

opening up of the Northwest Territories have necessitated the building of branch lines. Those completed up to 1956 are listed in the 1957-58 Year Book, p. 815, and those completed from that year to 1964 are mentioned in subsequent editions. During 1965-66, the CNR completed a 12-mile line from Froomfield spur at Sarnia, Ont., to Courtright, Ont. By the spring of 1965, all track was laid on the Great Slave Lake Railway which extends 377 miles from Roma, Alta., to Hay River, N.W.T., with a 53-mile branch to Pine Point mines. Ballasting and lifting operations were completed by mid-summer 1966. Negotiations took place with several mining companies concerning provision of rail service to base-metal deposits and legislative authority was given for the construction of a 68-mile line from the vicinity of Amesdale to the vicinity of Bruce Lake in the District of Kenora, Ont.; of a 12-mile line from the vicinity of Stall Lake to the vicinity of Osborne Lake in The Pas district of Manitoba; and an 18-mile line from the vicinity of Watrous to the vicinity of Guernsey in the Regina Mining District of Saskatchewan.

The 23-mile Mackenzie addition to the PGE from Kennedy to Mackenzie near the Peace River Reservoir in northeastern British Columbia was completed in 1966, as was the first stage of the Takla Lake extension to Fort St. James. Survey work was under way for the 40-mile extension from Fort St. John to Beatton River on the route to Fort Nelson.

1.—Railway Track Mileage Operated, 1900-65

NOTE.—Figures of total mileage of first main track operated for 1835-1954 are given in the corresponding table of previous Year Books beginning with the 1941 edition.

FIRST MAIN TRACK MILEAGE ¹		TRACK MILEAGE BY AREA AND TYPE				
Year	Miles in Operation	Area and Type of Track	1962	1963	1964	1965
	No.		No.	No.	No.	No.
1900.....	17,657	First Main—				
1905.....	20,487	Newfoundland.....	935	934	934	936
1910.....	24,731	Prince Edward Island.....	279	279	279	279
1915.....	34,882	Nova Scotia.....	1,270	1,315	1,314	1,314
1920.....	38,905	New Brunswick.....	1,782	1,771	1,760	1,730
1925.....	40,350	Quebec.....	5,349	5,361	5,163	5,238
1930.....	42,047	Ontario.....	10,137	10,117	10,073	9,950
1935.....	42,916	Manitoba.....	4,897	4,860	4,858	4,735
1940.....	42,565	Saskatchewan.....	8,588	8,577	8,566	8,522
1945.....	42,352	Alberta.....	5,683	5,683	5,682	5,723
1950 ²	42,979	British Columbia.....	4,337	4,329	4,329	4,333
1955.....	43,444	Yukon Territory.....	58	58	58	58
1956.....	43,652	United States.....	339	339	339	339
1957.....	43,890	Totals, First Main.....	43,654	43,623	43,355	43,157
1958.....	44,125					
1959.....	44,209	Second main.....	2,081	2,016	2,010	1,804
1960.....	44,029	Other main.....	48	56	56	56
1961.....	43,689	Industrial.....	1,266	1,265	1,281	1,309
1962.....	43,654	Yard and sidings.....	11,710	11,551	11,541	11,676
1963.....	43,623					
1964.....	43,355	Grand Totals ³	58,759	58,511	58,243	58,002
1965.....	43,157					

¹ Defined as a single track extending the entire distance between terminals, upon which the length of the road is based. ² Newfoundland included from 1950. ³ Excludes joint track amounting to 55 miles in 1962, 61 miles in 1963, 58 miles in 1964 and 55 miles in 1965.

Rolling-Stock.—Table 2 shows the numbers of the various types of freight and passenger equipment in operation in 1959 and in 1965, 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 53.8 tons in 1965 compared with 51.1 tons in 1959. Also, although the number of diesel-electric locomotives in service has remained