OCTOBER 1948

CORROSION SURVEY SUCCESSFUL

Three years ago, the first steps were taken in a program to investigate and combat corrosion of the 12" pipe on the Portland - Montreal Pipe Line System. At this time, Mr. Reed initiated the policy of excavating several test pit holes approximately four feet (4') in extent along the pipe, and sufficiently deep to allow complete inspection of the section at two locations between each of the stations between Portland and Montreal. The points investigated were selected as those most likely to be affected by corrosion, such as river banks, peat, swamps, and adjoining industrial installations such as electric tramways, etc.

On the whole, these inspections indicated that very little corrosion was taking place on our pipe line, the only exceptions being at one point near the Androscoggin where a major oil spill occurred due to a flange leak.

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OUR COMPANY

PORTLAND ——— MONTREAL

We continue our series of articles on "Our Company" with an extension of last month's discussion of internal organization. Mr. Coperland of the Montreal Pipe Line Company, Ltd., has furnished us with the organizational setup of his Company which should be of interest to all of our readers.

The Canadian section of our Portland-Montreal pipeline commences at the international boundary of the United States and Canada near North Troy, Vermont and High Water, Quebec, with approximately one third of the total mileage of 296 or some 72 miles of pipe line in Canada. The same scale is likewise applied to the station operation, there being two pump stations, each being particular type, one diesel and one electric.

The head office of Montreal Pipe Line Company, Lim-

(Continued on page 3)

TANK EXPANSION MEETS OPPOSITION

The present controversy, which is widespread among the citizens of South Portland over the merits and disadvantages of the Company's expansion program at the Tank Farm, brought many visitors to that location over the weekend of October 23rd and 24th, when an invitation was extended by the Company to the public to visit the South Portland properties.

In connection with the proposed second line, which is still in the stages of initial planning, the Company will eventually require additional space for erection of several storage tanks adjacent to the present property. Adjoining the Tank Farm, on the south side, there is a 35-acre tract which is owned by the Fickett and Kinner families which would be suitable for developing as a Tank Farm site. The Company has had an option on this property for sometime now.

(Continued on page 4)
and in the Montreal refinery area where the oil-soaked ground had destroyed the pipe coating. The results obtained by this investigation indicated that we were not having extensive corrosion along the entire length of our line, but did not prove that there might not be local hot spots where serious corrosion was taking place.

During an Engineering Meeting, held at Houston, the early part of this year, when plans for the proposed new second line from Portland to Montreal were being discussed with the engineering representatives of the four Montreal Companies, the problem of protective coatings for the new line was discussed at considerable length. It was the consensus of opinion of all members present that it would be wise for the Portland Pipe Line Corporation to conduct a systematic corrosion survey of the present pipe line to determine what portions of the new line should be coated by the process of cathodic protection, as well as to determine what steps should be taken to protect our existing 12" line. At this meeting the Shell representative suggested the possibility of our securing the services of Mr. O. C. Mudd to make a preliminary check and offer his recommendations for the method of conducting this survey. Mr. P. M. Fowlie, President of Shell Oil Company, Ltd. in Canada, (and who was a director of our Company at that time), made the necessary arrangements with the Shell Pipe Line Company for Mr. Mudd to carry out this preliminary check. As a result, arrangements were made for a complete survey of the Montreal section of the pipe line under the direction of one of Mr. Mudd's Division Chiefs, Mr. E. B. Mitchell.

It was the thought of our company that some member of our staff should be chosen to work with Mr. Mitchell in order that they might benefit by his experience during the summer to such an extent that further work in the future could be carried out by our own personnel. Mr. Carlton Goodwin was chosen for this work and was assisted by Mr. Lawrence Fennel, Jr. and Mr. Thomas W. W. Atwood. A complete set of corrosion instruments was purchased by our Company for the survey.

Actual work was started on this survey, beginning at the International Boundary at Highwater, Quebec on July 13, 1948, and was completed at Montreal East on September 18, 1948. In brief, this work consisted of (1) obtaining a record of soil potential or voltage drop between successive points 100 feet apart on the ground directly over the pipe, (2) determination of soil resistance at 25-foot intervals along the pipe, and (3) determination of stray electrical currents caused by outside sources such as direct current power plants and electric tramway systems. In addition to these field readings, as the party traveled along the line, additional records were made at certain points on recording gauges to determine the current flow in the pipe line caused by stray currents. The field work carried out by this party represented only a portion of the work involved in this survey. Both Mr. Mitchell and Mr. Goodwin spent many hours each evening plotting up the records taken during the day's work to determine those points which might bear further investigation, and subsequently protection to prevent corrosion of our line.

As a result of this survey, one serious hot spot was pin-pointed at a point approximately 3/4 of a mile east of the St. Lawrence River. At this location, current was leaving the line, causing serious pitting over a distance of approximately 500 feet. Pit holes had developed over the entire pipe, the deepest of which measured 220 thousandths of an inch, or approximately 2/3 of the pipe thickness. It was determined that this current was being collected in the Montreal East area from stray currents originated by the tramway system. These stray currents were being collected by the various delivery lines from our manifold house to the customers' tanks, as well as by the refinery pipe lines which were found to be in contact with our 12" main line. To eliminate this gathering of direct current on our main line, Mr. Mitchell recommended that insu-
Corrosion Survey Successful
(continued from page 2)

Isating flanges be installed at the Mon-
treal East manifold house, on all custom-
ers' delivery lines, as well as on the in-
juming main line. Also that insulating
flanges be installed on both sides of the
river crossings at the St. Lawrence Ri-
ver and the Richelieu River. This work
is at present being carried out by Mr.
Miles and his crew, with the result that
the flow of current at the aforementioned
hot spot has been greatly reduced. Plans
are already under way for the recondi-
tioning of this corroded section of line
next spring, as well as added cathodic
protection obtained by the installation
of magnesium anodes at specific points
determined by Mr. Mitchell and Mr. Good-
win.

It is felt that the location of this
seriously corroded section of line near
the St. Lawrence River and the fact that
it was discovered in time to take preven-
tive measures, more than paid for the
cost of the entire corrosion survey car-
ried out this summer.

Recommendations prepared by Mr. Mit-
chell have suggested that additional pro-
tection be installed at various other
sections of the Montreal line between
Highwater and Montreal East. This work
will be carried out at sometime in the
near future, but at no point was the con-
dition nearly as severe as at the point
near the St. Lawrence River.

Mr. Goodwin is now carrying on the
corrosion survey from Portland toward
the Raymond Station, and will continue
with this work until weather conditions
prevent him from going ahead this winter.
It is certainly hoped that we will be able
to start this work again in the spring in
order that eventually we will have a com-
plete corrosion survey of our pipe line
system.

C. D. Batchelder

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

ited is located at 10603 Sherbrooke Street
East, Montreal East, Quebec, Canada.

The operating personnel of Montreal
Pipe Line are the employees of Imperial
Oil Limited.

Administrative Department
Manager
Assistant Manager

Accounting Department
(Accounting, Purchasing and Personnel)
Supervisor
Senior General Clerks (3)
Typist
Stenographer

OPERATING DIVISION

Highwater Station
Chief Operator
3 Operators
Operator-Oiler
3 Oilers
Oiler-Yardman
Yardman
2 Laborers

ST. CASAIRE Station
Chief Operator
3 Operators
Operator-Yardman
Yardman
Laberer

Terminal Gaugers
Chief Gauger
3 Gaugers
Gauger-Assistant
Assistant Gauger
5 Utility Laborers

The total number of personnel is 38.

* * * * * * *

I don't know if
I'd like it there,
But it might be fun to see
If I'd be any happier
In the lap of luxury.
TANK EXPANSION MEETS OPPOSITION
(continued from page 1)

After the Company presented its application to the South Portland City Council to extend the commercial zone to the 35 acres mentioned, a group of citizens organized an opposing committee to protest against the Company’s application. The opposing group claims that additional expansion of the Tank Farm would depreciate property values and expand an industrial facility in a residential area. The City Planning Board made a careful study and recommended favorably on the Company’s application.

It seems logical to assume that, if any reduction in real estate values is involved in the Pleasantdale area where the Tank Farm and Station are situated, such a reduction must have taken place in 1941 when the original property was placed in a commercial zone. As a matter of fact, up to the present time, no housing development project has been interested in the Fickett and Knorr property, due to the fact that it consists largely of ledge and would be difficult to develop as a residential area.

The approval of an extension of the commercial zone to include the property which is under consideration for purchase is of vital interest to the Company for, if the application is turned down, the erection of tanks elsewhere in the city would present a very difficult problem, particularly, from the standpoint of efficient operations.

In order to give our readers an opportunity to review the reasons which were submitted with the Company’s application to the City of South Portland to include this 35 acres within the commercial zone, the following points are quoted:

1. It is essential that crude oil working tanks be located as close as possible to the initial main line pumping station for efficient operation to provide gravity flow through the shortest section of line to the main line pumps and to provide more efficient operating supervision and control.

2. The present tanker unloading line from the Company’s dock facilities to the Tank Farm now crosses this proposed site, making it a logical location for the additional tanks.

3. These tanks are used continuously for receiving cargoes of crude oil from tankers after which the cargoes are pumped out into the main line, and, therefore, require constant supervision by personnel in connection with gauging, draining water, checking the condition of the roofs, etc. They are an integral part of the pumping station unit and are not tanks for long-time storage. If they were merely storage tanks their location adjacent to the pumping station would not be as important.

4. Concentration of all of the pumping station facilities, including tanks, on one tract permits much more efficient operation and relieves a certain amount of highway travel which would be necessary between the several facilities if located on separate tracts.

5. If these tanks are located on such Fickett and Knorr properties, they will not be within five hundred feet of any presently located dwelling house except that of the Ficketts, who have agreed to sell this property to the Company for this purpose.

Some other interesting points, with respect to the Company’s position in the City of South Portland, might be gathered from the following facts:

Taxes

For the years 1942 through 1948, the Portland Pipe Line Corporation has paid the City of South Portland approximately $189,000. in taxes.

The Company is the second largest tax payer in the City.

For 1948, the Company paid $36,159. in taxes, representing 11% of that which will be paid by industry to the City for 1948.

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Tank Expansion Meets Opposition
(continued from page 4)

The proposed expansion of the pipe line system is expected to eventually double the Company's present tax bill.

Pay Roll
The Company's South Portland pay roll of 40 men is averaging, at present, around $150,000 per year.

What the Pipe Line Means to the Port of Portland
The Company's South Portland Terminal, at present, is averaging 20 tanker unloadings per month or around 240 per year.

Average expenditures left in Portland by each tanker are estimated at around $5,000 per trip.

This means $1,200,000 annual business on around 240 ships per year.

New Dollars Coming In
All revenue received by the Company is for services rendered to out of State customers for transporting oil from South Portland to Montreal.

None of the Company's services are paid for with Maine money.

Every cent expended by the Company increases the funds in circulation here for the benefit of local businesses and citizens.

The Fire Hazard
Some concern has been expressed by citizens of South Portland as to the fire hazard from the Company's crude oil service tanks located at the Tank Farm. As a matter of general interest, we feel that our readers will be interested in the Company's position with respect to our storage tanks.

These tanks are constructed of heavy steel plate all welded, with Horton Floating Roofs. The Underwriters Laboratories, Inc., which is a non-profit organization sponsored by the National Board of Fire Underwriters, have published a report of their investigation of floating roof tanks which states the conclusion that floating roofs reduce fire risk to a minimum in connection with the storage of crude oil and are the best fire safety measure which can be taken because the roof floats on the fluid in the tank and eliminates space for the collection of vapor. There must be vapor present in order to start an oil fire. A letter dated August 9, 1948 from the Chicago Bridge and Iron Company who built the crude oil storage tanks at our Tank Farm, refers to the Underwriters Laboratories report on floating roof tanks, dated April 20, 1948, referred to above, and states as follows:

"Horton Floating Roofs ride directly on the liquid in the tank and reduce the fire hazard by eliminating the vapor space. There is no air-vapor mixture between the roof and the liquid to become ignited and the oil under the roof cannot burn as there is no oxygen present to sustain combustion.

'Although we and our licensees have built over 6,000 floating roofs, we have no record of any tank equipped with one of our floating roofs that has been kept in good operating conditions ever having been destroyed by fire.

'Oil tanks equipped with Horton Floating Roofs have been subjected to extreme exposure fires without their contents becoming ignited. Only recently, a 80,000 bbl. gasoline tank with a Horton Double-Deck Floating roof was subjected to an exposure fire so severe that it burned all the paint off of the tank and turned the shell plates above the floating roof a deep red without igniting the contents of the tank.'

As an added safety precaution, all of the Portland Pipe Line Corporation's tanks at the Tank Farm are equipped with foam connections designed to carry fire-quenching chemicals quickly to the tops of the tanks in case of fire. In addition, the firewalls which completely surround all tanks have been constructed with an average of twenty per cent excess capacity over the

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capacity of the tanks. All electric connections and motors used in the Company's operation are explosion-proof approved by the Underwriters.

As a result of this widespread controversy, over our South Portland properties, approximately 150 people visited the Tank Farm, Saturday and Sunday. The Company opened its plant to inspection and invited the public to see for themselves how we function as a pipeline system. Inspection of our floating roof tanks was especially encouraged since this subject has been a matter of some concern.

On Sunday afternoon, during visiting time, employees who acted as escorts were especially busy and well occupied for some little time. Inspection parties were routed through the laboratory, boiler house, pump room, motor room, office, the manifold house, the foem house, and Tanks #8 and #11. Many visitors were highly complimentary of the Company's facilities and personnel, and it is felt that the inspection program will do a great deal of good in giving South Portland citizens an idea as to the Company's place in the community.

Visitors were in charge of the following, who acted as escorts:

F. C. Schultz E. G. Wilkins
S. E. Hart K. H. Blanchard
C. D. Batchelder C. A. Andrews
H. F. Cassidy R. L. Phillips
L. Fennel G. R. Flavin
O. L. Chilcoat R. J. McKaig

Martin Jensen was in charge of receiving the visitors, and parking cars.

In view of the fact that a general hearing is to be held at South Portland City Hall, to take further action on the pipeline's application for storage tank expansion, the Tank Farm and Station will be open for inspection on Sunday afternoon, October 31, from 2 to 5 p.m. At that time, the same group of employees will take care of the escorting of visitors.

A hearing was held at the South Portland High School Auditorium on the evening of November 1st, in which 600 were in attendance. Mr. Gerald A. Lord, Chairman of the South Portland City Council, acted as Chairman of the meeting. The Pipe Line was represented by Mr. Edward W. Atwood, attorney for the Company. The group of citizens opposing the measure for the Tank Farm expansion was represented by Mr. Richard S. Chapman, who is a Portland attorney.

More than 50 persons, throughout the group, spoke both for and against the amendment to the zoning ordinance. Mr. Atwood called on Messrs. Schultz, Creed, Batchelder and Fennel to testify on behalf of the proposed expansion. He also called on Mr. J. E. Revelle, a Boston representative of the Chicago Bridge and Iron Company, to give a brief summary of the construction of the floating roof tanks, and to testify as to the low fire hazard on this type of tank.

Mr. Chapman, attorney for the opposition, called on a group of South Portland citizens to voice their opinions against the Tank Farm expansion.

The general meeting was concluded shortly before 11:00 p.m. and the City Council adjourned to the Council chambers in the Municipal Building to take a vote on the issue. The vote was 4 to 1 in favor of granting the Company permission to expand their Tank Farm facilities through re-zoning of the property which is desired for this purpose.

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SEVERAL CHANGES IN STATION OPERATING PERSONNEL

Recently, several changes have taken place in the operating personnel at the up-line stations.

Chester Rowe, who has been working as operator at Gorham since R. H. Keir left in September, has now transferred to Raymond Station as operator.

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TERMINAL

Good relief! Everett Morr arrived on the job at 5:30 A.M. to take over the 7 - 3 dock trick. Everett always reports for work in ample time, but on September 26th, he just plain forgot to set the clock back one hour before retiring, thereby beating himself out of an hour's extra slumber. The beneficiary of this slumber blunder was Pockets Kennedy, who was on 3rd trick and was relieved over an hour early.

Martin Jensen is enjoying a good old New England vacation this year. Martin was the last of the Terminal gang for this year to take his two weeks vacation.

Allen Kennedy has switched to - no, not Calverts - but to long handled underwear.

We are sorry to report that Gilbert Cusakley is confined to the Mercy Hospital where he is undergoing a major operation.

Benny "bingo" Norton has been scanning the music stores for a new number titled "Dear Old L.A." Benny keeps humming the first part of the song constantly while at work. Anyone having the sheet music "Dear Old L.A." get in touch with the Terminal or Benny.

Ralph Bridge has a sure fire formula for catching pheasant and partridge but he just won't give out with the secret. (See the Tank Farm News for the secret)

Ole Brudevold, our pipelining photographer, has taken some very nice shots of the Station, Dock, Tank Farm and Personnel for the Terminal's album.

Warren "the eye" Griffin is back with us after a month's vacation which was spent touring California and Mexico. Welcome home, Griff.

After a prolonged absence, Harry Corrigan dropped in at the Terminal for a look-see at his old spot of employment. Harry is quite an authority on this job of pipelining at the Terminal. At one time he was the pipe line gang, single-handed. Pat Ryan and Harry kept things going here for a short period during the war.

Business must be good in Raymond, as Harry is sporting a sleek looking Lincoln Zephyr, 1941 model.

Our boy David has come up with some startling new English. When anything goes wrong, his by-word is "What's amatter?"

The twenty volumes of "the Book of Knowledge" which cost me close to one hundred dollars, shudders in their bindings each time they hear that famous saying, "What's amatter?"

The time is rapidly approaching when we will be hearing the tall tales of the Pipe Line deer hunters. We shall keep you posted in the next issue as to what happened on the firing line.

Arthur "M" Cote was a contender in the recent "Yo-Yo" contest held at the Strand Theatre, Portland. Art's Yo-Yo got temperamental and would not perform the tricks so faithfully rehearsed, so Art was eliminated in the quarter finals. Better luck next time Art.

Jonesie McKaig has been offered the job of mascot for the "Pilots" next season. She is holding out for two season tickets for Bob and Shirley before signing the contract. Smart terrier.

How's your Christmas shopping coming along? or haven't you given it a thought.

Pipe Line Automotive World. Frank Hunt, Jr. is still waiting for a new Chevrolet. Frank Ivers has arrived at the "I don't care if it ever comes" stage, on his Plymouth.

Sonny Richardson is in the market for a late model of anything but not at current prices.

Bob McKaig is pondering his next move.
like a chessman.

Gil Cuskley passes for a spell, as the medics are taking care of his down payment that he had saved up.

Everett Orr has acquired a smart little number, plucked off the used car lot.

Andy is on the brink of trading, or straight purchase.

Harry Phillips has definitely decided to wait for the market to drop. Sam Sinclair is shopping around for a 1950 Pontiac.

So long for now, be seeing you all again December 1st.

Frank Ivers.

TANK FARM

Last Ode to Summer:

One little hole in my screen
By a hungry mosquito was seen
You know the rest
That persistent wee pest
Had enough meals to keep him serene!

Things We Didn’t Know Until Now:
Rapid Robert McKnight was a three letter athlete at good old Lancaster Academy.
Golden Boy Wagner got his letter for hockey at Custer Academy.
Benny "Boom Boom" Norton got his on the rifle team. Didn’t know we had so many letter men on the Pipeline.

I thought this was too good to keep to myself, "One for you bird hunters!" Ralph, one of our pipeliners got me in a corner, and without cracking a smile, tells about the day he was out hunting birds, saw a partridge, raised his gun and let her go. He said the bird raised a wing and he caught him right under that wing, "do you know", he said, "the lead under that wing weighted him down on that side so much, he couldn’t change his course and that he zoomed right around in a half circle toward me. I just stuck up my hand and grabbed the bird!" BELIEVE IT OR NOT. WOAAAA!

At the Tank Farm last week, during lunch period, I came upon one of the boys standing in the Boiler House doorway with a faraway look. "Why so solemn?" "I was just admiring that array of colors in those trees against the background of the Treating Plant’s four small newly painted silver tanks. A fellow doesn’t have to burn up 20 gallons of gasoline touring up through the Mountains when such a sight is right before his eyes 40 hours a week." I will admit, along about 3:30 p.m. with the sun swinging around in the west, it sure is a beautiful sight right in our own backyard.

Gil Cuskley, old reliable Guage Operator, will be missing from our ranks for a spell. Gil has entered Mercy Hospital in Portland for Surgical Operation. We figure heavy responsibilities at the Hotel this past summer has kind of run the old boy down. Get well quick Gil, we are all rooting for you.

With the strings tied tight on Gil’s Bankroll for the next few weeks, good old L.A. will have to dig up fertile fields elsewhere for his extra dainties, "Watch out Benny, I’m warning you."

Harry Corrigan from Raymond Station paid us a short visit the other day, it was nice seeing you Harry, drop around more often.

The Treating Plant, after a very successful season of reclaiming sludge, otherwise known as tank bottoms has been closed for the winter. The two busy operators of the Plant, Ossie and Jonie are enjoying a much needed rest of two weeks vacation.

In closing for the month, I pass along to the boys, the compliment paid our group of 35, who recently attended a dinner at the Bethel Inn. When leaving, the lady in charge remarked that she enjoyed our group very much and if again we planned another get-together, the Inn would like very much to serve us.

Frank Wagner.
RAYMOND

All the kids who are of age are now back in school. Here is a list of young education seekers:

Tommy Bowerman  First Grade
Albert Wescott  Second Grade
Rosemary Simmons  Sixth Grade
Florence Plummer  Freshman
Evelyn Plummer  Sophomore
Albert Bowerman  Junior

Raymond Simmons has entered the University of Maine. He will take his Freshman year at the Maine Annex in Brunswick. He is taking a course in Engineering Physics.

Eleanor Plummer has entered Farmington Normal School where she will study the teaching profession.

Gus Plummer takes the prize for the best potatoes in this part of the State. He got from 6 to 14 potatoes from each hill, every one as large as a cantaloup. How he does it we don't know. The rest of us get pig potatoes.

Benny Bowerman gets honorable mention for the next best garden.

The Mrs. Wescott, Bowerman and Corrigan were guests at a baby shower recently in honor of the Ken Plummers, who expect a visit from that bundle-carrying bird with the long neck. Congratulations will be in order next month, that is if the stork doesn't get grounded on account of bad flying conditions.

Myron says he has just become the owner of 5 baby kittens.

We all had a good time at the First Annual Field Day sponsored by the newly formed Athletic Association. Walter Simmons won the baseball throw for men not on the Raymond team. Corrigan finished second to George Burrows in baserunning by the Rocket Players. Time was 15.2 and 15.2 seconds respectively. Gus Plummer finished third in the men with pouches race. Parade and Flag raising ceremony was put on by the Boy Scouts. Mrs. Natholie Corrigan sang the Star Spangled Banner. Music was furnished by Nick Romano's band.

The Raymond Rockets had a good season winning 21 out of 27 games. The Raymond Old Timers' record is 0 - 2. The Rockets knocked off Gorham, New Hampshire twice this year. Tried to get a game with South Portland Merchants but they said they were having enough trouble with the local twilight league without getting tangled up with us tough country fed boys.

Ernie Wilkins and family were guests of the Wescotts on Sunday, September 12th. They all attended the Field Day and seemed to have had a gala time.

We see Bill Smith up this way quite often. Could it be he's getting the lay of the land? Deer season is just around the corner.

Walter Simmons has a new automobile, a 1949 Mercury.

Hazel Plummer is employed in Portland.

The Walkers are making some changes and improvements on their last and usual place of abode.

Few of us have been able to escape the cold bug that has been visiting around.

During the Pine Tree League Title Game, Harold Perham has been serving as assistant Treasurer to Ernest Keene - Treasurer Pine Tree League. Red also served as Treasurer of the Pine Tree League Accident Benefit Fund. In his home town of West Paris he is Treasurer of the Community Athletic Field Fund and chairman of the Community Athletic Field which promotes the field activities. Merely going to prove that Red still likes his baseball.

This report is like a Flapper's skirt, "Long enough to cover the subject but short enough to be interesting."

Submitted by One Lung and Two Ribs Walker, reporting for Harry Corrigan.
LANCASTER

Several have asked me why Lancaster Station was not represented in last month's issue of the PIPELINER. Here is my feeble excuse. A very short time ago I received, by special messenger, a shipment of literature from, as I was told, the faithful librarian of the Portland Office. Having devoted so much of my spare time to this constructive education and having used this time in preparing myself for ability to carry on and be of greater service to all mankind, may I be excused for last month's slip.

I think that the explanation which I have just made will answer what my old friend Dee Hutchison asked about in the last issue. If I haven't filled the bill here Dee, please let me know and I will try and clarify.

Well Raymond and Alice it is good to hear that Aunt Carrie still carries her whistle. Does she still have occasion to make use of it?

George Murphy took one week of his vacation starting September 5th. George has recently purchased a 1939 Buick Sedan. Nice picking George.

Schools started here Tuesday, September 7th.

Jackie Baker has been working this summer at the Bowling Alley in town.

George Whittum started on vacation September 12th. Says he plans to harvest his crop of potatoes in the meantime.

Mr. Creed paid us a visit September 9th.

Eleanor Emery entertained at a supper James Hicks who has just returned from his basic training in the Navy at the Great Lakes Naval Training Station. Also present were Jane Calby of Lunenburg, Miss Peggy Car and Mr. Thomas Maloy of Lancaster.

Mrs. Thelma Murphy and Clara Emery motored to Berlin Saturday, September 11th.

Murray Vashaw has finally found all the necessary parts to make a complete 1940 Ford in good condition. He sure had to rake the nation to find them.

Herman Emery, Jr., who is stationed in Camp Breckenridge, Kentucky for his basic training, reports that he likes the Army very much. He says the eats are superb but the heat is terrible, only 120°.

Kenneth Hickey was home for a few days recently from Camp Lee, Virginia. He will ship out soon for Hogeberg, Germany.

Albert Hickey, who also is in the Army, is stationed in Alaska.

Jack Hickey, his wife and two children, from Worcester, Massachusetts, spent their vacation here with Jack's parents.

Gilbert (The Great Kilroy) Cusakley from the Hotel Gilbert in South Portland paid us a short call Saturday, September 13th. Glad to see you up this way Gil, do come more often. Gil said he intended to make the trip earlier in the season, but due to summer trade at the Hotel, it was impossible to get away.

Mr. and Mrs. John Baker entertained their daughter and her husband, Mr. and Mrs. Donald Corum, recently.

Clara Emery says she is sorry for 'Short Pockets' Kennedy that the Red Sox did not take the American League Pennant but she admits that she herself was quite disturbed at the results of October 4th. Also Shorty did you notice how near Notre Dame came to losing their football game with Purdue and furthermore did you know that had they lost, you would have gotten a telephone call, collect.

Attendants at the Federation Banquet held in Bethel, Maine on October 2nd from Lancaster Station were Ed Hickey, Glen Smith and Herman Emery. It was nice seeing all you boys again. Seemed like old times.

I am hurrying this along so it will be sure and get in on time as my vacation is starting and there is much to be done.

Bye for now Herman L. Emery.
West Burke

Snow? Why, yes, we’ve had it! Three to four inches of snow was reported October 16th. It comes early and stays late.

Stubby Noyes was in Bethel, Maine to attend a Federation supper October 2nd.

Roy Brydon has been spending all available time repairing and painting his home in South Portland. We’ve heard he’s interested in joining the painters’ union.

Mrs. Frank LaBounty has been assisting at the home of her brother in Brownington.

Mrs. Raymond Massey spent a few days with her parents in Windsor.

On October 16th, Mr. Creed visited the Station.

Mrs. John Barber of Gorham, visited her son and family. Mr. George Lary and Mrs. Persis Libby visited the Sullivans.

Mr. and Mrs. Fred Lamb were in Portland October 15th and 16th to attend a Supervisors’ Conference. While there, they visited Mr. and Mrs. Lawrence Fennel and Mr. and Mrs. Harry Phillips.

Doc Cassidy and Merle Tenney and Doc LaBounty of Gorham have been working at the Station.

Recent guests of the Sullivans have been Mr. and Mrs. Edwin Morse and Barbara, Mr. and Mrs. Andrew Church and David, Cecilia Flaherty and William Lary of Gorham.

Students at Barton Academy and Graded School enjoyed a brief vacation while the teachers attended the State Teachers’ Convention.

Mr. and Mrs. Howard Stultz of Westbrook, Maine, spent a few days with their niece, Mrs. Roy Brydon.

Mr. and Mrs. Dale Boyce of Lincoln, Maine enjoyed a few days vacation with her sister, Mrs. John Barber.

Alice Massey was in Burlington recently visiting her brother, a Junior at U.V.M.

Mr. and Mrs. Joe Randle and Billy made good use of our beautiful fall days enjoying a trip through the White Mountains. The most colorful foliage was reported here at West Burke, however.

West Burke Station is not only in proximity to excellent fishing but also hunting. Game of most any description is just waiting for the lucky hunter. We need not mention deer so soon, that’s for November.

Roberta Wendy Sullivan was christened at the Gorham Congregational Church by Reverend Foster on October 19th.

Leonard Wursthorne is enjoying his vacation at his home in Glover.

Frank LaBounty was in Portland the first of the month.

The Silver-Red Streak is no more. Frank now has a chevrolet but he says, "There’s nothing like the old Ford!"

The Masseys

No. Waterford

Mr. and Mrs. Stearns invited Mr. and Mrs. Lewis, Mr. and Mrs. Hutchison and Mr. and Mrs. Ring for dinner in their summer cottage on Long Lake. The food was prepared by members of the party in their homes. Everyone had a nice time.

Bill Sawyer reported back, from his work on the telephone right-of-way, to his regular schedule October 2nd.

Fred Stearns began his vacation October 1st, he reported back October 17th.

Bob Hicks relieved Fred Stearns as operator for two weeks starting October 3rd. Bob returned to his duties as yardman October 18th.

Bob Henderson was our yardman from
October 4th to October 15th.

Bill Luebeck reports he has been in Oklahoma visiting all of his Interstate Pipe Line Company friends.

Mr. Melvin Hamblet was a visitor October 1st. We enjoyed his visit and welcome him back on a pleasure visit.

Bob Lewis installed guards over the pinion shaft couplings the week ending October 10th.

According to reports from the younger group of the fair sex around Waterford, Larry Wheeler will have to content himself with going around with the middle-aged ladies. Larry, when are you going to settle down?

Bill Sawyer has swapped his Ford coupe for a Ford Pick-up.

Mr. and Mrs. Hutchison have had visitors over the week end of October 24th, Mrs. and Mrs. Curtis of West Paris, Mrs. Rupert Curtis of Long Island and Miss Cora Coffin of Oakland, California.

Hunting season opened October 21st with a nice light layer of snow and all hands were out quite early trying to bag a deer the first day of the season.

Dee Hutchison killed a small buck early in the morning of October 21st.

Larry Wheeler is sporting a new tuxedo Chevrolet, Fleetline. Now we know he will settle down.

We here at Waterford feel disappointed in not hearing from Rev. Herman Emory last month on the set of books issued him from the Portland Office Personnel.

Mr. Fred Stearns killed a nice doe the afternoon of October 21st.

The deer season is going strong here at the station. Mrs. Bob Lewis shot a large doe a short distance from the cottages on the afternoon of the 23rd. Bob, not wishing to be outdone by his wife, cornered his prey bringing down a fine buck the same afternoon.

PORTLAND OFFICE

Eddie Dunn embarked on his two weeks vacation October 22nd with a shot gun on one shoulder and a bag of vittles on the other and his vacation pay check in his pocket. Eddie is going to spend his time up at his hunting camp in Albany where the deer and other wild game abound. We have no doubt a clever hunter like Eddie will come back with some good stories of his hunting expeditions.

We were very happy to have a visit from Mr. M. J. Morash of the Transit and Storage Company, which is one of our brother pipe lines in the midwest. Mr. M. J. Morash, Vice-President, replaced Mr. Trenchard, who passed away several months ago. Our visitor was on vacation and while taking in some of the New England scenery decided to stop in and have a chat with his old acquaintance, one of whom he worked with several years ago. Mr. Morash worked with Mr. Hart on the Auditing Staff while they were both employed by the Standard Oil Company (New Jersey).

We were very sorry to learn of the death of John Pero's father, Marcus H. Pero. Mr. Pero passed away Saturday, October 23rd, after a long illness. We extend our sincerest condolences to John Pero and his family in the loss of his father.

We had a two day visit from Mr. George Campbell of the Jersey Company's Tax Department. Mr. Campbell came up to discuss our valuation program with Messrs. Wescott and Abbott who have been assigned to this special project. A general meeting was held on this subject with Messrs. Schultz, Hart and Thoits, as well as the valuation men, at which Mr. Campbell gave the group benefit of valuation experiences in the Jersey Company. While here, Mr. Campbell also visited our South Portland installations with Mr. Hart and Mr. Thoits took him on a trip to Raymond Station. Upon leaving, he was very complimentary of our organization and made a complimentary expression on the high progress which is going forward on the Valuation Program.
OFFICE BOWLING PROGRAM ROLLING ALONG:

The office bowling enthusiasts are now in full swing and warmed up to their weekly contests after rolling on the alleys for the third successive week. The ever present competition of former years is very apparent when one views the four teams in action from the alley bleachers. Names for the teams have been selected, and, as in the past, are ridiculous, but well meaning, monstrosities. It probably is the horrible names attached to the bowling squads that give them their fight and vigor. We are glad to introduce the four office bowling teams for the 1948-49 season as follows:

#1 Team - Beatty’s Bruisers
#2 Team - Dunn’s Dubs
#3 Team - Scanlon’s Scats
#4 Team - Higgins’ Hotshots

As you might well know, anything with the name of Bruisers would bound to be starting on top and so far the Bruisers are high on team total pinfall and points, having won 7 points and lost one point. The Dubs are dragging through the mud near the bottom of the list having the lowest team point total and having won 2 points and lost 6 points. At this reporting, however, it is too early to tell how the teams will finally shape up. The final outcome of the weekly work-outs on the alleys is very unpredictable, but by this time next month, we should know a good deal more about it than now. Each team was drawn up at the beginning of the season with considerable care so as to make them as even as possible. Thus we have some of the best bowlers on each of the four teams. At the present time, Eddie Dunn carries the laurels of hitting the highest single at 106 and Tom Beatty the highest total pinfall, 295.

MONTREAL EAST

Greetings fellow pipeliners from Montreal East!

There has certainly been a lot of hustling and bustling lately in the Accounting Office with two appendectomies in a row. It is rumored that in the future, when employing individuals, it will be necessary that they submit a certificate stating that same has been removed.

Everyone was glad to see Gordon Ritchie looking so fit when he returned to work last Friday after his operation. "The Man Who Took His Own Advice" - see August issue re Alban Boucher.

Pennie (Mrs. Pinfold) strung along with Gordon Ritchie’s advice and ended up in the hospital too. Here’s wishing you a speedy recovery Pennie.

A hearty welcome is extended to a new pipeliner in the Montreal East Gauging Department, Bob Purden. Hello Bob! We hope you’ll enjoy being with us.

We’d also like to say ‘Welcome’ to Margaret Baugh, who is replacing Jessie Pinfold for the time being.

A slight correction is in order re last month’s PIPELINER item on service buttons. Eddie Irwin, Chief Gauger at Montreal East Terminal, received his 30 year button in March of 1947, thus balancing this side of the operations. Messrs. F. C. Schultz, J. L. Creed – E. C. Irwin, J. M. Copeland.

John Lindsay seems to be having quite a time finding a garage for his car. You know they just aren’t building garages THAT size in this day and age.

J. L. Creed paid us a visit and worked along side us October 18th through 22nd.

J. M. Copeland attended the Imperial Oil Limited, Personnel Officers’ Conference at Toronto last week.

We were all glad to know that Jim Cruden returned to his Chief Operator’s duties at Highwater Station completely recovered and full of V and V.

Greta Pipe (formerly Greta Henderson of Montreal East office) paid us a visit the other day and brought Junior along. Quite a boy you’ve got there, Bob!
That's all for this month, so Adios until next time.

Irene Juniper.

* * * * * * * *

GREATER PORTLAND COMMUNITY CHEST
DRIVE STARTED OCTOBER 20TH

The Annual Community Chest Drive for Greater Portland was inaugurated on October 20th and, as in past years, employees working in the Portland Area have been asked to put their shoulders to the wheel and to do their best to help out in this worthy cause.

This year the Program for the Company has been organized on a little different basis and teams have been drawn up consisting of a captain for each one with some 7 to 10 members. The captain is in charge of the soliciting for each of his team members, as well as the distributing of feathers, stickers, etc. The results of the efforts of each team will be published in the next issue.

In 1947, the Portland Pipe Line Corporation employees achieved a splendid record in giving to the Chest and this Company stood fourth, among 300 firms in the city, on the basis of average contributions per employee. It also stood fifteenth, among 300, on the basis of percentage of employees giving to the Chest. Without a doubt, this year there will be no exceptions to this fine record in supporting the Greater Portland Community Chest.

Teams and their Captains consist of the following:

**Portland Office**

Team #1 Mary P. Curran, Captain
Team #2 John K. Pero, Captain
Team #3 Raymond H. Higgins, Captain

**South Portland**

Team #1 Frank L. Ivers, Captain
Team #2 Samuel A. Sinclair, Captain
Team #3 Willis M. Spear, Captain
Team #4 Everett E. Orr, Captain

BASEBALL AND PIPELINERS

This is Sunday morning, October the tenth. It is a glorious day in any man's language! Every hilltop and every valley is covered with a galaxy of brilliant colored leaves and the cool of the night has given way to the warmth of morning, and a balmy Indian Summer feeling is in the air. It's great to be alive and to be able to thank the Great Architect above for these manifestations of a thoughtful Creator.

Here at the station things are rolling along smoothly and the old pumps are doing a sweet job in keeping with the perfect day outside. It is as it should be.

Folks up here in the country will go to church this morning with a spirit of gladness in their hearts, giving thanks for this beautiful day. Some of the simpler souls will probably add a short prayer for the Braves, but it's a safe bet that the majority of folks will get back home, tune up the radio and get ready for the crucial game of the World Series.

Up in Oxford Hills amongst the Pine Tree League, towns which include Bridgton, Mechanic Falls, Norway, South Paris, Oxford, Poland, West Minot, Buckfield, Bryant's Pond and West Paris, the folks will "go the whole way" for this is the afternoon when Mechanic Falls and West Paris settle the Pine Tree League tilt of 1948. Each team has one win each to its credit in the title series and one eleven-inning tie game 5 to 5 (called on account of darkness last Sunday P.M.)

This afternoon a steady stream of automobiles will roll onto the Norway-Paris Fair Grounds with radios tuned to the Braves-Indian game, but with their hearts tuned to the Pine Tree Title Game. Being good baseball fans, they can tend to both games with ease.

The boys love their baseball raw up here in the hills. Four empires will officiate and time will be called at intervals to push back the crowds from the side lines. It is still the honored custom to allow the baseball team first priority to the diamond, but that is about as far as it goes. The crowd must smell the leather of
the ball and the sweat of the players.
It is a grand tonic for any age 9 to 90
years included.

Red Perham

P.S. Monday, October 11th --
The Braves put the tomahawk to the
Indians in good shape yesterday and Me-
chanic Falls "put the wood" to West Paris
and took the Pine Tree League Pennant in
grand style. -- Anyway, it rained last
night, so there's something to be thank-
ful about.

Yours in pain,

Red.

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PIPELINEERS' BANQUET AT BETHEL INN

The Pipe Line Boys went "ritzy" on
Saturday night, October 2nd and held their
Annual Feed at the Bethel Inn. The Bethel
Inn folks used us fine, gave us the big
South Banquet Room, decked the tables in
Autumn colors, gave us splendid service
and a good feed.

Of course, gone are those good old
days when a "steak" covered a 16 inch
platter. If it covers a sauce dish now,
we're thankful. Yet a warm glow goes
through our hearts when the boys from out
west tell about "those gigantic steaks",
and as Johnny Barber described it, "big
even to make that lil ol gal's legs
wobble when she carried it in."

Your old reporter was impressed with
the dignified and gentlemanly appearance
at the table. Frank Ivers and Ed Hickey
could have posed as members of the Supreme
Court, Herman Emery, Rob McKaig and Gil
Cuskley as Church Deacons, and even our
old "song and dance team" Sam Sinclair and
Stubby Noyes could have been mistaken for
respectable salesmen from the North Coun-
try.

South Portland, Raymond, Waterford,
Gorham, Lancaster and West Burke were rep-
resented as follows: Chester Rowe, Wil-
liam White, Henry Cornier, Merle Tenney,
Frank Hunt, Thomas Corrigan, Warren Noyes,
Herman Emery, Ed. Hickey, Glen Smith, Fred
Stearns, Harold Perham, Benny Bowerman,
Frank Wagner, Gilbert Cuskley, Bennet Nor-
ton, Earle Young, Ralph Bridge, Olav Brud-
evold, Oscar Flink, Warren Griffin, Everett
Horr, Victor Ingersoll, Frank Ivers, Allen
Kennedy, George Mooney, John Rafferty,
Ronald Richardson, Leo Sampson, Samuel Sin-
clair, Willis Spear, Robert McKaig, Frank
Hunt, Jr., Augustus Plummer.

Questions may arise concerning the
sobriety of the group, when Ben Norton's
flashlight photos are developed, but just
remember that Oscar Flink always had a red
face even before eating at Bethel Inn.
Also, the reason they closed the big doors
leading to the Main Hall was simply for our
privacy and the business meeting following
the Banquet.

Many thanks to George Mooney, Frank
Ivers and Gil Cuskley, the committee who
arranged the get-together.

Red Perham.

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A VACATION IN CALIFORNIA
AFTER AN ABSENCE OF SEVERAL YEARS.

We finally arrived in California after
being marooned in Donner Pass in the High
Sierra Mountains at an elevation of 7200
feet. Coming from there we came to Sacra-
mento the temperature being 112 degrees.
We proceeded then to Richmond the city that
Kaiser made famous. We alighted from the
train at Oakland and had a ferry boat ride
across San Francisco Bay under the Bay
bridge to get over to San Francisco. We
had dinner at a famous restaurant on Fisher-
man's Wharf. From there we rode to Nob
Hill and saw the mothball fleet in San
Francisco Bay and two famous buildings at
Alcatraz and San Quentin. We crossed the
Golden Gate Bridge and then motored 184
miles up into the Redwood Range and stayed
at a place called Cummings. We rested a
day and went to the most northern part of
California, which is Eureka. This took us
almost to the Oregon Border. I did some
fishing in the Eel River and Cedar Creek.
We inspected the largest Redwood sawmill
which is located in Scotia. Here one million board feet are sawed out every week. There is one redwood tree in Griffin's Grove that is estimated by the rangers to have been growing since 1400 B.C. The same day we saw the tallest tree in the world which is 364 feet high. One day we drove to Fort Bragg on the coast where the large salmon are packed and shipped to the eastern part of the country.

This part of our vacation being over, we motored to Los Angeles going through the Swiss-Italian Wine Colony. Also, we saw the resting place of Sea Biscuit on the large Howard Ranch which covers 5,000 acres. We spent part of that day at the Great Meadow Race Track, one of the finest in the West.

Our next stop was at Santa Barbara. This was the place the Japanese shelled during the last war also one of the spots where oil is being pumped out of the ocean bed.

While we were in Los Angeles, we visited the world's largest county fair at Pomona, Griffith Park, Earl Carroll's Restaurant, The Rose Bowl, the Indian Museum at Mt. Wilson, Signal Hill (the oil hill of California), drove through the largest orange grove owned by the Murphys, former residents of Maine.

We had a two day trip to Mexico, including a stop at Leguna Beach, the home of several movie stars. Our next stop was in San Diego where we spent hours in the zoo. We stopped at the Navy Yard where we saw another mothball fleet which our bond money helped buy.

We now headed for Tijuana, Mexico, and saw several dog races. This was Independence Day in that country with parades and Fiestas. Coming back, we saw the world's largest telescope and visited Capistrano Mission.

The years have brought many changes. Small towns are now thriving cities and what were fields are cities today. Industry has increased 75 per cent.

After visiting a few days in Los Angeles with relatives, it was time to leave from Union Station, Los Angeles, California, with its beautiful patios and everything to make it beautiful, for our journey home to Union Station, Portland, Maine.

Well boys, how about taking a trip and see for yourself what I have seen. (Thrift Plan will finance the trip for you fellows short of cash.)

Warren B. Griffin

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THOTS OR LESS

On October 14th, the Supervisors of the Portland Pipe Line Corporation again gathered around the conference table for the purpose of a mutual discussion of various factors related to the overall successful operation of the Corporation's business. Our column "Thots or LESS" takes particular cognizance of this meeting, as one of the subjects discussed was "The Art of Getting Along With People".

The art of getting along with people is one of the most difficult of the arts, yet, the fundamental principles involved are very easily explained and very simple in their application. The handling of business may, in many of its ramifications, be reduced to a science, but there is no scientific way of getting along with people. In the discussion referred to, one fundamental principle was brought out that stood paramount above all others, that is, for you to get along with people, PEOPLE MUST LIKE YOU. In order to have people like you, you must like them. It is most difficult to kick the dog that comes to you wagging his tail in happiness at your arrival. It is most difficult to be unkind to that old man, or woman, who approaches you graciously with a smiling face. That person who keeps a kind, sympathetic, tolerant attitude towards other human beings and carries love in their hearts for others, is rarely, if ever, disliked by others. Is it not a natural principle that cannot be confused; like breeds like?
If we agree with the foregoing principles, we must agree that those who want others to like them must, perforce, like others.

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WORKING WITH OTHERS

(Edward: The Wall Street Journal, October 13, 1948)

In a pamphlet containing an address to a graduating class of the University of North Dakota we have found these two paragraphs which seem to carry a load of freight:

"You cannot be as effective or as important, alone, as your father and grandfather were. But you can be more effective than they were if you will set out to learn to multiply your personal skill and ability and energy by the skills and abilities and energies of the people among whom you live and work. The importance of learning to work and live with others cannot be over-emphasized. I read recently that 87 per cent of all persons who lose their jobs lose them because they cannot get along with other people.

"This is the art of living which you must master. It offers pioneering opportunities for those of you who have, or can develop, the ability to solve the problems of group living and working which are responsible for today's international tensions, and for labor and political strife in our own country."

This counsel to young persons about to begin making their careers came, not from a scholar or a statesman but from one who is just a practical business man, Franklin J. Lunding, president of the Jewel Tea Co., Inc.

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LATE NEWS REPORT ON PROGRESS OF COMMUNITY CHEST -- November 2, 1948

With the Community Chest Drive going down the home stretch, this year's Drive looks like a very successful one. At this writing, participation on the part of the pipe line employees is closely approaching the 100% mark and indications give promise of reaching that goal by the time the drive is closed.

First report from each team shows the following scores up to date:

** Portland Office Division **

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** South Portland Division **

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Several Changes in Station Operating Personnel

(Continued from page 6)

With Chet Rowe's transfer to Raymond, a re-shuffling of three other men took place on November 2nd and 3rd. L. C. Wheeler, who has been regular operator at North Waterford, took over his new assignment at Gorham. H. C. Perham, who has been regular operator at Raymond, took over his new regular assignment at North Waterford. M. L. Walker replaces H. C. Perham at Raymond.

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SOUTH PORTLAND TANK FARM

The plan below shows the layout of the present Tank Farm and the proposed expansion area which has been subject to so much controversy. The key, under the map, will serve as a guide in reading the plan.

1. Manifold House
2. Pump Station
3. Laboratory and Boiler House
4. Treating Plant
5. Foam House

- Existing Tanks
- Proposed Tanks
- Future Tank
- Existing Commercial Zone
- Proposed Commercial Zone