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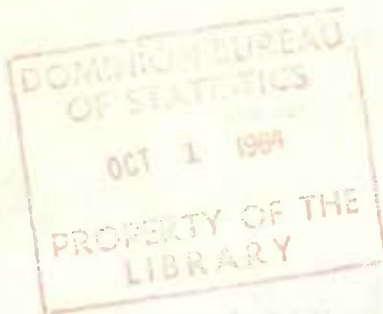
CANADA

RAILWAY TRANSPORT

1953

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 and Public Utilities Section

8504-523
16-3-55

Price 25 cents

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
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RAILWAY TRANSPORT

1953

PART III

(Equipment, Way and Track and Fuel Consumption Statistics)

This issue is the fourth of five parts to be released under the series titled "Railway Transport, 1953." As with the other parts, it has been punched for insertion in a ringbook binder. The remaining part to be released is Part I—Comparative Summary Statistics 1949-1953 which will appear at a later date.

Equipment:

Cars in freight service numbered 187,980 with an aggregate capacity of 8,934,010 tons at December 31, 1953 as compared with 186,557 cars having 8,734,967 tons capacity in 1952. Changes of significance in the number of cars were: box, down 2,075 to 119,753; gondola, up 1,051 to 17,603; and, hopper, up 1,515 to 11,598.

Cars in passenger service totalled 6,456, up 2.0 p.c. from 6,328. This increase is accounted for mainly by the 186 car added to, the baggage, postal and express class. Cars in company service rose, 3.1 p.c. to 18,725 from 18,170. Thus all cars in service at December 31, 1953 amounted to 213,161 versus 211,055 for 1952. Cars leased were more than doubled at 703; motor buses and trucks increased by one unit each to 14 and 22 respectively.

Locomotives in service at December 31, 1953 totalled 4,818 with a combined tractive power of 205,926,606 and compares with 4,810 locomotives and total tractive effort of 203,379,753 for 1952. Some 310 units were added and 302 retired during the course of 1953. Coal burning steam locomotives dropped by 261 units to 3,162 but oil burning steam locomotives rose by 76 units mostly converted from coal burning equipment to 667, diesel electric "A" units increased by 178 to 848 and "B" units by 15 units to 108.

Track Mileage:

Track mileage recorded in table 2 amounted to some 58,694.7 route miles at December 31, 1953 compared with 58,290.5 route miles at the end of 1952. Route miles exclude the duplication resulting from mileage reported and operated by railways under "trackage rights." First main or "single track" mileage rose by 209.5 miles from 42,953.3 to 43,162.8 miles with the principal increases occurring in Manitoba, up 144.4 and British Columbia, up 69.2 miles respectively. Table 3 provides further details.

Table 4A and 4B: "Changes in single track mileage operated" which has heretofore been published in the form of a reference paper is now included in this Section and gives details for 1952 and 1953. The data for 1953 shows new track extensions of 143.9 miles from Sherridon to Lynn Lake in Manitoba by the Canadian National Railways and 79.6 miles between Quesnel and Prince George in British Columbia by the Pacific Great Eastern Railway Company. Table 5 shows a total of 83.1 miles of track opened during 1953 and, 177.8 miles was completed but not opened at December 31, 1953 while 54.2 miles was under contract and 40.0 miles was surveyed.

Rails Laid:

During 1953, 209,481 tons of new rails worth \$21,065,210 and 266,434 tons of relay and other rails costing \$6,211,946 were laid in track making a total of 475,915 tons at \$27,277,156 which compares with 494,361 tons at \$26,010,455 for 1952. The weight of most new rails used during 1953 was in the 100-105 lbs. class of which 141,772 tons were laid.

Fuel!

With fewer coal burning steam locomotives during 1953, bituminous coal consumption fell to 8,322,696 tons from 9,797,631 but the consumption of wood increased slightly to 984 cords, Diesel oil increased substantially to 95,508,344 gallons from 67,337,351 while fuel oil dropped to 212,645,242 gallons from 224,780,918 despite the increase in oil-burning locomotives. Gasoline, burned by rail cars and road equipment, fell to 189,729 gallons from 233,731. The total cost of fuel consumed amounted to \$99,636,007 down from \$108,685,141 a year earlier. Table 8 "Source of fuel by provinces", has been added to this issue as an enlargement on Table 7. Of the 8,322,696 tons of bituminous coal consumed 57.6 p.c. or 4,791,761 tons were imported from the United States, railways in Ontario being the major importers with 2,985,538. All of the wood used originated in Canada. Of the 95,508,344 gallons of diesel oil consumed, 87.4 p.c. or 83,448,184 gallons originated in Canada with Ontario roads consuming 41,419,626 gallons. Fuel oil burned amounted to 212,645,242 gallons of which 98.7 p.c. or 209,939,526 gallons originated in Canada with equipment in Alberta and British Columbia using the bulk of it. A little over half of the 189,729 gallons of gasoline consumed came from Canadian refineries.

RAILWAY TRANSPORT

TABLE 1. Equipment in Service at December 31, 1953

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	90	4,500	278	11,610	773	42,970
2	Alma and Jonquieres	—	—	—	—	—	—	4	160	—	—
3	British Yukon	—	—	—	—	55	1,245	156	3,655	—	—
4	Canada and Gulf Terminal	—	—	—	—	—	—	—	—	—	—
5	Canada Southern (Lessee N.Y.C.)	—	—	—	—	277	13,850	141	7,050	—	—
6	Canadian National	4,244	169,390	1,820	91,800	65,369	2,899,560	6,075	272,500	9,972	613,315
7	Canadian Pacific	3,308	145,490	—	—	51,538	2,368,210	4,451	193,859	6,531	445,947
9	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	324	12,960	—	—	—	—
10	Cumberland Railway and Coal Co.	—	—	—	—	—	—	6	90	—	—
11	Essex Terminal	—	—	38	1,520	—	—	6	240	2	80
12	Great Northern	—	—	—	—	1	40	3	140	—	—
13	Greater Winnipeg Water District	—	—	—	—	13	195	71	1,065	—	—
15	Maine Central	—	—	—	—	15	450	6	180	—	—
16	Maritime Coal, Railway and Power Co. ..	—	—	—	—	—	—	1	20	—	—
17	Midland Railway of Manitoba	—	—	—	—	1	40	2	90	—	—
18	Morrissey, Fernie and Michel	—	—	—	—	1	40	1	20	—	—
19	Napierville Junction	—	—	—	—	—	—	—	—	—	—
20	Northern Alberta	—	—	—	—	—	—	21	800	—	—
21	Ontario Northland	—	—	—	—	1,051	47,295	170	10,630	—	—
23	Pacific Great Eastern	8	320	29	1,160	75	3,750	168	7,320	56	2,800
24	Roberval and Saguenay	—	—	4	200	131	6,037	13	600	65	3,250
25	St. Lawrence and Adirondack	—	—	—	—	—	—	—	—	—	—
26	Sydney and Louisburg	—	—	—	—	15	675	17	820	20	1,200
27	Thousand Islands	—	—	—	—	—	—	—	—	—	—
28	Toronto, Hamilton and Buffalo	—	—	—	—	797	37,880	100	5,006	184	12,580
30	Wabash (in Canada)	—	—	—	—	—	—	—	—	—	—
31	Total	7,560	315,200	1,940	97,130	119,753	5,396,727	11,690	515,849	17,603	1,122,142
32	Canadian National (Canada and U.S.)	1	—	1,920	—	79,189	—	6,281	—	11,027	—
		Cars in passenger service									
		Motor unit passenger	Baggage, postal and express	Coach	Colonist	Combination passenger	Dining	Parlour			
1	Algoma Central and Hudson Bay	—	—	7	15	—	—	—	—	—	
2	Alma and Jonquieres	—	—	1	1	—	1	—	—	—	
3	British Yukon	—	—	2	4	—	2	—	—	17	
4	Canada and Gulf Terminal	—	—	1	2	—	3	—	—	—	
5	Canada Southern (Lessee N.Y.C.)	—	—	1	—	—	—	—	—	—	
6	Canadian National	41	1,330	—	967	184	244	83	78	—	
7	Canadian Pacific	12	1,038	—	1,007	107	65	87	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	—	—	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	—	22	32	—	8	5	2	—	
23	Pacific Great Eastern	1	—	9	11	—	—	3	—	—	
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	59	2,430	2,064	2,064	291	331	180	161		
32	Canadian National (Canada and U.S.)	43	1,418	1,049	1,049	144	253	88	79		

1. Included with Box cars.

TABLE 1. Equipment in Service at December 31, 1953 - 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	—	—	—	—	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.)	55	2,601,890	—	—	—	—
6	Canadian National	1,692	75,499,762	370	15,329,754	394	14,372,000
7	Canadian Pacific	1,329	52,254,000	265	13,229,000	294	12,935,000
9	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	25	1,546,313
10	Cumberland Railway and Coal Co.	5	199,600	—	—	—	—
11	Essex Terminal	3	95,400	—	—	3	189,000
12	Great Northern	—	—	—	—	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	3	135,000	12	533,000	—	—
21	Ontario Northland	30	1,365,330	—	—	38	1,881,728
23	Pacific Great Eastern	—	—	6	235,000	18	798,250
24	Roberval and Saguenay	3	130,000	—	—	4	157,000
25	St. Lawrence and Adirondack	—	—	—	—	—	—
26	Sydney and Louisburg	29	1,066,150	—	—	—	—
27	Thousand Islands	—	—	—	—	1	24,000
28	Toronto, Hamilton and Buffalo	8	348,912	—	—	15	914,595
30	Wabash (in Canada)	—	—	—	—	20	2,038,290
31	Total	3,162	133,813,510	667	29,627,660	848	36,989,436
32	Canadian National (Canada and U.S.)	2,302	—	1	—	503	—

1. Included with "Coal Burning" Locomotives.

TABLE 2. Mileage Operated at December 31, 1953 - All Tracks

No.	Name of railway	Single track					Total
		Track owned	Proprietary companies	Under lease or contract	Joint track	Under trackage rights	
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	22,235.7	—	196.2	28.1	190.4	22,650.4 ¹
7	Canadian Pacific	9,531.8	—	7,029.2	28.1	414.0	17,003.1 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	431.6	—	—	—	—	431.6
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.	0.3	—	—	—	—	0.3
30	Wabash (in Canada)	—	—	—	—	245.4	245.4
31	Total	35,605.7	200.2	7,328.8	28.1¹	1,090.2	44,253.0¹
32	Canadian National (Canada and U.S.)	23,578.9	—	378.0	—	311.1	24,368.0

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, 1953 - Concluded

Diesel electric units		Electric locomotives		Total		Leased		Number added during year	Number retired during year	No.
"B" Units		Number	Tractive power	Number	Tractive power	Number	Tractive power			
Number	Tractive power							Number	Tractive power	Number
--	--	--	--	23	1,427,500	--	--	--	10	1
--	--	--	--	2	138,000	--	--	--	--	2
--	--	--	--	11	212,000	--	--	--	--	3
--	--	--	--	2	98,300	--	--	--	--	4
--	--	--	--	55	2,601,890	--	--	--	19	5
37	1,594,000	33	778,000	2,526	107,573,516	36	1,434,409	209	213	6
71	3,124,000	--	--	1,959	81,543,000	--	--	79	34	7
--	--	--	--	25	1,546,313	--	--	--	--	9
--	--	--	--	5	199,500	--	--	1	1	10
--	--	--	--	6	284,400	--	--	--	--	11
--	--	--	--	3	185,285	--	--	--	4	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
--	--	--	--	68	3,247,058	--	--	8	4	21
--	--	--	--	24	1,034,250	--	--	3	4	23
--	--	--	--	7	287,000	--	--	1	1	24
--	--	--	--	--	--	--	--	--	--	25
--	--	--	--	29	1,066,150	--	--	2	3	26
--	--	--	--	1	24,000	--	--	--	--	27
--	--	--	--	23	1,263,507	--	--	3	3	28
--	--	--	--	20	2,038,290	--	--	1	3	30
108	4,718,000	33	778,000	4,818	205,926,606	37	1,466,545	310	302	31
2	--	33	--	2,838	--	--	--	112	119	32

2. Included with "A" Units.

TABLE 2. Mileage Operated at December 31, 1953 - All Tracks

Single track	Second track		Industrial track		Yard tracks and sidings		All tracks		Average miles of road operated	No.
Route miles (duplications excluded)	Total	Route miles (duplications excluded)	Total	Route miles (duplications excluded)	Total	Route miles (duplications excluded)	Total	Route miles (duplications excluded)		
320.8	--	--	16.3	16.3	68.0	68.0	406.1	405.1	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	175.2	175.2	814.5	814.1	304.9	5
22,460.0 ¹	937.9 ²	899.1 ²	1,189.7	1,189.7	5,596.4	5,460.1	30,374.4	30,008.9	22,514.2	6
16,589.1 ¹	1,409.2 ²	1,318.4 ²	779.2	779.2	4,687.3	4,509.6	23,878.8	23,196.3	17,017.9	7
25.3	0.1	0.1	--	--	4.2	4.2	29.6	29.6	25.3	8
198.8	116.4	--	19.6	19.6	102.7	69.0	557.7	287.4	318.9	9
31.3	--	--	--	--	18.0	18.0	49.3	49.3	31.3	10
21.3	2.5	2.6	6.3	6.3	17.4	17.4	47.6	47.6	21.3	11
140.8	7.1	7.1	7.4	7.4	25.5	24.0	187.8	179.3	147.8	12
92.0	--	--	--	--	18.0	18.0	110.0	110.0	92.0	13
510.2	--	--	3.7	3.7	68.0	68.0	581.9	581.9	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	2.5	--	2.3	2.3	22.3	6.8	102.6	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	--	--	18.9	18.9	115.1	115.1	1,051.9	1,057.0	927.9	20
573.7	--	--	39.1	39.1	109.2	109.2	722.0	722.0	573.7	21
57.3	--	--	--	--	6.3	6.3	54.3	63.6	58.0	22
431.5	--	--	10.6	10.6	38.0	38.0	480.2	480.2	428.8	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	9.5	9.5	85.9	57.1	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	7.9	5.4	54.9	53.4	84.7	69.0	258.5	232.4	111.0	28
3.2	9.9	9.9	1.6	1.6	16.3	16.3	31.0	31.0	3.2	29
0.3	--	--	--	--	0.3	0.3	0.6	0.6	--	29a
--	96.7	--	--	--	212.4	--	554.5	--	245.4	30
43,162.8 ¹	2,862.4 ²	2,484.7 ²	2,180.1 ³	2,178.6 ³	11,480.1 ⁴	10,868.6 ⁴	60,775.6 ⁵	58,694.7 ⁵	43,038.9 ⁷	31
--	1,358.5	--	6	--	7,863.4	--	33,589.9	--	24,152.9	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, 1953 — by Provinces¹

No.	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	284.8	994.2	1,265.3	3,042.7	5,540.6 ²	2,609.2
7	Canadian Pacific	—	—	287.9	563.7	1,584.6	3,223.6 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	284.8	1,395.8	1,834.4	4,829.5	10,385.6	4,978.5
		Saskatchewan	Alberta	British Columbia	Yukon	United States	Total single track route miles (duplication 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	—	22,460.0 ⁴
7	Canadian Pacific	4,323.4	2,627.7 ³	1,949.5	—	267.3	—	16,589.1 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	—	—	—	431.6	—	—	431.6
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	8,733.1	5,660.4	3,958.7	57.7	339.2	43,162.8	

1. For new lines opened during 1953 see Table 4B, page 12.

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 4A. Changes in Single Track Mileage Operated, 1952

Name of railway and location	Change during year Increase + Decrease -	Details
	Miles	
Canadian National Railways:		
Petitcodiac to Elgin, N.B.	- 0.27	Relocation - Jct Switch at Petitcodiac
Petitcodiac to Havelock, N.B.	+ 0.01	Relocation - Jct Switch at Petitcodiac
Victoriaville to Des Ormeaux, Que.	- 0.05	Retired from M.35.67 to 35.72
Montreal and Southern Counties Jct. to Clough, Que.	+ 40.60	Acquired from Montreal & Southern Counties Ry. Co.
Ottawa (M.107) to South March (M.11.42)	- 10.35	Operation Discontinued
Hawkesbury to Glen Robertson.	+ 19.68	Acquired from Central Counties Ry. - formerly operated under lease
At Hawkesbury, Ont.	+ 1.01	Acquired from Central Counties Ry. - formerly operated under lease
Lyn Jct. to Westport, Ont.	- 40.51	Abandonment
Bathurst Street to Long Branch, Ont.	- 2.11	Reclassified
Parkdale to Downsview	+ 1.62	Transferred from Allandale Division
Strafrod to Palmerston, Ont.	+ 0.01	Relocation - Wye switch at Palmerston
Downsview to Nipissing, Ont.	- 1.62	Transferred to Toronto Terminals
Thunderhille Jct. to Kelvington	+ 0.04	Relocation - Switch at Thunderhille Jct. Man.
Maryfield to Estevan, Sask.	- 0.01	Remeasurement
Scapa to Spondin, Alta.	- 0.29	Reclassified
Canadian Pacific Railway Company:		
Lines owned:		
Montreal (Breslay) to Ontario Boundary - Main Line	+ 0.10	Correction of Records
Manitoba Boundary to Saskatchewan Boundary - Main Line	+ 0.10	Correction of Records
Gleichen to Shepard via Strathmore - Old Main Line	+ 0.30	New track - extension
Halkirk to Cordel - Halkirk Branch	+ 13.60	Reclassified
Lauder to Alida - Souris Branch	- 0.10	Correction of Records
Virden to McAuley - Virden-McAuley Br.	- 0.10	Correction of Records
Leased Lines:		
West Connection to M.&A. at Foster-Atlantic and North-West Ry.	+ 0.20	Correction of Records
Ottawa (Union Station) to near Hull West - (to correct mileage in Ontario) The Ottawa Northern & Western Ry.	+ 0.10	" "
Brookmere to Odium - The Kettle Valley Ry.	+ 0.20	" "
Drummondville to Enlaugra - The Montreal and Atlantic Ry.	- 0.20	" "
Ottawa (Union Station) to near Hull West - (to correct mileage in Quebec) The Ottawa Northern and Western Ry.	- 0.10	" "
Binscarth to Inglis - Manitoba and North Western Ry.	- 0.10	" "
Midway to Penticton - The Kettle Valley Ry.	- 0.10	" "
Herrick to Wishart - Manitoba and North Western Ry.	- 0.10	Dismantled
The Canada Southern Railway Company:		
Niagara Falls to Windsor	- 1.40	Transferred to Sidings
Old Fort Erie to Niagara Jct.	- 1.80	Abandonment
Hudson Bay Railway:		
The Pas Station	+ 0.10	Remeasurement

Summary

Provinces

Abandonment	- 42.31	New Brunswick	- 0.26
Acquired	+ 40.60	Quebec	+ 40.55
Dismantled	- 0.10	Ontario	- 56.06
New track - extension	+ 0.30	Manitoba	+ 0.04
Operation discontinued	- 10.35	Saskatchewan	- 0.21
Reclassified	+ 11.20	Alberta	+ 13.61
Relocation	- 0.21	British Columbia	+ 0.10
Remeasurement	+ 0.09		
Retired	- 0.05		
Transferred	- 1.40		
Net change	- 2.23	Net change	- 2.23

TABLE 4B. Changes in Single Track Mileage Operated, 1953

Name of railway and location	Change during year Increase + Decrease - Miles	Details
Canadian National Railways:		
Lockeport Jc. to Lockeport Town	- 0.36	Reclassified as siding
Southport to Murray Harbour	+ 0.08	Reclassified as main track
Pte. aux Trembles to Turcot	- 0.18	Relocation of junction switch at Turcot West
Bathurst Street to Longbranch	+ 2.13	Reclassified
Longbranch to Clifton Jct.	- 0.01	Adjustment in records
International Bay to Paddington	- 0.01	Remeasurement
Water Street to Carman Jct.	- 0.01	Remeasurement
Portage Jct. to St. Vital Spur	- 0.01	Remeasurement
Carman Jct. to Beaver	+ 0.01	Remeasurement
Sherritt Jct. to Sherridon	+ 0.50	Reclassified as main track
Oban to M.48 nr Battleford	+ 0.42	Transferred from Prince Albert Division
M.48 to Battleford	+ 0.17	Transferred from Prince Albert Division
At Loop Jct.	+ 0.01	Relocation of junction switch - Saskatoon Division
At Loop Jct.	- 0.01	Relocation of junction switch - Prince Albert Division
M.48 to Battleford	- 0.17	Transferred to Saskatoon Division
M.48 to 47.58	- 0.42	Transferred to Saskatoon Division
Rainbow Conn. to Brownsville Jct.	- 3.88	Port Mann to Brownsville Jct. transferred to Vancouver Tmls
Rainbow Conn. to Brownsville Jct.	- 0.08	Remeasurement
Rainbow Conn. to Brownsville Jct.	+ 0.01	Relocation of junction switch (wye) at Kamloops Jct.
Vancouver Jct. to Vancouver Sta.	- 0.71	Transferred to new Vancouver Terminals Division
Port Mann to Brownsville Jct.	+ 3.88	Transferred from Kamloops Division
Vancouver Jct. to Vancouver Sta.	+ 0.71	Transferred from Kamloops Division
Sherridan to Lynn Lake	+143.91	New line opened for traffic
Canadian Pacific Railway Company:		
Lines Owned:		
Swift Current to Java - Swift Current North Westerly Branch	- 5.50	Reclassified
Leased Lines:		
Belleville to Trenton - The Campbellford, Lake Ontario and Western Rly Co.	- 0.20	Correction of records
Great Central to Solly - The Esquimalt and Nanaimo Ry Co.	- 10.40	Abandonment
Pacific Great Eastern Railway Company:		
Quesnel to Prince George	+ 79.60	New track extension

Summary		Provinces	
Abandonment	- 10.40	Nova Scotia	- 0.36
Adjustment in records	- 0.21	Prince Edward Island	+ 0.08
New track extension	+223.51	Quebec	- 0.18
Reclassified	- 3.15	Ontario	+ 1.91
Relocation	- 0.17	Manitoba	+144.40
Remeasurement	- 0.10	Saskatchewan	- 5.50
		British Columbia	+ 69.13
Net change	+209.48	Net change	+209.48

TABLE 5. Mileage of Operating Railways, under Construction, at December 31, 1953

Province	Miles surveyed only	Miles under contract	Miles completed but not opened	Total miles	Single track miles opened for operations during 1953
Newfoundland	—	—	—	—	—
Prince Edward Island	—	—	—	—	—
Nova Scotia	—	15.2	—	15.2	—
New Brunswick	—	—	—	—	—
Quebec	—	—	—	—	—
Ontario	—	—	3.6	3.6	—
Manitoba	—	—	—	—	143.9
Saskatchewan	—	—	29.8	29.8	—
Alberta	—	—	—	—	—
British Columbia	40.0	39.0	—	79.0	79.6
United States	—	—	—	—	—
Total	40.0	54.2	33.4	127.6	223.5

Note: The 365.5 miles of the Quebec, North Shore and Labrador Railway was placed in service when on June 24, 1954 the first trainload reached Seven Islands.

TABLE 6. Rails Laid in Track — Year 1953

Weight per Yard	New		Relay and other		Total tons laid	Total cost
	Tons	Cost	Tons	Cost		
		\$		\$		\$
50 lbs and under 60 lbs	—	—	25	547	25	547
60 " " " 70 "	298	22,568	1,242	55,842	1,540	78,410
70 " " " 75 "	—	—	203	7,113	203	7,113
75 " " " 80 "	607	68,709	9,249	191,093	9,856	259,802
80 " " " 85 "	—	—	22,305	498,183	22,305	498,183
85 " " " 90 "	5,873	592,585	85,146	1,863,579	91,019	2,456,164
90 " " " 95 "	2,894	298,049	2,160	79,241	5,054	377,290
95 " " " 100 "	—	—	—	—	—	—
100 " " " 105 "	141,772	14,330,350	133,395	3,189,405	275,167	17,519,755
105 " " " 110 "	12	1,238	1,309	44,246	1,321	45,484
110 "	—	—	—	—	—	—
112 "	3	257	—	—	3	257
115 "	24,904	2,450,499	156	3,487	25,060	2,453,986
127 "	525	52,497	554	29,999	1,079	82,496
130 "	10,866	1,063,372	10,690	249,211	21,556	1,312,583
132 "	21,727	2,185,086	—	—	21,727	2,185,086
Total	209,481	21,065,210	266,434	6,211,946	475,915	27,277,156

TABLE 7. Fuel Consumption — Year 1953

	Bituminous coal	Wood	Diesel oil	Fuel oil	Gasoline	Total
	tons	cords	gallons	gallons	gallons	tons
Fuel consumed by:						
Locomotives:						
Freight	5,136,251	672	73,544,953	133,454,373	—	7,455,570
Passenger	2,063,348	201	9,888,162	57,617,214	—	2,739,994
Switching	944,521	97	11,176,466	15,879,359	—	1,258,669
Non-revenue	178,576	14	670,173	5,694,296	—	235,248
Total	8,322,696	984	95,279,754	212,645,242	—	11,689,481
Mail motor cars	—	—	228,590	—	117,176	*
Motor buses and trucks	—	—	—	—	72,553	*
Grand total	8,322,696	984	95,508,344	212,645,242	189,729	*
Total cost	\$ 72,695,180	6,035	14,199,376	12,677,602	57,814	99,636,007

* Totals not applicable.

TABLE 8. Source of Fuel Consumed by Locomotives, Rail Cars etc., by Provinces, 1953

Delivered at fueling stations	Bituminous coal	Wood	Diesel oil	Fuel oil	Gasoline
	tons	ords	gallons	gallons	gallons
Canadian Fuel:					
Newfoundland	—	—	914,572	8,312,346	—
Prince Edward Island	—	—	489,180	—	—
Nova Scotia	402,640	118	806,474	7,954	—
New Brunswick	319,107	80	5,491,015	10,240	—
Quebec	214,440	168	12,744,691	3,436	2,713
Ontario	222,116	243	41,419,626	7,727	93,062
Manitoba	717,484	103	3,150,254	12,281,424	346
Saskatchewan	1,083,620	131	2,629,843	19,688,755	—
Alberta	465,056	106	8,569,707	82,183,760	—
British Columbia	106,472	35	7,232,822	87,443,884	—
Yukon	—	—	—	—	—
United States	—	—	—	—	—
Total	3,530,935	984	83,448,184	209,939,526	96,121
Imported Fuel:					
Newfoundland	—	—	—	—	—
Prince Edward Island	—	—	—	—	—
Nova Scotia	—	—	—	—	—
New Brunswick	40,092	—	6,774	—	26,888
Quebec	1,419,086	—	521,533	30	30,348
Ontario	2,985,538	—	5,431,099	—	35,114
Manitoba	246,778	—	236,572	441,705	—
Saskatchewan	27,561	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	—	—	4,626,195	1,878,766	1,258
Yukon	—	—	—	385,215	—
United States	72,706	—	1,237,987	—	—
Total	4,791,761	—	12,060,160	2,705,716	93,608
Grand total	8,322,696	984	95,508,344	212,645,242	189,729



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