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RAILWAY TRANSPORT

1959

PART III

(Equipment, Track and Fuel Statistics)

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RAILWAY TRANSPORT

1959

PART III

(Equipment, Track and Fuel Statistics)

At the close of 1959 freight car equipment owned or leased by railways operating in Canada totalled 194,512 units, down 2,381 from 196,893 a year earlier. An additional 4,853 privately-owned railway cars, statistics of which are presented in table 1 of this report for the first time, brought the total number of cars in freight service in 1959 to 199,365.

A breakdown of freight car equipment, by type, shows a continuing decline in the number of box cars. During the year under review, 3,423 of these units were retired from service leaving on the railway's inventory a total of 114,181 as compared with 117,604 in 1958. Although a number of new flat cars specially equipped for piggyback operations were installed during 1959, retirements reduced the overall net increase to 212 units, bringing the total fleet of flat cars to 12,270 from 12,058 in the previous year. Other notable increases were recorded for automobile and ballast cars which were up 548 and 432 units, respectively. The average capacity of railway-owned and leased freight cars in 1959 was 51.5 tons in contrast to 50.8 tons in 1958.

The number of cars in passenger service in 1959 followed the downward trend of passenger-train operations generally, declining 277 units to 5,456 from 5,733 cars. Decreases were applicable to all types of cars excepting baggage units which rose to 2,353 from 2,336 and sleeping cars which were up to 919 units from 900. Equipment used primarily in company service, including motor, caboose and work cars, aggregated 19,421 in 1959 (19,547 a year earlier). The total number of cars in service declined to 219,389, from 222,173 in 1958, a decrease of 2,784 units.

The railway's program of conversion from steam to diesel motive power progressed rapidly during 1959 and by the end of 1960 the steam locomotive should virtually be eliminated from the railway scene. In the year under review, 446 steam units of the coal and oil burning type were retired from service, leaving only 1,514 steam locomotives in operation on Canadian lines. Diesel units on the other hand increased by 356 to 3,155 from 2,799 in 1958 while electric powered locomotives were down 13 units to 51 from 64. The combined tractive effort of all motive equipment (the force in pounds exerted by powered equipment which is measured at the rim of the driving wheels) excluding self-propelled rail diesel cars, totalled 251,897,779 pounds as compared with 251,253,244 a year earlier.

Track Mileage

The total route mileage (exclusive of that operated under trackage rights) of all railway tracks in Canada amounted to 59,394 at the close of 1959, up 75 miles from 59,319 a year earlier. Of the 1959 total, 44,209 miles (44,125 in 1958) were first main track, 2,305 (2,444) miles were second main, 1,219 (1,216) miles were industrial track, and 11,616 (11,534) miles were yard tracks and sidings. During 1959 the Canadian National Railways officially opened to traffic the eastern section of the Chibougamau branch line, from St. Felicien to Cache Lake, Quebec, a distance of 133 miles. However, abandonment by the C.N.R. of 38.3 miles of track between Kearney and Algonquin Park in Ontario and a number of other minor decreases resulting from the remeasurement or reclassification of track by other railways, reduced the net change in first main line to an addition of 83.3 miles.

Rails Laid In Track

In 1959 a total of 414,967 tons of new, relay and other rails costing $36,097,394 were laid in track as compared with 478,478 tons and $41,661,738 in 1958. As in previous years, the rails used were mainly those in the 100 and under 105 pounds per yard weight class.

Fuel Consumption

The consumption of bituminous coal by railway motive equipment fell 60.2 per cent to 554,260 tons in 1959 from 1,393,823 in 1958, while diesel oil increased 12.2 per cent to 336,109,929 gallons from 299,530,211. The amount of fuel oil consumed continued to decline, falling to 64,136,202 gallons in 1959 from 91,021,295 in the previous year.

Of the 554,260 tons of bituminous coal used by the railways, 194,423 tons were of Canadian origin and 359,837 tons were imported from the United States. Over 90 per cent of the diesel oil consumed domestically was of Canadian origin and all but 117,524 of the 64,136,202 gallons of fuel oil used was Canadian.

July 18, 1960

TABLE 1. Equipment in Service at December 31, 1959

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	87	4,350	233	9,790	802	51,020
2	Alma and Jonquieres	—	—	—	—	—	—	3	120	—	—
3	British Columbia Electric	—	—	—	—	—	—	—	—	—	—
4	Canada and Gulf Terminal	—	—	—	—	—	—	—	—	—	—
5	Canada Southern (Lessee N.Y.C.)	—	—	—	—	116	5,800	4	200	—	—
6	Canadian National	4,003	170,270	3,062	181,475	63,386	2,903,270	6,374	294,610	10,728	674,995
7	Canadian Pacific	3,267	154,120	—	—	48,381	2,328,040	4,625	223,399	8,282	572,633
8	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	—	—	—	—	—	—
9	Cumberland Railway and Coal Co.	—	—	7	350	—	—	5	75	—	—
11	Essex Terminal	—	—	—	—	—	—	5	200	2	80
12	Grand Falls Central	—	—	—	—	96	2,370	43	860	—	—
13	Great Northern	—	—	—	—	—	—	—	—	—	—
14	Greater Winnipeg Water District	—	—	—	—	7	210	57	1,710	—	—
17	London and Port Stanley	—	—	—	—	4	160	1	15	—	—
18	Maine Central	—	—	—	—	15	750	—	—	—	—
19	Maritime Coal, Railway and Power Co.	—	—	—	—	1	40	1	20	—	—
20	Midland Railway of Manitoba	—	—	—	—	—	—	—	—	—	—
21	Napierville Junction	—	—	—	—	—	—	—	—	—	—
22	Northern Alberta	—	—	—	—	—	—	20	760	—	—
23	Ontario Northland	—	—	—	—	1,020	45,900	166	8,300	—	—
24	Pacific Great Eastern	—	—	18	820	272	13,600	373	24,270	184	13,575
26	Quebec North Shore and Labrador	—	—	—	—	69	3,250	95	2,030	31	1,990
27	Roberval and Saguenay	—	—	4	220	82	4,410	7	280	63	3,550
30	Sydney and Louisburg	—	—	—	—	14	630	15	750	5	300
31	Toronto, Hamilton and Buffalo	—	—	—	—	616	30,580	100	5,000	331	22,972
35	White Pass and Yukon Route (lines in Canada)	—	—	—	—	15	375	143	3,725	—	—
36	**Totals**	**7,270**	**324,390**	**3,140**	**185,315**	**114,181**	**5,343,735**	**12,270**	**576,114**	**20,428**	**1,341,115**
	Private Railway Car Owners[2]	—	—	—	—	—	—	7	438	—	—
	Grand totals	**7,270**	**324,390**	**3,140**	**185,315**	**114,181**	**5,343,735**	**12,277**	**576,552**	**20,428**	**1,341,115**
37	Canadian National (Canada and U.S.)	[3]	—	3,162	—	76,564	—	6,831	—	12,100	—

No.	Name of railway	Cars in passenger service						
		Self-propelled passenger train cars	Baggage, postal and express	Coach	Colonist	Combination passenger	Dining	Parlour
1	Algoma Central and Hudson Bay	—	7	15	—	—	—	—
2	Alma and Jonquieres	—	—	—	—	—	—	—
3	British Columbia Electric	—	—	—	—	—	—	—
4	Canada and Gulf Terminal	1	1	3	—	—	—	1
5	Canada Southern (Lessee N.Y.C.)	—	1	—	—	—	—	—
6	Canadian National	55	1,525	858	88	93	93	87
7	Canadian Pacific	56	767	465	8	76	61	38
8	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	—	—	—
9	Cumberland Railway and Coal Co.	—	—	—	—	2	—	—
11	Essex Terminal	—	—	—	—	—	—	—
12	Grand Falls Central	—	—	—	—	—	—	—
13	Great Northern	—	—	—	—	—	—	—
14	Greater Winnipeg Water District	2	1	4	—	1	—	—
17	London and Port Stanley	6	—	—	—	—	—	—
18	Maine Central	—	—	—	—	—	—	—
19	Maritime Coal, Railway and Power Co.	—	—	—	—	1	—	—
20	Midland Railway of Manitoba	—	—	—	—	—	—	—
21	Napierville Junction	—	—	—	—	—	—	—
22	Northern Alberta	—	14	5	—	1	—	—
23	Ontario Northland	—	19	27	—	5	3	1
24	Pacific Great Eastern	8	9	14	—	—	1	—
26	Quebec North Shore and Labrador	—	4	6	—	—	1	—
27	Roberval and Saguenay	—	1	—	—	—	—	—
30	Sydney and Louisburg	—	—	3	—	—	—	—
31	Toronto, Hamilton and Buffalo	—	2	5	—	1	—	—
34	Wabash (in Canada)	—	—	—	—	—	—	—
35	White Pass and Yukon Route (lines in Canada)	—	2	4	—	2	—	16
36	**Totals**	**128**	**2,353**	**1,409**	**96**	**182**	**159**	**143**
37	Canadian National (Canada and U.S.)	56	1,474	924	88	224	98	90

See footnotes at end of table.

TABLE 1. Equipment in Service at December 31, 1959

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	
581	34,130	—	—	1	30	—	—	—	—	—	—	1,753	101,770	1
4	280	—	—	—	—	—	—	—	—	—	—	7	400	2
—	—	—	—	—	—	—	—	3	150	—	—	3	150	3
—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
3	210	—	—	—	—	—	—	—	—	—	—	123	6,210	5
6,306	429,840	1,643	103,610	5,308	240,790	2,548	80,350	25	750	23[1]	810	103,406	5,080,770	6
7,076	472,765	1,263	85,550	4,796	204,480	2,367	94,050	298	16,270	—	—	80,355	4,151,307	7
—	—	—	—	—	—	—	—	1	40	—	—	1	40	8
2	80	—	—	—	—	—	—	—	—	—	—	14	505	9
—	—	—	—	—	—	—	—	—	—	—	—	7	260	11
12	360	—	—	—	—	—	—	16	320	—	—	167	3,910	12
—	—	—	—	—	—	—	—	—	—	—	—	—	—	13
—	—	76	2,280	—	—	—	—	—	—	—	—	140	4,200	14
21	1,130	—	—	—	—	—	—	—	—	—	—	26	1,305	17
—	—	—	—	—	—	—	—	—	—	—	—	15	750	18
—	—	—	—	—	—	—	—	—	—	—	—	2	60	19
—	—	—	—	—	—	—	—	—	—	—	—	—	—	20
—	—	—	—	—	—	—	—	—	—	—	—	—	—	21
—	—	—	—	—	—	30	1,200	—	—	—	—	50	1,960	22
100	7,000	—	—	—	—	23	920	—	—	—	—	1,309	62,120	23
56	3,840	—	—	35	1,650	48	1,980	11	550	—	—	997	60,285	24
—	—	2,962	283,290	6	300	—	—	79	3,950	—	—	3,262	294,810	26
210	14,850	—	—	—	—	—	—	—	—	—	—	366	23,310	27
1,082	67,600	—	—	—	—	—	—	—	—	—	—	1,116	69,280	30
137	7,450	—	—	—	—	9	360	—	—	—	—	1,193	66,362	31
11	270	—	—	9	225	—	—	22	440	—	—	200	5,035	35
15,601	**1,039,805**	**5,964**	**474,730**	**10,155**	**447,475**	**5,025**	**178,860**	**455**	**22,470**	**23[1]**	**810**	**194,512**	**9,934,819**	36
37	2,450	—	—	—	—	—	—	4,809	228,403	—	—	4,853	231,291	
15,638	**1,042,255**	**5,964**	**474,730**	**10,155**	**447,475**	**5,025**	**178,860**	**5,264**	**250,873**	**23[1]**	**810**	**199,365**	**10,166,110**	
7,398	—	1,643	—	5,315	—	2,599	—	25	—	23[1]	—	115,660	—	37

Cars in passenger service			Cars in company service				Total cars in service	Cars leased[4]	Motor vehicles in railway service	Other	
Sleeping	Other cars in passenger service	Total	Motor	Caboose	Work	Total					
—	5	27	—	19	69	68	1,868	—	—	—	1
—	—	—	—	1	—	1	8	—	—	—	2
—	—	—	1	9	35	45	48	—	12	—	3
—	—	6	—	—	—	—	6	—	—	—	4
—	—	1	—	52	120	172	296	255	—	—	5
456	50	3,307	6	1,544	8,799	10,351	117,064	—	—	—	6
448	3	1,922	—	1,291	6,077	7,368	89,645	—	—	—	7
—	—	—	—	25	65	90	91	—	—	—	8
—	—	2	—	2	2	4	20	1	—	—	9
—	—	—	—	3	18	21	28	—	2	—	11
—	—	—	—	3	4	7	174	174	—	—	12
—	—	—	—	—	5	5	5	—	3	—	13
—	—	8	—	4	5	9	157	—	—	—	14
—	—	6	—	2	2	4	36	—	—	—	17
—	—	—	—	—	—	—	15	—	—	—	18
—	—	1	—	1	2	3	6	—	—	—	19
—	—	—	—	—	—	—	—	—	—	—	20
—	—	—	—	2	—	2	2	—	—	1	21
7	3	30	—	23	216	239	319	—	—	—	22
—	2	57	—	37	237	274	1,640	—	—	35	23
6	1	39	—	45	160	205	1,241	—	—	—	24
—	1	12	1	23	384	408	3,682	3,682	—	—	26
—	—	1	—	3	—	3	370	—	—	—	27
—	2	5	—	11	11	22	1,143	900	—	—	30
—	—	8	—	12	51	63	1,264	—	20	1	31
—	—	—	—	34	1	35	35	—	—	—	34
—	—	24	—	2	—	2	226	—	—	—	35
919	**67**	**5,456**	**10**	**3,148**	**16,263**	**19,421**	**219,389**	**5,012**	**37**	**37**	36
473	52	3,479	—	1,765	9,773	11,538	130,677	—	—	—	37

TABLE 1. Equipment in Service at December 31, 1959 – Concluded

No.	Name of railway	Motive power							
		Steam locomotives				Diesel electric units			
		Coal burning		Oil burning		"A" units		"B" units	
		Number	Tractive power	Number	Tractive power	Number	Tractive power	Number	Tractive power
1	Algoma Central and Hudson Bay	–	–	–	–	–	–	–	–
2	Alma and Jonquieres	–	–	–	–	2	138,000	–	–
3	British Columbia Electric	–	–	–	–	–	–	–	–
4	Canada and Gulf Terminal	–	–	–	–	2	98,300	–	–
5	Canada Southern (Lessee N.Y.C.)	–	–	–	–	22	1,397,250	–	–
6	Canadian National	638	30,475,000	258	11,707,702	201	12,482,000	99	6,153,000
7	Canadian Pacific	463	18,725,000	90	4,132,000	118	7,550,500	81	5,121,025
8	Chesapeake and Ohio (Pere Marquette District)	–	–	–	–	15	917,528	–	–
9	Cumberland Railway and Coal Co.	4	182,000	–	–	–	–	–	–
11	Essex Terminal	2	63,600	–	–	–	–	–	–
12	Grand Falls Central	–	–	–	–	–	–	–	–
13	Great Northern	–	–	–	–	3	186,285	–	–
14	Greater Winnipeg Water District	–	–	–	–	3	79,200	–	–
17	London and Port Stanley	–	–	–	–	–	–	–	–
18	Maine Central	–	–	–	–	–	–	–	–
19	Maritime Coal, Railway and Power Co.	3	77,466	–	–	–	–	–	–
20	Midland Railway of Manitoba	–	–	–	–	–	–	–	–
21	Napierville Junction	–	–	–	–	2	120,000	–	–
22	Northern Alberta	–	–	14	631,000	–	–	–	–
23	Ontario Northland	–	–	–	–	22	1,419,000	–	–
24	Pacific Great Eastern	–	–	–	–	–	–	–	–
26	Quebec North Shore and Labrador	–	–	2	64,000	–	–	–	–
27	Roberval and Saguenay	2	95,000	–	–	6	370,782[5]	–	–
29	Shawinigan Falls Terminal	–	–	–	–	2	123,594[5]	–	–
30	Sydney and Louisburg	31	1,394,800	–	–	–	–	–	–
31	Toronto, Hamilton and Buffalo	–	–	–	–	18	1,107,407	–	–
34	Wabash (in Canada)	–	–	–	–	28	1,892,490	–	–
35	White Pass and Yukon Route (lines in Canada)	–	–	7	140,400	5	120,000	–	–
36	**Totals**	**1,143**	**51,012,866**	**371**	**16,675,102**	**449**	**28,002,336**	**180**	**11,274,025**
37	Canadian National (Canada and U.S.)	965	–	[6]	–	322	–	[7]	–

[1] Includes 20 air dump cars.
[2] Includes non-rail industrial firms such as oil, chemical and railway car leasing companies which furnish freight cars to or on behalf of any railway line. Source of data: The Official Railway Equipment Register.
[3] Included with "Box cars".
[4] Included in total.

TABLE 2. Mileage Operated at December 31, 1959

No.	Name of railway	First main track						
		Line owned and line of proprietary companies	Under lease or contract	Joint track	Route miles (1+2+3)	Under trackage rights	Total miles of road operated (4+5)	Average miles of road operated during 1959
		(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	Algoma Central and Hudson Bay	320.8	–	–	320.8	1.0	321.8	321.8
2	Alma and Jonquieres	10.6	–	–	10.6	–	10.6	10.6
3	British Columbia Electric	77.0	25.8	–	102.8	0.8	103.6	83.0
4	Canada and Gulf Terminal	36.2	–	–	36.2	–	36.2	36.2
5	Canada Southern (Lessee N.Y.C.)	364.1	1.6	–	365.7	0.4	366.1	366.1
6	Canadian National	23,157.4	35.7	28.1	23,221.2	196.4	23,417.6	23,277.7
7	Canadian Pacific	12,326.9	4,320.8	28.1	16,675.8	419.0	17,094.8	17,095.7
8	Chesapeake and Ohio (Pere Marquette District)	198.8	–	–	198.8	140.0	338.8	338.7
9	Cumberland Railway and Coal Co.	4.0	–	–	4.0	–	4.0	4.0
11	Essex Terminal	21.3	–	–	21.3	–	21.3	21.3
12	Grand Falls Central	–	23.1	–	23.1	–	23.1	23.1
13	Great Northern	123.2	–	–	123.2	7.0	130.2	130.2
14	Greater Winnipeg Water District	92.0	–	–	92.0	–	92.0	92.0
15	International Bridge and Terminal	1.0	–	–	1.0	–	1.0	1.0
17	London and Port Stanley	24.5	–	–	24.5	–	24.5	24.5
18	Maine Central	5.1	–	–	5.1	–	5.1	5.1
19	Maritime Coal, Railway and Power Co.	12.2	–	–	12.2	–	12.2	12.2
20	Midland Railway of Manitoba	5.7	–	–	5.7	69.8	75.5	75.5
21	Napierville Junction	27.1	–	–	27.1	14.6	41.7	41.7
22	Northern Alberta	923.0	–	–	923.0	4.9	927.9	927.9
23	Ontario Northland	506.3	60.0	–	566.3	–	566.3	566.3
24	Pacific Great Eastern	788.6	–	–	788.6	–	788.6	788.6
26	Quebec North Shore and Labrador	356.1	–	–	356.1	2.2	358.3	357.0
27	Roberval and Saguenay	29.0	–	–	29.0	–	29.0	29.0
28	St. Lawrence and Adirondack	33.2	13.3	–	46.5	14.4	60.9	60.9
29	Shawinigan Falls Terminal	–	–	–	–	–	–	–
30	Sydney and Louisburg	57.7	1.2	–	58.9	–	58.9	58.9
31	Toronto, Hamilton and Buffalo	103.6	–	–	103.6	7.4	111.0	111.0
32	Toronto Terminals	3.2	–	–	3.2	–	3.2	3.2
33	Van Buren Bridge Co.	0.4	–	–	0.4	–	0.4	0.4
34	Wabash (in Canada)	–	–	–	–	245.4	245.4	245.4
35	White Pass and Yukon Route (lines in Canada)	90.3	–	–	90.3	–	90.3	90.3
36	**Totals**	**39,699.3**	**4,481.5**	**28.1**	**44,208.9**[1]	**1,123.3**	**45,332.2**[1]	**45,199.3**
37	Canadian National (Canada and U.S.)	24,551.0	218.0	28.1	24,797.1	318.0	25,115.1	24,887.8

[1] Excludes 28.1 miles of joint track.
[2] Excludes 1.9 miles of joint track.
[3] Excludes 6.2 miles of joint track.

TABLE 1. Equipment in Service at December 31, 1959 – Concluded

Motive power												
Diesel electric units				Electric locomotives		Total		Leased[4]		Number added during year	Number retired during year	
Road switcher units		Yard switcher units										
Number	Tractive power	Number	Tractive power	Number	Tractive power	Number	Tractive power	Number	Tractive power			No.
21	1,312,483	2	115,017	–	–	23	1,427,500	–	–	–	–	1
–	–	–	–	–	–	2	138,000	–	–	–	–	2
13	671,000	–	–	1	17,500	14	688,500	–	–	–	–	3
–	–	–	–	–	–	2	98,300	–	–	–	–	4
–	–	–	–	–	–	22	1,397,250	22	1,397,250	–	–	5
1,074	59,968,000	431	24,639,000	37	585,000	2,738	146,009,702	20	832,173	290	237	6
541	34,995,600	269	14,185,700	10	356,940	1,572	85,066,765	–	–	65	223	7
–	–	–	–	–	–	15	917,528	–	–	–	–	8
–	–	–	–	–	–	4	182,000	–	–	–	–	9
–	–	5	315,000	–	–	7	378,600	–	–	–	–	11
3	82,500	1	27,500	–	–	4	110,000	4	110,000	–	–	12
–	–	–	–	–	–	3	186,285	–	–	–	–	13
–	–	–	–	–	–	3	79,200	–	–	–	–	14
2	80,000	–	–	3	94,500	5	174,500	–	–	–	–	17
–	–	1	58,225	–	–	1	58,225	–	–	–	–	18
–	–	–	–	–	–	3	77,466	–	–	–	–	19
1	62,605	1	55,480	–	–	2	118,085	–	–	–	–	20
–	–	–	–	–	–	2	120,000	–	–	–	–	21
15	670,000	–	–	–	–	29	1,301,000	–	–	5	–	22
22	1,046,700	4	230,000	–	–	48	2,695,700	–	–	–	–	23
36	2,010,000	3	172,500	–	–	39	2,182,500	–	–	3	2	24
74	2,886,000	4	156,000	–	–	80	3,106,000	80	3,106,000	–	–	26
–	–	–	–	–	–	8	465,782	–	–	–	1	27
–	–	–	–	–	–	2	123,594	2	123,594	–	–	29
–	–	–	–	–	–	31	1,394,800	–	–	–	1	30
–	–	–	–	–	–	18	1,107,407	–	–	–	1	31
–	–	2	120,000	–	–	30	2,012,490	–	–	–	1	34
–	–	1	20,200	–	–	13	280,600	–	–	–	–	35
1,802	**103,784,888**	**724**	**40,094,622**	**51**	**1,053,940**	**4,720**	**251,897,779**	**128**	**5,569,017**	**363**	**466**	36
1,182	–	517	–	37	–	3,023	–	..	–	290	267	37

[5] Estimated.
[6] Included with "Coal burning" units.
[7] Included with "A" units.
.. Not available.

TABLE 2. Mileage Operated at December 31, 1959

Second main track		Industrial track		Yard tracks and sidings		All tracks		
Total	Route miles (total excluding trackage rights)	Total	Route miles (total excluding trackage rights)	Total	Route miles (total excluding trackage rights)	Total	Route miles (total exciuding trackage rights)	No.
–	–	22.7	22.7	79.6	79.6	424.1	423.1	1
–	–	–	–	4.6	4.0	15.2	14.6	2
–	–	–	–	51.4	51.4	155.0	154.2	3
–	–	–	–	2.6	2.6	38.8	38.8	4
243.0	243.0	28.0	28.0	153.7	153.7	790.8	790.4	5
897.8	859.1	1,446.2	145.2	6,139.6	5,997.4	31,901.2	30,222.9	6
1,305.6	1,221.7	927.4	849.4	4,767.8	4,587.8	24,095.6	23,334.7	7
139.4	–	20.5	20.5	100.6	66.6	599.3	285.9	8
–	–	–	–	8.0	6.0	12.0	12.0	9
2.6	2.6	6.3	6.3	18.2	18.2	48.4	48.4	11
–	–	–	–	26.9	26.9	50.0	50.0	12
7.1	7.1	7.5	7.5	28.8	26.9	173.6	164.7	13
–	–	–	–	18.0	18.0	110.0	110.0	14
–	–	–	–	0.2	0.2	1.2	1.2	15
2.2	2.2	–	–	21.4	21.4	48.1	48.1	17
–	–	–	–	–	–	5.1	5.1	18
–	–	–	–	2.5	2.5	14.7	14.7	19
2.4	–	2.3	2.3	21.8	6.4	102.0	14.4	20
16.6	–	0.2	0.2	23.9	5.2	82.4	32.5	21
–	–	22.8	22.8	119.5	118.6	1,070.2	1,064.4	22
–	–	38.8	38.8	113.5	113.5	718.6	718.8	23
–	–	23.2	23.2	126.3	126.3	938.1	938.1	24
–	–	1.2	1.2	69.6	47.1	429.1	404.4	26
–	–	1.0	1.0	10.7	10.7	40.7	40.7	27
14.4	–	1.1	1.1	6.9	8.9	83.3	54.5	28
4.5	–	–	–	11.4	0.1	15.9	0.1	29
–	–	–	–	43.0	43.0	101.9	101.9	30
7.9	6.3	55.2	53.8	83.0	67.3	257.1	231.0	31
9.9	9.9	1.6	1.6	16.3	16.3	31.0	31.0	32
–	–	–	–	0.3	0.3	0.7	0.7	33
96.7	–	–	–	210.2	–	552.3	–	34
–	–	–	–	4.8	4.8	95.1	95.1	35
2,748.2[2]	**2,350.0[2]**	**2,599.8[3]**	**1,219.4[3]**	**12,269.2[4]**	**11,615.8[4]**	**62,949.4[5]**	**59,394.1[5]**	36
1,242.0	..	..	..	6,690.0	..	35,047.1	..	37

[4] Excludes 15.9 miles of joint track.
[5] Excludes 52.1 miles of joint track.
.. Not available.

TABLE 3. First Main Track Mileage at December 31, 1959 — By Area

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 Columbia Electric	–	–	–	–	–	–	–
4	Canada and Gulf Terminal	–	–	–	–	36.2	–	–
5	Canada Southern (Lessee N.Y.C.)	–	–	–	–	–	365.7	–
6	Canadian National	705.1	264.8	970.3	1,254.5	3,318.3	5,494.0	3,146.0
7	Canadian Pacific	–	–	287.9	557.7	1,582.7	3,351.4	1,760.8
8	Chesapeake and Ohio (Pere Marquette District)	–	–	–	–	–	198.8	–
9	Cumberland Railway and Coal Co.	–	–	4.0	–	–	–	–
11	Essex Terminal	–	–	–	–	–	21.3	–
12	Grand Falls Central	23.1	–	–	–	–	–	–
13	Great Northern	–	–	–	–	–	–	–
14	Greater Winnipeg Water District	–	–	–	–	–	–	92.0
15	International Bridge and Terminal	–	–	–	–	–	1.0	–
17	London and Port Stanley	–	–	–	–	–	24.5	–
18	Maine Central	–	–	–	5.1	–	–	–
19	Maritime Coal, Railway and Power Co.	–	–	12.2	–	–	–	–
20	Midland Railway of Manitoba	–	–	–	–	–	–	5.7
21	Napierville Junction	–	–	–	–	27.1	–	–
22	Northern Alberta	–	–	–	–	–	–	–
23	Ontario Northland	–	–	–	–	27.7	538.6	–
24	Pacific Great Eastern	–	–	–	–	–	–	–
26	Quebec North Shore and Labrador	206.0	–	–	–	150.1	–	–
27	Roberval and Saguenay	–	–	–	–	29.0	–	–
28	St. Lawrence and Adirondack	–	–	–	–	46.5		
30	Sydney and Louisburg	–	–	58.9	–	–	–	–
31	Toronto, Hamilton and Buffalo	–	–	–	–	–	103.6	–
32	Toronto Terminals	–	–	–	–	–	3.2	–
33	Van Buren Bridge Co.	–	–	–	0.4	–	–	–
35	White Pass and Yukon Route (lines in Canada)	–	–	–	–	–	–	–
36	**Totals**	**934.2**	**284.8**	**1,333.3**	**1,817.7**	**5,228.2**	**10,421.0**[1]	**5,004.5**

No.	Name of railway	Saskatchewan	Alberta	British Columbia	Yukon	United States	Total route miles (trackage rights excluded)
1	Algoma Central and Hudson Bay	–	–	–	–	–	320.8
2	Alma and Jonquieres	–	–	–	–	–	10.6
3	British Columbia Electric	–	–	102.8	–	–	102.8
4	Canada and Gulf Terminal	–	–	–	–	–	36.2
5	Canada Southern (Lessee N.Y.C.)	–	–	–	–	–	365.7
6	Canadian National	4,409.9	2,154.0	1,412.5	–	71.8	23,221.2
7	Canadian Pacific	4,310.7	2,655.8	1,901.5	–	267.3	16,675.8
8	Chesapeake and Ohio (Pere Marquette District)	–	–	–	–	–	198.8
9	Cumberland Railway and Coal Co.	–	–	–	–	–	4.0
11	Essex Terminal	–	–	–	–	–	21.3
12	Grand Falls Central	–	–	–	–	–	23.1
13	Great Northern	–	–	123.2	–	–	123.2
14	Greater Winnipeg Water District	–	–	–	–	–	92.0
15	International Bridge and Terminal	–	–	–	–	–	1.0
17	London and Port Stanley	–	–	–	–	–	24.5
18	Maine Central	–	–	–	–	–	5.1
19	Maritime Coal, Railway and Power Co.	–	–	–	–	–	12.2
20	Midland Railway of Manitoba	–	–	–	–	–	5.7
21	Napierville Junction	–	–	–	–	–	27.1
22	Northern Alberta	–	896.1	26.9	–	–	923.0
23	Ontario Northland	–	–	–	–	–	566.3
24	Pacific Great Eastern	–	–	788.6	–	–	788.6
26	Quebec North Shore and Labrador	–	–	–	–	–	356.1
27	Roberval and Saguenay	–	–	–	–	–	29.0
28	St. Lawrence and Adirondack	–	–	–	–	–	46.5
30	Sydney and Louisburg	–	–	–	–	–	58.9
31	Toronto, Hamilton and Buffalo	–	–	–	–	–	103.6
32	Toronto Terminals	–	–	–	–	–	3.2
33	Van Buren Bridge Co.	–	–	–	–	–	0.4
35	White Pass and Yukon Route (lines in Canada)	–	–	32.6	57.7	–	90.3
36	**Totals**	**8,720.6**	**5,679.7**[2]	**4,388.1**	**57.7**	**339.1**	**44,208.9**[3]

[1] Excludes 1.9 miles of joint track.
[2] Excludes 26.2 miles of joint track.
[3] Excludes 28.1 miles of joint track.

TABLE 4. Changes in First Main Track Mileage, 1959

Name of railway and termini between which changes occurred	Mileage Increase+ Decrease-	Details
British Columbia Electric Railway:		
Annacis Island—Mainline, B.C.	+ 0.2	New line
Canadian National Railways:		
Triquet to Faribault, Que.	+133.2	New line
Brigus Jct. to Carbonear, Nfd.	+ 0.1	Remeasurement
Argentia Jct. to Argentia, Nfd.	- 0.5	Remeasurement
Argentia Jct. to Placentia, Nfd.	+ 0.1	Remeasurement
Barraute to Chibougamau, Que.	- 0.1	Remeasurement
Kearney to Algonquin Park, Ont.	- 38.3	Abandonment
St. Catharines, Ont.—Lake Street Branch (N. St. C&T Ry)	- 0.2	Abandonment
Port Colborne, Ont.—M 23.35 to 23.43 (N. St. C&T Ry)	- 0.1	Abandonment
Hillsport, Ont.—Jct. switch of Manitouwadge Branch relocated	- 0.6	Shortening of line
Limoilou, Que.—Jct. switch of line to Allenby relocated	- 0.6	Shortening of line
Scotia to Kearney, Ont.	- 6.4	Reclassification
Grand Centre, Alta.—M. 60.96 to 61.09	+ 0.1	Reclassification
Quebec, Que.—St. Paul Street to Parent Square	- 0.2	Reclassification
Canadian Pacific Railway:		
Truro Yard, Nova Scotia	- 0.4	Termination of joint facility agreement
Port William to Ignace, Ont.	+ 0.1	Correction of records
Pitt to Hillmond, Sask.	- 0.1	Shortening of line
Pierard to Redfield, Sask.	- 0.1	Shortening of line
Revelstoke to Mile 127.6, Shuswap Subdivision, B.C.	- 0.3	Remeasurement
Denver Canyon to Nakusp, B.C.	- 0.2	Remeasurement
Sydney and Louisburg Railway:		
Branch S & L Railway to No. 25 Colliery, N.S.	- 2.0	Abandonment
Branch S & L Railway to Central Coal Bank, N.S.	- 0.4	Abandonment

Summary		Area	
Gross increases:		Newfoundland	- 0.3
Remeasurement	0.2	Nova Scotia	- 2.8
New lines opened for traffic	133.4	New Brunswick	—
Reclassified	0.1	Quebec	+132.3
Correction of records	0.1	Ontario	- 45.5
Totals	**133.8**	Manitoba	—
Gross decreases:		Saskatchewan	- 0.2
Remeasurement	1.1	Alberta	+ 0.1
Abandonment	41.0	British Columbia	- 0.3
Reclassified	6.6		
Shortening of line	1.4		
Other	0.4		
Totals	**50.5**		
Net change	**+ 83.3**	**Net change**	**+ 83.3**

TABLE 5. Railway Track Mileage under Construction at December 31, 1959

Location	Under contract	Completed but not opened	Total	First main track opened for traffic during 1959
Newfoundland	–	–	–	–
Prince Edward Island	–	–	–	–
Nova Scotia	–	–	–	–
New Brunswick	55.4	–	55.4	–
Quebec	–	–	–	133.2
Ontario	–	–	–	–
Manitoba	51.8	–	51.8	–
Saskatchewan	91.8	12.8	104.6	–
Alberta	35.4	–	35.4	–
British Columbia	–	–	–	0.2
United States	–	–	–	–
Totals	**234.4**	**12.8**	**247.2**	**133.4**

TABLE 6. Rails Laid in Track – Year 1959

Weight per yard	New		Relay and other		Total tons laid	Total cost
	Tons	Cost	Tons	Cost		
		$		$		$
50 lbs. and under 60 lbs.	–	–	7	185	7	185
60 " " " 70 "	–	–	626	27,922	626	27,922
70 " " " 75 "	–	–	944	58,389	944	58,389
75 " " " 80 "	–	–	2	60	2	60
80 " " " 85 "	25	3,187	15,131	606,032	15,156	609,219
85 " " " 90 "	5,575	805,705	28,432	1,548,847	34,007	2,354,552
90 " " " 95 "	11	1,171	1,519	74,560	1,530	75,731
95 " " " 100 "	–	–	–	–	–	–
100 " " " 105 "	91,181	11,750,532	102,868	4,812,294	194,049	16,562,826
105 " " " 110 "	239	30,997	246	12,245	485	43,242
110 "	–	–	15	402	15	402
112 "	–	–	442	11,839	442	11,839
115 "	47,673	6,263,504	336	16,498	48,009	6,280,002
127 "	–	–	420	27,783	420	27,783
130 "	15,777	1,989,263	12,031	547,602	27,808	2,536,865
131 "	–	–	–	–	–	–
132 "	23,612	3,267,954	90	6,440	23,702	3,274,394
Undistributed	13,413	1,737,270	54,352	2,496,713	67,765	4,233,983
Totals	**197,506**	**25,849,583**	**217,461**	**10,247,811**	**414,967**	**36,097,394**

TABLE 7. Fuel Consumed by Locomotives and Rail Motor Cars, Etc. – Year 1959

	Bituminous coal	Fuel oil	Diesel oil	Gasoline
	tons	gallons		
Locomotives:				
Transportation service:				
Freight	363,636	42,286,814	222,537,047	–
Passenger	86,988	14,992,962	78,483,988	–
Switching	80,356	2,388,242	25,311,665	–
Work train service	23,280	4,468,184	5,311,745	–
Totals	**554,260**	**64,136,202**	**331,644,445**	–
Rail motor cars, etc.:				
Rail motor cars	–	–	4,465,484	31,060
Other	–	–	–	1,042
Grand totals	**554,260**	**64,136,202**	**336,109,929**	**32,102**
Total cost (Grand total $54,207,535) $	5,825,692	2,792,234	45,582,540	7,069

TABLE 8. Origin of Fuel Consumed by Locomotives, Rail Cars etc., by Provinces, 1959

Delivered to fueling stations in	Bituminous coal	Fuel oil	Diesel oil	Gasoline
	tons		gallons	
Canadian fuel:				
Newfoundland	–	–	8,489,734	–
Prince Edward Island	–	–	560,513	–
Nova Scotia	45,379	–	8,735,290	–
New Brunswick	32,152	–	14,610,590	–
Quebec	1,417	–	53,963,444	2,807
Ontario	6,547	2,566,177	114,091,487	1,300
Manitoba	51,348	25,281,372	20,189,310	921
Saskatchewan	57,580	27,438,900	18,950,746	–
Alberta	–	8,180,710	32,287,626	–
British Columbia	–	551,519	31,009,833	–
Yukon	–	–	–	–
United States	–	–	–	–
Totals	**194,423**	**64,016,678**	**302,888,573**	**5,028**
Imported fuel:				
Newfoundland	–	–	72,941	–
Prince Edward Island	–	–	–	–
Nova Scotia	–	–	–	–
New Brunswick	3,389	–	6,163	27,074
Quebec	110,314	–	–	–
Ontario	235,028	–	20,337,926	–
Manitoba	7,391	–	327,289	–
Saskatchewan	79	–	–	–
Alberta	–	–	–	–
British Columbia	–	100,260	8,215,381	–
Yukon	–	17,264	44,589	–
United States	3,636	–	4,217,067	–
Totals	**359,837**	**117,524**	**33,221,356**	**27,074**
Grand totals	**554,260**	**64,136,202**	**336,109,929**	**32,102**

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