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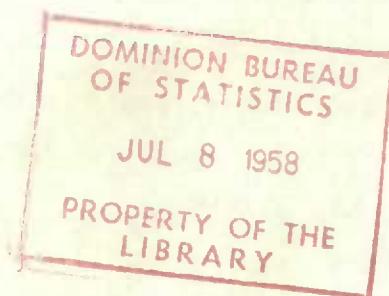
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# RAILWAY TRANSPORT

1956

## PART I

(Comparative Summary Statistics 1952 to 1956)



*Published by Authority of*  
The Honourable Gordon Churchill, Minister of Trade and Commerce

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Public Finance and Transportation Division  
Transportation and Public Utilities Section

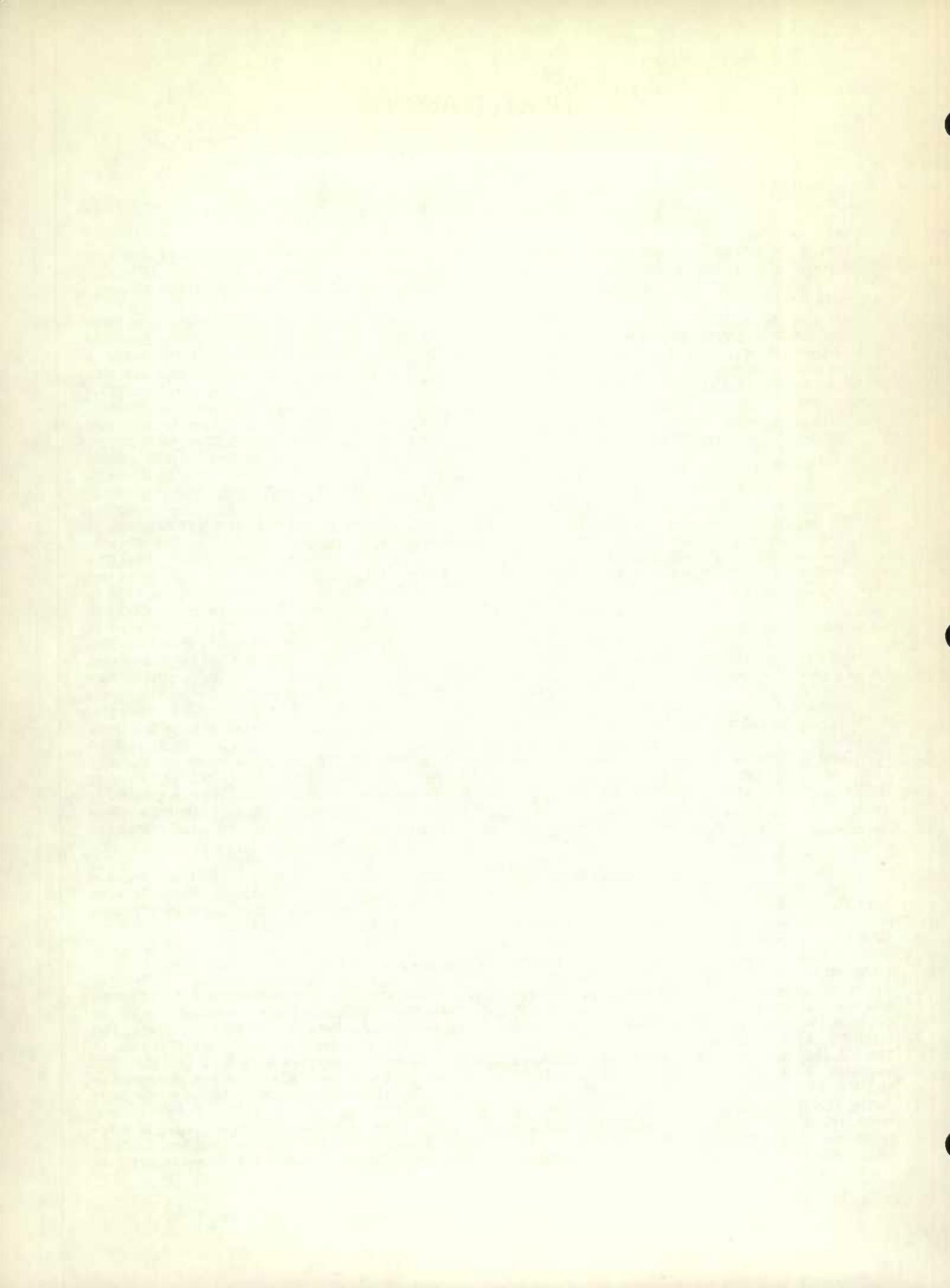
**NOTICE**

**Reports published in the Railway Transport Series**

1. Railway Transport (Annual) Published in five parts:
  - Part I - Comparative Summary Statistics, 1952 to 1956
  - Part II - Financial and Employment Statistics, 1956
  - Part III - Equipment, Track and Fuel Statistics, 1956
  - Part IV - Operating and Traffic Statistics, 1956
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2. Carloadings (Four times a month)
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9. Railway Employees and Their Compensation (Reference Paper)
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# RAILWAY TRANSPORT

## 1956

### PART I

(Comparative Summary Statistics 1952 to 1956)

This is the last of five parts to be released in the series entitled, "Railway Transport" and completes the annual report covering railway activities in Canada for the year 1956.

This section of the report provides a summary of the 1956 statistics contained in parts two to five, together with comparable data for the preceding four years. Additional details concerning accidents and highway crossings, not shown elsewhere in this report, are also presented.

#### Track Mileage

The first main track mileage in Canada at December 31, 1956 totalled 43,652 miles in comparison with 43,444 in 1955; 43,132 in 1954; 43,163 in 1953; and 42,953 in 1952. The mileage of all tracks in Canada, including second main, industrial and yard tracks and sidings, amounted to 59,830 in 1956, up 515 miles from 59,315 in the previous year.

#### Investments, Capital and Reserves

Road and equipment investments aggregated \$3,213,015,022 at the close of 1956, an increase of nearly \$436 million from 1955. Railway capital advanced to \$4,185,193,864 from \$4,108,574,616 with an increase of \$29 million in stocks and \$48 million in funded debt. Depreciation and other reserves accrued at December 31, 1956 totalled \$1,470,889,836, up some \$491 million from the preceding year and \$680 million since 1952.

#### Operations

Railway operating revenues in 1956 reached a record high of \$1,300,623,923, up \$102 million over 1955 and almost \$95 million more than the previous peak of \$1,205,935,414 attained in 1953. Revenues received from the movement of freight aggregated \$1,110,115,769 in 1956 and accounted for 85.4 per cent of all earnings. In 1952, freight receipts amounted to \$941,947,985 or 80.4 per cent of total operating revenues. Passenger fares produced \$85,282,091 during 1956, an increase over the two previous years and only slightly less than the 1953 total. In 1952, passenger revenues amounted to \$90,712,586, the highest since 1946. Operating expenses kept pace with revenues during 1956, rising to \$1,171,338,574, or higher than at any time during the five years under review. The operating ratio (relation of operating expenses to operating revenues) rose to 90.06 in 1956 from 87.50 a year earlier and 93.07 in 1954. The net railway operating

revenue was \$129,285,349 in 1956 as compared with \$149,786,920 in 1955; \$75,905,929 in 1954; \$105,541,578 in 1953; and \$114,972,361 in 1952.

The average number of miles of first main track operated by railways in Canada have increased steadily from 42,980 in 1952 to 44,777 miles in 1956. Locomotive miles in transportation service numbered 174.6 million in 1956, up from 164.6 million and 160.3 million in 1955 and 1954 respectively, but down from 177.6 million in 1953 and 185.5 million in 1952. Diesel locomotive miles, which totalled 33.0 million in 1952, has increased to 85.0 million in 1956. On the other hand, steam locomotive miles declined from 152.5 million in 1952 to 88.7 million in 1956. Train miles performed in transportation service numbered 130.9 million in 1956; 123.6 million in 1955; 121.1 million in 1954; 132.0 million in 1953; and 136.9 million 1952. The average number of locomotive and train miles per mile of road rose in both instances during 1956 to 3,899 and 2,923 respectively. The number of tons of freight originating per mile of road increased to 4,234 in 1956 the highest registered during the five years under review. The number of passengers carried per mile of road continued to decline through 1956, falling to 582 from 611 in the previous year and 702 in 1952. Longer journeys were in evidence, however, with the average distance each railway carried a passenger rising to 111.5 miles in 1956 versus 106.2 in 1955 and an average 103 miles in each of the three previous years. The average freight revenue per mile of road rose to \$25,054 in 1956 from \$21,906 a year earlier, while the average passenger train revenue per mile of road dropped to \$3,091 from \$3,597 in 1955.

The amount of freight handled by railways during 1956, excluding interchange traffic between roads, totalled 189,608,272 tons, the highest volume recorded during the five year period.

#### Equipment

Equipment statistics indicate that most classes of railway freight cars have been built with increased capacities during the past five years. The average for all cars has risen from 46.8 tons to 49.6 during the interval from 1952 to 1956. The number of freight cars in service has increased to 191,974 in 1956 from 185,956 in the preceding year.

The fleet of passenger cars employed in revenue service declined to 6,220 in 1956 from 6,574 in 1955 with the most significant decrease being in

the number of coaches which fell to 1,799 from 2,058. The number of cars in company service (non-revenue), increased to 19,389 from 19,194 in 1955.

The programme of dieselizeation for the improvement of efficiency of railway operations is rapidly being carried out by roads operating in Canada. Steam locomotives in service at the close of 1956 numbered only 2,849 in contrast to 3,225 in 1955; 3,586 in 1954; 3,829 in 1953; and 4,014 in 1952. Diesel electric locomotives on the other hand have steadily increased in numbers totalling 1,895 in 1956; 1,455 in 1955; 1,152 in 1954; 956 in 1953; and 763 in 1952.

#### Fuel, Rails and Ties

Locomotive fuel statistics, for comparison purposes, have been converted to tons on an energy, or British thermal unit basis. While these data are comparable over the five-year period being reviewed, they should be used with caution. Fuel consumed for locomotive purposes in 1956 totalled 13.4 million tons at a cost of \$94.8 million or an average of \$7.10 per ton. In the previous year, 10.5 million tons were consumed costing the railways \$84.9 million or an average \$8.11 per ton. Fuel consumed by locomotives in freight service averaged 8.97 tons per 100 locomotive miles while those in passenger services averaged 6.62. During the year 1956 a total of 421,634 tons of rail were laid in previously constructed track while 55,550 tons were laid in new track and extensions.

#### Accidents

Accidents resulting from the movement of trains numbered 2,417 in 1956 as against 2,322 in 1955; 2,287 in 1954; 2,669 in 1953; and 3,128 in 1952. Of the 2,417 occurring in 1956, thirty-seven per cent resulted from "other causes", nineteen per cent in collisions at highway crossings and sixteen percent in getting on or off trains. During 1956, a total of 55 employees and 7 passengers were killed in train accidents, while 1,637 employees and 84 passengers received injuries. The principal causes of death were those of being struck by trains at other than railway crossings and collision, whereas a greater portion of the injuries resulted from causes not otherwise specified. A total of 20 fatalities and 2,842 injuries occurred in non-train accidents during 1956 as compared with 15 and 2,992 in 1955.

Accidents at highway crossings brought death to 192 persons during 1956. Of this number, 132 took place in rural areas and 60 in urban areas. The 1956 total was the highest during the five-year period from 1952.

#### Highway Crossings

The number of highway crossings existing in Canada at the close of 1956, totalled 33,010 in contrast to 33,085 in the previous year. Of the 1956 total, 214 are protected by gates; 656 by bridges; 1,026 by subways; 1,719 by automatic signals; and 50 by watchmen. The remaining 4,292 urban and 25,053 rural crossings are unprotected.

TABLE 1. Mileage Operated by Area on December 31<sup>1</sup>

	1952	1953	1954	1955	1956
number					
First main track mileage					
Newfoundland .....	705	705	705	910	934
Prince Edward Island .....	285	285	285	285	285
Nova Scotia .....	1,396	1,396	1,392	1,401	1,391
New Brunswick .....	1,834	1,834	1,834	1,800	1,799
Quebec .....	4,830	4,829	4,831	4,936	4,940
Ontario .....	10,384	10,386	10,378	10,375	10,516
Manitoba .....	4,834	4,979	4,979	4,979	4,974
Saskatchewan .....	8,739	8,733	8,721	8,721	8,721
Alberta .....	5,660	5,660	5,651	5,659	5,680
British Columbia .....	3,889	3,959	3,959	3,981	4,015
Yukon .....	58	58	58	58	58
In United States .....	339	339	339	339	339
Total first main track .....	42,953	43,163	43,132	43,444	43,652
Second track .....	2,488	2,485	2,485	2,486	2,476
Industrial track .....	2,130	2,178	2,181	2,243	2,384
Yard track and sidings .....	10,720	10,869	10,962	11,142	11,318
Total all tracks .....	58,291	58,695	58,760	59,315	59,830
Gauge of single (first main) track					
4 ft. 8½ inches .....	42,158	42,368	42,337	42,648 <sup>r</sup>	42,833
3 ft. 6 inches .....	705	705	705	706	729
3 ft. .....	90	90	90	90	90
Single track owned but not operated .....	49	51	51	51	38

<sup>1</sup>. Excludes trackage rights.<sup>r</sup>. Revised.TABLE 2. Railway Mileage in Canada — First Main Track Miles by Area, on December 31<sup>1</sup>

	1952	1953	1954	1955	1956
number					
Newfoundland .....	705.10	705.10	705.40	910.10	934.60
Increase over previous year .....	—	—	0.30	204.70	24.50
Prince Edward Island .....	284.70	284.80	284.80	284.80	284.80
Increase over previous year .....	—	0.10	—	—	—
Nova Scotia .....	1,396.20	1,395.80	1,392.30	1,400.60	1,391.40
Increase over previous year .....	—	D 0.40	D 3.50	8.30	D 9.20
New Brunswick .....	1,834.40	1,834.40	1,834.40	1,800.50	1,796.70
Increase over previous year .....	D 0.20	—	—	33.90	D 1.80
Quebec .....	4,829.70	4,829.50	4,830.60	4,936.30	4,939.80
Increase over previous year .....	40.50	D 0.20	1.10	105.70	3.50
Ontario .....	10,383.70	10,385.60	10,378.20	10,375.20	10,516.00
Increase over previous year .....	D 56.10	1.90	D 7.40	3.00	140.80
Manitoba .....	4,834.10	4,978.50	4,978.50	4,978.80	4,974.00
Increase over previous year .....	0.10	144.40	—	0.30	4.80
Saskatchewan .....	8,738.60	8,733.10	8,721.10	8,721.10	8,720.80
Increase over previous year .....	D 0.20	D 5.50	D 12.00	—	D .30
Alberta .....	5,660.40	5,660.40	5,651.20	5,658.90	5,680.10
Increase over previous year .....	D 13.60	—	D 9.20	7.70	21.20
British Columbia .....	3,889.50	3,958.70	3,958.60	3,981.20	4,015.10
Increase over previous year .....	0.10	69.20	D 0.10	22.60	33.90
Yukon .....	57.70	57.70	57.70	57.70	57.70
Increase over previous year .....	—	—	—	—	—
United States .....	339.20	339.20	339.20	D 339.10	339.10
Increase over previous year .....	—	—	—	D 0.10	—
Total .....	42,953.30	43,162.80	43,132.00	43,444.30	43,652.10
Increase over previous years .....	D 2.20	209.50	D 30.80	312.30	207.80

<sup>1</sup>. Excludes trackage rights.

D. Decrease.

TABLE 3. Aid to Railways — Cumulative Total to December 31<sup>1</sup>

	1952	1953	1954	1955	1956
	\$	\$	\$	\$	\$
Government of Canada.....	172,200,223	172,200,223	172,200,223	172,200,223	172,200,223
Provincial.....	33,391,669	33,391,669	33,391,669	33,391,669	33,391,669
Municipal.....	13,301,691	13,301,691	13,301,691	13,301,691	13,301,691
Total .....	218,893,583	218,893,583	218,893,583	218,893,583	218,893,583

1. Includes subsidies granted to electric railways.

TABLE 4. Land Grants, Cumulative Total at December 31, 1956

Granted by	Bonus grants	Grants for right of way, station grounds, and townsite purposes	Total
acres			
Government of Canada.....	31,783,654.88	97,987.60	31,881,642.48
Nova Scotia.....	160,000.00	—	160,000.00
New Brunswick.....	1,768,392.00	—	1,768,392.00
Quebec.....	2,085,710.00	—	2,085,710.00
Ontario.....	3,241,207.01	229,501.97	3,470,708.98
Manitoba.....	—	2,604.21	2,604.21
Saskatchewan.....	—	4,931.57	4,931.57
Alberta.....	—	396.14	396.14
British Columbia.....	8,233,410.00	12,371.74	8,245,781.74 <sup>1</sup>
Total .....	47,292,373.89	347,793.23	47,640,167.12

1. Includes 4,065,076 acres repurchased from B.C. Southern and Columbia and Western Railways.

TABLE 5. Aid Granted to Railways by Governments and Municipalities to December 31, 1956

Changes since 1942 Report

Cash subsidies — nil

Land Grants

Name of railway	Name of province	By Government of Canada	By Provincial Government	Total
acres				
Alberta Central (Canadian Pacific).....	Alberta.....	—	1.95	1.95
Canadian Northern Pacific .....	British Columbia .....	—	3.40	3.40
Grand Trunk Pacific.....	Alberta .....	—	63.00	63.00
Kettle Valley.....	British Columbia .....	—	1.09	1.09
Manitoba Northern (Canadian National).....	Manitoba .....	—	6.70	6.70
Pacific Great Eastern .....	British Columbia .....	—	0.69	0.69
Total .....		—	76.83	76.83

TABLE 6. Investments in Road and Equipment, Year ended December 31

	1952	1953	1954	1955	1956
	\$	\$	\$	\$	\$
<b>New lines</b>					
Road .....	11,431,609	8,352,231	6,187,944	15,462,166	77,783 <sup>1</sup>
Equipment.....	19,210	35,287	45,952	148,572	-
General .....	52,510 Cr.	189,856	45,654	221,082	-
<b>Total</b> .....	<b>11,503,329</b>	<b>8,197,662</b>	<b>6,279,550</b>	<b>15,831,820</b>	<b>77,783</b>
<b>Additions and betterments</b>					
Road .....	42,243,299	40,667,130	32,450,253	25,572,002	279,775,460
Equipment.....	128,696,815	156,012,197	192,303,720	77,654,103	148,090,038
General .....	70,585	102,847 Cr.	9,621,920 Cr.	537,488	7,871,446
Undistributed .....	Cr. 2,539	Cr. 134,414	Cr. 19,876	Cr. 15,670	Cr. 972
<b>Total</b> .....	<b>171,008,160</b>	<b>196,647,760</b>	<b>215,112,377</b>	<b>102,672,947</b>	<b>435,735,972</b>
Undistributed (see detail below).....	Cr. 37,797	290,407	182,603	12,600,325	14,038,291
Total investments as at Dec. 31.....	4,123,433,559	4,328,569,388	4,550,143,918	4,777,279,050	5,213,015,022
<b>Undistributed</b>					
Canadian National:					
Separately operated properties .....	165,473	1,980,336	48,803	12,293,090	8,247,769 <sup>2</sup>
Non-cash items .....	Cr. 195,270	Cr. 44,529	136,800	139,765	-
Canadian Pacific - leased lines .....	Cr. 8,000	Cr. 1,645,400	Cr. 3,000	Cr. 447,000	5,790,522 <sup>2</sup>

1. Includes investments in new lines of one railway only. The total net change in investments during the year is reported under "Additions and betterments".

2. Total non-rail property investments.

TABLE 7. Railway Capital on December 31

	1952	1953	1954	1955	1956
	\$	\$	\$	\$	\$
<b>Stocks</b> .....					
Stocks .....	2,101,133,066	2,122,243,835	2,206,969,715	2,250,744,374	2,279,840,474
Debenture stock.....	305,175,994	300,449,021	292,809,133	292,721,212	292,646,839
Funded debt .....	1,308,899,612	1,439,063,402	1,475,615,267	1,565,109,030	1,612,706,551
<b>Total</b> .....	<b>3,715,208,672</b>	<b>3,861,756,258</b>	<b>3,975,594,115</b>	<b>4,108,574,616</b>	<b>4,185,193,864</b>

TABLE 8. Railway Bonds Guaranteed, Year ended December 31, 1956

Name of railway	Guaranteed by		Total amount outstanding
	Government of Canada	New Brunswick	
Canadian National .....	\$ 750,136,000	-	\$ 750,136,000
Canadian Northern.....	5,636,506	-	5,636,506
" " Ontario.....	3,597,518	-	3,597,518
" " Alberta.....	550,727	-	550,727
Grand Trunk Pacific .....	34,464,204	-	34,464,204
<b>Total Canadian National</b> .....	<b>794,384,955</b>	-	<b>794,384,955</b>
<b>Grand total</b> .....	<b>794,384,955</b>	-	<b>794,384,955<sup>1</sup></b>

1. Does not include \$97,951 perpetual debenture stock and guaranteed stock of the Grand Trunk Railway, now part of the Canadian National system on which interest and dividends are guaranteed by the Federal Government.

TABLE 9. Reserves of Railways at December 31<sup>1</sup>

	1952	1953	1954	1955	1956
	\$	\$	\$	\$	\$
Depreciation and reserves					
Road and rolling stock .....	671,703,751	709,568,773	745,713,464	799,529,611 <sup>r</sup>	1,295,953,912
Other properties .....	86,356,939	86,384,444	90,014,272	95,245,410	82,792,742
Operating and deferred maintenance .....	281,995	307,478	291,992	305,992	90,049
Insurance and casualty .....	26,611,448	27,894,882	28,763,573	28,558,366	28,582,075
Investment .....	1,645,781	1,181,330	1,260,221	643,018	770,201
Other .....	4,166,652	4,156,227	4,155,089	50,743,159 <sup>r</sup>	62,700,857 <sup>2</sup>
<b>Total</b> .....	<b>790,766,566</b>	<b>829,493,134</b>	<b>870,198,611</b>	<b>979,177,662</b>	<b>1,470,889,836</b>

1. Includes United States lines of the Canadian National and Canadian Pacific Railways.

2. Includes tax liability reserves and other unadjusted credits.

<sup>r</sup> Revised

TABLE 10. Income Account, Year ended December 31

	1952	1953	1954	1955	1956
	\$	\$	\$	\$	\$
Total railway operating revenues .....	1,172,158,665	1,205,935,414	1,095,440,918	1,198,351,601	1,300,623,923
Total railway operating expenses .....	1,057,186,304	1,100,393,836	1,019,534,989	1,048,564,681	1,171,338,574 <sup>2</sup>
Net railway operating revenues .....	114,972,361	105,541,578	75,905,929	149,786,920	129,285,349
Tax accruals .....	40,263,395	38,254,851	36,833,996	48,431,748	8,998,439
Railway operating income .....	74,708,966	67,286,727	39,071,933	101,355,172	120,286,860
<b>Other income</b>					
From outside operations — Net .....	7,245,053	4,103,583	3,362,906	6,649,108	46,914,608
From other sources .....	35,663,656	35,885,882	31,559,494	41,665,145	
Gross income .....	117,637,675	107,276,192	73,994,333	149,669,425	
<b>Deductions</b>					
Hire of freight cars Dr. balance .....	12,912,973	8,675,450	2,805,607	5,001,157	11,816,362
Lease of other roads .....	4,341,619	4,304,585	4,283,824	5,645,476	6,168,861
Other rents .....	5,521,290	5,992,850	6,281,502	6,077,535	5,068,065
Other properties loss .....	—	—	—	—	4,859
Interest on funded and unfunded debt .....	44,733,512	50,967,749	49,147,227	54,162,996	49,173,370
Other deductions .....	7,556,644	3,836,895	3,237,570	8,423,388	3,264,141
<b>Total</b> .....	<b>75,066,038</b>	<b>73,777,529</b>	<b>65,755,730</b>	<b>79,342,508</b>	<b>75,495,658</b>
<b>Net income</b> .....	<b>42,571,637</b>	<b>33,498,663</b>	<b>8,238,603</b>	<b>70,326,917</b>	<b>91,705,810</b>
<b>Disposal of net income</b>					
Dividends — Common .....	23,212,308	22,752,828	22,854,778	22,730,723	55,402,494 <sup>2</sup>
Preferred .....	3,292,709	3,422,603	3,139,101	3,184,227	48,000
Sinking funds and reserves .....	582,350	590,245	595,805	603,004	933,050
Investment in railways and miscellaneous .....	1,075,799	717,541	4,643,020	9,484,330	1,287,144
<b>Total debits</b> .....	<b>28,163,166</b>	<b>27,483,217</b>	<b>31,232,704</b>	<b>36,002,284</b>	<b>57,650,688</b>
<b>Total credits</b> .....	<b>2,608,310</b>	<b>5,580,764</b>	<b>120,427,152</b>	<b>3,376,230</b>	<b>9,406,913</b>
Balance to general balance sheet .....	Cr. 17,016,781	Cr. 11,696,210	Cr. 97,433,051	Cr. 37,700,863	Cr. 42,135,703

1. Includes rents and taxes of eight roads on new Uniform Classification of Accounts.

2. Includes \$53,535,784 dividends not subdivided by class.

TABLE 11. Gross Earnings, Year ended December 31

	1952	1953	1954	1955	1956
<b>Operating revenues</b>	\$	\$	\$	\$	\$
Rail line					
Freight .....	941,947,985	971,758,543	872,438,270	965,862,326	1,110,115,769
Passenger .....	90,712,586	85,975,687	82,106,355	83,039,229	85,282,091
Baggage .....	354,712	341,306	330,247	344,359	384,391
Sleeping, parlour and chair cars .....	10,828,710	10,484,407	10,113,918	10,560,696	11,954,093
Parlour and chair cars .....	849,339	833,105	862,217	828,805	
Mail .....	13,445,596	15,322,839	14,928,153	14,485,385	13,975,220
Express .....	49,658,174	51,785,959	47,882,418	50,073,445	26,137,537
Other passenger train .....	91,654	85,236	55,003	26,025	21,278
Milk .....	571,827	569,524	529,482	537,338	533,262
Switching .....	9,748,591	9,478,787	8,451,222	9,299,777	10,844,024
Water transfer - freight .....	1,586,159	1,483,057	1,325,134	1,562,787	884,191
" " - passenger .....	518,419	480,107	422,560	459,900	133,172
<b>Total</b> .....	<b>1,120,313,752</b>	<b>1,148,598,557</b>	<b>1,039,445,979</b>	<b>1,137,080,082</b>	<b>1,260,265,028</b>
Water line					
Freight .....	3,925,550	4,412,659	3,600,226	3,898,817	3,171,244
Passenger .....	424,817	418,682	408,725	416,840	69,442
Baggage .....	102	42	80	53	
Mail .....	2,581	3,781	2,988	2,827	2,605
Express .....	2,475	1,671	684	1,153	-
Other .....	46,458	47,406	46,890	44,432	33,865
<b>Total</b> .....	<b>4,401,983</b>	<b>4,884,241</b>	<b>4,059,599</b>	<b>4,364,122</b>	<b>3,277,156</b>
Incidental					
Dining and buffet car .....	7,028,691	7,142,572	7,457,524	7,977,230	8,248,419
News service and restaurant .....	1,872,779 <sup>1</sup>	1,811,835 <sup>1</sup>	1,851,557 <sup>1</sup>	1,861,452 <sup>1</sup>	4,615,125
Station, train, etc., privileges .....	3,642,956	3,638,959	3,633,294	3,486,433	645,243
Storage - parcels and baggage .....	330,206	300,840	269,483	249,180	247,667
Storage - freight .....	649,199	711,972	567,555	436,433	488,319
Demurrage .....	4,158,876	3,910,483	3,011,584	3,771,105	5,237,366
Telegraph and telephone .....	15,340,436	17,564,438	18,735,208	20,511,725	2,282,708
Grain elevators .....	1,983,173	2,217,728	1,801,257	1,923,498	2,223,293
Wharves .....	-	-	-	-	1,692,346
Rents of buildings, etc. ....	2,206,136	3,098,162	2,702,344	2,876,988	3,144,908
Other .....	9,930,059	11,799,244	11,668,893	13,491,388	7,810,801
Power .....	27,694	29,348	35,300	40,856	2
<b>Total</b> .....	<b>47,170,205</b>	<b>52,225,581</b>	<b>51,733,999</b>	<b>56,626,298</b>	<b>36,636,195</b>
Joint facilities, Cr. balance .....	272,725	227,035	201,347	281,099	445,544
<b>Total railway operating revenues</b> .....	<b>1,172,158,665</b>	<b>1,205,935,414</b>	<b>1,093,440,918</b>	<b>1,198,351,601</b>	<b>1,300,623,923</b>
<b>Operating expenses</b>					
Road maintenance .....	215,411,186	227,049,996	206,712,991	212,397,087	249,628,976
Equipment maintenance .....	243,341,926	254,035,999	227,234,735	227,866,346	251,328,643
Traffic .....	21,297,453	22,839,459	22,846,030	23,821,263	25,301,141
Transportation - railway line .....	501,873,165	513,690,185	474,946,205	483,269,439	492,725,055
Transportation - water line .....	2,161,503	2,396,527	2,172,460	2,158,211	1,504,625
Miscellaneous operations .....	16,010,424	16,420,059	16,157,387	17,713,709	18,807,259
General expenses .....	57,090,647	63,961,611	69,469,181	81,338,626	88,564,769
<b>Total</b> .....	<b>1,057,186,304</b>	<b>1,100,393,836</b>	<b>1,019,534,989</b>	<b>1,048,564,681</b>	<b>1,129,365,093</b>
Equipment rents - Dr. ....	...	...	...	...	1,019,751
Joint facility rents - Dr. ....	...	...	...	...	1,307,345
Railway tax accruals .....	...	...	...	...	41,151,010
<b>Total railway operating expenses</b> .....	...	...	...	...	<b>1,171,338,574</b>

1. Includes "Hotel" and "Restaurant".

2. Included in "Other".

... Not applicable.

TABLE 12. Operating Statistics, Year ended December 31

	1952	1953	1954	1955	1956
Average first main track mileage .....	42,980	43,039	43,124	44,588	44,777
<b>Locomotive miles</b>					
Steam:					
Freight .....	82,046,387	69,920,253	53,531,789	50,715,297	51,950,504
Passenger .....	45,432,211	43,026,173	37,653,228	26,077,933	22,172,066
Train switching .....	7,095,846	6,108,367	5,084,857	4,855,569	4,833,507
Yard switching .....	17,885,956	15,516,336	11,469,871	10,712,764	9,717,613
<b>Total transportation service</b> .....	<b>152,460,400</b>	<b>134,571,129</b>	<b>107,739,745</b>	<b>92,361,563</b>	<b>88,673,690</b>
Work train service .....	3,408,739 <sup>1</sup>	2,875,529 <sup>1</sup>	2,571,020	2,625,337	2,963,561
Diesel:					
Freight .....	15,478,017 <sup>2</sup>	22,380,619 <sup>2</sup>	27,013,591	34,210,768	41,774,251
Passenger .....	3,163,016 <sup>2</sup>	5,007,725 <sup>2</sup>	7,768,354	17,855,115	19,626,922
Train switching .....	773,739 <sup>2</sup>	1,054,995 <sup>2</sup>	1,459,095	1,748,903	2,211,081
Yard switching .....	13,584,320 <sup>2</sup>	14,623,940 <sup>2</sup>	15,605,322	17,752,188	21,426,100
<b>Total transportation service</b> .....	<b>32,999,092<sup>2</sup></b>	<b>43,067,279<sup>2</sup></b>	<b>51,846,362</b>	<b>71,566,974</b>	<b>85,038,354</b>
Work train service .....	463,642 <sup>1,2</sup>	593,773 <sup>1,2</sup>	643,015	789,817	1,029,437

See footnotes at end of table.

TABLE 12. Operating Statistics, Year ended December 31 - Continued

	1952	1953	1954	1955	1956
<b>Locomotive miles — concluded</b>					
Other:					
Freight .....	3	3	40,890	31,773	23,566
Passenger .....	3	3	302,357	192,561	181,834
Train switching .....	3	3	9,995	16,314	11,914
Yard switching .....	3	3	404,180	457,803	638,110
<b>Total transportation service .....</b>	<b>3</b>	<b>3</b>	<b>757,422</b>	<b>698,451</b>	<b>855,424</b>
Work train service .....	3	3	1,645	2,473	255
Total:					
Freight .....	97,524,404	92,300,872	80,586,270	84,957,838	93,748,321
Passenger .....	48,595,227	48,033,898	45,723,939	44,125,609	41,930,322
Train switching .....	7,869,585	7,163,362	6,553,947	6,620,786	7,056,502
Yard switching .....	31,470,276	30,140,276	27,479,373	23,922,755	31,781,823
<b>Grand total transportation service .....</b>	<b>185,459,492</b>	<b>177,638,408</b>	<b>160,343,529</b>	<b>164,626,988</b>	<b>174,567,468</b>
Grand total work train service .....	3,872,381 <sup>1</sup>	3,469,302 <sup>1</sup>	3,215,680	3,417,627	3,993,253
<b>Train miles</b>					
Freight — drawn by locomotive .....	89,217,123	84,997,904	75,334,243	79,072,523	87,088,493
Passenger — drawn by locomotive .....	46,500,973	45,317,723	44,239,876	42,582,440	40,594,028
" — drawn by motor unit car .....	1,162,644	1,159,548	1,505,213	1,973,582	3,198,596
" — total .....	47,663,617	46,977,271	45,745,089	44,556,022	43,782,624
<b>Total transportation service .....</b>	<b>136,880,740</b>	<b>131,975,175</b>	<b>121,079,337</b>	<b>123,628,545</b>	<b>130,871,117</b>
Work train service .....	3,235,091 <sup>1</sup>	2,970,608 <sup>1</sup>	2,773,385	2,990,112	3,416,068
<b>Freight car miles — transportation service</b>					
In freight trains:					
Freight loaded .....	2,334,490,314	2,258,006,659	2,019,961,076	2,222,413,232	2,505,852,103
Freight empty .....	1,128,795,456	1,105,920,390	993,551,500	1,113,408,069	1,297,389,929
Caboose .....	88,516,401	84,603,493	74,992,270	79,121,029	87,452,595
<b>Total .....</b>	<b>3,551,802,171</b>	<b>3,448,530,542</b>	<b>3,088,504,846</b>	<b>3,414,942,330</b>	<b>3,890,694,617</b>
In passenger trains — transportation service .....	6,128,057	5,521,625	5,531,475	5,203,548	5,001,898
<b>Total transportation service .....</b>	<b>3,557,930,228</b>	<b>3,454,052,167</b>	<b>3,094,036,321</b>	<b>3,420,145,878</b>	<b>3,895,696,515</b>
Work train service .....	10,280,620 <sup>1</sup>	10,507,508 <sup>1</sup>	8,921,272	8,443,044	10,522,436
<b>Passenger car miles — transportation service</b>					
In passenger trains:					
Locomotive drawn:					
Motor unit car .....	—	4,016	37,367	216,921	98,843
Coach (including colonist) .....	108,673,364	104,669,376	95,609,190	94,038,193	92,209,267
Sleeping, parlour and observation .....	116,747,848	118,000,631	117,987,634	118,425,722	119,955,823
Dining .....	18,911,183	17,674,252	17,163,902	17,196,411	17,181,286
Express .....	89,338,482	93,475,650	88,903,505	87,446,401	87,711,539
Other head-end .....	72,403,369	70,770,144	68,003,313	69,920,223	71,176,791
Other .....	4	4	2,445,259	2,260,491	2,350,564
<b>Total .....</b>	<b>406,074,246</b>	<b>404,594,069</b>	<b>390,150,170</b>	<b>389,504,362</b>	<b>390,684,113</b>
Motor unit car drawn:					
Motor unit .....	1,257,292	1,310,412	1,791,962	2,707,185	4,791,384
Coach (including colonist) .....	1,014,135	1,246,031	936,858	1,054,143	1,177,670
Sleeping, parlour and observation .....	—	—	2,480	6,912	—
Dining .....	—	—	—	—	—
Express .....	19,587	12,440	11,684	28,895	26,129
Other head-end .....	39,136	28,639	25,937	10,701	11,561
Other .....	4	4	1,308	1,541	2,631
<b>Total .....</b>	<b>2,330,150</b>	<b>2,597,522</b>	<b>2,770,229</b>	<b>3,809,377</b>	<b>6,009,375</b>
Total drawn (locomotive and motor unit car):					
Motor unit car .....	1,257,292	1,314,428	1,829,329	2,924,106	4,890,227
Coach (including colonist) .....	109,687,499	105,915,407	96,546,048	95,082,336	93,386,937
Sleeping, parlour and observation .....	116,747,848	118,000,631	117,990,114	118,432,634	119,955,823
Dining .....	18,911,183	17,674,252	17,163,902	17,196,411	17,181,286
Express .....	89,338,069	93,488,090	88,915,189	87,475,296	87,737,668
Other head-end .....	72,442,505	70,798,783	68,029,250	69,920,924	71,188,352
Other .....	4	4	2,446,567	2,262,032	2,353,195
<b>Total .....</b>	<b>408,404,396</b>	<b>407,191,591</b>	<b>392,920,399</b>	<b>393,313,739</b>	<b>396,693,488</b>
In freight trains — transportation service .....	22,743,661	23,453,459	24,008,621	24,416,236	23,994,175
<b>Total transportation service .....</b>	<b>431,148,057</b>	<b>430,645,050</b>	<b>416,929,020</b>	<b>417,729,975</b>	<b>420,687,663</b>
Work train service .....	86,505 <sup>1</sup>	81,667 <sup>1</sup>	40,255	128,620	76,166
Motor bus miles .....	388,902	351,984	310,954	308,643	316,180
Motor truck miles .....	—	—	—	—	—

See footnotes at end of table.

TABLE 12. Operating Statistics for Year ended December 31 - Continued

	1952	1953	1954	1955	1956
<b>Averages:</b>					
Locomotive miles in transportation service per mile of road	4,315	4,127	3,718	3,692	3,899
Train miles in transportation service per mile of road .....	3,185	3,066	2,808	2,773	2,923
Loaded freight cars per freight train .....	26.17	26.57	26.81	28.11	28.77
Empty .....	12.65	13.01	13.19	14.08	14.90
Total freight train cars per freight train .....	39.81	40.57	41.00	43.19	44.68
Passenger train cars per passenger train drawn by locomotive	8.73	8.83	8.82	9.15	9.63
Passenger cars per passenger train drawn by locomotive .....	4.85	4.86	4.83	4.99	5.23
<b>Freight traffic - revenue freight (tons-2000 lb.)</b>					
Originated on Canadian railways .....	125,336,346	119,985,980	109,854,729	131,409,254	156,518,082
Received from U.S. connections .....	36,839,035	36,263,279	33,340,111	36,452,902	33,090,190
<b>Total tons originated .....</b>	<b>162,175,381</b>	<b>156,249,259</b>	<b>143,194,840</b>	<b>167,862,156</b>	<b>189,608,272</b>
Interchanged between Canadian railways .....	22,881,773	20,502,377	19,275,173	20,668,261	24,469,563
<b>Total tons .....</b>	<b>185,057,154</b>	<b>176,751,636</b>	<b>162,470,013</b>	<b>188,530,417</b>	<b>214,077,835</b>
Tons carried one mile .....	('000)	68,430,417	65,267,016	57,547,300	66,176,129
Tons originated per mile of road .....		3,773	3,630	3,321	3,765
Tons carried one mile (rail line) per mile of road .....		1,591,016	1,515,247	1,333,216	1,483,273
Average haul per ton, originated (revenue - non-revenue) miles		422	418	402	394
<b>Freight traffic - revenue and non-revenue freight (tons-2000 lb.)</b>					
Tons carried .....		206,132,601	195,661,999	177,281,680	203,120,682
Tons carried one mile .....	('000)	73,961,106	70,350,357	61,396,952	69,664,757
Tons per loaded car mile in transportation service (revenue and non-revenue) .....		31.63	31.11	30.34	31.30
Gross ton miles - freight train cars .....	('000)	156,671,342	151,194,542	133,201,042	149,756,281
- passenger train cars .....	('000)	1	1	29,337,698	29,000,772
<b>- total .....</b>	<b>('000)</b>	<b>156,671,342</b>	<b>151,194,542</b>	<b>162,538,740</b>	<b>178,757,053</b>
Gross ton miles per freight train mile .....		1,756	1,779	1,768	1,894
Gross ton miles (transportation service) per mile of road .....		3,645,215 <sup>6</sup>	3,512,966 <sup>6</sup>	3,769,102	4,009,111
Train hours - freight service .....		1	1	4,111,839	4,354,459
<b>Passenger traffic</b>					
Passengers carried .....		30,167,145	28,736,159	28,396,528	27,229,962
Passengers carried one mile .....	('000)	3,151,261	2,985,944	2,863,037	2,891,685
Passengers carried per mile of road .....		702	668	658	611
Passengers carried one mile per mile of road .....		73,319	69,378	66,391	64,853
Average number of passengers per passenger train car in transportation service .....		7	7	7	7
Average number of passengers per passenger car in transportation service .....		13	13	13	13
Average distance each railway carried a passenger .....		104.5	103.9	100.8	106.2
<b>Freight revenues - rail line</b>					
Freight receipts .....	\$	941,947,985	971,758,543	872,438,270	965,862,326
Switching receipts .....	\$	9,748,591	9,478,787	8,451,222	9,299,777
Other freight train receipts and water transfers .....	\$	1,586,159	1,483,057	1,326,134	1,562,787
<b>Total freight revenues .....</b>	<b>\$</b>	<b>953,282,735</b>	<b>982,720,387</b>	<b>882,215,626</b>	<b>976,724,890</b>
Average freight revenue per mile of road .....	\$	22.180	22.833	20.458	21,906
Average freight receipts per mile of road .....	\$	21.916	22.579	20.231	21,662
Average freight receipts per freight train mile .....	\$	10.56	11.43	11.58	12.21
Average freight receipts per loaded freight car mile in transportation service .....	t	40.29	42.98	43.12	43.46
Average freight receipts per ton originated .....	\$	5.81	6.22	6.09	5.75
Average freight receipts per ton mile .....	t	1.377	1.490	1.517	1.460
<b>Passenger revenues - rail line</b>					
Passenger receipts .....	\$	90,712,586	85,975,687	82,106,355	83,039,229
Sleeper, parlour, observation car receipts .....	\$	11,678,049	11,317,512	10,976,135	11,389,501
Baggage .....	\$	354,712	341,306	330,247	344,369
Mail .....	\$	13,445,596	15,322,839	14,928,153	14,485,385
Express .....	\$	49,658,174	51,785,959	47,882,418	50,073,445
Milk .....	\$	571,827	569,524	529,482	537,338
Other passenger train revenue and water transfers .....	\$	610,073	565,343	477,563	485,925 <sup>r</sup>
<b>Total passenger train revenues .....</b>	<b>\$</b>	<b>167,031,017</b>	<b>165,878,170</b>	<b>157,230,353</b>	<b>160,373,599</b>
Average passenger train revenue per mile of road .....	\$	3,886.25	3,854.14	3,646.01	3,596.79
Average passenger train revenue per passenger train mile .....	\$	3.50	3.53	3.44	3.60
Average passenger train revenue per passenger train car in transportation service .....	t	38.74	38.52	37.71	38.39
Average passenger receipts per passenger per railway .....	\$	3.01	2.99	2.89	3.05
Average passenger receipts per passenger mile .....	t	2.88	2.88	2.87	2.87
Average passenger receipts per passenger car in transportation service .....	t	38.10	36.54	36.40	36.82
Average sleeper, etc., receipts per sleeper, etc. car miles .....	t	9.9	9.5	9.2	9.4

See footnotes at end of table.

TABLE 12. Operating Statistics for Year ended December 31 — Concluded

	1952	1953	1954	1955	1956
<b>Revenues — water line</b>					
Freight.....	\$ 3,925,550	4,412,659	3,600,226	3,898,817	3,171,244
Passenger, baggage, mail, express .....	\$ 429,975	424,176	412,477	420,873	72,047
Other.....	\$ 46,458	47,406	46,890	44,432	33,865
<b>Total</b> .....	<b>\$ 4,401,983</b>	<b>4,884,241</b>	<b>4,059,593</b>	<b>4,364,122</b>	<b>3,277,156</b>
<b>Gross earnings from operation, rail and water</b>					
Freight, rail and water.....	\$ 957,208,285	987,133,046	885,815,852	980,623,707	1,125,015,228
Passenger, rail and water .....	\$ 187,460,992	166,302,346	157,642,830	160,820,497	138,526,956
Other earnings from operation.....	\$ 47,489,388	52,500,022	51,982,236	56,907,397	37,081,739
<b>Total</b> .....	<b>\$ 1,172,158,665</b>	<b>1,203,935,414</b>	<b>1,095,440,918</b>	<b>1,198,351,601</b>	<b>1,300,623,923</b>
<b>Operating expenses</b> .....	<b>\$ 1,057,186,304</b>	<b>1,100,393,836</b>	<b>1,019,534,989</b>	<b>1,048,564,681</b>	<b>1,171,338,574</b>
<b>Net operating revenue</b> .....	<b>\$ 114,972,361</b>	<b>105,541,578</b>	<b>75,905,929</b>	<b>149,786,920</b>	<b>129,285,349</b>
<b>Operating ratio</b> .....	<b>% 90.19</b>	<b>91.25</b>	<b>93.07</b>	<b>87.50</b>	<b>90.06</b>
<b>Gross earnings per mile of road</b> .....	<b>\$ 27,272</b>	<b>28,020</b>	<b>25,402</b>	<b>26,876</b>	<b>29,047</b>
<b>Gross earnings per revenue train mile</b> .....	<b>\$ 8.56</b>	<b>9.14</b>	<b>9.05</b>	<b>9.69</b>	<b>9.94</b>

1. Non-revenue in which "work train service" is included.
2. Included with "Other" locomotive miles.
3. Not reported.
4. Included with "Other head-end" car miles.
5. Adjusted for foreign grain loaded from port elevators, 1952 to 1955.
6. Gross ton miles — freight trains only.
7. Includes gross revenues of express traffic handled by Canadian National Railways 1952 to 1955.
- r. Revised.

TABLE 13. Taxes, Year ended December 31

	1952	1953	1954	1955	1956
	\$	\$	\$	\$	\$
<b>Provincial and municipal</b>					
Newfoundland.....	6,335	7,235	13,320	10,128	10,072
Prince Edward Island.....	3,773	3,835	3,625	2,282	3,156
Nova Scotia.....	101,804	103,263	109,746	110,069	100,243
New Brunswick.....	209,359	232,259	190,735	199,442	197,631
Quebec.....	3,373,060	3,408,129	3,492,493	3,841,780	2,282,002
Ontario <sup>1</sup> .....	3,359,791	3,341,957	3,429,732	3,702,737	4,022,292
Manitoba.....	1,463,915	1,046,768	1,058,556	1,414,337	1,704,738
Saskatchewan.....	757,476	612,862	672,246	733,870	898,690
Alberta.....	722,036	794,663	837,433	780,997	805,410
British Columbia.....	1,297,329	1,430,286	1,597,480	1,514,742	1,738,459
Yukon.....	9,168	15,727	13,214	13,686	15,871
Income and excess profits tax.....	21,194,224	19,874,444	18,666,029	29,069,986	30,564,453
Unemployment insurance.....	4,991,465	4,863,134	4,382,264	4,407,583	4,846,939
Other special tax.....	305,540	22,345	62,108	74,078	78,712
Outside Canada.....	2,401,360	2,527,103	2,342,045	2,598,318	2,926,271
<b>Total</b> .....	<b>40,296,635</b>	<b>38,284,010</b>	<b>36,871,026</b>	<b>48,474,035</b>	<b>50,194,939</b>
Taxes paid by railway bridge companies.....	14,780	26,522	24,168	22,271	39,965
" " " pullman company.....	—	—	—	—	—
<b>Grand total</b> .....	<b>40,311,415</b>	<b>38,310,532</b>	<b>36,895,194</b>	<b>48,496,306</b>	<b>50,234,904</b>

1. Includes Taxes on Lake Erie and Detroit River Railway which are paid as rent by the Chesapeake and Ohio Railway (Père Marquette District.)

TABLE 14. Traffic Handled in Year ended December 31<sup>1</sup>

	1952	1953	1954	1955	1956
			tons (2,000 lbs.)		
<b>Agricultural products</b>					
Wheat.....	19,026,645	18,463,859	11,501,780	11,421,085	16,325,517
Corn.....	914,140	973,051	958,187	997,062	1,072,044
Oats.....	3,219,709	3,188,551	2,477,983	1,544,263	1,811,875
Barley.....	4,449,143	4,145,961	3,402,943	2,817,460	3,635,185
Rye.....	409,862	436,414	381,346	280,916	418,853
Flaxseed.....	304,565	335,737	325,127	585,233	708,969
Grain, n.o.s.....	..	..	130,255	159,942	176,761
Flour, wheat.....	2,233,819	2,043,808	1,842,171	1,735,338	1,428,791
Cereal food preparations.....	2	2	213,501	229,095	210,483
Mill products, n.o.s.....	2,584,815	2,327,895	2,812,505	2,901,298	3,894,092
Hay and straw.....	89,421	121,864	117,446	79,755	96,101
Cotton: raw, linters, noils and reglins.....	190,311	168,695	154,089	159,863	180,654
Apples, fresh or fresh frozen.....	156,580	135,674	139,703	135,863	119,921
Citrus fruits.....	3	3	265,087	249,551	288,866

See footnotes at end of table.

TABLE 14. Traffic Handled in Year ended December 31<sup>1</sup> — Continued

	1952	1953	1954	1955	1956
	tons (2,000 lbs.)				
<b>Agricultural products — concluded</b>					
Fruits, fresh or fresh frozen, n.o.s.	627,500	680,520	403,437	406,422	394,524
Potatoes	765,848	765,393	748,739	733,300	828,805
Vegetable, fresh or fresh frozen, n.o.s.	..	..	492,767	524,592	554,352
Sugar beets	..	..	605,618	559,263	489,650
Agricultural products, n.o.s.	..	..	1,521,428	1,755,064	2,137,519
<b>Total</b>	<b>37,402,773</b>	<b>36,305,797</b>	<b>28,494,112</b>	<b>27,275,365</b>	<b>34,770,962</b>
<b>Animals and animal products</b>					
Cattle and calves	346,098	403,819	393,032	355,089	385,585
Hogs	264,111	201,465	197,754	220,345	210,893
Animals, n.o.s. and live poultry	69,433 <sup>4</sup>	64,771 <sup>4</sup>	61,375	61,460	55,527
Dressed meats, fresh, frozen, or cured, also dressed poultry	348,283 <sup>5</sup>	518,713 <sup>5</sup>	566,856	527,854	521,084
Packing house products (edible), n.o.s.	149,755	137,982	132,400	196,545	177,424
Butter, cheese and eggs	129,012 <sup>6</sup>	125,170 <sup>6</sup>	138,599	144,487	156,251
Wool	56,786	63,125	45,520	55,895	54,376
Hides	..	..	118,117	137,331	181,242
Fish	105,815	82,488	92,480	96,797	92,780
Animal products, n.o.s.	..	..	248,354	269,779	270,042
<b>Total</b>	<b>..</b>	<b>..</b>	<b>1,992,487</b>	<b>2,065,582</b>	<b>2,085,204</b>
<b>Mine products</b>					
Anthracite coal	3,879,154	2,911,118 <sup>7</sup>	2,737,944	2,722,466	2,976,996
Bituminous coal	17,528,715 <sup>7</sup>	15,551,848 <sup>7</sup>	15,438,742	15,367,402	15,875,557
Coke	2,145,360	1,802,753	1,541,979	1,869,574	2,059,478
Iron ore and concentrates	2,904,764	2,877,518	2,512,218	13,978,505	19,935,587
Copper ore and concentrates	2,075,401	2,081,020	2,276,026	2,430,934	2,288,515
Copper-nickel (nickel) ore and concentrates	8	8	1,851,463	1,756,773	2,521,748
Bauxite (aluminum) ore and concentrates	8	8	3,419,073	3,512,648	2,958,920
Ores and concentrates, n.o.s.	7,896,390	8,048,730	3,129,293	3,574,157	3,191,193
Common sand and gravel	4,503,818	5,646,813	5,123,134	6,913,537	6,375,001
Stone and rock (broken, crushed, ground or riprap)	3,903,012	4,087,903	2,759,503	3,787,020	4,372,832
Block stone (finished or rough)	102,373	116,574	138,724	135,693	127,468
Asbestos, not further processed than milled	9	9	747,445	876,006	897,417
Gypsum, crude	9	9	2,079,128	3,261,282	3,714,421
Petroleum, crude	629,241	626,179	795,087	1,138,986	1,390,515
Asphalt	653,141	582,474	515,252	591,959	593,189
Salt	709,582	684,468	744,921	873,065	1,148,924
Mine products, n.o.s.	6,462,948	6,612,742	5,844,822	7,025,300	7,741,741
<b>Total</b>	<b>..</b>	<b>..</b>	<b>51,654,754</b>	<b>69,815,307</b>	<b>78,169,502</b>
<b>Forest products</b>					
Logs, piling, poles, posts and ties	2,551,583 <sup>10</sup>	2,077,644 <sup>10</sup>	1,855,530	2,140,987	2,228,379
Cordwood and fuel wood	282,089	178,459	126,082	93,753	73,266
Pulpwood	8,663,783	5,878,947	6,131,899	6,018,071	7,172,754
Lumber, timber, lath, shingles; box, crate or cooperage stock	7,153,936	7,237,941	7,093,440	8,469,824	8,355,301
Plywood, veneers and built-up wood	308,095	438,548	514,868	675,585	754,098
Forest products, n.o.s.	370,671	382,948	307,115	318,522	376,247
<b>Total</b>	<b>19,330,157</b>	<b>16,194,487</b>	<b>16,028,934</b>	<b>17,716,722</b>	<b>18,958,045</b>
<b>Manufactures and miscellaneous products</b>					
Gasoline	3,922,987	3,966,463	3,731,134	4,026,087	4,219,667
Fuel oil (incl. bunker and diesel oil)	..	..	2,927,634	3,115,465	3,527,492
Petroleum and coal products, n.o.s.	..	..	1,290,180	1,487,620	1,610,189
Rubber: natural or synthetic	..	..	205,507	244,848	236,655
Iron and steel: bloom, ingot or pig	1,225,251	644,168	554,425	1,068,942	1,255,254
Iron and steel: bar, pipe, sheet or structural	3,454,358	3,409,566	2,312,794	2,687,879	4,181,836
Iron and steel: castings and forgings	11	11	50,792	34,100	53,264
Rails and fastenings	244,547	218,235	155,725	159,842	252,017
Scrap and waste metal	..	..	933,103	1,478,422	1,999,799
Aluminum: bar, ingot, etc.	..	..	538,326	587,577	613,766
Matte	..	..	271,677	289,962	312,549
Copper: bar, ingot, etc.	..	..	387,035	474,613	524,345
Nickel: bar, ingot, etc.	..	..	51,392	55,035	61,654
Metals and alloys, n.o.s.	..	..	615,534	688,298	730,251
Agricultural implements, farm tractors and parts	679,948	579,892	346,931	321,484	326,577
Automobiles and parts: freight or passenger	2,302,126	2,809,963	1,514,478	2,784,925	2,428,709
Machines, machinery and parts, n.o.s. (excl. business and home)	806,424	632,651	531,250	646,502	826,203
Fertilizers, n.o.s.	1,901,624	1,819,385	1,867,029	1,910,338	1,977,645
Chemicals and acids, n.o.s.	..	..	2,161,797	2,473,766	2,538,116
Cement	2,106,435	2,457,627	2,335,043	2,391,497	2,620,710
Brick, building tile and artificial stone	761,783	694,953	643,503	761,613	843,200
Lime and plaster	706,519	684,174	625,899	693,432	693,708
Sewer pipe and drain tile (not metal)	77,526	90,814	89,281	87,057	106,099
Woodpulp	2,178,170	2,074,796	2,210,580	2,505,198	2,659,767
Newsprint paper	4,010,699	3,927,865	4,082,615	4,245,705	4,578,441
Printing and wrapping paper	889,415	880,062	811,341	872,627	985,476
Paper and paper articles, n.o.s. (excl. building, roofing or scrap paper)	..	..	..	..	..

See footnotes at end of table.

TABLE 14. Traffic Handled in Year ended December 31<sup>1</sup> — Concluded

	1952	1953	1954	1955	1956
tons (2,000 lbs.)					
<b>Manufactures and miscellaneous products — concluded</b>					
Paperboard, pulpboard and wallboard	674,119	769,079	953,106	1,113,190	1,204,184
Building paper, prepared roofing and insulating materials, n.o.s.			307,492	385,054	426,263
Furniture and parts: home, office or store	113,151	112,338	108,454	108,219	108,881
Sugar	496,578	483,381	473,684	490,932	489,698
Beverages	842,741	798,753	730,632	811,159	811,342
Food products, n.o.s., in containers	1,115,122	1,098,424	1,388,358	1,428,992	1,511,230
Sulphur: natural or synthetic			153,644	180,995	227,183
Glass, glassware and earthenware			266,305	292,048	319,313
Scrap and waste paper and rags			301,277	346,027	353,825
Manufactures and miscellaneous, n.o.s.			6,741,311	7,174,310	7,338,176
<b>Total</b>	..	..	42,809,238	48,761,860	53,340,236
<b>Total all carload shipments</b>	<b>159,309,433</b>	<b>153,530,896</b>	<b>148,879,525</b>	<b>165,634,836</b>	<b>187,323,849</b>
All l.c.l. freight	2,865,948	2,718,363	2,215,315	2,227,320	2,284,323
<b>Grand total</b>	<b>162,175,381</b>	<b>156,249,259</b>	<b>143,194,840</b>	<b>167,862,156</b>	<b>189,608,272</b>

1. Commodities listed under the 1954 freight classification. Duplications excluded.
2. Included with "Mill products, n.o.s."
3. Included with "Fruits, fresh or fresh frozen, n.o.s."
4. Includes "Poultry (live); "Horses", and "Sheep".
5. Includes "Dressed meats or dressed poultry (fresh or frozen)"; and "Dressed meats (cured, salted)".
6. Includes "Eggs"; "Butter"; and "Cheese".
7. Includes "Bituminous coal"; "Sub-bituminous coal"; and "Lignite coal".
8. Included with "Ores and concentrates, n.o.s."
9. Included with "Mine products, n.o.s."
10. Includes "Logs, posts, poles, piling" and "Ties".
11. Included with "Machines, machinery and parts n.o.s. (excluding business and home)".
12. Included with "Printing and wrapping paper".

" not available

n.o.s. — not otherwise specified.

l.c.l. — less than carload lots.

Note: Footnotes 2 to 6 provide a breakdown of accounts which were combined in the 1954 Freight Commodity Statistics Classification but which were detailed separately in the former classification. Footnotes 7 to 12 relate to accounts which are separately detailed in the 1954 classification but combined with other commodities separately.

TABLE 15. Freight Cars in Service on December 31

	Number	Capacity — tons (2,000 lbs.)	
		Total	Average
<b>Automobile</b>			
1952	7,330	302,810	41,311
1953	7,560	315,200	41,693
1954	7,439	310,390	41,725
1955	7,406	309,000	41,723
1956	6,370	267,890	42,055
<b>Ballast</b>			
1952	1,847	92,580	50,125
1953	1,940	97,130	50,067
1954	2,245	117,075	52,149
1955	2,378	127,585	53,652
1956	2,156	113,405	52,800
<b>Box</b>			
1952	121,828	5,447,152	44,712
1953	119,753	5,396,727	45,065
1954	118,770	5,398,312	45,452
1955	114,814	5,252,792	45,750
1956	118,353	5,454,477	46,087
<b>Flat</b>			
1952	11,748	517,864	44,081
1953	11,690	515,849	44,127
1954	11,782	525,383	44,592
1955	12,037	549,446	45,646
1956	11,876	543,966	45,804
<b>Gondola</b>			
1952	16,552	1,046,144	63,324
1953	17,603	1,122,142	63,747
1954	18,469	1,186,328	64,234
1955	18,592	1,197,829	64,427
1956	19,052	1,233,350	64,736

TABLE 15. Freight Cars in Service on December 31 — Concluded

	Number	Capacity — tons (2,000 lbs.)	
		Total	Average
Hopper			
1952.....	10,083	616,965	61.189
1953.....	11,598	737,490	63.588
1954.....	12,129	781,470	64.430
1955.....	12,247	791,305	64.612
1956.....	12,870	839,730	65.247
Ore			
1952.....	1,878	113,040	60.192
1953.....	1,969	119,810	60.848
1954.....	2,555	149,075	58.346
1955.....	2,559	162,105	63.347
1956.....	5,465	437,645	80.081
Refrigerator			
1952.....	8,691	368,012	42.344
1953.....	9,438	405,142	42.927
1954.....	9,583	413,338	43.132
1955.....	9,735	421,713	43.319
1956.....	9,906	430,835	43.492
Stock			
1952.....	6,284	215,505	34.294
1953.....	6,057	207,815	34.310
1954.....	5,972	205,565	34.421
1955.....	5,776	198,735	34.407
1956.....	5,501	189,245	34.402
Tank			
1952.....	268	10,975	40.951
1953.....	328	15,385	46.905
1954.....	363	18,075	49.793
1955.....	378	18,930	50.079
1956.....	389	19,060	48.997
Other			
1952.....	48	1,920	40.000
1953.....	44	1,320	30.000
1954.....	44	1,320	30.000
1955.....	34	1,440	42.353
1956.....	16	940	58.750
<b>Total</b>			
1952.....	186,557	8,734,967	46.822
1953.....	187,980	8,934,010	47.526
1954.....	189,351	9,106,331	48.092
1955.....	185,956	9,030,880	48.565
1956.....	191,974 <sup>1</sup>	9,530,543	49.645

1. Includes 20 cars not specified as to type.

TABLE 16. Passenger Cars in Service on December 31

	1952	1953	1954	1955	1956
Motor unit passenger.....	55	59	63	75	90
Coach .....	2,088	2,064	2,133	2,058	1,799
Combination passenger.....	339	331	323	325	340
Colonist .....	302	291	254	226	178
Dining .....	183	180	196	201	186
Parlour .....	162	161	174	172	173
Sleeping .....	805	801	956	969	925
Baggage, express and postal.....	2,244	2,430	2,418	2,433	2,404
Other .....	150	139	131	115	112
<b>Total<sup>1</sup></b> .....	<b>6,328</b>	<b>6,456</b>	<b>6,648</b>	<b>6,574</b>	<b>6,220</b>
<b>Cars in company service</b>					
Caboose .....	3,209	3,301	3,296	3,227	3,283
All other .....	14,961	15,424	15,727	15,967	16,106
<b>Total</b> .....	<b>18,170</b>	<b>18,725</b>	<b>19,023</b>	<b>18,194</b>	<b>19,389</b>
<b>Cars leased (included in above)</b> .....	<b>314</b>	<b>703</b>	<b>703</b>	<b>701</b>	<b>3,554</b>
<b>Motor vehicles in railway service</b> .....	<b>34</b>	<b>36</b>	<b>35</b>	<b>38</b>	<b>57</b>
<b>Other</b> .....	—	—	—	—	4

1. Includes Pullman Co. cars in Canadian service.

TABLE 17. Locomotives in Service on December 31

	1952	1953	1954	1955	1956
number					
<b>Locomotives</b>					
Steam:					
Coal burning .....	3,423	3,162	2,871	2,521	2,228
Oil burning .....	591	667	715	704	621
Diesel electric:					
"A" units .....	670	848	1,022	1,311	385
"B" units .....	93	108	130	144	144
Road switcher units .....	—	—	—	—	850
Yard switcher units .....	—	—	—	—	516
Electric .....	33	33	33	33	46
<b>Total</b> .....	<b>4,810</b>	<b>4,818</b>	<b>4,771</b>	<b>4,714</b>	<b>4,790</b>
Leased (included in above) .....	46	37	36	34	35
Tractive power, average pounds per locomotive .....	42,283	42,741	42,622	42,701	49,236

TABLE 18. Fuel Consumed by Locomotives in Year ended December 31

Class of Locomotive	1952	1953	1954	1955	1956
tons (2,000 lbs.)					
Freight .....	8,295,311	7,455,570	6,335,044	6,717,936	9,018,454
Passenger .....	2,793,665	2,739,994	2,730,338	2,478,864	2,793,294
Switching .....	1,410,861	1,258,669	1,006,344	1,030,680	1,257,935
Non-revenue .....	268,065	235,248	213,219 <sup>1</sup>	245,299 <sup>1</sup>	293,141
<b>Total tons</b> .....	<b>12,767,902</b>	<b>11,689,481</b>	<b>10,284,845</b>	<b>10,472,779</b>	<b>13,362,831</b>
<b>Total cost</b> .....	<b>\$ 108,581,772</b>	<b>99,544,216</b>	<b>85,849,065</b>	<b>84,934,475</b>	<b>94,838,394</b>
Average cost per ton .....	\$ 8.50	8.52	8.35	8.11	7.10
<b>Rail motor cars</b>					
Gasoline .....	gal. 151,510	117,176	81,796	59,555	97,597
Diesel oil .....	" 223,928	226,590	457,170	811,705	1,485,688
Fuel oil .....	" —	—	—	—	—
<b>Total cost</b> .....	<b>\$ 70,066</b>	<b>62,295</b>	<b>86,710</b>	<b>127,324</b>	<b>230,413</b>

1. Work train service only.

Note: Tonnages are based on conversion factors applied to diesel oil and fuel oil consumption. These data should be used with caution.

TABLE 19. Fuel Consumed per 100 Locomotive Miles<sup>1</sup> in Year ended December 31

Class of locomotive	1952	1953	1954	1955	1956
tons (2,000 lbs.)					
Freight .....	7.90	7.52	7.29	7.35	8.97
Passenger .....	5.71	5.67	5.94	5.59	6.62
Switching .....	4.48	4.18	3.66	3.56	3.96
Non-revenue .....	6.92	6.78	6.63 <sup>2</sup>	7.18 <sup>2</sup>	7.34 <sup>2</sup>

1. Train switching locomotive miles are included under freight and passenger. These data include both steam and diesel locomotive miles.

2. Work train service only.

TABLE 20. Cost of Fuel per 100 Locomotive Miles<sup>1</sup> in Year ended December 31

Class of locomotive	1952	1953	1954	1955	1956
	\$	\$	\$	\$	\$
Freight.....	67.15	64.03	60.87	59.61	63.69
Passenger.....	48.55	48.27	49.55	45.33	47.00
Switching.....	38.13	35.56	30.57	28.87	28.12
Non-revenue.....	58.87	57.74	55.35 <sup>2</sup>	58.23 <sup>2</sup>	52.11 <sup>2</sup>

1. See footnote 1 table 19. This table excludes fuel used in rail motor cars.

2. Work train service only.

TABLE 21. Consumption of Fuel for Purposes Other than Locomotive Fuel in Year ended December 31

		1952	1953	1954	1955	1956
Anthracite .....	ton	14,826	10,216	10,965	9,761	15,778
Bituminous .....	"	533,716	541,437	508,312	500,497	642,651
Lignite .....	"	393,828	385,077	361,476	353,728	342,902
Fuel oil .....	gal.	29,108,217	35,493,136	37,139,458	35,829,028	36,372,206
Diesel oil.....	"	3,456,992	3,138,941	3,319,220	4,398,077	6,475,890
Gasoline.....	"	3,195,883	3,167,178	2,965,140	3,221,252	3,041,456
Gas .....	cu. ft.	...	...	...	...	99,362,598

... Not applicable.

TABLE 22. Rails Laid in Track in Year ended December 31

		1952	1953	1954	1955	1956
tons (2,000 lbs.)						
<b>In previously constructed track</b>						
New open hearth .....		206,199	209,068	221,724	162,674	225,213
Relay .....		253,215	232,675	177,769	164,956	193,877
Other .....		1,999	2,746	469	2,052	2,544
<b>Total .....</b>		<b>461,413</b>	<b>444,489</b>	<b>399,962</b>	<b>329,682</b>	<b>421,634</b>
<b>In new track and extensions</b>						
New open hearth .....		588	413	3,774	2,337	10,873
Relay .....		31,959	30,857	38,768	39,823	44,460
Other .....		401	158	446	121	217
<b>Total .....</b>		<b>32,948</b>	<b>31,426</b>	<b>42,988</b>	<b>42,281</b>	<b>55,550</b>

TABLE 23. Total Switch and Bridge Ties Placed in Track, Year ended December 31

		1952	1953	1954	1955	1956
Treated — M bd. feet.....	No.	10,552	12,336	11,264	10,285	7,495
Average cost .....	\$	126.00	133.56	139.36	118.17	116.49
Untreated — M bd. feet .....	No.	2,990	3,533	2,447	4,066	5,491
Average cost .....	\$	138.87	117.06	111.23	90.70	109.03
<b>Total — M bd. feet .....</b>	<b>No.</b>	<b>13,542</b>	<b>15,869</b>	<b>13,711</b>	<b>14,331</b>	<b>12,986</b>
Average cost .....	\$	128.84	129.89	134.34	110.38	113.33

TABLE 24. Cross-Ties Purchased, Year ended December 31

Kind	1952	1953	1954	1955	1956
number					
<b>Hardwood</b>					
Ash .....	—	—	—	582	—
Oak .....	30,057	66,280	66,843	71,047	75,088
Elm .....	18,422	14,388	13,099	870	—
Chestnut .....	—	—	—	—	—
Beech .....	225,931	265,093	521,953	144,337	194,547
Birch .....	763,465	945,218	302,806	310,684	396,770
Maple .....	706,426	796,790	573,893	364,980	604,651
Unclassified .....	52,346	56,468	52,754	42,187	47,116
Total .....	1,796,647	2,144,237	1,525,148	934,687	1,318,172
<b>Softwood</b>					
Cypress .....	1,831	1,602	519	—	—
Cedar .....	111,979	123,096	40,911	6,254	14,105
Hemlock .....	635,348	280,089	207,332	175,179	288,643
Fir .....	1,934,658	1,127,029	960,150	532,613	1,005,856
Pine .....	6,937,687	5,816,516	3,727,293	3,027,693	3,962,087
Poplar .....	2,858	1,040	—	—	—
Tamarack .....	517,527	325,145	12,745	14,857	11,930
Spruce .....	372,941	164,424	69,304	28,652	—
Unclassified .....	262,224	1,627	19,789	26,579	41,182
Total .....	10,777,053	7,840,568	5,038,043	3,811,827	5,323,803

TABLE 25. Cross-Ties Placed in Track, Year ended December 31

	1952	1953	1954	1955	1956
<b>In previously constructed track</b>					
Treated ties .....	No.	6,322,857	6,690,587	5,778,193	5,406,945
Untreated ties .....	No.	1,031,157	855,196	598,161	465,081
Total .....	No.	7,354,014	7,545,783	6,376,354	5,872,026
<b>In new track and extension</b>					
Treated ties .....	No.	404,240	429,259	345,285	517,059
Untreated ties .....	No.	75,245	37,785	38,754	37,929
Total .....	No.	479,485	467,044	384,039	554,988
<b>Average cost</b>					
Treated ties .....	\$	2.77	3.16	3.24	3.24
Untreated ties .....	\$	1.80	1.84	1.75	1.85
					3.14
					2.09

TABLE 26. Persons Injured in Train and Non-Train Accidents and Dying after Twenty-four Hours, Year ended December 31

	1952	1953	1954	1955	1956
number					
Trainmen .....	3	5	4	2	2
Trackmen .....	4	1	1	1	2
Switch tenders, etc. ....	1	—	—	—	—
Stationmen .....	2	—	—	—	—
Shopmen .....	2	—	3	1	4
Telegraph employees .....	—	—	—	—	—
Other employees .....	—	—	—	—	—
Passengers .....	—	2	1	1	—
Trespassers .....	1	3	2	—	—
Non-trespassers .....	7	3	10	8	14
Postal-clerks, etc. ....	—	3	—	—	—
Total .....	20	17	21	13	23

TABLE 27. Time Lost by Employees Through Injuries Incurred in Train and Non-train Accidents, Year ended December 31

		Class of accident	1952	1953	1954	1955	1956
Trainmen .....	Number .....	Train .....	1,963	1,565	1,281	1,208	1,184
	" .....	Non-train .....	93	74	71	111	114
	Days absent .....		57,016	50,024	41,693	43,503	51,933
Trackmen .....	Number .....	Train .....	135	123	90	81	109
	" .....	Non-train .....	1,674	1,382	980	940	807
	Days absent .....		52,555	51,197	40,086	43,312	41,652
Switch tenders, etc. ....	Number .....	Train .....	154	158	128	139	195
	" .....	Non-train .....	46	43	31	30	35
	Days absent .....		7,166	7,245	5,738	5,779	8,023
Stationmen .....	Number .....	Train .....	15	17	9	14	12
	" .....	Non-train .....	683	564	461	380	362
	Days absent .....		15,879	15,325	13,182	12,641	9,802
Shopmen .....	Number .....	Train .....	50	40	29	22	42
	" .....	Non-train .....	1,682	1,428	1,102	1,047	1,117
	Days absent .....		43,218	36,968	30,507	29,585	29,965
Telegraph employees .....	Number .....	Train .....	9	14	9	6	7
	" .....	Non-train .....	166	182	138	138	102
	Days absent .....		4,122	5,388	4,829	5,150	4,044
Other employees .....	Number .....	Train .....	104	100	120	112	88
	" .....	Non-train .....	265	227	225	239	204
	Days absent .....		7,215	7,830	9,405	6,040	5,992
Total .....	Number .....	Train .....	2,430	2,017	1,646	1,582	1,637
	" .....	Non-train .....	4,589	3,900	3,008	2,885	2,741
	Days absent .....		187,171	173,977	145,440	146,010	151,411

TABLE 28. Accidents Resulting from the Movement of Trains, Year ended December 31

Causes	1952	1953	1954	1955	1956
number					
Coupling and uncoupling .....	107	97	72	69	88
Collisions — between:					
Railway rolling stock .....	111	70	59	69	68
Trains or locomotives and motor vehicles or horse-drawn vehicles:					
At highway crossings .....	368	406	336	352	449
At other points .....	50	49	39	47	50
Track cars or hand cars and motor vehicles or horse-drawn vehicles:					
At highway crossings .....	20	14	19	6	11
At other points .....	2	3	5	1	6
Pedestrians struck by trains or locomotives, cars or hand cars, etc.					
At highway crossings .....	20	15	20	19	23
At other points .....	183	167	116	144	173
Derailments .....	21	43	85	96	76
Locomotives or cars breaking down .....	1	—	7	12	—
Getting on or off trains .....	555	476	354	363	388
Falling from trains, locomotives or cars .....	193	139	105	114	134
Striking overhead or other obstructions .....	25	37	15	29	34
Other causes .....	1,472	1,153	1,055	1,001	907
Total .....	3,128	2,669	2,287	2,322	2,417

TABLE 29. Train Accidents — By Cause, Year ended December 31

Causes	1952	1953	1954	1955	1956
Number of persons killed					
<b>Passengers</b>					
Coupling and uncoupling.....	—	—	—	—	—
Collisions — between:					
Railway rolling stock .....	—	—	1	—	2
Trains or locomotives and motor or horse-drawn vehicles:					
At highway crossings .....	—	—	1	—	—
At other points.....	—	—	—	—	—
Track or hand cars and motor or horse-drawn vehicles:					
At highway crossings .....	—	—	—	—	—
At other points.....	—	—	—	—	1
Pedestrians struck by trains, locomotives or cars:					
At highway crossings .....	—	—	—	—	—
At other points.....	—	—	1	1	—
Derailments.....	—	1	1	—	—
Locomotives or cars breaking down .....	—	—	—	—	—
Getting on or off trains.....	—	—	—	—	2
Falling from trains, locomotives or cars.....	1	1	—	—	—
Striking overhead or other obstructions .....	—	—	—	—	—
Other causes.....	1	1	—	—	2
<b>Total</b> .....	<b>2</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>7</b>
<b>Employees</b>					
Coupling and uncoupling.....	2	1	4	1	2
Collisions — between:					
Railway rolling stock .....	27	8	8	9	16
Trains or locomotives and motor or horse-drawn vehicles:					
At highway crossings .....	—	—	—	1	—
At other points.....	—	—	—	—	—
Track or hand cars and motor or horse-drawn vehicles:					
At highway crossings .....	1	1	1	1	1
At other points.....	—	—	—	—	—
Pedestrians struck by trains, locomotives or cars:					
At highway crossings .....	—	—	—	—	—
At other points.....	12	6	4	11	13
Derailments.....	5	6	8	5	4
Locomotives or cars breaking down .....	—	—	—	1	—
Getting on or off trains.....	1	—	1	1	3
Falling from trains, locomotives or cars.....	3	2	3	3	3
Striking overhead or other obstructions .....	1	—	2	—	1
Other causes.....	9	6	6	6	10
<b>Total</b> .....	<b>61</b>	<b>38</b>	<b>37</b>	<b>39</b>	<b>55</b>
Number of persons injured					
<b>Passengers</b>					
Coupling and uncoupling.....	—	1	—	16	—
Collisions — between:					
Railway rolling stock .....	45	17	96	93	9
Trains or locomotives and motor or horse-drawn vehicles:					
At highway crossings .....	1	3	1	1	—
At other points.....	—	—	—	—	—
Track or hand cars and motor or horse-drawn vehicles:					
At highway crossings .....	—	—	—	—	—
At other points.....	—	—	—	—	—
Pedestrians struck by trains, locomotives or cars:					
At highway crossings .....	—	—	—	—	—
At other points.....	—	—	2	4	1
Derailments.....	3	65	52	4	15
Locomotives or cars breaking down .....	—	—	1	—	—
Getting on or off trains.....	21	21	20	19	—
Falling from trains, locomotives or cars.....	4	3	4	3	2
Striking overhead or other obstructions .....	—	—	—	—	—
Other causes.....	51	23	39	48	46
<b>Total</b> .....	<b>125</b>	<b>133</b>	<b>215</b>	<b>188</b>	<b>84</b>

TABLE 29. Train Accidents — By Cause, Year ended December 31 — Concluded

Causes	1952	1953	1954	1955	1956
	Number of persons injured				
<b>Employees</b>					
Coupling and uncoupling .....	106	77	70	72	85
Collisions — between:					
Railway rolling stock .....	115	67	70	46	74
Trains or locomotives and motor or horse-drawn vehicles:					
At highway crossings .....	6	2	13	8	15
At other points .....	—	3	—	3	7
Track or hand cars and motor or horse-drawn vehicles:					
At highway crossings .....	26	18	18	8	22
At other points .....	2	2	3	1	2
Pedestrians struck by trains, locomotives or cars:					
At highway crossings .....	—	—	—	—	1
At other points .....	36	32	20	17	32
Derailments .....	35	44	39	32	37
Locomotives or cars breaking down .....	1	—	1	4	—
Getting on or off trains .....	512	436	324	342	384
Falling from trains, locomotives or cars .....	172	114	82	104	109
Striking overhead or other obstructions .....	25	36	11	22	25
Other causes .....	1,394	1,186	995	923	844
<b>Total</b> .....	<b>2,430</b>	<b>2,017</b>	<b>1,646</b>	<b>1,582</b>	<b>1,637</b>

TABLE 30. Train Accidents — By Class of Victim, Year ended December 31

Class of person	1952	1953	1954	1955	1956
	Number of persons killed				
<b>Employees</b>					
Trainmen .....	35	13	24	19	30
Switch tenders, watchmen, etc. ....	1	—	5	2	3
Stationmen .....	1	—	1	2	—
Shopmen .....	3	2	1	2	2
Trackmen .....	18	14	3	12	16
Telegraph employees .....	2	1	1	—	2
Other employees .....	1	—	2	2	2
<b>Total employees</b> .....	<b>61</b>	<b>30</b>	<b>37</b>	<b>39</b>	<b>55</b>
Passengers .....	2	3	4	1	7
Postal — express — pullman employees .....	4	6	—	1	1
Trespassers .....	100	77	71	71	82
Other persons .....	208	174	169	180	214
<b>Grand total</b> .....	<b>375</b>	<b>290</b>	<b>281</b>	<b>292</b>	<b>359</b>
Suicides .....	2	11	9	6	11
Number of persons injured <sup>1</sup>					
<b>Employees</b>					
Trainmen .....	1,963	1,585	1,261	1,208	1,184
Switch tenders, watchmen, etc. ....	154	158	128	139	195
Stationmen .....	15	17	9	14	12
Shopmen .....	50	40	29	22	42
Trackmen .....	135	123	90	81	109
Telegraph employees .....	9	14	9	6	7
Other employees .....	104	100	120	112	88
<b>Total employees</b> .....	<b>2,430</b>	<b>2,017</b>	<b>1,646</b>	<b>1,582</b>	<b>1,637</b>
Passengers .....	125	133	215	188	84
Postal — express — pullman employees .....	38	62	24	18	20
Trespassers .....	82	90	57	61	56
Other persons .....	481	479	417	413	514
<b>Grand total</b> .....	<b>3,156</b>	<b>2,781</b>	<b>2,359</b>	<b>2,262</b>	<b>2,311</b>
Attempted suicides .....	3	—	—	1	2

1. See page 21 for time lost through injuries.

TABLE 31. Non-Train Accidents — By Cause, Year ended December 31

Causes	1952	1953	1954	1955	1956
Number of persons killed					
Handling traffic .....	—	—	1	—	2
Handling machinery, tools, etc. ....	2	1	1	—	5
Getting on or off locomotives and cars at rest .....	1	—	—	1	—
Other causes .....	15	14	14	14	13
<b>Total</b> .....	<b>18</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>20</b>
Number of persons injured <sup>1</sup>					
Handling traffic .....	1,500	1,263	914	353	258
Handling machinery, tools, etc. ....	790	760	551	503	522
Getting on or off locomotives and cars at rest .....	155	95	79	100	105
Other causes .....	2,308	1,926	1,588	2,036	1,957
<b>Total</b> .....	<b>4,753</b>	<b>4,044</b>	<b>3,132</b>	<b>2,992</b>	<b>2,842</b>

1. See page 21 for time lost through injuries.

TABLE 32. Non-Train Accidents — By Class of Victim, Year ended December 31

Class of person	1952	1953	1954	1955	1956
Number of persons killed					
<b>Employees</b>					
Stationmen .....	—	—	1	—	1
Shopmen .....	2	2	4	—	2
Trackmen .....	9	3	3	5	12
Other employees .....	2	—	3	4	1
<b>Total employees</b> .....	<b>13</b>	<b>5</b>	<b>11</b>	<b>9</b>	<b>16</b>
<b>Passengers</b> .....	—	1	—	—	—
Postal — express — pullman employees .....	—	—	—	—	—
Other persons .....	5	9	5	6	4
<b>Grand total</b> .....	<b>18</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>20</b>
<b>Suicides</b> .....	1	—	—	—	—
Number of persons injured <sup>1</sup>					
<b>Employees</b>					
Stationmen .....	663	564	461	380	362
Shopmen .....	1,682	1,428	1,102	1,047	1,117
Trackmen .....	1,674	1,382	980	940	807
Other employees .....	570	526	465	518	455
<b>Total employees</b> .....	<b>4,589</b>	<b>3,900</b>	<b>3,008</b>	<b>2,885</b>	<b>2,741</b>
<b>Passengers</b> .....	58	48	36	47	42
Postal — express — pullman employees .....	42	63	29	25	16
Other persons .....	64	33	59	35	43
<b>Grand total</b> .....	<b>4,753</b>	<b>4,044</b>	<b>3,132</b>	<b>2,992</b>	<b>2,842</b>
<b>Attempted suicides</b> .....	—	1	—	1	1

1. See page 21 for time lost through injuries.

TABLE 33. Accidents at Highway Crossings, Year ended December 31

	Employees and passengers		Pedestrians		Riding in				Total	
					Motor vehicles		Other vehicles			
	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural
Number of persons killed										
<b>Protected by gates</b>										
1952	—	—	1	—	1	—	—	—	2	—
1953	—	—	—	—	—	—	—	—	—	—
1954	—	—	2	—	2	—	—	—	6	—
1955	—	—	1	—	2	—	—	—	4	—
1956	—	—	1	—	2	—	—	—	3	—
<b>Protected by automatic signals</b>										
1952	—	—	4	1	18	25	—	—	22	26
1953	—	—	2	1	14	8	—	—	16	9
1954	—	—	5	1	4	14	1	—	10	15
1955	—	—	4	—	20	7	—	—	24	7
1956	—	—	2	—	17	11	—	—	19	11
<b>Protected by watchmen</b>										
1952	—	—	—	—	1	—	1	—	2	—
1953	—	—	—	—	—	—	—	—	—	—
1954	—	—	—	—	—	1	—	—	—	1
1955	—	—	1	—	—	1	—	—	1	1
1956	—	—	1	—	3	—	—	—	4	—
<b>Total at protected crossings</b>										
1952	—	—	5	1	20	25	1	—	26	26
1953	—	—	2	1	14	3	—	—	18	9
1954	—	—	5	1	10	15	1	—	16	16
1955	—	—	7	—	22	8	—	—	29	8
1956	—	—	4	—	22	11	—	—	26	11
<b>Unprotected</b>										
1952	1	—	4	2	28	96	—	2	33	100
1953	—	—	1	2	34	93	—	2	35	97
1954	—	2	2	1	24	91	—	—	26	94
1955	—	1	2	1	25	91	—	—	27	93
1956	—	2	3	5	31	112	—	2	34	121
<b>Grand total</b>										
1952	1	—	9	3	48	121	1	2	59	126
1953	—	—	3	3	48	101	—	2	51	106
1954	—	2	7	2	34	106	1	—	42	110
1955	—	1	9	1	47	99	—	—	56	101
1956	—	2	7	5	53	123	—	2	60	132
Number of persons injured										
<b>Protected by gates</b>										
1952	—	—	2	—	1	—	—	—	3	—
1953	—	—	2	—	6	—	—	—	8	—
1954	—	—	2	—	10	—	—	—	12	—
1955	1	—	3	—	4	7	—	—	8	7
1956	—	—	3	—	3	—	—	—	6	—
<b>Protected by automatic signals</b>										
1952	2	4	2	1	32	29	2	1	38	35
1953	1	—	2	—	27	25	—	—	30	25
1954	—	11	1	2	46	20	—	—	47	33
1955	35	—	1	—	30	13	—	—	66	13
1956	1	—	2	—	48	36	7	—	58	36
<b>Protected by watchmen</b>										
1952	1	—	—	—	14	7	—	—	15	7
1953	—	—	—	—	17	—	1	—	18	—
1954	—	—	—	—	—	2	—	—	—	3
1955	—	—	1	—	17	—	—	—	18	—
1956	2	1	—	—	7	1	—	—	9	2
<b>Total at protected crossings</b>										
1952	3	4	4	1	47	36	2	1	56	42
1953	1	—	4	—	50	25	1	—	56	25
1954	—	11	3	2	56	22	—	1	59	36
1955	36	—	5	—	51	20	—	—	92	20
1956	3	1	5	—	58	37	7	—	73	38
<b>Unprotected</b>										
1952	2	24	2	1	109	226	2	3	115	254
1953	4	5	4	—	107	234	—	15	115	254
1954	2	6	4	1	136	157	—	12	142	176
1955	3	10	2	—	119	170	—	—	124	180
1956	8	24	2	3	143	200	4	—	157	227
<b>Grand total</b>										
1952	5	28	6	2	156	262	4	4	171	296
1953	5	5	8	—	157	259	1	15	171	279
1954	2	17	7	3	192	179	—	13	201	212
1955	39	10	7	—	170	190	—	—	216	200
1956	11	25	7	3	201	237	11	—	230	265

TABLE 34. Highway Crossings at December 31

	Protected by											
	Gates		Bridges		Subways		Automatic signals		Watchmen			
	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural
<b>Newfoundland</b>												
1952.....	—	—	—	—	1	—	1	1	1	1	—	—
1953.....	—	—	—	—	1	—	1	1	1	1	—	—
1954.....	—	—	—	—	1	—	1	1	1	1	—	—
1955.....	—	—	—	—	1	—	1	1	1	1	—	—
1956.....	—	—	—	—	1	—	1	1	1	1	—	—
<b>Prince Edward Island</b>												
1952.....	—	1	1	—	—	—	5	5	8	1	—	—
1953.....	—	—	1	—	—	—	5	5	9	1	—	—
1954.....	—	—	1	—	—	—	5	5	10	1	—	—
1955.....	—	—	1	—	—	—	5	5	11	1	—	—
1956.....	—	—	1	—	—	—	5	5	12	1	—	—
<b>Nova Scotia</b>												
1952.....	7	—	23	13	14	24	43	84	6	1	—	—
1953.....	7	—	23	13	14	24	44	87	6	1	—	—
1954.....	7	—	23	13	14	24	45	87	6	1	—	—
1955.....	7	—	23	13	14	26	45	86	6	1	—	—
1956.....	7	—	23	14	15	26	48	91	5	1	—	—
<b>New Brunswick</b>												
1952.....	3	1	9	27	13	34	36	73	—	—	—	—
1953.....	8	—	9	27	13	35	33	77	—	—	—	—
1954.....	8	2	9	26	15	34	33	79	—	—	—	—
1955.....	8	—	9	26	16	34	33	79	—	—	—	—
1956.....	8	—	9	26	15	34	32	87	—	—	—	—
<b>Quebec</b>												
1952.....	48	2	29	45	136	82	111	155	5	1	—	—
1953.....	53	2	28	44	144	89	121	157	5	1	—	—
1954.....	52	2	28	43	149	91	130	171	5	1	—	—
1955.....	53	1	33	44	154	85	133	183	3	1	—	—
1956.....	59	1	34	43	158	82	148	193	3	1	—	—
<b>Ontario</b>												
1952.....	107	7	143	218	274	218	344	445	27	?	—	—
1953.....	106	8	147	209	277	199	358	473	23	—	—	—
1954.....	106	9	148	213	279	197	366	487	23	—	—	—
1955.....	95	8	147	202	272	185	406	476	22	—	—	—
1956.....	92	8	146	209	271	184	437	481	26	5	—	—
<b>Manitoba</b>												
1952.....	8	1	4	5	32	13	20	7	6	—	—	—
1953.....	9	2	4	5	31	13	20	6	5	—	—	—
1954.....	12	2	4	5	30	13	24	7	4	—	—	—
1955.....	10	3	4	5	30	13	28	6	3	—	—	—
1956.....	10	4	4	6	29	13	29	7	3	—	—	—
<b>Saskatchewan</b>												
1952.....	—	2	6	18	21	43	18	6	1	—	—	—
1953.....	—	2	6	19	21	42	18	5	1	—	—	—
1954.....	—	2	6	20	21	41	19	7	1	—	—	—
1955.....	—	2	6	21	21	40	21	8	1	—	—	—
1956.....	—	2	6	21	21	41	23	9	1	—	—	—
<b>Alberta</b>												
1952.....	6	2	10	20	25	53	18	17	—	—	—	—
1953.....	5	2	11	21	26	52	21	21	—	—	—	—
1954.....	5	—	8	22	27	52	21	24	—	—	—	—
1955.....	9	—	10	23	25	51	20	32	—	—	—	—
1956.....	10	—	8	23	26	52	22	40	—	—	—	—
<b>British Columbia</b>												
1952.....	5	6	29	46	7	50	18	20	2	1	—	—
1953.....	6	6	30	48	8	48	19	23	2	—	—	—
1954.....	7	6	32	49	7	48	31	18	4	2	—	—
1955.....	5	6	32	51	7	48	33	19	4	4	—	—
1956.....	8	7	31	51	7	46	31	22	4	4	—	—
<b>Total - Canada</b>												
1952.....	184	22	254	393	522	523	612	816	48	4	—	—
1953.....	194	22	259	387	534	508	640	859	43	4	—	—
1954.....	197	23	259	392	542	506	675	891	44	6	—	—
1955.....	187	20	265	386	539	488	725	901	40	3	—	—
1956.....	192	22	262	394	542	484	776	943	43	7	—	—
<b>United States</b>												
1952.....	1	1	1	8	8	11	8	18	7	—	—	—
1953.....	2	1	1	8	8	11	8	19	6	—	—	—
1954.....	2	1	1	8	8	11	8	19	6	—	—	—
1955.....	3	1	2	7	9	10	8	19	5	—	—	—
1956.....	3	1	2	7	9	10	8	20	5	—	—	—

TABLE 34. Highway Crossings at December 31

Total protected			Unprotected			Grand total			
Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total	
number									
1	3	4	24	195	219	25	198	223	Newfoundland
1	3	4	29	224	253	30	227	257	1952
1	3	4	29	224	253	30	227	257	1953
1	3	4	29	228	257	30	231	261	1954
1	3	4	37	235	272	38	238	276	1955
									1956
Prince Edward Island									
7	14	21	35	215	250	42	229	271	1952
7	14	21	35	214	249	42	228	270	1953
7	15	22	35	213	248	42	228	270	1954
7	16	23	35	212	247	42	228	270	1955
7	17	24	35	211	246	42	228	270	1956
Nova Scotia									
93	122	215	179	659	838	272	781	1,053	1952
94	125	210	190	664	854	284	789	1,073	1953
95	125	220	189	664	653	284	789	1,073	1954
95	126	221	189	671	860	284	797	1,081	1955
98	132	230	186	666	852	284	798	1,082	1956
New Brunswick									
61	135	196	128	744	872	189	879	1,068	1952
63	139	202	128	740	868	191	879	1,070	1953
65	141	206	127	739	866	192	880	1,072	1954
66	139	205	127	713	840	193	852	1,045	1955
64	147	211	127	705	832	191	852	1,043	1956
Quebec									
329	265	614	416	2,119	2,535	745	2,404	3,149	1952
351	293	644	429	2,083	2,512	780	2,376	3,156	1953
364	308	672	413	2,092	2,505	777	2,400	3,177	1954
376	314	690	498	2,029	2,527	874	2,343	3,217	1955
402	320	722	499	2,013	2,512	901	2,333	3,234	1956
Ontario									
895	890	1,785	1,597	5,213	6,810	2,492	6,103	8,595	1952
911	891	1,802	1,637	5,144	6,781	2,548	6,035	8,583	1953
922	908	1,830	1,655	5,141	6,796	2,577	6,049	8,626	1954
942	872	1,614	1,653	5,119	6,772	2,595	5,991	8,586	1955
972	887	1,859	1,664	5,008	6,672	2,636	5,895	8,531	1956
Manitoba									
70	26	96	511	3,742	4,253	581	3,788	4,349	1952
69	26	95	517	3,768	4,265	586	3,794	4,380	1953
74	27	101	523	3,772	4,295	597	3,799	4,396	1954
75	27	102	536	3,786	4,322	611	3,813	4,424	1955
75	30	105	569	3,768	4,337	644	3,798	4,442	1956
Saskatchewan									
44	69	113	455	7,593	8,048	499	7,662	8,161	1952
46	68	114	430	7,589	8,019	476	7,657	8,133	1953
47	70	117	429	7,590	8,019	476	7,660	8,136	1954
49	71	120	433	7,584	8,017	482	7,655	8,137	1955
51	73	124	431	7,586	8,017	482	7,659	8,141	1956
Alberta									
59	92	151	350	3,999	4,349	409	4,091	4,500	1952
63	96	159	375	3,982	4,357	438	4,078	4,516	1953
61	98	159	363	3,976	4,339	424	4,074	4,498	1954
64	106	170	390	3,985	4,375	454	4,091	4,545	1955
66	115	161	387	3,992	4,379	453	4,107	4,560	1956
British Columbia									
61	122	183	291	928	1,219	352	1,050	1,402	1952
65	125	190	316	916	1,232	381	1,041	1,422	1953
61	123	204	384	938	1,322	465	1,061	1,526	1954
81	124	205	387	927	1,314	468	1,051	1,519	1955
79	126	205	357	869	1,226	436	995	1,431	1956
Total - Canada									
1,620	1,758	3,378	3,986	25,407	29,393	5,606	27,165	32,771	1952
1,670	1,780	3,450	4,086	25,324	29,410	5,756	27,104	32,860	1953
1,717	1,818	3,535	4,147	25,349	29,496	5,864	27,167	33,031	1954
1,756	1,798	3,554	4,277	25,254	29,531	6,033	27,052	33,085	1955
1,815	1,850	3,665	4,292	25,053	29,345	6,107	26,903	33,010	1956
United States									
25	36	63	23	97	120	48	135	183	1952
25	39	64	23	96	119	48	135	163	1953
25	39	64	25	96	121	50	135	165	1954
27	37	64	25	94	119	52	131	183	1955
27	38	65	25	93	118	52	131	183	1956

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