

from that year to 1963 are mentioned in subsequent editions. During 1964, the CNR completed construction of the 430-mile Great Slave Lake Railway which extends 377 miles from Roma, near Grimshaw, in Alberta to Hay River in the Northwest Territories with a 53-mile branch line to Pine Point mines. Also completed by the CNR was a 15-mile line from Nepisiquit Junction to the property of Brunswick Mining and Smelting Corporation in New Brunswick. In October 1965, announcement was made of the construction of a 100-mile railway in northwestern Alberta, extending northwesterly from a point on the CNR main line west of Hinton to the rich resources area of Smoky River. Construction will be financed by an Alberta Crown corporation but supervised by the CNR. The line will be completed by the end of 1967 and will be leased to the CNR for operation on a tonnage-rental basis. The 78-mile Fort St. James extension of the Pacific Great Eastern Railway in British Columbia was nearing completion in late 1965 and an additional 64-mile extension to Takla Lake was in the survey stage; surveying was completed on a 21-mile extension from Kennedy to Morfee Lake and on a 50-mile extension from Fort St. John to Beaton River, the latter being the first step of a projected 200-mile line running northwest to Fort Nelson.

1.—Railway Track Mileage Operated, 1900-64

NOTE.—Figures of total mileage of first main track operated for 1835-1909 are given in the 1941 Year Book, p. 546; for 1911-14 in the 1954 edition, p. 786; for 1916-24 in the 1955 edition, p. 830; and for 1926-49 in the 1956 edition, p. 792.

FIRST MAIN TRACK MILEAGE		TRACK MILEAGE BY AREA AND TYPE				
Year	Miles in Operation	Area and Type of Track	1961	1962	1963	1964
	No.		No.	No.	No.	No.
1900.....	17,657	First Main—				
1905.....	20,487	Newfoundland.....	933	935	934	934
1910.....	24,731	Prince Edward Island.....	279	279	279	279
1915.....	34,882	Nova Scotia.....	1,298	1,270	1,315	1,314
1920.....	38,805	New Brunswick.....	1,783	1,782	1,771	1,780
1925.....	40,350	Quebec.....	5,224	5,349	5,361	5,163
1930.....	42,047	Ontario.....	10,188	10,137	10,117	10,073
1935.....	42,916	Manitoba.....	4,954	4,897	4,860	4,858
1940.....	42,565	Saskatchewan.....	8,606	8,588	8,577	8,566
1945.....	42,352	Alberta.....	5,689	5,683	5,683	5,682
1950 ¹	42,979	British Columbia.....	4,338	4,337	4,329	4,329
1951.....	42,956	Yukon Territory.....	58	58	58	58
1952.....	42,953	United States.....	339	339	339	339
1953.....	43,163					
1954.....	43,132	Totals, First Main.....	43,689	43,654	43,623	43,355
1955.....	43,444					
1956.....	43,652	Second main.....	2,150	2,081	2,016	2,010
1957.....	43,890	Other main.....	48	48	56	56
1958.....	44,125	Industrial.....	1,262	1,266	1,265	1,281
1959.....	44,209	Yard and sidings.....	11,633	11,710	11,551	11,541
1960.....	44,029					
1961.....	43,689	Grand Totals ²	58,782	58,759	58,511	58,243
1962.....	43,654					
1963.....	43,623					
1964.....	43,355					

¹ Newfoundland included from 1950.
61 miles in 1963 and 58 miles in 1964.

² Excludes joint track amounting to 53 miles in 1961, 55 miles in 1962,

Rolling-Stock.—Table 2 shows the numbers of the various types of freight and passenger equipment in operation in 1959 and in 1964, revealing a generally downward trend over the period; however, these figures do not reflect the offsetting trend toward larger, more efficient cars and locomotives or the steady improvement in speed of movement facilitated by modernized handling and terminal services. Each year hundreds of units, particularly freight cars, are converted and modified to make them suitable for specific types of traffic or are replaced by special-purpose equipment designed for distinctive hauling jobs. The average capacity of all freight cars was 53.3 tons in 1964 compared with 51.1 tons in 1959. Also, although the number of diesel-electric locomotives in service has remained