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Good day everyone. Hope all is well with you. I'm a little confused as to which season it is – it seems just a week or two back it was still March and spring.

I learned that traveling 10 miles to Spruce Grove is not considered travel according to the receptionist at the doctor's office when she asked me the 30 covid questions, took temperature, etc. She claimed it wasn't the proper answer to her travel quiz. I'm just used to going up the road to the grocery store so I thought that maybe 10 miles qualified as travel.

We have been conducting our Executive meetings via Zoom video conference calls. Unfortunately, we have not been able to host any General Meetings since last March and it appears that won't happen anytime soon either. We will keep you posted.

The National Director's meetings usually held mid November in Montreal were also conducted via Zoom. There was a lot of discussion and decisions were made including continuing scholarships again this year. We are also trying to improve our partnership agreement with CN in regards to better access to employee discounts and links to some of their programs through our National website cnpensioners.org. A note in our national newsletter describes how to access your pension plan and information through cnbenefits.hroffice.com, which can also be accessed through a link on our national website. With tax time here, you can also use it to view and print your T4 rather than depend on Canada Post. As well, you can make address and banking information changes and view your monthly pension statement.

As a note, Blue Cross has held the Alberta premiums the same for the last 3 years. As always, if you have any questions, ideas or information to share, I encourage you to contact any of our local executive. Take care and stay safe.

President's Message

Al Vodden

Your Executive

President

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alvodden@gmail.com

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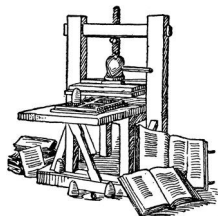
Auditor

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CONSIDER EMAIL

Of the 2397 members, 943 receive the newsletter via email.

45 have been returned as wrong address and an address change has not been reported to the CN Pension Administration. If you are one of the 1409 who still receive a printed copy, please consider switching to email.



Benefits of an Electronic Newsletter:

1. Delivered as soon as it is published in full colour.
2. No delays with printing.
3. No "return to sender" due to wrong address.
4. No postal disruptions.
5. Huge savings with the cost of printing.
6. Huge savings with the cost of postage.

To switch, please email peteretre76@shaw.ca or bwhiteman@shaw.ca

Did you ever dream of operating a steam locomotive?



We are looking for previously or currently qualified Locomotive Engineers to join us at Fort Edmonton Park and learn how to operate the Baldwin Steam Engine #107 for the summer season.

Previous experience in steam is not expected or required, we will have a qualified Power Engineer on board to operate the boiler.

A training program will be provided which includes a rules refresher specific to the Fort Edmonton Park Railway and classroom instruction on the steam locomotive.

Then it will be outside for practical time on Locomotive 107. Training will begin in March and you should be able "Qualify" prior to the planned May Park opening day. Rate of pay is yet to be determined.

If you are interested, please contact John Armstrong at: RailSolutions2018@gmail.com or Ph. 780-690-6637



Poinsettias/ Flowers

were sent to the following members who were in extended or long term care this past Christmas:

Therese Auger, Mike Basok, Gilbert Calhoun, Santo Cerminara, Floyd Cormin, Helen Fedorchuk, Ed (Charles) Grant, Joan Hanasyk, Patrick Keleher, Cecil Loughlin, Viola Mackie, Gordon Maxwell, Bruce McBain, Walter Melnychuk, Aileen Moore, Esther Roy, Cecil Sakousky, Emily Strochi

If there are others we should know about, please let us know.

National Newsletter

The National newsletter is produced a few times a year, printing, translation and mailing paid for by CN, and it goes to every person receiving a pension. CN insists it goes to members and non-members so someone cannot be removed from their mailing list. The Edmonton newsletter, RailVets' News, is produced in Edmonton three times per year for members only.

Pensioner's piece

We would like to hear about your memories from working at CN to include in our editions of the newsletter - a work incident about people or places or occurrences, funny or serious, or any item of general interest. Perhaps you have some pictures of CN employees or events that would be of interest. Just submit your story to Peter Treloar, RailVets' editor, or any member of the executive for inclusion in "RailVets' News."

Remember, this is your newsletter! To make our newsletter of interest to all CN pensioners your article could serve as a connection with former colleagues and co-workers and encourage them to submit their own stories. We all have experiences or stories of interest we could share.

Small World

A few months ago, my sister sent me a book entitled "Pelican Road", by American historical novelist Howard Bahr. She had read another copy some time ago, and was taken with its treatment of place, time, mood, and character. The front story is railroading in 1940 in the deep South, so she thought I might enjoy it as well. And when she saw a copy at a Calgary Public Library book sale, she couldn't resist getting it for me: we're of 75% Scottish ancestry, so the price - a princely 50 cents - was right.



The dedication reads in part, "To those who served the main line of Mid-America". This of course reflects the pre-merger tag line of the Illinois Central, so I was doubly intrigued. As I began reading, I found it to be a really good novel, written in a style reminiscent of Norman Maclean, maybe with a dash of Hemingway thrown in. And very accurate in describing railroad situations, for reasons that will soon become obvious.

So I'm reading along, reading along, and I come to a passage where a principal character - the locomotive engineer on the ill-fated local - is having a dream-like experience. He sees railroad men of his past acquaintance: "Bruce D. Herrington, T.L. Jacobs, Tom Utroska..." **Tom Utroska?** I know the actual Tom Utroska! I first met him when, pre-merger, CN located our intermodal terminal on IC property at Harvey, just north of Homewood on Chicago's south side. And many of us here will know him from the time he spent in Edmonton, post-merger, as VP Transportation. Pretty wild, finding his name in an historical novel!

Tom retired in the early 2000's, but we had been in touch off and on since. So I get hold of him, and he says, yeah, yeah, he knew all about it. Turns out he and the author were IC yard clerks together in Gulfport MS, back in '69-'70. When the book was published (2008), Bahr sent him an autographed copy.

So - from Gulfport, to a novel, a copy of which wound up for sale in Calgary, to me in Edmonton, and back to Tom. Small world indeed!

Cute railroad story about Tom. For those who haven't met him, Tom is (a) quite tall (I'm going to guess 6 foot 3 or so) and (b) a real Southern boy. His wife, a lovely woman, is a Northern gal. So we're at Tom's retirement function, a really nice affair in Chicago. As I recall, at least two of his brothers were able to attend. Turns out, Tom is the midget of the family - I mean, these good old sons of the South are TALL! So Jack McBain, our EVP Operations, is making a little speech, and he mentions that at one point earlier in the evening, he was speaking with Tom and his brothers. Jack, who is of average height, exclaims, "I thought I was standing in a redwood forest!" Tom's wife, in a 100-acre, crystal-clear, decidedly non-Southern voice, calls out, "You mean, red NECK forest!" Everyone fell about the place, and it was several minutes before the program could be re-started.

Paul Miller

OFFICE EVOLUTIONS

When I hired on at CN in 1961 I worked at CNT located at 600 Windsor Street in Montreal. Even in those days this office was considered “old fashioned”. For one thing it was not air conditioned. This place was not a happy work environment and I asked for and received a transfer to H.Q. in January 1962.

The H.Q. Building at 935 Lagauchetiere St. had been opened for just 6 months and I was really impressed with its fancy new furniture, carpeted offices, automatic elevators and of course air conditioning. This must have been a big change from the old place on McGill Street where oldtimers could remember that a status symbol was having your own spittoon! In the new offices a status symbol was a carpeted office a wooden desk and a window!

Looking back these many years I cannot help but be amazed at all the changes that occurred during my CN Life – 1961 to 1993. For instance I am wondering how many young people today know the origins of the initials cc. We oldies know that cc in the old days stood for carbon copy. Sometimes bcc appeared. This stands for blind carbon copy which meant that the writer did not think it was necessary for the addressee to know who else was getting a copy of the same letter. Carbon paper was highly flammable. A co-worker was cleaning his pipe one day, and scraped the ashes into his waste paper basket where he had disposed of some carbon paper. It caught fire and he had to run to the drinking fountain to get a glass of water to throw on the flames. After that smokers knew never to clean your pipe or throw your butt into a waste paper basket. Most people smoked in those days and not just cigarettes. Pipes and cigars were common. One secretary used to complain that every time she typed a letter for a certain cigar smoker it came back with cigar stains on it and she had to re-type it. This caused her to be in a bad mood for the rest of the day.

The first big change in the office was the electric typewriter. It took a while to get used to the delicate touch of the keyboard. No longer did typists have to “pound the keys”. The powerful electric typewriters allowed typists to type more copies in one typing. This was because the electric’s powerful keys made a deeper impression on the paper. No doubt this eliminated jobs known as “copy typists”. True to its name copy typists spent all day typing copies!

Perhaps the biggest innovation at CN was the comtel. Messages were received instantaneously. Typists and stenographers took a one-day course just learning how to send a message. Sending a comtel could be nerve wracking as the typist did not know until the message had been sent whether or not it had reached its destination! If an error code appeared at the end of the message this meant that the message had not gone through, and had to be re-sent. Typists held their breaths hoping and praying no error code would turn up at the end of a message. Often the typist had no idea where the error had occurred. Someone remarked that every time he saw a steno at the comtel she had her fingers over her mouth. He didn’t know why typists behaved like this did this until someone told him that she was probably holding her breath hoping and praying an error code would not appear.

The introduction of photocopiers was another great innovation. In our office on the 7th floor of the H.Q. Building there was an AB Dick liquid photocopier. It was so precious that only the Vice-President’s Secretary could use it! The liquid had to be changed often and it was a great improvement when we got a Xerox dry copier. But like its AB Dick predecessor that same certain person was the only one who could use it! Such a policy was ridiculous as the Vice-President was the least likely person to need a photocopy! The copier stood idle for many a day until someone must have woken up and decided to allow everyone to make photocopies.

Of course the advancement of women into managerial positions has been the biggest change. In the old days before the introduction of paid maternity leave most women resigned. Having retired in 1993 I had just begun to see this change. Today I am told there are even female vice-presidents. Several years ago I was introduced to Kim Madigan, Vice-President Human Resources. I blurted out “Oh I thought you were a man.” She laughed and said “Sorry to disappoint you.” I replied “No, I’m not disappointed just surprised – that’s all.”

Sandra Barnes

CN / Royal Canadian Legion Poppy Program

The following are the results of the recent online Poppy Program for the Royal Canadian Legion.

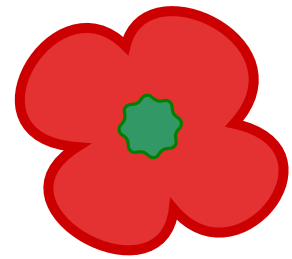
The numbers have been broken down the total contributors between Employees and Pensioners.

Considering the relatively short notice we got for this program, and the issues we had with this being on-line only and Paypal being their preferred method of payment, I think this resulted in a successful campaign.

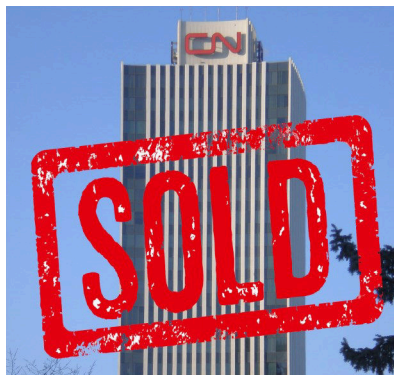
Thank you to everybody for their

CN / Royal Canadian Legion Poppy Program		
Participants		Contribution
Employees	134	\$3,324
Pensioners	75	\$2,400
Total	209	\$5,724

promotion of the program.



Lest We Forget.



CN Tower Edmonton

Does anyone have a spare \$10?

You could own the CN tower in Edmonton.

There is a small catch in that you would also have to take on the \$65 Million in debt.

The building was sold to a Vancouver company, Trez CN Tower Holdings Ltd. in October 2020.

OMG -
My mother was right
about everything

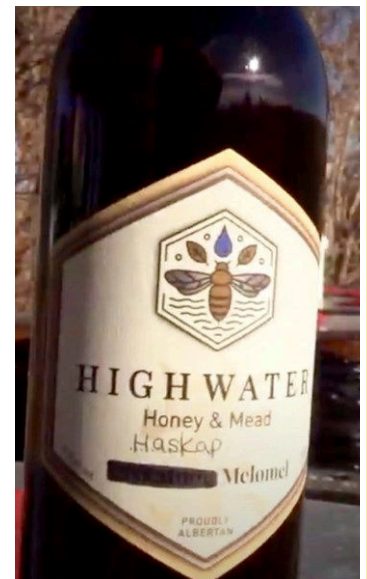
Retirement Plans

Many of you will remember our long-time member Jim Munsey. Well, his son William, currently an engineer, will soon be joining us, but he does not plan to be idle. He and his wife Mika, currently run a U-pick berry farm and the plan is to use the gallons of honey produced by his 50+ bee hives to make mead.

In November 2020, he received permission to lease the old fire hall in New Serepta and turn it into a meadery.

"It won't only be a meadery. We 'd have space for local artisans, music nights, farmer's markets. There's a lot of creativity in these parts, and a lot of hard working people. We need to be taking advantage of these aspects, even if it's a scary time to open a business."

Mead is one of the oldest fermented drinks and was popular worldwide. Chemical signatures consistent with it has been found on pottery in China dating back to 7000 BC. There are descriptions of the drink in the Vedic texts of ancient India (1700-1100 BC) and in the writing of Greek and Roman philosophers.



MILESTONES September 2020-January 2021

85 Years Old		90 Years Old			
Zinnia Lischuk	Sep 1	Reuben A. Mastre	Sep 3	Bronie E. Lozinski	Dec 9
Lillian Yakiwchuk	Sep 2	Ida Dumont	Sep 19	Aileen R. Moore	Dec 15
Mary Derksen	Sep 4	Bernadette Brown	Sep 28	50 Years Married	
Mavis Gamble	Sep 7	Donald B. Campbell	Oct 11	Jerome W. & Olga Nahayowski	Sep 5
Vincent A. Desjardins	Sep 11	Henry Monsebroten	Oct 19	Reg & Eveline E. Crane	Oct 10
Iris Bennett	Sep 17	Margaret Rose	Oct 21	Edward C. & Marion Lavallee	Oct 17
Frank Benko	Sep 24	Olga Trachuk	Oct 21	Abdul & Akaber Sleiman	Nov 1
Julie Charters	Sep 27	Estelle Marshall	Oct 28	Linda & Michael Simpson	Nov 7
Ray L. Golden	Oct 6	Denis T. McGettigan	Nov 1	William & Marilyn Tomlinson	Nov 13
Emelia Heeks	Oct 13	Mike Basok	Nov 6	Lillian L. & John Hawreschuk	Dec 11
Alice R. Arsenault	Oct 17	Lawrence E. Edgarson	Nov 15	60 Years Married	
Brigid Desjarlais	Oct 19	Walter Zaplitny	Nov 16	Bruce & Pauline McBain	Sep 17
John E. Hansen	Nov 5	Alyce Wooldridge	Nov 17	Robert & Donna McMillan	Sep 17
Carol Ann Zahara	Nov 9	Alice Goebel	Nov 22	Robert & Margaret Gauvin	Oct 14
Robert Ewers	Nov 15	Elsie Mather	Dec 10	Jerry R & Elsie Belziuk	Oct 15
Lyall C. Kortzman	Nov 18	Mary McManus	Dec 10	Paul & Joyce Majnarich	Dec 10
Robert K. MacDonald	Nov 19	Irene Bezruki	Dec 21	Jose & Eulalia Anastacio	Dec 18
John O. Stokalko	Nov 19	95 Years Old		Earl D. & Beverly Smith	Dec 28
John (Jack) McLeod	Nov 21	Maria Andrzejewski	Sep 21	70 Years Married	
Ida Osadchuk	Dec 7	Ollie Rosnyk	Sep 24	Peter D. & Doreen Belland	Sep 2
Irene Hook	Dec 22	Hilda M. Tomlinson	Oct 5	Gunter & Edna Bruckmann	Sep 30
Benito Leggio	Dec 28	Ethel Lang	Oct 14	Brian & Margie Douziech	Oct 6
Sheila Horodyski	Dec 29	George Storm	Dec 6	John & Nellie Maas	Dec 6
		Jack Inkpen	Dec 8		

Potential Members

The following is a list of people who had the option of becoming members but we have not been able to contact them. If anyone knows them, please have them call Peter Treloar at 587-338-6014 or better, email at peteretre76@gmail.com

Hoat Le – Bridge testing engineer	Rodney Gordey – Machine operator
Lisa Dyck – Widow of Cornelius	Dale Kluk – RTC
Merunnisa Bandali – Widow of Shenaz - Performance & Development Assistant	Joyce Hayes – Widow of J.C. – Conductor
Theresa Chang – Widow of Tommy Chang	Lee Kennedy – Snow Plan Clerk
Randy Mykitiuk – Track Maintainer	Betty Ledger – Widow of Vern – Conductor
Ram Bhasker – Machine operator	Cheryl Pietracupa
Yun Soon Chen – Labourer	Lucille Edwards – Widow of Ridley - Heavy Duty Mechanic
Zuzana Plachy – Widow of Frank – Heavy Duty Mechanic	Shirley Livingstone – Widow of Ronald - Locomotive Engineer
Sharleen Horchuk – Widow of Doug – Forman Track Maintenance	Randall – Oszust – Locomotive Engineer
Victor Maslo – RTC	Dianne Deines – Widow of Richard – Conductor
Earl Robertson – Sr. Manager Engineering	Mary Myszuk – Widow of Steve – Truck Driver
Larry Breikreitz	Sandy Barwell – Crew Dispatcher
Treva Rimney – Widow of Isador – Carman	Ada Degregorio – Widow of Francesco, Electrician Calder
Frank Arsenault – Janitor	Sally Majcher – Widow of Theodore, General Welding Supervisor
	Donald Schneider – Conductor



Tullio Barilla
Janet Barker

George Boos
Jerry Brzak

Albert Cairns
Bernice Carter
Alfred C Ciciarelli
Francesco Degregorio
Richard Deines
Therese Duffy

Wesley Edlin
Ridley Edwards
Joyce M Fesciuc
Sidney Gautier
Gerald Gristwood
Doris E Guthrie

Allan C Hartley
Kathren Hartley
Audrey M. Hayes

Winnifred Heyworth
Joan Jirsch
Karen Johnson
Vladimir Jovicic
Anny Junemann
Patrick J Keleher
Gene A Kirsch
Didame Klem
Bruce Larsen
Ronald E Livingstone

Caroline Maksymiuk

Sam Martyschuk

Machine Operator - Calder
Widow of Ernie, Conductor,
Jasper
Track Maintenance Foreman
Track Maintenance Foreman,
Sylvan Lake
Pipefitter, Calder

Conductor, Edmonton
Electrician Calder
Conductor Walker Yard
Widow of Kevin, Car
Management, Edmonton
Locomotive Engineer, Calgary
Heavy Duty Mechanic Walker
Widow of Gordon, Brakeman
Customer Service Supvr.
Conductor
Regional Pass Clerk,
Edmonton
Signal Supervisor
Claims Inspector
Widow of Rex, Manager
Jasper Park Lodge
Cook
Widow of Baggage Checker
Widow of Operations Admin

Locomotive Engineer
Engineering Budget Assistant

Locomotive Engineer

Locomotive Engineer,
Edmonton
Widow of Dick, Express Fleet
Disp. Edmonton

Theodore Majcher

Myrtle Maskell

Elaine Mekechuk

Walter Melnychuk
William Mitchell
Steve Myschuk
Orest Pruss
Rejeanne Riopel

Cecil Sakousky
Donald Sarvage

Mary Schmidt
Betty Sherriff

Allen Shulha

William D. Smilski
Donald Spriggs

Alice C Sorenson

Anthony Stark
Anita Steele

Phyllis Stout
Luigi Tassone
Peter Tchir

We send our sympathies on news of the deaths of the following members' spouses

Mary Rose Cardinal

Tammy Irwin

General Welding Supervisor,
Edmonton
Widow of Martin, Constr.
Engr. Edmonton
Widow of John, Geotechnical
Engineer
Operator, Edmonton
Car Foreman, Edmonton
Truck Driver - Diesel Shop

Widow of Alphonse, Carman
Helper
Carman
Administrative Officer,
Engineering, Edmonton
Locomotive Engineer
Widow of Bob, Conductor,
Jasper
District Marketing Officer,
Edmonton
Locomotive Engineer
Reg. Manager Purchases &
Materials
Widow of Hartley, Passenger
Conductor
Machinist
Widow of Doug, Loc Engr
Edmonton

Equipment, Jasper
Conductor, Edmonton

Wife of Daniel, Conductor.
Edmonton

Wife of Clare, Regional Counsel.
Edmonton

New Members Since October 2020

Gertrude Barilla
Keith Biernacki
Wilma Boos
Greg Brian
Dale Burns
Phyllis Kathleen Cairns
Dennis Chornoluk
Dianne Deines
Mark Feist
Kim Golanowski
Garry Gristwood

James Harvey-Kelly
Dean Holomey
Marcel Homeniuk
James Johnstone
Thomas Kienzler
Phil Kordellas
Erik Kowalski
Don Kutcher
Suzanne Lauzon
Tony Lukwinski
Grant Manchur

James McLeod
Gail Ozubko
Sheila Paplawski
Bryan Payne
Penny Pfoh
Florence Poetz
Gordon Polanski
Donna Prairie
Earl Robertson
Diane Rusnak
Sophie Sakousky

Greg Schoengut
Matt Shaul
Brent Skjersven
John Stitzenberger
Darcy Taylor
Laura Tomko
Ken Ulmer
Allan Wickham
Jozef Zbroszczyk

How the CN Railroaders in the Community Works:

CN is proud of the hundreds of employees, their families, and pensioners who give generously of their time to local causes through our CN Railroaders in the Community program. They are part of the fabric of the many cities, towns and villages across our entire North American network, helping to make their communities better places to live and work.

Railroaders in the community



CN supports their efforts by providing charitable donations to the organizations where CN railroaders volunteer.

As the RRITC program ends December 31st and restarts January 1st annually, all awards are reset. Therefore, any volunteer hours for the current year should be entered into Spark in that year in order for the bonus to be paid out in January/February. In order to qualify for the bonus \$100 for your charity, the minimum volunteer time is just one hour.

There is no limit to the number of organizations an employee, their family members, CN pensioners and the spouses/surviving spouses of CN pensioners can volunteer with.

Thanks to our new digital platform, you can now easily track your volunteer hours and see when the donation to your charity was made.

Normal volunteer rewards are transferred electronically to the eligible organizations on a monthly basis.

Check out the exciting new features of the Railroaders in the Community program on the website at: <https://cn.benevity.org>

To login:

Username: your CN PIN number.

Password: the first three letters of your first name + the first three letters of your last name + the 4 digits of the year you were hired at CN + !!

Example: The password for Jane Smith, hired in 1999, would be: **jansmi1999!!**

Note: Once logged in, you may change your email address to a personal email and personalize your password. The surviving spouses of pensioners should contact railroadersinthecommunity@cn.ca for assistance with the login.

CN Pensioners' Help Line



For questions regarding your pension or rail pass and to report contact information including change of address, power of attorney or death involving a CN pensioner, please call CN Pension Administration at 1-800-361-0739. Have your CN PIN (SRB) number handy. These changes should also be reported to Peter Treloar 587-338-6014. Pensions Administration does not pass along pensioner information to the RailVets so please report any changes Peter.