

Those constructed up to 1956 are listed in the 1957-58 Year Book at p. 815, and those constructed in 1957 and 1958 in the 1959 Year Book at p. 775. During 1959 the eastern section of the Chibougamau branch line constructed by the CNR from St. Félicien to Cache Lake in Quebec, a distance of 133 miles, was officially opened; the western section of this line, from Beattyville to Chibougamau, was completed in 1957, opening up mineral-rich areas and linking them with the industrial centres of the province. On the 52-mile line from Optic Lake to Chisel Lake in Manitoba, track-laying and much of the first ballast lift were completed. This line is being constructed to connect a base metal mining development with the smelter at Flin Flon.

While new construction has added considerably to single track mileage placed in operation in the past few years, other lines have been abandoned because they have become unprofitable. Thus new mileage is not altogether reflected in the totals shown in Table 1.

1.—Railway Track Mileage Operated, 1900-58

NOTE.—Figures of total mileage of single track operated for 1835-1909 are given in the 1941 Year Book, p. 546; for 1911-14 in the 1954 edition, p. 786; for 1916-24 in the 1955 edition, p. 830; and for 1925-49 in the 1956 edition, p. 792.

SINGLE TRACK MILEAGE		TRACK MILEAGE BY PROVINCE AND TYPE				
Year	Miles in Operation	Province and Type of Track	1955	1956	1957	1958
	No.		No.	No.	No.	No.
1900	17,657	Single—				
1905	20,487	Newfoundland	910	934	934	934
1910	24,731	Prince Edward Island	285	285	285	285
1915	34,882	Nova Scotia	1,401	1,391	1,370	1,336
1920	38,805	New Brunswick	1,800	1,799	1,818	1,818
1925	40,350	Quebec	4,936	4,940	5,096	5,096
1930	42,047	Ontario	10,375	10,516	10,513	10,467
1935	42,916	Manitoba	4,979	4,974	5,005	5,004
1940	42,565	Saskatchewan	8,721	8,721	8,721	8,721
1945	42,352	Alberta	5,659	5,680	5,680	5,679
1950 ¹	42,979	British Columbia	3,981	4,015	4,071	4,388
1951	42,956	Yukon	58	58	58	58
1952	42,953	In United States	339	339	339	339
1953	43,163	Totals, Single	43,444	43,652	43,890	44,125
1954	43,132	Second	2,486	2,476	2,471	2,444
1955	43,444	Industrial	2,243	2,384	1,208	1,216
1956	43,652	Yard and sidings	11,142	11,318	11,528	11,534
1957	43,890	Grand Totals	59,315²	59,830²	59,997²	59,319³
1958	44,125					

¹ Newfoundland included from 1950. joint track.

² Includes 28 miles of joint track.

³ Excludes 51 miles of

Rolling-Stock.—Although the figures of Table 2 show the number of the different types of rolling-stock in operation at the end of year from 1949 to 1958, they do not by any means give a complete picture of rolling-stock capacity for service. Each year hundreds of units, particularly freight cars, are retired and replaced by new more efficient equipment, much of it specially designed and engineered for specific hauling jobs. Improvement in the efficiency of car use is also a factor that may reduce amount of equipment required. Between 1949 and 1958 the average capacity of box cars increased from 43.5 tons to 46.6 tons, of gondola cars from 61.5 tons to 65.6 tons, flat cars from 42.9 tons to 46.8 tons, hopper cars from 58.7 tons to 66.5 tons and of all freight cars from 45.3 tons to 50.8 tons. The average tractive power of locomotives advanced during the same period from 41,923 lb. to 52,095 lb. Table 2 shows the increasing number of diesel locomotives in service up to the end of 1958; rapid replacement of steam units continued during the following year and by mid-1960 dieselization of the major lines was almost complete.