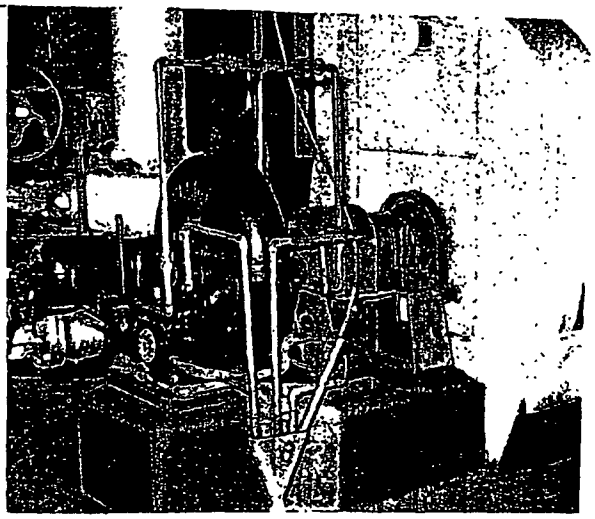

Elliott turbines driving forced- and induced-draft fans, and a coal pulverizer and primary air fan connected together by a V-belt (middle one of the three views).

This story will be confined to the Hastings compressor stations of the company which during 50th Anniversary week in September, stood resplendent in colorful paint, for the inspections of company officials. The No. 1 compressor station had just been completely rebuilt, with new equipment, new buildings, and new landscaping. Exterior piping showed up in aluminum and interiors of the compressor house, pump house, and electrical plant gleamed in dynamic colors—green, red, and yellow.

When the Hope Natural Gas Company was formed in 1898, its trunk line system consisted principally of one 10-in. line which ran from Hastings, to Akron, Ohio. It was one of the first lines carrying gas in interstate commerce. This line, which remained in service until 1919, required no compression, as the gas produced was delivered by natural well pressure.

By 1902 the "Akron 10-in.", as it was called, had proved so successful that an 18-in. line was laid from Hastings station into the city of Cleveland. As the natural well pressure was not sufficient to carry the gas to Cleveland, a compressing station was built. This was the start of the Hastings station.

The original two 4500-hp twin-tandem gas engines ran successfully for ten years when they were cut in two to make four single-tandem engines, which continued to operate for 43 years, or until replaced by newer type engines in our recent program.

By 1906 it was necessary to lay another 18-in. line. This required the first large increase in size of the Hastings station which involved nine steam-engine-driven gas compressors rated at 1350 hp each. To furnish steam for these engines, twelve 385-hp gas-fired steam boilers were installed. These engines ran for 40 years when they were torn out to make room for the new Hastings station.

In 1912 the demands of the market called for another 20-in. pipe line from Hastings to Cleveland. A 3350-hp, low-pressure steam turbine was installed to drive through reduction gears two reciprocating compressors, the turbine taking steam at one pound pressure from the exhaust of two of the engines.

World War I again increased the demand for gas and another 20-in. line was laid from Hastings to Cleveland, four new 415-hp boilers were added, and to conserve gas for sale it was decided to change the

A view of the condenser floor including three Elliott 2500-sq ft condensers. The three circulating pumps shown at the left are driven by Elliott steam turbines. *Right*—The water box end of one of the Elliott 2500-sq ft condensers with its twin two-stage ejector shown at the left.