SEPTEMBER - 1950

GARNEAU AND RIZZO WIN GOLF HONORS
Leo Garneau of Gorham Station, playing the Riverside Country Club course in Portland for his first time, shot an 88 to win low gross honors in the Second Annual Portland Pipe Line Golf Tournament.

In the handicap section, the field of 19 golfers was led by Joe Rizzo. Joe turned in a 106 - 33 - 73 to win in this department. The tournament was held under perfect weather conditions - warm and sunny skies - on Saturday, September 30th.

Garneau was known to be a polished golfer and was assigned a low handicap. He lived up to his advance notices, proving to be a long hitter and very steady. On his short game, Rizzo entered the tournament very much a "dark horse." In fact, it was necessary for

LAKEHEAD-TRANSARABIAN CLAIMS 4 PPLR'S
September saw the departure of four more of our fellow employees and friends for jobs on other pipeline systems. Three men went to the Transarabian Pipe Line Company (TAPLINE) and one to Lakehead Pipe Line Company in Minnesota. After considerable preparation for their entry into foreign service which included trips to New York, R. B. Lewis, Jr., E. J. Chicoine, and R. H. Hassey made their departure on Monday, September 25. They left New York on the 27th and their first stop overseas was scheduled at London. They changed planes at that point and flew directly to Beirut, Syria, where they will be for several weeks before being assigned to permanent locations on the Arabian pipe line.

Rob Lewis and Ed Chicoine will be Operator-Foremen, each

ON HOME STRETCH FOR NEW MAIN LINE
It is very possible that by the time that this issue reaches the hands of our readers, the new 10" main line from Portland to Montreal will be a single welded unit. The contractors (Oklahoma Contracting Corporation) on Section 1 have less than two miles to go in Gorham, New Hampshire, where the final ditching, stringing, and welding operations are now going on. When this section is completed, within the next few days, it will tie in with Section 2 which was recently completed by the Associated Pipe Line Contractors, Inc. at the Gorham-Randolph town line.

The new line is already filled with oil from South Portland to North Waterford and from West Burke to St. Csaire and oil is actually being pumped and flowing through these two sections.

(Continued on page 2)

(Continued on page 3)

(Continued on page 4)
WHAT WE DID LAST MONTH (AUGUST)

Tanker Arrivals
at South Portland..................18
Barrels of Crude Received
at South Portland.................2,375,151
Barrels of Crude Delivered
at Montreal..........................2,159,269
Average Barrels per Day
Delivered.............................69,654
Barrels Pumped Since
November 1941......................159,220,859

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COMMUNITY CHEST

The Community Chest program has become a nation wide function. Each fall, most every city or metropolitan areas, having a population of 50,000 or over, start their annual drive for funds which are pooled to support well-deserving civic charities. The fact that this function has become so useful is a sign that it is a complete success. The Community Chest idea is over twenty years old but for nearly a decade, it was carried on only in the larger cities like Boston, Chicago, St. Louis, etc. Under the watchful eyes of civic minded individuals, the success of this program caused it to be introduced into smaller communities just before the start of World War II. Today, we have this program on a nation wide basis carried on, of course, locally in each community that it serves. Some of the outstanding reasons for the success of the chest idea could be enumerated as follows:

1. Cuts out the many and varied solicitations that confronted the citizens of a community when each charitable organization desired funds.

2. It pools the resources of the community so that most welfare organizations receive a fair distribution of the citizens donations.

3. It raises the standards of all of the well deserving welfare organizations in the community through a fair and equitable distribution of funds.

4. The burden of solicitation is more evenly spread over the community as a whole as more people are given a chance to participate.

This is actually what the Community Chest has done for Greater Portland. The need of the Chest has been demonstrated time and time again in many ways. This year, the annual drive is from October 16 to 26 and all employees of the Portland Pipe Line in the greater Portland area will be contacted to do their share in supporting the greatest community project of the year. In former years, the Pipe Line employees have done a wonderful job on this campaign and enjoy the enviable reputation of being one of the top firms in the city in this respect. Without a doubt, 1950 will prove to be no exception on this score.

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GARNEAU AND RIZZO WIN GOLF HONORS
(continued from page 1)

the handicapping committee to hold a hurried conference and change his handicap, based on some last minute information on his abilities. Both Garneau and Rizzo received a dozen Kroflite golf balls as a prize.

Chris Buhlert of the Portland Office, a member of the Portland junior College Golf Team, won the long driving contest with a distance of nearly 300 yards. Bill White proved best of the contestants in accuracy with his irons and won this event.
Most of the players were counted as investors in a "Kickers Handicap Sweepstakes". The Bureau of Internal Revenue will please note that F. C. Schultz and Bill White made substantial capital gain as a result of their investments.

After enjoying sandwiches and coffee, the players voted Doc Cassidy the "Best Dressed Golfer" (no prize) and adjourned till next year.

Following is the list of contestants with scores and handicaps:

<table>
<thead>
<tr>
<th>NAME</th>
<th>GROSS</th>
<th>HDCP</th>
<th>NET</th>
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</thead>
<tbody>
<tr>
<td>GARNEAU, L. P.</td>
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<td>14</td>
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<td>ATWOOD, E. W.</td>
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<td>13</td>
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<td>PARKS, E. S.</td>
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<tr>
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<tr>
<td>McKAIK, R. J.</td>
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<td>18</td>
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<tr>
<td>RANDLE, J. E.</td>
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<td>20</td>
<td>75</td>
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<td>HALL, CLARENCE</td>
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<td>78</td>
</tr>
<tr>
<td>STARR, C. J.</td>
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<td>18</td>
<td>78</td>
</tr>
<tr>
<td>WESCOtt, L. E.</td>
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<td>SEALS, F. M.</td>
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<td>Rizzo, J. A.</td>
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<td>Buhlert, Jr., C. L.</td>
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<td>CASSIDY, H. P.</td>
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<td>WHITE, W. G.</td>
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<td>CORRIGAN, H. E.</td>
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<tr>
<td>CHAMPLIN, G. D.</td>
<td>119</td>
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<td>81</td>
</tr>
<tr>
<td>JENSEN, DON</td>
<td>119</td>
<td>18</td>
<td>101</td>
</tr>
<tr>
<td>Thoits, S. E.</td>
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<td>86</td>
</tr>
</tbody>
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LAKEHEAD and TRANSARABIAN CLAIMS 4 PPLer's

(continued from page 1)

in charge of a pump station on the TAP-LINE system. Each station has a total personnel of about 150 men. Ray Massey is slated to be a Shift Foreman, possibly working at the same location with Ed Chicoine.

Bob Lewis probably will leave behind him the reputation of being the "Flyingest' fellow to ever work on the Portland Pipe Line as, just prior to his leaving for across, he flew to Oklahoma to see members of his family and then, to Lebanon, Missouri, where his two sons are living. He then flew back to Portland and the next day again was off to New York, and then overseas. His total flight distance would take him more than half-way around the world.

This foreign adventure of our three friends will undoubtedly prove to be very interesting. One of the first problems that is posed for them is to learn Arabic, and Italian. We heard through them that there is a large number of Italians being employed on this line in the station non-supervisory personnel. The men are going to a part of the world where many other languages are also spoken, including Syrian and Hebrew. The climate, of course, is vastly different from that of our own and, in this, of course, they will encounter some physical re-adjustments.

We certainly hope to hear from them so that we may publish their news in the PIPELINER for their friends along our line.

Mrs. Lewis and Mrs. Massey are expected to join their husbands in about six months - somewhere in Arabia. Both of these ladies are school teachers and the need for teachers in that part of the world is very great. Undoubtedly, their services will be very much in demand.

Following in the footsteps of the Barbers and John Pero, Frank Anderson departed for Lakehead in Superior, Wisconsin, on September 20. Frank is slated to be a station Diesel Operator at one of Lakehead's pumping stations, but before going on this assignment, he will help on Lakehead's construction program. Frank, of course, will not encounter the change of living conditions that our three friends in Arabia will have ahead of them as Minnesota in most respects is not too far different from Vermont. We hope also to hear from Frank, especially on how he finds the hunting and fishing in that section of the country.

All the fellow workers of our transferred employees regretted to see them leave but wish them well for the future. The PIPELINER wishes Bob, Ed, Ray and
Frank the very best of luck in their new assignments and when they return to New England, we hope that they will find the path to our door among the first stops on their schedule. In the meantime, we hope to hear from them and are looking forward to seeing them someday, again.

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ON THE HOME STRETCH FOR THE NEW MAIN LINE
(continued from page 1)

Water tests, which wind up the final phase of the main line construction and are always an important factor as a guarantee against undiscovered flaws in the welding, are now being conducted between North Waterford and Gorham. Section 3 has been water tested from the north bank of the St. Lawrence River to the International border and Section 2 has been water tested from the border to the Gorham-Randolph town line where it ties in with Section 1, with the exception of one mile between Lancaster Station and the Israel River. The progress of the main line construction has been highly satisfactory and has been carried out without any major difficulties, with each section being completed within the scheduled time. The Oklahoma spread undoubtedly has had some very rough going and the tremendous amount of blasting of ledge has put them a little behind the other spreads.

The Contractors' men undoubtedly are very happy over their progress as many have expressed their desire to return to Oklahoma and Texas before the New England winter sets in. Aside from the fact that they know that it really does get cold here, some of them have actually been worried about the tall tales that have been told them in good fun about the "almost unbearable winters" by a few of the joking natives.

Last River Crossing Made

The last river crossing job was completed this week with the successful pulling of the pipe across the Androscoggin River in Shelburne, New Hampshire, near the Gorham Station. The line has been welded up to a point just behind Gorham village and a few thousand feet of coating remains to be completed along this section. There is still quite a bit of backfill and clean-up work to be completed on Section 1 and several thousand feet on Section 3. The backfill on Section 2 is just about complete.

Montreal East Street Work Difficult

One of the most difficult parts of the job that has been encountered was the work of putting the line through the streets of Montreal East. This work was started in mid-August and is still moving along slowly but steadily with the hope that it can be completed in the next couple of weeks. The Montreal East terrain consists largely of ledge and rock covered only by the topping of a foot or two of soil. The fact, of course, that great care must be taken in blasting out this rock within the city limits has slowed up the work considerably. The following time table, which is the latest report from the Engineering Dept. as of September 29, gives the approximate story on the main line progress up to that date:

<table>
<thead>
<tr>
<th>MAIN LINE U. S. &amp; CANADA</th>
<th>-- 236 MILES</th>
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<tbody>
<tr>
<td>Work Completed</td>
<td>Miles</td>
</tr>
<tr>
<td>Clearing &amp; Grading</td>
<td>233</td>
</tr>
<tr>
<td>Hauling &amp; Stringing</td>
<td>229</td>
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<tr>
<td>Trenching</td>
<td>229</td>
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<tr>
<td>Welding</td>
<td>228</td>
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<tr>
<td>Coating</td>
<td>133</td>
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<tr>
<td>Lowering-In</td>
<td>223</td>
</tr>
<tr>
<td>Backfill &amp; Cleanup</td>
<td>197</td>
</tr>
</tbody>
</table>

Big Task Ahead in Moving Machinery

With the near completion of the main line, attention now turns to the great amount of work that remains to be completed around the pump stations. The first station to be shut down was St. Césaire. The pumps at that location turned over for the last time at 8 a.m. September 13. Immediately, the crews set to work dismantling the pumps and motors in preparation for moving them to South Portland. Highwater Station was also shut down at 7 a.m. September 14. However, dismantling of the equipment at that location is not on the
schedule for the present. Attention, of course, being focused on equipment that will be used at the stations to be retained. The third station to go down was Raymond and the pumps turned over at that location for the last time at midnight, September 30. On October 1st, the crews immediately moved in and started dismantling machinery. Some of this equipment is slated to go to South Portland and some to North Waterford and Lancaster.

The task of ripping out the heavy machinery is a heavy one, the concrete around the base of the pumps offering plenty of resistance and the weight of some of the pump parts running as high as six tons. It requires plenty of skillful planning and care in handling. Needless to say, it is also a sad sight to the station personnel who have so carefully cared for the station equipment for nine years of successful operation.

Mr. Fennel Appointed to Supervise Machinery Setup

The actual work in connection with the machinery dismantling and re-location at South Portland, North Waterford and Lancaster is under the supervision of Mr. Fennel who was appointed as Assistant to Mr. Creed on September 5 to attend to the details of this important task. Mr. Fennel has assisting him on this job in a supervisory capacity, Fred Lamb and John Baker. John and the Maintenance Crew are presently at Raymond Station and Fred Lamb is overseeing the erection work at South Portland. The station personnel are also helping on this arduous task which will require many hours of hard labor on everyone’s part. The Latex Construction Company is also working on this project and transportation of the heavy machinery is being handled by the Chase Transfer Company of Portland.

New Buildings for Montreal East Terminal

Since the start of the new line project, it was decided to add a new manifold building at the Montreal East Terminal to replace the present one which would not be adequate for future needs. The contract for this work has been let to The Foundation Company of Canada, Ltd.

The present building is being torn down in order to make way for the new structure. The new building will be of brick construction with a design and appearance to conform with the general pattern of the buildings along the entire line. The manifold building will be about 43' x 28' and will have a wing extension on the rear 13' x 25' for the scraper trap.

Also, in the plans are the erection of a garage, warehouse and boiler room building, consisting of the same type of structure as the new manifold house. This building will be about 28' x 50'.

Most of the material to go into these buildings will come from St. Cesaire Station and already, the buildings at that station are in the process of being dismantled and what salvagable material that will be available is being moved to Montreal East. Both of these buildings will prove to be a very valuable addition to the Montreal East Terminal and will enlarge the location’s facilities to adequately take care of the increased throughput from the main line.

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SURVEY CREW GETS A DUCKING

We have been most fortunate, since the start of the main line job, that no serious accidents have occurred to the construction personnel. This one has an amusing touch and is deserving of a little publicity.

The two men, working under Ken Church, Ted Bell and Harry Stephenson were crossing the Androscoggin River in a small boat when the current caught the craft and swung it around rather suddenly causing it to tip over and dumping the occupants in the river. All the equipment that landed in the river with the men was recovered. If this had happened in the middle of the summer on a hot day, it might not have been so bad, but the late September air was not conducive to water sports.

* * * * * *
TERMINAL

Dave Emery and Les Carter honored. The Marshview Inn at Scarborough, Maine was the scene of heavy Pipe Line activity the evening of September 21st. Pipeliner Les (Nature Boy) Carter and field clerk Lt. Dave Emery were tended a farewell party by their fellow employees. Dave and Les are the first South Portland Pipe Line employees to receive greetings from Harry S. and a call to the colors. We know that Dave and Les leave us with heavy hearts. We also know they will give their best and a bit more to keep Old Glory flying. Both were presented a "Parker 51" set during a stirring talk by our capable MC Eddie Dunn.

President Bob McKeag was in rare oratorical form and addressed the gathering on past and present policies of the Pipe Line Club. The following attended and feasted on lobster and steak:


The committee of Carl Emery and Ralph Roderick did a commendable job in taking care of arrangements.

Mrs. Allen Kennedy is convalescing after a surgical operation at the Mercy Hospital Portland, on September 18th. During her absence from home Allen and Paul did the cooking and housework and we hear they did a good job of keeping things shipshape until Esther's return.

Summer sneaked out the back door on us September 21st, that being the official end of our 1950 summer. September 23rd saw the clocks pushed back one hour to standard time, so it won't be long now before we have frost on the squash and the Pipe Line marksmen take to the woods in quest of deer, (moose?) and assorted
moving targets. Looks like a big season for those fortunate enough to own a musket and a deep freeze to match.

The Terminal has only a few surface scars left by the Latex crew during the process of tying in the new main line. The Terminal was dealt the lightest blow as far as ripping and tearing went of all the stations involved in the operation.

Martin Jensen returned from vacation September 23rd and reports having himself a good time down New Brunswick way. Ole Brudevoll and Oscar Flink are at present vacationing in parts unknown to your reporter.

Tinker mackerel are having a run in the harbor at present. The Pocohontas oil terminal, our easterly neighbor, is expecting the arrival of its first tanker, shortly.

The apple crop at the Terminal was the best yet. This can be testified to by the Latex crew, who helped with the harvesting.

Frank "The Throat" Wagner, veteran of World War I, is brushing up on the "manual of arms".

Harry Phillips has taken over as Terminal Superintendent during Lawrence Fennel's absence on special assignment.

It looks like the Red Sox have once again fallen by the wayside. Seems like they lack the spark when the chips are down, and it's getting quite monotonous, to all.

Blaisdell Sinclair who has worked with us the past few summers has left South Portland with his National Guard Company. Blaisdell postponed his high school education to join the Army and take care of more urgent business. Good luck, boy, from all of us.

Art "Curly" Washburn of the Accounting Office is sporting a new maroon Ford. "Tis rumored he has the inside track on the stock market."

G. E. Cuskey of Tank Farm fame is vacationing at "Slane's-on-the-Hudson".

The Ivers group returned from a New Brunswick vacation intact. Amen!

Bob Sullivan and Leonard Wursthorne were discovered prowling around Portland and vicinity during early September. Be seeing you soon boys.

Bill Spear is building a super love nest in South Portland for he and the Mrs. It's a race between the builders and the Government to get Bill under cover for the winter. The U. S. Navy seems to have a bit of priority in this case.

"Jawn" Rafferty is doing a major overhaul job on the Rafferty castle.

Dolly, the famous mascot of the Finnmark and Terminal, was killed by a wild motorist in the city of Montreal recently.

Les Carter who leaves for Camp the 26th got himself suddenly and secretly married on the 25th, to a South Portland lass. Les dropped around after the ceremony and handed out the cigars to the Tank Farm crew. Our best wishes to you both.

Frank Wagner departed on vacation the 27th, most of it will be spent touring New England to view the Fall foliage.

Jimmie Lunn has had no teeth extractions of late. We have had no official explanation of why he failed to make an appearance at the last meeting of the General Board of the "Hotel Gilbert".

Dock Foreman Andy Andrews has been checking over his heavy weather wearing apparel, getting ready for the low temperatures that soon will be with us.

Freddy Pinkham who pipelined with us a few years ago dropped in for a short visit. Freddy has been painting for a living since leaving us.

Oscar Flink's boy, Carl, has joined
the U.S. Coast Guard and at present is training in New Jersey.

Harry Corrigan of Raymond Station made his debut at the Tank Farm the 23rd where he is working on new pump instal-

ations.

Sorry to hear that "old reliable" Harry Hiller of the Dispatchers' Office is on the sick list.

Bye now! see you after the World Series. No! I'm not going but I can dream can't I?

Looks like the Yanks again (?)

Frank Ivers

TANK FARM

CONGRATULATIONS and MANY HAPPY RE-

TURNS ARE IN ORDER to Mr. and Mrs. Lester

Carter, Jr. As a Pipeliner should - Lee went ahead and spliced the cable as I suggested in last month's PIPELINER News.

I am sorry to announce that that leaves us with but one bachelor.... the President and General Manager of the Hotel Gilbert - Gil Cuskley. Now to tell the truth there are a lot of things about Gil that the girls go for - good-looking feller - nice home - nice car - nice job - What in "890" is the matter with you girls?? WE WANT HIM WEDDING!!!!!!

The Pipe Line Club had a dinner for Lee Carter and yours truly at the Marsbview last Friday night. There was a swell dinner, followed by a minimum of speeches and presentation of Pen and Pencil Sets to Lee and myself. Our thanks to you for a swell and never to be forgotten evening.

I've heard a rumor going around that Bob McKaig is about to receive the title of "Hot Rod" if he can beat Bill Faulk in a challengers 10 lap race at Beech Ridge, next Sunday.

I have always known that Henry Clay was a VIP in days gone by, but I never realized just how important a part he played in our lives until last Friday night. I have heard it said that Eddie Dunn has become the outstanding authority on this distinguished person and will shortly come out with a new book of his memoirs called, "As I Remember".

Sam Sinclair reports that he is hearing from his son Blaisdell who has worked two summers as Casual here at the Tank Farm. He reports all is well and that he is soon leaving Camp Gordon go to another camp in Georgia.

I want to close this month by saying that I have enjoyed writing the news for the PIPELINER the past two years, hoping to be Newy and Not Nosey. Thank goodness the pipeliners here have a good sense of humor. If within the next few months there is any items of interest that I pick up in my travels I'll be dropping the PIPELINER Staff a line.

Good Luck and "Keep 'Em Pumping".

Dave Emery

Editor's note: Our faithful and diligent reporter Dave Emery being a modest fellow didn't say that he was a Lieuten-

ant in the National Guard. The fact that he is a good soldier of experience, Uncle Sam finds his services very demanding hence has given him an engraved invitation to go in for further training at Fort Benning, Georgia on October 15th. Good luck to you, Dave - and when you come back we expect it will be Colonel, Major and maybe even General, Emery.

NO. WATERFORD

It was a "merry" time in the true sense of the word August 27th, when, for the first time in 13 years, Mr. and Mrs. Eugene R. Merry, Anson, gathered their ten children for a family reunion at the farm home of their daughter and son-in-law Mr. and Mrs. Billie Sawyer, Waterford. Attending the get-together were Mr. and Mrs. Merry, Mr. and Mrs. Billie Sawyer and children, Sylvia, Timothy and Merryl, Waterford; Mr. and Mrs. Gordon Oatway, Randolph; Mr. and Mrs. Melvin Stev-
ens and son, Philip, Auburn; Mr. and Mrs. Julio Veneziano and children David and Juliana, Madison; George W. Merry, Charles E. Merry, Alfred W. Merry, William H. Merry, Anson; Richard E. Merry, Mr. and Mrs. John O. Merry and children, Glen and Edward, Smithfield.

North Waterford must get its two bits in on the sea fishing trip aboard the "Thor" August 27th. The edible fish bit quite well but nobody seemed to be able to catch any dogfish? (There was none on board when the boat docked and "seemin is believin") We all had a swell time and came in with plenty of fish plus three very sick boys and three getting sick - won't mention any names, but will say that three of them live in Portland. Dee Hutchison, with Dr. Henry Hebb and Murray (Bucky) Ring enjoyed the trip and hope to go again in the near future.

Bill Sawyer has been our trouble shooter on the phone line and we thought a very good one until he was seen one day recently climbing a pole with a step-ladder. The pole was solid, nice weather and Bill was wearing a sharp pair of hooks. Boy, this is goin' to take some explaining.

Tom Brown, material man here in conversation with an operator - Operator: Guess I'll go look my pumps over.
Tom: No use goin' out there, I can hear 'em running.

Mr. Barbee's car was hit by another car which was plainly noticeable for sometime. It's hard to tell whether this was a case of drinkin' and drivin' or drivin' and drinkin'?

Fred Stearns inquisitive about the species of a Waterfowl at Penmasawasee Lake and desiring a close up view with his new rifle scope sight, took one little peep. Next time, Fred, you had better borrow Mr. Libby's transit when taking a look at some old gent's pet bird.

In the middle of August Mr. and Mrs. Billie Sawyer and family spent one of Bill's days off at the cottage of Dr. and Mrs. Ben Freeman on Lake Winnipesaukee in New Hampshire. The afternoon was spent cruising around on the lake in their cabin cruiser.

Red Perham reports that after many years of endeavor, he has finally succeeded in getting the last baby into school. Nancy, so called "Last of the Mohicans", started in school this Fall, which makes a total of five Perhams in Grade school and three Perhams in High School at West Paris. Incidentally, Joseph Perham is President of the Senior Class, West Paris High School. Quite an honor combined with the fact he has been president four consecutive years. His sister Peggy is President of the Freshman Class.

We heard Fred Stearns was picking apples and getting a good price but expected to make more on the squeezeins after due process time. Fred, let us know how you come out about next March.

Mr. and Mrs. Bill Smith gave a birthday supper in their home for Ben Bow-er-man who was 42 years young September 6th and Bill himself who was 51 years young October 7th. Mrs. Bowerman and Mr. and Mrs. Gus Plummer were guests.

Red Perham deserves a big hand on the fine article written on the Portland Pipe Line construction job and we here at Waterford want Red to know the name "Red Perham" is quite famous around the country. People from quite far away ask "Is that THE Red Perham?" Your reporter wants a nickel Red.

Miss Sylvia Sawyer was guest of her Aunt and Uncle Mr. and Mrs. Malvin Stevens in Auburn, Maine the last of August. While there they spent a day at Old Orchard Beach.

Bob Hicks, under extreme pressure from the construction gang, has acquired himself the nickname "Pepsi-Hicks". This is due to Bob's voracious appetite for our famous drink, Pepsi-Cola.

Robert Dustin of the Hutchison family enlisted in the Army early in August
as a tank driver in the infantry. Last account he was stationed in Fort Meade, Maryland.

Bill Smith is still up and around in fact quite active, even though he did get himself thoroughly cleansed, being washed from side to side of the new pipeline ditch with water and 700 lbs. pressure behind it. Bill, we think those Oklahoma Contracting boys might have given you the wrong information, on time that water would arrive to test your aquatic abilities under pressure.

Dee Hutchison

GORHAM

The center of attraction around Gorham at the present time is young Stephan Anthony Pugliese, new arrival of Mr. and Mrs. Tony Pugliese. LITTLE Stephan weighed 11 pounds 1 ounce when born and was 24½ inches long.

At two months, he has attained an appetite equal in proportion to that of his Dad's.

His average daily consumption is:
6 ounces of milk - 6 times a day
1 ounce of orange juice - once a day
2 tablespoons of Pablum - twice a day
2 tablespoons of vegetables - once a day

One remark in passing, he's often still hungry.

We wish to extend our sympathies to Tony, whose mother passed away while he was en route to New York to see her.

Frank Foss and wife Norma moved into cottage #6 the first of June. They were warmly received by all and made to feel completely at home - any hour of the day or night.

Merle Tenney, our notorious welder-horseman, is the proud owner of a '50 Hudson. Nice looking boat mister. HELP! HELP!

The Lewis family and the Foss family made a trip to Coney Island last month, enjoying the food and attractions very much.

Tom Corrigan, USN Inactive Reserve, has received his orders to report for a physical the 28th of September. We will keep our fingers crossed for you Tom.

NOTE: Latest word from Joe Handise, advises that Tommy passed his exam and now is serving in Uncle Sam's Navy. He is presently stationed in Boston and expects to go to the West Coast, shortly.

Vacations are over, or nearly over, here at the station. Everyone reported that they had a fine time.

That's all this month, since time is short;
"The mail she goes at 4 o'clock."

Frank W. Foss

LANCASTER

As I sit down to prepare my contribution to the PIPELINER I am hoping that it gets there in time to make this month's issue.

Personnel changes here for a temporary setup are as follows: George Whittum acting chief relieving Ed Hickey who is at present at Hanover Hospital for observation and treatment. We hope you recover soon Ed and get back home. John Baker is filling the vacancy caused by Bob Lewis accepting a job with the Trans-Arabian Pipe Line. George Murphy is operating in place of Ed Hickey and Murray Washaw for George Whittum. So much for work change schedule.

The George Whittums have moved into our empty cottage #3. Welcome to our fair city folks.

Brian Emery left Friday, September 15th for Laurel, Maryland with Willett's Pipe Stringing Gang of Louisiana.

We're sorry to hear that Barbara Murphy has again been ill with her ear trouble.
Clara Emery entertained, over the week-end, her brother and his wife, Mr. and Mrs. John Ross from South Portland.

Old man winter seems to be getting closer every night. Mercury has dropped as low as plus 23°. Pretty good for September 15th and we had our first snow storm September 24th.

Elane Smith has been out sick with a cold but is back in school again.

Glen Smith reports having a bang-up garden this year. He and the Mrs. have been busy getting it under cover before the frost comes.

Murray (Hot Rod) Vashaw is attending the jalopy races here every Sunday afternoon. We understand he has a half interest in one of those flying Fords taking several firsts and seconds.

Chet and Hannah Rowe were guests of the Emery's last Saturday, September 23.

Mrs. Carlton Goodwin stopped in one morning to have coffee with Clara Emery. Wish she would come more often.

Associated's crew is about ready to pull out having nearly completed their part of the line. We have certainly enjoyed having Lacey Walker and his crew around and hope they will come back some day.

We wish all the boys, who have left our line to go on other jobs, the best of luck. We sure will miss them.

Herman L. Emery

MONTREAL EAST

The Terminal employees gathered together on Thursday afternoon, August 26, to honour Graham George, Terminal Helper on his forthcoming marriage to a little lady from out North Hatley way. Mr. Maclean, on behalf of the employees, presented Graham with a floor lamp and extended best wishes for a long and happy married life. Graham thanked everyone and the girls of the office then served ice-cream and cake to complete the get-together.

Johnny Irwin and his daughter Margaret spent two weeks vacation in Superior, Wisconsin, visiting Eddie Irwin, who was transferred from this office last March. They both had a very enjoyable visit and Eddie was very pleased with the doilee Mrs. Woollard sent him on request.

Two birthdays were celebrated this month with the usual ice-cream and cake. Eileen Gamble and Les Williamson were both one year younger.

Phil Kavanaugh and Jean Paul Provost were transferred from our Highwater Station to the Redwater Station of the Interprovincial Pipe Line Company at Redwater, Alberta. We hear through the local press that they have started pumping oil from Redwater to Edmonton so the boys must have arrived just in time to start up operations.

Ernie Hodgson starts his vacation September 5th and is flying to London, England, to join his wife for two weeks, who is vacationing with their daughter. Happy Landing Ernie.

Mr. Graham from the Marine Department of Imperial Oil Limited, Toronto, was a recent visitor at the Terminal.

Donald Ingram recently joined the Gauging Department staff as Terminal Helper for the summer months. Nice to have you with us Don.

Yours truly spent a very enjoyable week in the Laurentians at Lake Connelly. The weather was just right for swimming and sun-bathing.

All for this month,

Irene Juniper

* * * * * * * *

It's a question sometimes
If whether or not
Folks like us for US --
Or for something we've got
We welcome to our office group, Christian L. Buhler, Jr. who is our new office boy, replacing Harold Deinstadt. Chris is attending Portland Junior College and spends his afternoons around the office giving everyone a cheerful helping hand wherever needed. We are glad to have you with us Chris and we hope you like the gang.

With the near completion of the main line construction activities, the Portland Office has been the scene of departure for many of our friendly inspectors who have been with us since the spring and early summer. The situation is just the reverse since these men were checking in at that time. They are now checking out.

We have enjoyed having them with us as their friendliness and easy Texas drawl has made their acquaintance a pleasant one. The men who have left so far, are D.R. Wisdom, J. L. Tuttle, W.H. Cotham, J. L. Coker, C. W. Wyatt, H. F. Gazaway, R. R. Crump, J. F. McKinley. All of these men are employed with the Shell Oil Company and are returning to their headquarters in Houston, Texas. We wish them good luck. We certainly have enjoyed knowing them.

A few vacations have been and are still in progress around the office. Lear Holmes returned from a very pleasant trip to North Carolina, Washington, D.C. and other points in the south.

Anne Scanlon apparently has taken a cue from Jeannette Orr and is presently in Europe. She flew across on the southern route and landed in Paris about a week ago. Her itinerary covers Switzerland and Italy and she expects to fly back on the northern route.

Mary Curran is also on a week's vacation and is visiting New York City.

Mr. Dyer also recently returned from a pleasant vacation and he informed us that he kept his bright blue shiny Desoto on the road much of the time, taking in many points in northern Maine.

Elsie Carter took a week's vacation visiting in St. John and Chatham, New Brunswick, as well as some little place with a name really too hard for our readers to pronounce.

We have one similar to the Mystery Melody, who is "Doll Baby Duck"? Can anyone help us find the answer. The prize will be a baby doll or baby duck.

OFFICE BOWLING SEASON OPENS

The opening gun was fired for the 1950-51 bowling season with the first strings being played on Thursday, October 5. Thursday of each week has been designated as the night for the matches. Enthusiasm for bowling runs high through the office and the club has been expanded from four to six teams, each team having five members. There still remains a little organization work to be done to get the teams in full swing. Although each player has been assigned to a team, the captains have not yet been chosen. Selection of the captains is done by the team members.

The officers of the bowling club spent considerable time going over last year's averages and placed each person on a team according to their average so that, on paper, it would appear that they are pretty much equal. As the season progresses, however, these averages may change and that is, of course, the one thing that makes for a competitive spirit and keeps things interesting.

Rules for the teams to follow, which are always a very important item, remain the same as last year with two exceptions. These rules should be read by everyone who is bowling and, for this purpose, they are posted on the office bulletin board. The officers suggest that each one read them, carefully.

The Congress Square Bowling Alleys on Forest Avenue have been chosen for this year's contests.

The advice you need the most is the hardest to take.