

ing on the number of students who require training, and the length of time required by any individual student for completion of his or her training.

IMPROVEMENT AND MAINTENANCE OF RAILWAY TRACKS

Question No. 328—**Mr. Orlikow:**

Have the Canadian Pacific Railway and the Canadian National Railway increased programs of improvement of standard of track and maintenance of some which will require more staff, more and better material, such as new, heavier rail and fastening, and more work equipment as recommended by the Railway Transport Committee of the Canadian Transport Commission on April, 1973 and, if so, how much has this staff been increased?

Hon. Otto E. Lang (Minister of Transport): The Canadian Transport Commission advises as follows: Canadian Pacific Limited: Since 1973 CP Rail has installed over 1,200 miles of heavier section new rail and fastenings, including 215 miles of special chromium alloy rail, together with 200 additional miles of heavier section rail in their relay rail program. Heavier rail section, whether new or relay, is mainly installed as continuous welded rail or welded in lengths of 78 feet or 72 feet. Approximately 300,000 larger tie plates have been installed since 1973 and six-hole joint bars are now being used. Over this period, almost 5,000,000 treated track ties have been installed along with a test section of 1,300 concrete ties in the Pacific Region. Ballasting has been carried out on 2,600 miles of track since 1973. In 1973, a track-recording car was placed into service and each year 26,000 miles of track are tested. During this period, 96 bridges have been replaced and over \$7.5 million was spent on additional roadway machines. The actual number of employees involved is difficult to ascertain, but the following has been developed as the actual man-hours worked during the period of 1973 to 1975 as follows:

Year	Man-Hours Worked Maintenance of way only
1973	13,283,055
1974	14,316,913
1975	14,004,873

Canadian National Railways: Since 1973 CN Rail has installed 2,035 miles of heavier section new rail. Major grade stabilization, tie renewal and ballast improvement projects were carried out as required in conjunction with the installation of heavier rail. During the next five years CN Rail proposes to install approximately 2,000 track miles of new rail, together with grade stabilization, tie renewal and ballast improvement work. In addition, a program for the installation of concrete ties in heavy curve areas on its Transcontinental main line between Capreol, Ontario, and Vancouver, British Columbia has been initiated. Approximately 1,500,000 concrete ties, equivalent to over 550 track miles, will be in place by 1981. A substantial investment in track maintenance equipment has been made in conjunction with the track renewal program. In 1977 an additional \$4.5 million in operating funds has been allocated to field activities to retain a high standard of maintenance throughout the system. The actual number of additional employees involved is difficult to ascertain, but the

following has been developed as the actual manpower count of maintenance of way employees, excluding management:

Year	Maintenance of Way Manpower
1974	11,031
1975	11,082
1976	11,121

ROYAL CANADIAN MOUNTED POLICE

Question No. 1,868—**Mr. Allard:**

1. In (a) 1973-74 (b) 1974-75 (c) 1975-76, what was the amount of operating and investment expenditures of the Royal Canadian Mounted Police in each province and territory?
2. For the same years, what amount did the government recover from the provincial and municipal governments in the (a) western provinces (b) Maritimes?
3. For the same years, how many RCMP officers were posted in each province and territory?
4. What are the RCMP's areas of activity in the Province of Quebec?

Hon. Francis Fox (Solicitor General): By the Ministry of the Solicitor General (Royal Canadian Mounted Police): 1.

	(a) (\$000's)	(b) (\$000's)	(c) (\$000's)
British Columbia	\$50,564	\$64,007	\$ 84,982
Alberta	26,026	32,364	39,705
Saskatchewan	29,478	39,178	46,335
Manitoba	15,290	20,079	26,219
Ontario	82,761	99,533	122,168
Quebec	18,426	23,956	35,381
New Brunswick	8,431	10,918	13,500
Prince Edward Island	2,061	2,479	3,216
Nova Scotia	11,235	13,514	15,619
Newfoundland	9,429	12,130	14,532
Northwest Territories	(see note)	7,567	8,197
Yukon Territory	(see note)	1,868	4,522

NOTE: Separate figures for the Northwest Territories and the Yukon Territory are not available in 1973-74; the combined figure for these territories is \$7,343,000.

2.	1973-74 (\$000's)	1974-75 (\$000's)	1975-76 (\$000's)
(a)	\$52,925	\$60,624	\$72,516
(b)	12,475	14,626	17,216
3.	1973-74	1974-75	1975-76
British Columbia	2876	3044	3320
Alberta	1402	1504	1607
Saskatchewan	1448	1495	1531
Manitoba	797	839	917
Ontario	3767	4092	4235
Quebec	1090	1086	1183
New Brunswick	429	465	492
Prince Edward Island	102	110	121
Nova Scotia	531	565	587
Newfoundland	501	532	558
Northwest Territories	164	179	196
Yukon Territory	79	81	88