

# THE GYROLOG



THE GYRO CLUB OF EDMONTON  
P.O. BOX 92 — EDMONTON — ALBERTA  
T5J 2G9

November 29, 1978

## NEXT MEETING

Tuesday, December 5, 1978, Mayfair Golf and Country Club at 12.15 p.m.

## COMING EVENTS

1. The Gyrettes' Regular Meeting will take the form of a Christmas Dinner Party to be held at the Royal Glenora Club on Tuesday, December 12, 1978. Cocktails: 6.30 p.m. Dinner: 7.30 p.m. Cost: \$8.00 per person. Each member is requested to bring a gift suitably wrapped, the cost not to exceed a value of \$3.00. Prizes will be awarded for the most artistically wrapped gift.
2. The President's Christmas Cocktail and Dinner Party will be held at the Club Mocombo, 200 St. Albert Road, on Sunday, December 10, 1978. Cocktails: 5.00 p.m. to 7.00 p.m. Dinner: 7.00 p.m. Members of other area Clubs are cordially invited to attend.

## BIRTHDAYS

Neil McKernan November 25      Al Lee November 27

"Happiness is best attained by learning to live each day by itself. The worries are mostly about yesterday and tomorrow." — Michael Nolan.

## SICK AND VISITING

1. Curly MacLachlan was reported to be a patient in the General Hospital.
2. Russ stated that Ella was now at home recuperating.

## HOCKEY SWEEPSTAKES

Game No. 1 - November 11, 1978

\$10.00 - Ticket No. 131 - George Koyich      \$15.00 - Ticket No. 122 - Ernie Siegal

Game No. 2 - November 18, 1978

\$25.00 - Ticket No. 109 - Dan Podersky

\$25.00 - Ticket No. 63 - G.P. Hennig; Ticket NO. 200 - P. Chniliar

Game No. 3 - November 25, 1978

\$10.00 - Ticket No. 89 - Gordon Smith; Ticket No. 158 - Doris Douglas

\$15.00 - Ticket No. 2 - P.W. Miller; Ticket No. 171 - Jerry Keller

\$25.00 - Ticket No. 6 - R. Jessiman; Ticket No. 175 - M. Gorbous

THIS WEEK

The resignation of long time member, Jim Hollands, was received and accepted with regret. However, we hope to see him as a visitor at our meetings whenever he has a spare hour or two. Gordon Rennie introduced the guest speaker, Al Hermanson, who gave a talk on Canadian Railways with specific reference to the C.N.R.

Mr. Hermanson grew up in Saskatchewan and took his formal schooling there, graduating in the early fifties from the University of Saskatchewan as a Civil Engineer. He joined the C.N.R. doing research work on Special Projects. In 1971 he became Manager of Planning Projects for the C.N.R. Mountain Division, with Headquarters in Edmonton. He was assisted in his presentation by Alex Rennie, who showed slides illustrating the talk.

(over)

The speaker stated that for years the C.N.R. had operated at a loss. But he said that this was not unusual for railways as those in Europe and other foreign areas invariably had huge annual deficits. He blamed this on extremely high debt costs. "There always seemed to be too much month at the end of the money," he explained.

Referring to the C.N.R. Mr. Hermanson claimed it to be one of the largest railways in the world with some 70,000 employees and an annual budget of 3 billion dollars. In the past two or three years he was pleased to report that it had operated at a profit by retaining a larger portion of earnings and reducing capital borrowing. At the same time the losing passenger traffic had been taken over by Via Rail.

In terms of assets, said Mr. Hermanson, they are valued at 15 billion dollars about half of which is rolling stock and right-of-way.

From a standpoint of technology the C.N.R. has a great capacity to move goods. The chief items of expense, aside from labor, are the wear and tear on car wheels and the replacement cost of heavier rails. Bulk goods such as coal, grain, sulphur, potash, and forest products are readily transported stated the speaker, but economically it is not a viable operation to return with empty cars.

Answering complaints of slow movement of prairie grain to the West Coast, he claimed that the C.N.R.'s carrying capability was four times as great as the storage capacity of Canada's Pacific ports.

Ernie Siegel, on behalf of the Club, <sup>thanked Mr. Hermanson and Mr. Rennie</sup> for an entertaining and informative talk.

And the writer might add that to operate a railway economically one could do no better than heed the words of Sir William Van Horne when he said on completion of Canada's first trans-continental railway: "The last spike will be just as good an iron one as there is between Montreal and Vancouver, and anyone who wants to see it driven will have to pay full fare."  
All aboard!

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