CP Rail

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May 23, 1984

Employee publications celebrates 50 years of spreading the news

By MICHEL SPÉNARD

"I have long felt that there existed a need for some more or less regular means of communication between the executive and members of the company's staffs in all branches of the service and in whatever part of the world they may be employed."

With those introductory words, Chairman and President E.W. Beatty opened a new chapter in Canadian Pacific's history.

New look: *Front cover of first Staff Bulletin reduced to magazine format.*

Nothing seems as common at Canadian Pacific than to have a particular branch or service reach a significant anniversary in its history.

The company itself has celebrated 100 years of incorporation, numerous towns and cities across Canada that began because of the C.P.R. have reached their centenaries, the suggestion plan has been alive 50 years and, in 1985, the railway will celebrate its 100th year since the driving of the last spike and the completion of Canada's first transcontinental railway line.

MILESTONE

This issue of CP Rail News, number seven, is yet another Canadian Pacific milestone. It marks the 50th anniversary of its employee publications.

The first issue of a Canadian Pacific, employee-oriented newspaper was published June 1, 1934. It was then known as the Canadian Pacific Staff Bulletin.

Before the Staff Bulletin, from August, 1909, to June, 1932, the only publications issued with any regularity were passenger traffic bulletins, but these were directed only to agents and sales staffs around the globe.

These bulletins covered new tariffs and rates, expansion plans, new construction, new equipment purchases, description of tourist accommodations along the C.P.R., information on hunting and fishing in Canada, information on immigration to Canada as well as revised passenger train

(see 'Unconventional' page 2)

CANADIAN PACIFIC STAFF BULLETIN

Issued For the Information of all engaged in the Company's Services.

NUMBER 1 — WINDSOR STATION — MONTREAL — JUNE 1st, 1934

Press Reflects Public Opinion On Rail Matters

Editorial Comment on Situation Reveals Lively Hope For Satisfactory Clean-Up

Unification of the two major railway systems for the purpose of administration under the control of the Canadian Pacific—the plan advanced by Mr. E. W. Beatty, K.C., Chairman and President, as the common sense solution of the outstanding problem now confronting the Canadian people, has through its simplicity and efficiency, won a steadily increasing degree of strength from coast to coast. This fact is reflected in the editorial support accorded Mr. Beatty's plan in Canadian newspapers, support which not only indicates the trend of public thought but which is a sound indication that Canadian editors are, in the main, alive to the fact that the rising tide of debt created by national ownership seriously threatens the well-being of the people at large.

The St. Catharines Standard in an editorial in its issue of May 3rd commends Mr. Beatty's proposal to the serious attention of all Canadians, urges that we as a people must cut our railway cloth to suit our pockets, and says: "There are a great many Canadians of both political parties who firmly believe that in due time the country will have to come to it."

Unification Only Plan

The Montreal Daily Star has devoted a series of articles to discussing the appalling debt being piled up by the Canadian National and its detrimental effect upon the pocket of the taxpayers. In an editorial on April 19th, in which the editor points out the impossibility of the Dominion Government balancing its budget, he says: "But

(Continued on page 2, col. 1)

Operating Ratio At Low Point

Increased Efficiency Is Shown by March Figures

The efficiency of a railway's operation is usually measured by its "Operating Ratio" which is the relationship of expenses to gross revenues. In publishing its monthly statement of earnings and expenses, this company includes taxes in its expenses. For the month of April, 1934, the operating ratio (including taxes) was 56.26 per cent., as compared with 63.20 per cent. in April, 1933—a considerably better performance, reflecting mainly the increase in business. Most railway companies do not include taxes in their expenses when computing operating ratio. The figures for this company, excluding taxes, are 82.51 per cent. in April of this year, as compared with 88.59 per cent. in April, 1933.

Not On Social List

When the Canadian Pacific Express Company is asked to "mother" uncongenial, highly poisonous travellers across the Dominion, it is done with the same unexcelled service that is given the loveliest bouquet that might be put in their care for transportation.

Imagine caring for three nine-foot dragons, four poisonous blue-green tree snakes and a cobra! Staunch wooden crates with only small apertures for air held these strange creatures which moved from Vancouver to Montreal by Canadian Pacific Express. They were bound for the New York Bronx Zoo and were brought from the isolated, volcanic Island of Komodo in the Dutch East Indies.

Approximately 76,000 people own the Canadian Pacific Railway through their ownership of the company's common stock. Of these 32,447 live in Canada. Of the balance, 21,357 live in other parts of the British Empire, mostly in England, with 17,417 in the United States and 4,637 in other countries, mostly continental Europe.

This Bulletin and Its Purpose

Mr. Beatty Tells Why This First Issue Has Come into Existence and What He Hopes For It

I HAVE long felt that there existed a need for some more or less regular means of communication between the Executive and members of the Company's staffs in all branches of the service and in whatever part of the world they may be employed. The widespread nature of our organization and the variety of its activities have discouraged the establishment of any such means in the past. These difficulties themselves form excellent argument in favor of the occasional publication of such a medium as this first issue of the Canadian Pacific Staff Bulletin. The men and women of our organization, whatever their place and rank, may properly ask to be kept informed of the Company's progress, its problems and its prospects. Lacking some such avenue, this information would be long delayed, or would fail to spread over so wide a field.

Your interest in the Company's welfare and in all that it does is vital. For over fifty years you and your predecessors have built up a spirit of comradeship and co-operation in action of which we all think with pride. I know of nothing in the possession of the institution that is more valuable or that is likely to be a more important factor in the progress of both your affairs and those of the Company towards improved conditions.

For years we have been passing through difficult times, difficult for Canada and the Canadian Pacific and not easy for any of us. Grim necessity has compelled sacrifice from which none have entirely escaped. Cheerful co-operation and enthusiastic loyalty come easily in good times when conditions are all favorable. Their persistence under stress of adversity and sacrifice calls for moral courage and stamina of the kind that was time and again shown by those who in earlier days carried the Company through far more difficult situations than any most of us have ever known. It has been a matter of great gratification to me personally and also to our officers that these qualities have so largely been evidenced in the way in which you have maintained the loyalty upon which so much of Canadian Pacific efficiency and prestige is based.

Happily we see hope for the future in the general improvement of business conditions. If we could be assured of a better outlook for the stabilization of the railroading industry all would be well. We are not yet out of the wood and difficulties face us on both counts. These will call for all our combined efforts.

You may rest assured that those who have the direction of Canadian Pacific policies and affairs in their hands are giving their best in the hard fight for continued improvement, and with complete confidence we are looking to you for whole-hearted co-operation. I am convinced all this will be cheerfully given in the future as in the past, and I hope the occasional publication of this bulletin will prove helpful in fostering that spirit. It will come to you every now and then as useful opportunity arises.

Trivial Accidents Worth Watching

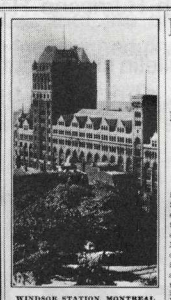
Their Avoidance Will Result In Elimination of Serious Ones

During the year 1933 a total of 2,219 personal injury accidents occurred on the system, not including "trivial" accidents, so-called because no loss of time was involved. If these so-called "trivial" accidents are avoided, it will tend to reduce or eliminate the more serious ones. The Canadian Pacific has always stressed "safety first" for its patrons as well as employees and enjoins all to endeavour to eliminate the sufering caused and hardship to families by becoming involved in avoidable personal injuries.

"There's no argument about the vast majority of personal injury accidents being caused through carelessness," says one of the men whose business it is to watch this sort of thing. "That was settled long ago." I once had a chap come in for "first aid," saying: "I think I got a bad cut"—one of his fingers were hanging by a shred. He said it wasn't his fault—he had just turned to pass a remark to a fellow employee while operating a band saw.

"This chap will go through life maimed, with the curious wondering how he lost them, and, worse still, he knowing what they're wondering; or, if they have "gall" enough, saying him. His wife, who probably talks more than he does but doesn't operate a band saw, no doubt frequently says: "I told you so," with the children lustily singing a chorus to the same effect.

"It's not worth it—never let your love of conversation allow you to flirt with a band saw or any other dangerous or sharp tool, or you'll stand a good chance of losing your fingers."



WINDSOR STATION, MONTREAL

An unusual glimpse of headquarters—in the forefront is a corner of Dominion Square with Montreal's Great War Cenotaph shaded by the trees.

Pension Plan Now Protects Many Workers

Arrangements Made Thirty Years Ago Benefit Over Two Thousand Ex-Employees

From time to time items appear in the public press to the effect that Mr. John Doe employed in the ——— department of the Canadian Pacific Railway was presented by his fellow-workers with a purse of gold, a grandfather's clock or some suitable tribute in recognition of his retirement on pension following many years' service with the Company.

An item of this kind does not usually occupy very much space in the newspapers unless the official is one of the higher executives, but its interest may be gauged by the fact that 60,000 employees of the Canadian Pacific and subsidiary companies, scattered all over the Dominion and the United States, not to mention Europe, Asia and Africa, are vitally affected. Except for death and certain other contingencies to be discussed later, every one of these employees is entitled to pension after his years of service are completed.

More than 30 years have passed since the pension system was inaugurated and an interesting story of the Company's pension plan, its operation and conditions, can now be given. These are points not perhaps of outstanding interest to men in youth and the prime of life, but when one's ship rounds the cape of the ifities and the time has arrived or is approaching when a man's mental and physical vigor is not what it was, the thought of provision for his declining years is one that continually becomes more engrossing. Worry, it is said, is a storm certain killer than most of the diseases that afflict humanity. Incidentally, it is an equal destroyer of efficiency. Both in the interests of employees and of the Company, it is vital that it should be reduced to a minimum. The pension scheme has this happy effect.

The Pension Regulations

There is an impression that while eligibility for pension is easy to ascertain and can be answered out of hand by any employee of the Canadian Pacific, the question of now much pension will amount to is a matter so complicated that only an actuary can decide it. Let us take these two questions in order.

To be eligible for pension an employee must have joined the Canadian Pacific before the age of 40 and must have continued the service until the age of 65. This condition is the basis of the scheme but it is fairly elastic. Thus, if a man be dismissed and then reinstated within a year, his eligibility for pension may not be affected. If, however, he resign and later take

(Continued on page 2, col. 4)

Bureau Says Suggestions Are Numerous

Manager of Personnel Department Says Keen Interest Shown in Scheme

As expected by those particularly interested in its inception, the Suggestion Bureau has justified its existence from the start. Up to the time of publication, over three hundred letters have been received by Mr. George Hodge, who is in charge of the bureau, and more are coming in every day. The fact that so large a number of employees are showing their keen interest in the scheme is a matter for great satisfaction. Mr. Hodge states that those received come from persons in practically all branches of the service and that the suggestions apply to nearly all the company's activities, ranging from a suggested better way to cut and serve a club sandwich to construction of new lines, and that among them are many most promising in usefulness.

All letters are being acknowledged as they come in and the most rigid measures guarantee that the confidence of the writers will be fully protected. In this respect the work of the bureau would be facilitated if the senders of suggestions would bear in mind the following points: Many of the letters are being sent from offices and some do not carry the home address of those who send them. Where the home address is given, the reply will always be sent there. Each letter should state clearly the name, position, location and residence of the writer, and where there are more suggestions than one, each should be written on a separate sheet of paper.

Retired Men Respond

The President's circular was sent to the ex-members of the forces who are retired on pension, and a pleasing feature of the response is the receipt of a number of letters in reply. Advancing years and cessation of active work in no way dimmed the interest of these men in the company's welfare. Their letters breathe an affection and respect for the institution that should be inspiring to those who have succeeded in their tasks and are benefiting by the creative work they have achieved.

One such letter comes from a pensioned section foreman, who was in active service from 1886 to 1916. He offers a suggestion on track maintenance, but the real human side appears when he says: "I could give some cases like that, only my left side is too painful to sit up to write. I am over three months in the hospital on account of a paralytic stroke on my left side—but where there is a Will there is a Way, when a fellow knows the How."

Surely that was the spirit that built the C.P.R.

A Pensioner Reminiscing

"We often hear 'true to the best traditions of the Sea,'" says one of the old-timers, "but seldom do we hear 'true to the best traditions of the Road.' We old-timers don't forget.

"The man who worked cleaning switches during a terrific storm and stuck on the job until relieved—with both legs frozen—

"The crew that went into a burning explosive plant to pull out Company's equipment.—

"The engineer who broke his hip at a stop of a transcontinental passenger train, crawled back on the engine and brought the train into the terminal on time.—

"The more recent case of a Sergeant of our own police who, at the risk of his life, picked a lady up bodily from in front of a moving locomotive and set her down in safety.

"These are some of the spectacular cases which I recall—the others are those of the men who work day in and out doing their best whether or not the 'boss' is around—and there are thousands of them—all true to the 'Best Traditions of the Road.'"

From June 10 to June 30 inclusive, a round trip fare on both Canadian railways of one cent a mile will be effective between Eastern and Western Canada. There will be a return limit of 45 days.

Premier issue: *Front page of volume 1, number 1 of first Canadian Pacific, employee-oriented newspaper.*

CP Rail
ROGERS PASS PROJECT

Contracts awarded for long tunnel

CALGARY — Two joint-venture companies have been awarded contracts to construct the longest railway tunnel in North America under Rogers Pass in British Columbia.

The successful bidders were Selkirk Tunnel Constructors, of Golden, B.C., and Manning-Kumagai Construction Limited, of Vancouver. The bids were two of 10 bids tendered, representing 26 companies in joint-venture proposals.

Construction will begin July 1, 1984.

MOUNT MACDONALD

About five miles (8 kilometre) of the 9.11-mile (14.6 kilometre) Mount Macdonald Tunnel will be constructed by Selkirk Tunnel Constructors, a joint-venture company consisting of Foundation Company of Canada, Toronto, in partnership with

(see 'Joint-venture' page 2)

Rail places first orders

MONTREAL — CP Rail has begun placing orders for track maintenance machines and other miscellaneous equipment as part of the planned $100 million expenditures in addition to the approximate $350 million 1984 capital works budget.

More than $4 million worth of materials have been ordered, including:

- $130,000 of 1.5 volt batteries from Union Carbide of Canada, Toronto, to power flashlights, portable radios and other equipment;
- $145,000 for diesel locomotive starting batteries from the Canadian Battery Corp. Ltd. of Richmond, B.C. The batteries will be delivered to Weston Shops in Winnipeg and Ogden Shops in Calgary;
- approximately $200,000 for the construction of 34 track-side units to house signal equipment for the centralized traffic control system on 415 miles (668 kilometres) of track between Winnipeg and Thunder Bay,

(see 'Rail's' page 3)

Potash moves via new terminal

By KEN EMMOND

THUNDER BAY, Ont. — The unloading of a CP Rail hopper car of potash recently signalled the official opening of a $5.75 million bulk handling facility financed by CP Rail and operated by Thunder Bay Terminals Ltd., (TBTL).

The new plant streamlines the services available at the Thunder Bay Terminals Ltd. bulk handling operation on McKellar Island, in the Port of Thunder Bay.

"With the new facility we will be able to serve our bulk commodity customers faster, more flexibly, and more effectively than ever before," said Prairie Region Vice-President C.R. Pike.

"The system was conceived to offer improved service to potash shippers, but our awareness of future needs for bulk handling of grains and a growing number of other commodities was a major consideration."

CP Rail and its operating partner, Thunder Bay Terminals Ltd., expect to handle a variety of agricultural products in addition to potash as more potential users become acquainted with the new operation.

"Thunder Bay Terminals Ltd. has always specialized in transshipping dry bulk products from unit trains on to ships," said Thunder Bay Terminals Ltd. President Jack Carr.

LARGER VARIETY

"Now we will be able to handle a larger variety of products than ever before," he said. "We'll be able to

(see 'Designed' page 8)

B.R.A.C. elections

M.J. Krystofiak voted general chairman

Elections were held Dec. 3, 1983, to choose the successor to the B.R.A.C. general chairman's position, system board 15, formerly held by the late Ron Welch. M.J. (Matt) Krystofiak was elected general chairman.

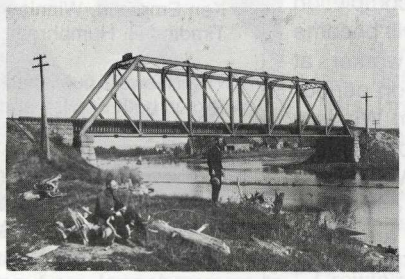
Mr. Krystofiak began employment with CP Rail as an assistant agent in 1947 and qualified as an operator in 1949, relieving various agent and operator positions on the territory then known as the Lethbridge Division.

He was awarded permanent positions in agencies at Carseland, Lundbreck, Warner, Milk River, and Coronation, Alta. He was elected to the union position of local chairman while at Warner, Alta.

In 1970 he was elected general secretary-treasurer of the Transportation Communications Employees' Union with that office located in Winnipeg, Man., and subsequently relocated to Montreal in 1970.

On Jan. 1, 1975 he was appointed vice-general chairman of B.R.A.C. at Calgary, Alta., and from 1978 until his present appointment, Mr. Krystofiak performed the duties of general secretary-treasurer and vice-general chairman.

INSIDE



In 1918, this C.P.R. bridge was the target for saboteurs

page 3

Vancouver Division operations feature both rail and ships

page 4

Unconventional poll determines new name

(Cont'd from page 1)
schedules and world-wide Canadian Pacific steamship sailings.

But it wasn't until the Staff Bulletin's first edition in 1934 that a publication was "issued for the information of all engaged in the company's services."

ALL SERVICES

In those early days, and for years to come, the publication covered stories for all of Canadian Pacific's activities and employees, whether they worked for the railway, ships, telegraphs, hotels or express company.

Many of the topics covered in that first paper can be found in just about any recent issue of CP Rail News under: suggestion plan, pension plan, safety, pensioners as well as management speaking on matters of public debate. Issues of concern to employees 50 years ago are still relevant.

In fact, the subjects written up over the last half century have covered everything from apprentices and archives, through Hurricane Hazel in 1954 to zinc.

The Staff Bulletin started out as an experiment, and for a time it appeared once every three months. It met with an encouraging reception and as it grew in size and in the extent of topics covered, it began to assume a place of some importance in the life of the company.

In four years it had become a monthly publication, including periodic instalments in French.

From that first edition in June, 1934 to the December, 1943 issue, the Canadian Pacific Staff Bulletin was printed in a tabloid newspaper format, about the same size that CP Rail News now is.

The first number in 1944 brought in a new format for the Staff Bulletin, reducing it to magazine size.

In this first issue in its new look, Executive Vice-President W.M. Neal wrote: "It is my opinion that the Staff Bulletin in its new form will strengthen a spirit of comradeship and co-operation among our people and will continue to foster the high standard of loyalty which has long been the proud boast of all of us."

FEATURES

In the years following the change in format, many new features were added to the publication, widening its audience to include all family members.

Fashion and food tips were added for women, stories and general knowledge from around the world for all, as well as puzzles for children.

By 1946 it was felt that the publication had outgrown its original name. A title that was more fitting to the world-wide activities and organization of Canadian Pacific had to be found.

The editors felt that a company-wide contest to arrive at a new name would be too cumbersome and too time consuming. So, a representative cross-section of company staff was selected and polled for ideas.

The staff selection process was somewhat different and, as Editor E.C. MacPherson explained," a cross-section was found among the crew of the chairman and president's special train during his western tour this summer (1946) with a party of directors...

"To make the poll as complete as possible, the chairman himself, the fireman, the porters and the stewards, divisional officers who accompanied the train, the directors and everyone else who had anything to do with the train were classed as crew for the purposes of the search.

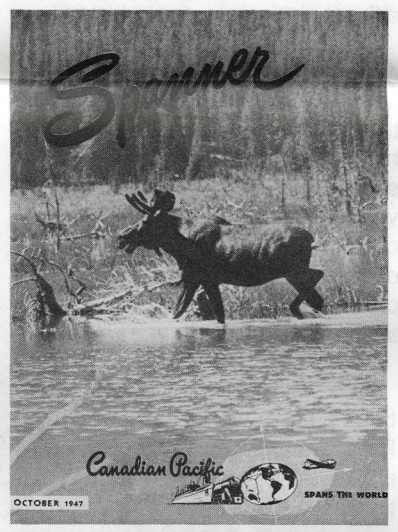
SUGGESTIONS

"Each individual was invited to make five suggestions for a new name for the company's magazine. No prizes were offered; the winner was not even to bathe in the light of publicity, because the entries, 300 of them, were all anonymous when they reached a panel of impartial judges."

Among the 300 names submitted, one title appeared on seven individual lists, and "was finally adjudged the most comprehensive title for the journal of an organization which 'Spans the World".

In October, 1947, the first edition of Spanner appeared.

Part two of the history of employee communications will run in the next issue and will cover the period between Spanner and today's CP Rail News.



New name: *First cover of the employee magazine 'Spanner', Oct., 1947.*

Accident prevention personnel exchange ideas at seminar

By MORRIE ZAITLIN

VANCOUVER — CP Rail accident prevention co-ordinators (APCs) and officers (APOs) from across Canada and the Pacific region general manager and superintendents descended upon Vancouver for a week-long accident prevention seminar March 12-16.

COMMUNICATION

The communication of proper operating procedures for safety and injury prevention on the railway is key to keeping the number of lost-time injuries down. The seminar's goal was to give first line safety personnel the opportunity to exchange ideas and get fresh approaches to promoting accident prevention.

"All regions have shown a marked improvement in reducing lost-time injuries in 1983 over 1982," said Chris Lohan, system manager, accident prevention, on opening the first day of meetings.

System-wide employee casualty records for 1983 indicated a total 521 lost time injuries, compared to 953 the previous year — representing a 45 per cent reduction. The overall injury index, based on a formula which combines the severity and frequency of lost time injuries, was reduced to 3.3 from 5.0.

And results for January and February of this year are equally encouraging — with 76 lost time injuries reported, compared with 83 for the same period in 1983.

"Seminars such as this one in Vancouver are important to help keep the momentum going," Mr. Lohan explained. "Maintaining a high profile safety program means that our safety personnel must be trained and equipped to see unsafe conditions and understand the best ways to give these immediate attention."

The daily seminar program included slides, flip charts, films and discussions on safety inspections, safety meetings, accident investigation, personal protective equipment and safety instruction.

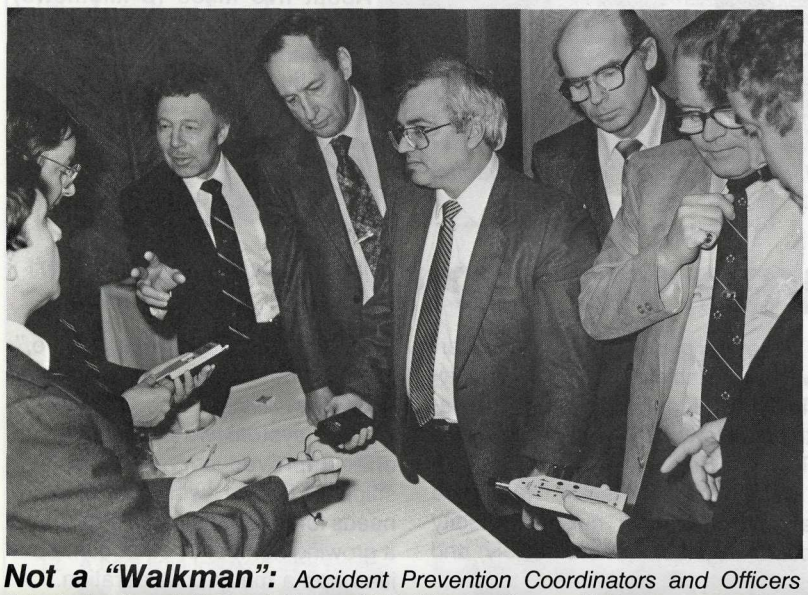
A highlight of the sessions was a demonstration of noise measurement and control equipment by Don Palmer, Ogden Shops accident prevention officer and André Bergeron, director, accident prevention, Atlantic region.

The group also discussed the latest in personal protective gear such as hard hats, face shields, ear protectors, safety belts and other new safety equipment including air breathing apparatus, smoke alarms and fire extinguishers.

They also talked about the 'back-to-basics' approach to accident prevention, like teaching employees the proper methods of picking up heavy articles to prevent back injuries and safety-oriented shop and worksite housekeeping.

"What it really gets down to though," said Phil Juneau, assistant manager of accident prevention, "is the importance of getting all employees involved in the accident prevention program."

"Both management and labor should be expected to keep a lookout for hazardous conditions and operating procedures, and once cited, these must be acted upon as soon as possible. Nobody wants to see their fellow employee injured on the job."



Not a "Walkman": *Accident Prevention Coordinators and Officers (clockwise from left) Frank Munn, APO, Weston Shops; Keith Harvey, regional director, accident prevention, Toronto; Dominique Iutcione, APO, Angus Shops; Cam Wilson, regional director, Winnipeg; André Bergeron, regional director, Montreal; Phil Juneau, assistant manager, Montreal; Don Palmer, APO, Ogden Shops and Chris Lohan, manager, accident prevention, Montreal, attending a week-long accident prevention seminar at Vancouver examine various hand-held noise measurement devises for use at shops and in the field. Noise detection and control are components in the company's overall accident prevention and safety program.*

A NEW TYPE OF EXPRESS DELIVERY VEHICLE

Above is a photograph of the new closed body for Express deliveries now appearing on the streets of Toronto and Montreal. These bodies are especially designed to provide protection for valuable shipments without sacrificing the loading space of the ordinary rack vehicles. The body is built of aluminum sheeting on an oak frame, painted in Canadian Pacific Express red enamel, and equipped so that the driver has access to his load from either end.

New equipment: *This new Express delivery truck was one of the topics covered in number two of the Staff Bulletin, Sept., 1934.*

Joint-venture companies share tunnel contracts

(Cont'd from page 1)
Atlas Construction Inc., of Montreal and S.A. Healy Company, Chicago.

Approximately four miles (6.4 kilometres) of tunnelling will be conducted by Manning-Kumagai Construction Ltd., a Canadian joint-venture company consisting of Manning Construction Ltd., of Aldergrove, B.C., and Kumagai-Gumi of Tokyo.

The Mount Macdonald Tunnel, under Mount Macdonald and Cheops Mountain in the Selkirk Mountains, is part of a $600-million project to increase CP Rail's main line capacity between Calgary and Vancouver.

The project, which reduces to one per cent the existing 2.2 per cent ascending grade, is necessary to meet anticipated traffic growth, particularly in bulk commodities such as grain, coal, potash, fertilizer, sulphur and lumber.

Construction of the Mount Macdonald Tunnel at Rogers Pass, to be carried out from both ends, represents about one third of the total estimated cost of the project, or about $200 million to $225 million during the four-year construction period.

More than one million cubic yards of material will be removed during excavation of the tunnel.

Other major work on the tunnel, to be conducted after excavation, will include installation of signals, electrical components, tunnel doors, a concrete track slab and running rails.

The tunnel will pass 358 feet (109.1 metres) below the existing five-mile (8-kilometre) Connaught Tunnel, and 950 feet (289.6 metres) below the summit of Rogers Pass.

Later this year, tenders will be called for the construction of the 1.12-mile (1.8-kilometre) Mount Shaughnessy Tunnel, and for the excavation of the Mount Macdonald Tunnel ventilation shaft. Contracts for these two projects are to be awarded this fall, with work to start in the spring of 1985.

Tenders will be called later this month for the grading of the 10.78-mile (17.3-kilometre) surface route and for site preparation of the Mount Macdonald Tunnel ventilation shaft. Contracts for these projects are to be awarded in June, with construction to begin immediately thereafter.

WORK CAMPS

Construction is nearing completion on the work camps that will become the homes for up to 1,100 workers at the peak of the construction period.

About 800 workers from Western Canada will be directly involved in the construction of the Mount Macdonald Tunnel. They will live in camps located in the Beaver River area near the east portal and at Flat Creek, near the west portal. A third camp, at Rogers siding, is to accommodate those working on the surface route.

NEWS

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CP Rail

Railway bridge is target for reluctant saboteur

By DAVE JONES

Most employees of CP Rail have heard the various stories concerning the monumental bridges along the lines of the Canadian Pacific Railway.

Some of the tales have assumed legendary proportions over the years; General Manager Van Horne taking the throttle of the first locomotive to cross the Stoney Creek trestle, or the workman on the Lethbridge viaduct who was blown-off during its construction and survived the fall to the valley floor 314 feet (98 metres) below.

MASTER SPY

However, it might come as a surprise to know that a relatively insignificant structure, not unlike many others on the railway, merited the attention of the German High Command in the early days of the First World War.

While studying maps of the North American railway system, Kaiser Wilhelm's agent, the master spy Count Felix von Papen, determined that the Vanceboro bridge, which crosses the St. Croix River between Maine and New Brunswick on the C.P.R.'s Mattawamkeag subdivision was of great strategic value to the Allied forces.

Assuming correctly that large amounts of supplies, as well as many troop trains, must funnel across this bridge, von Papen was determined to destroy it.

To this end, he enlisted the aid of Oberleutenant Werner Horn, assuring him that no civilian lives would be placed in jeopardy as a result of the operation.

On Dec. 30, 1914, Horn arrived in Vanceboro, Maine, a short distance from the bridge, carrying a nondescript brown suitcase in which was secured 60 pounds (27 kilograms) of explosives.

That night, after checking in to the Vanceboro Exchange Hotel with the story he was in town to purchase a farm, he set out in numbing cold weather to do the deed.

PROBLEMS

Unfortunately for Horn, German intelligence was somewhat less than perfect and they failed to account for the fact that the bridge was often used for unscheduled movements of troop trains.

Twice, while setting the explosive charges in place, Horn was forced to hang off the edge of the bridge to avoid the passing troop trains, risking life and limb on the bridge deck or a chilly bath in the icy waters of the St. Croix River.

SHORT FUSE

At this point, Horn, being a man of conscience, decided not to risk blowing up any more trains that came along, so he shortened the fuse from 50 minutes to a 15-minute one, thereby drastically reducing his escape time.

Abandoning his overland escape route, he quickly returned to the hotel, where he arrived just as a loud explosion sent the manager rushing out into the hall.

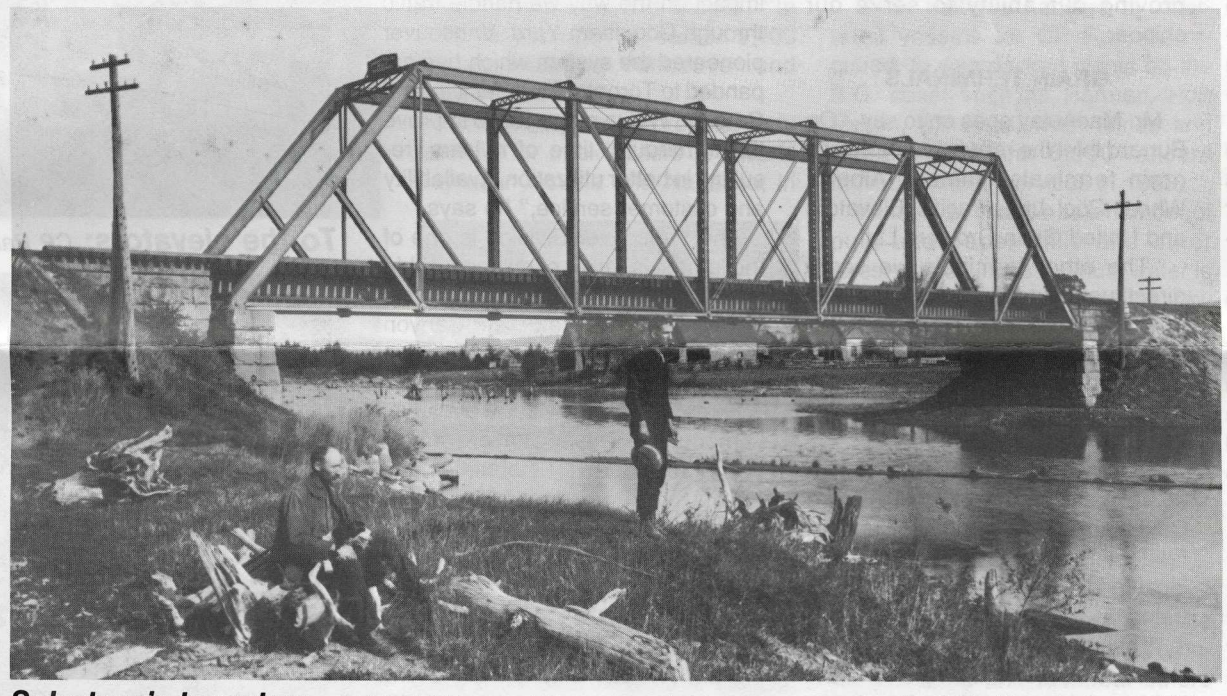
GUTEN MORGEN

After a feeble cover-up attempt, greeting the manager with "Guten morgen", he broke down and confessed the entire plot, requesting that the railway be informed so that no lives would be lost.

After being allowed to sleep through the rest of the night, Horn was locked in the U.S. Immigration detention room and was eventually taken to Boston for trial. His ultimate fate is unknown, but presumably he spent the rest of the war in detention.

The explosion turned out to be more noise than anything else, as apparently nitroglycerine becomes almost inert at temperatures below minus forty.

By noon the same day trains were running normally, but for the rest of the war, guards were on 24-hour duty at either end of the Vanceboro bridge.



Saboteur's target: *The 154 foot (47 metre) Vanceboro bridge, spanning the St. Croix River between Maine and New Brunswick was the target of Oberleutenant Horn during the First World War. This photograph was taken in 1901 by Joseph W. Heckman.*

Rail's orders

(Cont'd from page 1)

Ont. The signal housing units were purchased from Dupal Construction Inc., of Longueuil, Que.;

• $915,000 for 11 track maintenance machines from Kershaw Manufacturing Canada Ltd., of Cornwall, Ont. The order comprises six ballast regulators, three tie cranes, one dual track broom, and one low-pressure steam boiler;

• about $135,000 will be spent for 19 track maintenance machines from Modern Track Machinery Canada Ltd., of Mississauga, Ont., for 11 power track wrenches, four rail grinders, two rail lifters and two hydraulic spike pullers;

• from the Tamper division of Canron Inc., Lachine, Que., about $1.7 million will be spent on seven production tampers, three spike drivers, one laser liner attachment and one switch undercutter.

• $900,000 from Bert Pyke Limited of Oshawa, Ont., for seven tie spacers, one 18-ton (16 metric ton) rail mounted crane and one brush cutter.

Fred Haslam Sr. retires from Saint John facility

SAINT JOHN, N.B. — A fixture at the Port of Saint John for 50 years, Brunterm General Manager Fred Haslam Sr., 69, retired March 31 from the day-to-day operations of the Rodney container terminal here. He will however, be staying on with the terminal as a full-time consultant.

Brunterm Limited is jointly owned by CP Rail and McLean Kennedy Inc. of Montreal, with their Saint John office located in the former C.P.R. Immigration building.

Mr. Haslam began his long career with McLean Kennedy in 1934 as a longshoreman. He was later promoted to foreman and then to walking boss, a term used to distinguish the supervisor of as many as five stevedoring gangs. In December 1970, he was named manager of the new Brunterm facility, and later promoted to general manager.

"Those early days were hectic for Brunterm," said Mr. Haslam. "I would have made a bundle if I would have had the franchise for the chicken restaurant across the street.

"The idea of a facility of this type was a whole new concept, we had to learn from our mistakes, and, I'm proud to say that Brunterm has been a real success story."

But learn they did, developing Brunterm from its modest beginnings to a world-class facility with three giant ship-to-shore cranes, 16 container carriers and a throughput capacity of about 100,000 TEUs annually.

EXPERIENCE

"We've had visitors from nations around the globe; Australia, China, Singapore and the U.K.," said Mr. Haslam. "They came to see how Brunterm works, and to get a general idea of the problems of running a business like this. These groups, who were planning terminals in their own countries, were benefitting from Brunterm's early experience."

"The experience and contacts Fred has amassed over the 50 years are the main reasons he his continuing with us as a consultant," said G.E. Benoit, president of Brunterm. "His friends, business acquaintances and his close relationships with the Port authorities will be of great benefit to the terminal and its customers."

He is succeeded by Capt. R.J. Crawford, formerly marine superintendent at Brunterm since 1973.

Consultant: *Fred Haslam worked for 50 years at the Port of Saint John, N.B., rising from longshoreman to Brunterm's general manager.*

Driver safety award: *Wendall Clifford (left), Kootenay Division accident prevention co-ordinator receives the B.C. Safety Council (BCSC) defensive drivers course instructor's Silver Achievement Award from Howie Hicken, BCSC program manager (right), while Wayne Stewart, Kootenay Division superintendent looks on. The award is made to instructors who lead more than 250 hours of classroom training in defensive driving techniques. Since becoming an instructor in 1979, Mr. Clifford has trained more than 700 CP Rail employees — ranging from the regional vice-president and general manager, through engineers, marketing representatives and clerical staffers, in driver safety and accident prevention.*

Elections follow 1984 general meeting

MONTREAL — Frederick S. Burbidge was re-elected chairman and chief executive officer of Canadien Pacific Limited May 2 at a meeting of the board of directors held immediately following the annual general and special meeting of shareholders.

W.W. Stinson was re-elected president of the company.

Elected directors of the company were A.S. Kingsmill, Q.C., partner, Tilley, Carson & Findlay, Toronto, and Jean Casselman Wadds, O.C., Commissioner, Royal Commission on the Economic Union and Development Prospects for Canada, Ottawa. Mr. Kingsmill completes the unexpired term of The Hon. I.D. Sinclair, O.C., Q.C., who has retired. Mrs. Wadds succeeds Kenneth A. White who has also retired.

Directors re-elected at the shareholders' meeting were F.S. Burbidge, William D. Mulholland, The Hon. John N. Turner, P.C., Q.C. and Ray D. Wolfe.

Elected to the executive committee were Mr. Burbidge, Robert W. Campbell, Paul Desmarais, O.C., W. Earle McLaughlin, Paul L. Paré, Claude Pratte, Q.C., Mr. Stinson and Mr. Wolfe.

Telegraph Boy's Fine Heroism

Canadian Pacific Messenger Rescues Three from Drowning

Fred Snow

Fred Snow is a Canadian Pacific Telegraph messenger at Sydney, N.S., with a record for heroism that anyone might envy. Walking along Sydney waterfront one day last month he noticed three small boys playing on an ice floe in the harbour. As he looked the floe broke up, spilling the three boys into the water. Fred dashed to the water's edge and over floating and broken ice towards the children until it was necessary to dive into the water. By this time two of the boys were hanging to the rotten ice and the third, four years old, had sunk for the second time. Fully clothed, Fred dived, and grasping him with one hand came to the surface and seizing the others dragged all three with great difficulty to shore and hurried back to his office to ask permission to go home to change his clothes.

Citizens of Sydney are properly seeing to it that Fred's heroism will be suitably recognized. Among many messages received by Fred is one from Mr. Beatty in which the president said: "I extend to you my hearty congratulations not only on the successful outcome of your fine effort, but also on the possession of the splendid physical and moral qualities which inspired you to attempt the rescue and enabled you to carry it through.

"It is always gratifying to have one's faith in human kindliness and courage renewed by deeds of this kind, but that gratification becomes all the more complete to me when such an act is performed by a member of our own organization."

Bravery: *This article from the Staff Bulletin's first issue in 1934 details an employee's heroic act of bravery.*

Vancouver Division

Railway is principal carrier to Canada's largest port

Stories and photos by JANE MUDRY

VANCOUVER–The Vancouver Division is the last link in the chain of CP Rail divisions that stretch across Canada; the railway is a major carrier of export and import trade to and from the Port of Vancouver.

The port itself is the largest port in Canada and one of the largest on an international basis. From the earliest times, lumber products have been a mainstay of activity; in recent decades, Vancouver has become one of the world's great bulk cargo handling ports due to the huge increase in shipments of grain, coal, potash, sulphur and metals.

Total tonnage through the port in 1983 was 57,386,000 tons (51,648,000 metric tons), a 5.2 per cent increase from 1982 and an all-time record for the port.

"We are the principal rail carrier to the Port of Vancouver; we serve industries along the south shore of Burrard Inlet and interchange with CN Rail and B.C. Rail to the north shore, and Burlington Northern and B.C. Hydro Railway to other locations in the lower mainland," says Superintendent Hugh MacAulay.

"Additionally, we are the principal carrier to Roberts Bank, the coal port just south of Vancouver operated by Westshore Terminals, accounting for better than 90 per cent of the traffic there."

"Coal and coke dominate the port's tonnage with 16.6 million tons (15 million metric tons) shipped in 1983. Of this CP Rail transported better than 12 million tons (11 million metric tons) of coal through Roberts Bank.

"A second dumper has been put in service there in the recent expansion which will accelerate the turnaround time of coal trains, significantly improving our ability to serve our shipper."

GRAIN TERMINALS

Mr. MacAulay goes on to say, "On Burrard Inlet the railway serves three grain terminals, namely, Alberta Wheat Pool Ltd., Pacific Elevators and United Grain Growers Ltd.

"The other terminals we serve directly are Pacific Coast Terminals in Port Moody which handles sulphur, bulk liquids, coal and potash and Vanterm container terminal which handles general merchandise."

Pacific Coast Terminals are located in close proximity to CP Rail's Coquitlam yard and, says Superintendent MacAulay, "We are ideally located for the fast turnaround of bulk trains."

"There is just about every type of business on the division — manufacturing, mining, as well as forest products. There's a great deal of coordination with other departments within CP Rail, especially intermodal, overseas trade, and marketing.

"And, the Port of Vancouver is the major import terminal in Canada for automobiles, iron and steel products, and general merchandise from Japan and other far east countries."

"Crucial to our ability to handle all this traffic is the computerized information retrieval system known as YARDS," says Mr. MacAulay. YARDS stands for Yard Activity Reporting and Decision Systems and is designed to improve the efficiency of railway terminal operations".

"YARDS has had a tremendous impact on the way we handle traffic through Coquitlam Yard. Vancouver pioneered the system which has expanded to Toronto, Thunder Bay and Calgary. We've managed to improve the turnaround time of railcars, resulting in better utilization, availability and customer service," he says.

The Vancouver Division is one of the largest in terms of mileage within the system and special geographical features such as the Fraser Canyon have posed unique railroading challenges through the years.

Superintendent MacAulay says, "Through the Fraser Canyon, our rail line is enveloped by mountains and often we're running on ledges. This makes us very vulnerable to washouts and to rockslides.

VIGILANT

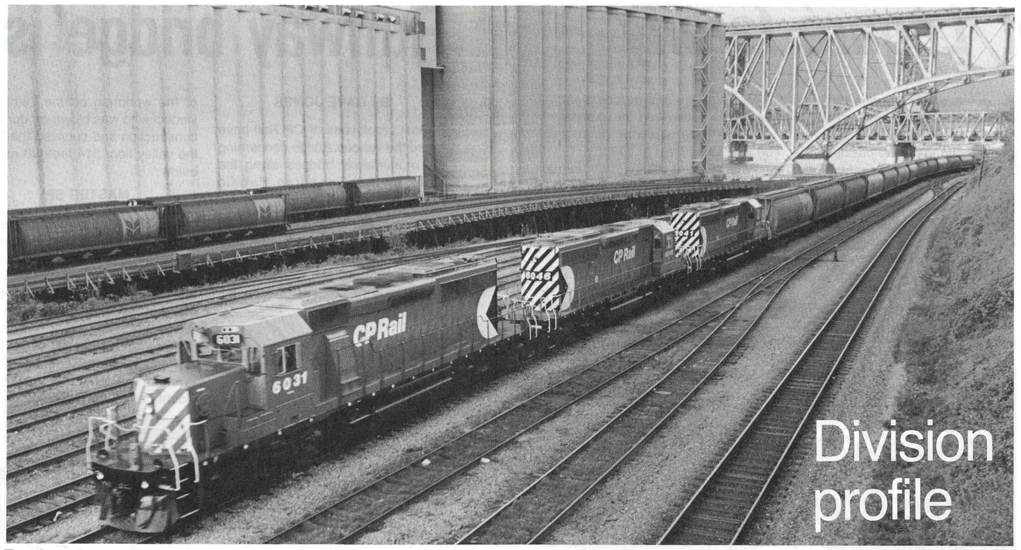
"Our people have to be constantly vigilant. A recent example of the kind of havoc nature can wreak was the Ashcroft slide in November 1982.

"Approximately 4.5 million cubic yards of material slid from a step above our right-of-way and took out 1,500 feet (457 metres) of track. The line was out for eight days and our crews worked non-stop to bring it back to service.

"The flooding we had in the lower mainland in January of this year is another example of the kind of situation we can be up against. Situations like these are challenging and bring out the best in our employees.

"The division has already completed a work program on the mainline this year, including a steel gang, two tie gangs, track undercutter, switch undercutter, and a thermit-welding gang. The work was completed without a lost time injury and ahead of schedule.

"The railway has never been in better shape," says Mr. MacAulay. "A continuous program on the division is the realigning of curvature on the Thompson and Cascade subdivisions; we're endeavoring to straighten the track, where possible, by reducing curvature and increasing tangent track."

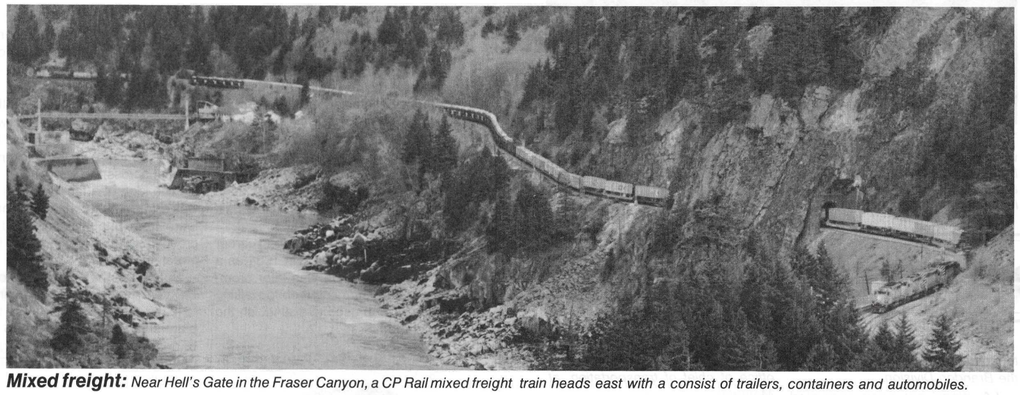


To the elevators: *CP Rail grain train enters the yard outside the Alberta Wheat Pool elevators on Burrard Inlet.*

Capital works: *A tamper machine waits on a siding outside Spuzzum, B.C., for a solid grain train to pass. The tamper is being used on the curvature realignment program on the Thompson and Cascade subdivisions.*

Office staff: *Vancouver Division employees at work, from left; Judy Seigel, superintendent's secretary; Dave Dawes, assistant office manager and Mary Giampa, maintenance of way clerk.*

Waterfront office: *Superintendent Hugh MacAulay stands outside the yard office. Construction going on in the background is Canada Place, the Federal government's pavillion for Expo 86.*



Mixed freight: *Near Hell's Gate in the Fraser Canyon, a CP Rail mixed freight train heads east with a consist of trailers, containers and automobiles.*

Coastal Marine is rail's water link for freight to Vancouver Island

The CP Rail network of rail lines does not end when it reaches the Port of Vancouver, although the city is the westernmost point on the mainland. Instead, the railway that crosses Canada continues on Vancouver Island as the E & N Railway.

The link between the two points is made by a water service that is unique within CP Rail; Coastal Marine Operations run regular railcar and truck trailer service to Swartz Bay and Nanaimo on Vancouver Island.

"We're the largest carrier in the private sector that services Vancouver Island," says Coastal Marine's General Manager Ed Moule. "In 1983, for example, we carried 9,400 railcars between Vancouver and Nanaimo alone.

"Additionally, we run regular ferry services for truck trailers to Swartz Bay near Victoria and Nanaimo; in 1983, this amounted to approximately 65,000. We use the 'drop-trailer' system whereby the trailer is transported without the tractor and driver," says Mr. Moule.

Coastal Marine now runs freight-only service from Vancouver. The last passenger vessel was withdrawn from service in 1981.

"We own two ferries, the Carrier Princess and the Trailer Princess, and have three other self-propelled vessels on term charter. Our regular schedules are three trips a day to Nanaimo and two trips a day to Swartz Bay."

Other traffic is handled by chartered vessels for CP Rail, as required, to waterlocked points on the B.C. coast such as Harmac, Port Mellon, Elk Falls, Utah Mines and Woodfibre. About 6,900 railcars moved in these services in 1983.

Vancouver Island has a number of pulp and paper mills and other forest-related industry; thus, water is an essential link for both the raw materials to the mills and the finished products back.

CONSUMER GOODS

"We also transport the full range of consumer products to Vancouver Island including its LPG requirements," says Mr. Moule.

Ed Moule has been general manager, Coastal Marine Operations since 1981, and has been with the railway since 1946, serving in Toronto, Winnipeg and Montreal before moving to Vancouver.

A total of 75 people work for Coastal Marine, including 65 operating personnel. One of these is Captain Herb McAnerin, who has been in coastal service for 44 years and has been a captain since 1950.

"I've been on many ships in those years," says Capt. McAnerin. "Some are the various Princess vessels; the Nora, Charlotte, Adelaide, Louise and Marguerite. They used to travel up and down the B.C. coast regularly, carrying a mixture of freight and passengers. We ran 14 ships in the area and crews were shifted around to familiarize us with the whole coast.

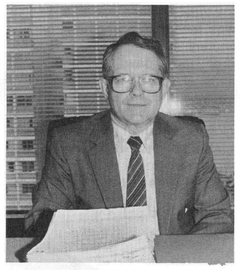
"We made regular passenger runs to points between Seattle and Skagway, Alaska. The round trip to Skagway, which took ten days, was my favorite.

"One vessel I really enjoyed was the Princess Louise, a 180-person passenger ferry," says Mr. McAnerin. "In 1958, things changed considerably and emphasis was shifted more to freight services."

Two years later, the provincial government's B.C. Ferries system was established and they took over passenger service to and from Vancouver Island.

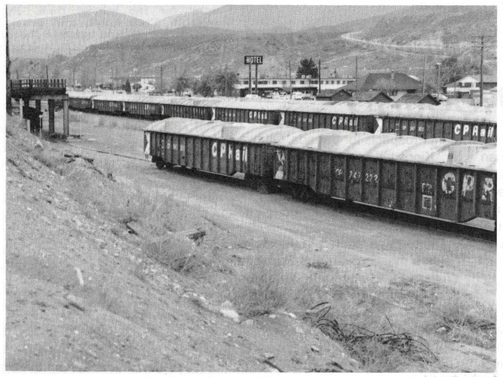
He served as captain on the Princess Patricia passenger vessel to Alaska between 1969 and 1972, making a total of 55 trips. "There's a tremendous difference between passenger/freight service and freight service. I found I enjoyed the mixture of the two, freight and passenger.

Capt. McAnerin has served as one of the captains of the Carrier Princess since 1973, and is responsible for the vessel and its crew of fourteen.



Coastal Marine: *Ed Moule, CMO's general manager has been with the service since 1981. He began with CP Rail in 1946.*

Water link: *Capt. Herb McAnerin on the bridge of the Carrier Princess, transporting railcars and trailers to Vancouver Island.*



Copper concentrate: *Railcars at Ashcroft, B.C., loaded with copper concentrate from the Lornex Mine. The concentrate is moved from the mine by truck and is loaded directly into the gondola cars.*

Vancouver Division's vital statistics can match just about any other division on rail system

CP Rail's Vancouver Division begins at Kamloops and extends through the Thompson and Cascade subdivisions down to Vancouver, it includes the E & N Railway on Vancouver Island, and the Princeton subdivision extending to Penticton.

ROCK SHEDS

The railway runs through terrain that is characterized by many bridges, tunnels, and rock sheds as well as steep grades and sharp curvatures.

There are many bridges and tunnels on the main line through the Fraser Canyon; the Pitt River Bridge at mileage 109.7 in the Cascade subdivision is the longest on the main line in B.C., at 1,750 feet (533 metres). The longest tunnel on the Cascade subdivision is at mileage 12.8 — the 1,500 foot (457 metre) Dutchman Bar Tunnel. Principal grades are 1.2 percent descending between North Bend and Haig and 1.35 per cent descending between Haig and Ruby Creek.

The E & N railway runs parallel to the Island Highway for 137 miles (220 kilometres); the railway has 100 level crossings and 100 bridges. Says Superintendent MacAulay, "The many crossings and bridges create a considerable amount of work for our maintenance of way forces. Traffic on the Island now is at a lower level than in previous years."

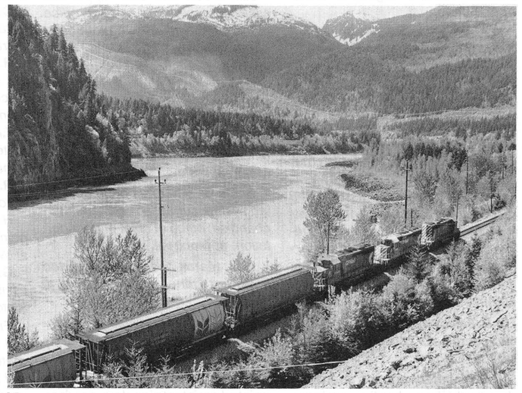
GOOD RAPPORT

"In terms of total number of employees, the Vancouver Division is one of the largest within the CP Rail system, with 1,700," says Mr. MacAulay. "This breaks down to about 600 running trades employees, 460 in the car and diesel shops at Coquitlam, 300 maintenance of way, 200 clerical and 140 others in various categories.

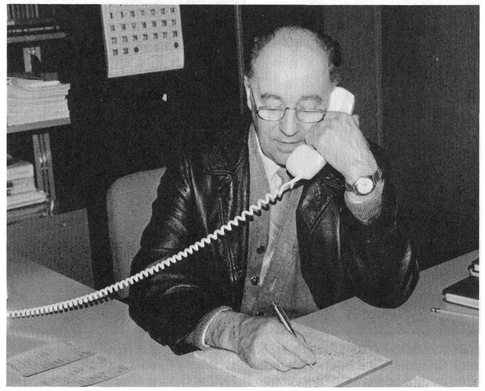
"The union representatives make a meaningful contribution and through their cooperative efforts we have managed to establish a good working relationship between management and employees.

"This has resulted in a number of benefits, the most dramatic of which is the personal safety and train accident improvement that has happened in the last few years. Lost time personal injuries have dropped better than 50 per cent."

"The key to a good Division operation is good people and we feel we have an excellent group on the Division," says Mr. MacAulay.



Vancouver bound: *Grain train above the Fraser River approaching Yale, B.C., 100 miles (161 kilometres) northeast of Vancouver.*



On the phone: *B & B Master Morris Zakaluk takes care of business in his office in Vancouver.*

Railroading is in the blood of Légaré family

By LOUISE SASSEVILLE

Working for CP Rail is frequently a family affair, but more than 40 Légarés in all have worked for the company since the 1880s.

June 1, 1984, is an important date in the family's history, Gérard, one of the last Légarés still with CP Rail will retire.

We had to go back to the May, 1946 issue of the Canadian Pacific Staff Bulletin, forerunner of CP Rail News, to unravel the genealogy of these railway enthusiasts.

ORIGINS

It all started at the end of the last century when the late Michel Légaré, a farmer from Ste. Thérèse-de-Blainville, Que., wed Catherine King, daughter of a railway construction contractor. The couple had 17 children: 9 girls and 8 boys.

Apparently, the boys inherited their love of trains from their mother, who grew up near railways and all eight sons worked for Canadian Pacific.

Rodrigue, the first-born, started working for the company in 1885. He was a bridge and building foreman and died in 1907. He had 13 children, and one of his sons, Charlemagne, was a CP Rail locomotive engineer for close to 50 years. Another son, Roland, worked for the company during school vacations until he was ordained into the priesthood.

Grandmother: *Catherine King, wife of Michel Légaré had 17 children, her eight sons all worked for Canadian Pacific.*

Michel, the second Légaré son, was also a bridge and building foreman, he retired after 39 years of service. He had 17 children and five of his sons worked for Canadian Pacific: Bernard was a clerk at Place Viger, Lucien was a mechanic, and the three others worked for the railway during their school vacations.

Joseph, another bridge and building foreman, retired after 41 years of service. Two of his sons joined the Canadian Pacific family: Arthur was a machinist at Trois-Rivières, Que., and Léo was a car inspector in the Hochelaga Yard in Montreal.

Next came Willie and Patrick. Willie, a bachelor, worked for the bridge and building department and died in a work accident in 1905. Patrick was a foreman in the Hochelaga Yard and he stayed wih the company for 42 years. One of his six children, Paul, was a foreman at the Glen Yard.

THREE MORE

Ernest, Michel Légaré's sixth son, was locomotive engineer on the Laurentian Division. He had 10 children: three daughters and seven sons. All seven sons worked for the Laurentian Division: Roméo, Roger and Marcel were locomotive engineers, Roland and Edouard were brakemen, and Gérard and Fernand were firemen.

Sons seven and eight were James, a locomotive engineer who had three children, and, Henry, who worked as a yardman for a number of years before going in to private business. He had 20 children.

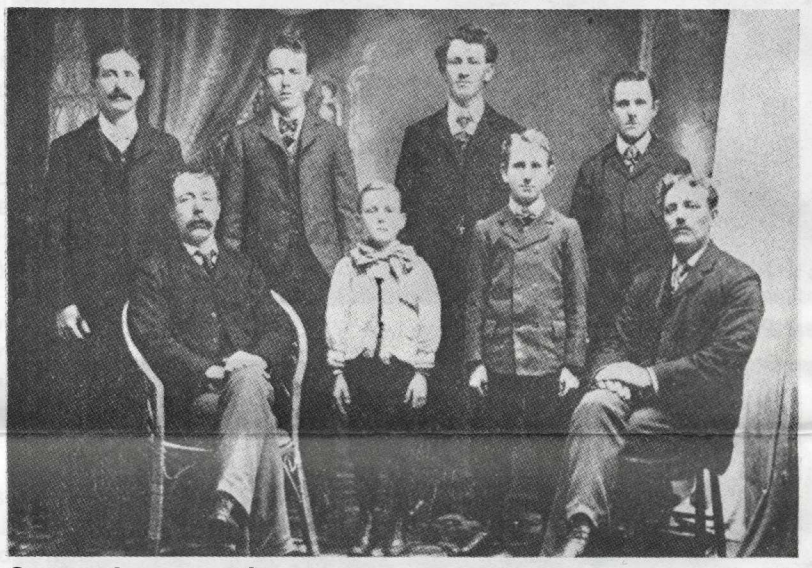
And, we have not even mentioned the numerous brothers-in-law and nephews who have also worked for the railway.

On June 1, Gérard, Ernest's son, will retire after 43 years of service. He started as a laborer in the Hochelaga Yard in 1941 and became a fireman on June 13, 1943. He is now at Outremont.

Mr. Légaré has many fond memories of his years with the company, particularly the days when he worked on the Royal Train in 1951.

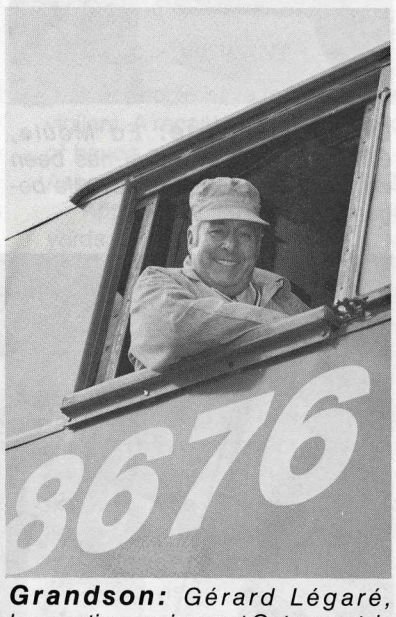
When Gérard retires, only one of Ernest's eight sons, Fernand, will still be working for CP Rail. He currently works on the yard engines at Ste. Thérèse.

But there are still several nephews around to carry on the family's railroading traditions: Daniel, Marcel's son, is a brakeman at Ste. Thérèse and Raymond, Roméo's son, is a brakeman at Trois-Rivières.

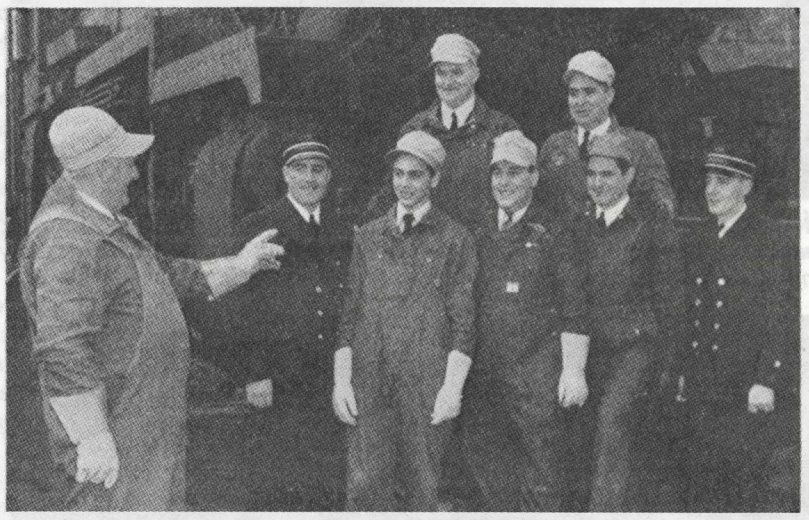


Second generation: *Pictured here in a photograph dating back to the 1880s are the eight Légaré sons who worked for the C.P.R. They are (left to right, front row): Rodrigue, bridge and building foreman; Henry, yardman; James, locomotive engineer; Michel, bridge and building foreman; (back row, left to right): Joseph, bridge and building foreman; Willie, carpenter; Patrick, yardman and Ernest, locomotive engineer.*

Ships out: *Josie Brandner, former stewardess for CP Rail's Coastal Marine Operations vessels (CMO), gets set to cut into a cake as part of send-off celebrations at her retirement at Vancouver recently. Since first joining the company in 1951 Josie has become a well-known personality up and down the B.C. and Alaska coastline through her role as hostess aboard many of CP Rail's ships, including: the Princess Patricia; Princess of Vancouver; Princess Marguerite, Princess Elaine and Princess Elizabeth. Prior to retirement, Josie was CMO's storekeeper.*



Grandson: *Gérard Légaré, locomotive engineer at Outremont, is one of Catherine's grandchildren, and will retire June 1 after 43 years service. He began with CP Rail in 1941 as a laborer at Hochelaga Yard.*



Third generation: *Ernest, son of Michel Légaré had seven sons who worked for the C.P.R. From left to right in the front row are: Edouard, brakeman; Fernand, fireman; Gérard, fireman; Marcel, locomotive engineer and Roland, brakeman. In the back row are Roméo (left) and Roger, both locomotive engineers.*

Retirement days: *Regional Mechanical Officer A.R. Kruk (left) wishes Jack Chambers the best in his retirement after 47 years with CP Rail. Jack hired on as a boilermaker apprentice in 1937 at Ogden Shops, and worked in Calgary and Medicine Hat before moving to Vancouver in 1976 as supervisor boiler equipment.*

Appointments on the system

B.B. Wilds *has been appointed acting damage prevention services representative, operation and maintenance, Atlantic Region, at Montreal.*

D.E. Welsh *has been appointed works manager, Ogden Shops.*

Luigi Armano *has been appointed director, financial and systems planning, mechanical dept., at Montreal.*

William D. McEwen *has been appointed general manager — international, marketing and sales, at Montreal. Mr. McEwen will assume the responsibility for developing marketing and sales objectives and strategies for container and liner-breakbulk traffic in North America, the Orient, Australia, the U.K. and Europe.*

J.R. Fallis *has been appointed senior coordinator, planning and analysis, at Calgary.*

C.T. Webster *has been appointed deputy chief construction engineer, at Calgary.*

O.A. Peterson *has been appointed temporary acting trainmaster on the Brandon Division.*

J.A. Wood *has been appointed assistant engineer of bridges, office of the chief engineer, at Montreal.*

Jan Dunin-Borkowski *has been appointed engineer of bridges, office of the chief engineer, at Montreal.*

J.L. Moisan *has been appointed senior system supervisor, pool car, office of chief of transportation, at Montreal.*

Denis Chartier *has been appointed system supervisor, general merchandise, office of chief of transportation, at Montreal.*

W.N. Marak *has been appointed assistant general yardmaster, at Winnipeg.*

Michael Sheehan *has been appointed temporary gang trainmaster on the Windsor subdivision.*

Nelson S. Ehnes *has been appointed assistant signals supervisor, at Brandon, Man.*

D.T. Ball *has been appointed system supervisor, equipment control, office of chief of transportation, at Montreal.*

C.M. King *has been appointed assistant office manager, office of chief of transportation, at Montreal.*

R.G. Smeltzer *has been appointed supervisor, statistical analysis, office of chief of transportation, at Montreal.*

J.L. Bitcon *has been appointed material distributor, office of chief of transportation, at Montreal.*

R.T. Bennett *has been appointed purchasing agent, at Toronto.*

H.B. McCulloch *has been appointed assistant purchasing agent, at Winnipeg.*

G.C. Lowe *has been appointed assistant purchasing agent, at Toronto.*

Frank Wallace *has been appointed vice-president, purchases and materials, at Montreal. Mr. Wallace will be responsible for purchases of equipment, materials and supplies required by CP Rail.*

Retiring from company service

J.R. **Beaudoin,** area foreman, mechanical, Alyth Diesel Shop; J.M. **Bentham,** vice-president, purchasing & materials, Montreal; G.H. **Bentley,** locomotive engineer, operating, Winnipeg; J.C. **Blazina,** program co-ordinator, motive power, Ogden Shops; E.B. **Bodnarczuk,** carman, car, Toronto; K.A. **Brown,** conductor, operating, Calgary.

W.G. **Clark,** mechanical supervisor, motive power, St. Johnsbury, Vt.; R.Y. **Cyr,** agent, operating, Delson.

R. **Delisle,** machinist, car, Glen Yard.

D. **Faucher,** stationary engineer, motive power, St. Luc Diesel Shop; L.E. **Frank,** carman, car, Coquitlam.

R.W. **Graham,** yardman, operating, Lambton Yard; J.R. **Grouette,** maintainer, M of W dept., Winnipeg.

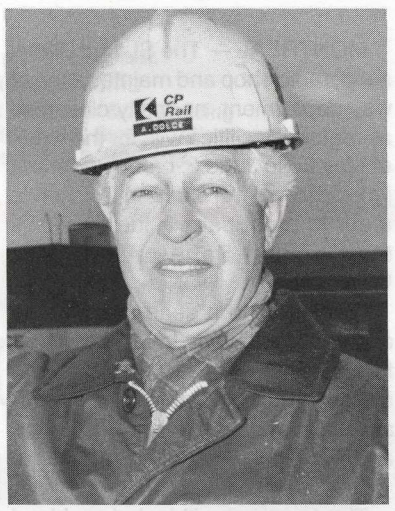
D.K. **Hall,** machinist, mechanical, Weston Shops; J.R. **Heddleston,** train order operator, operating, Smiths Falls; J.R. **Hodgkins,** assistant supervisor, CSC, Winnipeg; J.G. **Hollowell,** locomotive engineer, operating, Kenora.

A.G. **Ivey,** purchasing agent, purchasing, Toronto.

F. **Jacques,** checker, operating, St. Luc Yard; C.E. **Johnson,** conductor/trainman, operating, Calgary; W.T. **Jones,** locomotive engineer, operating, Kenora.

J.D. **Keel,** track maintenance foreman, operating, Moose Jaw; M. **Kuryliak,** track maintainer, M of W dept., Merrickville, Ont.

J.C. **Lang,** senior internal auditor, internal audit, Vancouver; G.J. **Lavallee,** assistant terminal manager, intermodal services, Winnipeg; A. **Lefebvre,** machinist, diesel electric, Angus Shops; W.J. **Luce,** locomotive engineer, operating, Thunder Bay; F. **Lysak,** claims supervisor, CSC, Calgary.



Honored: *Antonio Dolce, a sheet metal helper at Angus Shops, retires with 43 years of service.*

H. **Mackintosh,** supervisor, P & D dispatch, intermodal services, Vancouver; I.L. **MacLean,** road foreman/trainmaster, motive power & rolling stock, Kamloops; E. **Marquis,** driver, stores, Angus Shops; E.W. **Masik,** carman, car, Weston Shops; W. **Maslaniec,** deputy roadmaster, operating, Cranbrook; R. **Matula,** engine attendant, operating, Vancouver; K.S. **McElrea,** locomotive engineer, operating, Winnipeg; D.H. **McElroy,** locomotive engineer, operating, Ottawa; R. **Migue,** laborer, reclaim dock, Angus Shops; A.W. **Moisey,** engine attendant, mechanical, Edmonton; J.T. **Monk,** assistant foreman, car, Toronto Yard; J.J. **Mooney,** senior systems supervisor, damage prevention services, transportation, Montreal; J.P. **Morency,** bricklayer, B & B dept., Angus Shops; G. **Munro,** assistant supervisor, CSC, Agincourt.

C.J. **Nesseth,** leading track maintainer, Mattawa, Ont.

D.J. **O'Driscoll,** locomotive engineer, operating, Schreiber; W. **Osterag,** assistant foreman, car trainer, rolling stock, Saskatoon.

F.G. **Packer,** sheet metal worker, motive power, Ogden Shops; W.A. **Parker,** supervisor, car handling methods, Winnipeg; N. **Pemberton,** machinist, garage, Angus Shops; L.A. **Perron,** sales representative, marketing & sales, Montreal; J. **Porfiri,** carman, freight, Angus Shops.

T.A. **Radcliffe,** conductor, operating, Moose Jaw; W.T. **Reid,** industrial clerk, CSC, Winnipeg; L.J. **Richard,** freight handler, operating, West Saint John.

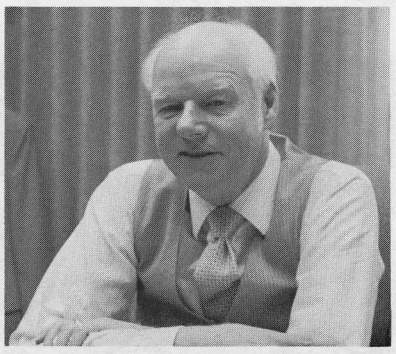
V.L. **Saigeon,** locomotive engineer, operating, Toronto; O.M. **Sauvé,** mileage car accounting clerk, chief of transportation, Montreal; R. **Sévigny,** carman, freight, Angus Shops; A.A. **Small,** manager, material distribution, chief of transportation, Montreal; R.A. **Stephens,** constable, investigation, Toronto.

A. **Tessier,** track maintenance foreman, M of W dept., Delson.

M.H. **White,** carman, car, Toronto; L.H. **Wilcox,** assistant supervisor, CSC, Winnipeg; J.G. **Wills,** locomotive engineer, locomotive, Moose Jaw; B.R. **Wyrozub,** yard foreman, operating, Thunder Bay.

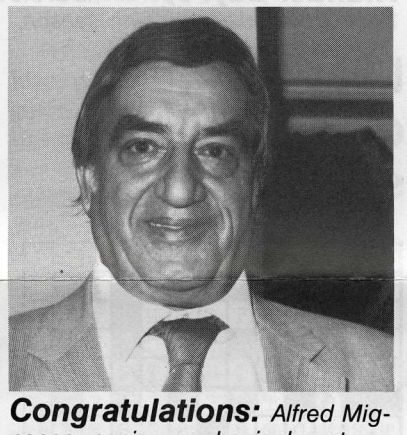
Leisure days ahead: *G.J. (Jerry) Askwith, manager, sales administration, marketing and sales at Montreal is seen here with his wife Mary at a reception honoring him on the occasion of his retirement after 45 years of service. His retirement plans include golf, travel and volunteer work.*

Signing out: *Conductor Edward John McAuliffe retires with 44 years of service. Mr. McAuliffe began his railway career as a call boy at North Bay in 1940. He became a trainman in 1946 and was promoted to conductor in 1952. Mr. McAuliffe will keep busy doing woodwork and also plans to do some travelling.*

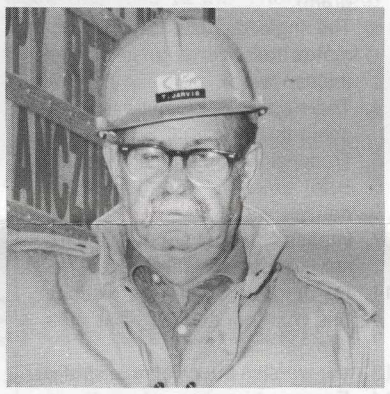


Good luck: *Ted Graves, supervisor of costing studies in Winnipeg's planning and analysis office, retires with 41 years of service. Mr. Graves, who started in Winnipeg as an office boy in 1942, spent several years with CPCS in the Far East, Australia, Malaysia and Indonesia.*

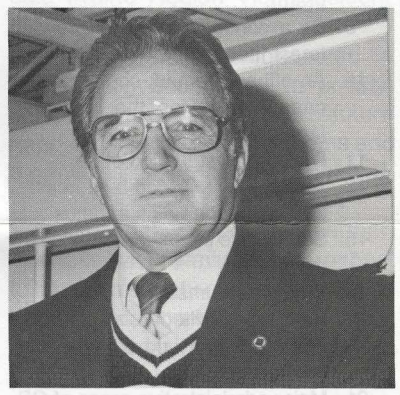
Silver plate affair: *A.H. Ivey, purchasing agent for the Eastern Region at Toronto, has retired. He is seen here with his wife Audrey displaying one of many gifts presented to him on the occasion. Mr. Ivey's association with the company dates back to 1945 when he worked as a summer student with CP Rail. He held many positions during his railway career — statistician, chief clerk and fuel purchasing agent among them. He was also past president of the Canadian Railway Club, Montreal, and director of the Toronto Railway Club.*



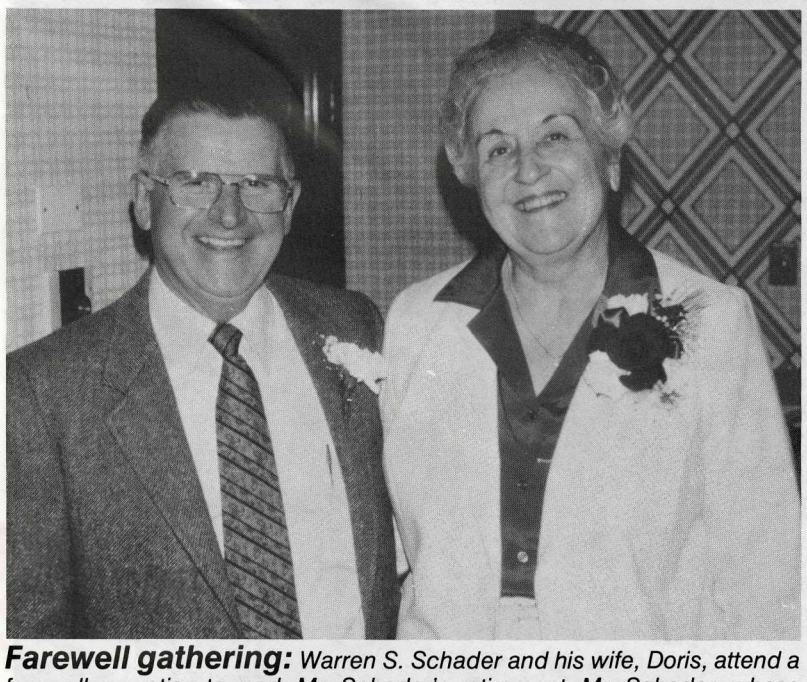
Congratulations: *Alfred Mignacca, senior mechanical systems analyst, mechanical department at Windsor Station, retires with 42 years of service.*



Good wishes: Thomas Jarvis, a carpenter at Angus Shops, retires with 35 years of service.



Special day: *Marcel Goyer, engine cleaner at St. Luc Yard retires with 43 years of service.*



Farewell gathering: *Warren S. Schader and his wife, Doris, attend a farewell reception to mark Mr. Schader's retirement. Mr. Schader, whose career with CP Rail, marketing & sales — U.S., spanned 41 years, began as a clerk in the old freight traffic department in Chicago, and carried him up through the ranks as travelling freight agent — Kansas City and Cincinnati; district manager — Cleveland; manager freight sales — Detroit; and finally as region manager — marketing and sales, Chicago from 1971 to the present. Looking forward to their retirement, the Schaders will split their time between winters in Florida and summers at their home in Pentwater, Michigan.*

Angus Shops: *Seven Angus Shops employees retired recently with a combined service of 279 years. They are (from left): Georges Hébert, carman helper, 41 years; Roger Migue, laborer, 41 years; Aurèle Lefebvre, machinist, 43 years; Raymond Sévigny, carman, 36 years; Jean-Paul Morency, bricklayer, 35 years; Walter K. Redhead, electrician, 43 years, became general chairman of the International Brotherhood of Electrical workers in 1968; and Joseph Porfiri, carman, with 40 years of service.*

Scoop and sift: *A track undercutter, moving at a speed of 1,050 feet (320 metres) per hour is at work here scooping out and cleaning ballast along CP Rail's main line near Mission, B.C. The undercutter and its 18-man crew is scheduled to clean 41 miles (66 kilometres) of ballast on the Vancouver Division over the next few months.*

Quebec Division

Safety Awareness Week

MONTREAL — The St. Luc Diesel shop, radio shop and maintenance of way department, normally classified as regional facilities will, for the week of May 26 to June 3, come under the jurisdiction of the Quebec Division in order to participate in the division's third annual Safety Awareness Week.

In addition to a series of lectures and demonstrations to be presented to employees to help increase their awareness of safe practices at work and at home, a variety of functions and sporting events will also be held.

MARATHON

The functions will include a blood donor clinic on June 1, to be held in the yard's roundhouse, and on June 2, the division will host the second annual Rain Dance Marathon Run.

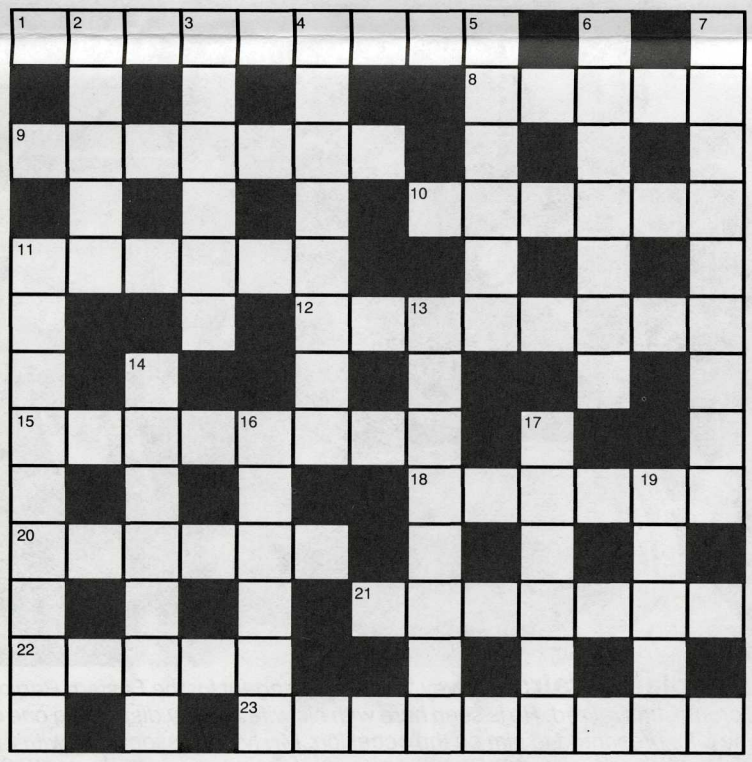
Two marathon races will be held concurrently, one of two miles (3.2 kilometres) and one of five miles (8 kilometres).

Starting at the employee's parking lot near the bunkhouse, the runners will proceed to the St. Luc departure yard and return. The runners who entered the short race will end there, while the long distance runners will continue to the Car shop and return to the finish line.

Additionally, each shop will hold its own drawing and safety slogan writing contests, with prizes to be awarded to the winners.

Other sports activities during that week will also be held, these include a horseshoe pitch at the Glen Yard and a softball tournament to be played in a nearby municipal park.

CROSSWORD



CRYPTIC CLUES

Across

1. Train tempo tabulation.
8. Almost, but not quite, silent (anagram).
9. Be a conservationist — prevent forest fires (hidden word).
10. An offhand remark could have a casual effect on the outcome (anagram).
11. Dazed and stupefied state.
12. A brief time followed by a hesitation in speech gains impetus.
15. Sounds like the usual condition of the sea.
18. A duller of senses.
20. Harbor was silted in, so the ship grounded and laid on her side (anagram).
21. Major administrative areas of CP Rail.
22. Often called "excuse" but actually means "elsewhere".
23. Prison inmate acknowledged receipt of delivery in writing.

Down

2. One should only inter material that is chemically inactive (anagram).
3. The ringleader uses capers by inmates to cover a prison break (hidden word).
4. There's something quite unusual about this.
5. To consider to be equivalent.
6. Brief times to change for the dances.
7. Impasse brought about by a partner lacking in freshness.
11. Locomotive engineers disobey this man's instructions at their peril.
13. Her worship the chief magistrate.
14. Former kingdom of northern Europe.
16. The feature showing at the local cinema lacks vigor (anagram).
17. Short diversion from the main line.
19. My mother's French sister whose pen always seems to be on the table!

Solution next issue

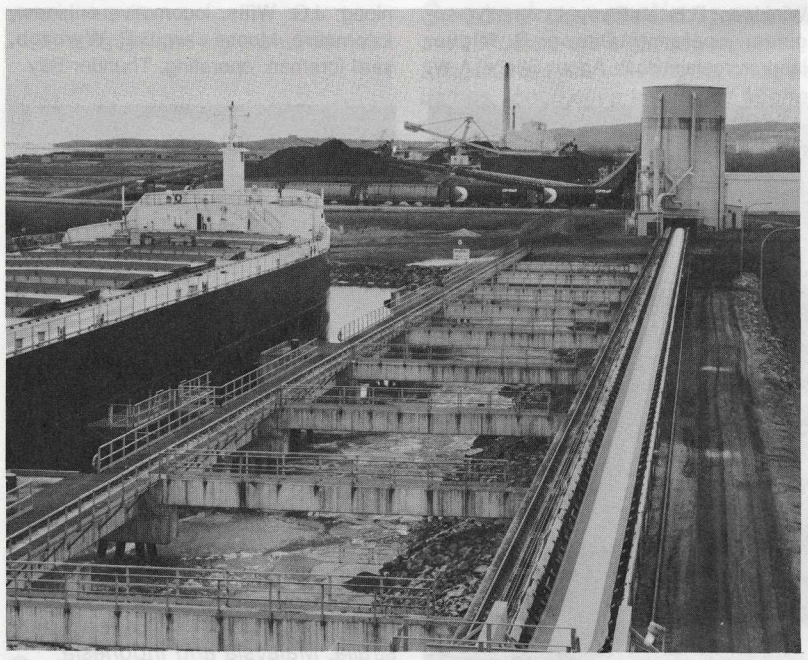
Designed for the best product handling

(Cont'd from page 1)

move trains through the new plant twice as fast as before."

Coal will continue to be handled through a separate unloading system which was constructed in 1978 by Federal Industries Ltd., of Winnipeg for the purpose of transshipping Western Canadian coal.

The new facility was designed to achieve the best possible product handling — that is, to minimize product degradation, separation or contamination.



Thunder Bay: *Operations at the new potash facility coincided with the 1984 Great Lakes shipping season.*

To accomplish this, the designers have minimized transfer points and provided variable speed controls on the conveyor system.

The system will be capable of handling close to 4,000 tons (3,600 metric tons) of product per hour. It will be able to unload a 100-car train in less than three hours, nearly double the speed of the original system.

The dumping area can accommodate three 100-ton (90-metric ton) hopper cars at a time. Fully automatic openers will undo the slide gates on the bottoms of the hopper cars.

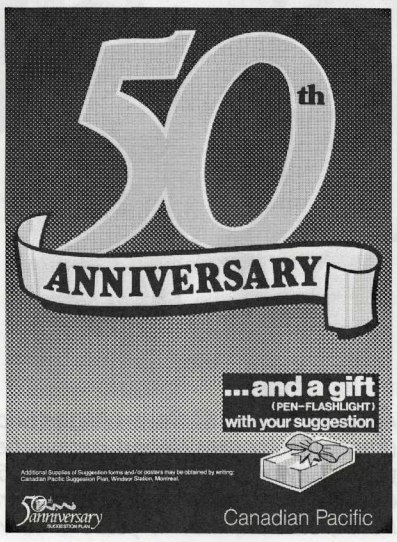
At the far end of the conveyor system is a traversing shiploader with a 360-degree rotary spout, mechanical sampling and weighing equipment, and modern dust control equipment.

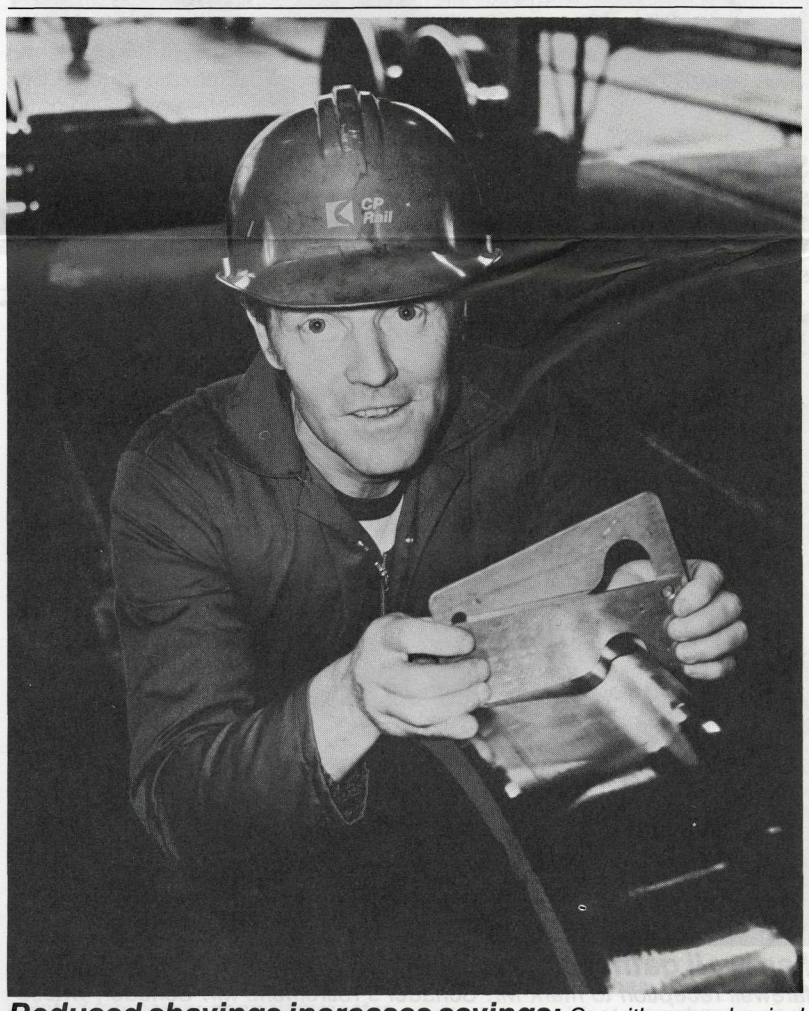
Most of the potash handled by TBTL is bound for midwestern United States ports, but the operation has a proven capability of accommodating ocean-going vessels.

In 1981 TBTL unloaded its first unit train of potash. In each year since then the facility has handled about one million tons (.9 million metric tons) of this product, in addition to more than double this amount of coal.

Last issue's crossword solution

P	R	O	V	E	R	B		J	E	W	E	L
O		A		X		O		U		E		I
S	A	S	K	A	T	O	O	N		A	N	T
T				M		T		C		T		E
S	A	C	K		T	H	A	T	C	H	E	R
		O		T		S		I		E		A
T	E	N	D	E	R		S	O	R	R	E	L
R		T		R		A		N		E		
A	L	A	R	M	I	N	G		I	D	E	A
F		I		I		I		D				N
F	A	N		N	U	M	B	E	R	I	N	G
I		E		U		A		A		N		U
C	A	R	E	S		L	I	N	I	N	G	S





Reduced shavings increases savings: *Coquitlam mechanical department Machinist Robert Hayes was the happy recipient recently of a cheque for more than $6,300, proof positive that Canadian Pacific's suggestion plan can reap dividends. Robert's idea was that when recontouring freight wheels, a wide-flange profile be used in some cases instead of a narrow-flange profile. This results in less metal being removed, thus increasing the wheel's overall life expectancy.*

Shareholders authorize bid for continuance

MONTREAL — At a special general meeting May 2, the shareholders of Canadian Pacific Limited unanimously authorized the Board of Directors to apply for a certificate of continuance under the Canada Business Corporations Act (CBCA).

A certificate of continuance was issued following the meeting and the Corporation is continued now under the CBCA, but otherwise Canadian Pacific retains the franchises, privileges and powers conferred on it by its existing corporate charter, and continues to be subject to the Railway Act.