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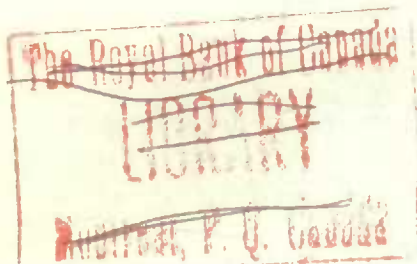


RAILWAY TRANSPORT

1963

PART III

(Equipment, Track and Fuel Statistics)



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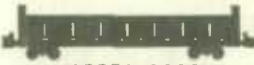

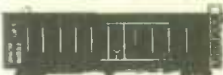



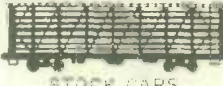
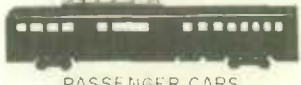

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RAILWAY CARS IN CANADIAN SERVICE, 31 DECEMBER, 1963

NUMBER	TYPE	PERCENTAGE CHANGE FROM PREVIOUS YEAR
104,593	 BOX CARS automobiles, insulated, heated	- 2.2%
22,332	 GONDOLA & BALLAST CARS covered, high sides and low sides	- 2.0%
17,867	 COMPANY SERVICE CARS	- 3.5%
16,167	 HOPPER CARS covered, tank type	+ 0.3%
12,443	 FLAT CARS end bulkhead, piggyback, depressed centre, well type	+ 1.4%
7,806	 REFRIGERATOR CARS	- 4.9%
7,113	 AUTOMOBILE (RACKED) CARS bi-level, tri-level	- 1.3%
6,337	 ORE CARS	- 0.7%
5,801	 TANK CARS	+ 3.4%
3,952	 STOCK CARS	- 0.9%
2,306	 PASSENGER CARS	- 5.7%
1,866	 BAGGAGE-POSTAL-EXPRESS CARS	- 3.5%

RAILWAY TRANSPORT

1963

PART III

(Equipment, Track and Fuel Statistics)

INTRODUCTION

Owned and leased freight car equipment in the service of railways in Canada totalled 181,719 at the close of 1963, a decline of 3,450 units from 1962. This decline was offset in part by an increase of 0.3 tons in the average capacity. (See Chart 3 for average capacity of cars 1926-63). During the year, 1,366 units were added to the freight car fleet, 980 of which were new installations and 386 which were units rebuilt or converted to meet specific traffic requirements. A total of 4,816 cars were retired from freight service in 1963 and of this number 4,183 were cars no longer serviceable.

A breakdown of freight cars, by type, shows that box cars declined 2,395 units to 104,593; gondola cars dropped 406 to 19,323; refrigerator cars were down 401 units to 7,806; and stock cars decreased 400 to 3,952. Flat cars in 1963 increased by 169 to 12,430; tank cars were up 2 units to 546; and "other" cars rose 217 to 579. In addition to the 181,719 railway-owned and leased freight cars in service there were also 5,404 (5,100 in 1962) privately-owned units of car leasing companies and non-rail industrial firms in service on lines in Canada. This equipment consisted mainly of tank cars owned by oil and chemical businesses.

The year 1963 also witnessed a continuing decline in passenger-train cars which were down 206 units to 4,172. Coach cars declined 88 units to 1,054, head-end cars (baggage, postal and express) dropped 67 units to 1,866, and sleeping cars fell by 40 to 676. Equipment used primarily in company service, including motor, cabooses and work train cars, totalled 17,867, a drop of 641 units from the previous year. The total number of all freight, passenger and company work cars in service during the year (excluding privately-owned equipment) amounted to 203,758, down 4,297 from 208,055 in 1962. Chart 1 shows cars in service in 1963, by type and the percentage change in numbers from the previous year.

Locomotives in service at the close of 1963 totalled 3,385, a decline of 112 from 1962. Steam units of the coal and oil burning type were further reduced from 138 to 7 during the year, while diesel units increased by 27 to 3,347. The number of

electric locomotives stood at 31, eight fewer than in 1962. The combined tractive effort of all locomotives in 1963 (the force exerted by powered equipment, measured at the rim of the driving wheels) totalled 196,808,715 pounds, an average of 58,141 pounds per locomotive in contrast to total tractor effort of 198,654,355 and an average 56,807 pounds in 1962.

Track Mileage

The total route mileage (excluding line operated under trackage rights) of all railways in Canada at the close of 1963, was 58,511 miles, 248 miles less than in 1962. The 1963 total was made up of 43,623 miles of first main track; 2,016 miles of second main, and 56 miles of other main track; 1,265 miles of industrial track, and 11,552 miles of yard tracks and sidings. During the year under review, 105 miles of new first main track were opened for traffic while 156 miles were abandoned. A number of re-classifications and other minor changes in first main track mileage occurred during the year resulting in a net reduction of only 24.3 miles. Chart 2 shows a provincial breakdown of first main track mileage in Canada.

A total of 295,711 tons of new, relay and other rails costing \$26,476,276 were laid in track during 1963. This compares with 293,749 tons and \$23,330,172 in 1962. As in previous years, the rails used were mainly those in the 100 and under 105 pounds-per-yard weight class.

Fuel Consumption

Because of the conversion from steam to diesel motive equipment during the last decade the use of coal and fuel oil for the generation of power is almost non-existent, (see Chart 4). During 1963 only 569 tons of bituminous coal were consumed by locomotives, while fuel oil for the same purpose declined to 10,758 gallons. Diesel oil consumption was up 5.3 per cent at 357,547,063 while the use of crude oil as a locomotive fuel dropped off to 2,099,419 gallons from 3,307,668 a year earlier. Of the diesel oil consumed by railways in Canada, 4.2 per cent was imported into Canada.

August 4, 1964.

CHART - 2

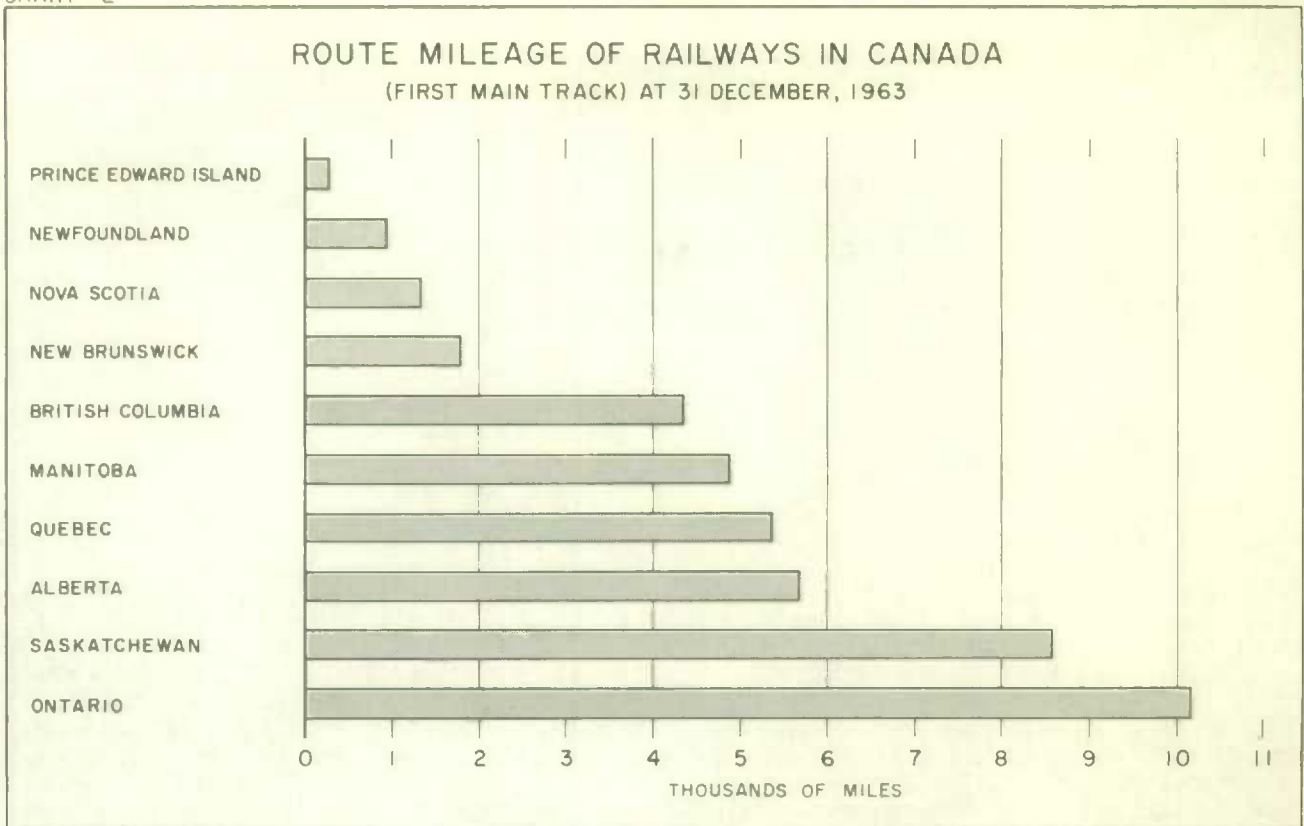


CHART - 3

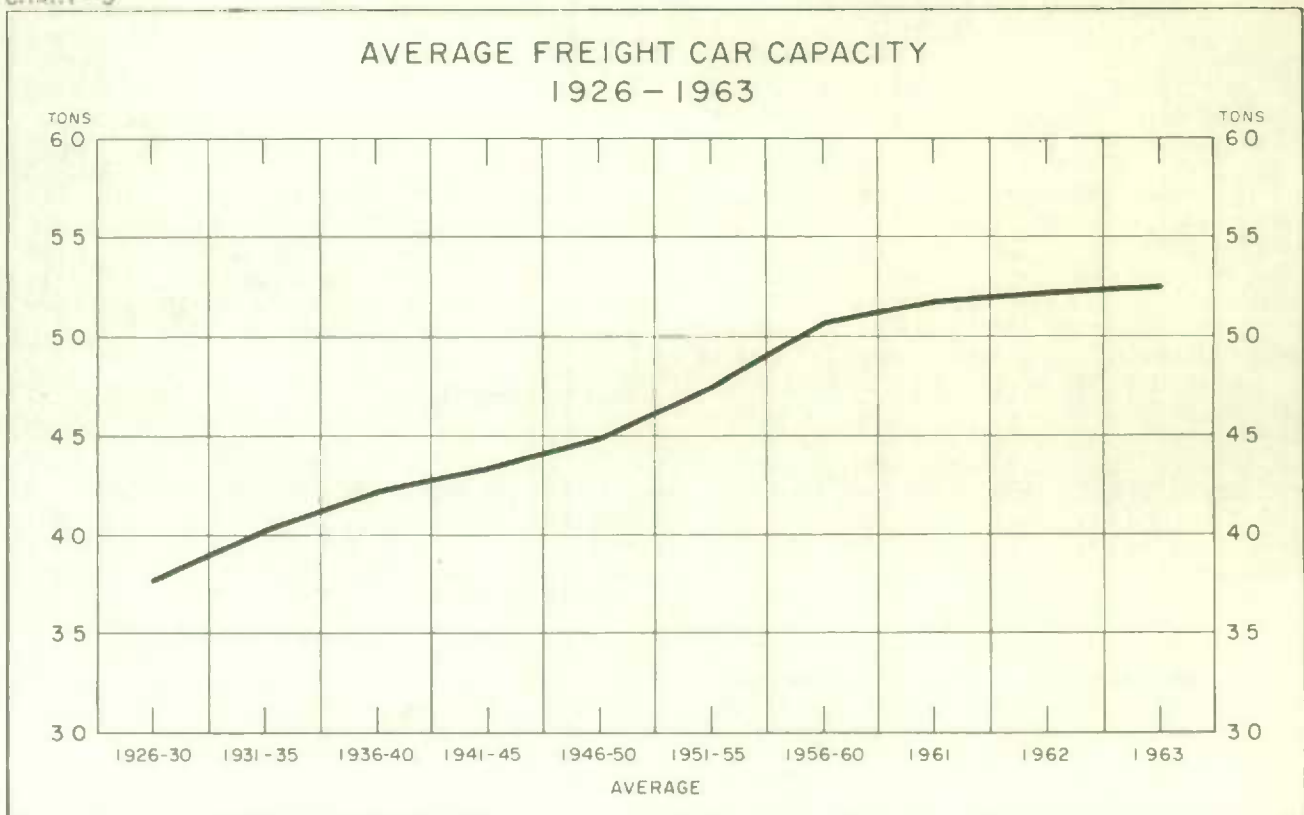
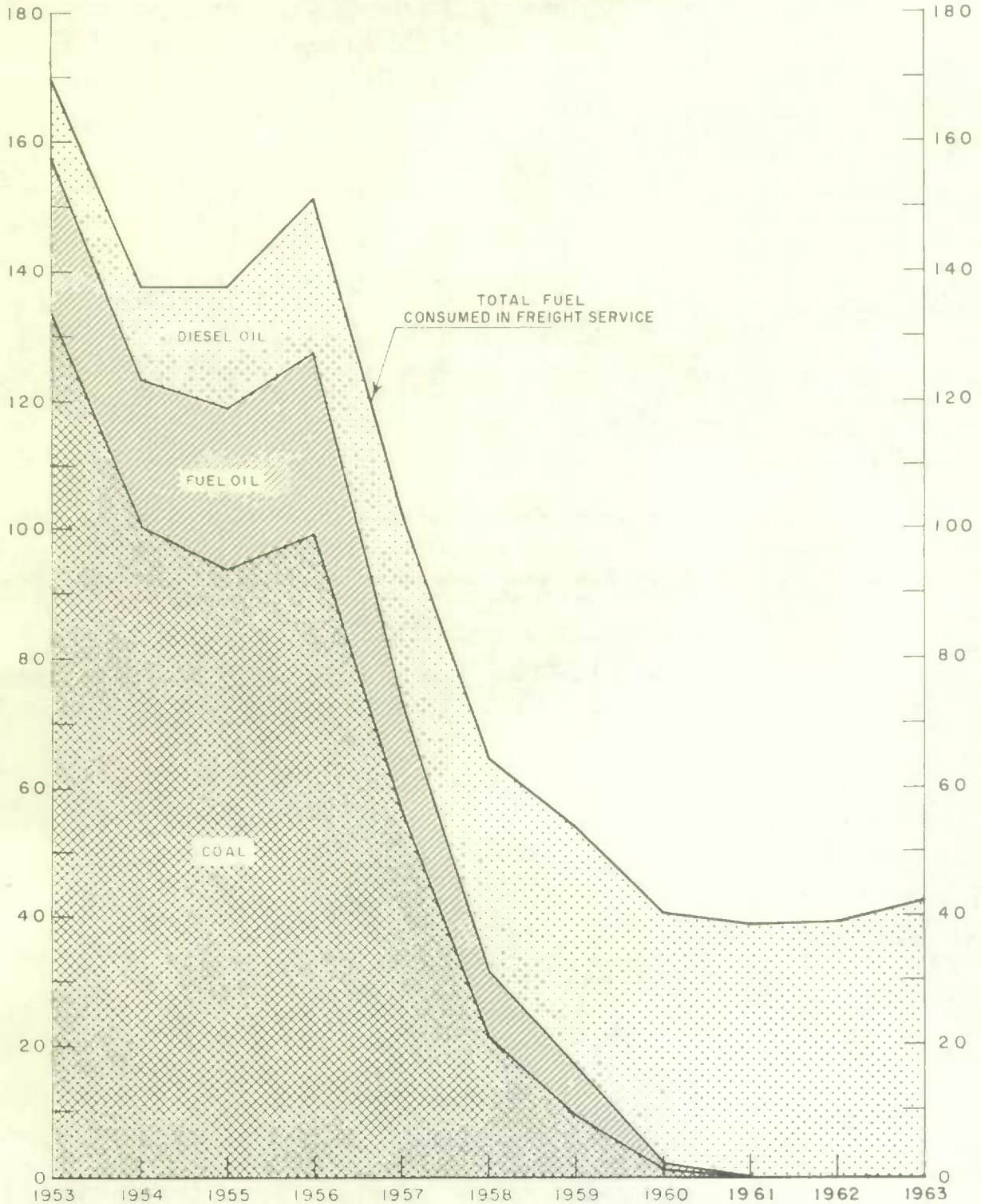


CHART-4

FUEL CONSUMED BY MOTIVE POWER EQUIPMENT-FREIGHT SERVICE

1953 - 1963

(MILLION MILLIONS OF B.T.U.'S)



NOTE - EXCLUDES 0.5 AND 0.3 MILLION MILLION B.T.U.'S OF CRUDE OIL IN 1962 AND 1963, RESPECTIVELY

TABLE 1. Equipment in Service at December 31, 1963

No.	Name of railway	Cars in freight service									
		Automobile		Ballast		Box		Flat		Gondola	
		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	5,205	186	7,880	688	52,720
2	Alma and Jonquieres	—	—	—	—	—	—	2	120	—	—
3	British Columbia Hydro and Power Authority	—	—	—	—	1	80	—	—	—	—
4	Canada and Gulf Terminal	—	—	—	—	—	—	—	—	—	—
5	Canada Southern (Lessee N.Y.C.)	—	—	—	—	13	650	—	—	—	—
6	Canadian National	3,928	167,040	2,950	173,800	53,909	2,507,330	5,949	290,540	9,983	634,290
7	Canadian Pacific	3,185	150,260	—	—	48,308	2,341,820	5,302	270,109	8,066	550,010
8	Cartier	—	—	—	—	19	1,060	48	1,750	3	120
9	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	—	—	—	—	—	—
10	Cumberland	—	—	—	—	14	630	15	750	—	—
12	Essex Terminal	—	—	—	—	—	—	4	180	—	—
13	Grand Falls Central	—	—	—	—	95	2,470	30	600	—	—
14	Great Northern	—	—	—	—	—	—	—	—	—	—
15	Greater Winnipeg Water District	—	—	—	—	7	210	19	570	—	—
18	London and Port Stanley	—	—	—	—	4	160	1	15	—	—
19	Maine Central	—	—	—	—	25	1,250	—	—	—	—
20	Midland Railway of Manitoba	—	—	—	—	—	—	—	—	—	—
21	Napierville Junction	—	—	—	—	—	—	19	520	—	—
22	Northern Alberta	—	—	—	—	—	—	—	7,850	—	—
23	Ontario Northland	—	—	8	300	1,007	40,280	157	7,850	—	—
24	Pacific Great Eastern	—	—	—	—	314	15,700	345	22,280	144	9,720
26	Quebec North Shore and Labrador	—	—	—	—	77	4,469	97	5,832	46	3,525
27	Roberval and Saguenay	—	—	4	220	103	5,305	4	160	73	4,150
30	Toronto, Hamilton and Buffalo	—	—	—	—	602	29,960	100	5,000	320	22,400
34	White Pass and Yukon Route (lines in Canada)	—	—	—	—	6	200	154	4,140	—	—
35	Totals	7,113	317,300	3,009	176,770	104,593	4,956,759	12,430	618,276	19,323	1,276,935
	Private Railway Car Owners ¹	—	—	—	—	—	—	13	738	—	—
	Grand totals	7,113	317,300	3,009	176,770	104,593	4,956,759	12,443	619,014	19,323	1,276,935
		Cars in passenger service									
		Self-propelled passenger train	Baggage, postal and express	Coach	Colonist	Combination passenger	Dining	Parlour			
1	Algoma Central and Hudson Bay	—	6	13	—	—	—	—	—	—	
2	Alma and Jonquieres	—	—	—	—	—	—	—	—	—	
3	British Columbia Hydro and Power Authority	—	—	—	—	—	—	—	—	—	
4	Canada and Gulf Terminal	1	1	—	—	—	—	—	—	1	
5	Canada Southern (Lessee N.Y.C.)	—	—	—	—	—	—	—	—	—	
6	Canadian National	35	1,293	625	49	72	81	82	—	—	
7	Canadian Pacific	54	519	365	1	54	45	24	—	—	
8	Cartier	—	2	—	—	—	—	1	—	—	
9	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	—	—	—	—	—	
10	Cumberland	—	2	—	—	—	—	—	—	—	
12	Essex Terminal	—	—	—	—	—	—	—	—	—	
13	Grand Falls Central	—	—	—	—	—	—	—	—	—	
14	Great Northern	—	—	—	—	—	—	—	—	—	
15	Greater Winnipeg Water District	2	1	4	—	1	—	—	—	—	
18	London and Port Stanley	—	—	—	—	—	—	—	—	—	
19	Maine Central	—	—	—	—	—	—	—	—	—	
20	Midland Railway of Manitoba	—	—	—	—	—	—	—	—	—	
21	Napierville Junction	—	—	—	—	—	—	—	—	—	
22	Northern Alberta	—	7	1	—	—	—	—	—	—	
23	Ontario Northland	—	18	27	—	5	3	1	—	—	
24	Pacific Great Eastern	6	9	8	—	—	1	—	—	—	
26	Quebec North Shore and Labrador	—	5	6	—	—	1	—	—	—	
27	Roberval and Saguenay	—	—	—	—	—	—	—	—	—	
30	Toronto, Hamilton and Buffalo	—	1	3	—	—	—	—	—	—	
33	Wabash (in Canada)	—	—	—	—	—	—	—	—	—	
34	White Pass and Yukon Route (lines in Canada)	—	2	2	—	2	—	20	—	—	
35	Totals	98	1,866	1,054	50	135	131	129			

See footnotes at end of table.

TABLE 1. Equipment in Service at December 31, 1963

Cars in freight service														No.
Hopper		Ore		Refrigerator		Stock		Tank		Other		Total		
Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	
	tons		tons		tons		tons		tons		tons		tons	
748	45,820	-	-	1	30	-	-	-	-	-	-	1,759	114,105	1
4	280	-	-	-	-	-	-	-	-	-	-	6	400	2
-	-	-	-	-	-	-	-	-	-	-	-	1	60	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
3	210	-	-	-	-	-	-	-	-	-	-	16	860	5
8,279	434,770	1,643	103,610	4,726	224,715	1,857	64,580	25	750	531	26,860	91,780	4,628,285	6
7,247	484,790	1,141	75,810	3,040	144,890	1,981	80,420	294	15,940	-	-	78,564	4,114,049	7
8	560	500	50,000	-	-	-	-	22	1,150	-	-	598	54,640	8
-	-	-	-	-	-	-	-	1	40	-	-	1	40	9
1,110	69,930	-	-	-	-	-	-	-	-	-	-	1,139	71,310	10
-	-	-	-	-	-	-	-	-	-	-	-	4	160	12
1	30	-	-	-	-	-	-	16	320	-	-	142	3,420	13
-	-	76	2,736	-	-	-	-	-	-	8	240	110	3,756	15
21	1,130	-	-	-	-	-	-	-	-	-	-	26	1,305	18
-	-	-	-	-	-	-	-	-	-	-	-	25	1,250	19
-	-	-	-	-	-	-	-	-	-	-	-	-	-	20
-	-	-	-	-	-	-	-	-	-	-	-	-	-	21
-	-	-	-	-	-	30	1,200	-	-	-	-	49	1,720	22
100	7,000	-	-	-	-	21	640	-	-	-	-	1,291	56,270	23
92	5,980	-	-	33	1,560	55	2,330	10	450	40	3,160	1,033	61,160	24
5	293	2,977	291,746	6	317	-	-	146	7,700	-	-	3,354	313,882	26
223	15,760	-	-	-	-	-	-	-	-	-	-	407	25,595	27
179	11,150	-	-	-	-	8	320	-	-	-	-	1,209	68,830	30
11	230	-	-	-	-	-	-	32	684	-	-	205	5,254	34
16,031	1,077,813	6,337	523,902	7,806	371,512	3,852	149,690	546	27,034	579	30,260	181,719	9,526,351	35
136	12,116	-	-	-	-	-	-	5,255	266,704	-	-	5,404	279,558	
16,167	1,090,029	6,337	523,902	7,806	371,512	3,952	149,690	5,801	293,738	579	30,260	187,123	9,805,909	
Cars in passenger service				Cars in company service				Total cars in service		Cars leased ²				
Sleeping	Other	Total		Motor	Caboose	Work	Total							
-	2	21	-	-	19	70	89	1,869	-	1				
-	-	-	-	3	1	-	4	10	-	2				
-	-	-	-	1	9	33	43	44	-	3				
-	-	3	-	-	-	-	-	3	-	4				
-	-	-	-	-	16	88	104	120	-	5				
339	21	2,597	6	-	1,306	8,346	9,658	104,035	-	8				
327	3	1,392	-	-	1,069	5,362	6,431	86,387	-	7				
3	2	8	31	4	4	91	126	732	732	8				
-	-	-	-	-	17	62	79	80	-	9				
-	-	2	-	-	11	11	22	1,163	1,163	10				
-	-	-	-	-	3	13	16	20	-	12				
-	-	-	-	-	2	4	8	148	148	13				
-	-	-	-	-	-	5	5	5	-	14				
-	-	8	-	-	4	5	9	127	-	15				
-	-	-	-	-	2	2	4	30	-	18				
-	-	-	-	-	-	-	-	25	-	19				
-	-	-	-	-	1	1	2	2	-	20				
-	-	-	-	-	2	-	2	2	-	21				
1	-	9	-	-	23	192	215	273	-	22				
-	2	56	-	-	34	221	255	1,602	-	23				
6	1	31	-	-	43	242	285	1,349	-	24				
-	2	14	1	-	26	382	409	3,777	3,148	26				
-	-	-	-	-	3	-	3	410	-	27				
-	-	5	-	-	12	50	62	1,276	-	30				
-	-	-	-	-	26	-	26	26	-	33				
-	-	28	-	-	2	10	12	243	-	34				
676	33	4,172	42	2,635	15,190	17,867	203,758	5,296	35					

TABLE 1. Equipment in Service at December 31, 1963 — Concluded

No.	Name of railway	Motive power							
		Steam locomotives				Diesel electric locomotives			
		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 Hydro and Power Authority	—	—	—	—	—	—	—	—
4	Canada and Gulf Terminal	—	—	—	—	2	98,300	—	—
5	Canada Southern (Lessee N.Y.C.)	—	—	—	—	16	1,010,750	—	—
6	Canadian National	—	—	—	—	202	12,612,000	107	6,648,000
7	Canadian Pacific	—	—	—	—	118	7,550,500	79	4,893,025
8	Cartier	—	—	—	—	—	—	—	—
9	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	15	917,528	—	—
10	Cumberland	—	—	—	—	—	—	—	—
12	Essex Terminal	1	31,800	—	—	5	315,000	—	—
13	Grand Falls Central	—	—	—	—	—	—	—	—
14	Great Northern	—	—	—	—	3	186,285	—	—
15	Greater Winnipeg Water District	—	—	—	—	3	79,200	—	—
18	London and Port Stanley	—	—	—	—	—	—	—	—
19	Maine Central	—	—	—	—	—	—	—	—
20	Midland Railway of Manitoba	—	—	—	—	—	—	—	—
21	Napierville Junction	—	—	—	—	2	120,000	—	—
22	Northern Alberta	—	—	—	—	—	—	—	—
23	Ontario Northland	—	—	—	—	22	1,419,000	—	—
24	Pacific Great Eastern	—	—	—	—	—	—	—	—
26	Quebec North Shore and Labrador	—	—	—	—	—	—	—	—
27	Roberval and Saguenay	—	—	—	—	7	282,000	—	—
29	Shawinigan Falls Terminal	—	—	—	—	2	68,000	—	—
30	Toronto, Hamilton and Buffalo	—	—	—	—	18	1,107,407	—	—
33	Wabash (in Canada)	—	—	—	—	25	1,687,100	—	—
34	White Pass and Yukon Route (lines in Canada)	—	—	6	124,400	8	192,000	—	—
35	Totals	1	31,800	6	124,400	450	27,783,070	186	11,541,025

¹ Includes non-rail industrial firms such as oil, chemical and railway car loading companies which furnish freight cars to an individual or railway line. Source of data: The Official Railway Equipment Register.

TABLE 2. Mileage Operated at December 31, 1963

No.	Name of railway	First main track						
		Line owned and line of proprietary companies	Under lease or contract	Joint track	Total route miles (1 + 2 + 3)	Under trackage rights	Total miles of road operated (4 + 5)	Average miles of road operated during 1963
		(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	10.0	—	—	10.0	—	10.0	10.0
3	British Columbia Hydro and Power Authority	76.8	26.1	—	102.9	0.8	103.7	103.7
4	Canada and Gulf Terminal	36.2	—	—	36.2	—	36.2	36.2
5	Canada Southern (Lessee N.Y.C.)	280.2	1.6	—	281.8	0.4	282.2	280.3
6	Canadian National	22,873.6	35.7	28.1	22,937.4	204.0	23,141.4	23,068.1
7	Canadian Pacific	12,069.2	4,180.5	28.1	16,277.8	420.3	16,698.1	16,741.6
8	Cartier	—	190.3	—	190.3	—	190.3	190.3
9	Chesapeake and Ohio (Pere Marquette District)	198.8	—	—	198.8	140.0	338.8	338.7
10	Cumberland	56.6	1.2	—	57.8	—	57.8	57.8
12	Essex Terminal	21.3	—	—	21.3	—	21.3	21.3
13	Grand Falls Central	—	23.1	—	23.1	—	23.1	23.1
14	Great Northern	122.5	—	—	122.5	7.7	130.2	130.2
15	Greater Winnipeg Water District	92.0	—	—	92.0	—	92.0	92.0
16	International Bridge and Terminal	1.0	—	—	1.0	—	1.0	1.0
18	London and Port Stanley	24.5	—	—	24.5	—	24.5	24.5
19	Maine Central	5.1	—	—	5.1	—	5.1	5.1
20	Midland Railway of Manitoba	5.6	—	—	5.6	69.8	75.4	75.4
21	Napierville Junction	27.1	—	—	27.1	14.6	41.7	41.7
22	Northern Alberta	922.8	—	—	922.8	4.9	927.7	927.7
23	Ontario Northland	511.1	60.0	—	571.1	—	571.1	566.3
24	Pacific Great Eastern	789.5	—	—	789.5	—	789.5	789.5
26	Quebec North Shore and Labrador	358.4	—	—	358.4	5.1	363.5	358.0
27	Roberval and Saguenay	29.0	—	—	29.0	—	29.0	29.0
28	St. Lawrence and Adirondack	33.2	13.3	—	46.5	7.5	54.0	54.0
29	Shawinigan Falls Terminal	—	—	—	—	—	—	—
30	Toronto, Hamilton and Buffalo	103.6	—	—	103.6	7.4	111.0	111.0
31	Toronto Terminals	3.2	—	—	3.2	—	3.2	3.2
32	Van Buren Bridge Co.	0.4	—	—	0.4	—	0.4	0.4
33	Wabash (in Canada)	—	—	—	—	245.4	245.4	245.4
34	White Pass and Yukon Route (lines in Canada)	90.3	—	—	90.3	—	90.3	90.3
35	Totals	39,062.8	4,531.8	28.1	43,622.7¹	1,128.9	44,751.6²	44,737.6

¹ Excludes 28.1 miles of joint track.

² Excludes 1.9 miles of joint track.

³ Excludes 12.0 miles of joint track.

TABLE 1. Equipment in Service at December 31, 1963 - Concluded

Motive power													No.
Diesel electric locomotives				Electric locomotives		Total		Leased ²		Number added during year	Number retired during year	Steam generator units	
Road switcher units		Yard switcher units		Number	Tractive power	Number	Tractive power	Number	Tractive power				
Number	Tractive power	Number	Tractive power										
23	1,440,793	2	115,017	--	--	25	1,555,810	--	--	2	--	--	1
--	--	--	--	--	--	2	138,000	--	--	--	--	--	2
13	671,000	--	--	1	17,500	14	688,500	--	--	--	--	--	3
--	--	--	--	--	--	2	98,300	--	--	--	--	--	4
--	--	--	--	--	--	16	1,010,750	16	1,010,750	--	6	2	5
1,181	66,692,000	424	24,338,000	27	485,000	1,941	110,773,000	48	3,418,000	40	13	106	6
583	37,475,600	274	14,296,325	--	--	1,054	64,215,450	--	--	--	139	--	7
17	1,020,000	--	--	--	--	17	1,020,000	17	1,020,000	--	--	2	8
--	--	--	--	--	--	15	917,528	--	--	1	--	--	9
13	702,000	2	85,000	--	--	15	787,000	15	787,000	--	--	--	10
--	--	--	--	--	--	6	346,800	--	--	--	--	--	12
3	82,500	1	27,500	--	--	4	110,000	4	110,000	--	--	--	13
--	--	--	--	--	--	3	186,285	--	--	--	--	--	14
--	--	--	--	--	--	3	79,200	--	--	--	--	--	15
2	80,000	--	--	3	94,500	5	174,500	--	--	--	--	--	18
--	--	2	93,600	--	--	2	93,600	--	--	--	--	--	19
1	62,605	1	55,480	--	--	2	118,085	--	--	--	--	--	20
--	--	--	--	--	--	2	120,000	--	--	--	--	--	21
17	746,000	--	--	--	--	17	746,000	--	--	--	--	--	22
22	1,048,700	4	230,000	--	--	48	2,695,700	--	--	--	--	1	23
43	2,420,000	3	172,500	--	--	46	2,592,500	--	--	--	--	--	24
76	4,689,200	3	171,400	--	--	79	4,860,600	--	--	--	1	--	26
--	--	--	--	--	--	7	282,000	--	--	--	--	--	27
--	--	--	--	--	--	2	68,000	2	68,000	1	--	--	29
--	--	--	--	--	--	18	1,107,407	--	--	--	--	1	30
--	--	--	--	--	--	25	1,687,100	--	--	--	--	--	33
--	--	1	20,200	--	--	15	336,600	--	--	3	--	--	34
1,994	117,128,398	717	39,603,022	31	597,000	3,385	196,808,715	102	6,413,750	47	159	112	35

² Included in total.

TABLE 2. Mileage Operated at December 31, 1963

Second main track		Other main track		Industrial track		Yard tracks and sidings		All tracks		No.
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 excluding trackage rights)	Total	Route miles (total excluding trackage rights)	
--	--	--	--	20.6	20.6	82.2	82.2	424.6	423.6	1
--	--	--	--	--	--	4.6	4.0	14.6	14.0	2
--	--	--	--	--	--	52.1	52.1	155.8	155.0	3
--	--	--	--	--	--	2.6	2.6	38.8	38.8	4
226.1	226.1	1.4	1.4	27.4	27.4	114.3	114.3	651.4	651.0	5
826.8	794.4	44.6	38.4	1,526.4	183.2	6,120.1	5,979.1	31,659.3	29,932.5	6
1,040.6	981.5	30.9	6.1	934.4	849.1	4,758.9	4,571.8	23,462.9	22,686.3	7
--	--	--	--	--	--	34.1	10.0	224.4	200.3	8
128.8	--	--	--	20.9	20.9	100.1	66.1	588.6	285.8	9
--	--	--	--	--	--	40.6	40.6	98.4	98.4	10
2.6	2.6	--	--	6.3	6.3	18.2	18.2	48.4	48.4	12
--	--	--	--	--	--	26.9	26.9	50.0	50.0	13
7.1	7.1	--	--	12.4	12.4	33.2	31.3	182.9	173.3	14
--	--	--	--	--	--	18.0	18.0	110.0	110.0	15
--	--	--	--	--	--	0.2	0.2	1.2	1.2	16
--	--	--	--	5.0	5.0	19.0	19.0	48.5	48.5	18
--	--	--	--	--	--	--	--	5.1	5.1	19
--	--	2.4	--	2.3	2.3	21.4	6.2	101.5	14.1	20
14.5	--	2.0	--	0.2	0.2	23.9	5.2	82.3	32.5	21
--	--	--	--	19.2	19.2	116.2	115.3	1,063.1	1,057.3	22
--	--	--	--	34.5	34.5	112.2	112.2	717.8	717.8	23
--	--	--	--	37.9	37.9	120.4	120.4	947.8	947.8	24
--	--	--	--	1.7	1.7	98.6	68.4	463.8	426.5	26
--	--	--	--	1.0	1.0	10.7	10.7	40.7	40.7	27
7.5	--	--	--	--	--	7.7	7.7	69.2	54.2	28
--	--	4.5	--	--	--	11.4	0.1	15.9	0.1	29
7.9	8.3	--	--	55.4	53.9	82.1	66.4	256.4	230.2	30
--	--	9.9	9.9	1.4	1.4	16.5	16.5	31.0	31.0	31
--	--	--	--	--	--	0.3	0.3	0.7	0.7	32
96.7	--	--	--	--	--	195.5	--	537.6	--	33
--	--	--	--	--	--	4.8	4.8	95.1	95.1	34
2,356.7 ²	2,018.1 ²	95.7	55.8	2,695.0 ¹	1,265.0 ¹	12,227.7 ⁴	11,551.5 ⁵	62,126.7 ⁷	58,511.1 ¹	35

¹ Excludes 19.1 miles of joint track.² Excludes 61.1 miles of joint track.

TABLE 3. First Main Track Mileage at December 31, 1963 - By Area¹

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	-	-	-	-	10.0	-	-
3	British Columbia Hydro and Power Authority	-	-	-	-	-	-	-
4	Canada and Gulf Terminal	-	-	-	-	36.2	-	-
5	Canada Southern (Lessee N.Y.C.)	-	-	-	-	-	281.8	-
6	Canadian National	704.1	278.6	995.6	1,233.7	3,288.5	5,314.1	3,101.6
7	Canadian Pacific	-	-	261.4	532.3	1,554.1	3,305.9	1,661.1
8	Cartier	-	-	-	-	190.3	-	-
9	Chesapeake and Ohio (Pere Marquette District)	-	-	-	-	-	198.8	-
10	Cumberland	-	-	57.8	-	-	-	-
12	Essex Terminal	-	-	-	-	-	21.3	-
13	Grand Falls Central	23.1	-	-	-	-	-	-
14	Great Northern	-	-	-	-	-	-	-
15	Greater Winnipeg Water District	-	-	-	-	-	-	92.0
16	International Bridge and Terminal	-	-	-	-	-	1.0	-
18	London and Port Stanley	-	-	-	-	-	24.5	-
19	Maine Central	-	-	-	5.1	-	-	-
20	Midland railway of Manitoba	-	-	-	-	-	-	5.6
21	Napierville Junction	-	-	-	-	27.1	-	-
22	Northern Alberta	-	-	-	-	-	-	-
23	Ontario Northland	-	-	-	-	27.7	543.4	-
24	Pacific Great Eastern	-	-	-	-	-	-	-
26	Quebec North Shore and Labrador	207.0	-	-	-	151.4	-	-
27	Roberval and Saguenay	-	-	-	-	29.0	-	-
28	St. Lawrence and Adirondack	-	-	-	-	46.5	-	-
30	Toronto, Hamilton and Buffalo	-	-	-	-	-	103.6	-
31	Toronto Terminals	-	-	-	-	-	3.2	-
32	Van Buren Bridge Co.	-	-	-	0.4	-	-	-
33	White Pass and Yukon Route (lines in Canada)	-	-	-	-	-	-	-
35	Totals	934.2	278.6	1,314.8	1,771.5	5,360.8	10,116.5²	4,860.3
		Saskatchewan	Alberta	British Columbia	Yukon	United States	Total route miles	
1	Algoma Central and Hudson Bay	-	-	-	-	-	-	320.8
2	Alma and Jonquieres	-	-	-	-	-	-	10.0
3	British Columbia Hydro and Power Authority	-	-	102.9	-	-	-	102.9
4	Canada and Gulf Terminal	-	-	-	-	-	-	36.2
5	Canada Southern (Lessee N.Y.C.)	-	-	-	-	-	-	281.8
6	Canadian National	4,384.0	2,152.6	1,412.5	-	-	72.1	22,937.4
7	Canadian Pacific	4,192.9	2,660.3	1,842.5	-	-	267.3	16,277.8
8	Cartier	-	-	-	-	-	-	190.3
9	Chesapeake and Ohio (Pere Marquette District)	-	-	-	-	-	-	198.8
10	Cumberland	-	-	-	-	-	-	57.8
12	Essex Terminal	-	-	-	-	-	-	21.3
13	Grand Falls Central	-	-	-	-	-	-	23.1
14	Great Northern	-	-	122.5	-	-	-	122.5
15	Greater Winnipeg Water District	-	-	-	-	-	-	92.0
16	International Bridge and Terminal	-	-	-	-	-	-	1.0
18	London and Port Stanley	-	-	-	-	-	-	24.5
19	Maine Central	-	-	-	-	-	-	5.1
20	Midland Railway of Manitoba	-	-	-	-	-	-	5.6
21	Napierville Junction	-	-	-	-	-	-	27.1
22	Northern Alberta	-	895.9	26.9	-	-	-	922.8
23	Ontario Northland	-	-	-	-	-	-	571.1
24	Pacific Great Eastern	-	-	789.5	-	-	-	789.5
26	Quebec North Shore and Labrador	-	-	-	-	-	-	358.4
27	Roberval and Saguenay	-	-	-	-	-	-	29.0
28	St. Lawrence and Adirondack	-	-	-	-	-	-	46.5
30	Toronto, Hamilton and Buffalo	-	-	-	-	-	-	103.6
31	Toronto Terminals	-	-	-	-	-	-	3.2
32	Van Buren Bridge Co.	-	-	-	-	-	-	0.4
34	White Pass and Yukon Route (lines in Canada)	-	-	32.6	57.7	-	-	90.3
35	Totals	8,576.9	5,682.6³	4,329.4	57.7	339.4	43,622.7⁴	

¹ Excludes trackage rights.² Excludes 1.9 miles of joint track.³ Excludes 26.2 miles of joint track.⁴ Excludes 28.1 miles of joint track.

TABLE 4. Changes in First Main Track Mileage, 1963

Name of railway and termini between which changes occurred	Date of change	Mileage Increase+ Decrease-	Details
Alma and Jonquieres Railway Company:			
Isle Maligne and Saguenay Power Junction.....	-	- 0.6	Remeasurement
Canadian National Railways:			
Nepisiguit Jct. to Brunswick Mining & Smelting Corp. N.B.....	December	+ 14.7	New line
Franquet to Matagami, Que.	October	+ 61.3	New line
Chisel Lake to Stall Lake, Man.	October	+ 8.2	New line
Blue Bell N.B., diversion—M. 219.38 to 219.68.....	October	- 0.3	Relocation of line
Montreal Central Stn. Beginning of Mount Royal Sub. relocated.....	December	- 0.2	Relocation of line
Belleville, Ont. Jct. switch of Campbellford Sub. relocated.....	December	- 0.1	Relocation of line
Victoria Beach Sub, Man. M. 18.8 to M. 18.9 (Fed River Floodway).....	November	+ 0.1	Relocation of line
Argentia Jct. to Placentia, Nfld.	May	- 1.4	Abandonment
Victoriaville to Aston Jct. Que. M. 1.65 to 15.75.....	July	- 14.1	Abandonment
Rawdon to St. Jacques, Que. M. 0.00 to 8.50	December	- 8.5	Abandonment
Ottawa, Ont. Main Street connection.....	January	- 0.8	Abandonment
Ottawa Ont. Hurdman to Smyth Rd., Beachburg Sub.	January	- 1.0	Abandonment
Otterville to Norwich Jct., Ont.	October	- 3.0	Abandonment
Norwich to Burgessville, Ont.	October	- 3.2	Abandonment
Greenwater to Atherley, Ont.	December	- 15.8	Abandonment
St. Catharines, Ont. Track on Welland Ave.	December	- 0.2	Abandonment
Fort Wm. Ont., Loop Line, M. 1.13 to 1.81.....	April	- 0.7	Abandonment
Beaconsfield to Victoria Beach, Man. M. 49.5 to 70.2.....	September	- 20.7	Abandonment
Grand Marais to Grand Beach, Man.	September	- 0.9	Abandonment
Near Ptge. la Prairie Man. M. 45.6 to 46.6, Harte Sub.	December	- 1.0	Abandonment
Grainland to Dunblane, Sask. M. 107.83 to 129.49.....	October	- 21.7	Abandonment
River a Pierre, Que. M. 0.00 to 0.91, St. Tite Sub.	October	- 0.9	Shortening of line
Hawkesbury, Ont. M. 20.85 to 21.17 Vankleek Sub.	December	- 0.3	Shortening of line
Chappell to Roskin Jct. Sask.	July	- 1.8	Shortening of line
Yard rearrangement Red Deer, Alta.	July	- 0.4	Shortening of line
Mahone Jct. to Lunenburg, N.S. Former spur now maintrack.....	December	+ 7.0	Reclassification
Linwood Jct. to Mulgrave, N.S. Former spur now maintrack.....	December	+ 12.6	Reclassification
Brown Pt. to Pictou, N.S. Former spur now maintrack.....	December	+ 1.9	Reclassification
Pugwash Jct. to Pugwash, N.S. Former spur now maintrack.....	December	+ 4.6	Reclassification
Ferrona Jct. to Sunny Brae, N.S. Former spur now maintrack.....	December	+ 12.5	Reclassification
New Glasgow to Thorburn, N.S. Former spur now maintrack.....	December	+ 5.8	Reclassification
Victoriaville to M. 1.65, Aston Sub. Que., now siding.....	December	- 1.7	Reclassification
Ste. Martine to Beaharols Que., now spur track.....	December	- 5.9	Reclassification
Bonaventure to St. Henri (Montreal) now spur track.....	December	- 1.9	Reclassification
East Wye at St. Henri (Montreal) now spur track.....	December	- 0.3	Reclassification
Thorold (Ont.) Industrial spur, now siding.....	December	- 0.8	Reclassification
St. Catharines, Ont. Tracks on Geneva, Ont., St. Paul and Queenston Streets, now sidings.....	December	- 1.0	Reclassification
Pembroke Jct. Ont., connection to Pembroke Town Spur, now siding.....	December	- 0.6	Reclassification
Fort Wm. Ont. Loop M. 0.00 to 1.13, now "Vickers Street Spur".....	April	- 1.1	Reclassification
Beaconsfield, Man. M. 47.87 to 49.50 Vict. Beach Sub., now siding.....	September	- 1.6	Reclassification
Ptge. la Prairie, Man. M. 45.6 to 46.5 Cabot Sub., now main track.....	December	+ 0.9	Reclassification
Brandon, Man. 1st Street to end of track, now yard track.....	October	- 0.9	Reclassification
Grainland Sask. M. 105.6 to 107.8 Central Butte Sub. now siding.....	October	- 2.2	Reclassification
Dunblane, Sask. M. 129.5 to 130.1 Central Butte Sub., now siding.....	October	- 0.6	Reclassification
Ottawa, Ont. Track rights acquired on C.P.R. Sussex Street Sub. from Hurdman to Smyth Road.....	January	+ 1.3	Trackage rights
Canadian Pacific Railway Company:			
Bredenbury to I.M.C. Mine, Sask.	January	+ 15.9	New line
Ypres to Camp Borden, Ont.	December	+ 3.2	Reclassification
Port McNicoll to McMillan, Ont.	December	+ 1.2	Reclassification
Midland Dock to Midland Elevator, Ont.	December	+ 0.8	Reclassification
Youngs Cove Road to Norton, N.B.	September	- 25.3	Abandonment
St. Lin Junction to St. Lin, Que.	October	- 15.2	Abandonment
Mile 30.9 to Mile 45.6 Rapid city Sub. Man.	August	- 14.7	Abandonment
Rudyard to Kaleida, Man.	August	- 6.7	Abandonment
Trail Spur, B.C.	June	- 1.5	Abandonment
Benfrew Spur, Ont.	December	- 0.6	Shortening of line
East leg of Wye - Bulyea Sub. Sask.	December	- 0.3	Reclassification
Odium to Hope, B.C.	December	- 4.2	Reclassification
Grand Forks City Spur, B.C.	December	- 1.7	Reclassification
West leg of Wye at Rossland, B.C.	December	- 0.2	Reclassification
Princeton subd. to Spences Bridge Yard, B.C.	December	- 0.3	Reclassification
Trackage change to Kemnay, Man.	December	- 0.2	Relocation of line
Grand River Railway, Ont.	December	- 0.2	Correction of records
Ontario Northland Railway Company:			
Adams Jct. and Dead End, Ont.	October	- 4.8	New line
Quebec North Shore and Labrador Railway Company:			
Sept-iles - Schefferville, Que.	December	+ 6.2	Redistribution
Summary		Area	
Gross increases:		Newfoundland	
New lines opened for traffic	104.9	Prince Edward Island	- 1.4
Relocation of line.....	0.1	Nova Scotia	+ 44.4
Reclassification	50.5	New Brunswick	- 10.9
Other.....	7.5	Quebec	+ 18.2
Totals.....	163.0	Ontario	- 18.1
Gross decreases:		Manitoba.....	
Abandonments.....	156.4	Saskatchewan	- 37.5
Reclassified	25.3	Alberta	- 0.4
Relocation	0.8	British Columbia.....	- 7.9
Shortening of line.....	4.0	U.S.A.....	-
Other.....	0.6	Net change.....	- 24.3
Totals.....	187.3		
Net change.....	- 24.3		

TABLE 5. Railway Track Mileage under Construction at December 31, 1963

Location	Under contract		Completed but not opened	Total	First main track opened for traffic during 1963
	Active	Non-active			
Newfoundland	—	—	—	—	—
Prince Edward Island	—	—	—	—	—
Nova Scotia	—	—	—	—	—
New Brunswick	—	—	—	—	14.7
Quebec	—	—	—	—	61.3
Ontario	34.7	—	—	34.7	4.8
Manitoba	—	—	—	—	8.2
Saskatchewan	—	—	12.8	12.8	15.9
Alberta	430.0	—	—	430.0	—
British Columbia	75.0	—	—	75.0	—
United States	—	—	—	—	—
Totals	539.7	—	12.8	552.5	104.9

TABLE 6. Rails Laid in Track - Year 1963

Weight per yard	New		Relay and other		Total tons laid	Total cost
	Tons	Cost	Tons	Cost		
		\$		\$		
50 lbs. and under 60 lbs.	—	—	—	—	—	—
60 " " " 70 "	—	—	735	31,748	735	31,748
70 " " " 75 "	—	—	121	4,182	121	4,182
75 " " " 80 "	—	—	—	—	—	—
80 " " " 85 "	8	1,054	1,203	48,560	1,211	49,614
85 " " " 90 "	545	75,493	13,962	593,804	14,507	669,097
90 " " " 95 "	4	494	3,191	117,120	3,195	117,614
95 " " " 100 "	—	—	—	—	—	—
100 " " " 105 "	96,358	12,312,640	86,940	3,979,458	183,296	16,292,098
105 " " " 110 "	200	30,057	357	24,486	557	54,543
110 "	—	—	—	—	—	—
112 "	—	—	5	145	5	145
115 "	28,269	3,657,027	2,212	100,112	30,481	3,757,139
127 "	—	—	1,159	70,463	1,159	70,463
130 "	14,256	1,796,280	5,674	231,580	19,930	2,027,860
131 "	—	—	—	—	—	—
132 "	9,049	1,371,464	1,765	156,146	10,814	1,527,610
Undistributed	5,629	749,936	24,071	1,124,227	29,700	1,874,163
Totals	154,316	19,994,445	141,395	8,481,831	295,711	26,476,276

TABLE 7. Fuel Consumed by Motive Power Equipment - Year 1963

	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline	
	tons	gallons				
Locomotives:						
Transportation service:						
Freight	—	3,910	254,297,218	2,094,650	—	
Passenger	569	—	72,194,441	—	—	
Switching	—	1,174	25,283,116	4,769	—	
Work train service	—	5,674	5,772,288	—	—	
Totals	569	10,758	357,547,063	2,099,419	—	
Rail motor cars, etc.:						
Rail motor cars	—	—	4,306,876	—	27,669	
Other	—	—	36,463	—	3,073	
Grand totals	569	10,758	361,890,402	2,099,419	30,742	
Total cost (Grand total \$48,439,425)	\$	6,061	1,145	48,188,174	231,469	12,576

TABLE 8. Origin of Fuel Consumed by Motive Power Equipment, by Provinces, 1963

Delivered to fueling stations in	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline
	tons		gallons		
Canadian fuel:					
Newfoundland	-	-	7,928,277	-	-
Prince Edward Island	-	-	498,951	-	-
Nova Scotia	-	-	8,414,819	-	2,065
New Brunswick	-	-	17,865,783	-	-
Quebec	-	-	52,368,539	-	4,067
Ontario	-	-	133,172,269	-	400
Manitoba	-	-	28,794,547	-	-
Saskatchewan	-	-	25,516,557	-	-
Alberta	-	-	32,542,856	758,132	-
British Columbia	-	-	41,732,562	1,341,287	-
Yukon	-	-	-	-	-
United States	-	-	-	-	-
Totals	-	-	346,835,160	2,099,419	6,532
Imported fuel:					
Newfoundland	-	-	71,511	-	-
Prince Edward Island	-	-	-	-	-
Nova Scotia	-	-	-	-	-
New Brunswick	-	-	5,965	-	-
Quebec	120	-	2,248,321	-	24,210
Ontario	223	-	6,739,486	-	-
Manitoba	-	-	209,441	-	-
Saskatchewan	-	-	-	-	-
Alberta	46	-	-	-	-
British Columbia	180	10,758	354,170	-	-
Yukon	-	-	54,243	-	-
United States	-	-	5,372,105	-	-
Totals	569	10,758	15,055,242	-	24,210
Grand totals	569	10,758	361,890,402	2,099,419	30,742



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