switches and crossovers with associated signals.

The centralized traffic control saves a great deal of labour and time and increases the capacity of the line in trains per day, between 50% and 70%. Average running time on freight trains of two hours is saved, which means the locomotives are available for service elsewhere since they are on the road a shorter length of time. The result is that operating expenses have decreased while the safety of operation has increased. Broken rails are detected more frequently on the control board, and the greater number of conveniently located telephones makes it possible for employees to inform the controller of unsafe conditions in the roadways. Trains can be stopped more quickly than by the train order method since there is direct control of a large number of signals. In contrast with the last war, when the railway between Moncton and Truro was a bottleneck handling only 400 cars a day, in this war 1,000 cars a day can be handled with ease.

An example of the efficiency of the system can be seen in the movement of troops to Halifax for overseas. There have been times when it has been necessary to transport as many as 10,000 troops over the Halifax line in 24 hours. Some dislocation of normal train schedules has been experienced, but in all cases the job has been finished on time. In some cases ticketing staffs have worked 36 hours without sleep. On many occasions for days at a time as many as 100 trains a day have been operated in and out of Halifax. This works out at about one train every 15 minutes.

Other improvements in the Atlantic Region which are assisting in the prompt movement of wartime traffic include large yard extensions at Moncton, Truro and Bedford Basin, Nova Scotia. A new engine terminal at Fairview, Nova Scotia with a coaling plant of 250 tons capacity and also a 150 tons coaling plant was built at Napadogan, New Brunswick. Lighterage docks and lighters have been built at Halifax.

Northern Alberta Railways

The Northern Alberta Railways, jointly owned by the Canadian National and Canadian Pacific Railways, and operated by the Northern Alberta Railways Company, has about a thousand miles of track that links the pioneer towns and settlements north of Edmonton where there are few highways. One line runs northwest from Edmonton to Dawson Creek in British Columbia, the southern end of the Alaska Highway, with a branch line terminating at Hines Creek in Alberta. The other line goes to Waterways, 283 miles northwest of Edmonton, to which it was extended in 1923. Begun in 1914, it was originally built as a colonizing railroad. Before the war its 16 locomotives and 600 employees plus a score of passenger cars and less than a hundred freight cars were more than sufficient for the work.

With the building of the Alaska Highway, the oil pipe line at Fort Norman and the development of northern navigation, however, Northern Alberta Railways became, in the words of a United States army officer, "one of the most strategic railways in the world". It is estimated that without the existence of this railway to carry men and materials, developments in the Canadian northwest, would have been delayed for months and even years. In February, 1942, with the beginning of the Alaska military road, trains began to move with ever increasing loads of building equipment, gasoline and oil. The number of locomotives on the line was tripled, and the staff more than doubled. New tracks had to be laid in below zero weather, and freight sheds constructed. Between March 7 and December 28, 1942, more than 7,500 carloads of freight were shipped to Dawson Creek, and in addition 2,000 or more carloads to Waterways, an amazing amount for a small, poorly equipped railroad.

Post-War Plans

Both the Canadian National and the Canadian Pacific Railways gave evidence