

## 1.—Railway Track Milage Operated, 1900-59

NOTE.—Figures of total milage 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 1926-49 in the 1956 edition, p. 792.

SINGLE TRACK MILEAGE		TRACK MILEAGE BY PROVINCE AND TYPE				
Year	Miles in Operation	Province and Type of Track	1956	1957	1958	1959
	No.		No.	No.	No.	No.
1900	17,657	Single—				
1905	20,487	Newfoundland	934	934	934	934
1910	24,731	Prince Edward Island	285	285	285	285
1915	34,882	Nova Scotia	1,391	1,370	1,336	1,333
1920	38,805	New Brunswick	1,799	1,818	1,818	1,818
1925	40,350	Quebec	4,940	5,096	5,096	5,228
1930	42,047	Ontario	10,516	10,513	10,467	10,421
1935	42,916	Manitoba	4,974	5,005	5,004	5,004
1940	42,565	Saskatchewan	8,721	8,721	8,721	8,721
1945	42,352	Alberta	5,680	5,680	5,679	5,680
1950 <sup>1</sup>	42,979	British Columbia	4,015	4,071	4,388	4,388
1951	42,956	Yukon	58	58	58	58
1952	42,953	In United States	339	339	339	339
1953	43,163	<b>Totals, Single</b>	<b>43,652</b>	<b>43,890</b>	<b>44,125</b>	<b>44,209</b>
1954	43,132	Second	2,476	2,471	2,444	2,350
1955	43,444	Industrial	2,384	1,208	1,216	1,219
1956	43,652	Yard and sidings	11,318	11,528	11,534	11,616
1957	43,890	<b>Grand Totals</b>	<b>59,830<sup>2</sup></b>	<b>59,097<sup>2</sup></b>	<b>59,319<sup>3</sup></b>	<b>59,394<sup>4</sup></b>
1958	44,125					
1959	44,209					

<sup>1</sup> Newfoundland included from 1950.

<sup>2</sup> Includes 28 miles of joint track.

<sup>3</sup> Excludes 51 miles of

joint track.

<sup>4</sup> Excludes 52 miles of joint track.

**Rolling-Stock.**—Although the figures of Table 2 show the number of the different types of rolling-stock in operation at Dec. 31 of the years 1951 to 1959, 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 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 the amount of equipment required. Between 1951 and 1959 the average capacity of box cars increased from 44.3 tons to 46.8 tons, of gondola cars from 62.0 tons to 65.7 tons, flat cars from 43.3 tons to 47.0 tons, hopper cars from 59.4 tons to 66.7 tons, ore cars from 60.0 tons to 79.6 tons and of all freight cars from 46.0 tons to 51.1 tons. The average tractive power of locomotives advanced during the same period from 42,741 lb. to 53,368 lb. Table 2 shows the increasing number of diesel locomotives in service up to the end of 1959; rapid replacement of steam units continued during 1960 and by the end of the year all rail transportation could be handled by diesel power, although some steam equipment was still in operation.

## 2.—Railway Rolling-Stock in Operation as at Dec. 31, 1951-59

Type	1951	1953	1955	1956	1957	1958	1959
	No.	No.	No.	No.	No.	No.	No.
<b>Locomotives</b>	<b>4,715</b>	<b>4,818</b>	<b>4,714<sup>1</sup></b>	<b>4,790</b>	<b>4,821</b>	<b>4,823</b>	<b>4,720</b>
Steam—							
Coal burning	3,553	3,162	2,521	2,228	1,867	1,483	1,143
Oil burning	555	667	704	621	537	477	371
Diesel electric	574	956	1,455	1,895 <sup>1</sup>	2,372	2,799	3,155
Electric	33	33	33	46	55	64	51
<b>Passenger Cars</b>	<b>6,366</b>	<b>6,456</b>	<b>6,574</b>	<b>6,220<sup>2</sup></b>	<b>5,942</b>	<b>5,733</b>	<b>5,456</b>
Coach	2,169	2,064	2,058	1,799	1,597	1,486	1,409
Combination	339	331	325	340	343	328	182
Colonist	315	291	226	178	136	124	96
Dining	196	180	201	186	183	174	159
Parlour	153	161	172	173	167	162	143
Sleeping	803	801	909	925	879	900	919
Baggage, express and postal	2,201	2,430	2,433	2,404	2,398	2,336	2,353
Self-propelled	49	59	75	90	129	139	128
Other	141	139	115	112	110	84	67

For footnotes, see end of table.