

C.N.R. orders 80 new reefers to meet food plant demands

Canadian National's Prince Edward Island railway operations produced at least two good stories in 1962. One was spectacular and "newsworthy". The other was highly technical and of interest to railwaymen everywhere in the continent.

The "newsworthy" story dealt with the rescue of 16-year-old Kenneth Blacqiere from a floating ice pan in the Northumberland Strait after he had been adrift eight hours.

Capt. Gideon Kean hunted the boy down in MV Abegweit, used radar to spot him in the dead of night, and delicately moved the big ferry into a position where Summerside south could be taken safely aboard.

SPECIAL GRAPH
The technical story concerned a special graph developed by Canadian National to control the flow of refrigerated cars to and from the island.

The graph, based on five-year loading trends, availability of cars and a multitude of other factors, enables the railway to always have the right amount of cars on hand for loading.

Past procedure was to start the "reefers", flowing whenever there was an immediate demand. The cars sometimes had to come from as far away as the mid-western United States and often there were delays.

Similarly, when the need was passed, it was difficult to shut down the flow of cars quickly enough to stop a surplus from building up.

SOLVED PROBLEM
The graph solved the problem of reefer feast and famine. It was developed for P.E.I. service, but is being extended for control of reefer cars right across the country.

Another graph, using a flow P.E.I. use as a model, is now being used to control the flow of hopper cars to and from Sydney. The whole project has attracted the attention of United States railroads.

These were not, however, the only achievements of the railway in P.E.I. during 1962. In addition to handling regular business, the company converted 150 cars so they could be used for handling potato shipments.

A mechanical refrigerator car



MECHANICALLY OPERATED REF RIGERATOR CARS INTRODUCED

was introduced late in the year, and is being used to handle the island's frozen food plant trade. CN has ordered 80 of the cars,

which are much more efficient than the ice-activated reefers. A diesel engine handles the refrigeration, and can operate up to 30 days on one fueling.

80 touring parties stop at city hotel

Organized tours continued to draw people to Prince Edward Island in 1962, according to figures kept at Canadian National's Charlottetown Hotel.

The hotel handled 80 separate tour parties during the past year, and provided accommodation for 2,640 of the people travelling with them.

The total house count for the year, Manager J.F. Pellier reported, amounted to 21,653 persons. In addition, the hotel was host to five conventions.

Mr. Pellier says that the great volume of convention bookings for Charlottetown in 1962 leads him to expect that

convention business may be light in 1963.

He says that many organizations which might have booked space in the coming year would tend to hold off their meeting in P.E.I. for a season so as to take advantage of the celebrations attending the anniversary of the Confederation Meetings.

The hotel spent \$36,000 last year on renovations designed to modernize the accommodations. The money was spent as part of a continuing modernization program to be carried out over the next few years.

The hotel employed 50 persons over the year, and paid out a total of \$21,455 in wages.

Record traffic handled

Canadian National Railways' ferries have always had a large part to play in the Prince Edward Island tourist industry. Last year they made their biggest contribution ever.

The ships, operating on an expanded schedule, carried 462,791 persons across the Northumberland Strait, an increase of 56,296 over the previous year, and an all-time record for the fleet.

The 1962 passenger figure is more than four times the total population of the Island. Many of the persons represented by the figure were tourists.

One reason cited for the jump in travel was Canadian National's red, white and blue fare plan, which has swelled passenger train business throughout the Maritimes.

30,700 JUMP
The number of vehicles handled by the ships jumped 30,700 over 1961 to a total of 199,273. The ferries accounted for more than 75 per cent of the people using surface transportation to move to and from the Island, and more than 73 per cent of the vehicles.

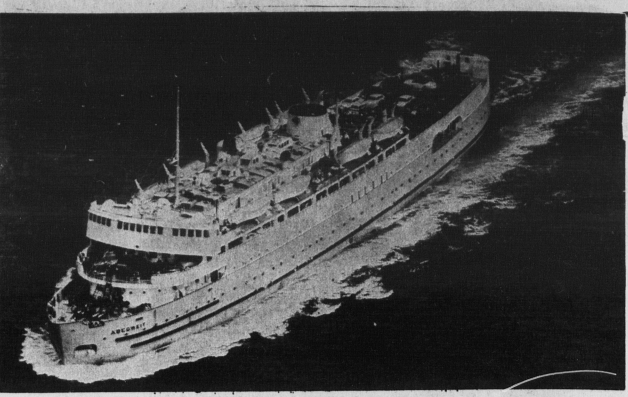
In addition, 622,227 tons of railway freight were carried in and out of the province on the car ferries during 1962. It required 23,701 freight cars to handle the traffic.

A new vessel was added to the fleet during the past year: MV Confederation, a \$3,000,000 ferry built at Halifax shipyards.

The "Comie", as she is affectionately known, took up duties with MV Abegweit, SS Prince Edward Island and SS Scotia II in the spring of 1962.

She is the smallest of the four vessels, but the latest, and is able to carry her maximum load of 80 automobiles and 300 passengers across the Northumberland Strait in less time than any other vessel ever used on the run.

The ships made 34 scheduled sailings a day during the height of the tourist season, as compared to the old record summer schedule of 28 crossings a day.



QUEEN OF THE RAILWAY'S FERRY SYSTEM ON ISLAND — MV ABEGWEIT

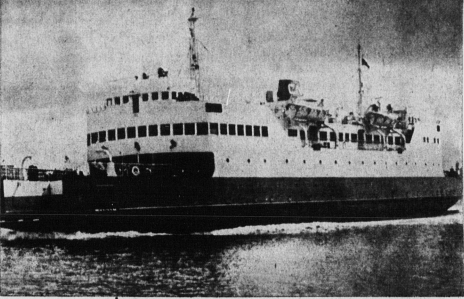
Lower prices, higher quality Star maintains

The Star Clothing Co. Ltd., owned by Sheldon H. Thompson with headquarters in Halifax, has two island branches, one in Summerside and the other in Charlottetown.

The Summerside branch, under the management of Elynn Cain, opened in June of last year. The Charlottetown store opened in June, 1961. For the last year it has been under the management of Owen MacRae.

The managers of these branches say that their stores are the only discount stores on the Island. Because of this their prices are lower while the quality is the same. Everything that is sold is absolutely guaranteed.

CHURCHES RESTORED
BERLIN (AP) — A year-end summary reports restoration of war-damaged Protestant churches in West Berlin is almost completed. Seventeen churches in West Berlin are aged and five had been destroyed; now 98 have been restored and 22 new ones built.



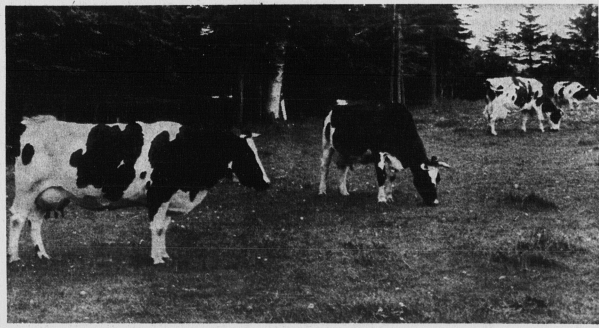
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Left to right are Jack Gay and Desmond Whitlock bottling milk in cases ready for the refrigerator



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Mr. Percy Gay
A message from Mr. Percy Gay
I wish to take this opportunity to thank all the wonderful people in Charlottetown and across the country for giving me the privilege of serving them for the past twenty-six years with the perfect food, milk.

Our employees are Mr. Jack Gay, Des Whitlock, Arnold Roper, Andrew Arsenault, Wayne MacKinnon, Basil MacKinnon, Dorothy Conway.

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