

## 2.—Rolling-Stock of Steam Railways, as at Dec. 31, 1939-45

Type	1939	1940	1941	1942	1943	1944	1945
	No.	No.	No.	No.	No.	No.	No.
<b>Locomotives</b>							
Passenger.....	1,174	1,189	1,124	1,197	1,213	893	933
Freight.....	2,592	2,374	2,339	2,351	2,376	2,640	2,606
Switching.....	571	709	696	726	731	836	843
Electric.....	36	36	40	41	44	47	49
<b>Totals, Locomotives.....</b>	<b>4,373</b>	<b>4,308</b>	<b>4,199</b>	<b>4,315</b>	<b>4,364</b>	<b>4,416</b>	<b>4,431</b>
<b>Passenger Cars</b>							
First class.....	1,874	1,860	1,886	1,973	2,007	1,984	1,965
Second class.....	252	242	246	259	273	268	263
Combination.....	371	370	361	364	366	364	356
Immigrant.....	353	358	371	385	395	380	379
Dining.....	197	194	182	192	192	196	196
Parlour.....	244	235	222	205	156	142	142
Sleeping <sup>1</sup> .....	983	915	901	880	783	789	787
Baggage, express and postal..	1,573	1,576	1,553	1,576	1,656	1,658	1,645
Motor-cars.....	85	83	77	75	73	71	68
Other.....	455 <sup>2</sup>	434 <sup>2</sup>	436 <sup>2</sup>	433 <sup>2</sup>	418 <sup>2</sup>	411 <sup>2</sup>	410 <sup>2</sup>
<b>Totals, Passenger Cars<sup>1</sup>..</b>	<b>6,387</b>	<b>6,267</b>	<b>6,235</b>	<b>6,342</b>	<b>6,319</b>	<b>6,263</b>	<b>6,211</b>
<b>Freight Cars</b>							
Box.....	115,492	116,629	112,134	110,916	112,815	117,068	117,886
Flat.....	11,692	12,049	11,897	11,998	10,870	10,953	10,892
Stock.....	5,985	5,866	5,753	6,029	6,510	6,471	6,437
Coal.....	17,770	17,453	17,505	18,106	19,900	21,104	21,340
Tank.....	402	389	366	362	348	348	343
Refrigerator.....	6,713	6,534	6,191	6,372	6,424	6,587	6,372
Other.....	1,964 <sup>3</sup>	1,777 <sup>3</sup>	1,394 <sup>3</sup>	1,528	1,523	1,536	1,499
<b>Totals, Freight Cars....</b>	<b>160,018</b>	<b>160,697</b>	<b>155,240</b>	<b>155,311</b>	<b>158,390</b>	<b>164,067</b>	<b>164,769</b>

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

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

<sup>3</sup> Includes

## Subsection 2.—Finances of Steam Railways

The tables in this Subsection deal with capital liability, capital investment, earnings, operating expenses, employees and their earnings and Government aid to steam railways. However, the presentation of the financial statistics of railways in Canada would not be complete without some detailed consideration of the finances of the Government-owned railways. This is given in the latter part of the Subsection. Further statistics of revenue are included in Table 13, where they are shown in relation to traffic. Statistics of individual railways, covering single-track mileage, capital, earnings and operating expenses, may be found in the annual report "Statistics of Steam Railways of Canada", published by the Bureau of Statistics.

**Capital Liability.**—The great increase after 1922 in the capital liability of the steam railways of Canada is due to the inclusion of all Government loans to railways and investment in road and equipment of Government railways as part of the capital liability of the railways. The reduction after 1937, brought about by the Canadian National Capital Revision Act (c. 22, 1937), is explained at p. 644 of the 1939 Year Book.