

Rolling Stock.—The figures in Table 2 may be supplemented by the statement that between 1949 and 1953 the average capacity of box cars increased from 43,531 tons to 45,065 tons and of gondola cars from 61,453 tons to 63,747 tons, flat cars from 42,892 tons to 44,127 tons, hopper cars from 58,721 tons to 63,588 tons and of all freight cars from 45,335 tons to 47,526 tons. The average tractive power of locomotives advanced during the same period from 41,923 lb. to 42,741 lb. The gradual changeover to diesel operation is indicated by the decrease in steam locomotives and the steady increase in oil burning and diesel locomotives in operation.

2.—Railway Rolling Stock in Operation as at Dec. 31, 1949-53

Type	1949	1950	1951	1952	1953
	No.	No.	No.	No.	No.
Locomotives	4,627	4,655	4,715	4,510	4,818
Steam—					
Coal burning.....	4,351	3,730	3,553	3,423	3,162
Oil burning.....		542	555	591	667
Diesel electric.....	246	350	574	763	956
Electric.....	30	33	33	33	33
Passenger Cars	6,224	6,338	6,366	6,328	6,456
First class.....	1,996	2,043	2,169	2,088	2,064
Second class.....	177	168			
Combination.....	337	337	339	339	331
Immigrant.....	347	333	315	302	291
Dining.....	195	196	196	183	180
Parlour.....	175	176	153	162	161
Sleeping.....	775	795	803	805	801
Baggage, express and postal.....	1,766	1,808	2,201	2,244	2,430
Motor.....	54	52	49	55	59
Other.....	402	430	141	150	139
Freight Cars	177,614	175,597	180,725	186,557	187,980
Automobile.....	6,075	6,087	6,396	7,330	7,560
Ballast.....	1,772	1,862	1,803	1,847	1,940
Box.....	118,576	116,332	121,318	121,828	119,753
Flat.....	10,951	11,263	11,062	11,748	11,690
Gondola.....	14,135	13,922	14,098	16,552	17,603
Hopper.....	9,100	8,903	8,897	10,083	11,598
Ore.....	1,902	1,954	1,902	1,878	1,969
Refrigerator.....	7,921	8,050	8,231	8,691	9,438
Stock.....	6,648	6,655	6,509	6,284	6,057
Tank.....	454	469	460	268	328
Other.....	80	100	49	48	44

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 1934 to 1953 is shown in Table 3. The increase of \$146,547,586 in 1953 over 1952 compares with an increase in investment in road and equipment of \$205,135,829, as shown in Table 4, and reflects improvements made during the year. The investment account in recent years has been affected by write-offs for lines abandoned, transfers of property, and other factors.

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