

Construction has been most active in Manitoba, Saskatchewan and Alberta during the past decade, while there has been a tendency for mileages to decline slightly in the other provinces, because of the abandonment of unprofitable lines. Of the 42,339 miles of single track operated in 1942, 21,583 were part of the Canadian National System.

### 1.—Record of Steam-Railway Mileage

NOTE.—Corresponding figures of total mileage of single track for the years 1835 to 1899 are given at p. 546 of the 1941 Year Book.

Totals, Mileage (Single Track)					Mileages, by Provinces					
Year	Miles in Operation	Year	Miles in Operation	Year	Miles in Operation	Type of Track and Province	1931	1936	1941	1942
	No.		No.		No.		miles	miles	miles	miles
1900	17,657	1915	34,882	1929	41,380	Single Track—				
1901	18,140	1916	36,985	1930	42,047	Prince Edward Island	286	286	286	286
1902	18,714	1917	38,369	1931	42,280	Nova Scotia	1,418	1,397	1,396	1,396
1903	18,988	1918	38,252	1932	42,409	New Brunswick	1,934	1,871	1,836	1,836
1904	19,431	1919	38,329	1933	42,336	Quebec	4,926	4,777	4,789	4,797
						Ontario	10,905	10,746	10,476	10,480
1905	20,487	1919 <sup>2</sup>	38,495	1934	42,270	Manitoba	4,419	4,860	4,854	4,837
1906	21,423	1920	38,805	1935	42,916	Saskatchewan	8,268	8,624	8,777	8,780
1907	22,446	1921	39,191	1936	42,552	Alberta	5,630	5,687	5,747	5,681
1908	22,966	1922	39,358	1937	42,727	British Columbia	4,097	3,907	3,883	3,849
1909	24,104	1923	39,654	1938	42,742	Yukon	58	58	58	58
						In United States	339	339	339	339
1910	24,731	1924	40,059	1939	42,637	Totals, Single Track	42,280	42,552	42,441	42,339
1911	25,400	1925	40,350	1940	42,565	Second track	2,688	2,500	2,499	2,486
1912	26,840	1926	40,350	1941	42,441	Industrial track	1,606	1,401	1,551	1,588
1913	29,304	1927	40,570	1942	42,339	Yard track and sidings	10,277	10,239	10,210	10,171
1914	30,795	1928	41,022			<b>Grand Totals</b>	<b>56,851</b>	<b>56,692</b>	<b>56,701</b>	<b>56,584</b>

<sup>1</sup>As at June 30 for this and previous years.

<sup>2</sup>As at Dec. 31 for this and later years.

**Rolling-Stock.**—The figures in Table 2 may be supplemented by the statement that between 1920 and 1942, the average capacity of box cars increased from 34·799 tons to 42·111 tons, of flat cars from 33·459 to 42·594 tons, of coal cars from 43·404 tons to 54·961 tons, and of all freight cars from 35·141 tons to 43·175 tons. The average tractive power of the locomotives increased 32 p.c. between 1920 and 1942.

### 2.—Rolling-Stock of Steam Railways, as at Dec. 31, 1936-42

Type of Rolling-Stock	1936	1937	1938	1939	1940	1941	1942
	No.	No.	No.	No.	No.	No.	No.
<b>Locomotives</b>							
Passenger	1,191	1,209	1,214	1,174	1,189	1,124	1,197
Freight	2,862	2,805	2,715	2,592	2,374	2,339	2,351
Switching	660	618	593	571	709	696	726
Electric	34	35	35	36	36	40	41
<b>Totals, Locomotives</b>	<b>4,747</b>	<b>4,667</b>	<b>4,557</b>	<b>4,373</b>	<b>4,308</b>	<b>4,199</b>	<b>4,315</b>
<b>Passenger Cars</b>							
First class	1,754	1,850	1,890	1,874	1,860	1,886	1,973
Second class	276	256	255	252	242	246	259
Combination	372	370	373	371	370	361	364
Immigrant	419	374	337	353	358	371	385
Dining	256	251	220	197	194	182	192
Parlour	273	259	250	244	235	222	205
Sleeping <sup>1</sup>	1,085	1,037	1,003	983	915	901	880
Baggage, express and postal	1,454	1,447	1,508	1,573	1,576	1,553	1,576
Motor-cars	92	88	89	85	83	77	75
Other	457	463 <sup>2</sup>	456 <sup>2</sup>	455 <sup>2</sup>	434 <sup>2</sup>	436 <sup>2</sup>	433 <sup>2</sup>
<b>Totals, Passenger Cars</b>	<b>6,443</b>	<b>6,395</b>	<b>6,381</b>	<b>6,387</b>	<b>6,267</b>	<b>6,235</b>	<b>6,342</b>

<sup>1</sup> Includes Pullman Co. cars in Canadian service.

<sup>2</sup> Includes 3 auto-railers.