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Efficient Freight Service.

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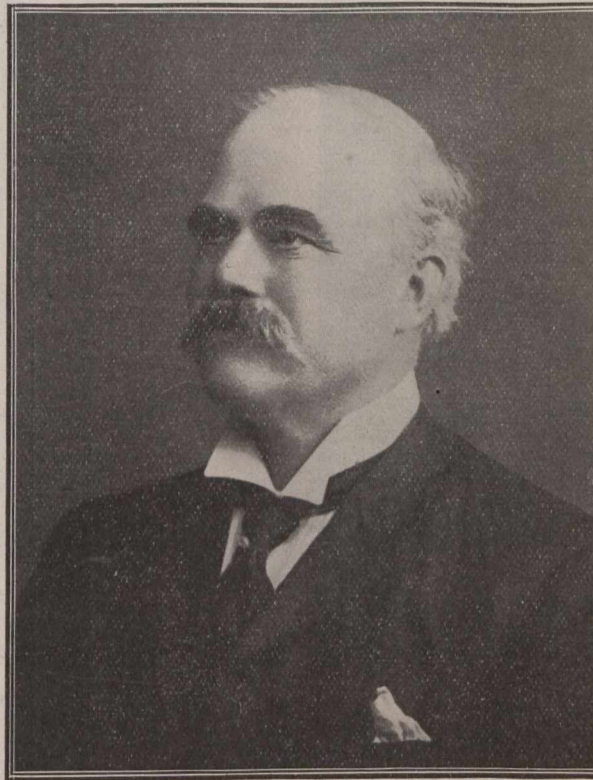
In the securing of freight, competition in rates has ceased to be a factor, but in order that a transportation company may obtain and hold its fair share of the traffic available, it must be in a position to successfully compete with its rivals in the matter of time. Time is the all important element. In recognition of this fact, circuitous routes are being altered and short-cut diversions constructed; stronger and speedier locomotives and heavier and larger capacity cars are being built, the tracks and bridges are being strengthened, block signal systems installed, and extensions and improvements made in connection with terminal facilities.

What is needed to improve the average time of freight is not so much a higher speed of trains as the elimination of unnecessary delays at terminal and divisional stations. Fast freight trains should be run on schedules, which can be made under normal conditions. Some sacrifice of tonnage will be found to be necessary, but a continuous moderate speed movement is much more desirable than fast time between stops, and numerous delays at stations, including unnecessary dead time at terminals.

Terminal yards should be constructed with a view to passing cars through them in the least possible time. They should be sufficiently large to provide adequate accommodation for the maximum traffic handled during any period of the year. The larger terminals, where trains have to be broken up in order that the cars may be classified according to their destinations, should have separate receiving, classification and departure yards, and the switching should be done by passing the cars over a hump or by polling them. In designing a yard consideration should be given to the location of the engine house, stores, coaling plant, sand tower, ash pit, water tank, ice house, track scales and yard office. There should be ample track accommodation near the engine house for incoming and outgoing engines; tracks separate from the switching leads should, if possible, be provided for engines travelling between the yards and the engine house; repair tracks should be located convenient to the classification yard, and the departure yard should be air-piped for the testing of the brakes, so as to avoid the delay which takes place when the road engine has to do it.

Cars containing long distance freight should, as far as practicable, be kept separate from purely local loads. It is

well to assemble all cars going into certain territories at a point where two or more lines converge—each territory to be restricted to the area to which an average of a train load per day moves—least, beyond the initial divisional station of the section to which they are consigned, and any cars of fast or long distance freight originating at intermediate stations, should be worked to the first divisional point, and there attached to the outgoing caboose of the fast train prior to the train's arrival. When, in order



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table schedules the greatest distance possible without re-classifying them. No cars for stations between divisional points should be handled on these trains, and run such cars in solid trains on time to provide sufficient tonnage, it is necessary to attach local cars to a fast freight train, they should be placed next to the locomotive, and the through cars kept en bloc immediately ahead of the caboose. This will facilitate switching at terminals, and when reducing is necessary, local, instead of through cars will be dropped off.

The importance of the prompt and careful handling of less than car load freight is sometimes not fully recognized.

There are but few cars of l.c.l. freight that do not contain some consignment which is urgently wanted at its destination. Each car should therefore be considered as a fast freight load and treated accordingly. It should also be remembered that those cars contain freight for a great number of consignees, and should a delay take place many persons would be inconvenienced and feel annoyed, whereas, in most cases of car load freight only one consignee being interested only one would have cause for complaint.

Where there is sufficient l.c.l. business to warrant the building of separate sheds for incoming and outgoing freight, the latter should be not more than from 35 to 40 ft. wide. All the outbound shipments should be trucked direct from the drays to the cars through the shed, as the shorter the distance to be trucked the faster can it be done. Storage room in this shed is unnecessary, as no outgoing freight should be held on hand over night, but all should be shipped out on the day on which it is delivered at the shed. The freight should be stowed in cars in the order in which the consignments for the various destinations will be unloaded, and the shed plan should be so arranged as to provide for all freight for an intermediate station loaded during the day to go forward in one car. The stower should know from which side of the car the freight will be unloaded at its destination, and be governed accordingly. In order to ensure consignments being loaded in the right cars, one of the up-to-date systems in vogue for checking the work of the men should be adopted. Under these systems the freight checker, who is an experienced man, can be held solely responsible for the correct loading of cars, even when working with new and inexperienced truckers, and when any freight is loaded into the wrong car the mistake is discoverable before the car leaves the shed, and the checker responsible can be identified.

At certain terminals, preferably where lines converge or diverge, a transfer platform with tracks on either side should be provided, and freight arriving from the various lines grouped and classified according to destination and character. All shipments for the different stations and sections should be consolidated and loaded into separate cars so as to reduce to the minimum the number of cars to be handled by train crews over the way-freighting sections. When loaded the cars should be attached to fast trains and handled on such to the initial terminal of the section to which the freight is consigned.

On sections where there is sufficient freight to warrant it, way-freight trains