
The ceremony will be held at 4 p.m. Saturday, June 17th. Fred H. Perry will give his sister in marriage.

Miss Perry has chosen her sister, Mrs. Lucien Dumont, to be her Matron of Honor. The bridesmaids will be Mrs. Anthony Campbell, Jamaica Plains, Mass. and Mrs. Ernest Andreassen, both sisters of the bride, Mrs. Fred H. Perry, Jr. and Mrs. Norma Thompson.

Charles O. Spear, 3rd, Orono, will attend his brother as best man. The usher group will include Clifford J. Ham, Richard White, Bennet Luja and Donald Perry.

A reception at 96 Goudy Street, South Portland, will follow the ceremony. Bill and his bride will leave for a wedding trip to Canada.

Miss Perry was graduated from South Portland High School and is employed in Portland. She is a member of Ti Chapter of Beta Sigma Phi Sorority. Bill was graduated from South Portland High School and the Maine Maritime Academy at Castine, Maine. He is employed, as we all know by one of the outstanding business concerns in this area, The Portland Pipe Line Corporation.

May you both have many, many years of happiness in the bonds of matrimony, Dot and Bill.

The transfer of Frank Hunt, Jr. to West Burke as temporary yardman left quite a dent on the waterfront. Frank was always easy with a smile and an eager beaver on the job.

Spotted from the side lines during the Armed Forces parade was Lt. David C. Emery of the Tank Farm, leading his Company with military precision along Con-
gress Street, Portland.

We did not realize that the unemployment situation here was so acute until the applicants started to storm the gates of the Terminal, Tank Farm and Office, seeking work on the new line.

Harry Phillips is enjoying an early vacation. He was the first to break the ice in South Portland.

The McKaigs have moved from Lincoln Street to the Eastern Promenade, where Bob has a bird's eye view of all harbor traffic. Twenty per month rent, plus fifty per month for the view and acres of lawn and trees for Jonesie.

We hear Gil Cuskley will shortly own a new Plymouth. That leaves only one of the South Portland employees who depend on the hoof, and an occasional bus for transportation. The recent bus strike helped to push Gilbert into the car owner division.

Earle Young is enjoying his experience as inspector of pipe covering with Latex Construction.

The first sardine catch of the season arrived for packing at our next door neighbor's plant, The Seaboard Packing Company. Plenty of herring are reported offshore and it looks like a big season for the sardine workers.

The Spring cleaning at the 'Ivers' home is far behind schedule due to Frank being sidelined with a mess of boils. Sulphur and molasses in huge doses is being taken to correct this affliction.

Mr. and Mrs. Oscar Flink will celebrate their Silver Anniversary June 11th.

The Cuskley homestead has recently been treated to a coat of paint, plus a new front door.

Allen Kennedy, who follows the Boston Red Sox very closely, is regusted with them temporarily. No doubt the July weather is what the Sox are waiting for Allen.

We salute the following gentlemen and employees at South Portland who celebrated birthdays during the month of May:

- Victor Ward: May 11 - ??
- Les Carter, Jr.: May 12 - ??
- Sam Sinclair: May 14 - ??
- Bob McKaig: May 18 - ??
- Richard Bruns: May 28 - ??

We were pleased to have Roy Brydon from West Burke Station, also Herman Emsry from Lancaster Station, drop in for a few minutes to say hello! and what's cooking.

Some of the boys don't need the following advice: Husband to dear wife, before party at your house, "When there are more of these chips in front of me than anyone else, then bring in the sandwiches and say, 'Times up boys, time for chow!'" Again I say some of our boys do not need this advice, more power to them.

Kind of anxious and looking forward to see what Robert's creation of Sun and Salt Water Bathing Suits will be this summer, now that he has joined the four hundred on the Eastern Prom.

The Pipeliner's wife finally caught up with him in, "Shane's Place," she marched up to the bar and sampled the drink sitting before him. "Ugh!" she exclaimed, making an awful face, "how can you stand to drink such vile tasting stuff?" "You see," he said reproachfully, "and you always say I am out having fun."

Frank Ivers

TANK FARM

Time was -- when a man knew his way around - here at the Tank Farm but times have and are changing rapidly. To go into detail would take a lot of time but to make it short and sweet, we like the results of this noise, smoke and dust -- FINE.

Several changes in personnel have been made in the past few weeks. Frankie Hunt has left these parts for a position...
at West Burke. We know that their gain up there in the Highlands is our loss.

Earle Young has been transferred to work on the new expansion.

Oscar Flink is working Pumper-Gauger relief at the Terminal.

George Norton and Bob Sullivan are back at the Tank Farm for the Summer.

Harry Phillips, Chief Gauger at South Portland, has started the vacation schedule rolling. I understand he has taken out a Union Card with the local painters' union.

Rapid Robert has become Chief Gauger and Dock Foreman Assistant while George Flavin relieves Harry.

Olay Brudervold is reporting great performance from his new Pontiac.

Gil Cuskley has purchased a new Plymouth - Look out gals he's a bachelor.

Bill Spear has returned from Military Leave. Had no report on the results of his effort.

Is there a Buick in the house? Most of us are holding our breaths and biting our nails waiting for the news to come in.

The gals at the main office have finally got so curious they had to find out why all the paper work, when they came over to the Tank Farm to see some of the results of their efforts. After they left Leo said, "After pumping Arabian Crude they smell so-o-o sweet".

It is interesting to see the progress that is being made in planting the gardens at the Tank Farm. There is an abundance of Green from one end of the plot to the other. I have never seen such an abundance of early crops. Could it be -- Weeds?

D. C. Emery

GORHAM

Frank C. Adams, Jr., of Malden, Mass., was a recent visitor at the Corrigans.

Mr. and Mrs. Warren Noyes and family were recent visitors at the Puglieses.

Mrs. Guy Alonzo entertained at a Stork Shower in honor of Mrs. Anthony Pugliese, May 10th. Eleanor received more beautiful gifts.

Everyone is pleased to hear that Joe Randle is better and will be returning home soon.

Leo Carneau is working as relief yardman this Summer.

Mitchell Corrigan observed her first birthday the 22nd of May.

Everyone welcomes Tony Pugliese home after a month's stay at White River Veterans' Hospital.

Laura Wheeler is taking his vacation from May 22nd to June 8th.

Tommy Corrigan

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ROADS AT THE TANK FARM
NAMED AFTER CRUDES.

It certainly is true that there are many interesting things going on around us, most of the time. One day awhile ago while scanning a map of the Tank Farm, we came across the names of the roads which run between the tanks. They are names as follows:

Trinidad Road
Jusepin Avenue
Mara Road
Tia Juana

Very appropriate, indeed, this is, as the contents of the storage tanks bear the names of those roads.

*** *** ***
graduate of Drexel Institute in Philadelphia and is a licensed professional land surveyor in the State of New Jersey.

We extend a cordial welcome to all of our new construction personnel. We wish to have them feel that they are taking an important part in bringing about the successful completion of our new line project. All of them are experienced in the type of work for which they are engaged and their services will be of great value to our company. We hope that their stay with our company will be pleasant and profitable.

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ENGINEERING DEPARTMENT ISSUES
WEEKLY CONSTRUCTION PROGRESS REPORTS

Let it not be said that the building of this 10" line is not a big job which involves a tremendous amount of detail in carrying out the plans to a successful completion. In order to know how any big operation is going, it is necessary to have up-to-date information on each phase of the work.

The most recent development in following our 10" line progress came across the editor's desk this week in the form of a weekly construction progress report issued by the Engineering Department which outlines, in detail, work being done on the line from start to finish. The report breaks down the various phases of the construction into each operation. Take the main line for instance: the work completed on clearing and grading, hauling, and stringing, trenching, welding, coating and so forth is shown. The report shows the number of linear feet that has been completed in each one of these operations. Other detail shows the river crossings work. All other work which is broken down by sections, indicates the percentage of completed work on each phase by total and by the last week.

This is a very interesting report, indeed, and one that will serve well to all of those who are concerned with the details of the project.

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PORTLAND OFFICE

In starting off our Office column, we can think of nothing better than to extend a welcome hand to our good friend and fellow employee A. A. Cowne who has been out on sick leave for several weeks. AC had a serious eye operation which kept him in the dark for a number of weeks, and he said that on doffing his blinders, the good green earth looked more beautiful than ever to him. We hope that what he heard but didn't see during his period of disability, he will publish in his famous column, the Bat's Roost, which should appear in next month's issue. Take note, AC, this is giving you a month's notice to once again bring your famous column to your anxious readers.

Members of the Engineering Department (both girls and boys) were treated to a close-up visit of the construction program in South Portland on May 9. It was particularly appropriate to have those who are working on the project see the fruits of their efforts being molded into shape by the hands of the many efficient field personnel. The trip was educational and enjoyed by all.

The office bowling league is now the proud possessor of a beautiful bowling trophy. The trophy which consists of a wood frame work of highly polished gumwood sets off the form of a bowler in action. The figure of the man on the trophy, about ready to swing a bowling ball, is finished in a highly polished metal. It is planned to put the trophy in some appropriate location in the office with the name of the winning team inscribed thereon for each season.

We all bade farewell to Barbara Congdon who left us on Friday, May 26 to join the homemakers club. We understand that Barbara and Mr. Congdon are busy hunting for a house which will be suitable for their expected family. We didn't officially and formerly say good-by to Barbara, as we are expecting her back to visit us - as the old saying goes, "Once a Pipeliner, always a Pipeliner."