

Stephans-Adamson

Remember When Intelligence, May 1, 1995



This is an aerial view of Stephens-Adamson by the bay in 1973. Notice the vertical conveyor belt loading system in the lower centre-right of the picture.

blessed thing would work."

Little gremlins continued to plague the new belt. "In the depths of their knowledge, they had to tread into unknown areas — innovative ideas — and they were good at it."

Stephens-Adamson wanted to be the company to introduce the new system to the world.

"There was a competitor who was designing one of these self-unloaders. They were installing it in a particular ship and we were rather glum."

Stanton and a few engineers were at the yacht club worrying about the competition when Stanton's nephew, Dick Bird, of Belleville, walked in. A man from across the room asked Bird if he had heard a ship making an awful racket on the lake. The ship he mentioned was their competitor's.

"We looked at each other and said, 'It failed.' You know what they say, 'A slip of the lip can sink a ship.' We were still in the running."

Finally Stephens-Adamson

successfully completed the new system.

"We had tremendous talent in such men as the late Art May, chief engineer Anthony Janitsch, chief engineer Tony Lassing and Dave Dibben. These are the men that stand 10 feet tall in my eyes."

These engineers defied natural law by designing and building a vertical conveyor belt.

"People would say the law of gravity would make it spill all over, but we did it."

Stanton remembers the engineering department resembled the League of Nations. Stephens-Adamson recruited engineers from countries including Hungary, France, Tibet, England, India, Pakistan, China and Japan.

After 36 years service, Stanton retired in 1973.

"I remember it as ready, willing and able people. I hope the good Lord gives them a good place in the hereafter because they all deserve it.

"I don't know if I do," he adds with a chuckle.