

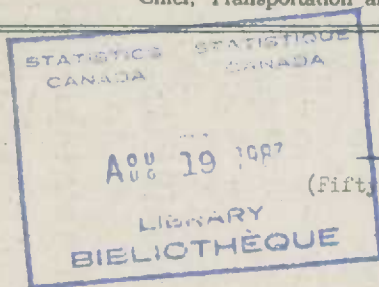
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Mr. Stike  
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**CAR LOADINGS**

VOL. XLX

(Fifty-third week ended January 2, 1943)

No. 53.

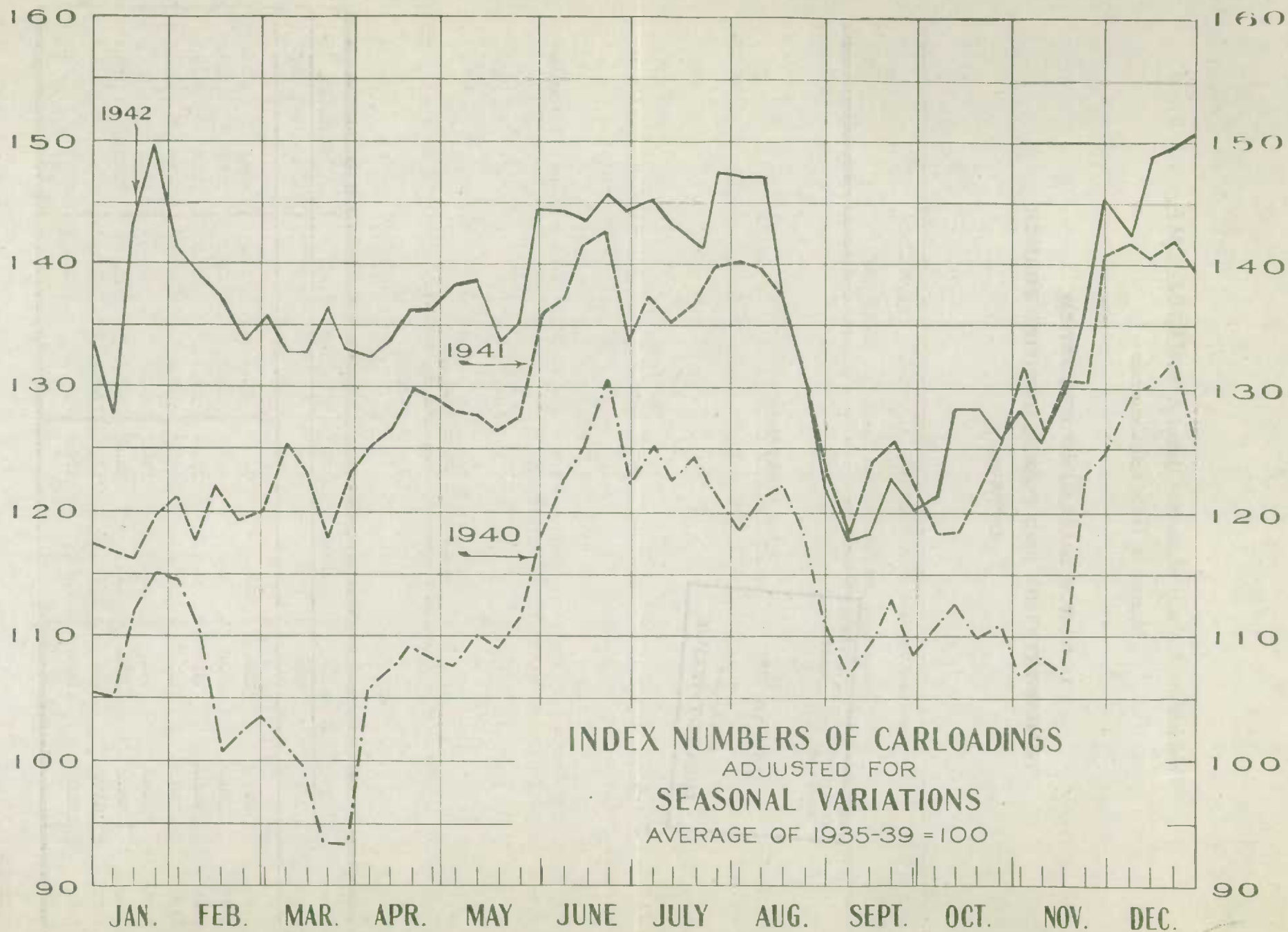
Car loadings for the week ended January 2 amounted to 45,767 cars as compared with 49,240 cars for the week ended January 3, 1942.

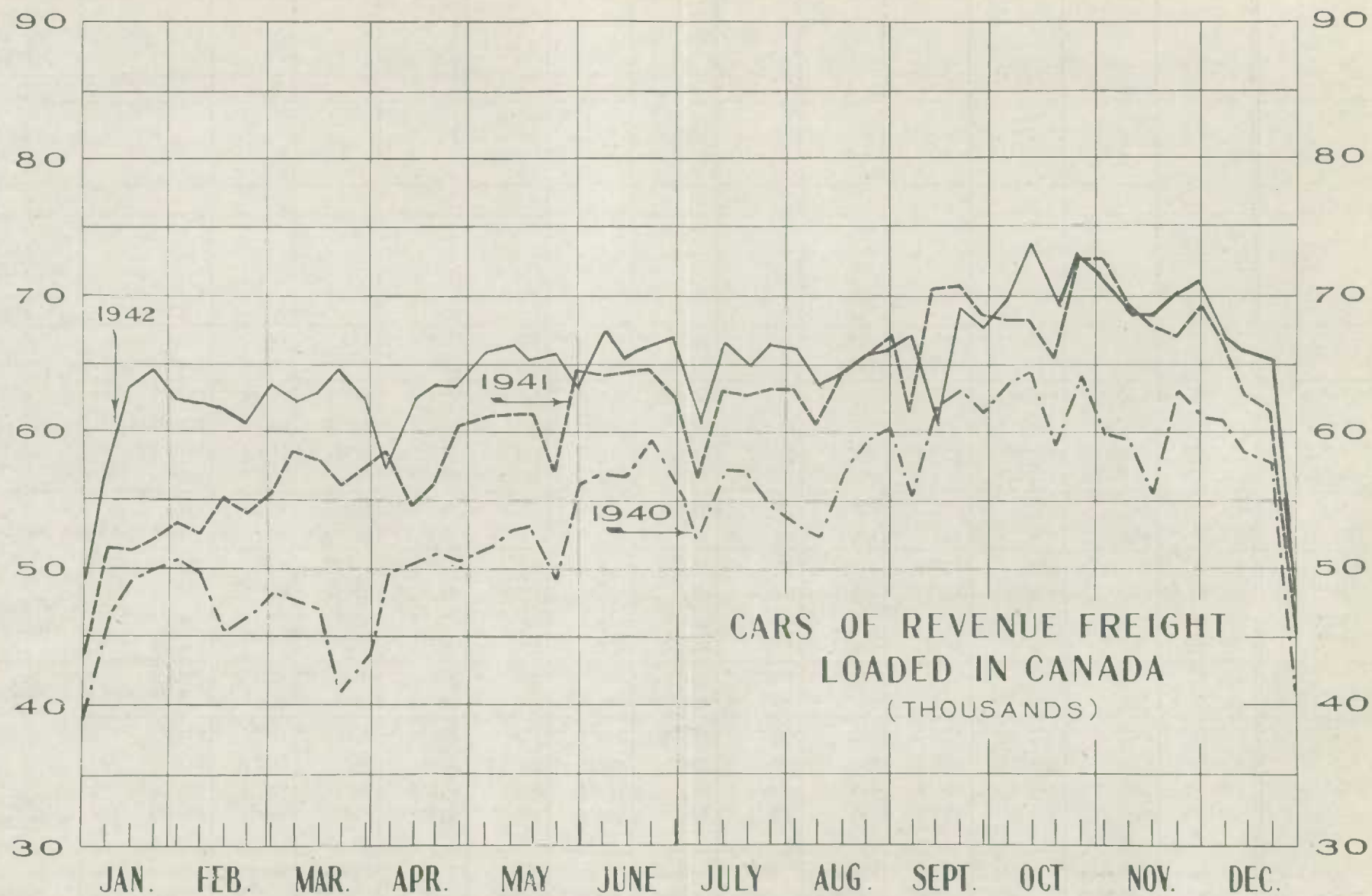
In the eastern division total loadings decreased from 33,624 to 28,781 cars and in the western division the total increased from 15,616 to 16,986 cars.

**INDEX NUMBERS**

(Adjusted for seasonal variations and Holidays)  
(Average 1935-1939 = 100)

Week	TOTAL FOR CANADA		EASTERN DIVISION		WESTERN DIVISION		MERCHANDISE	
	1942	1941	1942	1941	1942	1941	1942	1941
46	129.7	130.6	140.5	142.9	121.3	119.2	120.3	124.1
47	130.7	130.5	150.1	145.3	124.1	115.3	119.0	118.6
48	145.4	140.9	149.7	151.9	143.9	128.1	120.3	123.1
49	142.4	141.9	140.2	147.2	142.3	129.0	110.9	124.5
50	148.8	140.3	148.4	142.3	147.0	134.0	124.0	121.5
51	150.0	142.0	145.1	146.9	155.5	130.0	124.1	123.3
52	150.7	139.8	151.7	151.2	143.4	110.3	121.0	124.6
53	125.8	133.7	126.3	147.0	117.1	107.7	106.7	113.6









SUMMARY OF CAR LOADINGS

1 9 4 1

Charts on pages 7-9 show the cars of each of the eleven groups of commodities loaded each week on Canadian railways in 1941 and 1942. With the exception of coke the scale is the same for each chart. Comparisons are made below of the totals for the 52 weeks ended December 26, 1942 and December 27, 1941.

Grain and grain products- The heavy loading experienced in pre-war years in August, September and October has not occurred since 1939, the peaks in 1941 and 1942 being reached in May and June. Loading throughout 1942 was fairly regular in comparison with 1939 and previous years, the peak being only 30 p.c. above the weekly average as compared with 197 p.c. in 1939. Total loadings were 33,600 cars below 1941 loadings, being lighter almost continuously during May to December inclusive.

Live stock- Loadings were heavier than in 1941 throughout most of the year, especially in the western division where the increase for the year was 8,384 cars or 15.4 p.c. as against a decrease in the eastern division of 1,685 cars or 4.4 p.c.

Coal- Loadings in the eastern division were light throughout the year, increases in April and May being due to exceptionally light loading in 1941, and the total for the year was 18,226 cars below the total for 1941. In the western division the total was up by 21,815 cars, making a net increase for both divisions of 3,589 cars or 1.2 p.c.

Coke- Due to light loadings for the first four months of the year the total was 2,635 cars or 8.4 p.c. below the 1941 total.

Lumber- Loadings were well above those of 1941 in both divisions up to the end of June when the western division failed to maintain the 1941 rate and an increase on June 27 of 7,326 cars became a decrease of 1,793 cars at the close of the year. In the eastern division the improvement continued and the total for the year was 16,365 cars or 17.1 p.c. above the 1941 total, making a net gain for both divisions of 14,572 cars or 8.5 p.c.

Pulpwood- Loadings were heavier than in 1941 most of the year, particularly during January, February and March. The total for the year was 20,212 cars or 20.8 p.c. above the 1941 total.

Pulp and Paper- Since the autumn of 1939 loadings have shown almost continuous increases over the corresponding seasons in the previous year and the heavy loadings of September to December, 1941 were continued for the first three months of 1942. They fell off later and for the last half of the year were below 1941 loadings. The total for the year, however, was 3,159 cars or 2.0 p.c. above the 1941 total.

Other forest products- For the first five months loadings were below 1941 loadings, at the end of May the decrease being 3,761 cars, but this was overcome by the end of September, and the increases in the last three months produced a net gain of 1,819 cars or 1.9 p.c. for the year.

Ore- Marked increases began in August, 1939 and have continued each year up to September, 1942. From then on the weekly loadings were only slightly heavier than in 1941. The total for the year was 28,925 cars or 14.4 p.c. above the 1941 total.

Merchandise- The increase over 1941 loadings during the first five months of 1942, 15,113 cars more than offset later losses and the total for the year was heavier by 7,559 cars or 1.0 p.c. This rate of increase does not indicate the true increase in tonnage of merchandise loaded. Cars have been loaded heavier each year during the past three years and the increase in tonnage has been greater than in cars loaded. For the first nine months of 1942 cars loaded increased by 1.8 p.c., but tons loaded increased by 10.5 p.c. over 1941 loadings.

Miscellaneous- Loadings in this group have been particularly heavy since September, 1939, each year showing substantial increases throughout. Loadings in 1942 were heavier than in 1941 by 135,349 cars or 16.4 p.c.

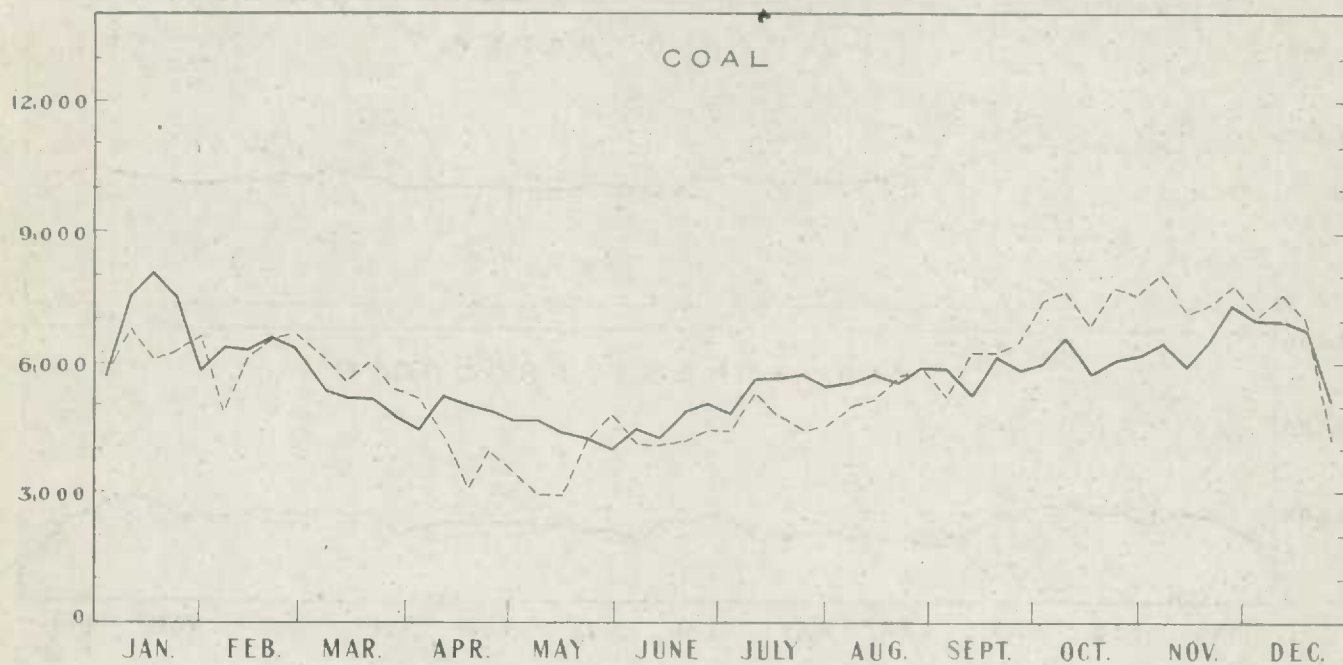
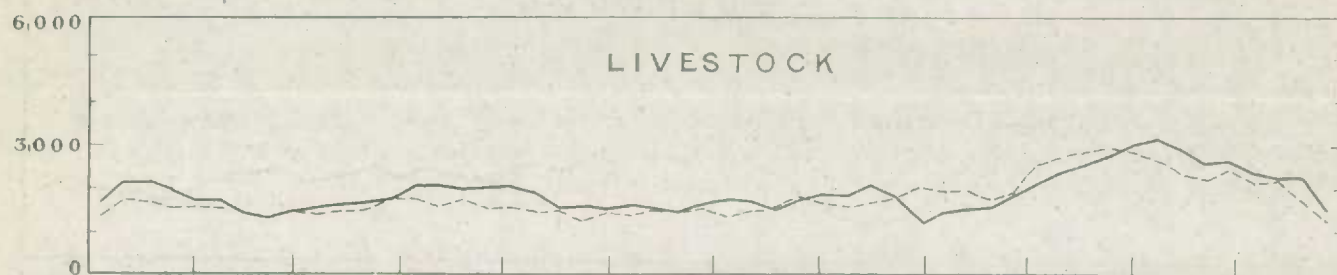
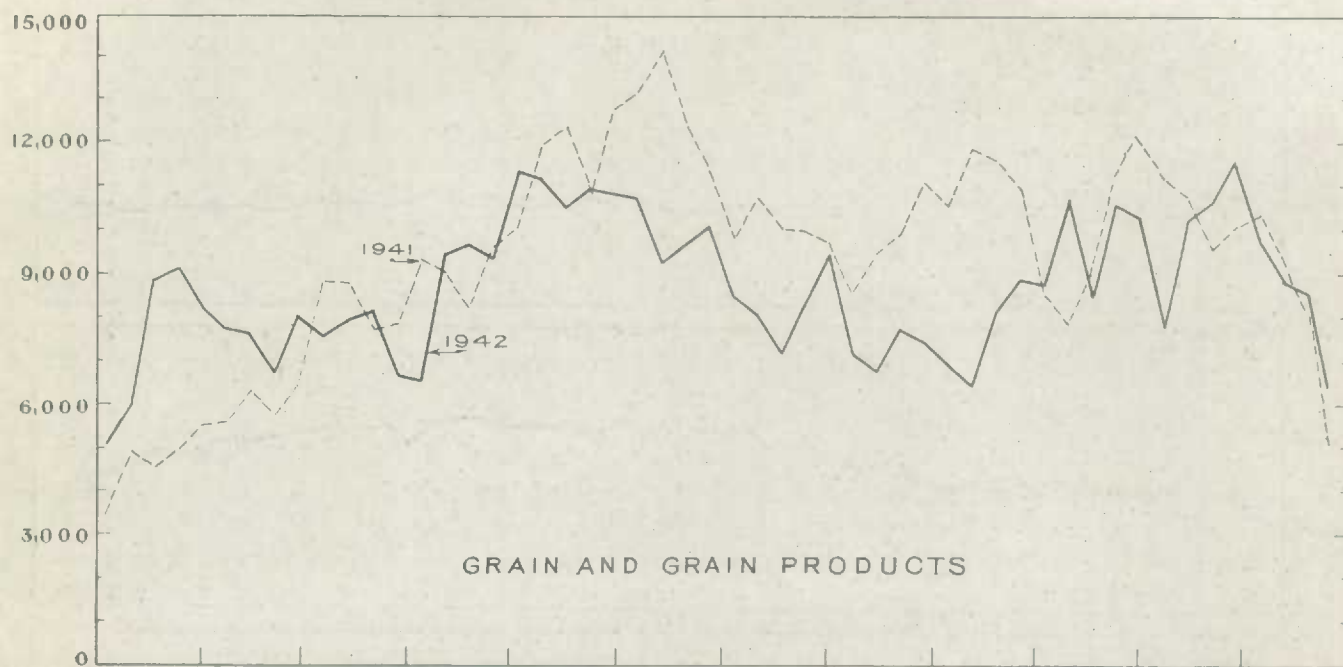
Total Loadings- Loadings throughout the year, with the exception of loadings for a few weeks, were heavier than in 1941 and the total for the 52 weeks was 3,375,111 cars, an increase of 185,648 cars or 5.7 p.c. This was fewer cars than loaded in 1927, 1928 and 1929, but due to heavier average loading the tonnage was the heaviest in the history of the railways.

For the first 9 months of the year tons loaded were greater than in 1941 by 8.2 p.c. and in 1929 by 16.3 p.c. The increase over 1929 was due mainly to a large increase in cars of ore, which are heavy loads, and a decrease in cars of merchandise, which are light loads.

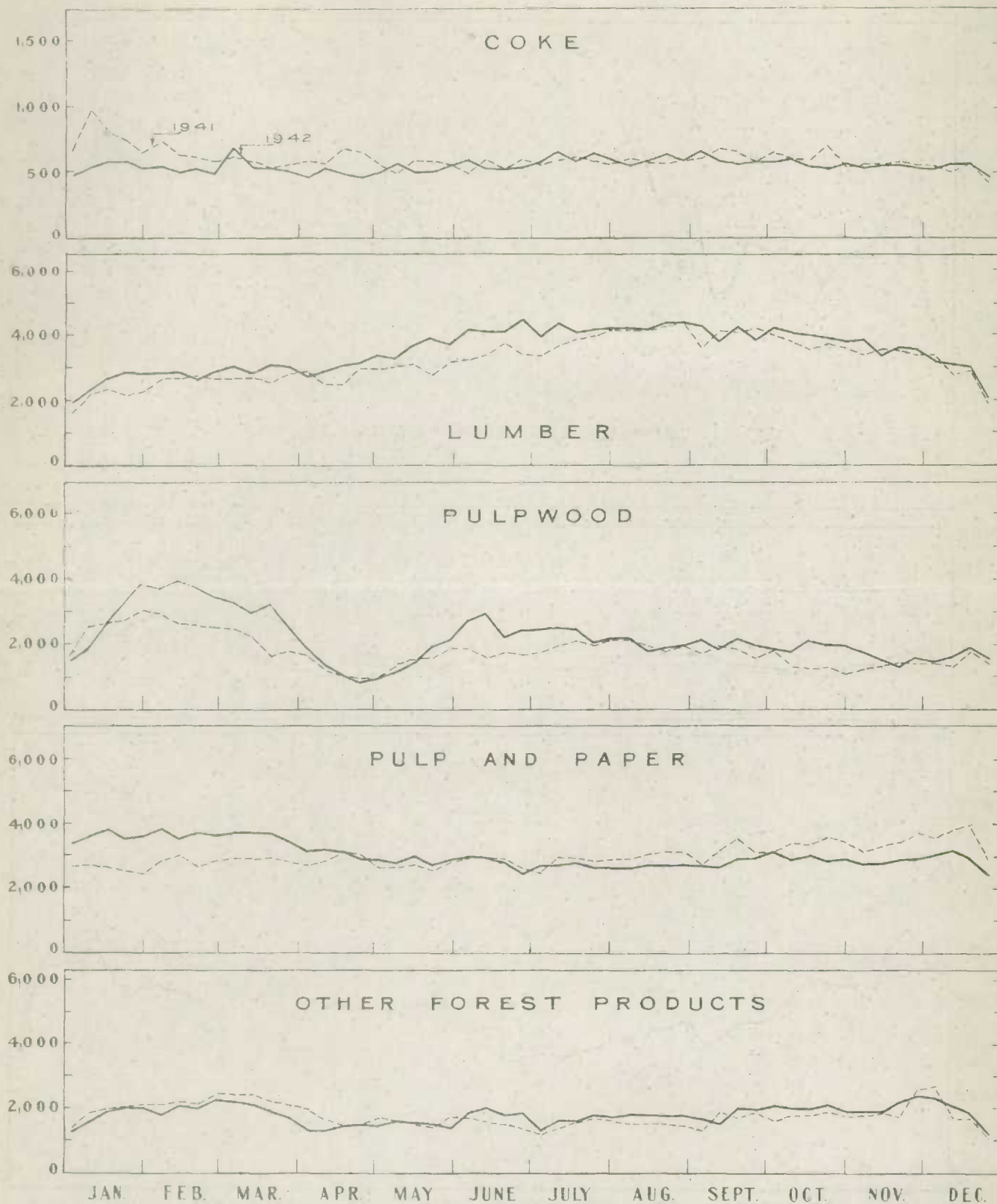
The work done by the railways measured in ton miles was even more impressive, due to longer hauls of heavy freight, the increase for the 9 months being 13.8 p.c. over 1941 and 57.0 p.c. over 1929.



## WEEKLY CAR LOADINGS

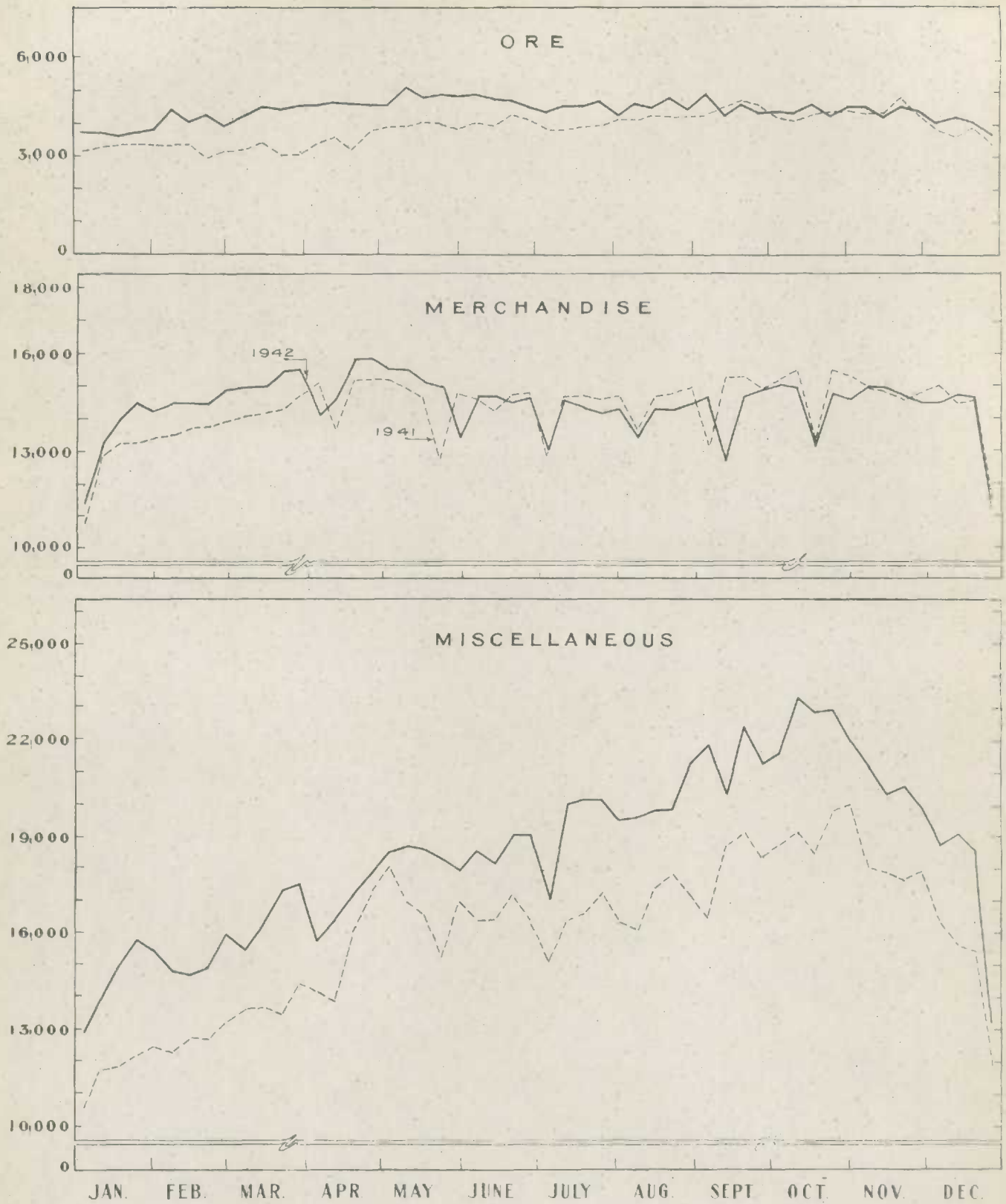


## WEEKLY CAR LOADINGS





## WEEKLY CAR LOADINGS



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