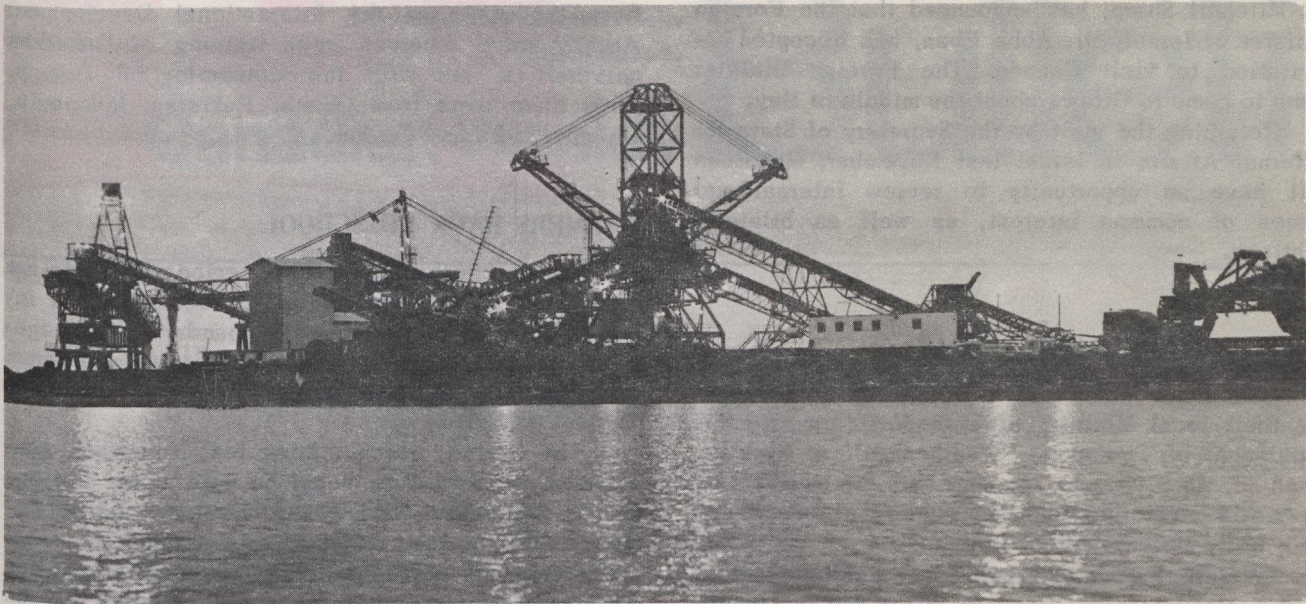


PORT OF VANCOUVER GREATLY EXTENDED



Complex coal-loading equipment at Roberts Bank ocean port.

The already vast facilities of British Columbia's port of Vancouver are being considerably enlarged by the construction of an outer port at Roberts Bank, 20 miles south of the West Coast metropolis. The new ocean terminal boasts a wharf capable of accommodating vessels of nearly 65-foot draft.

Operations will begin in about a week, when the first ship starts loading. The cargo, high-grade coking coal for the making of steel, will be brought from the foothills of the Rocky Mountains near Fernie, B.C. Under a 15-year contract worth some \$650 million, about seven million tons of coal a year will be transported by the Canadian Pacific Railway to Roberts Bank and there transferred to cargo ships for delivery to Japan.

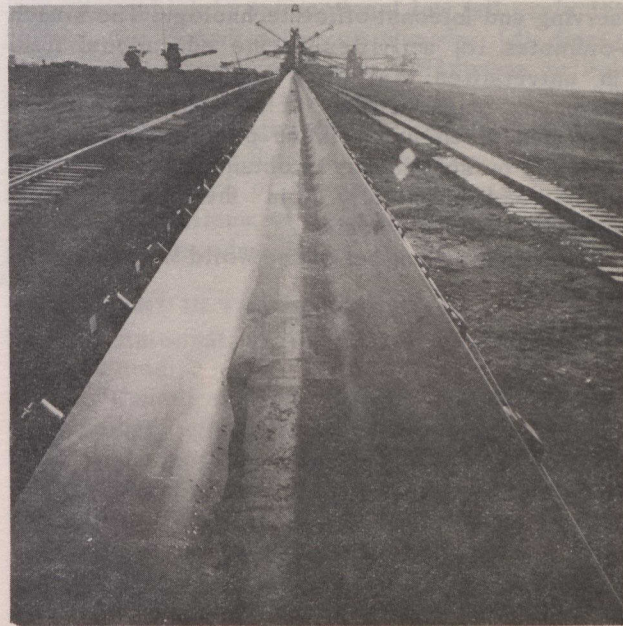
Although the future of the new terminal will depend on the requirements of world trade and advances in marine engineering, its first phase, by comparison with conventional methods of cargo-handling, is impressive. Initially, five-man shifts will operate massive automated equipment loading 6,000 tons of coal an hour. In two years, when a minimum of eight million tons will be shipped annually, the operation will be handled by shifts of no more than 30 men.

The Roberts Bank docks will eventually make use of 5,000 shoal-water acres. The bulk-loading facilities that are now being readied, known as the Westshore Terminals, cover some 50 acres and are only the first phase of what is probably going to become a remarkable ocean-transfer point.

Kaiser Resources Ltd., the company extracting the coal that is to be shipped, uses much heavy automated equipment to remove the rock overburden, 275 feet thick on the average, before mining begins.

This equipment includes a dragline with a bucket having a 54-cubic-yard capacity, diesel-electric trucks capable of carrying 200-ton loads, electric shovels that can pick up 25 cubic yards of earth or rock at a single "bite", and a complex combination conveyor, crusher and loader, all of which cost \$85 million.

The CPR has invested \$50 million in new locomotives and special rolling-stock and track to haul the coal the 700 miles to Roberts Bank.



Rubber conveyor belt which carries coal to stockpile and ship transfer area.