TREATING PLANT A SUCCESS

The treating Plant has been one of the most interesting additions to our pipeline operations since we started in the fall of 1941. It was under construction for nearly a year and was finished in August and has been in operation since that time. The operation of the Treating Plant contains many technicalities which are familiar only to those who have had experience in treating oil.

Carlton Goodwin, who is our laboratory technician, and who has gained considerable experience in treating oils, prepared a very interesting article on the operation of this plant for publication in the PIPELINER. Carl Goodwin's piper is set forth in the following:

The Treating Plant was put into operation August 11, and on completion of operations, October 18, in excess of 30,000 barrels of tank (Please turn to Page 2)

THIRD UNIT JOB DOING WELL

Nothing was reported in the last issue of the PIPELINER on the progress of the temporary third unit construction. This was mainly due to the fact that everything was running well and there were no unusual difficulties or obstacles encountered. Also due to the fact that the completion of this project was not near at hand, last month, there was nothing of news-worthy value.

However, this month, the story is different. Very satisfactory progress has been made on the third unit project since two months have elapsed when our last report was made.

Mr. Batchelder has submitted to the editors a very comprehensive report on the unit installation job up to the present time. He has also added a few side-lights on other minor construction projects which should be of interest to (Please turn to Page 3)

ERNIE COOK FLIES TO MONTREAL

We presume that every organization has its interesting personalities and the Portland Pipe Line is not devoid of such a fact.

We have in the Dispatcher's office a fellow who believes in getting the most out of life and enjoys it as he goes along. This fellow is Ernie Cook and we doubt if there is anyone that we know of that has more diversified interests and enjoys doing everything that he tackles. We can frankly say that this includes his job. We think everyone will agree that we all like to hear his cheerful and friendly voice over the dispatcher's phone.

Ernie has been an aviation enthusiast for several years and is the proud owner of a pilot's license which entitles him to fly anywhere in the world and incidentally, he owns his airplane.

Since he is a fellow with an ambition to get (Please turn to Page 4)
TREATING PLANT A SUCCESS
(continued from page 1)

bottom emulsion has been successfully treated and more than 20,000 barrels of pipe line oil reclaimed. The reclaimed oil, containing less than 1% E.S.& W., varied between 25% and 95% of the emulsion treated.

Cleaning of the treating plant tanks, separator pit, blowing down boiler and steam lines, draining and disconnecting pumps, water and oil lines is in progress to put the plant to "bed", so to speak, for the cold weather months ahead. Due to the viscous nature of the tank bottom emulsion it is strictly a warm weather operation and the "Breaks" in this respect have been very favorable during the past few weeks.

Carlton Goodwin has been in immediate charge of the operation and ably assisted by Oscar Flink and John Haferly as Treater-Gaugers, and William Bickford, Jerry O’Carroll and Victor Ward also helping out.

History of Treating Plant: — The treating plant was first mentioned soon after the coming of Mr. Creed to the Portland Pipe Line in 1942 as General Superintendent. Mr. Creed, who has had extensive experience treating petroleum emulsions for several years, started construction plans of the treating plant after approval for construction in 1945. Construction was started in the summer of 1946 and put into operation August 11, 1947, after a long hard struggle obtaining equipment and materials. Much of it is due the splendid cooperation of the Purchasing, Engineering and Operating Departments for the successful completion and operation of this plant.

Methods of treatment suggested by Mr. Creed were studied and tried in the Laboratory previous to and during construction of the Treating Plant. The type and quantity of chemical, amount of heat, agitation, settling time and other operation details relative to the treatment of various tank bottom emulsions likely to be encountered were investigated thoroughly. Information gained by this research was very helpful when operations were started, and various applications of these factors on all types of emulsions containing between 10% to 95% merchantable oil were successfully treated.

Treating Plant Lay-Out: — The Treating Plant is a process through which worthless tank bottom emulsion or sludge is passed in order to reclaim merchantable pipe line oil and dispose of by-products, water and sediment. The plant may be briefly described as follows, and the movement of the emulsion, waste products and reclaimed oil may be best followed along with this description:

The tank bottom emulsion from the two 135,000 and six 140,000 barrel tanks is pumped into a 55,000 barrel tank. The emulsion is pumped from the 55,000 barrel tank by a steam pump (into the suction of which a patented de-emulsifying chemical is injected in the ratio of 1 part chemical to 500 - 1000 parts of emulsion) through a steam-operated heat exchanger which heats the treated emulsion to about 180°F, and then into a battery of four 200 barrel tanks. These tanks contain a filling flume which causes agitation and mixing during the filling operation. After settling in these 200 barrel tanks from 12 to 24 hours the water that has broken from the emulsion is drawn off into a separator pit and the reclaimed oil is pumped into the 1000 barrel storage tank for blending into the main line stream or into the Tank Farm storage tanks. A small amount of sediment settles to the bottom of the 200 barrel tanks and some of this is drawn off with the water. Tests for water and sediment are made before moving the reclaimed oil from the 200 barrel tanks, and quite often much heating, circulating, settling and transferring was necessary to obtain reclaimed oil containing less than 1% water and sediment.

The steam for operating the steam pumps and heat exchanger is produced in a 100 H.P., 100# pressure locomotive-type boiler. Reclaimed oil from the emulsion is used to fire the boiler.
This method of treating is a relatively simple process. However, since the emulsion in the 55,000 barrel tank is not homogenous there are rarely two consecutive days when operations may be conducted by the same routine. To produce an acceptable reclaimed oil and keep the economics of the process within bounds is a challenge to one's ability and imagination.

To fully appreciate the refinery-like appearance of the treating plant in operation it will be necessary to see the battery of tanks, overhead piping, boiler and maze of valves. You are cordially invited to do this any time you are in South Portland and have the opportunity.

CARLTON L. GOODWIN

THIRD UNIT JOB GOING WELL
(Continued from Page 1)

all. Here is "Batch's" story:

Temporary Third Unit at all Pump Stations

Foundations are completed for pumping units at all stations, and Quonset buildings have been erected at all stations with the exception of North Waterford and Lancaster. Prescott pumps are installed at Portland, North Waterford, Lancaster, West Burke, Highwater and St. Cesaire. John Baker is now at the Great Lakes Pipe Line Company making arrangements for the shipment of the last two pumps for Raymond and Gorham Stations. The Chicago Pneumatic Diesel Engines arrived last week for the West Burke and Highwater Pump Stations and have been placed on the foundations. Oscar Childs has been out at the Buffalo plant of the Farnell-Birmingham Company to check on the delivery of the gear reducers for the two diesel engines, and has assured a promise from them to the effect that these units will be shipped on October 21st and will arrive by truck at West Burke and Highwater on October 27th.

Fred Lamb is now installing the circulating water piping and other necessary piping for the diesel unit at West Burke.

Bill Luebeck is about to leave St. Cesaire for Highwater where he will carry out the installation of all necessary engine piping at the Highwater Station.

Insulation of the Quonset buildings will be started this week at the St. Cesaire Station and will be carried on successively down the line to Portland. Arrangements have been made for installation of the unit heaters with local contractors at the various towns along the line. The Boulos Electrical Company is well along with the electrical power installations at the five electric stations in the United States. Arrangements are being made with local contractors to take care of the lighting in these building additions.

Doc Cassidy is at present installing sidewalks at the West Burke Station, as well as following the construction on the northern end of the line. Ed Parks is laying out sidewalks, cubical bases and concrete power inlets at South Portland at the present time. Pete Ridgwell is following the progress of the motor reconditioning at the St. Cesaire Station. Lawrence Fennel has been kept busy coordinating the installation of equipment at all stations and feels optimistic that everything is proceeding according to schedule.

Barring any unforeseen difficulties which may arise, this work should be completed on schedule and be ready for service December 1st.

Watchman's Office and Storage Room at the South Portland Terminal

The construction of this building was completed and Harry Phillips is now installing equipment in this building. It should be a satisfaction to all parties concerned that the old wood buildings may now be abandoned and we will have an office and storeroom in keeping with our other installations.

Storage Building for Tractor and Equipment at South Portland Tank Farm

This building is now completed and equipment has been moved in.
ERNEST COOK FLIES TO MONTREAL

(Continued from Page 1)

the most out of life, he is interested in other people. This interest was at the bottom of his desire to meet his fellow employees at Montreal with whom he has been conversing for several years but whom he has never met. No doubt, he figured that an automobile trip to Montreal would be rather tiresome and time-consuming so he hopped into his new Aero-Craft Superchief plane, some few days ago, and made a dash to Montreal.

Accompanied by young Donald J. Campbell of Scarborough, a commercial flying student, to act as navigator, he climbed proudly into his new ship and took off.

Two hours and a half and 228 miles later he bridged the gap and was greeting his telephone friends at Montreal's big international airport.

"When you talk to a guy every morning in the wee small hours, you get to know him pretty well", Cook says. "It finally got so I felt I had to see him!"

The trip not only satisfied Cook's desire to meet his telephone friends, but it also convinced him of a few values of owning an airplane.

He pointed out proudly upon his return not only that the round trip required but five hours traveling—at 91 mph, but also that it cost him only $7.80 for 26 gallons of gasoline.

"Now I'll be able to visit my Montreal friends often, as well as talk to them", he declared happily.

This is just one of those interesting instances in the life of Ernest Cook who is an interesting fellow and who believes in living life in an interesting way.

SEVERAL PIPE LINE PERSONNEL CHANGES MADE DURING PAST MONTH

S. H. Higgins Retires

The second retirement from the Company's service during the year was made for Shirley H. Higgins, who has been our Warehouseman at Gorham, N. H. since May 29, 1944. We are all very sorry to have Mr. Higgins leave the service of the Company as he has been well-liked by all his fellow employees and had performed a splendid task as Warehouseman. The checking in and out of all supplies at the Gorham Warehouse has involved the handling of much detail as it is the central point for the storage of most of the materials and equipment used along the line. Mr. Higgins' background well fitted him for his duties in warehouse work as he was employed by the Maine Central Railroad as a Clerk at the Portland Terminal for seventeen years. He has also had considerable business experience in Gorham, N. H. having been in business for himself for about ten years. Mr. Higgins being a native of Gorham expects to remain there and we hope very much that he will visit the Gorham Station often. The Pipeliner staff joins in wishing him the best of luck in the future years.

William G. White Becomes Warehouseman

William G. White came with us on August 19th to take over the duties as Warehouseman upon the retirement of S. H. Higgins. Since the retirement of the latter, Mr. White is now in charge of warehouse activities under the supervision of Mr. Chloeas. Bill has had considerable experience in warehouse work, having been a stockroom and parts man for the International Harvester Company for a year and a half. Prior to coming to the Portland Pipe Line Corp. he was employed by the Eastern Homes, Inc. as timekeeper, stockroom and blueprint man. He is a native of New Hampshire, having been born in Berlin. When he was quite young, how-
SUPERVISOR CONFERENCES POSTPONED

For several months now there has been one interesting phase of a supervisor's life which has been missing. This has been the supervisor conferences which have been conducted over the past three years. The supervisor conferences in the past have played a very important role in supervisory training in personnel and operations and many different subjects have been discussed which have proved to be of considerable interest and value. It is interesting to note that at the Portland conference alone, of which there have been eleven since the first one was held on September 7, 1944, there have been thirty-six different topics of discussion. At the Gorham conferences thirty-three different topics have been presented since the first conference was held at that location on June 27, 1945.

During the past few months the installation of the third unit has occupied the constant attention of all operating supervisors and each one has admirably done his part in striving to complete this project by December 1st, therefore, during this period of stress and rush conferences have been postponed. When normal operations are resumed both the Gorham and Portland conferences will again become a part of the supervisors' routine. There are many topics yet to be discussed and it is anticipated that 1948 will be a year of several interesting conference discussions. No dates have been set as yet but it is planned to announce them well in advance of the time arranged.

PORTLAND COMMUNITY CHEST DRIVE OPENS

October 20th was the starting date of the Portland Community Chest Drive and solicitation within the Company began on that date. The purposes and reasons for conducting this annual drive were outlined in the September Pipeliner and it hardly seems necessary to repeat them here. In addition to this publicity all employees received a letter explaining in detail the necessity for carrying on this organized charity drive. It is almost certain that each and every employee working and living in the Portland area will be most anxious to do his and her part to make the drive a success. The Company has made available to all employees several methods of financing his Community Chest contribution, the first method of course being the most simple, a cash contribution, second, payroll deductions may be arranged upon authorization of the employee over a period of as many weeks as he desires, third, he may select the option of quarterly payroll deductions to be made during the following months on the payrolls occurring on the nearest date to December 1, 1947, March 1, 1948, June 1, 1948 and September 1, 1948. Two interesting features in connection with the drive were arranged through the Community Chest Headquarters. Mr. F. C. Flegal, representing the Community Chest Speakers' Division, spoke to a group of supervisors who assembled in the Portland office on Tuesday, October 14th. The main theme of his topic was the purpose of conducting this organized campaign. There was also a question and answer period during which several lively discussions took place. Mr. Flegal clarified several issues with regard to the campaign and the meeting was one which could be termed very satisfactory.

The Community Fund Headquarters arranged for a group of employees from Portland and South Portland to visit several of the charitable institutions in Portland for the purpose of demonstrating the work which is carried on in this type of organization. On Thursday, October 16th, a group of seven employees assembled at the Portland office and went on this conducted tour which lasted all morning. The group visited the Portland Day Nursery where they saw many of the children being cared for whose parents were not able to do so. The group then went to the Maine General Hospital where they went on a conducted tour of all of the hospital's facilities, which included such departments as the Laboratory, Operating Rooms, Kitchen and the Wards. The response of the employees who went on this tour was highly enthusiastic and several expressed the thought that they wished every employee...

(Please turn to Page 14)
ever, he moved to Louisiana and attended high schools in Bogalusa and New Orleans. He attended Tulane University for one and a half years before coming North. Besides being proficient in warehouse activities Bill has been interested in Coast Guard work and served on the Mississippi River Patrol for some time while he was in the South. On becoming employed at Gorham Mr. & Mrs. White have taken up their residence in Berlin, N.H. In spite of Bill's long domicile in Louisiana he is an ardent ski enthusiast and feels that the territory around Berlin is well suited to his taste. We all wish him the best of luck on his assignment at the Gorham Warehouse.

Herman Emery Moves to Lancaster

Recent changes in station personnel left open an Electric Station Operator assignment at the Lancaster, N.H. Station. Herman Emery, who had been Oiling at West Burke since early in July, was promoted to the Operator's vacancy at Lancaster. Herman and his family expect to move into one of the Company cottages about the first of November. Herman has the reputation of having worked at more stations along the line than any other man employed at the present time. Herman started working with us in December of 1941 as a Guard at the South Portland Station. In 1942 he worked as a Pipeliner at the Terminal and then on subsequent assignments at the Station as Yardman and Gauger. In 1945 he went to North Waterford as a Yardman-Operator and then in November, 1945 he came back to South Portland Station as a Gauger. He remained at South Portland on various assignments as Gauger, Operator and Dispatcher relief man. In July, 1947 he went to West Burke as a Diesel Oiler and remained at that point until October 16 when he went to Lancaster to become an Operator. We can see from this little story that Herman is the most travelled man along the pipe line and has now served in some capacity in each one of the three states in which we operate. Herman and his family seem very happy to go to their present location and he expressed the hope that he would remain there for some little time to come and thereby avoid the necessity of buying the trailer which he had mentioned several times.

Frank LaBounty Back at West Burke

Due to the promotion of Herman Emery Frank J. LaBounty has been assigned the Oiler's job at West Burke. Without a doubt, old Frank "Lamplighter" LaBounty is very happy to get back to his old domain for in spite of his two years residence in the State of Maine he is a Vermonter first, last and always. Frank is moving his family from South Portland and they expect to occupy one of the Company cottages at West Burke about November 1st. Frank started to work for the Company on December 29, 1941 as Guard. Since that time he has been promoted in various assignments from Guard to temporary Pipeliner at West Burke to Yardman and then finally to South Portland as a Yardman and Gauger. He now goes back to West Burke in the permanent assignment as Oiler.

O. L. Chilcoat Goes Back to Gorham —— Bill Smith Returns to Portland

Oscar "Chilly" Chilcoat, who has so ably assisted Ernie Wilkins in the Purchasing Department since last July, resumed his duties as Chief Operator at Gorham on October 27th. Because of the increase in the tempo of work in the Purchasing Department due to the third unit installation, Chilly was called to Portland to assist in various tasks for keeping the Purchasing Department on even keel during the rush days of construction. Now with this work tapering off Chilly has returned to his regular assignment looking after Gorham Station and supervising the Gorham Warehouse activities.

Bill Smith, who has been holding down the fort for Oscar Chilcoat during the latter's special assignment, will return to his Dispatcher's assignment at the Portland office after serving as Chief Operator at North Waterford for one week while Bob Lewis is on special maintenance work on the pipe line. Bill states that he has had a very pleasant summer and fall at Gorham and enjoyed working with the fellows there. At the same time he is looking forward to getting back to Portland in order to renew his old acquaintances.
The Portland Pipe Line Club dinner at Windham October 9, was a big success thanks to the trio of committeemen, namely, "Shortsocks Kennedy", "Martin the Jensen", and "Richard the Bruns".

Genial Mr. Hart showed some interesting travel movies after the repast, and this gent has really done some travelling in the past, so you ex-servicemen beware when relating your travels to him, lest you tie yourself in knots.

One of the boys really brought his hunger along. After polishing off a shore dinner, he drew a deep breath and tucked away a steak dinner for dessert, much to the chagrin of the committee when it came time to cash up.

Smiling Eddie Dunn gave all hands the bird, at least once during the evening. Turkeys, I mean!

The tie of the year was observed draped from Oote's Adam's apple.

The open-bottle law was circumvented during the evening by sticking strictly to "7's Up".

Understand that if these affairs are kept stag that some of the wives are going to insist on male waiters hereafter.

Frank LaBounty, while in the midst of delivering the greatest farewell address since Washington, was heckled so by a few tempestuous gents who ruffled Frank so, that he swerved off into a Hughley Long filibuster until some of the boys seated nearby, started to sample Frank's fried clams, so the Old Lamp lighter had to be seated to protect his shore dinner.

Needless to say, Frank, we will miss you plenty in South Portland. West Burke we reluctantly return your gem. Take good care of him.

The Sad Saga

Our pro football team "The Sagamores" appear to be sagging badly the past few weeks. Looks like we will have to condition George Mooney and slip him in there to plug that line. George, as some of us local boys remember, played guard for seven seasons on the famous Sagamore team that was disbanded during the war after running up the amazing record of 75 wins, 16 losses and two ties in seven seasons. George was the teams placement kicker and won many a close one with an educated right foot. The opposition was plenty tough in the circuit, one team being composed of professional wrestlers.

Escaped

The Notre Dame backfield of Kelly, Walsh, O'Carroll and Rafferty have transferred to the Portland Pipe Line Corporation where they are playing heads up ball.

"Walsh is temporarily side lined with a slight case of "logos on the bogos."

Opportunities

The transfer of Frank LaBounty creates a double vacancy here at South Portland. In addition to the Yardman job, Frank also had to relinquish the position as doorman at the "Hotel Gilbert."

Anyone interested in the latter job, contact Manager Cuskey. Reference required. Any member of Chas. Martin Co. can bid on this opening.

Carl Emery is back operating at the Tank Farm, after batting 1000 as relief supervisor during vacation. Nice going, Carl.

Warning

Only 2 more shopping days till Xmas. Don't say you didn't have plenty of warning.

Follow suit, boys

Andy has been checking on and adding to his winter wardrobe in anticipation of
some of that zero stuff that's in the ofing.

Yimmies restaurant now closes at 7 p.m., due to the undesirable clientele that try to give him the business after that hour.

Ben Norton accidently stepped into a few fathoms of two-inch hose that Earl Young was working with and got himself slightly wet down.

Martin Jensen has been clearing his land in Cumberland and will build, he says, when and if the price is right.

Let's eat.

The Tank Farm gardens have produced the following results:

The Ingersolls have put up 530 quarts; Flink, 320 quarts; Eruns 300 quarts; and Ivers, after a slow start, hit the 60 mark. Haven't the count on the Pernels, Andrews, Sinclairs and others who canned this year, but estimate between 2500 and 3000 quarts must be awaiting winter consumption.

Warren Griffin returned from vacation rested and ready for any and all emergencies.

Stop Thief.

The culprit who snapped onto the three prize apples we were nursing along on the Terminal's apple tree, has been washed no luck by the rest of us.

Bargains

The tanker "Quebec" that was at the dock lately after being gone from the States for nine months, brought a dozen or more Chinese hand-carved chests about four feet by 1 foot high, that the crew members bought for three cartons of cigarettes each, which tax free would amount to $1.50 in cash. Also on board were plenty of tea sets.

The bonus checks arrived on schedule and were as welcome as the balmy October weather we've been enjoying. Our new guard room leaves nothing to be desired. Somewhat like shifting from a fish wagon into the White House. Gives an air of dignity to the guards and plant alike. The new desk, unlike many others, is wearing out from the wrong end, due to shifting it so often and jockeying for proper position and perspective. It is now 1/8 of an inch shorter than when it arrived. Drop in and see us, folks, but go easy on the furnishings.

Any of you gals looking for that peaches and cream complexion, contact pipeliner Benny Norton. He has plenty of it, and will share his secret.

Past Professions

Did you know that Andy was Chief Engineer on the Great Lakes. Bob McKee, worked for a brokerage firm in Boston. Kaley was on the Portland Fire Department. Spear and Norton were 2nd assistant engineers during the war. Stoddard was in the banking business. Flink, Sampson and Rafferty were with Texas Oil Company. Morr worked for the B & M Railroad. Young was with Shell Oil. Jensen owned a Danish bakery in Portland for fifteen years. Cote was a cook. Griffin was with Harris ship chandlers. Brudoveld, a pumpman on tankers. Barber in the Navy. Ingersoll a guide, tree surgeon and chef. Carter a fireman and water tender. Poss a college student. Ivers sailed for seventeen years in Uncle Sam's Navy. Pardon me, if any one was skipped. Will have more time for research next month.

In closing, I'd like to leave you with two priceless words - Butter & Eggs.

Frank L. Ivers

TANK FARM

Due to the fact that the regular reporter for the MILELINDER is travelling up and down the line and our Station was left without one, the job has fallen on me, so if you kind readers will pardon
the errors and bad English, I will endeavor to keep you informed of the happenings from this section.

Dick Bruns has been having a lot of trouble with the heater in his car lately, so he decided that it needed a complete overhaul. So Brother Richard got down to business and really went to town on the old heater. After many tiresome hours of gruesome labor, Richard completed the task and waited for the day when he could give it a good work-out. The time soon came for Jack Frost went on one of his rampages and Richard, upon arising one of these mornings to go to work on the first trick, was all smiles for this was the day he was going to try his newly overhauled heater. After having warmed up the car in good shape, Dick reached under and turned on the switch that started the warm flow of air through the heater, but "Alas, Poor Richard". His heart stood still. For all the loose material that was lying on the seat of his car and on the floor was suddenly yanked into the heater and even the hat right off Dick's head. Richard finally stopped his car, so he could take the situation in hand and, yep! you guessed it, Dick had put the fan on back side too. Instead of a Discharge of Hot Air, which Dick was so sure he would get, all he got was a few more grey hairs, but now everything is back in working order.

Olio is very busy, these days, catch-up on his new business, (shoemaking). It is rumored that Oscar is planning to be a silent partner. Olio is also one of the best Trout Fisherman ever to come to Portland.

A very delicious supper was enjoyed by the members of the Pipe Line Club at Chester Rich's place in Windham, on October 9. Steak, Chicken and Shore Dippers were on the menu and everyone brought their appetites. Mr. Hart showed us a variety of moving pictures taken in the Far East and Europe which were enjoyed by all concerned. A few speeches were made and the top honors go to the Old Lamp Lighter (Frank LaBounty). Frank was asked to say a few words. After one hour and twenty-seven minutes of talking and all the food gone, it was decided that Frank should be gently but surely led off the premises. Don't make too many political speeches up there in the hills, Frank, or they will have to take Vermont off the map.

Robert McKaig has been on the shelf for a few days with a bad touch of grippe. Have you tried a little sugar and hot water, Bob?

Art Coty was seen wearing a new Bow-Tie, the other night at the supper. Real ducky! A red light on each end of the bow. Were We Surprised!

Warren Griffin has switched to Calverts. "Not so rasping on the throat," says Griff. It couldn't be any worse than that Seven-Up, oh Martin?

Sam "the barbersol man" Sinclair hasn't been seen around those diggings of late, must be Sam is busy up the line working. Someone said they saw him in Vermont buying up some birds to sell to the boys for the holiday. Get your order in early!

Chester "Muscles" Rowe was seen doing a record 100 yard dash during our last shut-down. Says Chester, "I thought someone had started up a Unit. Take it easy, Chet, It was only Aceto's truck going by.

The Old Lamp-Lighter (Frank LaBounty) left us last week, taking a job at West Burke - his old stamping grounds. We will miss you, Frank, here at South Portland. Wish you the best of luck, Frank. Drop down and see us when you can.

A record increase in pressure was made the other night, 32 ounces to be exact. How about it, Duffy?

Before the September issue of the PIPELINER was delivered to the Tank Farm, I overheard several of the old-timers mention, offhandedly, "Has the PIPELINER showed up, yet?" Goes to show that the boys that are busy pumping oil 24 hours a day still appreciate
the efforts of the editors and publishers of same.

These fine 85° autumn days when the boys gather around the outside welding table to enjoy their thirty-minute lunch period, I was surprised on arrival at the table to join the gang, that during the height of the great World Series play and the chatter of the stay-at-home rooters, not a word about the series was uttered.

I counted ten husky men, a sandwich or a piece of cake in one hand, and in the other a copy of the old reliable - reading and commenting about the contents of same.

Goes to show that the good (Old PIPELINE) is mightier than the yearly classic. "The World Series."

World Series Pools - It's a good thing for the old Forty-Miners that our present "Duck Foreman and Chief Gauger" was not around in those days. He would have had not only their nuggets, but would have created one of the largest MUDIST COLONIES in the world.

- $4.00 or nothing -

We would like to have a few comments from the Sheriff and others.

Frank E. Wagner

RAYMOND

October brings another change in season. Old Mother Nature surely knows how to keep us humans satisfied with life, never letting us get bored, if she can help it. For three months, she sends us snow and the cold, then rain and springy weather, a few months of hot sun and at this time of year, she blesses us with cool invigorating days and nights. It's just cool enough to be a relief from the hot days of recent past heat, all the while; cool enough to remind us of what's ahead of us. Spring usually finds a man eager to get out and stretch his stiff, winter limbs, while Autumn finds him eager to hustle those storm windows into place, fill the coal bin and do all the other odd jobs that will enable him to spend cozy nights at home by the fire with his family.

Gus Plummer was one of the few natives who had the foresight to plant his potatoes on wet land. He grew about the most beautiful spuds this side of Donegal, Ireland. I always figured that guy was Irish, but he insists he's not. His potato crop makes me want to call him a liar, if for no other reason, than keeping the spud-growing flair among us Irishmen.

Everyday Journeys

7:15 a.m. Mrs. Simmons rolls out the Ford V-8 full of kids and rushes them off to Windham High and every evening, they return a bit wiser. To talk to these young folks, you can see that they know that their generation needs to acquire more education than any generation previously did.

7:20 a.m. Benny Bowerman backs out his Ford pick-up and heads for Portland, to spend his day among pipes, wrenches, pumps and fittings, constructing the new units that make our future look still brighter.

7:25 a.m. Another Ford V-8 starts off carrying Lee Wescott, either East or West, - his destination being any place along the line where construction is in progress, - he being part of the supply system that is important on any job.

2:30 p.m. After sleeping all day, I get up, wash and shave probably nicking myself several times and wiping blood all over the bathroom towels, swear at the wife for calling me down about it, then trot out to the dinner table. I have to torment someone, so I "sing (?)" the old Army song about the "biscuits falling off the table and killing a pal of nine and the coffee that's good for cuts and bruises and tastes like iodine." I eat my dinner then roll off towards town in my Ford V-8, where I
try to lose my third trick disposition on an ever-losing game with the town's only pin-ball machine.

We got a letter from Pat Ryan just recently. He's getting along fine but is very anxious to get home to see his wife and four-months old daughter, Pat II. He met Thibodeau in Maricibo; Tib is going through the induction school where they teach Spanish. Pat says that the beds for 130 tanks have been laid, and 3 of those tanks are already completed; 19 docks under construction; roads are being built but company homes are being put together rather slowly, due to material shortage and poor contracting. He wants to be remembered to the whole gang and says he hopes to be home the latter part of October.

Got tired of waiting for George Flavin to visit his old stamping grounds, here at Raymond. Each time anyone from Raymond asked George when he and the family were coming up, they got the busy signal. So the family and I dropped in on George and Oleta and the girls, the other day. By golly, he wasn't spoiling anyone about his being busy. He has rewired his house, installed new copper pipe in the water system, shingled the roof, built new back steps and did many other smaller jobs. With all the renovating you say you still want to do, we won't expect to see you at Raymond for quite some time, George. If you have a few minutes to spare some day, lie down and rest. It will do you good!

Merle Tenney has purchased a rabbit dog and is looking for a good fox dog. That man means to have meat this winter. If rabbits and fox get too scarce this winter, how about Hot Dogs?

Walter has had his extra crew, namely, Messers. Tenney, LaFontaine, Plummer Ken) and Pitts, walking the line between Portland and Waterford. They also dug holes here and there to see the condition of the pipe. The four aforementioned boys left for the Connecticut River, September 29, to proceed from there to Montreal, using their feet as the main means of transportation. Mr. Bob Lewis is in charge of the expedition.

We again wish to extend our thanks to the management for the special check that has indeed helped pull us all over that high mountain of rising prices. Thank you.

Speaking of special checks. I took mine to town, cashed it, purchased some butter, some beef (11/32 of a pound so as not to override the budget), some onions, bread, and dog biscuits (like to keep some in the doghouse, just in case), Then, I made a down-payment on a turkey for Thanksgiving (remainder on installment plan). I then put the check stub in my hip pocket, the purchases in my watch pocket and trotted home to my hungry wife. Boy, those old-time Maine farmers must be laughing at this mad world of today. In years gone by, they worked all summer, stocked up all fall and sat around the cracker barrel and pot-bellied stove in the general store all winter, doing nothing much more than swapping yarns. And yes, by golly, they were better fed, more prosperous and I'll bet lots happier than most of us are today.

HARRY CORRIGAN

NO WATERFORD

Mr. and Mrs. Glenn Smith were recent visitors here and at the Stearns orchards. Glenn carried some apples away with him but we don't know what he had in mind doing with them. Maybe we can get an answer to this a few months later.

Mr. R. B. Lewis has been gone for the last three weeks, on line inspection through to Montreal.

Mr. Joe Randle of West Burke has been filling in as our Chief Operator for the past three weeks. We enjoyed your stay here, Joe.

North Waterford station was shut-down for five days in which time, we
tightened all flanges and valve pot covers on our pumps and took care of the necessary work that couldn't be done while running.

Mr. Fred Stearns has been on his vacation but is back with us now.

Mr. and Mrs. Fred Stearns, Mr. E. A. Sawyer and Mr. and Mrs. Dee Hutchison have been quite busy in the Stearns orchard for the past two weeks, getting the apples picked and packed for shipment.

At this writing, the forms for the third unit and the building housing it, have been poured. The pump has been set and put in running condition by Mr. Lamb, Mr. Benny Bowerman and crew.

Truth is stranger than fiction — Mr. Robert Hicks, in his dreams one night, came to the rescue of a pal who was getting a good thrashing. Bob takes a hard round house swing at the offender but the fellow must have ducked because Bob hit the wall so hard that Mrs. Hicks ran in to see what had happened. Mrs. Hicks will verify this story and Bob came to work with quite a bruised and swollen hand. We expect an answer to this, "next edition," Bob.

Mr. and Mrs. B. A. Sawyer have been working quite hard on the new home and it must be about ready for old man winter.

Mr. and Mrs. George Wentworth received congratulations for the birth of a new income tax exemption. In these times of high taxes, George always looks at the business angle of things.

Mr. Bob Lewis has an article, concerning strange happenings, over a period of years, at the North Waterford cottages. We all should insist that Bob put this article down in writing in the next issue of news. Your reporter knows a little concerning the article but doesn't know how to put it down in writing.

Jess Miles and crew has suction and discharge lines from third unit to manifold, layed in ditch and flanged at both ends.

Pete Ridgwell was out one day during shut down and put in another generator for number two motor.

At this time, everybody seems to be quite disappointed, from the news that there will be no hunting unless it rains.

Fred Stearns killed a small doe in his orchard, weighing about 70 pounds. The Rings and Hutchisons were invited to have a meal of venison — right off the old hindquarter. When the meal was finished, Fred slipped the bone back in the refrigerator.

Bob Hicks reported this morning, October 19, that two fires were set in Norway and South Paris. Completely gutting one building in Norway and burning a recent model Oldsmobile, Bob belongs to the South Paris fire department and was up until 3:30 a.m. fighting the two fires.

Dee C. Hutchison

GORHAM

Tommy Corrigan has returned to work after being on the sick list for a couple weeks. Tommy was hospitalized for a few days for blood poisoning which resulted from poison ivy.

W. A. Smith is not at all in the least concerned about the recent closing of the woods to all hunting — he gets his game just travelling back and forth to town.

Mr. Shirley Higgins has concluded his work for the company, as he has reached the age of retirement. We will miss having him around to argue with but hope that you will drop in and see us from time to time, Shirley.

Frank Hunt reports that at last he has got his roof reshingled after many months of delay waiting for flashing. He certainly had the weather on his side.

The Chilcoat's are the proud owners of a new Plymouth.
Bill White of Portland has taken over the duties of Mr. Higgins, as warehouseman. We welcome you to Gorham, Bill, and hope that you will like it here. (Anyone knowing of a house, apartment or a rent of any kind, please get in touch with Bill.) Free advertisement.

WANTED One Reporter to report the news from Gorham. Interested get in touch with W. A. Smith.

Richard H. Keir

WEST BURKE

The month of September is at its half-way mark and no frost here in the valley as yet. Most of the folks who have wintered here for some time, say this is unusual, as some years in the past several hard biting frosts have destroyed plants and turned foliage to a deep rosy color even before this.

The Roy Brydon's have returned soberly from their vacation trip from Detroit, Michigan. They tell us they saw almost everything of consequence while on their stay with Roy's brother. The visit to the Ford Assembly Plant was one of the many places seen. At the rate that new cars are coming off the runways, it seems odd that new cars are so scarce.

We hear thatStubby Noyes received some valuable information on the stock market, the other day. He seems undecided as to whether to sit tight, hold on or let go.

Joe Randle will be going out for winter sports this season, as he thinks he can find a way to play golf, on snowshoes. He figures Lee Wescott can draw up the plans.

Brownie Benedict has been home from school for a few days with a bad sore throat. Glad you are feeling better, Brownie. Also would like to report the Benedict sisters have just recently blossomed out with new specs. Could be they strained their eyes watching the Barton boys.

John, the Barber, has just had to dig down and buy a new oil burner for the kitchen range. After the installation was completed, Anna Lee caught Old John trying to do a little sobbing, but not a single tear would come, so just to make Wifey see how bad he really felt, he sneaked off down to one of the neighbors and borrowed two big onions and to my knowledge, John has had a crying onion jag on ever since.

One evening, last week, Elizabeth Brydon was seen rushing into the Emery's with a pair of men's pants over her arm. The great wonder is, who was the man, and where did he go. She won't tell.

Mrs. Catherine Ross is visiting her sister's in Salem, Mass. this past week.

Frank Andrews is building a new piazza on his house. Guess, it will be too late to enjoy it much this fall.

Our old friend Leonard Wursthorne must have saved some money, as he has just bloomed forth in a new pair of overalls.

(Barton's Bomber) Raymond Hassey has recently had his picture in the paper, along with two very attractive young ladies. All we know is what little we imagine, but would like to know how he does it.

About the only things missing in our new Quonset Hut project is the floors, windows and doors, heat and lights. Oh, yes! some power device to drive the new pump.

We will all agree that the cost of living is sky high, especially meats, but what bothers us, is, what thief stole half of our pig, somewhere between Lancaster and here.

John says the old storm windows sure do feel good this weather.

The Randle's entertained the Emery's one evening last week. The men won in bridge, over the women, by a comparative small margin. Refreshments were served after the game.
Bob Sullivan was out sick one day last week, with a cold and sore throat. Think he must have caught it from his daughter as she was out of school for a week with tonsillitis.

The Villian has confessed to Raymond Massey, about sending him some very mysterious letters lately.

Joe Randle left here for Waterford last Sunday, September 28, to release Bob Lewis for two or three weeks while Bob goes on the line testing. Best of luck to you, Joe.

Frank Anderson is out on vacation.

Weekend guests of the Raymond Massey's lately were, Mr. and Mrs. Theodore Massey, Mrs. Eleanor Winslow and Raymond Heath.

The Randle's, Brydson's and Emery's went to Highwater, last Saturday evening, September 27. Received a nice welcome from men on the shift, but was sorry not to have seen Mr. Jim Cruden, our old friend and neighbor. You have a fine looking station and surroundings, Mr. Cruden, but how the wind and snow must blow up there in the winter.

The little party then went over to Mansonville and took supper at the hotel. We were in hopes to purchase a nice big beef bone steak as the gang had been telling us about them, but finally had to settle for roast beef. We didn't do so badly after all, as we men managed to eat two pieces of pie. I am commencing to believe myself, that Mansonville is pretty nice after all.

It was thought we would have to give Mrs. Emery to the customs, as she was short identifications but they decided to let her come along home with us.

Mr. and Mrs. John Barber had for lunch, Mr. Doggett from Boston.

Joy Benedict attended a wedding in Berlin, N. H. over last weekend.

Mrs. Robert Sullivan's, Mother, Mrs. George Larry of Gorham, New Hampshire is visiting here this weekend of October 5. Also Sunday dinner guests of the Sullivans were Mr. and Mrs. H. F. Burbank and sons Linkie and Devon, and Mrs. A. L. Burbank, all of Gorham, New Hampshire.

Raymond H. Massey

PORTLAND COMMUNITY CHEST DRIVE OPENS

(Continued from Page 6)

could have seen what they had seen during the morning's excursion. This inspection group consisted of the following: O. B. Flink, G. R. Flavin, F. L. Ivers, F. M. Seales, F. W. Abbott, K. L. Sullivan and T. A. Beatty.

OFFICE BOWLING IN FULL SWING

The office bowling teams have been organized and the season has gotten off to a slam-bang start in high key and with much enthusiasm. The names and captains of the teams have been selected and the team members lined up. Three weeks' bowling has been chalked up to the league's credit and the light of day is bright enough so that pin fall and points now begin to take on some significance.

The bizarro fact about the bowling league is that rough-and-tumble names have been selected for each one of the teams but since we expect plenty of noise and fun on the alleys it was agreed that noisy names would be very appropriate. Here are the team standings up to the present time. You will note that the captain's name is synonymous with the team name in the following list. Individual high strings are also quoted below.

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<tr>
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<td>3527</td>
<td>7</td>
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<td>Curran's Cut-Ups</td>
<td>3544</td>
<td>5</td>
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R. C. MOORE