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Project 7663-3
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Informal Note #13 *

VISIT TO THE PACIFIC COAST TERMINAL OF THE
CANADIAN PACIFIC RAILROAD

On April 17, 1979 Bob Kiang and Dale Ploeger visited the Pacific Coast Terminal of the Canadian Pacific Railroad (located east of Vancouver in Port Moody) as guest of the ASEA company.

The purpose of the trip was to inspect the installation of ten ASEA screw-type retarders. The terminal receives coal, sulfur, wood chips and grain from a nearby yard. The cargos are stored at the yard and transferred directly from the rail cars to ships.

The retarders are a part of a sulfur-wood chip dumping facility. A sketch of the layout is shown. Incoming, loaded cars are cut from the train and pushed up a grade from the arrival tracks to the dump facility by converted front-end loaders. In the dump facility, each car is unloaded and then pushed out where it rolls down a short, steep incline to gain speed, passes through a "deadman" switch and rolls up a second grade. This grade is enough to stop the car and cause it to roll backwards. The spring loaded deadman switch diverts the car to the siding track where it is coupled to the cars which have been unloaded ahead of it. Two siding tracks are available.

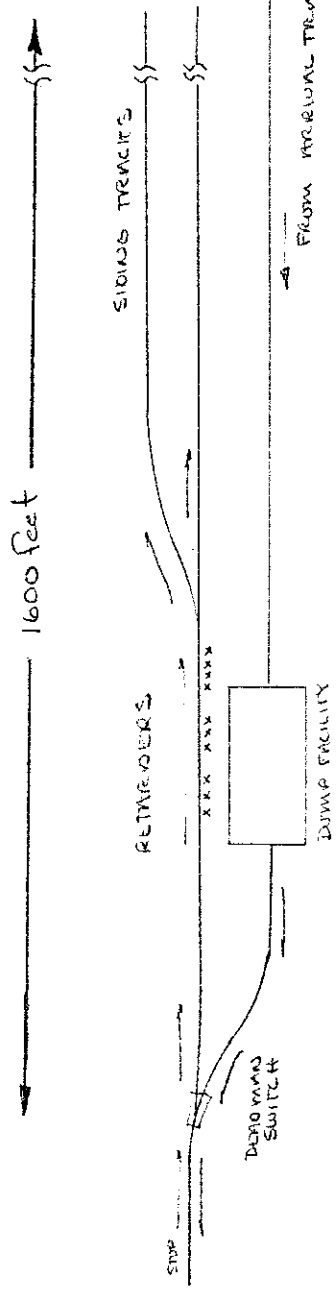
The ASEA retarders are located above the siding tracks. They were installed to reduce the noise caused by the empty freight cars when they couple (local residents had complained). Ten units had been installed in two groups of three set to retard cards over 4 kmh, and a final group of four set to retard cars over 1.5 kmh. Only the first six are being used, and these mostly at night. The final group of retarders was found to retard the cars too much and cause stalls.

The retarders were installed about one year ago and have caused no

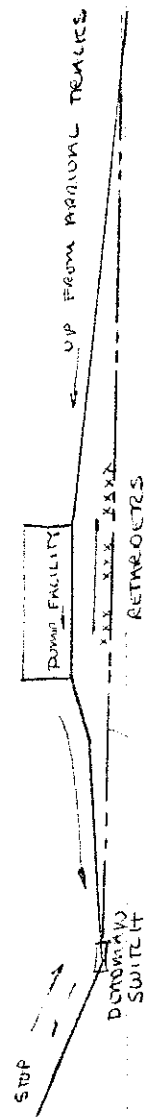
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problems. Maintenance consists of greasing three bearings periodically. When in use, the retarders handle an average of 100 cars per day with a maximum of 400 per day. The fastest rate that can be maintained is 25 cars per hour and is limited by the dump facility.

Unfortunately, we were unable to see the retarders in use.



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