

on contract to the Royal Canadian Navy, the Royal Navy and the United States Navy. The Canadian Pacific shops collect approximately 75,000 tons of scrap metal annually, with a net reclamation value of \$500,000. Some of this scrap is sold and some is reclaimed. At Angus shops cast-iron wheels are made, 70% of the content of which is scrap.

A recent report from the Canadian National Railways revealed that from the start of the war to the end of 1944 a total of 1,145,117 tons of scrap materials was salvaged and reclaimed by the C.N.R.

The Canadian National is also engaged in the manufacture of munitions, including guns and gun carriages. The National Railways Munitions Limited at Point St. Charles, Montreal, one of the important war industries in eastern Canada, makes naval guns and field artillery gun-carriages. Here, with a staff of some 1,200 men and women, 500 12-pounder naval guns and mountings, effective in anti-submarine warfare, have been built and delivered. The company also has orders for 1,000 four-inch naval guns and for several gun howitzer carriages. This particular gun is considered one of the most efficient pieces of artillery designed during the war. In the post-war period it is expected the shop will become, without alterations, the car repair shop for the Canadian National and will replace the only remaining section of the group of buildings which form the general repair shops of the Canadian National Railways at Montreal. Munitions are also being manufactured in three other Canadian National shops.

The Canadian National is the only railway in North America which operates a shipbuilding yard. The yard is located on the Pacific coast and builds minesweepers and cargo ships. The company's Prince Rupert dry dock is one of seven major yards now building Canadian 10,000-ton cargo vessels. Prior to engaging in the construction of freighters, the yard turned out four minesweepers of the Bangor class for the Royal Canadian Navy. After delivering six 10,000-ton cargo ships of the North Sands type, it is now building Victory ships. About 1,500 men are employed in this shipyard, which has also been engaged in naval ship and cargo repair.

Centralized Traffic Control System at Monoton

Of the utmost importance in the transportation situation is the 125 Canadian National line between Monoton, New Brunswick, and Truro, Nova Scotia. Four-fifths of this line is single track, and over it must pass all the railway traffic of Canada on its way to Halifax. Monoton constitutes a converging point for all the rail traffic from all parts of Canada and points in the United States to the ports of Halifax and Sydney, Nova Scotia. Truro acts as a converging point for westward rail traffic from industrial centres and seaports in Nova Scotia. In addition, there is the Tormentine sub-division that provides the only rail connection between Prince Edward Island and the mainland.

The war increased the freight and troop traffic on these lines to a point which taxed their capacity to the limit. Overseas traffic from the port of Halifax was greatly war-expanded. It soon became apparent that something would have to be done to increase the capacity of the line and expedite the movement of trains. Train movements at this time were directed by the manual block system which caused repeated delays, particularly in winter.

It was decided not to build an additional low grade line, since the cost would be 9,000,000 and it was not expected that second track would be needed after the war. Instead of double tracking, a centralized traffic control system was set up between Pacific Junction and Truro in 1941 which was capable of handling wartime traffic. It will also expedite the handling of traffic after the war. The centralized traffic control is a system by which trains operate without using train orders or time table authority. Instead, they obey only signal indications, which are under the supervisory control of the man on the control machines located at Monoton. The system is basically a series of controlled locations, equivalent to interlocking plants, connected with automatic signalling. Each controlled point consists of a single switch or crossover, or various combinations of single