

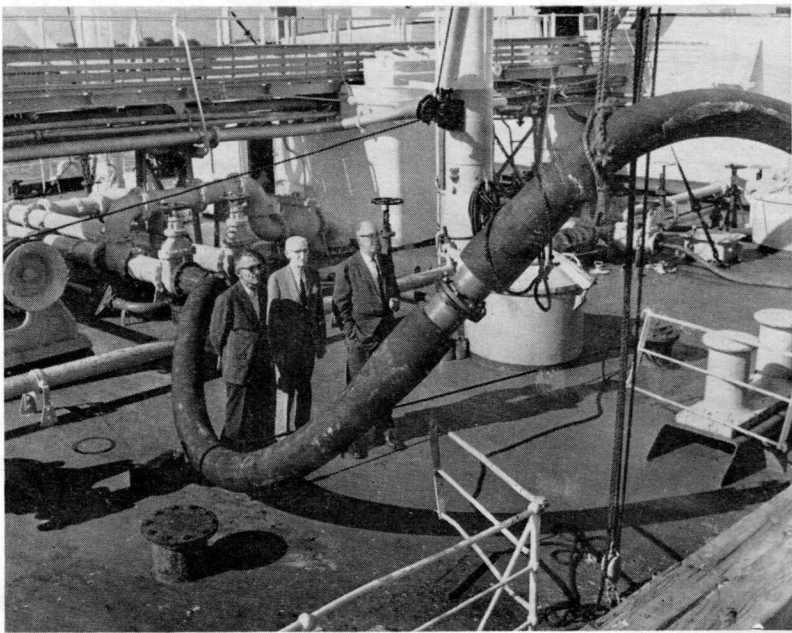


# Messenger

Vol. 6, No. 10

For Employees and Friends of the Maine Central Railroad

August, 1966



## First Shipment Of British Tar Reaches Portland

New tonnage for the Port of Portland began to arrive July 17 when the SS Landbreeze docked at Portland Terminal Wharf No. 3 from England with a million and a half gallons of crude liquid coal tar for Koppers Company, Inc.

The bitumen road material is the first liquid cargo ever received at the Portland Terminal docks.

H. W. Thistlethwaite, local manager for the Tar and Chemical Division of Koppers Company, Inc., said the first tar shipment is hoped to be the start of a regular schedule that will bring some 4-5 million gallons of the liquid road material through the Port of Portland each year. Most of it is moved by railroad tank cars to Maine cities and towns, Thistlethwaite said, but some of it is shipped to Vermont and New Brunswick.

To handle the new cargoes, a new pipeline was built which runs from the docks under Commercial street to the storage tanks of Koppers on Beach street where 3 million gallons can be stored at one time. The pipeline is some 2,000 feet in length and has two berth inlets on the Portland Terminal Company docks.

**NEW FOR THE PORT OF PORTLAND**—H. W. Thistlethwaite, Portland Koppers manager, John P. Scully, MeC executive assistant, and William J. Berry, assistant to the MeC sales manager, stand aboard the Norwegian tanker Landbreeze at Portland Terminal Wharf No. 3 as the ship discharges the first local cargo of English crude coal tar. The road-building material passes through an eight-inch pipe 2,000 feet long to the Koppers plant on Beach street, from which it will be shipped by rail.

## Bond Campaign Set This Month

The annual campaign to increase participation by Maine Central and Portland Terminal Company workers in the payroll deduction plan for the purchase of U. S. Savings Bonds will be in progress for the entire month of August.

Vice President Roy E. Baker, 1966 chairman for the drive, has announced that all employees of

(Bonds—Page 8)

## 12 New Diesel Locomotives To Boost MeC Power Late in '66

Freight-moving power of the Maine Central Railroad will be increased late this year with delivery of 12 new diesel locomotives.

An order carrying a price tag of approximately \$2,000,000 was placed July 6 with the Electromotive Division of General Motors. It calls for the dozen 2,000 horsepower diesels to be delivered to Maine Central in November and December of 1966.

President E. Spencer Miller said the equipment purchase is another step in his company's continuing plan for freight service improvement. "This program," he said, "is designed to provide Maine's growing industries with the latest and best in equipment, to insure that Maine Central's locomotive fleet keeps pace with demands for increased movement of freight, and to make possible faster schedules than can be maintained with present locomotives."

The new units will replace an equal number of 1,500 horsepower engines purchased between 1947 and 1949. The new units will be delivered at St. Johnsbury, Vermont, and will be used in regular train service between that point and Bangor. Greater horsepower and weight, the railroad said, will permit train ton-

nages to be increased between 20 and 25 per cent, or speed to be increased with present train tonnages.

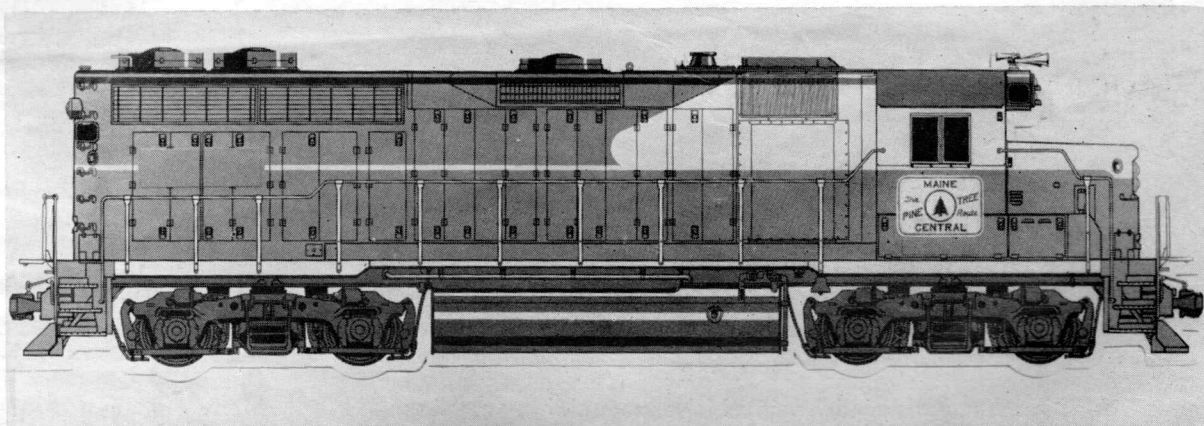
Use of the new locomotives could reduce by as much as an hour the transit time of present train tonnages on main line runs.

The new Maine Central locomotives will be EMD GP-38's, with four-wheel trucks and a total weight of 260,000 pounds. They'll bear the gold and Dartmouth green colors of the Maine Central—gold overall, with lettering and trim in green.

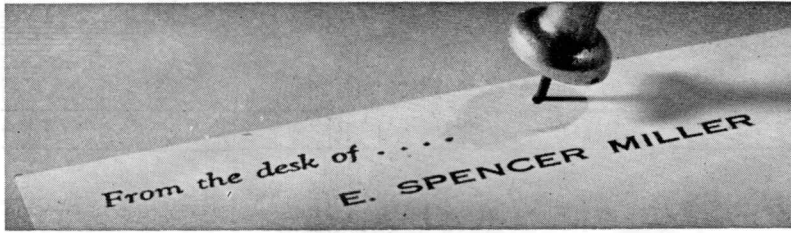
Equipped with multiple unit control, the new engines can be used in combination with other Maine Central locomotives to provide additional power as required.

The locomotive order is the result of a year-long study of Maine Central power requirements, the proposals of several builders, observation of other railroads and demonstrations of the new units on the Maine Central itself.

The \$2,000,000 locomotive expenditure is part of an authorization by the Maine Central board of directors for some \$5,000,000 worth of new equipment. An order for 200 new cushion-underframe boxcars was placed in April for delivery early in 1967.

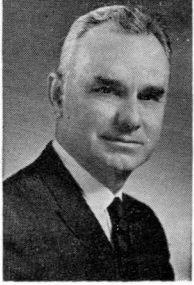


**MORE MUSCLE FOR MAINE CENTRAL**—A dozen EMD GP-38's, like the one in the sketch above, will be put to work on the Maine Central before the end of the year. The \$2,000,000 order was placed in July.



## TO MY FELLOW EMPLOYEES:

Early summer always means garden peas, the season's first really warm days, record crowds at the beaches, and recently, the annual convention of the Maine Truck Owners Association. And like the Fourth of July fireworks that brighten the sky of one of these early summer evenings, the MTOA convention usually goes off with a bang.



Not so, however, this year. The big gun of the convention went off with a puny sputter. We've learned to expect a real blast from the MTOA convention, and were disappointed to read only an uninspired recital of railroad grade-crossing accident statistics, delivered in such terms that the railroads, which have worked for years to promote crossing safety, were cast in the role of parties-at-fault.

C. G. Zwingle, President of the American Trucking Association, journeyed all the way from Oakland, California, to eat a good Maine lobster or two, hopefully to enjoy a few days' rest in our state, and to make the convention's principal speech. We heartily agree with his choice of seafood and his taste in vacation spots, but we don't understand his brand of logic.

Mr. Zwingle told his fellow truckers and their guests that "an 11.3 per cent increase in grade crossing accidents and an 18.3 per cent rise in connected fatalities were the main reasons for the poor overall railroad safety record."

He neglected an obvious truth—obvious to every thinking person—that every accident involving a train and a highway vehicle involves the violation of a basic safety rule on the part of the vehicle. In order for the train to hit the vehicle, or for the vehicle to hit the train, the vehicle must be on the tracks. No train—as we of the railroad industry have been saying for years—ever has chased a car up a street.

So, much of Mr. Zwingle's speech was lost on us, and, we expect, lost on all other disinterested Maine people who have come to expect a little more from transportation industry speakers. It did, however, suggest an intriguing research project involving our own accident records.

We found that there have been 324 grade crossing accidents on the Maine Central since August, 1961—five years ago. Fortunately, however, no train was involved and there were no personal injuries in 165 of these—only damage to gates, crossing danger signals, signal wires and signs caused by highway vehicles that hit and damaged these devices, all of which were installed by the Maine Central to help prevent crossing accidents. The fine irony of this situation is heightened, we think, by the fact that 72 of these accidents to protective equipment were caused by trucks, 57 by unknown vehicles, and 36 by cars.

If we may use the ratio of truck-caused safety-equipment accidents to those caused by cars and trucks, we may also assign about 66 per cent of the "unknowns" to trucks, and thus may safely say that trucks caused 110 of the 165 accidents to railroad crossing protective equipment in the past five years.

Thus Mr. Zwingle's speech ignored some mighty interesting facts: (1) that trains never hit highway vehicles except on railway tracks; (2) that almost invariably the involved highway vehicle is negligently driven on to the crossing; (3) that not once in the past five years has a defective Maine Central crossing protective device or negligent crossing tender been responsible for a crossing accident; (4) that trucks which according to the MTOA are only 16 per cent of the highway vehicle users in Maine were involved in 66 per cent of the collisions with crossing protection devices where the type of vehicle could be ascertained; and (5) that while railroads generally pay for all or a large part of grade crossing protection, undertaking 100 per cent of the expense and responsibility for care, maintenance and proper function, hundreds of highway vehicles use each busy crossing for every train that passes.

Come to think of it, why should the railroad pay for the protection of crossings to an extent greater than its use?

## EDITORIAL

### For Our Own Security

Security, these days, is measured by most of us in terms of money that we have available. It's unfortunate, in a way, but that's how we feel . . . if there's a dollar or two put away somewhere, the rainy days will take care of themselves.

But it's difficult to save. There's always something to take care of the extra money, the cash that's left over after the necessities are paid for. Some things are just hard to do, and saving money is one of them.

There's one way, however, that it can be done, simply and painlessly, with surprising results. You can save easily through the purchase of U. S. Savings Bonds on the payroll savings plan. It's done automatically . . . in small payday installments you'll never miss.

You won't even see the money . . . until you need it.

And it's so easy you can do it with one hand (plus a pen, 90 seconds of your time, and a payroll savings application form.)

But don't take our word for it . . . find out for yourself when your departmental solicitor comes around this month.



The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

*Editor*

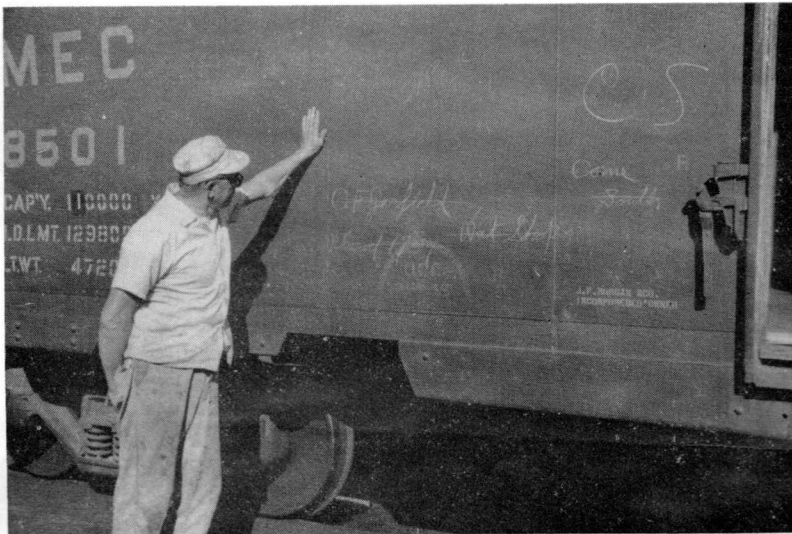
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**MESSAGE FROM THE SOUTH**—Alphonse Desveaux, Car Inspector, Waterville, is getting a message from C. F. Garfield, retired carman, now living in Florida. The message reads as follows: "C. F. Garfield, retired 1959—Wat. Shop. Come South." On the reverse side of the car was "Come South you Damyantee, where you can enjoy life, and not freeze each time you go outdoor."

First trick Yardmaster Joe Vigue is sporting a new Chevy Impala hardtop.

Track foreman Alfred Gowen, Skowhegan, has returned to work after being ill since January 1, and Bob Bennett has bunted the Assistant Foreman's position in Waterville Yard held by Bill Williams. Bill is filling in as foreman at Oakland while Ed Veilleux is working at Hartland on the Extra Crew taking up track Hartland to Harmony.

We hear Assistant Work Equipment Maintainer Les Anderson's wife "Bev", received a nice card for their wedding anniversary. It was a sympathy card!

Ronnie Hartford has bid off the track foreman's position at Corinna.

Work Equipment Supervisor Ray Coulombre went to St. Albans, Vt., recently to look over some work equipment.

Track repairman Gid Veilleux is ill and underwent surgery recently. He is now feeling better and is resting at his camp. Chester Haskell is filling his position.

Assistant Work Equipment Maintainer Les Anderson was at Bangor for three weeks while Work Equipment Maintainer Cecil Beal was on vacation in Colorado.

Warren Russell's Stone Crew has been on District No. 4 at Winslow, Burnham, Pittsfield and Dexter on culvert repairs.

Best wishes are extended to Clerk Wilfrid Binette Waterville Shops, who retired June 8. "Beanie" has been the



**DICK'S GRANDCHILDREN**—Pictured above are three grandchildren of Clerk Dick Fecteau, Engineering Office, Waterville. Left to right, Susan, 4; Stephen, 3; and Scott, 2.

Clerks' Secretary-Treasurer of Lodge 32 for 35 years. The position is now held by Clerk Arthur Grenier, Freight Office.

A notice has been posted at the gates here at Tower "A", that all traffic is to use Allen Street entrance to the Shops except when the red flasher is on at the Tower.

Work has been progressing on the removal of track Hartland to Harmony. The turntable at Hartland has been taken up and there are two bridges to be taken up by the B&B Department.

The track has been removed from the Hartland Yard and work now is on the main line Harmony to Hartland. Wes Smithwick is the crane operator on this job. We are also using the Speed Swings from Bangor, with machine operators Arthur Haskell and Ivan Pelotte.

Other projects going on are the track changes at Scott Paper Company Yard due to the renewal of the Canal Bridge.

New track is being built at Fairfield for a Holmes-Swift warehouse.

The weed spraying program has been done Oakland to Bingham. The Sperry Rail Detector Car was on District No. 4, July 9.

Clerk Dick Fecteau was on another week's vacation camp and having the grandchildren from Mass. and they all went down to the coast one day for a lobster feed.

Joe McKenney, Plumber's Helper, was on a week's vacation, and John Begin, Telegrapher, Tower A, is on a month's vacation.

Assistant to Supervisor Work Equipment Al Henderson was on a week's vacation in New Brunswick and bringing back the grandchildren to stay a few weeks. Al was in the Portland Terminal a week working with Work Equipment Maintainer Al Worcester.

Track foreman Ronnie Hartford, Corinna, is sporting a new Dodge Cornet.

Those on vacation in the Freight Office were: Chief Clerk Denis Chamberlain; Clerks Bob Esty and Carroll Huard, with Harry Nason and Priscilla Averill filling in.

Trackman Louis Paradis is off on account of sickness.

Those on vacation in the Yard Office were: second trick bill rack clerk Bill Hanscom, and first trick bill rack clerk Basil Higgins.

There's a new boat service, we

hear, on Main Stream, Harmony Branch, called the "SS Left Behind". B&B crewman Larry Brown and Ernie Henry were left on the other side of the bridge after helping with the removal of the last girder, and found they had a little problem getting back across, so they made a raft with ties and made a successful trip.

On vacation in the track department were the following: Track Foremen Pete Boucher, "Joe" Haskell, Leon Lawrence, Ed Tenan, Lloyd Cooley, W. L. Haskell, Ronnie Hartford, Elliot Vintinner, Lin Decker and Warren Bessey. Trackmen Walter Buker, Charles Proctor, Nelson Chamberlain, Mannie Howell, Harry Gayne, Wallace Blodgett, Carlton Gould and John Sanborn.

Clerk-Stenographer Bev and husband, brakeman Roland Cook, have sold their home in Clinton and are staying at their camp at Unity for the summer. Meanwhile, they are having a new home built on Smiley Avenue, Winslow, which they hope to occupy before school starts this fall.

Bridge and Building Foreman Dick Smith was on two weeks vacation with Everett Flannery filling in.

## WATERVILLE YARDS

O. J. Bouchard, Head Brakeman, Switcher No. 7, says four weeks vacation at one stretch is for the birds . . . you get used to hanging around and don't want to come back to work. He had a great time though, playing cards, cribbage, etc. while at the camp he hired. He says that while on vacation he missed Ralph Moffatt, his idol.

Romeo Roy, Conductor, Switcher No. 1, says he's going to take his vacation when Cond Lapierre comes back, because the east end of the yard would never be the same if they were both off at the same time.

Ken Fitton, Head Brakeman, Switcher No. 2, had a little misfortune recently. Seems Gerry Gagnon, Sp. Brakeman, was giving him a hand at house building—don't know if it was simple advice or professional coaching—but anyway, Ken does not trust him too highly in stageing building, but he is grateful for his help.

W. A. Currier, Engineman from Portland, got a one-day call to work Switcher No. 5. Good to see the old familiar faces once in a while.

Dick Goldrup, Spare Engineman, Waterville Yard, was helping Roger



**RETIREES** — Clerk Wilfrid Binette, left, of Waterville, who after 47 years with the Company retired July 6. He was presented with a substantial purse from fellow diesel stores employees. The gentleman on the right is Storekeeper T. F. Roche.

Ouellette, Spare Brakeman, fix his car. Dick asked Roger just what he was going to do with all the extra parts. Roger, scratching his head and pausing for a moment, finally said "We can always go into the parts business."

The 3-X's have put their X's on the dotted line, and got the same job (Incidentally X stands for former Assistant Yardmasters). They are as follows: Roger Veilleux, Cond., Joe Boudreau, R. Brakeman, Phil Mercier, H. Brakeman. The job is Switcher No. 5.

Vacations for June and July, O. Yard, P. L. Messier, O. J. Bouchard, V. L. LePage, R. J. LaLiberte, J. J. Peaslee, B. C. Hillman, A. E. Genest, E. R. Palmer, J. N. Vigue, R. J. Moffatt and J. C. W. LeVesque.

Yard Clerks, H. B. Higgins, W. T. Hanscom, W. W. Moncroe and H. E. Nason.

Car Cleaner and Janitors, C. H. Parkhurst, R. Knight and R. Sweet.

Road, M. M. Pratt, J. H. McCormic, A. D. Hunt, J. E. Gallant and A. E. Herron.

Enginemen, C. L. Stevens, C. E. Haynes, H. C. Houdlette, P. Currier, A. W. Higgins, G. D. Clark and P. F. Barrows.



**IN THE YARD**—Dick Goldrup, left, Spare Engineer, who is filling in for George Clark, while he is on vacation. Joe White, center, formerly from Rockland, and Arthur Genest, Brakeman, all of Waterville.

**Bonds**—from page 1)

both companies will be contacted by departmental solicitors during the month, asking for new participants in the Payroll Savings plan, or increases in savings by present participants.

"Buying U. S. Bonds on the payroll savings plan is not a contribution," Baker said, "except to your own security."

The 1966 Savings Bond campaign has received the full and enthusiastic endorsement of President E. Spencer Miller and of the general chairmen of the railroad brotherhoods.

In a letter to all employees, Mr. Miller wrote: "The struggle for America's security and future happiness of our people continues in this unsettled world. The year of 1966 marks the 25th anniversary of the U. S. Savings Bonds, which presents the continuing opportunity for millions of people to support and share in the struggle for American objectives.

"Many of you have already indicated your interest in assisting your country and yourself by subscribing to the purchase of U. S. Savings Bonds. To those of you who are not presently participating in this effort I respectfully request your deepest consideration for participation, and to those of you who are presently participating I likewise request your consideration for increased participation."

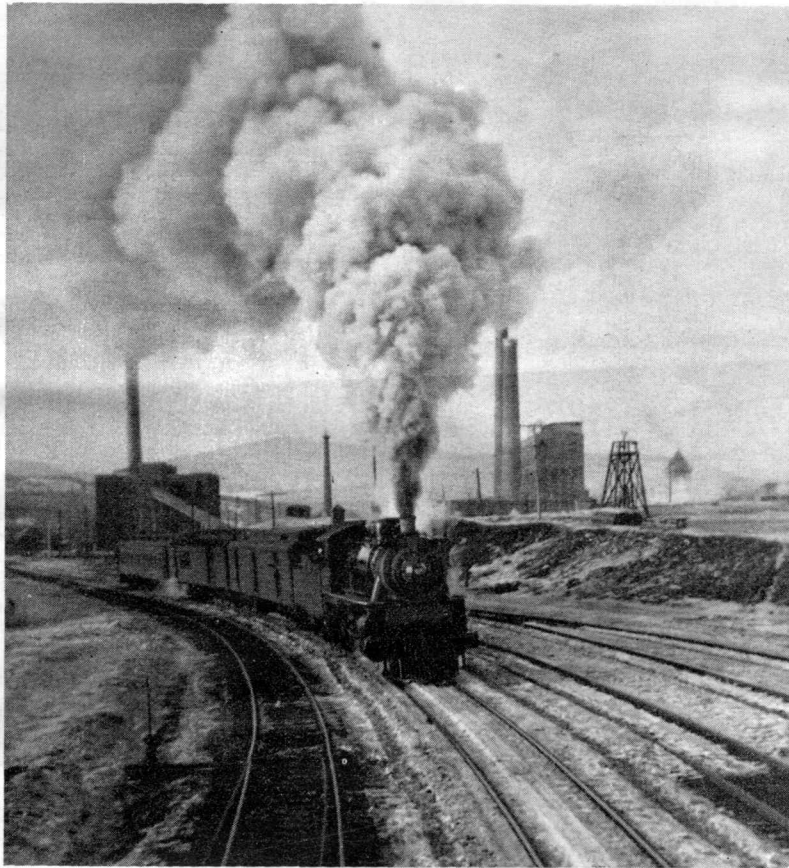
General chairman of the organizations also endorsed the Freedom Bond drive.

"The Maine Central and Portland Terminal Companies," they wrote, "are offering payroll deductions to assist employees in sharing in this program. We know of no better way to support the U. S. Savings Bond program than through the purchase of Savings Bonds under the payroll deduction plan.

"This is an important effort, made more so by the times. We urge you to share in the responsibility for freedom, just as surely as you now share in the exercise of that freedom."

Last year's campaign, directed by John F. Gerity, assistant comptroller, increased the level of participation in the payroll savings plan by Maine Central employees to 52 per cent. The comparable figure for the Portland Terminal Company is 42 per cent. Although no percentage goal has been set for this year's drive, it is hoped that the number of participants and the total amount of Bond deductions will be increased substantially.

Chairman Baker pointed out that while U. S. Savings bonds

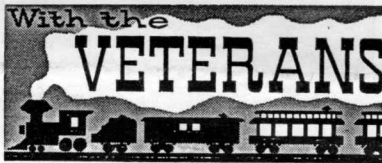
**From The History File**

A Maine Central passenger train leaves Rumford, in the late spring about 1941. The Engineer on this train was Elisha Searles and the Fireman was "Bricky" Stanley, both now deceased.

purchased through payroll deduction always have been a good investment, providing automatic savings for Maine Central employees, they're better than ever this year. The interest rate was increased from 3.75 to 4.15 per cent last December, which means that bonds purchased on or after that date will mature in only seven years.

A payroll deduction of \$18.75 today, for example, will be worth \$25 in 1973.

"Payroll savings and U. S. Bonds purchases," Chairman Baker said, "mean greater security today, and greater opportunity tomorrow."



We were very happy to have Past President John J. and Mrs. Burke with us at our June meeting. Mrs. Burke (Alice) has recently undergone a serious eye operation at the Beth Israel Hospital in Boston and is progressing nicely at this time.

Mr. and Mrs. Earl F. Counter of Phoenix, Arizona, were visitors in Portland recently and want to be remembered to all their Maine Central and Portland Terminal

Walter Stimpson was warmly greeted at our last meeting after having been in the Maine Medical Center for several weeks.

Herbert Wells of Chelsea, Mass., former Treasurer of the United Association of R. R. Veterans, is much improved after a serious illness and with Mrs. Wells plans on attending the 37th Annual Convention in Burlington, Vt., Sept. 22-25.

Mr. and Mrs. Charles W. Goodwin of Lawrence, Mass. are planning to spend their annual vacation at Old Orchard Beach during August. Charles (Chuck) Card of Amarillo, Texas, who is connected with the Air Base of that City, is expected by his father Mr. Harold M. Card (retired Maine Central passenger Conductor) to spend his vacation early in August. They plan a mackerel fishing trip while he is in Maine.

The following were guests at the June meeting: Mr. and Mrs. Thomas H. Porter of Auburn, Mass. Mr. Porter is President this year of the United Association of R. R. Veterans; Mr. Walter Thompson and Mrs. Gladys Wansky, Somerville, Mass.

Mr. and Mrs. Norman Masengale are spending the summer at their cottage on Sebago Lake.

**Publishes Book**

Richard F. Dole, Jr., son of Chief Mechanical Officer and Mrs. R. F. Dole, South Portland, has published "Territorial Trade-mark Rights and Antitrust Laws" in connection with his doctoral studies at the University of Michigan Law School. The Waterville High school, Bates and Cornell graduate is a member of the faculty at the University of Iowa Law School.

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