

Year	All Canadian Railways	Canadian National	Canadian Pacific
1942	47,596,602	30,363,000	13,457,000
1938	20,911,196	10,289,000	7,454,000
1933	19,172,193	9,435,000	7,174,000
1928	40,592,792	19,697,000	14,751,000

EQUIPMENT

If the Canadian railways had been faced with these traffic increases in peacetime, they would have built locomotives and cars in large quantities. In wartime the scarcity of labour and materials, as well as conversion to war production of factories which manufactured railway rolling stock, made this impossible. Moreover, reduced business in the proceeding decade had forced the railways to restrict the building of new locomotives and cars. Much of their equipment was older than if traffic had been normal. For these reasons, the accomplishment of the railways in handling the wartime increases in freight and passenger traffic is even more remarkable.

Between 1929 and 1942 the number of locomotives in use on the Canadian National declined 19% and on the Canadian Pacific 22%. Together, the two lines had 4,170 locomotives in 1942 compared with 5,239 in 1929.

Although the 1928 volume of traffic was 44% less than in 1942, the 1942 traffic was handled with 8.6% less staff, 25.9% freight cars, 14.2% fewer passenger cars and 6.0% fewer locomotives. The Canadian Pacific in 1941 handled double the traffic of 1918 with 587 fewer locomotives and 13,464 fewer freight cars. The annual report of the Canadian National for 1943 remarks that "it is interesting to note that the vastly increased war traffic in 1943 was handled with 16.6% fewer locomotives, 15.4% fewer freight cars and 5.1% more passenger cars than was the traffic of 1917, the fourth year of the last World War". Although it is true that locomotives and cars owned by Canadian railways in 1942 were fewer than the number owned in the last war, a direct comparison of the two war periods is misleading, since locomotives today are much larger and more efficient and the capacity of cars much greater.

The action of the transport controller in insisting on full loading of freight cars has resulted in much more freight being carried more efficiently than under the unregulated system followed during the last war. Besides taking greater advantage of the carrying capacity of the cars, the cars in use in this war are also able to carry more. Between 1920 and 1942 the average capacity of a box car increased from 34,779 tons to 42,111 tons; a flat car from 33,459 to 42,594 tons; a coal car from 43,404 to 54,961 tons. On the average, the capacity of all freight cars during these 22 years increased from 35,141 tons to 43,175 tons.

Besides the increase in car capacity, loading methods have been improved and made more scientific, so that twice as many units can be packed in a car as in 1914.

Naturally the power of locomotives had to be increased to haul the greater weights carried in the new cars; the average tractive power of locomotives used on Canadian roads increased by 32% between 1920 and 1942.

The combined effect of these factors has been to increase by 70% the utilization of freight cars.

Speed also increased. Freight train speed between terminals, including all delays, was almost 17 miles an hour in 1942, an increase of 60% over 1917.