

## UNIT TRAINS FOR CN

Canada's first pre-designed unit train completed its maiden run at Hamilton, Ontario, on March 27, carrying the first iron pellets from Ontario's newest mine.

Railway, steel company, mine, and government officials marked the arrival of the stubby Canadian National and Ontario Northland cars from Temagami, 340 miles to the north, with a trackside ceremony.

A CN official who called the run a transportation milestone said that the cars were the first to operate as fixed-unit trains locked into a pre-determined load-to-unload operating cycle. They were also the first designed specifically to handle ore pellets.

Three train sets will run continuously on 72-hour cycles between an automatic loading-dock at the unfinished Sherman Mine near Temagami and an elevated railway-line over blast-furnace bins at the Dominion Foundries and Steel Ltd. (Dofasco) plant in Hamilton.

### INDIVIDUAL CUSTOMER SERVICE

The operation of the unit train is simple. Like all unit trains, it moves a single product from a single loading-point to a single destination. The number and type of cars in the train does not change during the movement. The switching and yard stops that face conventional freight-trains are by-passed and more efficient operation is achieved. It provides the customer with his own train on his own schedule.

The cars have special hatches that open and close automatically during the loading. At Temagami, they are unhooked from the engines and fed by gravity down an inclined spur under loading silos. Their

speed is monitored from trackside by a man at a control-panel, who operates brakes on the cars from the panel.

As the cars pass under the silos, a trip-lever opens hatches on their roofs. The control-panel operator triggers the flow of pellets, which are weighed automatically, from the silos into the cars. It takes two hours to load a 35-car train.

At Hamilton, the cars move six at a time over blast-furnace bins. They unload from the bottom and can be drained of pellets in 60 seconds each. The Dofasco mill will consume 12 car-loads a shift, emptying a train-load each 24 hours, seven days a week.

The development of such trains got a boost last year when new transport legislation freed railways to merchandise them as a package instead of having to quote rates for each carload.

The cars have load-adjusting brakes, another unusual feature. When a full load is aboard, an auxiliary set of brakes operate so that stopping distance for a full train remains nearly the same as that for a train-load of empties returning to the mine.

There will be 35 cars in each train set. The remaining 15 will be used to replace cars taken out of service under a planned maintenance programme.

Sherman Mine is a joint venture of Dofasco and the Tetapaga Mining Company Limited, a wholly-owned subsidiary of Cleveland-Cliffs Iron Company of Cleveland, Ohio. When in full operation, it will produce one million tons annually and will permit Dofasco to obtain almost all its ore from Canadian sources.

## AIRCRAFT TO MALAYSIA

Canada will provide \$7.7 million to finance the sale of aircraft to the Malaysian Government. The agreement was signed on March 20, by His Excellency Tan Sri Ong Yoke Lin, Malaysian High Commissioner for Canada, and H.T. Aitken, president, and T. Chase-Casgrain, secretary, of the Export Credits Insurance Corporation, which administers the Canadian Government's long-term export-financing programme.

The loan covers 90 per cent of the purchase price of nine de Havilland THC-4A *Caribou*. It is the first sale to Malaysia that has been financed by the ECIC. The loan, which will be repaid in 32 quarterly instalments, will carry interest at the rate of six per cent *per annum*.

Malaysia will use the Canadian aircraft to augment its present civil support services, and for disaster relief, air evacuations, rotation of security and operations personnel and government transportation services.

At the signing, Mr. C.M. Drury, Minister of Industry, said that the sale offered "gratifying confirmation of the general acceptance of a product

in which Canadian industry has invested a great deal in terms of research and development". He congratulated de Havilland, and added that he hoped that the sale augured well for the expansion of relations between Canada and Malaysia.

Including this agreement, export financing contracts totalling \$395 million have been concluded under the Export Credits Insurance Act since the first contract was signed in 1961.

## NORAD PACT RENEWED

Canada and the United States agreed on March 30 to renew the NORAD agreement for a period of five years when it expires on May 12. The renewed agreement may be reviewed at any time at the request of either party and may be terminated by either Government after such review following notice of a year.

The U.S. note renewing the agreement said, in part:

"...The discussions recently held between the representatives of our two Governments have con-