

Since it has been impossible to build enough new motive power and rolling stock, to handle increased wartime traffic other measures had to be taken. Equipment, instead of being replaced, has been rebuilt or refitted. Old locomotives were reconditioned for service. Operating methods were reorganized. Day and night shifts of servicing staffs were instituted.

Canada-U.S. Car Pooling

In order that it will be unnecessary for good to be loaded and unloaded at the borders, freight cars in Canada have always been pooled with those in the United States. However, during wartime there has been increased emphasis on Canada U.S. car pooling. United States freight cars which move to the west coast ports do not return east empty. Instead, they are sent north to Vancouver, loaded with lumber and sent across Canada to the Atlantic coast. Canadian cars which would ordinarily move westward empty are now made available to United States lines.

TRANSPORTING TROOPS

Great problems have arisen with the necessity of finding equipment to transport thousands of troops to and from camps, homes and embarkation points. Passenger cars, coaches and pullmans were rearranged to furnish self-contained living quarters for soldiers.

The problem of feeding troops en route was met by the building of commissary kitchen cars to provide meals with speed and efficiency. On these cars mess orderlies line up to draw rations to serve their comrades in the coaches. A "long table" diner for troops has also been designed, with two tables running the length of the dining-room, thus permitting waiters to serve from the centre of the car. These tables seat 54 men instead of the regular diner capacity of 30 to 36.

A cafe car has also been built, with kitchen in the centre and "plate" meals served to passengers on settees at the sides of the car. It accommodates 40 persons.

Special hospital cars have been built for the carrying of casualties. Incorporating all of the latest advances in comfortable accommodation, they were designed to be operated in both Canada and the United States.

A new type of coach has been designed by the Canadian National for industrial trains to seat 122 passengers, instead of the usual coach average of 72. The C.N.R. reports that with fewer cars available than in pre-war years, six times as many meals were served on diners in 1944.

In addition to the special war service cars mentioned, the Canadian National is about to start work on conversion of 50 colonist cars to army sleeping cars.

One of the most useful types of freight car is the flat car with a depressed centre which is used to move any odd-sized or unwieldy freight. These specially built cars are the largest in Canada. They have carried corvette boilers, a large steel-welded boat, steel towers, war plant transformers and invasion barges which, in addition to being high, protruded over the sides of the cars. Because of this a special movement technique had to be developed in which loads were jacked up or lowered as circumstances demanded to get them by half-deck girder spans on bridges.

PERSONNEL

Just as serious as the equipment shortage to the Canadian railways has been the manpower shortage. The number of employees (average of counts made each month) for the railways in 1943 was 169,663, compared with 127,747 employees in 1938. This increase of 33% was disproportionate to the enormous traffic