

CNR  
TERRACE TO  
KITIMAT  
BRANCH LINE 1952

# C. N. R. TERRACE-KITIMAT BRANCH LINE

Authority for the Canadian National to build a branch line of railway from Terrace to Kitimat in British Columbia, to serve the huge development of Aluminum Co. of Canada, was conferred by Act of Parliament recently. The 46-mile line is to be built at estimated cost of \$10 million, average cost per mile being figured at \$217,391.30.

Parliament has passed the bill (House of Commons Bill 192) to authorize construction of a branch line of railway by Canadian National Ry. Co. from Terrace to Kitimat in the Province of British Columbia, this being the line referred to briefly in preceding issues, designed to serve the huge water power development and aluminum manufacturing industry being established in the Kitimat area by Aluminum Co. of Canada, Ltd.

To go from the Skeena River down to the sea at Kitimat, the new line will traverse some of the most rugged mountain country in British Columbia, and it is estimated that 2,300,000 cubic yards of material (enough to make a pile almost twice as big as New York's Empire State building), will have to be moved to provide for the right-of-way.

The first engineering problem to be encountered will be the crossing of the Skeena River near Terrace, and, for this purpose, the C.N.R. will have to build an eight-span bridge, 1,013 feet long. Four smaller bridges will have to be erected to cross the Lakelse, Wedeene, Little Wedeene and Coldwater Rivers, which will be met along the 43-mile route.

Assuming that there will be no delays in the delivery of essential building materials, it is hoped that the new line will be ready for operation about the end of 1954.

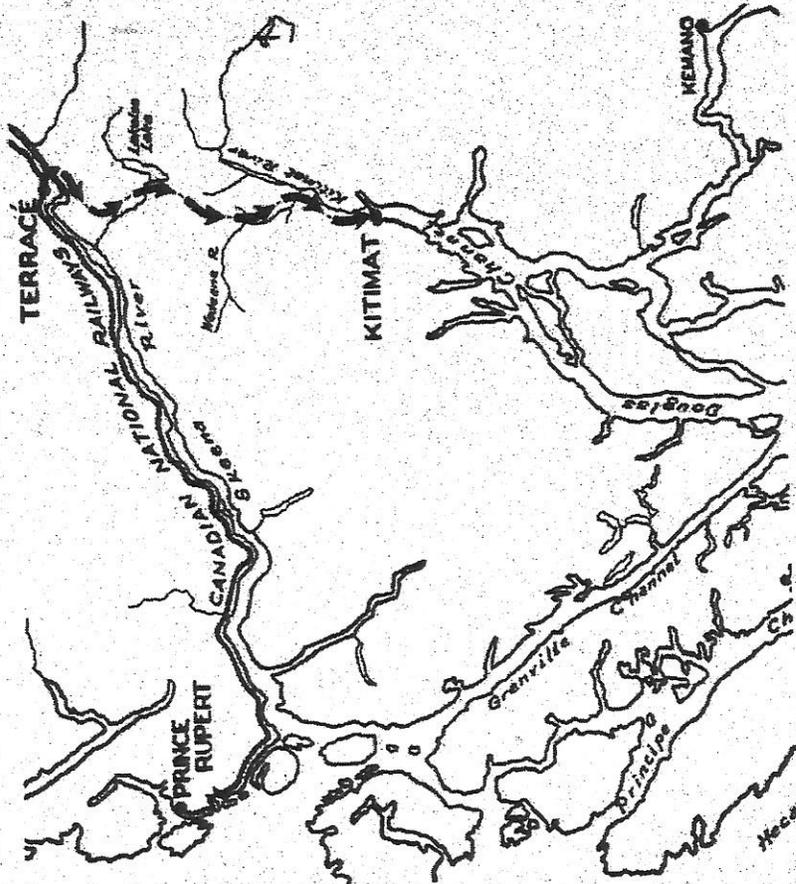
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1. The Governor in Council may provide for the construction and completion by Canadian National Railway Company (in this Act called "the Company") prior to the first day of November, nineteen hundred and fifty-four, or such later date as the Governor in Council may fix, of the line of railway (in this Act called the "railway line") described in the Schedule.

2. The Company shall adopt the principle of competitive bids or tenders in respect of the construction of the railway line in so far as the Company decides not to perform such work or any part thereof with its own forces, but the Company is not bound to ac-

gress, with two survey parties in the field. These parties are being supplied by air drop, with a float plane taking off from Lakelse Lake, near Terrace, and parachuting boxes down to prepared clearings. He indicated



Location of the C.N.R. Terrace-Kitimat Branch Line in British Columbia. The projected new branch is to leave the Prince Rupert line at Terrace, 94 miles east of Prince Rupert, and is to extend 46 miles to Kitimat, site of the huge B.C. aluminum development.

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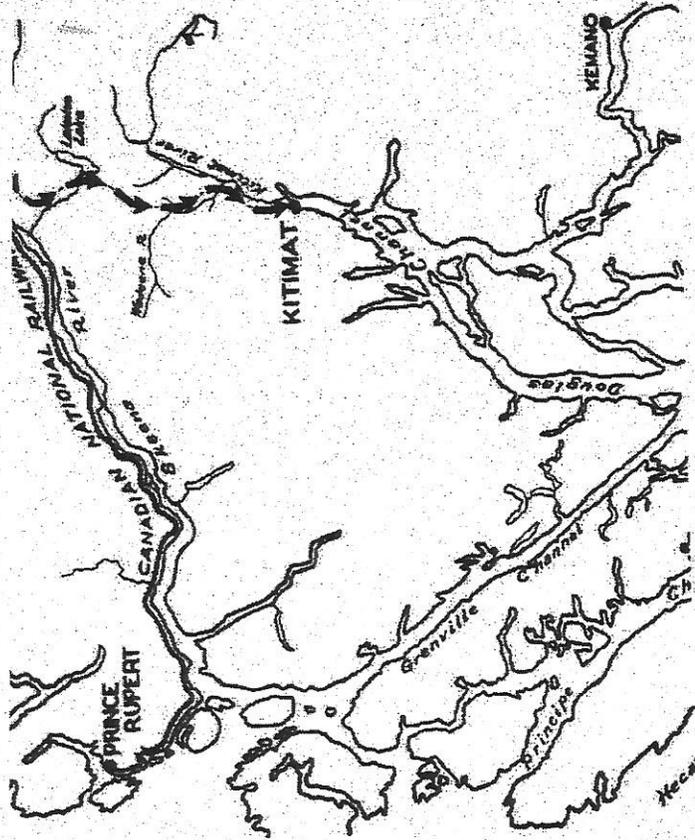
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Recently, S. W. Fairweather, Vice-President, Research and Development, C.N.R., returned to Montreal after a trip through the territory which the new branch line is to serve. The location of the line is shown by the accompanying sketch map. Terrace, on the C.N.R. main line to Prince Rupert, is 94 miles east of that terminal, while Kitimat is on tidewater at the head of Douglas Channel. Mr. Fairweather said that the fast-growing Town of Kitimat is more than a town, and that it is a monument to the new pioneering spirit in Canada, the latest manifestation of confidence and courage in our resources which will bring us greater rewards than we ever dreamed of. He mentioned that the C.N.R. has more than doubled its train services in northern British Columbia, to meet the rush of inbound material and workers; that the preliminary survey for the new branch line had been completed, and that the detailed location survey was in pro-



Location of the C.N.R. Terrace-Kitimat Branch Line in British Columbia. The projected new branch line is to leave the Prince Rupert line at Terrace, 94 miles east of Prince Rupert, and is to extend 48 miles to Kitimat, site of the huge B.C. aluminum development.

that the C.N.R. will benefit as concerns traffic not only from the production of aluminum at Kitimat, but also from the presence of an estimated to 2¼ billion feet of timber accessible to the new branch line. Also, he voiced the expectation that a fishing industry will develop at Kitimat, and produce refrigerated car traffic to Eastern Canada and the United States.

#### Terms of Enabling Legislation

In the following we present the precise language of Bill 192, which was passed by the Commons on May 16. The schedule referred to in Section 1 is very brief, reciting simply that the line authorized to be built is to extend from Terrace to Kitimat, in the Province of British Columbia; that its mileage is to be 46; that the estimated cost of construction is \$10 million, and that the average cost per mile is figured at \$217,391.30. The legislation states as in the following:

cept the lowest or any bid or tender made or obtained nor precluded from negotiating for better prices or terms.

3. Estimates of the mileage of the railway line, the amount to be expended on the construction thereof and the average expenditure per mile are set out in the Schedule, and, except with the approval of the Governor in Council, the Company shall not in performing the work of construction and completion exceed such estimates by more than fifteen per cent.

4. Subject to the provisions of this Act and the approval of the Governor in Council, the Company may, in respect of the cost of the construction and completion of the railway line, or to provide amounts required for the repayment of loans made under section five, issue notes, obligations, bonds, debentures or other securities (in this Act called "securities"), not

exceeding in the aggregate, exclusive of any securities issued to secure loans made under section five, the sum of ten million dollars, bearing such rates of interest and subject to such other terms and conditions as the Governor in Council may approve.

5. To enable the work of construction and completion of the railway line to proceed forthwith, the Minister of Finance, upon application made to him by the Company and approved by the Minister of Transport, may, with the approval of the Governor in Council, make temporary loans to the Company out of the Consolidated Revenue Fund, not exceeding ten million dollars, repayable on such terms and at such rates of interest as the Governor in Council may determine and secured by securities that the Company is authorized to issue under section four.

6. (1) The Governor in Council may authorize the guarantee by Her Majesty in right of Canada of the principal and interest of the securities that the Company may issue under the provisions of this Act.

(2) The guarantee may be in such form and subject to such terms and conditions as the Governor in Council may determine to be appropriate and applicable thereto and may be signed on behalf of Her Majesty by the Minister of Finance or such other person as the Governor in Council may designate, and such signature is conclusive evidence for all purposes of the validity of the guarantee and that the provisions of this Act have been complied with.

(3) Any guarantee under this Act may be either a general guarantee covering the total amount of the issue or a separate guarantee endorsed on each obligation.

(4) With the approval of the Governor in Council, temporary guarantees may be made to be subsequently replaced by permanent guarantees.

7. (1) The proceeds of any sale, pledge, or other disposition of any guaranteed securities shall in the first instance be paid into the Consolidated Revenue Fund or shall be deposited to the credit of the Minister of Finance in trust for the Company, in one or more banks designated by him.

(2) The Board of Directors of the Company may authorize application to be made to the Minister of Transport for the release of any part of the proceeds deposited pursuant to subsection one, to the Company for the purpose

of this Act during the previous calendar year, and the expenditure thereon, and the estimated expenditure for the current calendar year, together with the amount of any advances made under section five, and the amount of such advances reimbursed, and such further information as the Minister of Transport may direct.

9. The Company is not required to fence the right of way of the railway line and is not liable in damages by reason only of the absence of fencing.

### New Freight Traffic Records

New high monthly records in revenue freight traffic handled by the railways in Canada were established in both January and February this year, according to figures supplied by the Dominion Bureau of Statistics, Public Finance and Transportation Division. In January, revenue freight handled totalled 13,084,347 tons, an increase of 814,125 tons, or 6.6%, over the previous record of 12,270,222 tons established in January last year, and an increase of nearly 40% over the revenue freight tonnage handled in January of 1942. Of the total revenue freight handled in January this year, 9,963,827 tons were loaded at Canadian stations, an increase of 625,762 tons, or 6.7%, over that loaded in January, 1951. Foreign connections supplied 3,120,520 tons, compared with 2,932,157 tons in January last year; imported freight for Canadian points in January this year, at 1,637,428 tons, was slightly above that handled in the month last year, while in-transit freight, at 1,493,092 tons, was 164,349 tons greater than that handled in January last year.

Following are particulars of the revenue freight loaded on Canadian railways and received from foreign connections (both import and in-transit freight) in tons, in January, 1952, 1951 and 1950.

Province	January, 1952	January, 1951	January, 1950
Newfoundland	42,350	31,705	24,063
P. E. I.	37,778	45,348	30,179
Nova Scotia	825,034	897,000	811,680
New Brunswick	572,691	485,474	372,281
Quebec	2,160,841	2,092,719	1,820,833
Ontario	5,636,678	5,342,581	4,332,495
Manitoba	472,355	524,547	335,197
Saskatchewan	1,221,589	876,412	682,711
Alberta	1,378,449	1,067,455	783,900
British Columbia	846,605	395,003	602,945
Total for Canada	13,084,347	12,270,222	9,861,364

the railways was 12,491,148 tons. This compared with 11,205,530 tons in February, 1951, and with the previous February high record of 11,288,311 tons established in February, 1948. Of course, the extra day in February this year accounted for some of the increase, but not all of it as the increase over the February, 1951, traffic was 1,285,618 tons, or one of 11.5%. Of the total revenue freight handled this year, 9,412,310 tons was loaded at Canadian stations, compared with 8,280,197 tons in February last year. Foreign connections supplied 3,078,838 tons, of which 1,580,568 tons was destined for points in Canada and 1,498,270 tons was in-transit freight. Import freight in February last year was 1,517,510 tons, and in-transit freight in that month was 1,407,823 tons.

Following are particulars of the revenue freight loaded on Canadian railways and received from foreign connections (both import and in-transit freight) in tons, in February, 1952, 1951 and 1950.

Province	February, 1952	February, 1951	February, 1950
Newfoundland	42,135	48,511	35,531
P. E. I.	15,559	41,243	26,778
Nova Scotia	810,792	825,212	772,068
New Brunswick	491,071	513,107	398,753
Quebec	2,091,311	1,946,388	1,576,454
Ontario	5,811,706	5,243,795	4,302,299
Manitoba	505,306	423,259	357,486
Saskatchewan	990,945	647,225	507,451
Alberta	1,039,298	651,500	1,060,373
British Columbia	891,525	765,289	657,327
Total for Canada	12,491,148	11,205,530	9,866,650

The products handled in February in the three years were as follows, in tons:

Agricultural	2,291,933	1,750,532	1,499,999
Animal	164,460	170,024	161,448
Mine	3,839,965	3,798,204	3,567,458
Forest	2,117,186	1,696,253	1,249,985
Manufactures & Miscellaneous	4,077,584	3,782,437	3,329,979
Grand Total	12,491,148	11,205,530	9,866,650

### Much Continuous Welded Rail

Recent advice from Canadian Railroad Service Co., Ltd., is that "Ribbonrail" Service is producing continuous welded rail at top rate in the United States. The "Ribbonrail" Service and equipment of Oxweld Railroad Service Co. are being used in that country by the following railways at the location stated: Chicago and North Western, West Chicago, Illinois; Boston and Maine, North Adams, Mass.; Central Railroad of Pennsylvania, Allentown, Pa.; Chicago and

handled from Toronto to Montreal <sup>at a lower</sup> speed, and with clearances checked beforehand.

The next group listed is made up of rates applying United States rates of pay to their Canadian employees, viz., Central Vermont Ry., Great Northern, Michigan Central Rd., New York Central System, Chesapeake and Ohio (Pere Marquette District) and Wash Rd.

Listed as another member company is the Midland Ry. Co. of Manitoba, and as an associate member, the Canadian and Gulf Terminal Ry.

**Details of Increases Sought.**—Just what the Association was asking for from the Board was set out in Schedule "B" to the amended application. As stated, the immediate general increase in freight rates sought was one of 7%, and is not applying on coal and coke; on those commodities, increases were sought as follows:—Rates to and including \$1 per ton, increase of 10c per ton; rates from \$1.01 to and including \$2 per ton, increase of 15c per ton; 2.01 per ton and over, increase of 10c per ton.

As stated, a further general increase in addition to the above, of 9%, was applied for, with further increases on coal and coke, similar to those mentioned in the preceding paragraph. It was stated:—"The proposed increases include rates from and to United States-Canadian border points; also rates on import and export traffic through Canadian ports moving at rates not related to rates in effect from and to United States ports.

It was further noted that the rate increases sought were intended to ap-

prockage; live stock cars — cleaning, disinfecting, partitions, slatting; out-of-line hauls; re-assembling; re-signment; rental for special equipment; stop-off charges of all kinds; storage; terminal charges at Canadian ports; wharfage; yardage on live stock; other accessory and terminal charges.

In regard to differentials, the application noted:—"Recognized differentials via rail, water and rail routes to be preserved, as far as may be practicable, even though certain rates via differential routes may be lower or higher than would otherwise prevail."

The application terminated with the usual reference to the rules covering the disposition of fractions and the following in regard to combination rates:—"Where rates are made by combining separately stated rates, each factor of such combinations will be increased separately.

"Where a rate is shown in a tariff as composed of two or more factors, each such factor will be increased separately and the increased rate will be the total of the factors so increased."

## Exceptional Freight Shipment

An accompanying illustration shows one of the largest single unit freight shipments ever moved from Toronto

along the 334-mile route, the shipment cleared overhead bridges by only a few inches. All clearance details along the route were carefully checked by C.N.R. engineers before the special train pulled out of Toronto.

## C.N.R. Terrace-Kitimat Branch

Particulars of the branch line to be built by Canadian National Rys. to connect Terrace, B.C., on the main line to Prince Rupert, with Kitimat, on tidewater, at the head of Douglas Channel, were given in our July, 1952, issue, beginning on pg. 379, where a sketch map showed the projected new line's location. This line is being built to serve the huge development of Aluminum Co. of Canada. Terrace is 94 miles east of Prince Rupert. The branch, to be about 46 miles long, will be an expensive one to build, average cost per mile being estimated at more than \$217,000. To provide the right-of-way, some 2,300,000 cu. yd. of material will have to be moved, and construction involves the building of a bridge more than 1,000 ft. long to carry the line over the Skeena River, near Terrace. A contract for construction was awarded Campbell and Bennett, Ltd., Vancouver, as recorded in our issue of November last, pg. 616; it covers the clearing and grading, installations of culverts and timber bridges, and provision of concrete substructures for steel bridges.