CANADA

RAILWAY TRANSPORT

1952

PART III

(Equipment, Way and Track and Fuel Consumption Statistics)

Published by Authority of
The Right Honourable C. D. Howe, Minister of Trade and Commerce

DOMINION BUREAU OF STATISTICS
Public Finance and Transportation Division
Transportation Section

8504-523
30-4-54

Price 25 cents

EDMOND CLOUTIER, C.M.G., O.A., D.S.P., Queen's Printer and Controller of Stationery, Ottawa, 1954.

NOTICE

Reports Published in the Railway Transport Series

1. Railway Transport (Annual) Published in five sections punched to allow filing in a ring binder

   Part I – Comparative Summary Statistics 19.... to 19....

   Part II – Financial and Employment Statistics

   Part III – Equipment, Way and Track and Fuel Consumption Statistics.

   Part IV – Operating and Traffic Statistics

   Part V – Freight Carried by Principal Commodity Classes

2. Carloadings (Four times a month)

2a. Indexes and Cars of Revenue Freight Loadings (Monthly)

3. Freight Traffic Report of Railways (Monthly)

4. Operating Revenues, Expenses and Statistics of Railways in Canada With Annual Operating Revenues of $500,000 or over. (Monthly and Annual Summary)

5. Summary of Monthly Railway Freight Traffic Reports (Annual)

6. Canadian National Railways (Annual)

7. Canadian Pacific Railway Company (Annual)

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9. Changes in Single Track Mileage Operated by Railways (Annual)

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RAILWAY TRANSPORT, 1952

PART III

(Equipment, Way and Track and Fuel Consumption Statistics)

With the issuance of this section the 1952 Railway Transport report is now three-fifths complete, the available sections being Parts II, III and IV as listed below. Parts I and V will be published shortly and these will be punched for ringbook covers so that the complete set of five parts may be assembled for handy reference.

Titles of the five sections of the report are:

Part I – Comparative Summary Statistics 1948-1952.
Part II – Financial and Employment Statistics.
Part III – Equipment, Way and Track and Fuel Consumption Statistics.
Part IV – Operating and Traffic Statistics.
Part V – Freight Carried – By Principal Commodity Classes.

Equipment:

At the end of 1952 there were 186,557 cars in freight service with an aggregate capacity of 8,734,967 tons for an increase of 5,832 cars and 428,695 tons over 1951 totals. For the 1952 report freight cars were divided into eleven classes as compared with seven detailed in the 1951 and earlier reports. The "automobile cars" and "box cars" shown in the 1952 table were included under the heading "box cars" in previous reports. The former heading "coal cars" has now been sub-divided into "ballast cars", "gondola cars", "hopper cars" and "ore cars". Some companies which formerly included "ballast cars" and "gondola cars" under the heading "other cars" have now placed these in their appropriate groups.

Passenger service cars dropped slightly in number being 6,328 at the end of 1952 compared with 6,366 one year previously. Coach, colonist and dining cars were fewer but motor unit passenger, baggage, parlour, sleeping and "other" cars were more numerous. Company service cars were up from 17,643 to 18,170 units. The total number of all classes of cars in service at the year's end was 211,055, some 6,321 more than at the end of 1951. There were 314 leased cars in service 7 more than in 1951, motor buses were unchanged at 13 and motor trucks were up one to 21 at December 31, 1952.

A total of 236 locomotives were added and 141 retired by railways during 1952 for a net gain of 95 bringing the total owned to 4,810. There were 3,423 coal burning and 591 oil burning steam locomotives compared with 3,553 and 555 respectively in 1951. Diesel electric units rose in number from 574 to 763 and electric locomotives remained unchanged at 33. Total tractive power was up from 200,330,264 to 203,379,753 units.

Track:

Track mileage of all tracks amounted to a total of 58,290.6 route miles at December 31, 1952 compared with 58,149.9 route miles one year previously. Route miles exclude the duplication resulting from mileage reported and operated by railways under "trackage rights" but represents a double counting of mileage reported as "joint track". Mileage of first main track or "single track" fell from 42,955.5 route miles in 1951 to 42,953.4 route miles at the end of 1952. **Table** 3 gives the detail of the route miles of single track by provinces and shows that Ontario with 10,383.7 had the greatest mileage while there were just 57.7 miles in the Yukon Territory and a total of 339.3 miles of short lines in the United States. New lines opened for operation during 1952 totalled 0.4 miles with the remainder of the mileage change accounted for as the net result of a number of remeasurements, reclassifications etc. These changes will be detailed in the report "Changes in Single Track Mileage Operated by Railways" which will appear at a later date.

There were 78.3 miles of new track opened for operation during 1952. This included all classes of track and consisted mainly of industrial and yard track and sidings. At December 31 there was a further 310.5 miles of tracks of all classes "under construction" including 18.8 miles surveyed only, 183.1 miles under contract and 108.6 miles completed but not opened.

Fuel:

The fuel consumption table shows that locomotives used less coal and wood but more diesel oil and fuel oil than in 1951. Diesel oil increased sharply from 42 million gallons in 1951 to 67 million in 1952 but a drop of more than 700,000 tons in coal used resulted in a reduction in total tons consumed by locomotives from 12,962,436 to 12,767,902 tons. Total fuel cost including that of diesel oil and gasoline used in rail motor cars and motor buses and trucks rose from $105,436,614 in 1951 to $108,685,141 in 1952 with diesel oil costs up $4,091,448 to $10,368,218, fuel oil $1,571,306 to $13,434,902 and coal down $2,396,870 to $84,808,807.

Rails Laid:

New track laid during 1952 totalled 206,787 tons of which 161,803 tons was rail weighing 100 to 105 pounds per yard. Relay and other track laid totalled 287,574 tons with 165,047 tons of the weight 100 to 105 pounds per yard. The total tonnage laid was 494,361 tons and this included rails weighing as low as 50, and as high as 132 pounds per yard. New rails cost $19,291,370 and relay and other tracks $6,719,085 for a grand total cost of $26,010,455.

TABLE 1. Equipment in Service at December 31, 1952

No.	Name of railway	Cars in freight service									
		Automobile cars		Ballast cars		Box cars		Flat cars		Gondola cars	
		Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity
			tons		tons		tons		tons		tons
1	Algoma Central and Hudson Bay	–	–	49	2,450	93	4,640	278	11,610	778	43,170
2	Alma and Jonquieres	–	–	–	–	–	–	4	160	–	–
3	British Yukon	–	–	–	–	55	1,245	155	3,625	–	–
4	Canada and Gulf Terminal	–	–	–	–	–	–	–	–	–	–
5	Canada Southern (Lessee N.Y.C.)	–	–	–	–	280	14,000	143	7,150	–	–
6	Canadian National	4,313	171,950	1,753	88,290	66,395	2,930,290	6,117	275,860	9,440	577,465
7	Canadian Pacific	3,017	130,860	–	–	52,770	2,398,030	4,435	190,219	6,085	413,769
9	Chesapeake and Ohio (Pere Marquette District)	–	–	–	–	330	13,200	–	–	–	–
10	Cumberland Railway and Coal Co.	–	–	–	–	–	–	14	210	–	–
11	Essex Terminal	–	–	41	1,640	–	–	7	270	–	–
12	Great Northern	–	–	–	–	4	160	12	570	–	–
13	Greater Winnipeg Water District	–	–	–	–	13	390	76	2,280	–	–
15	Maine Central	–	–	–	–	15	450	6	180	–	–
16	Maritime Coal, Railway and Power Co.	–	–	–	–	–	–	1	20	–	–
17	Midland Railway of Manitoba	–	–	–	–	2	80	5	240	–	–
18	Morrissey, Fernie and Michel	–	–	–	–	1	40	1	20	–	–
19	Napierville Junction	–	–	–	–	–	–	–	–	–	–
20	Northern Alberta	–	–	–	–	–	–	21	800	–	–
21	Ontario Northland	–	–	–	–	1,059	47,655	170	10,700	–	–
23	Pacific Great Eastern	–	–	–	–	98	4,670	173	7,530	80	3,700
24	Roberval and Saguenay	–	–	4	200	140	6,307	12	560	66	3,300
25	St. Lawrence and Adirondack	–	–	–	–	–	–	–	–	–	–
26	Sydney and Louisburg	–	–	–	–	15	675	17	820	20	1,200
27	Thousand Islands	–	–	–	–	–	–	–	–	–	–
28	Toronto, Hamilton and Buffalo	–	–	–	–	558	25,320	101	5,040	83	5,540
30	Wabash (in Canada)	–	–	–	–	–	–	–	–	–	–
31	**Total**	**7,330**	**302,810**	**1,847**	**92,580**	**121,828**	**5,447,152**	**11,748**	**517,864**	**16,552**	**1,048,144**
32	Canadian National (Canada and U.S.)	1	–	2	–	79,564	–	6,374	–	18,745	–

No.	Name of railway	Cars in passenger service						
		Motor unit passenger	Baggage, postal and express	Coach	Colonist	Combination passenger	Dining	Parlour
1	Algoma Central and Hudson Bay	–	5	16	–	–	–	–
2	Alma and Jonquieres	–	1	1	–	1	–	–
3	British Yukon	–	2	4	–	2	–	17
4	Canada and Gulf Terminal	1	1	2	–	3	–	–
5	Canada Southern (Lessee N.Y.C.)	–	1	–	–	–	–	–
6	Canadian National	40	1,222	995	185	251	84	79
7	Canadian Pacific	8	966	1,005	117	66	89	64
9	Chesapeake and Ohio (Pere Marquette District)	–	–	–	–	–	–	–
10	Cumberland Railway and Coal Co.	–	–	1	–	2	–	–
11	Essex Terminal	–	–	–	–	–	–	–
12	Great Northern	–	–	–	–	–	–	–
13	Greater Winnipeg Water District	2	1	1	–	1	–	–
14	Hudson Bay	–	–	–	–	–	–	–
15	Maine Central	–	–	–	–	1	–	–
16	Maritime Coal, Railway and Power Co.	–	–	–	–	1	–	–
17	Midland Railway of Manitoba	–	–	–	–	–	–	–
18	Morrissey, Fernie and Michel	–	–	4	–	–	–	–
19	Napierville Junction	–	–	–	–	–	–	–
20	Northern Alberta	–	14	6	–	1	2	–
21	Ontario Northland	1	17	29	–	8	4	2
23	Pacific Great Eastern	2	10	11	–	–	4	–
24	Roberval and Saguenay	–	1	1	–	–	–	–
25	St. Lawrence and Adirondack	–	–	–	–	–	–	–
26	Sydney and Louisburg	–	1	6	–	1	–	–
27	Thousand Islands	–	–	–	–	–	–	–
28	Toronto, Hamilton and Buffalo	1	2	6	–	1	–	–
30	Wabash (in Canada)	–	–	–	–	–	–	–
31	**Total**	**55**	**2,244**	**2,088**	**302**	**339**	**183**	**162**
32	Canadian National (Canada and U.S.)	42	1,315	1,071	144	260	89	80

1. Included with Box cars.

TABLE 1. Equipment in Service at December 31, 1952

Cars in freight service														
Hopper cars		Ore cars		Refrigerator cars		Stock cars		Tank cars		Other cars		Total cars		
Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	No.
	tons		tons		tons		tons		tons		tons		tons	
334	16,700	–	–	1	30	–	–	–	–	–	–	1,533	78,600	1
–	–	–	–	–	–	–	–	–	–	–	–	4	160	2
11	270	–	–	16	385	1	20	21	420	–	–	259	5,965	3
–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
15	870	–	–	–	–	–	–	–	–	–	–	438	22,020	5
4,762	297,340	708	37,880	4,194	186,185	3,000	93,660	33	910	1	30	100,716	4,659,860	6
3,475	220,295	1,157	74,770	4,466	180,852	3,170	117,305	198	9,020	–	–	78,773	3,735,120	7
–	–	–	–	–	–	–	–	4	160	–	–	334	13,360	9
21	315	–	–	–	–	–	–	–	–	–	–	35	525	10
–	–	–	–	–	–	–	–	–	–	–	–	48	1,910	11
–	–	–	–	–	–	–	–	–	–	1	50	17	780	12
–	–	–	–	–	–	–	–	1	30	–	–	90	2,700	13
–	–	–	–	–	–	–	–	–	–	–	–	21	630	15
–	–	–	–	–	–	–	–	–	–	–	–	1	20	16
–	–	–	–	–	–	–	–	–	–	–	–	7	320	17
–	–	13	390	–	–	–	–	–	–	–	–	15	450	18
–	–	–	–	–	–	–	–	–	–	–	–	–	–	19
–	–	–	–	–	–	20	800	–	–	–	–	41	1,600	20
100	7,000	–	–	–	–	24	960	–	–	–	–	1,353	66,315	21
–	–	–	–	14	560	49	1,960	11	435	46	1,840	471	20,695	23
188	13,325	–	–	–	–	–	–	–	–	–	–	410	23,692	24
–	–	–	–	–	–	–	–	–	–	–	–	–	–	25
1,030	53,500	–	–	–	–	–	–	–	–	–	–	1,082	56,195	26
–	–	–	–	–	–	–	–	–	–	–	–	–	–	27
147	7,350	–	–	–	–	20	800	–	–	–	–	909	44,050	28
–	–	–	–	–	–	–	–	–	–	–	–	–	–	30
10,083	**616,965**	**1,878**	**113,040**	**8,691**	**368,012**	**6,284**	**215,505**	**268**	**10,975**	**48**	**1,920**	**186,557**	**8,734,967**	31
2	–	2	–	4,421	–	3,070	–	33	–	3	–	112,210	–	32

Cars in passenger service			Cars in company service				Total cars in service	Cars leased	Motor buses	Motor trucks	
Sleeping	Other cars in passenger service	Total	Motor	Caboose	Work	Total					No.
–	6	27	–	21	80	101	1,661	–	–	–	1
–	–	3	–	–	–	–	7	–	–	–	2
–	–	25	–	2	–	2	286	–	–	–	3
–	–	7	–	–	–	–	7	–	–	–	4
–	–	1	–	63	169	232	671	–	–	–	5
317	105	3,278	1	1,617	7,753	9,371	113,365	–	–	–	6
470	15	2,800	–	1,337	6,086	7,423	88,996	–	–	–	7
–	–	–	–	27	56	83	417	–	–	–	9
–	–	3	–	2	19	21	59	7	–	–	10
–	–	–	–	3	–	3	51	–	–	–	11
–	–	–	–	–	90	90	107	–	–	2	12
–	–	5	–	3	50	53	148	–	–	–	13
–	–	–	–	–	–	–	–	–	–	1	14
–	–	1	–	–	–	–	22	–	–	–	15
–	–	1	–	1	2	3	5	–	–	–	16
–	–	–	–	1	1	2	9	7	–	–	17
–	–	4	–	–	1	1	20	–	–	–	18
–	–	–	–	3	–	3	3	–	–	–	19
8	3	34	–	20	202	222	297	–	–	1	20
–	4	65	–	37	248	285	1,703	–	13	13	21
10	9	46	–	13	100	113	630	–	–	–	23
–	–	2	–	3	–	3	415	–	–	–	24
–	–	–	–	–	–	–	–	–	–	–	25
–	8	16	–	10	12	22	1,120	300	–	–	26
–	–	–	–	–	1	1	1	–	–	–	27
–	–	10	–	13	80	93	1,012	–	–	4	28
–	–	–	–	33	10	43	43	–	–	–	30
805	**150**	**6,328**	**1**	**3,209**	**14,960**	**18,170**	**211,055**	**314**	**13**	**21**	31
416	90	3,507	–	1,821	8,669	10,490	126,207	–	–	–	32

2 Included with Gondola cars.

TABLE 1. Equipment in Service at December 31, 1952 — Concluded

No.	Name of railway	Motive power					
		Steam locomotives				Diesel electric units	
		Coal burning		Oil burning		"A" Units	
		Number	Tractive power	Number	Tractive power	Number	Tractive power
1	Algoma Central and Hudson Bay	10	509,450	—	—	23	1,427,500
2	Alma and Jonquieres	—	—	—	—	2	138,000
3	British Yukon	—	—	11	212,000	—	—
4	Canada and Gulf Terminal	—	—	—	—	2	98,300
5	Canada Southern (Lessee N.Y.C.)	74	3,524,000	—	—	—	—
6	Canadian National	1,888	83,459,389	282	11,352,058	289	10,250,000
7	Canadian Pacific	1,361	53,234,000	261	13,048,000	237	8,764,100
9	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	25	1,546,313
10	Cumberland Railway and Coal Co.	5	187,100	—	—	—	—
11	Essex Terminal	3	95,400	—	—	3	189,000
12	Great Northern	—	—	4	118,140	3	186,285
13	Greater Winnipeg Water District	2	40,000	—	—	2	52,800
15	Maine Central	—	—	—	—	1	49,675
16	Maritime Coal, Railway and Power Co.	3	77,466	—	—	—	—
17	Midland Railway of Manitoba	—	—	3	87,906	—	—
18	Morrissey, Fernie and Michel	—	—	—	—	1	59,700
19	Napierville Junction	—	—	—	—	2	120,000
20	Northern Alberta	6	263,000	9	405,000	—	—
21	Ontario Northland	34	1,496,010	—	—	30	1,799,010
23	Pacific Great Eastern	—	—	10	360,800	15	746,800
24	Roberval and Saguenay	4	165,360	—	—	3	143,000
25	St. Lawrence and Adirondack	—	—	—	—	—	—
26	Sydney and Louisburg	30	1,050,150	—	—	—	—
27	Thousand Islands	—	—	—	—	1	24,000
28	Toronto, Hamilton and Buffalo	—	—	11	547,956	12	729,536
30	Wabash (in Canada)	3	195,189	—	—	19	1,903,760
31	**Total**	**3,423**	**144,296,514**	**591**	**26,131,860**	**670**	**28,227,779**
32	Canadian National (Canada and U.S.)	2,417	—	1	—	395	—

1. Included with "Coal Burning" Locomotives.

TABLE 2. Mileage Operated at December 31, 1952 — All Tracks

No.	Name of railway	Single track					
		Track owned	Proprietory companies	Under lease or contract	Joint track	Under trackage rights	Total
1	Algoma Central and Hudson Bay	318.6	—	2.2	—	1.0	321.8
2	Alma and Jonquieres	10.6	—	—	—	—	10.6
3	British Yukon	90.3	—	—	—	—	90.3
4	Canada and Gulf Terminal	36.2	—	—	—	—	36.2
5	Canada Southern (Lessee N.Y.C.)	364.9	—	1.6	—	0.4	366.9
6	Canadian National	22,089.7	—	196.2	28.1	188.0	22,502.0[1]
7	Canadian Pacific	9,537.3	—	7,039.8	28.1	414.0	17,019.2[1]
8	Central Vermont	—	—	25.3	—	—	25.3
9	Chesapeake and Ohio (Pere Marquette District)	—	198.8	—	—	120.2	319.0
10	Cumberland Railway and Coal Co.	31.3	—	—	—	—	31.3
11	Essex Terminal	21.3	—	—	—	—	21.3
12	Great Northern	140.8	—	—	—	7.0	147.8
13	Greater Winnipeg Water District	92.0	—	—	—	—	92.0
14	Hudson Bay	510.2	—	—	—	—	510.2
14a	International Bridge and Terminal	1.1	—	—	—	—	1.1
15	Maine Central	5.1	—	—	—	—	5.1
16	Maritime Coal, Railway and Power Co.	12.2	—	—	—	—	12.2
17	Midland Railway of Manitoba	5.7	—	—	—	69.8	75.5
18	Morrissey, Fernie and Michel	3.6	—	—	—	—	3.6
19	Napierville Junction	27.1	—	—	—	14.6	41.7
20	Northern Alberta	923.0	—	—	—	4.9	927.9
21	Ontario Northland	513.9	—	59.8	—	—	573.7
22	Ottawa and New York	57.3	—	—	—	0.7	58.0
23	Pacific Great Eastern	352.0	—	—	—	—	352.0
24	Roberval and Saguenay	29.0	—	—	—	—	29.0
25	St. Lawrence and Adirondack	33.2	—	13.3	—	14.4	60.9
26	Sydney and Louisburg	69.0	—	1.2	—	—	70.2
27	Thousand Islands	3.1	1.4	—	—	—	4.5
28	Toronto, Hamilton and Buffalo	103.6	—	—	—	7.4	111.0
29	Toronto Terminals	3.2	—	—	—	—	3.2
29a	Van Buren Bridge Co.	0.4	—	—	—	—	0.4
30	Wabash (in Canada)	—	—	—	—	245.4	245.4
31	**Total**	**35,385.7**	**200.2**	**7,339.4**	**28.1[1]**	**1,087.8**	**44,041.2[2]**
32	Canadian National (Canada and U.S.)	23,532.9	—	378.0	—	308.7	24,219.6

1. Includes 28.1 miles of Joint Track.
2. Includes 1.9 miles of Joint Track.
3. Includes 1.7 miles of Joint Track.
4. Includes 13.6 miles of Joint Track.

TABLE 1. Equipment in Service at December 31, 1952 – Concluded

Motive power										
Diesel electric units		Electric locomotives		Total		Leased		Number added during year	Number retired during year	
"B" Units										
Number	Tractive power	Number	Tractive power	Number	Tractive power	Number	Tractive power			No
–	–	–	–	33	1,936,950	–	–	7	11	1
–	–	–	–	2	138,000	–	–	–	–	2
–	–	–	–	11	212,000	–	–	–	1	3
–	–	–	–	2	98,300	–	–	–	–	4
–	–	–	–	74	3,524,000	–	–	–	2	5
38	1,634,000	33	778,000	2,530	107,473,447	44	1,821,270	151	64	6
55	2,311,600	–	–	1,914	77,357,700	–	–	61	43	7
–	–	–	–	25	1,546,313	–	–	1	1	9
–	–	–	–	5	187,100	1	35,000	–	–	10
–	–	–	–	6	284,400	–	–	1	2	11
–	–	–	–	7	304,425	–	–	–	–	12
–	–	–	–	4	92,800	–	–	–	–	13
–	–	–	–	1	49,675	–	–	–	–	15
–	–	–	–	3	77,466	–	–	–	–	16
–	–	–	–	3	87,906	1	32,136	–	–	17
–	–	–	–	1	59,700	–	–	–	–	18
–	–	–	–	2	120,000	–	–	–	–	19
–	–	–	–	15	668,000	–	–	3	3	20
–	–	–	–	64	3,295,020	–	–	8	7	21
–	–	–	–	25	1,107,600	–	–	2	3	23
–	–	–	–	7	308,360	–	–	1	1	24
–	–	–	–	–	–	–	–	–	–	25
–	–	–	–	30	1,050,150	–	–	1	1	26
–	–	–	–	1	24,000	–	–	–	–	27
–	–	–	–	23	1,277,492	–	–	–	2	28
–	–	–	–	22	2,098,949	–	–	–	–	30
93	**3,945,600**	**33**	**778,000**	**4,810**	**203,379,753**	**46**	**1,888,406**	**236**	**141**	31
2	–	33	–	2,845	–	–	–	115	23	32

2. Included with "A" Units.

TABLE 2. Mileage Operated at December 31, 1952 – All Tracks

Single track	Second track		Industrial track		Yard tracks and sidings		All tracks		Average miles of road operated	
Route miles (duplications excluded)	Total	Route miles (duplications excluded)	Total	Route miles (duplications excluded)	Total	Route miles (duplications excluded)	Total	Route miles (duplications excluded)		No
320.8	–	–	14.9	14.9	67.2	67.2	403.9	402.9	321.8	1
10.6	–	–	–	–	4.0	4.0	14.6	14.6	14.6	2
90.3	–	–	–	–	4.4	4.4	94.7	94.7	90.3	3
36.2	–	–	–	–	2.6	2.6	38.8	38.8	36.2	4
366.5	243.0	243.0	29.4	29.4	175.8	175.8	815.1	814.7	364.9	5
22,314.0[1]	938.8[2]	902.3[2]	1,151.9	1,151.9	5,484.6	5,356.1	30,077.3	29,724.3	22,533.3	6
16,605.2[1]	1,401.7[2]	1,310.9[2]	771.7	771.7	4,643.4	4,472.9	23,836.0	23,160.7	17,016.8	7
25.3	0.1	0.1	–	–	4.2	4.2	29.6	29.6	25.3	8
198.8	116.4	–	19.1	19.1	100.2	66.6	554.7	284.5	318.9	9
31.3	–	–	–	–	18.0	18.0	49.3	49.3	31.3	10
21.3	2.6	2.6	6.3	6.3	17.1	17.1	47.3	47.3	21.3	11
140.8	7.1	7.1	6.9	6.9	23.9	23.3	185.7	178.1	147.8	12
92.0	–	–	–	–	18.0	18.0	110.0	110.0	92.0	13
510.2	–	–	3.7	3.7	67.6	67.6	581.5	581.5	510.2	14
1.1	–	–	–	–	–	–	1.1	1.1	–	14a
5.1	–	–	–	–	–	–	5.1	5.1	5.1	15
12.2	–	–	–	–	2.5	2.5	14.7	14.7	12.0	16
5.7	2.4	–	2.3	2.3	22.3	6.8	102.5	14.8	75.5	17
3.6	–	–	–	–	2.7	2.7	6.3	6.3	3.6	18
27.1	16.6	–	0.2	0.2	24.8	6.1	83.3	33.4	41.7	19
923.0	–	–	19.0	19.0	113.8	113.8	1,060.7	1,055.8	927.9	20
573.7	–	–	38.7	38.7	108.7	108.7	721.1	721.1	573.7	21
57.3	–	–	–	–	6.6	6.6	64.6	63.9	58.0	22
352.0	–	–	9.7	9.7	35.6	35.6	397.3	397.3	349.7	23
29.0	–	–	1.0	1.0	10.6	10.6	40.6	40.6	29.0	24
46.5	14.4	–	1.1	1.1	9.7	9.7	86.1	57.3	60.9	25
70.2	–	–	–	–	45.3	45.3	115.5	115.5	70.2	26
4.5	–	–	0.5	0.5	2.0	2.0	7.0	7.0	4.5	27
103.6	15.7	14.1	54.9	53.4	83.7	68.1	265.3	239.2	111.0	28
3.2	9.9	9.9	1.6	1.6	16.4	16.4	31.1	31.1	3.2	29
0.4	–	–	–	–	0.3	0.3	0.7	0.7	–	29a
–	96.7	–	–	–	211.5	–	553.6	–	245.4	30
42,953.4[1]	**2,863.5[2]**	**2,488.1[2]**	**2,131.2[3]**	**2,129.7[3]**	**11,313.9[4]**	**10,719.4[4]**	**60,349.8[5]**	**58,290.6[5]**	**42,980.2[7]**	31
–	1,359.5	–	6	–	7,709.9	–	33,289.0	–	24,190.0	32

5. Includes 45.3 miles of Joint Track.
6. Included with Yard Track and Sidings.
7. Duplications excluded.

TABLE 3. Single Track Mileage at December 31, 1952 – by Provinces[1]

	Name of railway	Newfoundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba
1	Algoma Central and Hudson Bay	–	–	–	–	–	320.8	–
2	Alma and Jonquieres	–	–	–	–	10.6	–	–
3	British Yukon	–	–	–	–	–	–	–
4	Canada and Gulf Terminal	–	–	–	–	36.2	–	–
5	Canada Southern (Lessee N.Y.C.)	–	–	–	–	–	366.5	–
6	Canadian National	705.1	284.7	994.6	1,265.3	3,042.9	5,538.5[2]	2,464.8
7	Canadian Pacific	–	–	287.9	563.7	1,584.6	3,223.8[2]	1,761.4
8	Central Vermont	–	–	–	–	25.3	–	–
9	Chesapeake and Ohio (Pere Marquette District)	–	–	–	–	–	198.8	–
10	Cumberland Railway and Coal Co.	–	–	31.3	–	–	–	–
11	Essex Terminal	–	–	–	–	–	21.3	–
12	Great Northern	–	–	–	–	–	–	–
13	Greater Winnipeg Water District	–	–	–	–	–	–	92.0
14	Hudson Bay	–	–	–	–	–	–	510.2
14a	International Bridge and Terminal	–	–	–	–	–	1.1	–
15	Maine Central	–	–	–	5.1	–	–	–
16	Maritime Coal, Railway and Power Co.	–	–	12.2	–	–	–	–
17	Midland Railway of Manitoba	–	–	–	–	–	–	5.7
18	Morrissey, Fernie and Michel	–	–	–	–	–	–	–
19	Napierville Junction	–	–	–	–	27.1	–	–
20	Northern Alberta	–	–	–	–	–	–	–
21	Ontario Northland	–	–	–	–	27.5	546.2	–
22	Ottawa and New York	–	–	–	–	–	57.3	–
23	Pacific Great Eastern	–	–	–	–	–	–	–
24	Roberval and Saguenay	–	–	–	–	29.0	–	–
25	St. Lawrence and Adirondack	–	–	–	–	46.5	–	–
26	Sydney and Louisburg	–	–	70.2	–	–	–	–
27	Thousand Islands	–	–	–	–	–	4.5	–
28	Toronto, Hamilton and Buffalo	–	–	–	–	–	103.6	–
29	Toronto Terminals	–	–	–	–	–	3.2	–
29a	Van Buren Bridge Co.	–	–	–	0.3	–	–	–
31	**Total**	**705.1**	**284.7**	**1,396.2**	**1,834.4**	**4,829.7**	**10,383.7**	**4,834.1**

	Name of railway	Saskatchewan	Alberta	British Columbia	Yukon	United States	Total single track route miles (duplications excluded)
1	Algoma Central and Hudson Bay	–	–	–	–	–	320.8
2	Alma and Jonquieres	–	–	–	–	–	10.6
3	British Yukon	–	–	32.6	57.7	–	90.3
4	Canada and Gulf Terminal	–	–	–	–	–	36.2
5	Canada Southern (Lessee N.Y.C.)	–	–	–	–	–	366.5
6	Canadian National	4,409.7	2,162.8[3]	1,373.7	–	71.9	22,314.0[4]
7	Canadian Pacific	4,328.9	2,627.7[3]	1,959.9	–	267.3	16,605.2[4]
8	Central Vermont	–	–	–	–	–	25.3
9	Chesapeake and Ohio (Pere Marquette District)	–	–	–	–	–	198.8
10	Cumberland Railway and Coal Co.	–	–	–	–	–	31.3
11	Essex Terminal	–	–	–	–	–	21.3
12	Great Northern	–	–	140.8	–	–	140.8
13	Greater Winnipeg Water District	–	–	–	–	–	92.0
14	Hudson Bay	–	–	–	–	–	510.2
14a	International Bridge and Terminal	–	–	–	–	–	1.1
15	Maine Central	–	–	–	–	–	5.1
16	Maritime Coal, Railway and Power Co.	–	–	–	–	–	12.2
17	Midland Railway of Manitoba	–	–	–	–	–	5.7
18	Morrissey, Fernie and Michel	–	–	3.6	–	–	3.6
19	Napierville Junction	–	–	–	–	–	27.1
20	Northern Alberta	–	896.1	26.9	–	–	923.0
21	Ontario Northland	–	–	–	–	–	573.7
22	Ottawa and New York	–	–	–	–	–	57.3
23	Pacific Great Eastern	–	–	352.0	–	–	352.0
24	Roberval and Saguenay	–	–	–	–	–	29.0
25	St. Lawrence and Adirondack	–	–	–	–	–	46.5
26	Sydney and Louisburg	–	–	–	–	–	70.2
27	Thousand Islands	–	–	–	–	–	4.5
28	Toronto, Hamilton and Buffalo	–	–	–	–	–	103.6
29	Toronto Terminals	–	–	–	–	–	3.2
29a	Van Buren Bridge Co.	–	–	–	–	0.1	0.4
31	**Total**	**8,738.6**	**5,660.4**	**3,889.5**	**57.7**	**339.3**	**42,953.4**

1. New line opened for operation in 1952:
   a) Canadian Pacific – 0.3 mile in Alberta;
   b) Hudson Bay – 0.1 mile in Manitoba.
2. Includes 1.9 miles of Joint Track.
3. Includes 26.2 miles of Joint Track.
4. Includes 28.1 miles of Joint Track.

TABLE 4. Mileage of Operating Railways, under Construction, at December 31, 1952

Province	Miles surveyed only	Miles under contract	Miles completed but not opened	Total miles	Miles opened for operation during 1952
Newfoundland	–	–	–	–	–
Prince Edward Island	–	–	–	–	–
Nova Scotia	15.2	–	–	15.2	–
New Brunswick	–	–	–	–	–
Quebec	–	–	–	–	40.9
Ontario	3.6	–	–	3.6	23.0
Manitoba	–	144.1	–	144.1	.3
Saskatchewan	–	–	29.7	29.7	–
Alberta	–	–	–	–	13.9
British Columbia	–	39.0	78.9	117.9	.2
United States	–	–	–	–	–
Total	**18.8**	**183.1**	**108.6**	**310.5**	**78.3**

Note: In addition, the Quebec, North Shore and Labrador Railway under construction involves some 360 miles on which good progress has been made. This railway is expected to commence operations during 1954.

TABLE 5. Fuel Consumption – Year 1952

	Bituminous coal	Wood	Diesel oil	Fuel oil	Gasoline	Total
	Tons	Cords	Gallons	Gallons	Gallons	Tons
Fuel consumed by:						
Locomotives:						
Freight	6,267,571	760	50,520,803	142,176,867	–	8,295,311
Passenger	2,211,184	128	5,743,624	60,527,158	–	2,793,665
Switching	1,113,492	61	10,104,483	15,643,606	–	1,410,861
Non-revenue	205,384	9	744,513	6,433,287	–	268,065
Total	9,797,631	958	67,113,423	224,780,918	–	12,767,902
Rail motor cars	–	–	223,928	–	151,510	*
Motor buses and trucks	–	–	–	–	82,221	*
Grand total	**9,797,631**	**958**	**67,337,351**	**224,780,918**	**233,731**	*
Total cost $	84,808,807	4,821	10,368,218	13,434,902	68,393	108,685,141
Source of fuel:						
Canadian	3,760,655	958	60,684,103	220,918,567	144,662	*
Imported	6,036,976	–	6,653,248	3,862,351	89,069	*
Grand total	**9,797,631**	**958**	**67,337,351**	**224,780,918**	**233,731**	*

* Totals not applicable.

TABLE 6. Rails Laid in Track – Year 1952

Weight per Yard	New		Relay and other		Total tons laid	Total cost
	Tons	Cost	Tons	Cost		
		$		$		$
50 lbs and under 60 lbs	–	–	13	294	13	294
60 " " " 70 "	5	78	711	13,528	716	13,606
70 " " " 75 "	–	–	159	3,166	159	3,166
75 " " " 80 "	1,016	166,796	9,916	283,444	10,932	450,240
80 " " " 85 "	–	–	24,176	538,715	24,176	538,715
85 " " " 90 "	10,618	1,005,806	76,302	1,687,044	86,920	2,692,850
90 " " " 95 "	2,708	255,540	2,617	64,912	5,325	320,452
95 " " " 100 "	–	–	–	–	–	–
100 " " " 105 "	161,603	15,008,572	165,047	3,736,416	326,650	18,744,988
105 " " " 110 "	218	21,292	925	35,548	1,143	56,840
110 "	–	–	14	323	14	323
112 "	–	–	–	–	–	–
115 "	19,074	1,746,113	128	160,316	19,202	1,906,429
127 "	1,004	105,015	1,135	58,196	2,139	163,211
130 "	5,030	470,575	6,431	137,183	11,461	607,758
132 "	5,511	511,583	–	–	5,511	511,583
Total	**206,787**	**19,291,370**	**287,574**	**6,719,085**	**494,361**	**26,010,455**