

"Cat Trains" on Inco Job

The contract awarded Patricia Transportation Co. for hauling supplies from the Hudson Bay Ry. line to the Moak and Thompson mines of The International Nickel Co. of Canada, Ltd., in Northern Manitoba, was mentioned in the February issue, pg. 44. During the winter, 24 Diesel-powered sled trains have been operating night and day, in the job of transporting some 30,000 tons of heavy equipment and supplies from Thicket Portage, on the H.B.R., to the mine sites, on-time delivery of this material being required to enable construction work to be pushed forward in the spring. It was realized when the transport job was undertaken that it would have to be completed before the spring break-up.

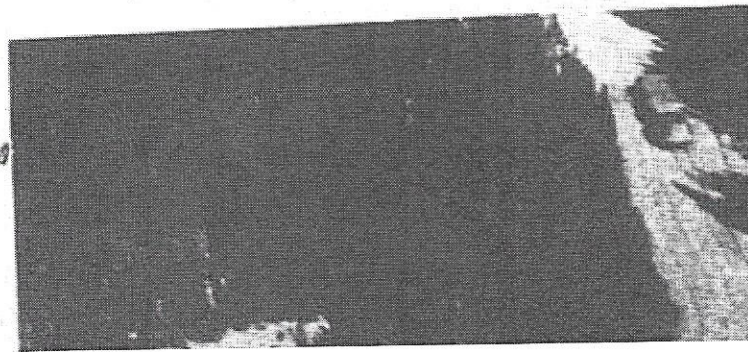
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pleted before the spring season.

The route of the "Snowball Express" cat trains extends for 35 miles through the bush and over frozen lakes, rivers and muskeg. The trains have been operating on a continuous, non-stop schedule, each manned by two crews, one relieving while the other eats and sleeps. The 70-mile round trip has been taking about 14 hours, and the trains have been making quick turn-arounds. On arrival with a load the tractor is detached from its train and coupled to a string of empty sleds, leaving immediately, and at Thicket Portage this procedure is reversed. The material moved includes building supplies and other equipment needed to provide housing and to put the maximum number of men and machines to work as quickly as possible at the sites of mines and plants. In addition, some 4,000 tons of rails, ties and other supplies are being moved in by tractor train for the C.N.R. line which will connect the new town of Thompson and the Thompson mine with the H.B.R. line.

Diesel Intern

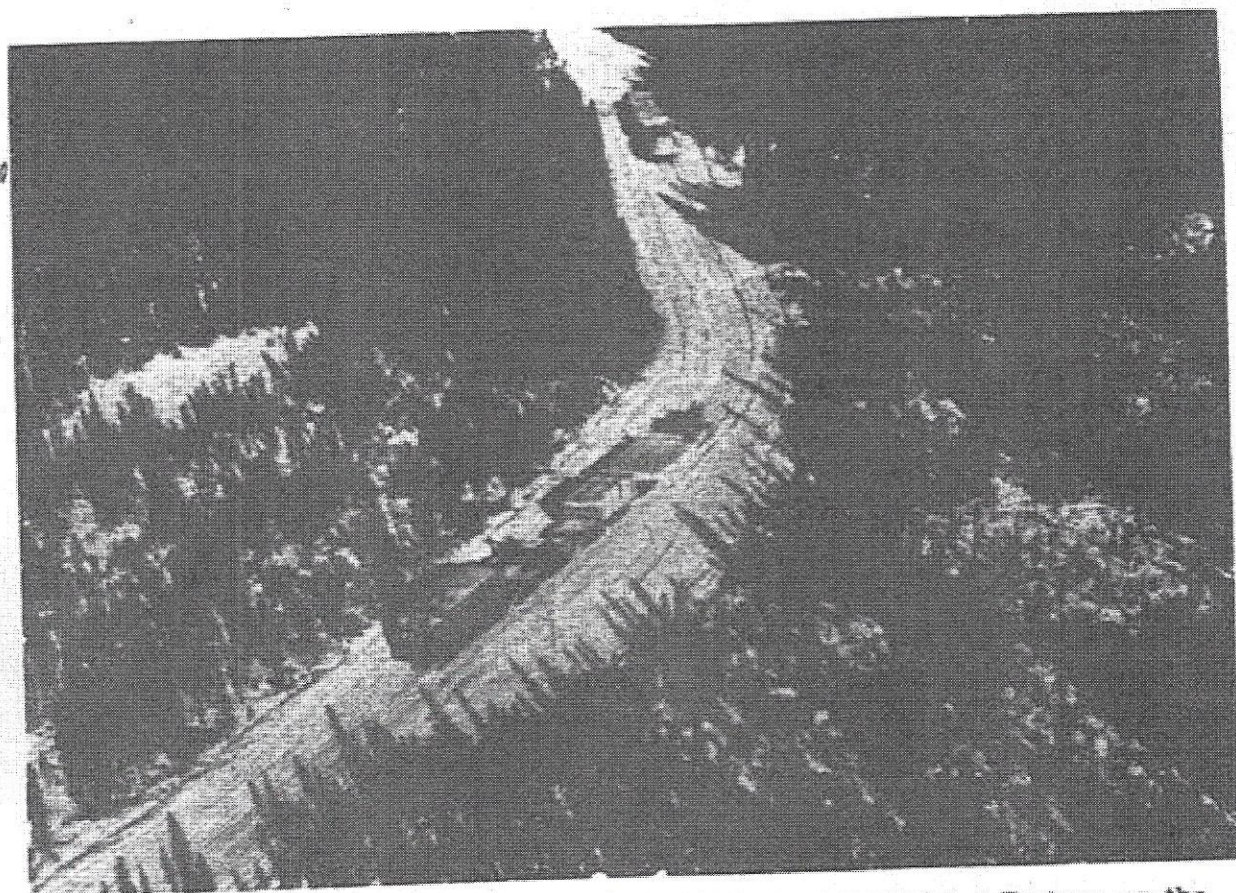
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double track Montreal-Chicago line, the first three of a new series of diesel-electric road locomotives were received from the builders and placed in service on Montreal-Toronto passenger trains. The first trains to have the new motive power (two 1,750 h.p. units per train) were the morning trains in each direction and a night mail train in each direction.

The first C.N.R. passenger train in international service to be Diesel powered was the Maple Leaf, from Chicago, which arrived in Toronto March 4, hauled by Grand Trunk Western Rd. units. The train was met in Toronto by the United States Consul-



Two "Cat Trains" on the "Snowball Express" Route between Thicket Portage, on the H.B.R., and the Inco New Mining Area