SIDON TERMINAL GETS NEW LOOK

SIDON — A highly commendable clean-up job at Tável's marine terminal was reported 60 percent complete at the end of June. Started in early May, on a suggestion from Marine Foreman A. E. Kennedy, the clean-up program aimed mainly at the removal of weeds from the terminal's rough contours.

As tanker liftings from Sidon dwindled over the past three months, contract labor was reduced accordingly. Meanwhile, employees from the Marine, Operations, and Shops divisions chipped into clean-up work on a rotating basis. Equipped with hoes, rakes, and spading forks purchased in Sidon, they worked on the terminal's areas around the shore control manifold. To destroy as many seeds as possible, scrubby weeds were burned with crude oil. A bulldozer was used to knock down stubble wherever possible. This still left a lot of hard work to be performed, especially around the tanks, surrounding fire walls and roads.

Accounting alone for 100 company employees out of a total of 231 working in Sidon, the Marine division has had the "lion's share" in the clean-up program. Personnel from the Marine division, as well as operators in the service of the American University of Beirut, have been willing hands as they cleaned up the fields around the garage, freeing them from rubbish and weeds. The storehouse yard is the next target of clean-up operations. The storehouse yard is the next target of clean-up operations.

At the present, tug boat captain A. E. Kennedy has the deckhand job of watering and mowing the lawn of the administration building as well as hedge trimming. The new principal is a graduate of the University of New Hampshire, BS, 1955, with an MA from Columbia, 1958. His teaching experience has taken him to Moses Brown School in Providence, Rhode Island and the Avon Old Farms School in Connecticut.
IN THE SPOTLIGHT

NEW ORGANIZATIONAL CHANGES ANNOUNCED

BEIRUT — Numerous organizational changes were announced in a series of general notices circulated at the end of the company after nearly thirty years of continuous service, Pipeline and Traffic Supervisor Dr. G. M. Stephan and Dr. G. M. Stephan and Dr. G. M. Stephan... Dr. G. M. Stephan... Dr. G. M. Stephan... Dr. G. M. Stephan... Dr. G. M. Stephan... Dr. G. M. Stephan... Dr. G. M. Stephan.

CONSTRUCTION ADVANCES ON HOMES

(Continued from page 1)

IN THE SPOTLIGHT

In more than 3,500 days of continuous company service Turaif's Turaif S. M. Siddique has been a familiar face along the line, and one well remembered by Turaifians from his days as that of Shaikh Muhammad Siddique, now stationed at Turaif's Rafha M. Jaouni was once a non-American expatriate hired by the company.

In fact, while homeward bound for summer vacation, Siddique narrowly escaped from violence when his train was derailed and attacked. Winding up in a concentration camp, he was later transported to the border of Pakistan. From there, Siddique made his way to Lahore where he was reunited with his parents and other family members.

Born in Kapurthala, India, where he also graduated from high school, Siddique attended college at Amritsar. While in his third year of college, civil war broke out and his studies came to an abrupt end.

In 1948, Siddique and his family emigrated to Saudi Arabia through the General Refinery Company. The latter quarter (Continued on page 8).

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Bahrain — Headquarters of the Tapliner Refrigerated Lines of America is Mr. J. J. Kellner, who moved his offices to Bahrain from Amman, Jordan, in 1983. Prior to arriving in Bahrain, Mr. Kellner had served as General Manager for Tapliner's operations in the Middle East.

The move to Bahrain was part of Tapliner's strategy to expand its operations in the region, with the goal of providing superior service to its customers. Mr. Kellner's appointment was seen as a key step in achieving this objective.

In Bahrain, Mr. Kellner oversaw the operations of Tapliner's refrigerated shipping lines, which provided transportation services for a variety of goods, including food products, pharmaceuticals, and other perishable items.

Under Mr. Kellner's leadership, Tapliner continued to grow and expand its operations in Bahrain, establishing itself as a leading provider of refrigerated shipping services in the region. His contributions were recognized by the company, which accorded him the title of Executive Vice President, Bahrain Operations.

The move to Bahrain marked a significant milestone in Tapliner's history, as it marked the company's commitment to expanding its reach and providing high-quality services to its customers across the globe. Mr. Kellner's leadership played a vital role in this process, and his contributions were instrumental in shaping Tapliner's success in the region.

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FACES AND PLACES

In The News

APU TRAINING SESSIONS HELD
TURAIL — A series of training conferences on gas turbine auxiliary pumping units were conducted here on May 24-27 and May 31-June 3 for turbine operating personnel based at Rafha, Badanah, Qaryatain and Turaif.

During a month of responsible employees in the purpose, operation and function of the main fuel regulating-prime governing device on the gas turbines—was under the instruction of Mr. J. A. Murphy, of International General Electric. On loan to Tapline for four months, Mr. Murphy is giving extensive training to Tapline’s turbine maintenance personnel and has prepared field instructions on the servicing and testing of gas turbine accessories.

Some of the accessories, for example, main fuel regulators are of such complexity that they cannot be adjusted or tested on the turbines. Thus, these regulators are removed temporarily from the turbines and are sent to the Central Machine Shop where trained personnel, using special test facilities, check the condition and set the regulators for proper performance.

Compound of more than 300 precision parts a major fuel regulator completely controls the turbine for proper speed, smooth start-up and rate of acceleration—as well as high and low pump suction and discharge pressure. It also protects the unit against extreme high and low temperatures that could destroy the turbine.

The gas turbine improvement program was also reviewed during the training sessions. Mr. G. N. Zaidy, of Turail Engineering, and Mr. H. L. Krapp, of Turail’s Central Electrical Shop, covered the subjects of combustion and contribution line modification, fuel additive and its treatment, turbine alignment, spare parts, and the forthcoming instrumentation and testing of Turail’s No. 1 turbine.

Mr. H. L. Lewis, of Turail Central Facilities, lectured on metering and the role of gauges in the balance of the communication system.

Attending the training conferences were Meues, C. F. Van De Kieft, of Qaryatain; O. E. Ritter, J. E. Wilson, R. K. Hamry, H. J. Soley, A. Burnitt and H. H. Pattman of Turail; H. T. Jones and J. G. Stansfield, of Badanah; C. Schurr, A. E. Poos and S. A. White, of Rafha; and J. Erwin and T. Schelling of Aramco.

SERVICE PINS

Five Years
K. M. Al-Azamat of Qurnah
J. N. Badawi of Beirat
Mrs. L. N. Chidiac of Beirut

Five Years
A. B. Ayad of Turail
A. N. K. Khoury and H. N. Fachd of Badanah
A. A. Hamad of Rafha
S. Otman of Rafha
O. Salih of Turail

CADER LOCKER HONORED

Cader Ralph E. Locker receives the Noble Calalan Post American Legion Medal award for being the outstanding first in Basic Science at Rensselaer Polytechnic Institute, Troy, N.Y. The ceremony took place at the annual ROTC Regimental Review held in Beirat on May 19.

Cader Ralph E. Locker, 19 year old son of Vice President and Mrs. W. E. Locker, has been the Noble Calalan Post American Legion Medal award the most outstanding first in Basic Science. The award was made at the annual ROTC Regimental Review held May 19 at Rensselaer Polytechnic Institute, Troy, New York, where Cadet Locker has completed his sophomore year.

In a letter to Mr. and Mrs. Locker, Colonel Makdisi O. Southerm, USAF, and professor of Air Science, said: "This particular award represents a considerate effort on your son's part and indicates an ability that should go far in securing his

ACS PRINCIPAL

(Continued from page 1)

CONNECTICUT. From there he moved into the administrative field of education. In 1967, Mr. Knox arrived in Beirat on July 5. The former president of the School of Music from Amsterdam, New York, Mrs. Knox studied at and was an instructor at the School of Music in New York City, and recently worked in the field of psychology at Columbia University.

Naji, son of Mr. and Mrs. N. Khabbe, Naif, daughter of Mr. and Mrs. J. Naser
Silas, son of Mr. and Mrs. B. D. Haddad.
Handan, daughter of Mr. and Mrs. H. D. Haddah.
Joganda, daughter of Mr. and Mrs. M. A. Kavaz,
Tahn, son of Mr. and Mrs. A. B. Bala.
Robert P. Anderson, Supervisor of Tapline's Travel and Air Transport Division, discusses outgoing flights with Captain W. E. Gillespie.

Mr. G. A. Thomas, Assistant to Supervisor, T&AT (left); sees off Mr. Abi-Lamah, a Tapliner employee, on company career runs to Jordan.

Robert P. Anderson checks a magneto prior to installation on engine at the Aviation Maintenance Shop, Beirut airport.

The Air Transport Division met and processed 2,510 arrivals and saw off 2,641 departing passengers. Total cargo shipped in 1958 to pump stations along the line was 1,656,818 pounds.

During Operation Air-Lift, almost a million pounds of cargo were flown to Qaisumah, Rafha, Badanah and Turaif.

More Employees Serve

T & AT DIVISION MEETS ANOTHER EMERGENCY

Taplin's Travel and Air Transport Division is used to meeting emergencies and handling all kinds of off-the-beaten-path requests, but its biggest job was last summer when, during the political disturbances in Lebanon, Taplin ran an "air-lift" to pump stations along the line. One hundred and twenty-two, 37-ton trucks were dispatched between June 2 and October 28 to Tapliners in Saudi Arabia, in addition to the four regular weekly milk-run flights. Tapline does not own any aircraft, but has entered into a joint operation agreement with the Arabian American Oil Company for the services and support of its Air Division. Tapline's T & AT group was in this operation.

1958 was a record year for the Air Transport Division. Outgoing cargo more than doubled during the period from June through October, compared with the same months of the previous year, the total being 495,907 pounds, as compared with 223,386 pounds in 1957. Total cargo shipped in 1958 was 1,586,818 pounds compared with 1,022,875 pounds in 1957. Cargo received in 1958 totaled 598,965 pounds, compared with 199,886 pounds in 1957.

With borders closed, no trucks carrying supplies could leave for pump station communities during the emergency period. This meant that food, such as fruit, vegetables, meats, eggs, butter, milk, poultry, medical supplies, construction material all had to be flown in. Ordinarily only fragile, perishable, or urgent supplies are flown to pump stations.

From season to season, or from carful to carful, seven days a week, personnel of the Air Transport Division were on the job getting supplies into the air and on their way to Tapliners on the line. Robert P. Anderson, supervisor of Travel and Air Transport, was on call day and night. His airport staff, Dispatcher Mohamed Hambali, and Cargo Expeditor Elias Farah, Mike Bado, and Rene Hached were constantly on the road: getting supplies to and from airports.

Aircraft Foreman C. A. De Gise, A&P Mechanic Kermit Kahl (foreground), A. J. Bell, on home base, and Lead Mechanic Belli, on his return August 18, lent a hand with many a cargo problem in addition to handling the servicing and maintenance of aircraft, including the extra DC-3C plane based in Beirut from July 27 to September 8 to help with emergency cargo to the line.

Unusual Problems

Many an unusual cargo transportation problem presented itself. Most of the cargo came by ship, packed for truck transportation, and had to be unpacked for air transport. On one occasion a second stage rotor with buckets, weighing 5000 pounds when received from New York, had to be removed from its packing case at the hangar, and transferred to a new case, specially made at Turaif in order to reduce the weight to 2000 pounds.

Unpacking, re-packing, and ingenuity in getting all types of equipment and supplies handled into planes became skills of Mr. De Gise and mechanic's helpers Mahmoud Humei, Mohamed Edahh, Khalil Hayek, Nuno Raul, Mohamed Khateri, Khalil Hassani Khalil, as the months passed. Occasionally a passenger was a bit startled to find himself sitting next to the cab of a pick-up truck, but soon everybody got used to the "air-lift" and almost a million pounds of cargo�orted in pump stations without incident.

Meanwhile Mr. Anderson's Beirut staff was busy getting foreign liaison correspondents to the States. Mr. Gregory Thomas, assistant to Mr. Anderson, supervised the office processing of visas, passport control man Emile Boureziz, the care of passports, passport control man Dirar Shebaro, and license control man Michel Abbas Zaid assisted with arrangements. Miss Huda Elaki and Miss Saad Geuleh were kept busy typing passenger manifests for the special flights, as well as for flights to the line, which require manifests prepared in both Arabic and English. In addition to the regularly scheduled DC-6B flights the work load was increased by special Convair flights which carried evacuees as far as Rome.

Many Employees Serve

With things back to normal the Air Transport Division is setting down to its regular routine. This includes performing innumerable services for each traveling Tapliner employee, as well as handling air cargo. The Air Transport Division arranges for each employee's passport renewal or for new passports. It keeps Syrian, Jordanian and Saudi Arabian visas up-to-date in passports. It obtains work permits, residence permits, travel permits to Syria and Jordan. It sees that passports won't expire during local or home leave of Tapliners and that return visas are obtained for Lebanon. It books Tapliners and company guests on company planes, or on commercial planes when requested. It books hotels for the same when requested. It meets incoming and outgoing passengers, providing transportation to or from the airport.

The Air Transport Division met and processed 2,510 arrivals last year and saw off 2,641 departing passengers. It arranged for hot food service (complete meals) for the Convair flights to Rome, East and West, and for the international DC-6B flights West and East. It met all passengers coming by ship and helped them through immigration and customs.

The car pool is another service operated by the Air Transport Division. Six sedans, a pick-up, a scooter, and three contract taxis (Continued next page).
OPERATION 'AIR-LIFT'

(Continued from page 7)

are constantly available with drivers for Tapline business whenever and wherever needed. Car pool dispatchers are Zakhia Malhame, Traffic Menhi, Omar Jebelli, Albert Malik.

Still another service of the Air Transport Division is clearing all cargo through customs, and clearing all company packages and personal packages for Taplines in Beirut through Cola Postas, and clearing in transit packages for Taplines based in Saudi Arabia. Michiel Amores is in charge of these services.

In spite of a hundred and one details connected with its activities in air shipping and transporting of passengers, you can still call the Air Transport at any time and get a cordial answer to a question about arrivals and departures, or a helpful solution to any one of the innumerable problems that harrass travelers. No matter how unusual the request, such as flying a parakeet or goldfish to the line for some child's birthday, or how heavy the equipment, such as how to get a 3600 pound rotor to Turaif, Air Transport comes up with a solution. For to the Air Transport Division no problem is intractable, no request is "too much trouble" to undertake.

Off from Beirut to New York, is Aircraft Foreman C. A. DeGise plans—one of the many services of the T&AT division.

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Not a new source job on this family home in RAFHA. But hordes of locusts which descended on the station in mid-May. The insects laid waste to carefully tended lawns, flower beds, gardens, trees and shrubbery. (Photo by J. H. Arnold).

LOCUSTS INVADE RAFHA STATION

It was on Sunday morning in mid-May that the seemingly endless sandy wastes surrounding the RAFHA pump station turned with a furiously life of another world. Despite the emptiness of the terrain, huge swarms of locusts were invading the empty-prospering area. For almost a week, as fierce but long battle was waged against the migratory insects.

Beloved to be noise-phobic by other insects, the invaders were now first fought with sound. But neither the method nor any of the modern ones proved a success.

Even the 1000 pounds of chaff imported with poison to problems did not save the station's income. Rice, corn and shrubbery ran from the immense species of swarms.

According to Webster, locusts are divided into four major types: the Flatus or Locusta, and the Fluvial, the Fluvial and the Fluvial. The latter type is invincible and a big, astonishing animal. The masses of Locusts is usually sold as a grace ranging from 10 to 40 Saudi Riyals.

A familiar face on the 'Line. Secretary Mary T. Khoury proudly displays the charts bounded with a ten year emblem presented to her in June by former Manager of Operations C. H. Pope. Before he left for the U.S. Originally from Beiroum, Miss Khoury's first contact with Tapline came on September 3, 1949 when she was hired as a clerk in the Travel and Air Transport bureau, Beirut headquarter.

MISS HUDA LADKI ASSISTS ACCOUNTANT MAURO KORBEA WITH TRAVEL PLANS—one of the many services of the T&AT division.

MISS SAIBI GABRO (FOREGROUND) AND HUDA LADKI PREPARE PASSENGER MANIFESTS FOR SPECIAL FLIGHTS AS WELL AS FOR FLIGHTS TO THE LINE, AT THE TRAVEL AND AIR TRANSPORT BUREAU, BEIRUT HEADQUARTERS.

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IN THE SPOTLIGHT

(Continued from page 2)

Superwagor Mike Bade (right) helps unloading million passengers (foreground in background). J. T. Kaahlah, W. C. Kraeger, and T. R. Robertson through immigration at the Beirut International Airport. Behind the Lebanese immigration officer is Elia Noura, of Tapline's airport staff.

Secretary Mary T. Khoury proudly displays the charts bounded with a ten year emblem presented to her in June by former Manager of Operations C. H. Pope. Before he left for the U.S. Originally from Beiroum, Miss Khoury's first contact with Tapline came on September 3, 1949 when she was hired as a clerk in the Travel and Air Transport bureau, Beirut headquarter.

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Qaisumah
by W. S. Bader

Farewell to Office Supervisor M. S. Chehade who...including a bridge party. Her school teaching duties have been taken over by Mrs. D. A. Fox.
(Continued next page)

departure but wish Mike every success in his new post. Mike was also presented with a sports fan.

Vacationers during the month...and water sources are unavailable. Nozzles are mounted handily on the running board. A 2-inch hose is used to spray the...and a bobcat test was demonstrated. Participating in the June 19 and June 26 meetings were: Mike Kelberer, Charles Babb Jr., Steve and Paul Booth, James French. Other plans call for the holding of regular weekly gatherings and the sponsoring of outings whenever weather permits.

Tripoli. However, IPC net stars are headed for Holland and...to Europe on June 29. with wedding plans for August 5 and Mr. Swanson and family to arrive in September. Mike Kelberer, Charles Babb Jr., Steve and Paul Booth, James French. Other plans call for the holding of regular weekly gatherings and the sponsoring of outings whenever weather permits.

Turiaf
by S. M. Siddique

Three new bachelors recently arrived in Tripoli. They are W. Van Veen, Senior Radio Engineer; Mr. H. A. Abla, Miss H. A. Abla of the Base Hospital, who is on temporary assignment at the medical division. Welcome aboard to Mr. S. S. Chacra, former Inspector of General staff as typist-secretary to Mr. Chacra. Also, the Tapline Sporting Club, was treated at several farewell parties. The large throng voted the party...for a few weeks in Europe on June 25. Mrs. Sabha Saleh, of the Base Hospital, has announced her retirement after more than five years.

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Also welcome to Bankan is pediatrician Dr. Dora Saber, who arrived from Jerusalem. Mrs. Riner was Miss H. A. Abla of the Base Hospital, who is on temporary assignment at the medical division. Welcome aboard to Mr. S. S. Chacra, former Inspector of General staff as typist-secretary to Mr. Chacra. Also, the Tapline Sporting Club, was treated at several farewell parties. The large throng voted the party...for a few weeks in Europe on June 25. Mrs. Sabha Saleh, of the Base Hospital, has announced her retirement after more than five years.

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Pipelines, PARISCOPE

A L O N G

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by W. S. Bader

Farewell to Office Supervisor M. S. Chehade who has transferred to Beirut headquarters. Following a two-week vacation in Lebanon, Mrs. Chehade was assigned to the Administration Department as typist-secretary to Mr. Chacra. She is also a sports fan.

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Mr. and Mrs. L. M. Blais and Miss Vivienne Allsep, daughter of Mrs. Blais, were guests of honor at a ben-voyage dinner-dance sponsored by the Badanah Women’s Group. Before leaving the field on June 11, the vacationers were fired at arrows, stones, other garbages. Miss Allsep in en route to England, while Mr. and Mrs. Blais are bound for the States.

Congratulations to Mr. Milti Dimas Hijazi, of the Base Hospital staff, on his recent marriage in ‘Aleya.

A speedy recovery is wished Mr. Hassan bin Mutleq by his many friends along the Line, especially his co-workers in the Badanah garage. Mr. Mutleq is a patient in the Base Hospital.

Badanah families celebrated the birthday of Mr. Howard Jensen at a barbecue supper hosted by Mr. and Mrs. E. M. McGowan. The youngsters added to the occasion with impromptu songs composed and tape recorded by Mr. McGowan.

It’s been moving time again... Dr. and Mrs. E. A. Elia now occupy the former Pickett residence, while Dr. and Mrs. M. N. Prince have moved into the home vacated by the Elia’s.

Dr. and Mrs. F. A. Elia now occupy the former Pickett residence, while Dr. and Mrs. M. N. Prince have moved into the home vacated by the Elia’s.

Mr. Gysbers was previously associated with the United Nations. He is a swimming and hunting enthusiast.

Mr. Hassan bin Mutleq by his natal day in the Desert King on his recent graduation from a number of institutes.

Mr. Mutleq is a patient in the Base Hospital. It’s been moving time again... Dr. and Mrs. E. A. Elia now occupy the former Pickett residence, while Dr. and Mrs. M. N. Prince have moved into the home vacated by the Elia’s.

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J. B. Gysbers, the Rotterdam Radio Institute, Mr. Gysbers was previously associated with the United Nations. A swimming and hunting fanatic, he is a member of the Institute of Radio Engineers, the American Radio Relay League and the Royal Netherlands Hunters Society.

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