

sanding requirements. The system consists of a sensitive creep relay which anticipates slipping and automatically applies sand and reduces power from main generator to trac-

models of the General Motors 567 series Diesel engine, which has been traditional with General Motors locomotives, is maintained in the new 567 C series.

## C.N.R. Sherridon-Lynn Lake Line Opened

*With due ceremony, the 144-mile line connecting Sherridon and Lynn Lake, in Northern Manitoba, was officially opened, with the driving of the last spike by the Canadian National Rys. Chairman and President, Donald Gordon. Railway transportation is now furnished for production from the Sherritt-Gordon mines at Lynn Lake, rich in nickel and copper.*

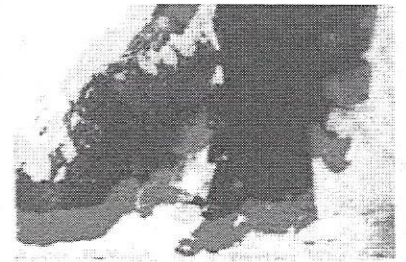
An important milestone in the history of Canadian railway construction was marked November 9, at Lynn Lake, Man., when Donald Gordon, chairman and president, Canadian National Rys., drove the last spike to officially open the new 144-mile line from Sherridon to Sherritt Gordon's new multi-million dollar nickel and copper mine at Lynn Lake.

The brief ceremony was witnessed by federal and provincial government officials, railway and mining executives, and 500 Sherritt Gordon and

C.N.R. employees from the newly-created frontier town, more than 500 miles northwest of Winnipeg.

Eldon L. Brown, President of Sherritt Gordon Mines, Ltd., handed a nickel spike—made of the first nickel from the new mine—to S. F. Dingle, C.N.R. Vice President, Operations, and he placed it in position for Mr. Gordon to drive. Mr. Brown later presented the nickel spike to Mr. Gordon as a memento of the historic occasion.

"One of Canada's greatest stores-



Austin McVeigh, the prospector who discovered nickel and copper at Lynn Lake in 1941. Points to the Discovery Rock Outcrop.

houses of natural resources has been linked with the rest of the world by the completion of this railway line," Mr. Gordon said at a luncheon following the ceremony. "It joins Lynn Lake to every point on the Canadian National system—to every point served by the 475,000 miles of railway in North America, and to the rest of the world through the seaways that lead from our ports on the Atlantic and Pacific. The new line demonstrates once again that only the railway, as the workhorse of the nation, can provide the reliable low cost volume transportation facilities which are the true development force for frontier communities."

The C.N.R. President paid tribute to the initiative, courage and vision put into the gigantic mining venture by Sherritt Gordon officials, adding:—"But this project could not have been completed alone. The Government of Canada, recognizing this new nickel development as a matter of urgent importance to the defence of the Western world, lent its whole-hearted assistance to the undertaking to ensure that the target date could be met."

Mr. Gordon said the Manitoba Government gave a splendid example of co-operation when it granted the necessary land for the railway right-of-way within five days after the request. He also praised the railway engineers who located the line and supervised its construction, and the contractors for their job of clearing and grading the line.

The end of steel now points almost due north, Mr. Gordon noted, stating:—"It is easy to see that development still points northwards and that further railway services will be required to open up the resources of forest, stream and mine that lie ahead. There is likely to be a variety of conditions under which such services can

