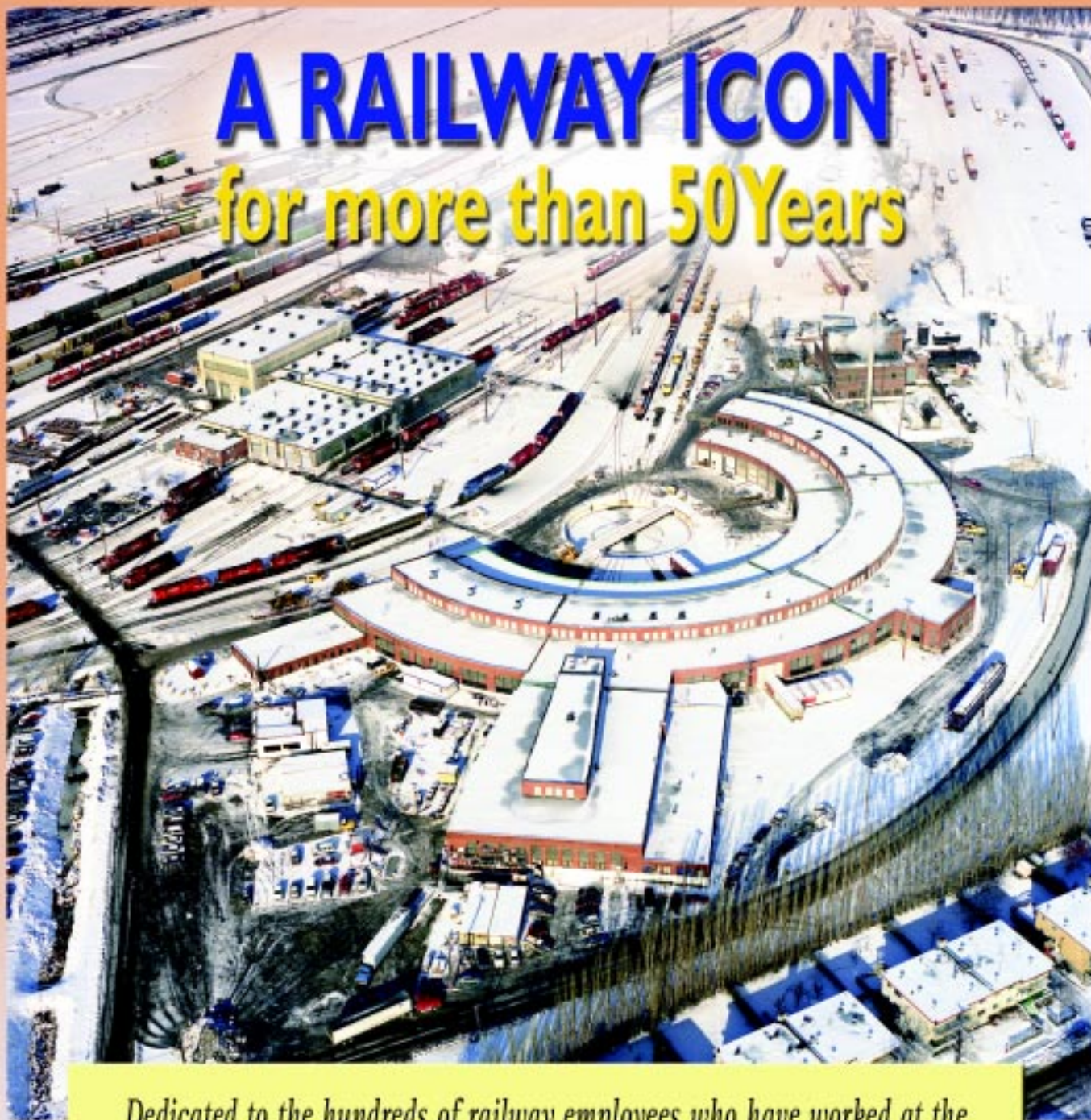


ST. LUC DIESEL SHOP

A RAILWAY ICON
for more than 50 Years



*Dedicated to the hundreds of railway employees who have worked at the
St. Luc Diesel Shop over the last half-century.*

CANADIAN PACIFIC

INSIDE COVER

FOREWORD

As an alumnus of this prestigious facility, I was honoured to write the foreword. I worked at St. Luc from 1978 to 1993 in almost every capacity, on all shifts and with every possible combination of days off imaginable.

St. Luc has been and remains a solid contributor to our overall success as a company by ensuring our locomotive fleet is available and reliable to meet our customer needs. St. Luc has demonstrated leadership, especially in your approach to safety, which has established the shop as a leader among peers.

When I think about my time at St. Luc, I remember all the great people I worked for and worked with. The dedication and loyalty of all employees in the face of challenging circumstances throughout your storied past is something we can all be proud of.

Happy 50+ Anniversary St. Luc, and allow me to wish you continued success.

James Cunningham
Vice-President, Mechanical Services

ST. LUC DIESEL SHOP

MORE THAN 50 YEARS

This Anniversary Bulletin is dedicated to the hundreds of railway employees who have worked at the St. Luc Diesel Shop over the last half-century.

BEGINNINGS

In July 1950, St. Luc Yard officially opened and replaced Outremont and Hochelaga yards as Canadian Pacific's principal Montreal freight terminal. Considered to be one of North America's most modern freight terminals at the time, the almost 700-acre yard had taken two and a half years to build at a cost \$12 million. With more than 120 kilometers of track, the sprawling terminal consisted of a fifteen-track receiving yard with a capacity to handle 1,151 cars, a 40-track, 1,550-car capacity classification yard, which featured Canada's first gravity-fed hump retarder, and an eight-track departure yard to accommodate 220 cars. In addition, the yard had nine storage tracks, a 300-car repair yard, four-tracks to hold 65 cabooses and two 20-car icing tracks.

ROUNDHOUSE

St. Luc Yard also boasted a 37-stall roundhouse also known as the steamshop - for the company's steam locomotive fleet. The roundhouse had full steaming facilities, which permitted a steam locomotive to drop its fire and operate with a charge of live steam from the nearby power plant. It also featured a cinder disposal plant, a sanding station and a three-track 400-ton capacity coal chute. However, in a sign of the significant changes to come, ten of the stalls were dedicated to the servicing of the fast-growing fleet of modern diesel powered locomotives.



“Considered to be one of North America’s most modern freight terminals at it’s time”



DIESEL SHOP

In the 1950's the new president-to-be, Norris R. "Buck" Crump, ushered in a new era of diesel power for the Canadian Pacific Railway. And so the St. Luc Diesel Shop began....



Inbound view of the new St. Luc Diesel Shop (1955)

In 1953, the first of three major construction phases began to build the St. Luc Diesel Shop.

In 1955 the first three run-through tracks were finished ready to service the growing fleet of diesel locomotives. (now numbered Tracks 10, 11, and 12)

These facilities incorporated advanced designs and new technology that included run-through Service Bays where locomotives requiring servicing entered from the east end of the Shop and fully serviced locomotives exited to the west.

The Shop's design also featured lowered floors, depressed pits below the shop floor (to allow better access to the underside of each locomotive) and elevated platforms to easily access the carbody/engine areas.

These elevated platforms were joined at the front of the shop by small (7' X 11') air operated piston driven drop tables that could be raised and locked into place. This was to permit the platform-to-platform flow of shop personnel and equipment to cross and work from the platforms, or to be lowered to track level to allow a serviced locomotive to exit the shop. This thru-put process was much speedier than the traditional roundhouse design.

The heating system, critical in our cold winters, used large blowers to force the steam heated air through heating ducts built into the floor of the Diesel Shop. This not only kept the shop warm but also cold damp cement floors were a thing of the past.

On October 6, 1955, Pat Michaud made history when he turned the first pair of wheels.



This included a new state-of-the-art roll-on wheel truing machine. (1955)



This included a new state-of-the-art roll-on wheel truing machine. (1955)

Ever financially and ecology minded, St. Luc Diesel Shop was a pioneer in the recovery of gray waste water and used engine oil. The spent liquids were pumped to separate treatment areas where the gray water was treated before being put into the sewage system a safe practice still in place today. The oil was cleaned, put into storage tanks and was originally burned in the large boilers at the Power House. Now, the oil is sold to a specialized recycling company.



Since its beginnings, the St. Luc Diesel Shop has played an important role in the development of the railway's diesel program.

In 1956, two more identical run-through service bays were added as part of the second phase of construction. (now numbered Tracks 8 & 9)

Today, most shop personnel find it hard to believe that their diesel shop was actually constructed in three phases. The last phase of construction was the addition of a drop-table to change out of the new electric traction motors. Also, a place was needed to change the wheelsets of these motors.

So in 1957, the High Bay Heavy Service Area was built which included a 100 ton Whiting drop-table and a 40/10 ton double-hook Hepburn overhead crane. This crane has one trolley with independently operated hooks. This feature allows whole locomotive trucks to be turned over to facilitate rebuilding the motor/truck unit. (these tracks are now numbered Tracks 13 to 17)

St. Luc Diesel Shop employees have witnessed many changes in the past half century and proudly acknowledge it as the major running repair shop in the eastern region of the Canadian Pacific Railway.

In 1962 a garage was built for the Hi-Rail Mobile Crane and the road/rail business car; M260.

In 1981 a rolling sand gantry was installed at the 'Coal Chute'.



*The Coal Chute (1963)
(as seen from the back of the Diesel Shop)*

In 1986, the steam-era coal chute was demolished. However, traditions die hard and the inbound track area, where the facility was once located, is still referred to as 'The Coal Chute'.



The Locomotive Washing System Enclosure (1992)

In 1991, a covered locomotive washing system was installed beside the Shop on Track 7. This outdoor system which operates during the warmer months only has been affectionately dubbed "The Car Wash".

Also in 1991, the water tower beside the shop on track 18 was demolished. A little known fact is that the water tower, which was designed to supply water to the shop in the event that the City of St. Luc was unable to - was never used

In 1992, a 20/8.5 ton double-hook DEMAG (#81099) crane, transferred from Angus Shops when that facility was closed, was installed in the high bay service area. That same year, a part of the steamshop was converted into an engine head rebuild area for the aging ALCO fleet (American Locomotive Company). St. Luc employees can be proud of its record for servicing the much-maligned ALCOs.



The Final Farewell (Dec 23, 1993)

On December 23, 1993, emotions were mixed when in a farewell ceremony, CPR president, Rob Ritchie, shut down CP 4706, the last active 6-axle ALCO locomotive.

In August 2000, in an effort to become more efficient, Canadian Pacific contracted out the maintenance of the four-axle locomotive fleet to the OmniTrax Company. Efficiencies were expected to come from an innovative servicing program whereby the locomotive maintenance personnel traveled to the locomotives and serviced them on-site -- rather than have the locomotives travel to the shop. After three years the CPR recognized its' own well-trained employees could perform the same tasks and be yet more efficient and cost effective.

So in 2003, Mobile Locomotive Maintenance (MLM), was launched in Toronto. Then in 2005, the program was rolled out to each of the local service areas and Michel Daoust and his mobile men began to call St. Luc home.

The Mobile Locomotive Maintenance now has two trucks: a mobile service vehicle (MSV) and a mobile repair vehicle (MRV). Two crews of two diesel shop employees keep these trucks on the road 16 hours a day doing all Servicing (with the exception of annual inspections) and repairs. Large tanks in the MSV truck keep oil and water to top up the Locomotives. A lifting boom, welding machine and air compressor on the MRV truck aid in trackside repairs. These tough all-weather crews are responsible for a large territory which includes Hochelaga, Lachine, Delson, Vaudreuil, Rigaud, Ste Therese and more recently, St. Antoine.



The Mobile Repair Vehicle



A Mobile Service person



A Yard switcher being serviced



The rear of the MSV

In 2001, The roundhouse was partially demolished. Only 9 stalls remain, #29 to #37. To some, this demolition seemed to signal the end for the St. Luc Diesel Shop, however, nothing could be further from the truth!

After a couple of years of renting out space to Progress Rail, General Electric Locomotive Service Division came calling.

In 2003, the GE service contract allowed eighty-three GE AC4400 locomotives to call St. Luc their home. This move breathed new life into what was beginning to appear as a deserted diesel shop.

Also in 2003, the now 'old' wheel truing machine was given a facelift. New electronics and displays were installed allowing the operator a more precise 'cut' of the wheel.



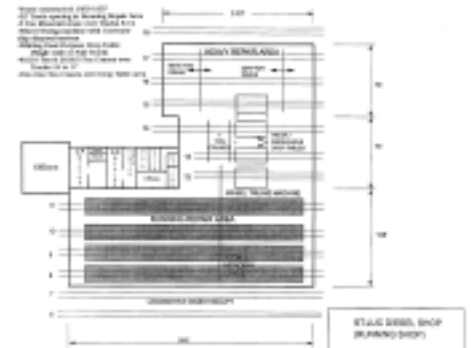
Pat Michaud receiving instructions (1956)



An operator filling his log (2007)

FACTS

The St Luc Diesel Shop is a running repair shop designed for the inspection, repair and servicing of diesel locomotives. This also includes the fuelling and sanding of locomotives plus a locomotive wash system



St Luc Diesel Shop was the third diesel shop built by the CPR, after shops built in Nelson, B.C. and Calgary, AB. Although the St Luc Diesel Shop was built in three stages, it is considered to be one shop encompassing 20,000 sq. ft. The Chief Engineer on the St Luc project was RA. Emerson who followed plans made by the Chief Architect Laurence Laffoley. All materials used in the construction were top-grade and were designed for the anticipated heavy work loads. The rails were brand new 130 lb. steel and the supports were made to accommodate future heavier locomotives The incoming tracks and outbound tracks were laid out so the hostlers, using hand lanterns at that time, could be easily move the locomotives into the different servicing areas. The run through locomotives go to the south side of the shop to be inspected, serviced, washed and marshaled into new consists.

When first built, the St Luc Diesel Shop was able to service 100 locomotives and make consists for 52 trains in any given 24 hour period. Nowadays, with the larger horsepower locomotives capable of hauling longer trains, employees through-put 55 locomotives to make approximately 30 trains. Also, the stronger AC locomotives are more easily maintained and therefore less staff is required.

The torch is being passed on to the next generation of railway workers as many employees are retiring and many new faces and even new apprentices are seen in the shop. We hope they will take pride in this shop and appreciate the history of toil and changes that have preceded them. To the 'old-timers', this shop has had grown and given many a good living. Even though there was a threat of closure, the shop is now rising again to give the next generation a future to build on.

Today, 50,000 gallons of diesel fuel and 200 gallons of lube oil are used per day to top up the locomotives that pass through the shop. Many items, such as drinking water, first aid kits, flare kits, 2 fire extinguishers that each locomotive must carry, are also verified and replaced as necessary.

Every 90 days, locomotive inspections include changing the fuel, oil and air filters. The brake shoes are checked every shopping, whether it is a 'Pit Stop', a regular 90 day, or a 180 day Inspection, During the annual inspection, the entire locomotive is closely examined on all its components for wear.

Over the years there have been a vast assortment of diesel locomotives from the earliest locomotives built in 1943 to the present day. This has included Alco



An array of diesel power in front of the St Luc Shop (1963)

switchers, 4 and 6 axle MLW's, GM's and now GE locomotives. There have been a few special locomotives in the mix such as 8921, 4711 and 4744. The shop personnel have adapted and learned how to service the many different types of leased locomotives which have been maintained at the diesel shop. Some of these different types include: Boston & Maine RS-3's, Delaware & Hudson S-2's, Bessemer & Lake Erie F7's, Bangor & Aroostock GP7's, Baltimore & Ohio GP40's and Quebec North Shore & Labrador SD40's.

At present, the St. Luc Diesel Shop maintains 209 locomotives for Canadian Pacific Railway. Also maintained are 16 locomotives and 104 cars that are used in the Montreal's Agence Metropolitaine de Transport (AMT) commuter service.



AMT 1325 and its train of double deck cars are serviced on Track 2 (2007)

LOCOMOTIVES MAINTAINED OVER THE YEARS

Road Number	Builder	Year Built	Model	Horse power	Weight (1000 lbs.)
6500-6599	MLW	1951-57	S3	660	195-199
6600-6613	MLW	1958	S10	660	195-199
6614-6623	MLW	1959	S11	660	195-199



7010 was the first production diesel locomotive built for Canadian Pacific

The below units were assigned to yard service. Some of the units were modified to work with the Yard Boosters B100-B101.

7010-7098	ALCO-MLW	1943-49	S2	1000	230
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8019-8046	MLW	1959-60	RS23	1000	235
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LOCOMOTIVES MAINTAINED OVER THE YEARS

Road Number	Builder	Year Built	Model	Horse power	Weight (1000 lbs.)
8119-8171	EMD	1958-60	SW1200RS	1200	233



1400-1404	EMD	1951-53	FP7A	1500	262
1416-1434					



1405-1415	GMD	1954	FP9A	1750	262
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Used in passenger service, these units were later sold to VIA rail in 1978.

Used in passenger service, these units were later sold to VIA rail in 1978.

LOCOMOTIVES MAINTAINED OVER THE YEARS

Road Number	Builder	Year Built	Model	Horse power	Weight (1000 lbs.)
4000-4027	MLW	1950-53	FA1	1500	249
4042-4051			FA2		
4082-4083, 4094-4098			FPA2		



The FA1's were used in freight service while the FPA-2's were used in passenger service.

4400-4423	MLW	1950-53	FB1	1500	248
4465-4470			FB2		
4463-4464			FPB2		



Two of these B units were also equipped with steam generators for passenger service.

3000-3135	GMD	1970-85	GP38/2	2000	262
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LOCOMOTIVES MAINTAINED OVER THE YEARS

Road Number	Builder	Year Built	Model	Horse power	Weight (1000 lbs.)
8200-8252	GMD	1954-59	GP7's or 9's.	1750	2592



Originally numbered as 84-8800's, in the mid 80's they were rebuilt and renumbered.

000-5025	GMD	1963-1966	GP30 or 35's	2250	262
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Originally built and numbered as 8200's, in 1965 they were renumbered as 5000's.

5400-5415	GMD	1975	SD40-1-2.	3000	393
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These locomotives were bought from QNS&L

LOCOMOTIVES MAINTAINED OVER THE YEARS

Road Number	Builder	Year Built	Model	Horse power	Weight (1000 lbs.)
8400-8408	MLW	1949-54	RS2	1600	259
8426-8461			RS3		



First used in freight service from British Columbia to New Brunswick, they were later assigned to yard and hump service.

8462-8482	MLW	1954-57	RS1	1600	259-260
8557-8600 & 8824					



Some of these units were fitted with a steam generator and were used to pull passenger trains.

1800-1802	EMD	1949	E8A	2250	331
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This series of locomotives had six axles, two of which were not equipped with traction motors. Used in passenger service, each unit had twin twelve cylinder diesels and two steam generators.

LOCOMOTIVES MAINTAINED OVER THE YEARS

Road Number	Builder	Year Built	Model	Horse power	Weight (1000 lbs.)
4028-4041 4058-4063, 4066-4075 & 4099-4103	GMD	1950-53	FP7A	1500	262



Originally assigned to intercity and transcontinental passenger service, a few of these units later found service in the Montreal commuter service numbered as 1300-1306.

1310-1313	GMD	1950	GC418a	1800	258
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These Locomotives are presently in use in AMT Commuter service. They were acquired from CN by AMT in March 1990.

1320-1330	EMD	2000-01	F59PH1	3000	
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These sleek Locomotives have a Caterpillar/Delstar engine/generator in the rear to supply 750 KW of Head End Power to the commuter cars that it pulls.

LOCOMOTIVES MAINTAINED OVER THE YEARS

Road Number	Builder	Year Built	Model	Horse power	Weight (1000 lbs.)
1500-1697	GMD	1952-59	GP7-GP9	1500 to 1750	260



Originally used in freight service, these units were rebuilt and renumbered in the 1980's and are now used in yard service.

8729-8800	MLW	1957-58	RS18	1800	258
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In the early 1980's, this series of units were rebuilt and renumbered 1800 to 1868

8900-8920	F/M-CLC	1955-56	H24-66	2400	389
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LOCOMOTIVES MAINTAINED OVER THE YEARS

Road Number	Builder	Year Built	Model	Horse power	Weight (1000 lbs.)
8921	MLW	1957	RSD17	2400	339



Built in 1957, CP did not receive this unit until 1959.

4200-4250	MLW	1963-66	C424	2400	263
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4200 was the first, second generation diesel made by MLW for a Canadian railway. This series was originally numbered 8300s. .

4500-4507	MLW	1968	C630	3000	393
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The last "Century Series" units made by MLW from Alco designs.

LOCOMOTIVES MAINTAINED OVER THE YEARS

Road Number	Builder	Year Built	Model	Horse power	Weight (1000 lbs.)
4508-4581	MLW	1969-70	M630	3000	392



4700-4743	MLW	1969-70	M636	3600	392
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4711	MLW	1969	M-636	3600	392
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In 1984, Canadian Pacific overhauled this locomotive and installed AC traction motors. At the time, this prototype unit proved to be North America's most powerful locomotive. CP 4744 is now preserved at The Canadian Railway Museum (Musée ferroviaire canadien) in St. Constant, Quebec.

LOCOMOTIVES MAINTAINED OVER THE YEARS

Road Number	Builder	Year Built	Model	Horse power	Weight (1000 lbs.)
14744	MLW	971	M640	4000	396



In 1984, Canadian Pacific overhauled this locomotive and installed AC traction motors. At the time, this prototype unit proved to be North America's most powerful locomotive. CP 4744 is now preserved at The Canadian Railway Museum (Musée ferroviaire canadien) in St. Constant, Quebec.

5950-6024	EMD	1980-1981	SD40-2	3000	393
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5389-5864	EMD	1966-84	SD40 or SD40-2	3000	393
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CP Rail

LOCOMOTIVES MAINTAINED OVER THE YEARS

Road Number	Builder	Year Built	Model	Horse power	Weight (1000 lbs.)
9500-9582	GE (CP1)	1995	AC4400	4400	410-416
9583-9632	(CP2)	1997			
8600-8655	(CP4)	2000-2002			



At this time (June 2007), only the CP 1's and CP4's are being maintained at St. Luc Diesel Shop.

The last one of the CP1's, this locomotive was brought to Sortin Yard for this picture in 2002

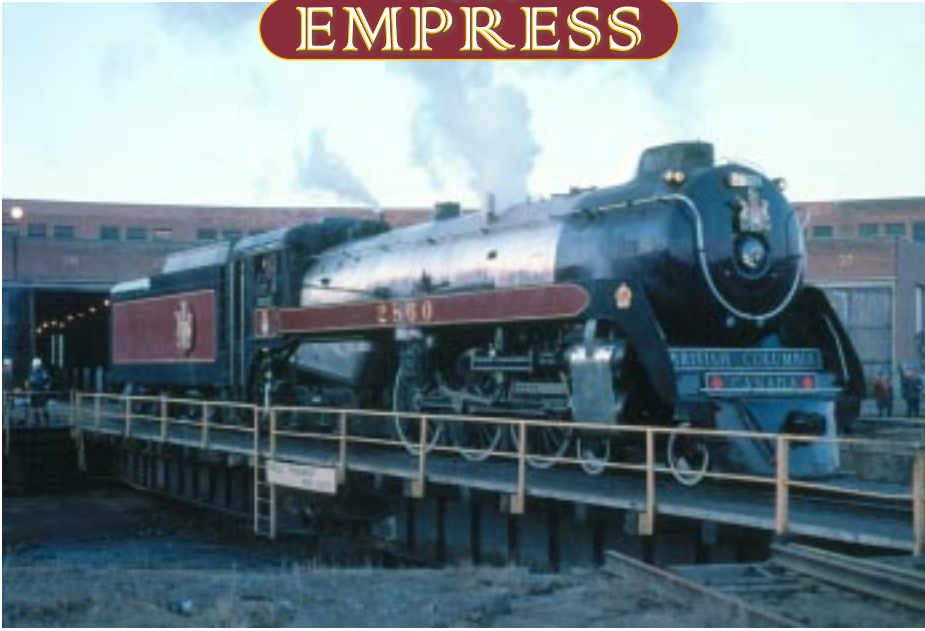


In 2002 Canadian Pacific Railway proudly sponsored the RCMP Musical Ride across Canada.

DISTINGUISHED VISITS

St. Luc Diesel Shop has never forgotten its heritage of steam locomotives. Whenever a 'Steamer' has arrived at the 'Shop', she has been pampered and welcomed as an old friend by the workers.

EP&C EMPERESS



In June 1978, there was a visit by 2860, one of the Royal Hudson locomotives that carried King George and Queen Elizabeth across Canada in the 1949 Royal Tour.

In May 2004, the Canadian Pacific Empress 2816 visited our diesel shop to have the front wheels on the Pony truck reprofiled, a boiler washout and a well-deserved rest.



From October 5th to November 10th 2006, the Toronto Transit Commission loaned the AMT a much needed GO Train to help alleviate commuter congestion when an overpass collapsed and blocked highway 19, a heavily used route into Montreal.



HOLIDAY TRAINS

Since launching in 1999, the St. Luc Diesel Shop can claim responsibility for much of the Holiday Train magic. Two trains, each decorated with thousands of bright lights and decorations, visit communities in both Canada and the United States. These visits are in partnership with the Canadian Association of Food Banks (CFAB) and U.S. Food collection agencies to raise money, collect donations and generate awareness for the hungry. The Holiday Train program allows employees, customers and communities to come together to help people in need.



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Worth noting is the 2001 US Holiday Train that traveled to New York City soon after the 9/11 attacks on the World Trade Center. Simultaneously, when our CEO, Mr. Rob Ritchie, rang the closing bell at the temporary offices of the New



York Stock Exchange, our Holiday Train light up their city and signaled CPR's listing on their stock exchange. Canadian Pacific Railway was also represented by Marc Seland, John Serena, Richard Bujold, Jean Luc Tanguay and Bob Kennell. In a further tribute to those who lost their lives, large Holiday Wreaths were presented to the New York Police Department, the New York Fire Department, and the New York Port Authority.



**CANADIAN
PACIFIC
RAILWAY**

In 2004, the Canadian Holiday Train made a special stop at the Canadian Forces Base at Trenton, Ontario where another large holiday wreath was presented to Colonel Andre Deschamps, Commander of 8th Wing, by the wreaths' creator; St. Luc Diesel Electrician, Jean Luc Tanguay.





The very First Holiday Train (1999) with the crew that built it. (December 1999)

An ice storm gave way to a chilly start for the Canadian Holiday Train. A special show attended by Fred Green, Marcella Szel and the employees of the St.Luc shops kicked off the day. Employees in the Montreal were proud to announce the collection of over \$2700. They were able to purchase enough food with this collection to fill a good portion of a cube van, donation was given to Moisson Montreal.



2005 Canadian Holiday Train (December 2005)



President and CEO Fred Green presents a cheque to Moisson Montreal (Dec 2006)

The numbers are in, and the two Holiday Trains in the United States and Canada raised a record amount of food and money in December 2006.

A heartfelt thank-you to everyone who helped ensure the success of the Holiday Train - the cities and towns, villages and neighborhoods, community groups, churches, corporations and small businesses across North America for helping us help others.

Your efforts helped bring our eight year total to close to \$3 million dollars and 1.6 million pounds of food for food banks in over 100 communities.

**CANADIAN
PACIFIC**
Ingenuity.

AWARDS

CPR has always promoted Safety Awareness for both the work and home environment. To this end many St. Luc employees have been trained in St. John's Ambulance First Aid, Automatic External Defibrillation and Fire Safety Procedures. St. Luc personnel have been in many competitions and have won many Safety and First Aid Awards as the next few photos bear out.



The Senior First Aid Team (1990)



*The Junior
First Aid Team
(1991)*

CREDIT UNION

It may be strange to mention a 'bank' in a diesel shop celebration booklet, the St. Luc Credit Union has been administered by CPR employees since its inception in September, 1953. The St. Luc Credit Union has provided financial education and accessible banking services to the many shift workers of the diesel shop and yard personnel. Located in a corner of the roundhouse, this credit union is a short walk from the diesel shop.



Jean Cloutier, General Manager from 1962 to 1992 (1964)



Above: 50th Anniversary Celebration (2003)



Right: Michel Brault, General Manager from 1992 to present (1992)

PEOPLE

HUNDREDS OF MEN AND WOMEN HAVE CONTRIBUTED THEIR SKILLS AND EXPERTISE TO MAKE THE ST. LUC DIESEL SHOP INTO THE GREAT PLACE IT IS.

No half-century celebration booklet would be complete without photographs of the people who have devoted so much time and energy at the St. Luc Diesel Shop

Long before the expression 24/7 came into being, the St. Luc Diesel Shop was experiencing it. Hundreds of men and women have contributed their skills and expertise to make the St. Luc Diesel Shop into the great place it is. Some of the people who began their career at the diesel shop have gone on to other places, however, many more have stayed. In some instances, you have had 2nd or 3rd generation of families working at the diesel shop and on occasion, between Angus Shops and St Luc Diesel Shop, whole families have worked for the railway. Such is the case with the Touchette family which consists of: Jacques, a machinist with 35 years of service, Raymond, also a machinist with 24 years, Yvon, an electrician with 7 years, Lucien, the father, a carman with 21 years, Jean, a carman with 31 years, and Gilles, an electrician, with 31 years. With almost 150 years of service between them, it adds to an incredible CPR tradition.



The Area 2 gang (1983)



The Area 1 gang (1983)



Bruno DeGrandis retirement (1981)



The Foremen in their Lunchroom (1981)



Group of retirees (1995)



The tree that St Luc Diesel Shop management planted in 1981 is still growing strong today, like the shop itself. (1981)



The Afternoon Shift (1982)



CP 5468 captured on her way to The Canadian Railway Museum together with the gang that made it happen (1992)



The Day Shift (1982)

ACKNOWLEDGEMENTS

The editors would like to thank all those people who worked on and had input into this 50th+ Anniversary Booklet.

Of course a few people stand out; Bob Gagne, Bob Kennell, (of CPR Archives) Bruce Chapman, Giulio Capuano, Harald Kunze, John Serena, Michel Spenard, Michel Daoust, Peter Layland, Richard Young and Tom Wilson.

We would also like to thank Maurice Vaudry, Norman Trudel, Serge Longtin and Will Baird for sharing their old photographs for this Bulletin.

Once again, the St Luc Diesel Shop personnel have worked together and done the job.



**CANADIAN
PACIFIC**