

Rolling-Stock.—Table 2 shows the numbers of the various types of freight and passenger equipment in operation in 1959 and in 1963, revealing a generally downward trend during the period; however, these figures do not reflect the trend toward larger, more efficient cars and locomotives. Each year hundreds of units, particularly freight cars, are converted and modified to make them suitable for specific types of traffic or replaced by special-purpose equipment designed for distinctive hauling jobs. The average capacity of all freight cars was 52.4 tons in 1963 compared with 51.1 tons in 1959. There were 3,385 locomotives in service at the end of 1963 as against 4,720 in 1959. Diesel-electric locomotives increased 6.1 p.c. in number during the period but coal- and oil-burning steam engines all but vanished from the rails. In addition to the reduced maintenance costs characteristic of diesel motive power, these units, in comparison with steam locomotives, are able to haul heavier trains over longer distances at increased speeds.

2.—Railway Rolling-Stock in Operation as at Dec. 31, 1959 and 1963

Type	1959	1963	Type	1959	1963
	No.	No.		No.	No.
Locomotives	4,720	3,385	Freight Cars	194,512	181,719
Steam—			Automobile.....	7,270	7,113
Coal-burning.....	1,143	1	Ballast.....	3,140	3,009
Oil-burning.....	371	6	Box.....	114,181	104,593
Diesel-electric.....	3,155	3,347	Flat.....	12,270	12,420
Electric.....	51	31	Gondola.....	20,428	19,323
Passenger Cars	5,456	4,172	Hopper.....	15,601	16,031
Coach.....	1,409	1,054	Ore.....	5,964	6,337
Combination.....	182	135	Refrigerator.....	10,155	7,806
Colonist.....	96	50	Stock.....	5,025	3,952
Dining.....	159	131	Tank.....	455	546
Parlour.....	143	129	Other.....	23	579
Sleeping.....	919	676	Privately Owned Cars¹	4,853	5,404
Baggage, express and postal.....	2,353	1,866	Tank.....	4,809	5,255
Self-propelled.....	128	98	Other.....	44	149
Other.....	67	33			

¹ Includes those of non-rail industrial firms such as oil, chemical and railway car leasing companies which furnish freight cars to, or on behalf of, any railway line.

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. A Uniform Classification of Accounts for common carriers became effective for the Canadian National and the Canadian Pacific Railways on Jan. 1, 1956, and for all other common carrier railways on Jan. 1, 1957. In transportation statistics a distinction is made between expenditures and expenses. In this Subsection, the term 'expenses' is used as defined in the Uniform Classification of Accounts and refers to the expenses of furnishing rail transportation service and of operations incident thereto, including maintenance and depreciation of the plant used in such service.

Capital Liability and Investment.—The capital liability of railways operating in Canada for the years 1954 to 1963 is shown in Table 3. The decrease of \$39,740,408 in 1963 over 1962 compares with an increase in investment in road and equipment property of \$15,572,931 as shown in Table 4.

* Statistics for individual railways are given in DBS annual report *Railway Transport*, published in six parts (Catalogue Nos. 52-207—52-212).