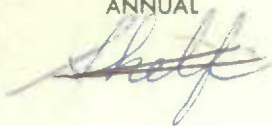


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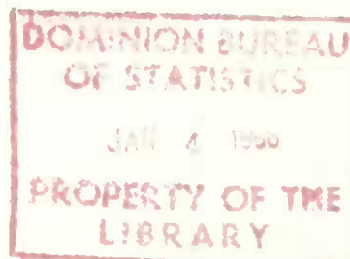


RAILWAY TRANSPORT

1964

PART III

(Equipment, Track and Fuel Statistics)



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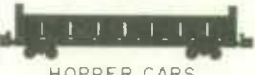
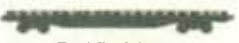







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CARS OWNED OR LEASED BY RAILWAYS IN CANADA⁽¹⁾ (AT DECEMBER 31, 1964)

NUMBER	TYPE	PERCENTAGE CHANGE FROM PREVIOUS YEAR
103,108	 BOX CARS <small>automatic insulated hood</small>	- 1.4 %
22,023	 GONDOLA & BALLAST CARS <small>covered, high sides and low sides</small>	- 1.4 %
17,240	 COMPANY SERVICE CARS	- 2.8 %
16,981	 HOPPER CARS <small>covered, tank type</small>	+ 6.0 %
12,755	 FLAT CARS <small>end bulkhead, piggyback, depressed centre, well type</small>	+ 3.0 %
7,555	 REFRIGERATOR CARS	- 3.2 %
6,907	 AUTOMOBILE (TRACKED) CARS <small>2-level, 3-level</small>	- 2.9 %
5,977	 ORE CARS	+ 2.4 %
3,281	 STOCK CARS	- 17.0 %
2,264	 PASSENGER CARS	- 1.5 %
1,721	 BAGGAGE - POSTAL - EXPRESS CARS	- 7.7 %
526	 TANK CARS	+ 0.4 %

⁽¹⁾ EXCLUDES CARTIER AND NON-RAILWAY OWNED CARS.

RAILWAY TRANSPORT

1964

PART III

(Equipment, Track and Fuel Statistics)

INTRODUCTION

This report presents equipment, track and fuel statistics of common carrier railways operating in Canada during 1964. Due to the non-availability of financial and employee compensation data relative to the Cartier Railway, for inclusion in Parts II and VI of this six part annual series, details respecting the physical characteristics and work done by that road are shown independently in the last line of each table and excluded from the totals in Parts III, IV and V. Statistics used in the analytical portion of this text exclude Cartier Railway throughout for purposes of comparison.

The term "common carrier" as used in this series refers to a railway which holds itself out to the general public to transport passengers and/or goods for compensation.

The franchises and other properties of the Wabash Railroad Company were leased to the Norfolk and Western Railway Company effective October 16, 1964.

Analysis

The number of freight carrying cars owned or leased by railways in Canada declined 1,267 units to 179,854 in 1964, but their average capacity increased 0.9 tons. These figures do not include equipment of the Cartier or privately-owned railway cars. (See Chart 3 for the average capacity of cars from 1926 through 1964).

During the year under review 3,781 units were added to the freight car fleet, 2,878 of which were new installations and 403 of which were cars rebuilt or converted to meet specific traffic requirements. A total of 4,548 freight cars were retired from service in 1964 and of this number 3,697 were no longer serviceable.

A breakdown of freight car equipment, by type, shows that box cars declined 1,466 units to 103,108; stock cars dropped 671 units to 3,281; gondola cars fell by 274 to 19,043; refrigerator cars decreased 251 units to 7,555; and automobile cars were down 206 units to 6,907. The number of hopper cars in 1964 increased by 950 units to 16,981 cars; flat cars were up 325 units to 12,755; ore cars increased 140 units to 5,977; and "other" cars rose 162 units to 741. Not included in these totals are 5,632 (5,404 in 1963) privately-owned cars of leasing companies and non-rail industrial firms with offices in Canada, which are shown separately in Table 1. Another 2,535 railway freight cars owned by similar firms with offices in the United States and consisting of 2,403 tank cars, 127 hoppers, 108 flats and 77 other types, were in service on Canadian lines in 1964. The latter are not shown in Table 1.

Passenger-train cars which were further reduced by 179 units to 3,985 in 1964, amounted to only about 2 per cent of the total car fleet. Baggage, postal and express cars were down 143 units to 1,721; sleeping cars declined 28 units to 645; and coach cars fell 17 units to 1,037. Equipment used primarily in company service, including motor rail cars, cabooses and work train cars, totalled 17,240, a drop of 501 units from the previous year. The total number of all freight, passen-

ger and company work cars in service during 1964 (excluding privately-owned equipment) aggregated 201,079, down 1,947 from 203,753 in 1963. Chart I shows the number of cars in service in 1964, by type and the percentage change over the previous year.

The number of locomotives in service at the close of 1964 totalled 3,304, a drop of 64 units from 1963. (See Chart 4). Only one coal burning locomotive remained in Canadian service, during 1964, a decline of six from the earlier year. Diesel locomotives were down 49 units to 3,281 and electric locomotives decreased by nine units to 22. The greater pulling power of today's diesel locomotive over the older coal and oil burning steam type is perhaps indicated by the fact that in 1964, with 29 per cent fewer locomotive units, the railways achieved 50 per cent more gross ton-miles than in 1963. The combined tractive effort of all locomotives in 1964 (the force exerted by powered equipment, measured at the rim of the driving wheels) totalled 192,345,215 pounds, an average of 58,216 pounds per locomotive as compared with a total tractive effort of 195,788,715 pounds and an average 58,132 pounds per locomotive in 1963.

Track Mileage

The total route mileage (excluding line operated under trackage rights) of all railways in Canada at the close of 1964 was 58,243 miles, down 68 miles from 1963. The 1964 total consists of 43,355 miles of first main track; 2,010 miles of second main track; 56 miles of other main track; 1,281 miles of industrial track; and 11,541 miles of yard tracks and sidings. First main track is defined as a single track extending the entire distance between terminals, upon which the length of the road is based.

During the year under review, 35 miles of first main track were abandoned, of which 22.2 miles were in Ontario and 12.0 miles in New Brunswick. A number of track reclassifications and other minor changes in first main track mileage occurred during the year resulting in a net reduction of 78.8 miles. Chart 2 shows a breakdown of the first main track mileage in Canada, by province.

A total of 305,848 tons of new relay, and other rails, costing \$25,811,984 were laid in track during 1964. This compares with 295,711 tons and \$26,476,276 in 1963. As in previous years, the rails used were mainly those with an average weight from 100 to 105 pounds per yard.

Fuel Consumption

The consumption of diesel oil by motive power equipment increased during 1964 to a total of 394,559,543 gallons, up 9.7 per cent from 359,642,081 gallons, in 1963. Crude oil, which first appeared as a locomotive fuel in the 1961 statistics showed a further increase to 2,454,666 gallons in 1964 from 2,099,419 the previous year. Bituminous coal as a locomotive fuel declined to an all-time low of 349 tons during the year under review, while fuel oil was no longer reported in use. Of the 394.6 million gallons of diesel oil consumed by railways in Canada, in 1964 over 96 per cent was domestic in origin.

CHART - 2

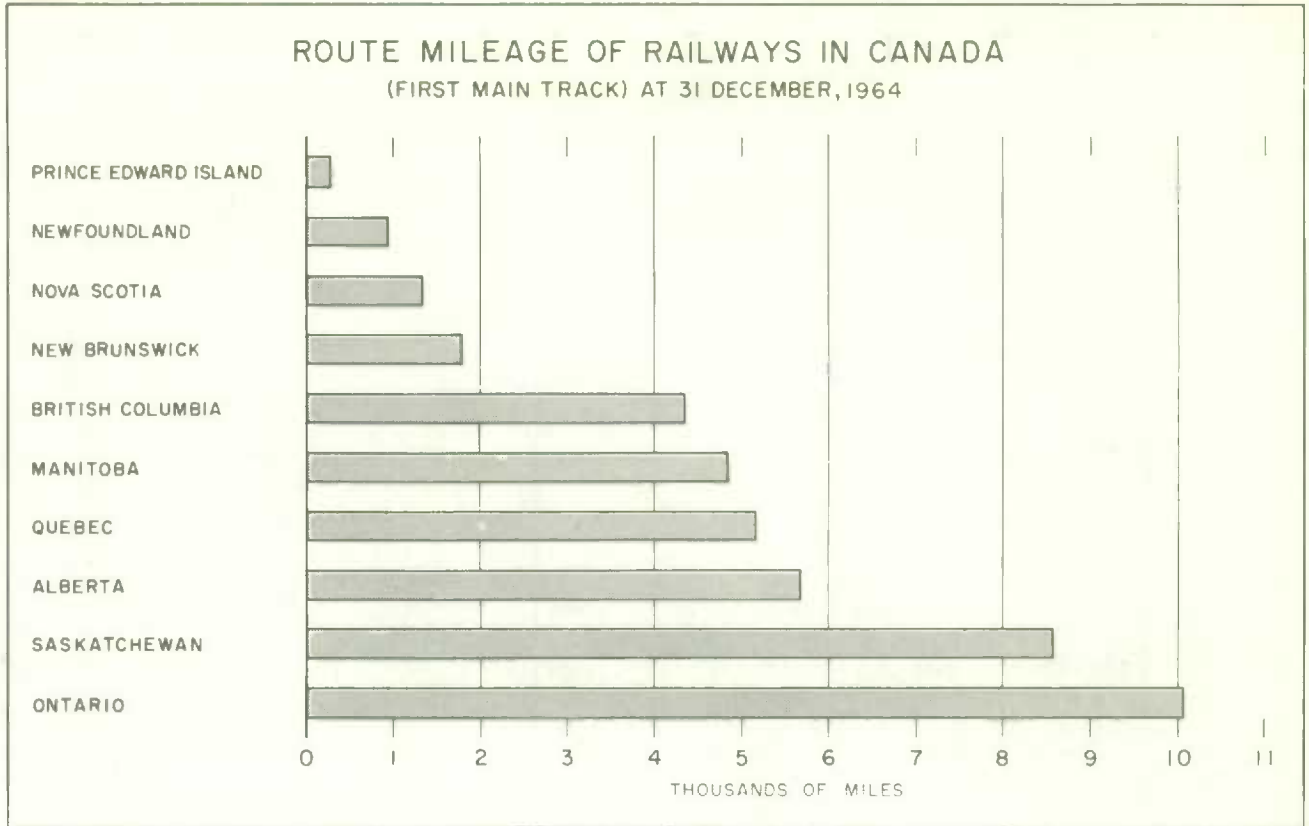


CHART - 3

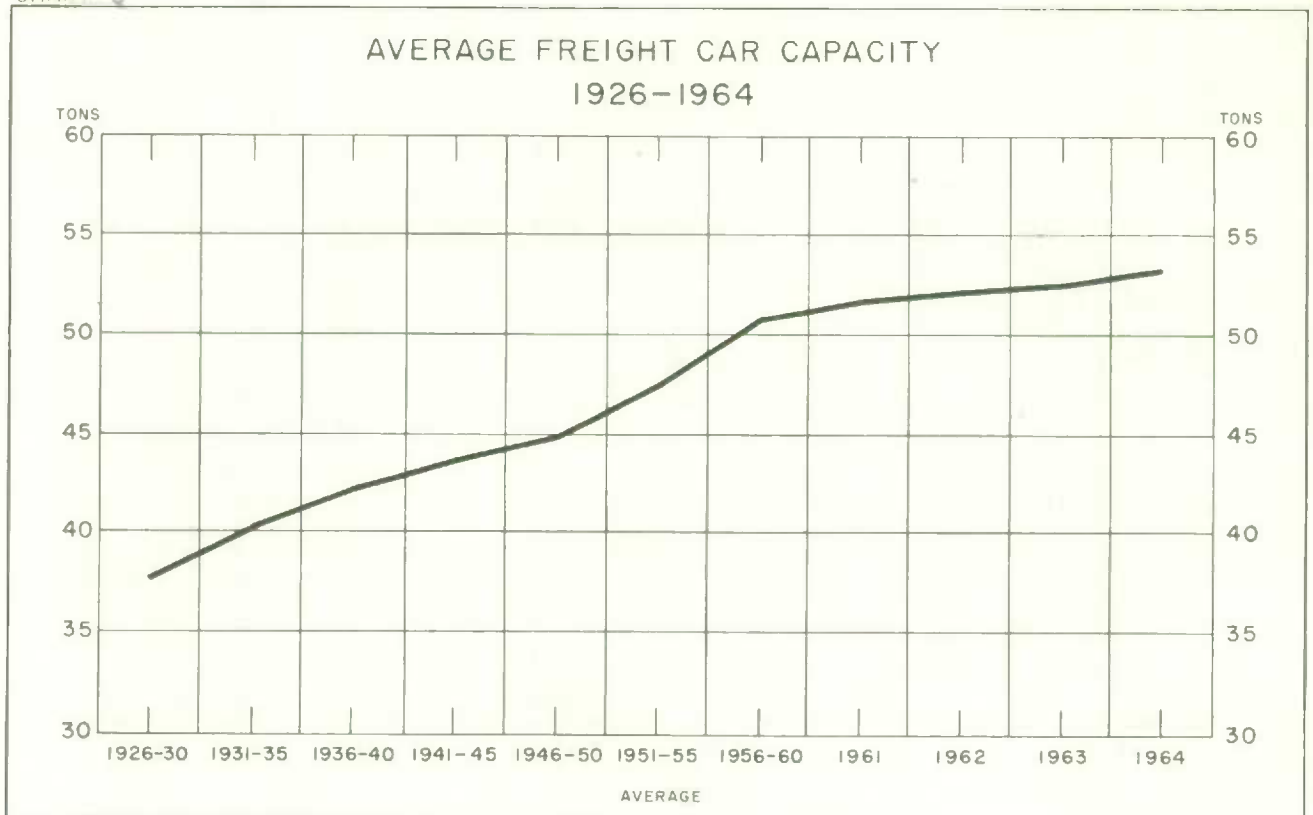


CHART-4

LOCOMOTIVES IN SERVICE - NUMBER AND TYPE,
1926-1964

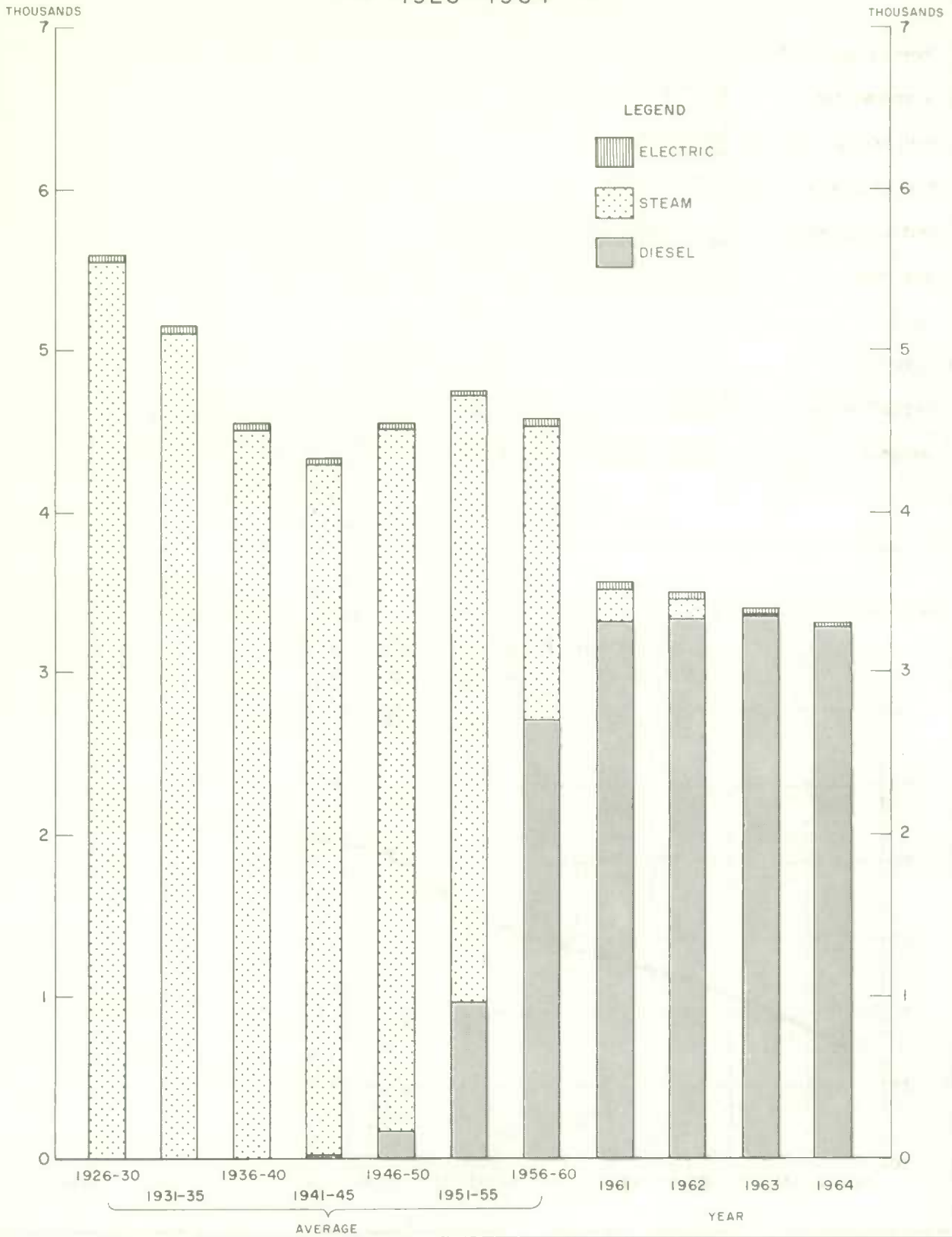


TABLE 1. Equipment in Service at December 31, 1964

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	168	7,160	787	130,640
2	Alma and Jonquières	—	—	—	—	—	—	2	120	—	—
3	British Columbia Hydro and Power Authority	—	—	—	—	1	60	—	—	—	—
4	Canada and Gulf Terminal	—	—	—	—	—	—	—	—	—	—
5	Canada Southern (Lessee N.Y.C.)	—	—	—	—	7	350	—	—	—	—
6	Canadian National	3,865	164,130	2,918	174,095	52,889	2,476,310	6,042	305,736	9,781	623,630
7	Canadian Pacific	3,042	143,160	—	—	47,900	2,324,040	5,617	292,384	7,882	537,640
9	Chesapeake and Ohio (Père Marquette District)	—	—	—	—	—	—	—	—	—	—
10	Cumberland	—	—	—	—	14	630	15	750	—	—
12	Essex Terminal	—	—	—	—	—	—	4	160	—	—
13	Grand Falls Central	—	—	—	—	83	2,230	27	540	—	—
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	Naperville Junction	—	—	—	—	—	—	—	—	—	—
23	Northern Alberta	—	—	—	—	—	—	19	520	—	—
24	Ontario Northland	—	—	6	300	998	39,920	126	6,930	—	—
25	Pacific Great Eastern	—	—	—	—	310	15,500	355	22,980	172	11,610
27	Quebec North Shore and Labrador	—	—	—	—	72	4,374	92	5,607	34	2,755
28	Roberval and Saguenay	—	—	4	220	102	5,275	4	160	70	4,000
31	Toronto, Hamilton and Buffalo	—	—	—	—	601	29,910	100	5,000	320	22,400
35	White Pass and Yukon Route (lines in Canada)	—	—	—	—	6	200	164	4,440	—	—
36	Totals	6,907	307,290	2,977	177,065	103,108	4,905,624	12,755	653,072	19,046	1,332,675
	Private railway car owners ¹	—	—	—	—	—	—	7	435	2	88
	Grand totals	6,907	307,290	2,977	177,065	103,108	4,905,624	12,762	653,507	19,048	1,332,763
8	Cartier	—	—	—	—	21	1,170	45	1,710	3	120
		Cars in passenger service									
		Self-propelled passenger train	Baggage, postal and express	Coach	Colonist	Combination passenger	Dining	Parlour			
1	Algoma Central and Hudson Bay	—	7	13	—	—	—	—	—		
2	Alma and Jonquières	—	—	—	—	—	—	—	—		
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	37	1,181	610	45	68	90	89	—		
7	Canadian Pacific	54	496	362	1	54	43	24	—		
9	Chesapeake and Ohio (Père Marquette District)	—	—	—	—	—	—	—	—		
10	Cumberland	—	1	—	—	—	—	—	—		
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	Naperville Junction	—	—	—	—	—	—	—	—		
22	Norfolk and Western	—	—	—	—	—	—	—	—		
23	Northern Alberta	—	7	1	—	—	—	—	—		
24	Ontario Northland	—	17	27	—	5	3	1	—		
25	Pacific Great Eastern	6	2	7	—	—	—	—	—		
27	Quebec North Shore and Labrador	—	5	8	—	—	1	—	—		
28	Roberval and Saguenay	—	—	—	—	—	—	—	—		
31	Toronto, Hamilton and Buffalo	—	1	3	—	1	—	—	—		
35	White Pass and Yukon Route (lines in Canada)	—	2	2	—	2	—	—	—		
36	Totals	100	1,721	1,037	46	131	137	135			
8	Cartier	—	2	—	—	—	—	—	1		

See footnotes at end of table.

TABLE 1. Equipment in Service at December 31, 1964

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	
756	46,380	—	—	1	30	—	—	—	—	—	—	1,848	191,865	1
4	280	—	—	—	—	—	—	—	—	—	—	6	400	2
—	—	—	—	—	—	—	—	—	—	—	—	1	60	3
—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
3	210	—	—	—	—	—	—	—	—	—	—	10	560	5
6,941	488,170	1,793	118,610	4,536	222,425	1,423	51,960	25	750	693	37,720	90,906	4,663,536	6
7,491	501,870	1,131	75,330	2,980	142,570	1,771	72,790	290	15,780	—	—	78,104	4,105,564	7
—	—	—	—	—	—	—	—	1	40	—	—	1	40	9
1,110	69,930	—	—	—	—	—	—	—	—	—	—	1,139	71,310	10
—	—	—	—	—	—	—	—	—	—	—	—	4	160	12
1	20	—	—	—	—	—	—	16	320	—	—	127	3,110	13
—	—	—	—	—	—	—	—	—	—	—	—	—	—	14
—	—	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	23
100	7,000	—	—	—	—	—	—	—	—	—	—	1,230	54,150	24
115	7,470	—	—	32	1,520	49	2,080	13	580	40	3,160	1,086	64,900	25
222	15,710	2,977	291,746	6	317	—	—	144	7,560	—	—	3,325	312,359	27
206	13,100	—	—	—	—	8	320	—	—	—	—	402	25,365	28
—	—	—	—	—	—	—	—	—	—	—	—	1,235	70,730	31
11	230	—	—	—	—	—	—	37	732	—	—	220	5,602	35
16,981	1,151,500	5,977	488,422	7,555	366,862	3,281	128,350	526	25,762	741	41,120	179,854	9,577,742	36
139	12,416	—	—	—	—	—	—	5,484	284,490	—	—	5,632	297,429	
17,120	1,163,916	5,977	488,422	7,555	366,862	3,281	128,350	6,010	310,252	741	41,120	185,486	9,875,171	
8	560	500	50,000	—	—	—	—	26	1,300	—	—	603	54,860	8
Cars in passenger service				Cars in company service				Total cars in service		Cars leased ¹				
Sleeping	Other	Total	Motor	Caboose	Work	Total								
—	2	22	—	19	70	89	1,959	—	1					
—	—	—	3	1	—	4	10	—	2					
—	—	—	1	9	24	34	35	—	3					
—	—	3	—	—	—	—	3	—	4					
—	—	—	—	14	82	96	106	96	5					
326	23	2,469	1	1,281	8,233	9,515	102,890	—	6					
316	3	1,353	—	1,037	5,071	6,108	85,565	—	7					
—	—	—	—	11	53	64	65	—	9					
—	—	1	—	11	11	22	1,162	1,162	10					
—	—	—	—	3	13	16	20	—	12					
—	—	—	—	2	4	6	133	133	13					
—	—	—	—	—	7	7	7	—	14					
—	—	8	—	4	5	9	127	—	15					
—	—	—	—	2	2	4	30	—	18					
—	—	—	—	—	—	—	25	—	19					
—	—	—	—	1	1	2	2	—	20					
—	—	—	—	2	—	2	2	—	21					
—	—	—	—	25	—	25	25	—	22					
1	—	9	—	23	188	211	269	—	23					
—	2	55	—	29	200	229	1,514	—	24					
2	1	18	—	43	269	312	1,416	—	25					
—	2	16	1	26	382	409	3,750	3,125	27					
—	—	—	—	3	—	3	405	—	28					
—	—	5	—	12	49	61	1,301	—	31					
—	—	26	—	2	10	12	258	—	35					
645	33	3,985	6	2,560	14,674	17,240	201,079	4,516	36					
4	2	9	35	4	88	127	739	739	8					

TABLE 1. Equipment in Service at December 31, 1964 — 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
	lb.		lb.		lb.		lb.		
1	Algoma Central and Hudson Bay	—	—	—	—	—	—	—	—
2	Alma and Jonquières	—	—	—	—	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.)	—	—	—	—	—	—	—	—
6	Canadian National	—	—	—	—	189	11,807,000	97	6,031,000
7	Canadian Pacific	—	—	—	—	118	7,550,500	79	4,893,025
9	Chesapeake and Ohio (Père 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	Norfolk and Western	—	—	—	—	24	1,618,600	—	—
23	Northern Alberta	—	—	—	—	—	—	—	—
24	Ontario Northland	—	—	—	—	22	1,419,000	—	—
25	Pacific Great Eastern	—	—	—	—	—	—	—	—
27	Quebec North Shore and Labrador	—	—	—	—	—	—	—	—
28	Roberval and Saguenay	—	—	—	—	7	282,000	—	—
30	Shawinigan Falls Terminal	—	—	—	—	2	68,000	—	—
31	Toronto, Hamilton and Buffalo	—	—	—	—	18	1,107,407	—	—
35	White Pass and Yukon Route (lines in Canada)	—	—	—	—	8	192,000	—	—
36	Totals	1	31,800	—	—	420	25,898,820	176	10,924,025
8	Cartier	—	—	—	—	—	—	—	—

¹ Includes non-rail industrial firms with offices in Canada such as oil, chemical and railway car leasing companies which furnish freight cars to or on behalf of any railway line. Excludes private car owners whose home offices are outside Canada (see text). Sources: The Official Railway Equipment Register and the Customs and Excise Branch, Department of National Revenue.

TABLE 2. Mileage Operated at December 31, 1964

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 1964
		(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 Jonquières	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.)	279.9	1.6	—	281.5	0.4	281.9	279.9
6	Canadian National	22,818.7	35.7	26.2	22,880.6	129.8	23,010.4	22,937.4
7	Canadian Pacific	12,068.5	4,162.5	26.2	16,257.2	420.3	16,677.5	16,684.6
9	Chesapeake and Ohio (Père Marquette District)	198.8	—	—	198.8	140.0	338.8	338.7
10	Cumberland	56.3	1.2	—	57.5	—	57.5	57.5
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	Norfolk and Western	—	—	—	—	245.4	245.4	245.4
23	Northern Alberta	922.8	—	—	922.8	4.9	927.7	927.7
24	Ontario Northland	511.1	60.0	—	571.1	—	571.1	566.3
25	Pacific Great Eastern	789.5	—	—	789.5	—	789.5	789.5
27	Quebec North Shore and Labrador	358.4	—	—	358.4	5.1	363.5	358.0
28	Roberval and Saguenay	28.7	—	—	28.7	—	28.7	28.7
29	St. Lawrence and Adirondack	33.2	13.3	—	46.5	7.5	54.0	54.0
30	Shawinigan Falls Terminal	—	—	—	—	—	—	—
31	Toronto, Hamilton and Buffalo	103.0	—	—	103.0	7.4	110.4	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
35	White Pass and Yukon Route (lines in Canada)	90.3	—	—	90.3	—	90.3	90.3
36	Totals	39,005.7	4,323.5	26.2¹	43,355.4¹	1,054.7	44,410.1¹	44,358.6
8	Cartier	—	190.3	—	190.3	—	190.3	190.3

¹ Excludes 26.2 miles of joint track.

² Excludes 11.7 miles of joint track.

TABLE 1. Equipment in Service at December 31, 1964 - Concluded

Motive power													Steam generator units	No.
Diesel electric locomotives				Electric locomotives		Total		Leased ²		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	Number	Tractive power	Number	Tractive power	Number	Tractive power					
	lb.		lb.		lb.		lb.		lb.					
23	1,440,793	2	115,017	--	--	25	1,555,810	--	--	--	--	3	1	
14	730,000	--	--	1	17,500	2	138,000	--	--	--	--	--	2	
16	1,010,750	--	--	--	--	15	747,500	--	--	1	--	--	3	
1,156	64,542,000	411	23,675,000	18	358,000	2	98,300	16	1,010,750	--	--	--	4	
595	38,258,000	274	14,296,325	--	--	16	1,010,750	8	248,000	4	74	116	5	
13	702,000	2	85,000	--	--	15	64,997,850	--	--	12	--	--	6	
3	82,500	1	27,500	--	--	15	917,528	--	--	--	--	--	7	
2	80,000	--	--	3	94,500	6	787,000	15	787,000	--	--	--	8	
1	62,605	1	55,480	--	--	4	346,800	4	110,000	--	--	--	9	
17	746,000	--	--	--	--	3	110,000	--	--	--	--	--	10	
22	1,046,700	4	230,000	--	--	3	186,285	--	--	--	--	--	11	
43	2,688,000	3	172,500	--	--	5	79,200	--	--	--	--	--	12	
76	4,689,200	3	171,400	--	--	2	174,500	--	--	--	--	--	13	
--	--	--	--	--	--	2	93,600	--	--	--	--	--	14	
--	--	--	--	--	--	2	118,085	--	--	--	--	--	15	
--	--	--	--	--	--	24	120,000	--	--	--	--	--	16	
--	--	--	--	--	--	17	1,618,600	--	--	--	1	--	17	
--	--	--	--	--	--	48	746,000	--	--	--	--	--	18	
--	--	--	--	--	--	46	2,695,700	--	--	--	--	--	19	
--	--	--	--	--	--	46	2,860,500	--	--	--	--	--	20	
--	--	--	--	--	--	79	4,860,600	--	--	--	--	--	21	
--	--	--	--	--	--	7	282,000	--	--	--	--	--	22	
--	--	--	--	--	--	2	68,000	2	68,000	--	--	--	23	
--	--	1	20,200	--	--	18	1,107,407	--	--	--	--	1	24	
1,981	116,078,548	704	38,942,022	22	470,000	9	212,200	45	2,223,750	17	81	123	25	
17	1,020,000	--	--	--	--	17	1,020,000	17	1,020,000	--	--	2	26	

² Included in total.

TABLE 2. Mileage Operated at December 31, 1964

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)	
--	--	--	--	20.8	20.8	81.0	81.0	423.6	422.6	1
--	--	--	--	--	--	4.6	4.0	14.6	14.0	2
--	--	--	--	--	--	52.7	52.7	156.4	155.6	3
--	--	--	--	--	--	2.6	2.6	38.8	38.8	4
226.1	226.1	1.4	1.4	28.5	28.5	110.3	110.3	648.2	647.8	5
821.3	787.1	44.6	38.4	1,570.9	189.4	6,073.3	5,961.1	31,520.5	29,856.6	6
1,039.8	980.7	30.9	6.1	934.7	848.5	4,774.4	4,588.3	23,457.3	22,680.8	7
128.8	--	--	--	21.0	21.0	100.1	66.1	588.7	285.9	9
--	--	--	--	--	--	40.3	40.3	97.8	97.8	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	--	--	12.6	12.6	31.7	29.8	181.6	172.0	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	--	0.1	0.1	23.7	5.0	82.0	32.2	21
96.6	--	--	--	--	--	196.7	--	538.7	--	22
--	--	--	--	19.6	19.6	116.4	115.5	1,063.9	1,058.1	23
--	--	--	--	33.8	33.8	109.8	109.8	714.7	714.7	24
--	--	--	--	47.3	47.3	129.6	129.6	966.4	966.4	25
--	--	--	--	1.7	1.7	99.1	68.9	464.3	429.0	27
--	--	--	--	1.0	1.0	10.7	10.7	40.4	40.4	28
7.5	--	--	--	--	--	7.7	7.7	69.2	54.2	29
--	--	4.5	--	--	--	11.4	0.1	15.9	0.1	30
7.9	6.3	--	--	54.5	53.0	83.3	67.6	256.1	229.9	31
--	--	9.9	9.9	1.4	1.4	16.5	16.5	31.0	31.0	32
--	--	--	--	--	--	0.3	0.3	0.7	0.7	33
--	--	--	--	--	--	4.8	4.8	95.1	95.1	35
2,352.2	2,009.9	95.7	55.8	2,750.0 ²	1,280.8 ²	12,164.8 ³	11,541.3 ³	61,772.8 ⁴	58,243.2 ⁴	36
--	--	--	--	--	--	34.1	10.0	224.4	200.3	8

² Excludes 19.9 miles of joint track.⁴ Excludes 57.8 miles of joint track.

TABLE 3. First Main Track Mileage at December 31, 1964 - By Area¹

No.	Name of railway	New- foundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba
1	Algoma Central and Hudson Bay	-	-	-	-	-	320.8	-
2	Alma and Jonquières	-	-	-	-	10.0	-	-
3	British Columbia Hydro and Power Authority	-	-	-	-	-	-	-
4	Canada and Gulf Terminal	-	-	-	-	36.2	-	-
5	Canada Southern (Lessee N.Y.C.)	-	-	-	-	-	281.5	-
6	Canadian National	704.1	278.6	995.6	1,233.8	3,282.1	5,277.5	3,100.0
7	Canadian Pacific	-	-	261.4	520.3	1,554.1	3,298.0	1,660.4
9	Chesapeake and Ohio (Père Marquette District)	-	-	-	-	-	198.8	-
10	Cumberland	-	-	57.5	-	-	-	-
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	-	-
23	Northern Alberta	-	-	-	-	-	-	-
24	Ontario Northland	-	-	-	-	27.7	543.4	-
25	Pacific Great Eastern	-	-	-	-	-	-	-
27	Quebec North Shore and Labrador	207.0	-	-	-	151.4	-	-
28	Roberval and Saguenay	-	-	-	-	28.7	-	-
29	St. Lawrence and Adirondack	-	-	-	-	46.5	-	-
31	Toronto, Hamilton and Buffalo	-	-	-	-	-	103.0	-
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	278.6	1,314.5	1,759.6	5,163.8	10,073.0	4,858.0
8	Cartier	-	-	-	-	190.3	-	-
		Saskat- chewan	Alberta	British Columbia	Yukon	United States	Total route miles	
1	Algoma Central and Hudson Bay	-	-	-	-	-	320.8	
2	Alma and Jonquières	-	-	-	-	-	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.)	-	-	-	-	-	281.5	
6	Canadian National	4,372.8	2,151.9	1,412.1	-	72.1	22,880.6	
7	Canadian Pacific	4,192.9	2,660.3	1,842.5	-	267.3	16,257.2	
9	Chesapeake and Ohio (Père Marquette District)	-	-	-	-	-	198.8	
10	Cumberland	-	-	-	-	-	57.5	
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	
23	Northern Alberta	-	895.9	26.9	-	-	922.8	
24	Ontario Northland	-	-	-	-	-	571.1	
25	Pacific Great Eastern	-	-	789.5	-	-	789.5	
27	Quebec North Shore and Labrador	-	-	-	-	-	358.4	
28	Roberval and Saguenay	-	-	-	-	-	28.7	
29	St. Lawrence and Adirondack	-	-	-	-	-	46.5	
31	Toronto, Hamilton and Buffalo	-	-	-	-	-	103.0	
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	8,565.7	5,681.9²	4,329.0	57.7	339.4	43,355.4	
8	Cartier	-	-	-	-	-	190.3	

¹ Excludes trackage rights.² Excludes 26.2 miles of joint track.

TABLE 4. Changes in First Main Track Mileage 1964
(Excluding Trackage Rights)

Name of railway and termini between which changes occurred	Date of change	Mileage Increase + Decrease -	Details
The Canada Southern Railway Company:			
At London, Ontario	-	- 0.3	Converted to side track
Canadian National Railways:			
Main track wye connection at Belleville, Ontario lengthened caused by yard rearrangement	December	+ 0.1	New line
Chappell to Roskin Jc. Diversion caused by new yd. (Sask.)	May	+ 0.1	Relocation
Nevis to Alix, Alta. M. 75.2 to M. 75.6 - M. 84.9 to M. 85.1 and wye track (0.3 mi.) at Alix, Alberta	April	- 0.9	Abandonment
Millbrook (M. 0.0) to M. 10.0 (South of Peterboro, Ontario)	May	- 10.0	Abandonment
Waterloo Sub. M. 4.9 to M. 5.9 (South of Parkway, Ontario)	July	- 1.0	Abandonment
Port Dalhousie E. (M. 0.0) to M. 2.2 (near St. Catharines, Ont.)	September	- 2.2	Abandonment
Fonthill Sub. M. 16.6 to M. 17.0 at Welland, Ontario	October	- 0.4	Abandonment
Champlain Sub. M. 6.4 to M. 4.8 near Quebec, Quebec	April	- 1.6	Shortening of line
St. Gregoire to Des Ormeaux, Quebec, reclassified as spur	April	- 4.8	Reclassification
Petrolia Jc. to Petrolia, Ontario	April	- 4.7	Reclassification
Sarnia to Point Edward, Ontario	April	- 4.7	Reclassification
Lakefield Sub. M. 10.0 to Peterboro, Ontario	October	- 2.7	Reclassification
Peterboro to Lakefield, Ontario	October	- 9.5	Reclassification
Symington Yd. to Terms, cut-off (Win.) Manitoba, reclassified as yard tracks	October	- 3.0	Reclassification
Symington Yd. to Beach Jct. former yard connection, reclassified as main track, Manitoba	October	+ 1.5	Reclassification
Duck Lake Sub. M. 0.0 to M. 0.5 (Saskatoon, Sask.), reclassified as siding	October	- 0.5	Reclassification
Saskatoon Tmls. M. 0.0 to M. 0.4 Sask., reclassified as siding	October	- 0.4	Reclassification
Saskatoon Tmls. East leg Chappell wye, Sask., reclassified as siding	October	- 0.3	Reclassification
Saskatoon Tmls. Nutana to Loop Jc., Sask., reclassified as siding	October	- 5.1	Reclassification
Saskatoon Tmls. West leg Nutana wye, Sask., reclassified as siding	October	- 0.5	Reclassification
Saskatoon Tmls. Saskatoon Jc. to Govel Jct. Sask., reclassified as siding	October	- 2.6	Reclassification
Newcross to Nutana, Saskatoon, Sask., reclassified as siding	October	- 1.8	Reclassification
Norwick Jct. to Norwick, Ont., reclassified as spur	December	- 1.3	Reclassification
Vancouver Jct. to Vancouver, B.C. M. 131.4 to M. 131.8, reclassified as siding	December	- 0.4	Reclassification
Canadian Pacific Railway Company:			
North Toronto Subdivision Mile 5.4 - Mile 5.8 C.T.C. (Ont.), appropriation	November	+ 0.1	Lengthening of line
Sharbot Lake to Tichborne, Ontario	January	- 8.0	Abandonment
East of Pennlyn to Young's Cove Road, N.B.	June	- 12.0	Abandonment
Chater to Gautier, Manitoba	November	- 0.7	Shortening of line
The Cumberland Railway Company:			
Cumberland Railway to Sterling Yard, N.S.	October	- 0.3	Track taken up
The Roberval and Saguenay Railway Company:			
From Station 287-30 to north end Saguenay River Bridge, Quebec	December	- 0.3	Abandonment
The Toronto, Hamilton and Buffalo Railway Company:			
Dunnville Station to Dunnville Junction, Ontario	August	- 0.6	Abandonment
Summary		Area	
Gross increases:		Newfoundland	-
New lines opened for traffic	0.1	Prince Edward Island	-
Relocation of line	0.1	Nova Scotia	- 0.3
Reclassification	1.5	New Brunswick	- 12.0
Other	0.1	Quebec	- 6.7
Totals	1.8	Ontario	- 45.2
Gross decreases:		Manitoba	- 2.2
Abandonments	35.4	Saskatchewan	- 11.1
Reclassification	42.3	Alberta	- 0.9
Shortening of line	2.3	British Columbia	- 0.4
Other	0.6	U.S.A.	-
Totals	80.6	Net change	- 78.8
Net change	- 78.8		

TABLE 5. Railway Track Mileage under Construction at December 31, 1964

Location	Under contract		Completed but not opened	Total	First main track opened for traffic during 1964
	Active	Non-active			
Newfoundland	—	—	—	—	—
Prince Edward Island	—	—	—	—	—
Nova Scotia	—	—	—	—	—
New Brunswick	—	—	—	—	—
Quebec	—	—	—	—	—
Ontario	34.7	—	—	34.7	0.1
Manitoba	—	—	—	—	—
Saskatchewan	—	—	12.8	12.8	—
Alberta	430.0	—	—	430.0	—
British Columbia	78.0	—	—	78.0	—
United States	—	—	—	—	—
Totals	542.7	—	12.8	555.5	0.1

TABLE 6. Rails Laid in Track — Year 1964

Weight per yard	New		Relay and other		Total tons laid	Total cost
	Tons	Cost	Tons	Cost		
50 lbs. and under 60 lbs.	—	—	6	197	6	197
60 " " " 70 "	—	—	549	24,333	549	24,333
70 " " " 75 "	—	—	56	1,695	56	1,695
75 " " " 80 "	—	—	—	—	—	—
80 " " " 85 "	1	171	1,241	50,601	1,242	50,772
85 " " " 90 "	572	86,322	21,107	1,016,820	21,679	1,103,142
90 " " " 95 "	23	2,413	684	39,655	707	42,068
95 " " " 100 "	—	—	—	—	—	—
100 " " " 105 "	101,189	13,317,491	96,717	4,075,145	197,906	17,392,636
105 " " " 110 "	411	67,038	386	24,346	797	91,384
110 "	—	—	35	1,001	35	1,001
112 "	—	—	—	—	—	—
115 "	12,693	1,668,019	7,282	326,744	19,975	1,994,763
127 "	—	—	409	15,536	409	15,536
130 "	14,465	1,872,111	6,478	270,696	20,943	2,142,807
131 "	—	—	—	—	—	—
132 "	6,291	882,725	1,852	150,838	8,143	1,033,563
Undistributed	4,712	630,414	28,689	1,287,673	33,401	1,918,087
Totals	140,357	18,326,704	165,491	7,285,280	305,848	25,811,984

TABLE 7. Fuel Consumed by Motive Power Equipment — Year 1964¹

	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline
	tons	gallons			
Locomotives:					
Transportation service:					
Freight	—	—	284,005,708	2,454,666	—
Passenger	349	—	75,902,241	—	—
Switching	—	—	25,818,030	—	—
Work train service	—	—	4,507,388	—	—
Totals	349	—	390,233,367	2,454,666	—
Rail motor cars, etc:					
Rail motor cars	—	—	4,289,204	—	4,819
Other	—	—	36,972	—	1,293
Grand totals	349	—	394,559,543	2,454,666	6,112
Total cost (Grand total \$52,957,618)	\$ 3,334	—	52,725,152	227,191	1,941

¹ Excludes 2,997,236 gallons of diesel oil and 24,758 gallons of gasoline consumed by the Cartier Railway. The cost of this fuel is not available.

TABLE 8. Origin of Fuel Consumed by Motive Power Equipment, by Provinces, 1964

Delivered to fueling stations in	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline
	tons		gallons		
Canadian fuel:					
Newfoundland	-	-	9,661,895	-	-
Prince Edward Island	-	-	1,003,887	-	-
Nova Scotia	-	-	9,092,161	-	1,580
New Brunswick	-	-	18,763,191	-	-
Quebec	-	-	55,829,582	-	3,720
Ontario	-	-	140,229,136	-	812
Manitoba	-	-	29,032,001	-	-
Saskatchewan	-	-	32,449,531	-	-
Alberta	-	-	38,856,701	616,286	-
British Columbia	-	-	44,427,601	1,838,380	-
Yukon	-	-	-	-	-
United States	-	-	-	-	-
Totals	-	-	379,345,686	2,454,666	6,112
Imported fuel:					
Newfoundland	-	-	88,748	-	-
Prince Edward Island	-	-	-	-	-
Nova Scotia	-	-	-	-	-
New Brunswick	-	-	5,890	-	-
Quebec ¹	140	-	-	-	-
Ontario	209	-	9,490,829	-	-
Manitoba	-	-	199,263	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	-	-	-
British Columbia	-	-	365,910	-	-
Yukon	-	-	56,241	-	-
United States	-	-	5,006,976	-	-
Totals	349	-	15,213,857	-	-
Grand totals	349	-	394,559,543	2,454,666	6,112

¹ Excludes 2,997,236 gallons of imported diesel oil and 24,758 gallons of imported gasoline consumed by the Cartier Railway Co.

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