

Rolling-Stock.—The figures in Table 2 may be supplemented by the statement that between 1949 and 1955 the average capacity of box cars increased from 43.5 tons to 45.8 tons and of gondola cars from 61.5 tons to 64.4 tons, flat cars from 42.9 tons to 45.6 tons, hopper cars from 58.7 tons to 64.6 tons and of all freight cars from 45.3 tons to 48.6 tons. The average tractive power of locomotives advanced during the same period from 41,923 lb. to 42,701 lb. The changeover to diesel operation is indicated by the decrease in steam locomotives and the increase in oil-burning and diesel locomotives in operation.

2.—Railway Rolling-Stock in Operation as at Dec. 31, 1949-55

Type	1949	1951	1953	1954	1955
	No.	No.	No.	No.	No.
Locomotives	4,627	4,715	4,818	4,771	4,714¹
Steam—					
Coal burning.....	4,351	3,553	3,162	2,871	2,521
Oil burning.....	246	555	667	715	701
Diesel electric.....	246	574	956	1,152	1,455
Electric.....	30	33	33	33	33
Passenger Cars	6,224	6,366	6,456	6,648	6,574
First class.....	1,936	2,169	2,064	2,133	2,058
Second class.....	177	339	331	323	325
Combination.....	337	315	291	254	226
Immigrant.....	195	196	180	196	201
Dining.....	175	153	161	174	172
Parlour.....	775	803	801	956	969
Sleeping.....	1,766	2,201	2,430	2,418	2,433
Baggage, express and postal.....	54	49	59	63	75
Motor.....	402	141	139	131	115
Other.....					
Freight Cars	177,614	180,725	187,980	189,351	185,956
Automobile.....	6,075	6,396	7,560	7,439	7,406
Ballast.....	1,772	1,803	1,940	2,245	2,378
Box.....	118,576	121,318	119,753	118,770	114,814
Flat.....	10,951	11,062	11,690	11,782	12,037
Gondola.....	14,135	14,098	17,663	18,469	18,592
Hopper.....	9,100	8,897	11,568	12,129	12,247
Ore.....	1,902	1,902	1,969	2,555	2,559
Refrigerator.....	7,921	8,131	9,438	9,583	9,735
Stock.....	6,648	6,509	6,057	5,972	5,776
Tank.....	454	460	328	363	378
Other.....	80	49	44	44	34

¹ Includes one gasoline locomotive.

Subsection 2.—Finances

The tables in this Subsection give information on capital liability and capital investment, earnings, operating expenses, employees and their earnings and government aid to all railways.* Financial statistics of government-owned railways are given separately and in detail in Subsection 4.

Capital Liability and Investment.—The capital liability of the Canadian railways for the years 1936 to 1955 is shown in Table 3. The increase of \$132,980,501 in 1955 over 1954 compares with an increase in investment in road and equipment of \$227,135,132 as shown in Table 4.

* Statistics for individual railways are given in DBS annual report, *Railway Transport*, published in five parts.