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RAILWAY TRANSPORT

1965

PART III

(Equipment, Track and Fuel Statistics)

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PREFACE

Annual railway transport statistics in Canada are published in a series of six reports each of which covers specific aspects of the industry; services and equipment available, traffic handled, the labour force involved and the financial aspects of railways operating in this country.

Statistics on railways have been collected and published in Canada since 1875, first by the Department of Railways and Canals until 1918, and by the Dominion Bureau of Statistics since its inception in 1918. During this time the data have been published in varying degrees of detail. Until 1950 one volume contained all railway statistical data. In 1951 there were three; 1952-1957 there were five, and since 1958 six separate parts have been required to reflect these annual operations. The present six-part report encompasses the following:

- Part I. Railway Transport—Summary Statistics (Five years)
- II. Railway Transport—Financial Statistics
- III. Railway Transport—Equipment, Track and Fuel Statistics
- IV. Railway Transport—Operating and Traffic Statistics
- V. Railway Transport—Commodity Statistics
- VI. Railway Transport—Employment Statistics

These reports are not necessarily released in the order in which they are numbered. Several other annual reports and three periodicals dealing with rail transportation are also available. A list of all titles published in this field is located on the inside cover of each report.

The Dominion Bureau of Statistics is indebted to the individual railway companies operating across the nation which have prepared and submitted their data for inclusion in this statistical series; to the Railway Association of Canada for its cooperation; and to the Board of Transport Commissioners for Canada, with which joint collection arrangements exist, for their promotion of the uniform accounting principles used for rail statistical purposes.

This report has been prepared by the Transportation and Public Utilities Section of the Governments and Transportation Division of the Dominion Bureau of Statistics. Any inquiries or comments respecting data contained herein, or to unpublished detail, should be forwarded to this Section.

WALTER E. DUFFETT,
Dominion Statistician.

SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- preliminary figures.
- ⋈ revised figures.

TABLE OF CONTENTS

	Page
Introduction	7
Charts	
1. Cars Owned or Leased by Railways in Canada, at December 31, 1965	9
2. Route Mileage of Railways in Canada, at December 31, 1965	10
3. Average Freight Car Capacity, 1926-1965	10
4. Locomotives in Service - Number and Type, 1926-1965	11
Table	
1. Equipment in Service at December 31, 1965	12
2. Mileage Operated at December 31, 1965	14
3. First Main Track Mileage at December 31, 1965 - By Area	16
4. Changes in First Main Track Mileage, 1964	17
5. Railway Track Mileage under Construction at December 31, 1965	18
6. Rails Laid in Track, 1965	18
7. Fuel Consumed by Motive Power Equipment, 1965	18
8. Origin of Fuel Consumed by Motive Power Equipment, by Provinces, 1965	19



RAILWAY TRANSPORT

1965

PART III

(Equipment, Track and Fuel Statistics)

INTRODUCTION

Presented in this report are equipment, track and fuel statistics of common carrier railways operating in Canada during 1965. The term "common carrier" as referred to in this series, indicates any railway which holds itself out to the general public to transport passengers and/or goods for compensation.

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 relating to the physical work done by that railway are shown independently in the last line of each table to permit an easier interrelationship of statistics in all parts of the reports.

The Wabush Lake Railway and the Arnaud Railway are included in this series in 1965 for the first time, while the Greater Winnipeg Railway has been dropped.

Analysis

The number of freight carrying cars owned or leased by railways in Canada, increased 2,236 units to 182,090 in 1965 and the average capacity increased by 0.5 tons. These figures do not include equipment of the Cartier Railway or privately-owned railway cars. (See chart 3 for average capacity of cars from 1926 through 1965).

During the year under review 10,092 units were added to the freight car fleet, 4,980 of which were new installations and 5,112 of which were cars rebuilt or converted to meet specific traffic requirements. A total of 7,796 freight cars were retired from service in 1965 and of this number 2,602 were no longer serviceable.

A breakdown of freight car equipment, by type, shows that box cars increased by 2,714 units to 105,822; hopper cars were up 1,176 units to 18,157; flat cars rose 720 units to 13,475; "other" cars increased 412 units to 1,153; refrigerator cars rose 381 units to 7,936; and gondola cars were up 286 units to 19,332. The number of automobile cars fell by 3,211 units to 3,696; stock cars declined 131 units to 3,150; ballast cars were down 71 units to 2,906; tank cars dropped 27 units to 499; and ore cars decreased 13 units to 5,964. Not included in these total are 6,275 (5,632 in 1964) privately-owned freight cars of leasing companies and non-rail indus-

trial firms with offices in Canada, which are shown separately in Table 1. Another 3,487 railway freight cars owned by similar firms with offices in the United States and consisting of 3,164 tank cars, 81 hoppers, 142 flats and 100 other types, were in service on Canadian lines in 1965. The latter are not shown in Table 1.

Passenger-train cars which were further reduced by 347 units to 3,638 in 1965, amounted to only about 2 per cent of the total car fleet. Baggage, postal and express cars were down 289 units to 1,432; coach cars declined 53 units to 984; and combination passenger cars fell 17 units to 114. Equipment used primarily in company service, including motor rail cars, cabooses and work train cars, totalled 16,596, down 644 units from the previous year. The total number of all freight, passenger and company work cars in service during 1965 (excluding privately-owned equipment) aggregated 202,324, up 1,245 units from 201,079 in 1964. Chart 1 shows the number of cars in service in 1965 by type and the percentage change over the previous year.

The number of locomotives in service at the close of 1965 totalled 3,323, up 19 units from 1964. (See chart 4). The last remaining coal burning steam locomotive in service in Canada was retired during 1965. Diesel locomotives increased 20 units to 3,301 with the addition of 63 road freight diesels being reported for the first time. The latter type of locomotive differs from either a diesel road switcher or an "A" or "B" unit and for this reason are shown separately in Table 1. The number of electric locomotives remained at 22 units as in 1964. 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 1965, with 29 per cent fewer locomotive units, the railways achieved 53 per cent more gross ton-miles than in 1950. The combined tractive effort of all locomotives in 1965 (the force exerted by powered equipment, measured at the rim of the driving wheels) totalled 194,630,508 pounds, an average of 58,571 pounds per locomotive as compared with a total tractive effort of 192,345,215 pounds and an average 58,216 pounds per locomotive in 1964.

Track Mileage

The total route mileage (excluding line operated under trackage rights) of all railways in Canada at the close of 1965 was 58,202 miles, down 41 miles

from 1964. The 1965 total consists of 43,157 miles of first main track; 2,004 miles of second main track; 56 miles of other main track; 1,310 miles of industrial track; and 11,676 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, 157 miles of first main track were abandoned, of which 82.2 miles were in Ontario; 31.0 miles in Manitoba; 28.3 miles in New Brunswick and 15.6 miles in Quebec. A number of track reclassifications and other minor changes in first main track mileage occurred during the year resulting in a net reduction of 198.7 miles. Chart 2 shows a breakdown of the first main track mileage in Canada, by province.

A total of 288,719 tons of new relay, and other rails, costing \$25,615,792 were laid in track during 1965. This compares with 305,848 tons and

\$25,811,984 in 1964. As in previous years, the rails used were mainly those with an average weight from 100 to 105 pounds per yard.

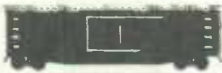

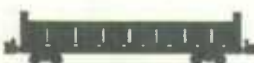









Fuel Consumption

The consumption of diesel oil by motive power equipment increased during 1965 to a total of 402,878,870 gallons, up 2.1 per cent from 394,559,543 gallons in 1964. Crude oil, which first appeared as a locomotive fuel in the 1961 rail statistics showed a further increase to 3,292,853 gallons in 1965 from 2,454,666 gallons the previous year. Bituminous coal as a locomotive fuel declined to an all-time low of 323 tons during the year under review, while fuel oil was no longer reported in use. Of the 402.9 million gallons of diesel oil consumed by railways in Canada, in 1965 over 96 per cent was domestic in origin.

August 11, 1966.

CHART-1

CARS OWNED OR LEASED BY RAILWAYS IN CANADA⁽¹⁾
(AT DECEMBER 31, 1965)

NUMBER	TYPE	PERCENTAGE CHANGE FROM PREVIOUS YEAR
105,822	 BOX CARS equipped, insulated heeled	+ 2.6 %
22,238	 GONDOLA & BALLAST CARS covered, high sides and low sides	+ 1.0 %
18,157	 HOPPER CARS covered, tank type	+ 6.9 %
16,596	 COMPANY SERVICE CARS	- 3.7 %
13,475	 FLAT CARS end bulkhead, piggyback, depressed centre, well type	+ 5.6 %
7,936	 REFRIGERATOR CARS	+ 5.0 %
5,964	 ORE CARS	- 0.2 %
3,696	 AUTOMOBILE (RACKED) CARS bi-level, tri-level	- 46.5 %
3,150	 STOCK CARS	- 4.0 %
2,206	 PASSENGER CARS	- 2.6 %
1,432	 BAGGAGE-POSTAL-EXPRESS CARS	- 16.8 %
499	 TANK CARS	- 5.1 %

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

CHART - 2

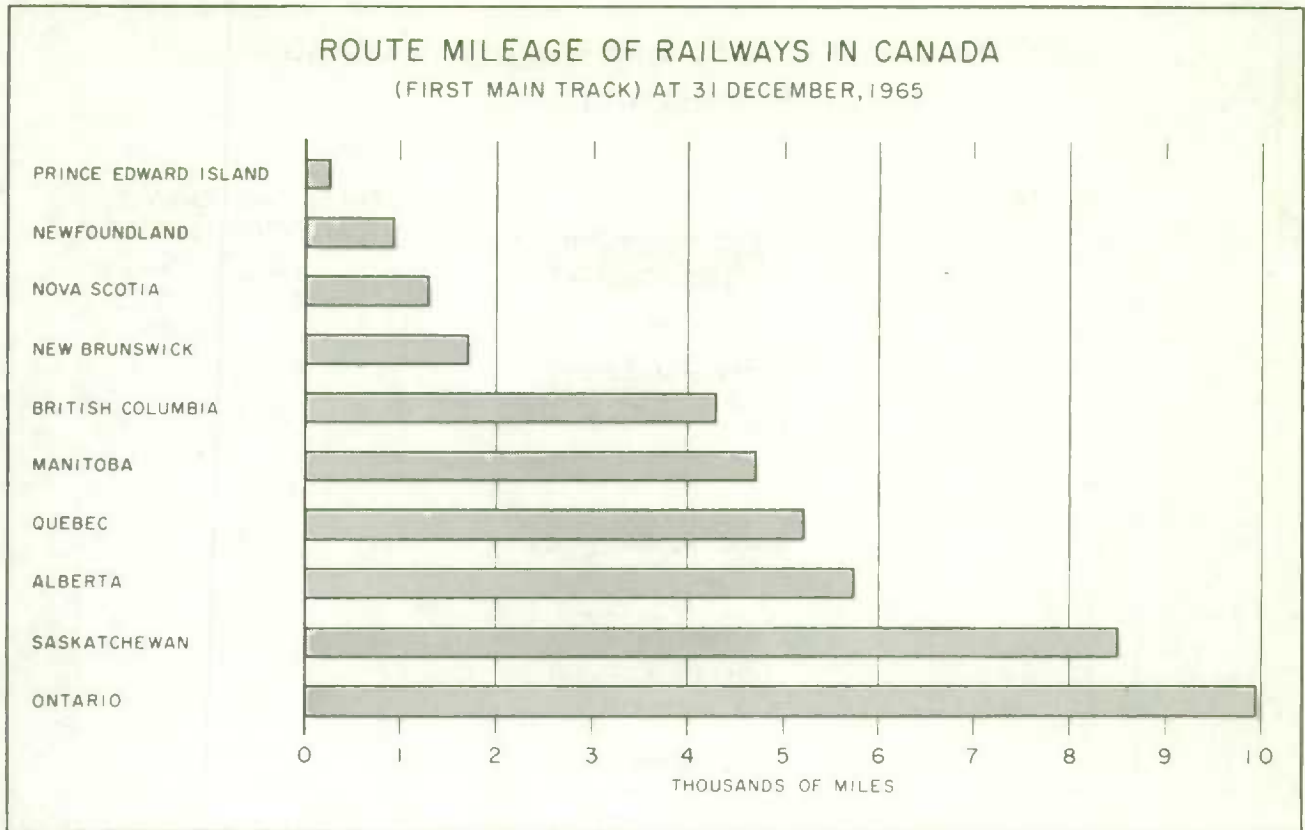


CHART - 3

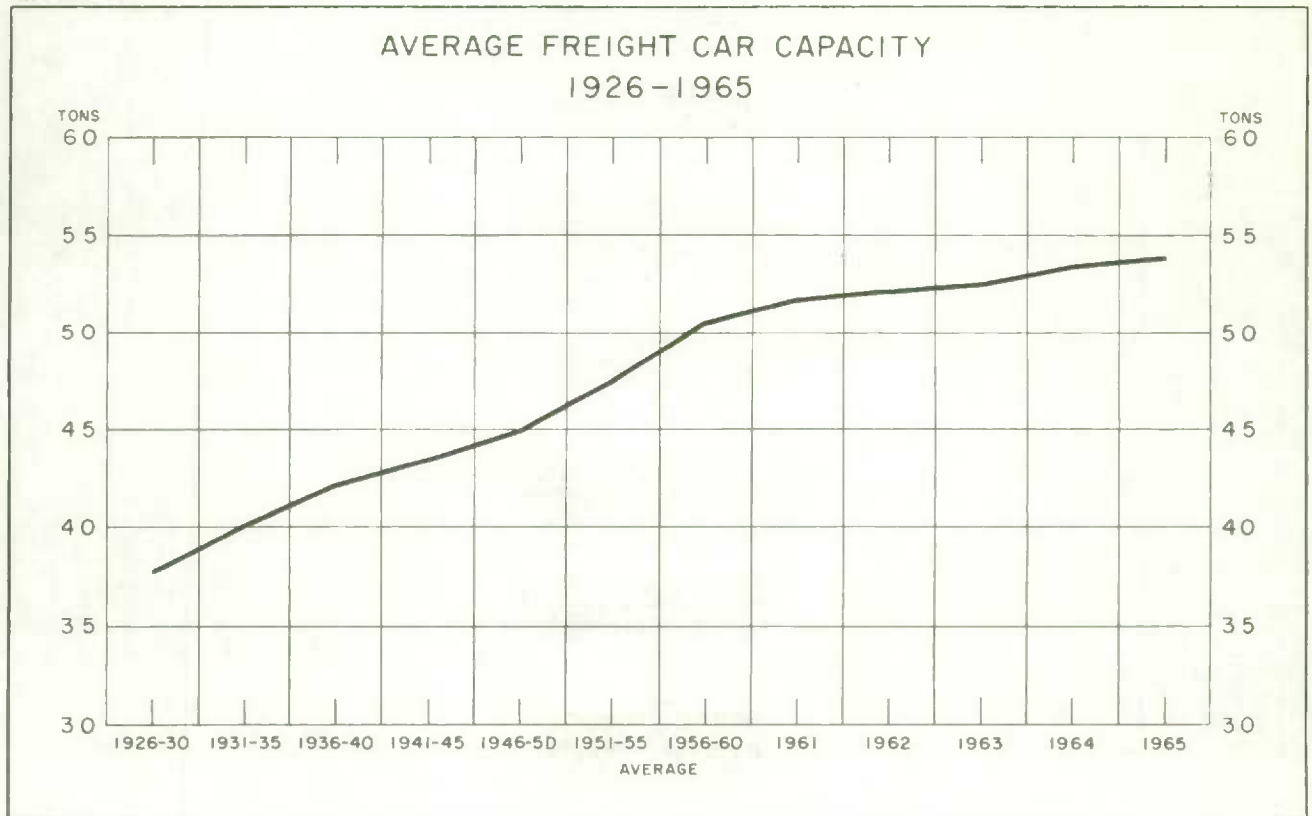


CHART - 4

LOCOMOTIVES IN SERVICE - NUMBER AND TYPE, 1926 - 1965

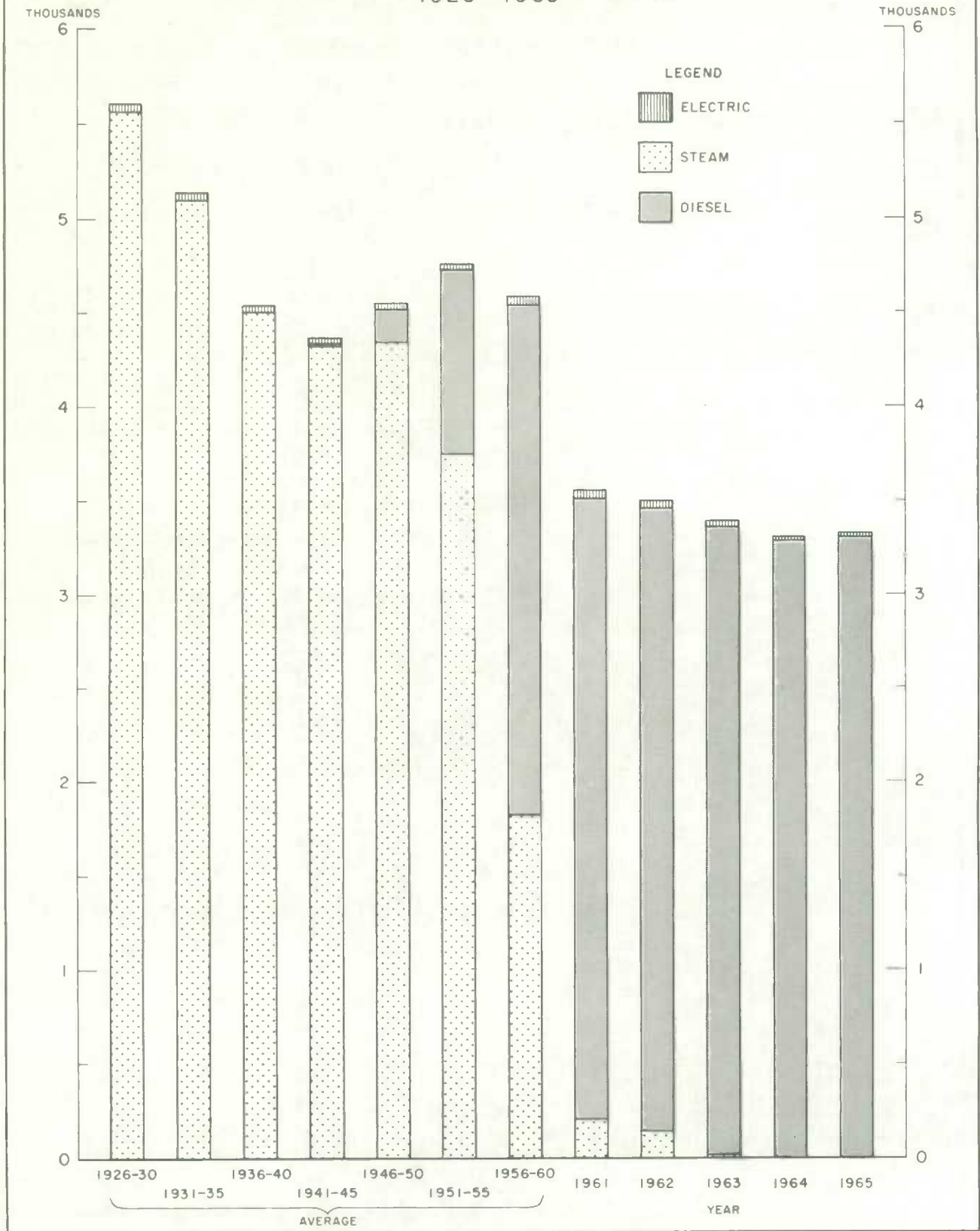


TABLE 1. Equipment in Service at December 31, 1965

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	—	—	11	550	87	5,205	201	9,680	885	67,920
2	Alma and Jonquières	—	—	—	—	—	—	2	120	—	—
3	Arnaud	—	—	—	—	—	—	—	—	—	—
4	British Columbia Hydro and Power Authority	—	—	—	—	1	60	—	—	—	—
5	Canada and Gulf Terminal	—	—	—	—	—	—	—	—	—	—
6	Canada Southern (Lessee N.Y.C.)	—	—	—	—	3	150	—	—	—	—
7	Canadian National	675	43,775	2,891	172,800	55,311	2,573,140	6,121	309,582	9,711	633,040
8	Canadian Pacific	3,017	141,970	—	—	48,208	2,361,224	6,218	337,315	7,874	540,260
10	Chesapeake and Ohio (Père Marquette District)	—	—	—	—	—	—	—	—	—	—
11	Cumberland	—	—	—	—	14	630	15	750	—	—
13	Essex Terminal	—	—	—	—	—	—	4	160	—	—
14	Grand Falls Central	—	—	—	—	80	2,170	27	540	—	—
15	Great Northern	—	—	—	—	—	—	—	—	—	—
18	London and Port Stanley	—	—	—	—	4	160	1	15	—	—
19	Maine Central	—	—	—	—	19	950	—	—	—	—
20	Midland Railway of Manitoba	—	—	—	—	—	—	—	—	—	—
21	Napierville Junction	—	—	—	—	—	—	—	—	—	—
22	Norfolk and Western	—	—	—	—	—	—	—	—	—	—
23	Northern Alberta	—	—	—	—	—	—	19	520	—	—
24	Ontario Northland	—	—	—	—	991	39,640	118	6,490	—	—
25	Pacific Great Eastern	—	—	—	—	309	15,440	388	25,530	424	31,570
27	Quebec North Shore and Labrador	2	90	—	—	70	4,294	86	5,367	33	2,184
28	Roberval and Saguenay	—	—	4	220	102	5,275	4	160	69	3,950
31	Toronto, Hamilton and Buffalo	—	—	—	—	597	29,730	99	4,950	320	22,400
34	Wabush Lake	2	80	—	—	18	930	10	490	16	1,120
35	White Pass and Yukon Route (lines in Canada)	—	—	—	—	8	200	162	4,410	—	—
36	Totals	3,696	185,915	2,906	173,570	105,822	5,039,198	13,475	706,079	19,332	1,302,444
	Private railway car owners ¹	—	—	—	—	—	—	10	615	2	—
	Grand totals	3,696	185,915	2,906	173,570	105,822	5,039,198	13,485	706,694	19,334	1,302,502
9	Cartier	—	—	—	—	23	1,280	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	—	7	13	—	—	—	—			
2	Alma and Jonquières	—	—	—	—	—	—	—			
3	Arnaud	—	—	—	—	—	—	—			
4	British Columbia Hydro and Power Authority	—	—	—	—	—	—	—			
5	Canada and Gulf Terminal	1	1	—	—	—	—	—			
6	Canada Southern (Lessee N.Y.C.)	—	—	—	—	—	—	—			
7	Canadian National	52	1,151	583	41	67	108	83			
8	Canadian Pacific	54	237	342	—	39	41	25			
10	Chesapeake and Ohio (Père Marquette District)	—	—	—	—	—	—	—			
11	Cumberland	—	1	—	—	—	—	—			
13	Essex Terminal	—	—	—	—	—	—	—			
14	Grand Falls Central	—	—	—	—	—	—	—			
15	Great Northern	—	—	—	—	—	—	—			
18	London and Port Stanley	—	—	—	—	—	—	—			
19	Maine Central	—	—	—	—	—	—	—			
20	Midland Railway of Manitoba	—	—	—	—	—	—	—			
21	Napierville Junction	—	—	—	—	—	—	—			
22	Norfolk and Western	—	—	—	—	—	—	—			
23	Northern Alberta	—	7	1	—	—	—	—			
24	Ontario Northland	—	17	27	—	5	3	1			
25	Pacific Great Eastern	6	3	7	—	—	—	—			
27	Quebec North Shore and Labrador	—	5	8	—	—	1	—			
28	Roberval and Saguenay	—	—	—	—	—	—	—			
31	Toronto, Hamilton and Buffalo	—	1	1	—	1	—	—			
34	Wabush Lake	—	—	—	—	—	—	—			
35	White Pass and Yukon Route (lines in Canada)	—	2	2	—	2	—	20			
36	Totals	113	1,432	984	41	114	153	130			
9	Cartier	—	2	—	—	—	—	1			

See footnotes at end of table.

TABLE 1. Equipment in Service at December 31, 1965

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	—	—	—	—	—	—	1,941	129,765	1
4	280	—	—	—	—	—	—	—	—	—	—	6	400	2
—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
—	—	—	—	—	—	—	—	—	—	—	—	1	60	4
—	—	—	—	—	—	—	—	—	—	—	—	—	—	5
3	210	—	—	—	—	—	—	—	—	—	—	6	360	6
7,188	515,640	1,883	127,640	4,654	234,240	1,437	58,380	25	750	1,153	65,300	91,049	4,734,287	7
8,382	597,120	1,104	73,990	3,241	158,650	1,627	67,770	281	15,390	—	—	79,952	4,293,689	8
9	630	—	—	—	—	—	—	1	40	—	—	10	670	10
1,110	69,930	—	—	—	—	—	—	—	—	—	—	1,139	71,310	11
—	—	—	—	—	—	—	—	—	—	—	—	4	160	13
—	—	—	—	—	—	—	—	16	320	—	—	123	3,030	14
—	—	—	—	—	—	—	—	—	—	—	—	—	—	15
21	1,130	—	—	—	—	—	—	—	—	—	—	26	1,305	18
—	—	—	—	—	—	—	—	—	—	—	—	19	950	19
—	—	—	—	—	—	—	—	—	—	—	—	—	—	20
—	—	—	—	—	—	—	—	—	—	—	—	—	—	21
—	—	—	—	—	—	—	—	—	—	—	—	—	—	22
—	—	—	—	—	—	30	1,200	—	—	—	—	49	1,720	23
100	7,000	—	—	—	—	—	—	—	—	—	—	1,209	53,130	24
133	7,370	—	—	32	1,520	48	2,040	14	700	—	—	1,348	84,170	25
15	1,230	2,977	291,746	8	424	—	—	125	5,760	—	—	3,318	311,095	27
221	15,655	—	—	—	—	—	—	—	—	—	—	400	25,260	28
200	12,800	—	—	—	—	8	320	—	—	—	—	1,224	70,200	31
4	280	—	—	—	—	—	—	—	—	—	—	50	2,900	34
11	230	—	—	—	—	—	—	37	732	—	—	218	5,572	35
18,157	1,275,885	5,964	493,376	7,936	394,864	3,150	129,710	499	23,692	1,153	65,300	182,090	9,790,033	36
369	25,416	—	—	—	—	—	—	5,994	319,544	—	—	6,275	345,663	—
18,426	1,301,301	5,964	493,376	7,936	394,864	3,150	129,710	6,493	343,236	1,153	65,300	188,365	10,135,696	—
4	400	495	49,500	1	70	—	—	25	1,250	—	—	596	54,330	9

Cars in passenger service			Cars in company service				Total cars in service	Cars leased ²	No.
Sleeping	Other	Total	Motor	Caboose	Work	Total			
—	—	2	—	19	71	90	2,053	—	1
—	—	—	3	1	—	4	10	—	2
—	—	—	—	1	—	1	1	—	3
—	—	—	1	9	23	33	34	—	4
—	—	3	—	—	—	—	3	—	5
—	—	—	—	14	70	84	90	60	6
364	23	2,472	1	1,195	7,993	9,189	102,710	—	7
275	—	1,013	—	1,012	4,810	5,822	86,787	—	8
—	—	—	—	11	53	64	74	—	10
—	—	1	—	11	11	22	1,162	1,162	11
—	—	—	—	3	4	7	11	—	13
—	—	—	—	2	4	6	129	129	14
—	—	—	—	—	5	5	5	—	15
—	—	—	—	2	2	4	30	—	18
—	—	—	—	—	—	—	19	—	19
—	—	—	—	1	1	2	2	—	20
—	—	—	—	2	—	2	2	—	21
—	—	—	—	12	—	12	12	—	22
1	—	9	—	23	189	212	270	—	23
—	2	55	—	28	204	232	1,496	—	24
1	1	18	—	43	285	328	1,694	20	25
—	2	16	1	26	364	391	3,723	3,110	27
—	—	—	—	3	—	3	403	—	28
—	—	3	—	12	46	58	1,285	—	31
—	—	—	—	1	12	13	63	—	34
—	—	26	—	2	10	12	256	—	35
641	30	3,638	6	2,433	14,157	16,596	202,324	4,501	36
4	2	9	35	4	78	117	722	722	9

TABLE 1. Equipment in Service at December 31, 1965 - Concluded

No.	Name of railway	Motive power							
		Diesel electric locomotives							
		"A" units		"B" units		Road switcher units		Yard switcher units	
		Number	Tractive power	Number	Tractive power	Number	Tractive power	Number	Tractive power
	lb.		lb.		lb.		lb.		
1	Algoma Central	—	—	—	—	23	1,440,793	2	115,017
2	Alma and Jonquières	2	138,000	—	—	—	—	—	—
3	Arnaud	—	—	—	—	5	322,965	—	—
4	British Columbia Hydro and Power Authority	—	—	—	—	14	730,000	—	—
5	Canada and Gulf Terminal	2	98,300	—	—	—	—	—	—
6	Canada Southern (Lessee N.Y.C.)	—	—	—	—	16	1,010,750	—	—
7	Canadian National	189	11,807,000	97	6,031,000	1,171	66,280,000	417	24,021,000
8	Canadian Pacific	92	5,870,500	63	3,981,000	573	36,745,250	274	14,345,675
10	Chesapeake and Ohio (Père Marquette District)	15	917,528	—	—	—	—	—	—
11	Cumberland	—	—	—	—	13	702,000	2	85,000
13	Essex Terminal	—	—	—	—	—	—	5	315,000
14	Grand Falls Central	—	—	—	—	3	82,500	1	27,500
15	Great Northern	3	186,285	—	—	—	—	—	—
18	London and Port Stanley	—	—	—	—	2	80,000	—	—
19	Maine Central	—	—	—	—	—	—	2	93,600
20	Midland Railway of Manitoba	—	—	—	—	1	62,605	1	55,480
21	Napierville Junction	2	120,000	—	—	—	—	—	—
22	Norfolk and Western	15	1,009,050	—	—	—	—	—	—
23	Northern Alberta	—	—	—	—	17	746,000	—	—
24	Ontario Northland	20	1,290,000	—	—	19	861,124	4	230,000
25	Pacific Great Eastern	—	—	—	—	51	3,188,000	3	172,500
27	Quebec North Shore and Labrador	—	—	—	—	76	4,689,200	3	171,400
28	Roberval and Saguenay	7	282,000	—	—	—	—	—	—
30	Shawinigan Falls Terminal	—	—	—	—	—	—	2	115,220
31	Toronto, Hamilton and Buffalo	18	1,107,407	—	—	—	—	—	—
34	Wabush Lake	—	—	—	—	6	387,259	—	—
35	White Pass and Yukon Route (lines in Canada)	6	144,000	—	—	—	—	1	20,200
36	Totals	371	22,970,070	160	10,012,000	1,990	117,328,446	717	39,767,592
9	Cartier	—	—	—	—	17	1,020,000	—	—

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, 1965

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 1965
		(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	Algoma Central	320.8	—	—	320.8	1.0	321.8	321.8
2	Alma and Jonquières	10.0	—	—	10.0	—	10.0	10.0
3	Arnaud	22.6	—	—	22.6	—	22.6	22.6
4	British Columbia Hydro and Power Authority	77.3	25.3	—	102.6	0.8	103.4	103.4
5	Canada and Gulf Terminal	36.2	—	—	36.2	—	36.2	36.2
6	Canada Southern (Lessee N.Y.C.)	279.9	1.6	—	281.5	0.4	281.9	279.9
7	Canadian National	22,717.6	35.7	26.2	22,779.5	129.9	22,909.4	22,956.0
8	Canadian Pacific	12,053.6	4,143.9	26.2	16,223.7	438.3	16,662.0	16,667.2
10	Chesapeake and Ohio (Père Marquette District)	198.8	—	—	198.8	140.0	338.8	338.7
11	Cumberland	56.3	—	—	57.5	—	57.5	97.8
13	Essex Terminal	21.3	—	—	21.3	—	21.3	21.0
14	Grand Falls Central	—	23.1	—	23.1	—	23.1	23.1
15	Great Northern	122.9	3.7	—	126.6	7.7	134.3	134.3
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	—	922.8	922.8
24	Ontario Northland	511.1	60.0	—	571.1	—	571.1	571.1
25	Pacific Great Eastern	789.5	—	—	789.5	—	789.5	769.5
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
34	Wabush Lake	1.5	—	—	1.5	36.1	37.6	37.6
35	White Pass and Yukon Route (lines in Canada)	90.3	—	—	90.3	—	90.3	90.3
36	Totals	38,822.7	4,307.8	26.2¹	43,156.7¹	1,104.0	44,260.7¹	44,371.7
9	Cartier	—	190.3	—	190.3	—	190.3	190.3

¹ Excludes 26.2 miles of joint track.

² Excludes 9.6 miles of joint track.

TABLE 1. Equipment in Service at December 31, 1965 - Concluded

Motive power										Steam generator units	No.
Diesel electric locomotives		Electric locomotives		Total		Leased ²		Number added during year	Number retired during year		
Road freight units		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.				
-	-	-	-	25	1,555,810	-	-	-	-	3	
-	-	-	-	2	138,000	-	-	-	-	2	
-	-	-	-	5	322,965	-	-	-	-	3	
-	-	1	17,500	15	747,500	-	-	-	-	4	
-	-	-	-	2	98,300	-	-	-	-	5	
-	-	-	-	16	1,010,750	16	1,010,750	-	-	2	
-	-	18	358,000	1,892	108,497,000	37	2,937,000	31	10	7	
63	4,082,400	-	-	1,065	65,024,825	-	-	76	77	8	
-	-	-	-	15	917,528	-	-	-	-	10	
-	-	-	-	15	787,000	15	787,000	-	-	11	
-	-	-	-	5	315,000	-	-	-	1	13	
-	-	-	-	4	110,000	4	110,000	-	-	14	
-	-	-	-	3	186,285	-	-	-	-	15	
-	-	3	94,500	5	174,500	-	-	-	-	18	
-	-	-	-	2	93,600	-	-	-	-	19	
-	-	-	-	2	118,085	-	-	-	-	20	
-	-	-	-	2	120,000	-	-	-	-	21	
-	-	-	-	15	1,009,050	-	-	-	9	22	
-	-	-	-	17	746,000	-	-	-	-	1	
-	-	-	-	43	2,381,124	-	-	-	5	1	
-	-	-	-	54	3,360,500	-	-	8	-	25	
-	-	-	-	79	4,860,600	-	-	-	-	27	
-	-	-	-	7	282,000	-	-	1	1	28	
-	-	-	-	2	115,220	2	115,220	-	-	30	
-	-	-	-	18	1,107,407	-	-	-	-	1	
-	-	-	-	6	387,259	-	-	3	-	34	
-	-	-	-	7	164,200	-	-	-	2	35	
63	4,082,400	22	470,000	3,323	194,630,508	74	4,959,970	119	105	126	
-	-	-	-	17	1,020,000	17	1,020,000	-	-	2	

² Included in total.

TABLE 2. Mileage Operated at December 31, 1965

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)	
-	-	-	-	20.5	20.5	81.0	81.0	423.3	422.3	1
-	-	-	-	-	-	4.6	4.0	14.6	14.0	2
-	-	-	-	-	-	4.9	4.9	27.5	27.5	3
-	-	-	-	-	-	59.8	59.8	163.2	162.4	4
-	-	-	-	-	-	2.6	2.6	38.8	38.8	5
227.6	227.6	-	-	24.5	24.5	104.3	104.3	638.3	637.9	6
871.1	838.7	45.9	39.7	1,608.8	195.4	6,217.3	6,105.1	31,652.5	29,958.4	7
960.4	921.3	30.9	6.1	954.5	867.7	4,759.6	4,574.6	23,387.4	22,593.4	8
128.8	-	-	-	21.1	21.1	100.2	66.2	528.9	286.1	10
-	-	-	-	-	-	40.3	40.3	97.8	97.8	11
2.6	2.6	-	-	6.3	6.3	18.2	18.2	48.4	48.4	13
-	-	-	-	-	-	26.9	26.9	50.0	50.0	14
7.1	7.1	-	-	8.9	8.9	33.0	29.4	183.3	172.0	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	20.2	6.2	100.3	14.1	20
14.5	-	2.0	-	0.1	0.1	23.6	5.0	81.9	32.2	21
96.6	-	-	-	-	-	196.7	-	538.7	-	22
-	-	-	-	19.1	19.1	118.1	117.2	1,060.0	1,059.1	23
-	-	-	-	33.9	33.9	107.7	107.7	712.7	712.7	24
-	-	-	-	57.3	57.3	143.3	143.3	990.1	990.1	25
-	-	-	-	1.7	1.7	99.4	69.2	464.6	429.3	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
7.0	5.5	-	-	54.4	52.9	85.3	69.6	257.1	231.0	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
0.9	0.9	-	-	-	-	9.8	1.1	48.3	3.5	34
-	-	-	-	-	-	4.8	4.8	95.1	95.1	35
2,344.1	2,003.7	95.6	55.7	2,811.2 ²	1,309.5 ²	12,307.8 ³	11,676.3 ³	61,819.4 ⁴	58,201.9	36
-	-	-	-	-	-	35.4	10.0	225.7	200.3	9

² Excludes 19.6 miles of joint track.⁴ Excludes 55.4 miles of joint track.

TABLE 3. First Main Track Mileage at December 31, 1965 - By Area¹

No.	Name of railway	New-foundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba
1	Algoma Central	-	-	-	-	-	320.8	-
2	Alma and Jonquières	-	-	-	-	10.0	-	-
3	Arnaud	-	-	-	-	22.6	-	-
4	British Columbia Hydro Power Authority	-	-	-	-	-	-	-
5	Canada and Gulf Terminal	-	-	-	-	36.2	-	-
6	Canada Southern (Lessee N.Y.C.)	-	-	-	-	-	281.5	-
7	Canadian National	704.1	278.6	995.6	1,203.8	3,349.4	5,170.3	3,068.9
8	Canadian Pacific	-	-	261.4	520.4	1,538.2	3,282.1	1,660.8
10	Chesapeake and Ohio (Père Marquette District)	-	-	-	-	-	198.8	-
11	Cumberland	-	-	57.5	-	-	-	-
13	Essex Terminal	-	-	-	-	-	21.3	-
14	Grand Falls Central	23.1	-	-	-	-	-	-
15	Great Northern	-	-	-	-	-	-	-
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	-	-	-
34	Wabush Lake	1.5	-	-	-	-	-	-
35	White Pass and Yukon Route (lines in Canada)	-	-	-	-	-	-	-
36	Totals	935.7	278.6	1,314.5	1,729.7	5,237.8	9,949.9	4,735.3
9	Cartier	-	-	-	-	190.3	-	-
		Saskatchewan	Alberta	British Columbia	Yukon	United States	Total route miles	
1	Algoma Central	-	-	-	-	-	320.8	
2	Alma and Jonquières	-	-	-	-	-	10.0	
3	Arnaud	-	-	-	-	-	22.6	
4	British Columbia Hydro and Power Authority	-	-	102.6	-	-	102.6	
5	Canada and Gulf Terminal	-	-	-	-	-	36.2	
6	Canada Southern (Lessee N.Y.C.)	-	-	-	-	-	281.5	
7	Canadian National	4,329.0	2,195.7	1,412.0	-	72.1	22,779.5	
8	Canadian Pacific	4,192.9	2,658.1	1,842.5	-	267.3	16,223.7	
10	Chesapeake and Ohio (Père Marquette District)	-	-	-	-	-	198.8	
11	Cumberland	-	-	-	-	-	57.5	
13	Essex Terminal	-	-	-	-	-	21.3	
14	Grand Falls Central	-	-	-	-	-	23.1	
15	Great Northern	-	-	126.6	-	-	126.6	
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	
34	Wabush Lake	-	-	-	-	-	1.5	
35	White Pass and Yukon Route (lines in Canada)	-	-	32.6	57.7	-	90.3	
36	Totals	8,521.9	5,723.5²	4,332.7	57.7	339.4	43,156.7²	
9	Cartier	-	-	-	-	-	190.3	

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

TABLE 4. Changes in First Main Track Mileage, 1965
(Excluding Trackage Rights)

Name of railway and termini between which changes occurred	Date of change	Mileage Increase + Decrease -	Details
The Arnaud Railway Company:			
Mile 0.0 - Mile 22.6, Quebec	-	+ 22.6	New line
British Columbia Hydro and Power Authority:			
District two - Vancouver - Steveston, B.C.	October	- 4.4	Relocation
" " Vancouver - Steveston, B.C.	October	+ 3.6	Relocation
District three - New Westminster - Chilliwack, B.C.	October	+ 0.5	Relocation
Canadian National Railway:			
Pickering, Ont. to Toronto Yard, Ont.	January	+ 25.1	New line
Connections at Hagerman, Doncaster and Snider, Ont. due to construction of York Subdivision	January	+ 3.5	New line
Toronto Yard to Halwest, Ont.	January	+ 11.1	New line
Connection from York Sub. to Halton Sub. at Toronto Yard, Ont.	January	+ 0.6	New line
Connection from Halton Sub. to Weston Sub. at Malport, Ont.	January	+ 1.8	New line
Newly constructed wye at Clifton Jct. Ont.	December	+ 0.3	New line
Port Rowan Branch-Simcoe (Mi. 0.0) to Port Rowan Ont. (Mi.16.9)	January	- 16.9	Abandonment
Buctouche Sub. Mi. 1.6 to Buctouche, N.B.	February	- 28.3	Abandonment
Coboconk Sub. Mi. 13.9 to Coboconk, Ont.	April	- 22.6	Abandonment
Cabot Sub. Mi. 15.7 to Mi. 46.4 Man.	May	- 30.7	Abandonment
Port Dalhousie Sub. Mi. 2.3 to Mi. 3.6, Ont.	May	- 1.3	Abandonment
Waterloo Sub. Mi. 4.5 to Mi. 5.0, Ont.	May	- 0.5	Abandonment
Hickson Sub. Mi. 2.1 to Mi. 8.9, Ont.	July	- 6.8	Abandonment
Maynooth Sub. Mi. 109.8 to Mi. 117.5, Ont.	August	- 7.7	Abandonment
Cabot Sub. Mi. 0.1 to Mi. 0.3, Man.	November	- 0.2	Abandonment
Alvinston Sub. Mi. 0.3 to Mi. 10.8, Ont.	November	- 10.5	Abandonment
Sorel Sub. Mi. 97.4 to Mi. 97.5, Que.	December	- 0.1	Abandonment
Cabot Sub. Mi. 0.0 to Mi. 0.1, Man.	December	- 0.1	Abandonment
Joliette Sub. East connection to Mt. Royal Sub. Que.	September	- 0.3	Shortening of line
Rouses Pt. Sub. Mi. 0.0 to Mi. 9.1, U.S.S.	November	- 0.1	Shortening of line
Remeasurement of Valleyfield Sub. Que.	October	- 0.1	Remeasurement
Midland Sub. Mi. 75.2 to Mi. 75.3 - reclassified as yard track, Ont.	February	- 0.1	Reclassification
Deschailions Sub. Villerooy to Parisville - reclassified as spur, Que.	April	- 13.1	Reclassification
Cabot Sub. Mi. 46.4 to Mi. 46.5 - reclassified as yard track, Man.	May	- 0.1	Reclassification
Hickson Sub. Mi. 0.0 to Mi. 2.1 - reclassified as spur, Ont.	November	- 2.1	Reclassification
Cabot Sub. Mi. 15.4 to Mi. 15.6 - reclassified as siding, Man.	November	- 0.2	Reclassification
Cabot Sub. Mi. 0.0 to Mi. 0.1 - reclassified as main track, Man.	November	+ 0.1	Reclassification
Sorel Sub. Mi. 97.5 to Mi. 97.7 - reclassified as siding, Que.	December	- 0.2	Reclassification
Buctouche Sub. Mi. 0.0 to Mi. 1.6 - reclassified as siding, N.B.	December	- 1.6	Reclassification
Canadian Pacific Railway Company:			
Eastray to Valcourt, Que.	May	- 15.5	Abandonment
Brantford to Waterford, Ont.	December	- 15.9	Abandonment
Gleichen to Shepard, Alta.	November	- 1.1	Shortening of line
Langdon to Kneehill, Alta.	November	- 1.0	Shortening of line
Great Northern Railway Company:			
Townsend to Deas Island & Tilbury Island, B.C.	October	+ 0.4	New line
Townsend to Deas Island & Tilbury Island, B.C.	October	+ 3.7	Reclassification
Greater Winnipeg Water District:			
St. Boniface to Waugh, Man.	-	- 92.0	Retirement
Wabush Lake Railway Company:			
Mile 0.0 - Wabush Lake Junction, Newfoundland	-	+ 1.5	New line
Summary		Area	
Gross Increases:		Newfoundland	+ 1.5
New lines opened for traffic	66.9	Prince Edward Island	-
Relocation of line	4.1	Nova Scotia	-
Reclassification	3.8	New Brunswick	- 29.9
Total	74.8	Quebec	- 6.7
Gross Decreases:		Ontario	- 42.0
Abandonments	157.1	Manitoba	- 123.2
Reclassification	17.4	Saskatchewan	-
Shortening of line	2.5	Alberta	- 2.1
Retirement	92.0	British Columbia	+ 3.8
Other	4.5	U.S.A.	- 0.1
Total	273.5	Net Change	- 198.7
Net change	- 198.7		

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