



## Morris James Medd

Morris Medd has an extensive background spanning over 45 years of mine contracting and development. Most recently Medd was the President of the Redpath Group of Companies, a world leader in shaft sinking, underground mine development and contract mining. He has been credited with the establishment of a number of new and innovative mine development techniques and is considered to be an expert in the field of shaft sinking.

Medd started with the Redpath Group as a miner, and over his 30 years with the company gained a broad range of expertise through his escalating positions as Project Manager, Group Contract Manager, Senior Vice President of Operations, and finally as President, a position he held for five years. Medd is also a former Director of the Ontario Mining Association.

Morris began his career as a miner at the Sifto salt mine in 1959. His expertise grew as he took on leadership roles at various mine sites over a 15-year period, most notably at the Creighton No. 9 Shaft sinking project where the crew lined and equipped a 21 ft (6.4 m) diameter x 7,200 ft (2,194.5 m) deep concrete shaft, which was a significant task in its day. In 1974, Medd was promoted to a management role at The Redpath Group's head office in North Bay, Ontario, Canada. He held management and executive positions since then, leading up to his role as President from 2000 to 2005. Medd has also contributed as a director on the boards of the Ontario Mining Association, Free Gold Ventures Limited and El Niño Ventures Inc., and has participated on the DGR Technical Review Group for the Nuclear Waste Management Organisation.

### The scoop on The Godfather of shaftsmen

In his own words from the November 2004 company newspaper *The Redpath Scoop*, just before his retirement: "As this will be my last chance to compose the 'Presidents Message', I will reminisce a little on my history in this business. I originally got interested in this line of work while working at the Sifto salt mine in Goderich, Ontario where the old Cementation

company [then based in England] was sinking a shaft. I eventually hired on with them to sink the Geco No. 4 shaft in Manitowadge in 1963. After spending about a year there, I hired on with McIsaac Mining and Tunnelling in Sudbury sinking the Strathcona shaft and was later transferred to Falconbridge East mine to sink a winze under the supervision of the legendary Ted Hyway. The big news at this time was that Inco had awarded the Creighton No. 9 shaft (7,137 ft deep) to this start-up company by the name of Redpath. This project was in Creighton, a small mining town just north of Lively, Ontario (this town doesn't exist anymore). So, hearing this news, and with shaft sinking now in my blood – I knew somehow I had to get a job there. Asking around, I discovered that Jim Redpath always ate lunch in a small restaurant there, so I introduced myself, told him a bunch of lies about how good a shaftman I was (he believed me!) and after lunch that day, just shy of 40 years ago in 1965, I had my first job with Redpath to sink the deepest shaft in North America.

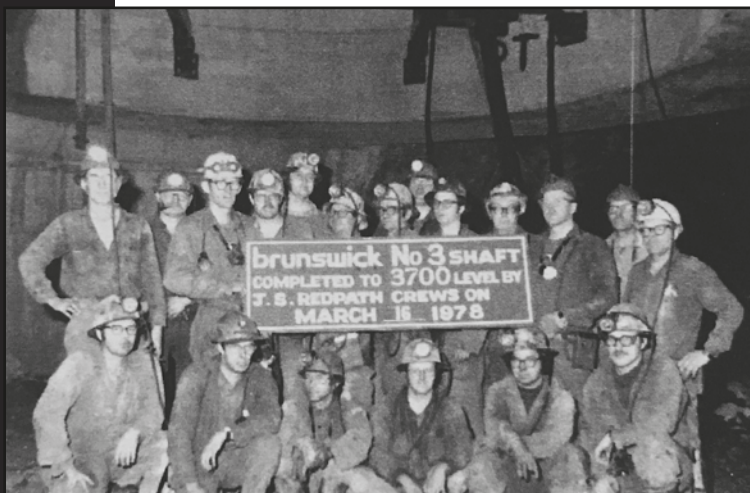
"After the completion of Creighton No. 9 I returned to Cementation Company to sink the Kidd Creek No. 1 shaft and later was transferred to Zambia as master sinker for three years. In these early years, I had the opportunity to work for three different shaft sinking companies and it was time to settle down with the company I found to be superior to the other two and came back to Redpath in 1974. The philosophy of The Redpath Group, the attitude towards safety, the treatment of their people and the tremendous pride throughout the company as made working there a very rewarding experience.

"In my role as President for the last five years, I found my job easy because of the tremendous talent and ambition of the employees I have had the opportunity to lead. Also, during these years, I have tried to ensure that the Redpath reputation and success will



continue into the future which I am sure it will. I will be remaining on the Board of Directors for the next couple of years and, hopefully, having the odd beer at the Friday Night Club (I think I started that Club!). Thank you for all your support over my years of service."

As stated, after the work at Creighton, he was in Zambia for about three years with Cementation and some of his children were born there. On return to Redpath, he was at Brunswick Mining and Smelting starting in 1974 through to about 1977. A current Redpath Senior VP states: "There was lots of interesting stuff done there such as the use of a bore hole shaft to help get rid of waste, including the waste from shaft sinking in the part that was piloted and slashed." There are technical papers by Medd and others about this work "plus the tricky stuff of developing through the graphite zone. He then went to the Bruce Tunnel of Ontario Hydro and was there a couple years through into 1979. That job was also interesting in its challenges and there was another paper written that has Morris's name on it. Then he came to North Bay as the Manager of Contracting and from there worked his way through the ranks. His finger prints were all over the introduction of full face shaft sinking by Redpath when we pioneered that at the Falconbridge Thayer Lindsley (TL) shaft in the late 1980s."



Another ex-colleague and Redpath retired VP says: "Morris started for Redpath the first time at the Creighton No. 9 shaft and was shaft captain at the Brunswick No. 3 shaft where we took the onus off the owner to dispose of waste rock through a series of bore holes equipped for hoisting. He worked on the Geco shaft in Manitouwadge, Ontario, and the first Kidd Creek shaft in Timmins, Ontario, with Cementation and Mclsaac Mining respectively. He was also involved in the design of the ropeless shaft sinking technique. He worked on the Bruce Cooling Water Tunnel project near Kincardin, Ontario, directly after the Brunswick No. 3 shaft as Development Captain, Shift Boss and Assistant Project Manager. He was then

Redpath's Manager of Western Canada in the early 1980s out of the Saskatoon office."

A further ex-colleague in the 2004 paper who worked with him on the Lupin project said: "I recall when Morris and I would come out from Lupin. For some God awful reason it used to take damn near four days to get from the Edmonton Municipal Airport to the International Airport and that was only 20 miles!" Another colleague stated: "Some may call him a great man, some a legend, however, to us he's still know as Morris – a man of wisdom and always there when you need him." The company even had him immortalised in a bronze statue in his likeness commissioned from sculptor Gary Prazen to commemorate his retirement.



A final word from the same newspaper by George Flumerfelt, who joined Redpath in 2003 as Senior Vice President of Operations and was promoted to President and CEO stated: "Morris has spent over 30 years working for Redpath and during his career has made an enormous contribution to Redpath's success, the advancement of the Canadian mining contracting industry and to the advancement of Canadian shaft sinking techniques. Without any doubt, Morris has played the leading role in helping Redpath become the premier shaft sinking and mine development contractor in Canada today. On a personal note, I am truly grateful for the time Morris has spent with me over the past year and a half helping me to get to know Redpath and its business. I will certainly miss some of his 'war stories' which began back at the Creighton No. 9 shaft in the 1960s!"

