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CANADA

RAILWAY TRANSPORT

1966

PART III

(Equipment, Track and Fuel Statistics)

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dealing with

RAILWAY TRANSPORT STATISTICS

Catalogue number	Title	Price
	Periodical	
52-001	**Carloadings** (Four times a month. 4 pp.) Cars of revenue freight loaded in Canada by eastern and western divisions, by commodity, comparative and cumulative totals. Railway cars loaded in piggyback service and three-year summary of all loadings and tonnages. One issue each month includes chart, index and summary of piggyback loadings	10¢ a copy, $3.00 a year
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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 Section of the Transportation and Public Utilities 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.

p preliminary figures.

r revised figures.

TABLE OF CONTENTS

RAILWAY TRANSPORT

1966

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 1966.

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 characteristics and 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.

Operations of the London and Port Stanley Railway were discontinued as of December 31, 1965.

To eliminate duplicate reporting and to uncover statistical gaps, the Dominion Bureau of Statistics uses the Canadian Standard Industrial Classification (S.I.C.).

The Standard Industrial Classification (Catalogue No. 12-501) provides a set of groups and classes suitable for the compilation of statistics related to different industries. The building block (reporting unit) which is fitted into the above structure is the "establishment". An establishment can be defined as the smallest unit which is a separate operating entity capable of reporting principal elements of input and output. While the establishment is typically a factory, mine, store or similar unit and in most cases is a separate firm, it may encompass two or more operating units which are not necessarily in the same location. It can also be an individual working on his own account.

Industry 506, Railway Transport, as classified in the S.I.C. includes establishments primarily engaged in operating railways. The kinds of activities normally carried on by railway establishments embraces the operation of commuter service (but not street railways), maintenance of way and structures, maintenance of equipment (including that carried on in railway shops) dining car and sleeping car services, freight, express and the operation of railway terminal facilities. Road transportation services operated by railway establishments and providing pick-up and delivery for the freight or express services of the railway are included in this industry but long distance trucking owned by railway companies is usually set up as separate establishments classified to the trucking industry. The statistics contained herein refer for the most part, to the "over-the rails" portion of railway industry operations.

On page 20 of this report a glossary is presented of a limited number of terms and definitions which are used frequently throughout this and other reports dealing with the railway transport industry.

Analysis

The number of freight cars owned or leased by railways in Canada, increased 3,874 units to 185,964 in 1966 and the average carrying capacity increased by 0.4 tons. These figures do not include equipment of the Cartier Railway or privately-owned railway cars. (See Chart 3 for the average capacity of cars throughout the period 1926-66).

A breakdown of freight car equipment, by type, shows that the number of hopper cars increased by 1,624 units to 19,781 and that the average capacity rose 2.7 tons; flat cars were up 1,483 units to 14,958 and 1.2 tons; gondola cars rose 660 units to 19,992 and 1.6 tons; ore cars increased 146 units to 6,110 and 0.5 tons; refrigerator cars rose 87 units to 8,023 and 1.3 tons; automobile cars rose 81 units to 3,777 and 0.7 tons; and tank cars increased by 2 units to 501 and 1.2 tons. The number of box cars decreased by 282 units to 105,540 but the average capacity was 0.4 tons greater; ballast cars were down 29 units to 2,877 while average capacities rose 0.2 tons and stock cars which dropped 26 units to 3,124 had 1.2 tons greater capacity on the average. Not included in these totals are 6,750 (6,275 in 1965) privately-owned freight cars of leasing companies and non-rail industrial firms with offices in Canada, which are shown separately in Table 1. Another 4,247 railway freight cars owned by similar firms with offices in the United States and consisting of 3,194 tank cars, 985 hopper cars, 58 flat cars and 37 other types, were in service on Canadian lines in 1966. The latter are not shown in Table 1.

Passenger-train cars, following the upward trend of passenger-train traffic and revenues, increased by 22 units to 3,660 in 1966. The most significant increase occurred in the number of sleeping cars which were up 38 units to 679. Equipment used primarily in

company service, including motor rail cars, cabooses and work train cars, totalled 16,117, down 479 units from the previous year. The total number of all freight, passenger and company work cars in service during 1966 (excluding privately-owned equipment) aggregated 205,741, up 3,417 units from 202,324 in 1965. Chart 1 shows the number of cars in service in 1966 by type and the percentage change over the previous year.

The number of locomotives in service at the close of 1966 totalled 3,329, up 6 units from 1965. (See Chart 4). Diesel locomotives increased by 9 to 3,310, while electric locomotives were down 3 units to 19 in 1966. The combined tractive power of all locomotives in 1966 totalled 196,166,320 pounds, an average of 58,926 pounds per locomotive as compared with a total tractive effort of 194,630,508 pounds and an average of 58,571 pounds per locomotive in 1965.

Track Mileage

The total route mileage of all tracks (excluding line operated under trackage rights) operated by railways in Canada at the close of 1966 was 58,100 miles, down 102 miles from 1965. The 1966 total consists of 43,003 miles of first main track; 1,999 miles of second main track; 57 miles of other main track; 1,313 miles of industrial track and 11,728 miles of yard track and sidings.

During the year under review, 123 miles of first main track were abandoned, of which 118.5 miles were in Ontario; 3.1 miles were in Quebec and 1.4 miles were in Nova Scotia. A number of reclassifications and other changes in first main track mileage occurred during the year resulting in a net reduction of 141.5 miles. Chart 2 shows a breakdown of the first main track mileage in Canada, by province, for 1966.

A total of 298,257 tons of new, relay and other rails, costing $26,236,464 was laid in track during 1966. This compares with 288,719 tons and $25,615,792 in 1965. As in recent years, the rails used were mainly those with an average weight of from 100 to 105 pounds per yard.

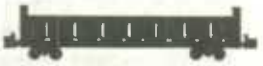
Fuel Consumption

The consumption of diesel oil by motive power equipment increased during 1966 to a total of 411,229,496 gallons, up 2.1 per cent from 402,878,870 gallons in 1965. Crude oil which first appeared as a locomotive fuel in 1961 declined for the first time to 1,901,788 gallons from 3,292,853 in the previous year. Bituminous coal and fuel oil as locomotive fuels dropped off completely during the year under review. Of the 411.2 million gallons of diesel oil consumed by railways in Canada, in 1966 over 96 per cent was domestic in origin.

June 27, 1967.

CHART – I

CARS OWNED OR LEASED BY RAILWAYS IN CANADA[1] (AT DECEMBER 31, 1966)

NUMBER	TYPE	PERCENTAGE CHANGE FROM PREVIOUS YEAR
105,540	 BOX CARS automobile, insulated, refrigerator	-0.3 %
22,869	 GONDOLA & BALLAST CARS covered, high sides and low sides	+2.8 %
19,781	 HOPPER CARS covered, tank type	+8.9 %
16,117	 COMPANY SERVICE CARS	-2.9 %
14,958	 FLAT CARS end bulkhead, piggyback, depressed centre, well type	+11.0 %
8,023	 REFRIGERATOR CARS	+1.1 %
6,110	 ORE CARS	+2.4 %
3,777	 AUTOMOBILE (RACKED) CARS bi-level, tri-level	+2.2 %
3,124	 STOCK CARS	-0.8 %
2,236	 PASSENGER CARS	+1.4 %
1,424	 BAGGAGE, POSTAL, EXPRESS CARS	-0.6 %
501	 TANK CARS	+0.4 %

[1] EXCLUDES CARTIER AND NON-RAILWAY OWNED CARS.

CHART - 2

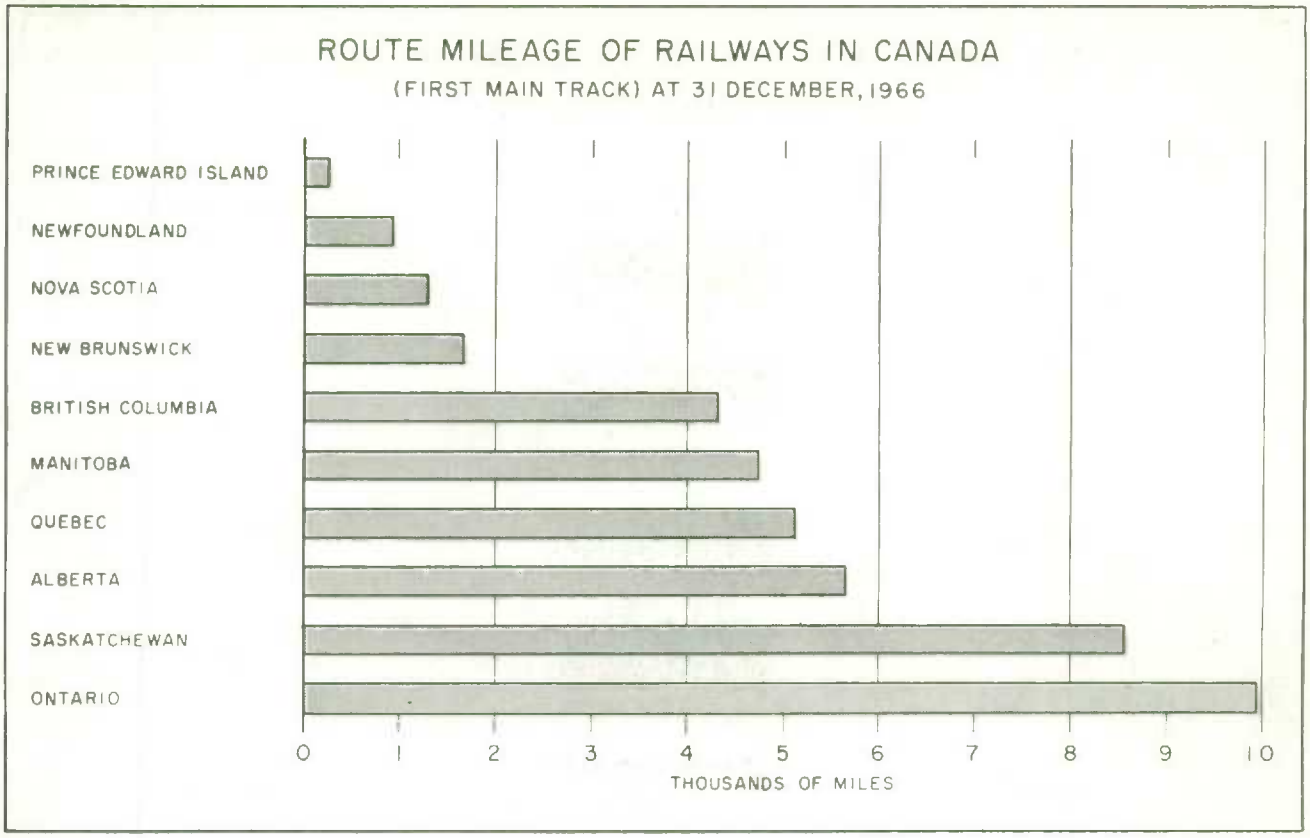


CHART - 3

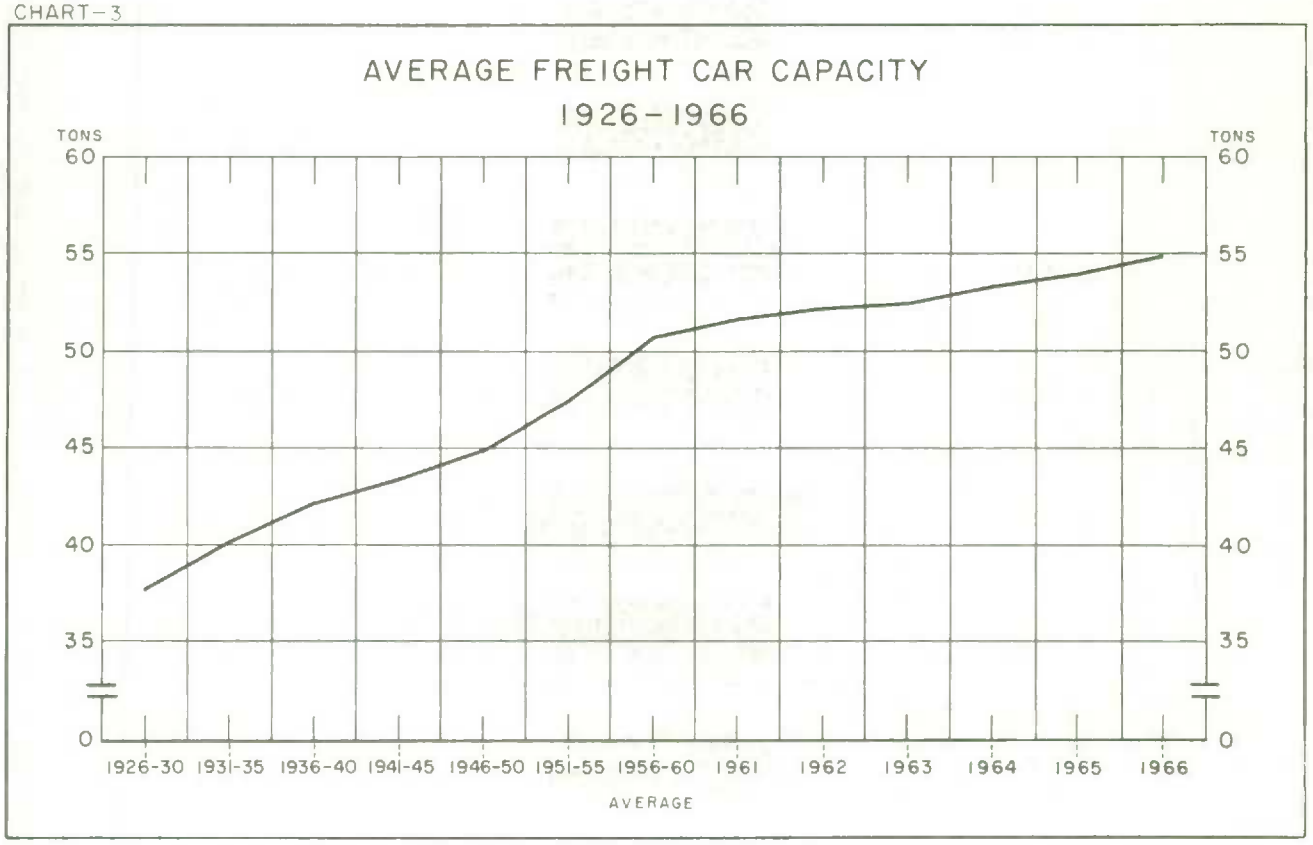


CHART-4

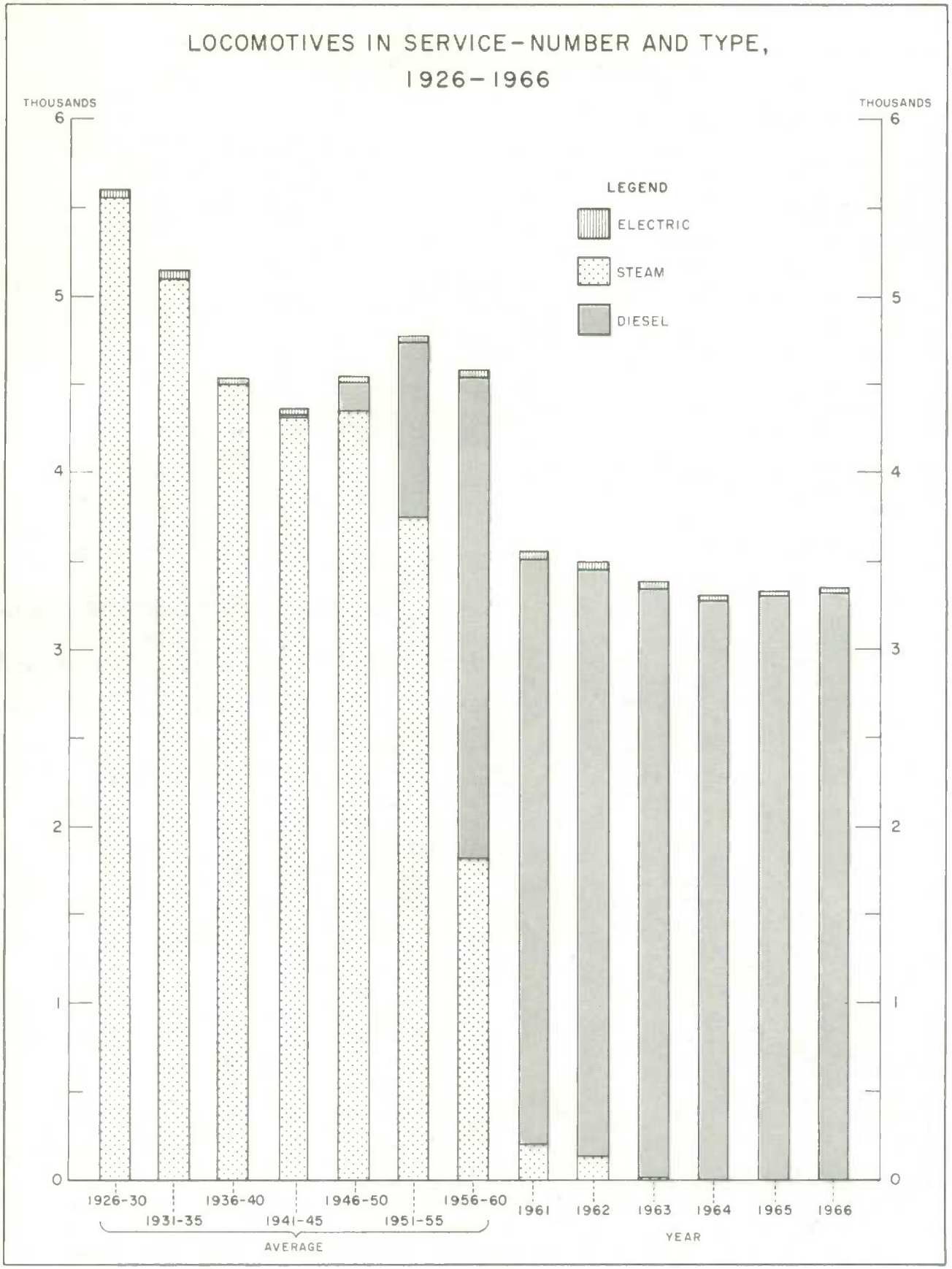

LOCOMOTIVES IN SERVICE-NUMBER AND TYPE,
1926-1966
THOUSANDS
6
5
4
3
2
1
0
LEGEND
ELECTRIC
STEAM
DIESEL
1926-30
1931-35
1936-40
1941-45
1946-50
1951-55
1956-60
AVERAGE
1961
1962
1963
1964
1965
1966
YEAR

TABLE 1. Equipment in Service at December 31, 1966

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	–	–	–	–	87	5,205	192	9,540	984	74,980
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	858	55,550	2,873	172,060	55,076	2,577,640	7,264	381,992	9,946	667,190
8	Canadian Pacific	2,915	136,990	–	–	48,083	2,370,814	6,385	349,660	8,024	560,160
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	Maine Central	–	–	–	–	20	1,000	–	–	–	–
19	Midland Railway of Manitoba	–	–	–	–	–	–	–	–	–	–
20	Napierville Junction	–	–	–	–	–	–	–	–	–	–
21	Norfolk and Western	–	–	–	–	–	–	–	–	–	–
22	Northern Alberta	–	–	–	–	–	–	19	520	–	–
23	Ontario Northland	–	–	–	–	985	43,340	118	6,490	–	–
24	Pacific Great Eastern	–	–	–	–	409	23,390	548	36,090	499	37,600
26	Quebec North Shore and Labrador	2	90	–	–	70	4,294	82	5,207	33	2,184
27	Roberval and Saguenay	–	–	4	220	102	5,275	4	160	70	4,000
30	Toronto, Hamilton and Buffalo	–	–	–	–	589	29,390	99	4,950	420	32,400
33	Wabush Lake	2	80	–	–	13	580	10	490	16	1,120
34	White Pass and Yukon Route (lines in Canada)	–	–	–	–	8	200	189	5,220	–	–
35	**Totals**	**3,777**	**192,710**	**2,877**	**172,280**	**105,540**	**5,064,138**	**14,958**	**801,889**	**19,992**	**1,379,634**
	Private railway car owners[1]	–	–	–	–	–	–	11	685	2	88
	Grand totals	**3,777**	**192,710**	**2,877**	**172,280**	**105,540**	**5,064,138**	**14,969**	**802,574**	**19,994**	**1,379,722**
9	Cartier	–	–	–	–	22	1,230	44	1,670	3	120

No.	Name of railway	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	–	–	–	–	1
6	Canada Southern (Lessee N.Y.C.)	–	–	–	–	–	–	–
7	Canadian National	54	1,150	599	34	65	107	84
8	Canadian Pacific	54	227	324	–	34	41	24
10	Chesapeake and Ohio (Père Marquette District)	–	–	–	–	–	–	–
11	Cumberland	–	1	–	–	–	–	–
13	Essex Terminal	–	–	–	–	–	–	–
14	Grand Falls Central	–	–	–	–	–	–	–
15	Great Northern	–	–	–	–	–	–	–
18	Maine Central	–	–	–	–	–	–	–
19	Midland Railway of Manitoba	–	–	–	–	–	–	–
20	Napierville Junction	–	–	–	–	–	–	–
21	Norfolk and Western	–	–	–	–	–	–	–
22	Northern Alberta	–	7	1	–	–	–	–
23	Ontario Northland	–	17	29	–	5	3	1
24	Pacific Great Eastern	6	3	6	–	–	–	–
26	Quebec North Shore and Labrador	–	8	12	–	–	1	–
27	Roberval and Saguenay	–	–	–	–	–	–	–
30	Toronto, Hamilton and Buffalo	–	1	1	–	1	–	–
33	Wabush Lake	–	–	–	–	–	–	–
34	White Pass and Yukon Route (lines in Canada)	–	2	2	–	2	–	21
35	**Totals**	**115**	**1,424**	**987**	**34**	**107**	**152**	**131**
9	Cartier	–	2	–	–	–	–	1

See footnotes at end of table.

TABLE 1. Equipment in Service at December 31, 1966

Cars in freight service														
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	No.
	tons		tons		tons		tons		tons		tons		tons	
756	46,380	—	—	1	30	—	—	—	—	—	—	2,020	136,135	1
4	280	—	—	—	—	—	—	—	—	—	—	6	400	2
—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
—	—	—	—	—	—	—	—	—	—	—	—	1	60	4
—	—	—	—	—	—	—	—	—	—	—	—	—	—	5
3	210	—	—	—	—	—	—	—	—	—	—	6	360	6
7,851	583,680	2,035	142,900	4,938	257,235	1,512	64,590	25	750	1,276	71,900	93,654	4,975,487	7
9,368	696,910	1,098	73,680	3,047	150,390	1,550	65,260	279	15,300	—	—	80,749	4,419,164	8
9	630	—	—	—	—	—	—	—	—	—	—	9	630	10
1,110	69,930	—	—	—	—	—	—	—	—	—	—	1,139	71,310	11
—	—	—	—	—	—	—	—	—	—	—	—	4	160	13
—	—	—	—	—	—	—	—	16	320	—	—	123	3,030	14
—	—	—	—	—	—	—	—	—	—	—	—	—	—	15
—	—	—	—	—	—	—	—	—	—	—	—	20	1,000	18
—	—	—	—	—	—	—	—	—	—	—	—	—	—	19
—	—	—	—	—	—	—	—	—	—	—	—	—	—	20
—	—	—	—	—	—	—	—	—	—	—	—	—	—	21
—	—	—	—	—	—	30	1,200	—	—	—	—	49	1,720	22
98	6,860	—	—	—	—	—	—	—	—	—	—	1,201	56,690	23
128	7,120	—	—	29	1,320	32	1,400	17	850	—	—	1,662	107,770	24
15	1,230	2,977	291,746	8	424	—	—	126	6,326	—	—	3,313	311,501	26
236	17,875	—	—	—	—	—	—	2	140	—	—	418	27,670	27
188	12,200	—	—	—	—	—	—	—	—	—	—	1,296	78,940	30
4	280	—	—	—	—	—	—	—	—	5	350	50	2,900	33
11	230	—	—	—	—	—	—	36	718	—	—	244	6,368	34
19,781	**1,443,815**	**6,110**	**508,326**	**8,023**	**409,399**	**3,124**	**132,450**	**501**	**24,404**	**1,281**	**72,250**	**185,964**	**10,201,295**	35
297	28,080	—	—	50	3,500	—	—	6,390	365,050	—	—	6,750	397,403	
20,078	**1,471,895**	**6,110**	**508,326**	**8,073**	**412,899**	**3,124**	**132,450**	**6,891**	**389,454**	**1,281**	**72,250**	**192,714**	**10,598,698**	
6	600	495	49,500	1	70	—	—	25	1,250	—	—	596	54,440	9

Cars in passenger service			Cars in company service				Total cars in service	Cars leased[2]	
Sleeping	Other	Total	Motor	Caboose	Work	Total			
—	2	22	—	19	69	88	2,130	—	1
—	—	—	3	1	—	4	10	—	2
—	—	—	—	1	—	1	1	—	3
—	—	—	1	9	23	33	34	—	4
—	—	3	—	—	—	—	3	—	5
—	—	—	—	14	65	79	85	75	6
415	23	2,531	1	1,166	7,784	8,951	105,136	—	7
262	—	966	—	985	4,625	5,610	87,325	—	8
—	—	—	—	10	54	64	73	—	10
—	—	1	—	11	11	22	1,162	1,162	11
—	—	—	—	3	4	7	11	—	13
—	—	—	—	2	2	4	127	127	14
—	—	—	—	1	5	6	6	—	15
—	—	—	—	—	—	—	20	—	18
—	—	—	—	1	1	2	2	—	19
—	—	—	—	2	—	2	2	—	20
—	—	—	—	10	—	10	10	—	21
1	—	9	—	23	191	214	272	—	22
—	2	57	—	28	203	231	1,489	—	23
1	1	17	—	41	281	322	2,001	20	24
—	3	24	1	26	354	381	3,718	3,111	26
—	—	—	—	3	—	3	421	12	27
—	—	3	—	12	48	60	1,359	—	30
—	—	—	—	1	12	13	63	—	33
—	—	27	—	2	8	10	281	—	34
679	**31**	**3,660**	**6**	**2,371**	**13,740**	**16,117**	**205,741**	**4,507**	35
4	2	9	35	4	87	126	731	731	9

TABLE 1. Equipment in Service at December 31, 1966 – 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	170	10,631,000	91	5,665,000	1,175	66,344,000	414[3]	23,950,250[3]
8	Canadian Pacific	86	5,496,000	57	3,601,500	571	36,655,000	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	Maine Central	–	–	–	–	–	–	2	83,600
19	Midland Railway of Manitoba	–	–	–	–	1	62,605	1	55,480
20	Napierville Junction	2	120,000	–	–	–	–	–	–
21	Norfolk and Western	11	739,970	–	–	–	–	–	–
22	Northern Alberta	–	–	–	–	17	746,000	–	–
23	Ontario Northland	20	1,290,000	–	–	19	861,124	4	230,000
24	Pacific Great Eastern	–	–	–	–	54	3,376,000	3	172,500
26	Quebec North Shore and Labrador	–	–	–	–	76	4,689,200	3	171,400
27	Roberval and Saguenay	7	282,000	–	–	–	–	–	–
29	Shawinigan Falls Terminal	–	–	–	–	–	–	2	115,220
30	Toronto, Hamilton and Buffalo	–	–	–	–	10	611,407	8	496,000
33	Wabush Lake	–	–	–	–	6	387,259	–	–
34	White Pass and Yukon Route (lines in Canada)	9	216,000	–	–	–	–	1	20,192
35	**Totals**	**327**	**20,115,083**	**148**	**9,266,500**	**2,003**	**118,021,603**	**722**	**40,182,834**
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, 1966

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 1966
		(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	Algoma Central	320.6	–	–	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	77.5	25.3	–	102.8	0.8	103.6	103.6
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	22,587.8	35.7	44.3	22,667.8	193.7	22,861.5	22,789.1
8	Canadian Pacific	12,046.6	4,126.9	28.1	16,201.6	438.0	16,639.6	16,649.9
10	Chesapeake and Ohio (Père Marquette District)	198.8	–	–	198.8	139.9	338.7	338.7
11	Cumberland	54.9	1.2	–	56.1	–	56.1	56.1
13	Essex Terminal	21.3	–	–	21.3	–	21.3	21.3
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	Maine Central	5.1	–	–	5.1	–	5.1	5.1
19	Midland Railway of Manitoba	5.6	–	–	5.6	69.8	75.4	75.4
20	Napierville Junction	27.1	–	–	27.1	14.6	41.7	41.7
21	Norfolk and Western	–	–	–	–	245.4	245.4	245.4
22	Northern Alberta	922.8	–	–	922.8	–	922.8	922.8
23	Ontario Northland	532.3	60.0	–	592.3	–	592.3	592.3
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	25.6	–	–	25.6	–	25.6	25.6
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	103.0	–	–	103.0	7.4	110.4	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	Wabush Lake	1.5	–	–	1.5	36.1	37.6	37.6
34	White Pass and Yukon Route (lines in Canada)	90.3	–	–	90.3	–	90.3	90.3
35	**Totals**	**38,678.3**	**4,287.1**	**38.1**[1]	**43,003.4**[1]	**1,167.4**	**44,170.8**[1]	**44,139.9**
9	Cartier	–	190.3	–	190.3	–	190.3	190.3

[1] Excludes 38.1 miles of joint track.
[2] Excludes 1.7 miles of joint track.
[3] Excludes 9.5 miles of joint track.

TABLE 1. Equipment in Service at December 31, 1966 — Concluded

Motive power											
Diesel electric locomotives		Electric locomotives		Total		Leased[2]		Number added during year	Number retired during year	Steam generator units	
Road freight units											
Number	Tractive power	Number	Tractive power	Number	Tractive power	Number	Tractive power				No.
	lb.		lb.		lb.		lb.				
—	—	—	—	25	1,555,810	—	—	—	—	3	1
—	—	—	—	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	6
—	—	18	358,000	1,868	106,948,250	25	2,020,000	32	71	106	7
110	8,204,800	—	—	1,098	68,302,975	—	—	48	15	—	8
—	—	—	—	15	917,528	—	—	—	—	—	10
—	—	—	—	15	787,000	15	787,000	—	—	—	11
—	—	—	—	5	315,000	—	—	—	—	—	13
—	—	—	—	4	110,000	4	110,000	—	—	—	14
—	—	—	—	3	186,285	—	—	—	—	—	15
—	—	—	—	2	83,600	—	—	—	—	—	18
—	—	—	—	2	118,085	—	—	—	—	—	19
—	—	—	—	2	120,000	—	—	—	—	—	20
—	—	—	—	11	739,970	—	—	—	4	—	21
—	—	—	—	17	746,000	—	—	—	—	1	22
—	—	—	—	43	2,381,124	—	—	—	—	1	23
—	—	—	—	57	3,548,500	—	—	3	—	—	24
—	—	—	—	79	4,860,600	—	—	—	—	—	26
—	—	—	—	7	282,000	—	—	—	—	—	27
—	—	—	—	2	115,220	2	115,220	—	—	—	29
—	—	—	—	18	1,107,407	—	—	—	—	1	30
—	—	—	—	6	387,259	—	—	—	—	—	33
—	—	—	—	10	236,192	—	—	3	—	—	34
110	**8,204,800**	**19**	**375,500**	**3,329**	**196,166,320**	**62**	**4,042,970**	**86**	**90**	**114**	35
—	—	—	—	17	1,020,000	17	1,020,000	—	—	2	9

[2] Included in total.
[3] Includes 15 booster units and 926,250 lb. tractive power.

TABLE 2. Mileage Operated at December 31, 1966

Second main track		Other main track		Industrial track		Yard tracks and sidings		All tracks		
Total	Route miles (total excluding trackage rights)	Total	Route miles (total excluding trackage rights)	Total	Route miles (total excluding trackage rights)	Total	Route miles (total excluding trackage rights)	Total	Route miles (total excluding trackage rights)	No.
—	—	—	—	20.9	20.9	81.0	81.0	423.7	422.7	1
—	—	—	—	—	—	4.6	4.0	14.6	14.0	2
—	—	—	—	—	—	4.8	4.8	27.4	27.4	3
—	—	—	—	—	—	60.5	60.5	164.1	163.3	4
—	—	—	—	—	—	3.7	3.7	39.9	39.9	5
227.6	227.6	—	—	28.7	28.7	90.2	90.2	628.4	628.0	6
871.1	838.7	45.9	39.7	1,656.7	192.0	6,279.2	6,153.4	31,714.4	29,891.6	7
977.3	918.2	31.8	6.9	965.8	872.5	4,755.5	4,576.5	23,370.0	22,575.7	8
128.9	—	—	—	21.2	21.2	97.6	65.8	586.4	285.8	10
—	—	—	—	—	—	39.3	39.3	95.4	95.4	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	—	—	9.0	9.0	33.3	29.7	183.7	172.4	15
—	—	—	—	—	—	0.2	0.2	1.2	1.2	16
—	—	—	—	—	—	—	—	5.1	5.1	18
2.4	—	—	—	2.3	2.3	18.7	6.2	98.8	14.1	19
14.5	—	2.0	—	0.1	0.1	23.6	5.0	81.9	32.2	20
96.6	—	—	—	—	—	196.7	—	538.7	—	21
—	—	—	—	19.8	19.8	116.2	115.3	1,058.8	1,057.9	22
—	—	—	—	31.3	31.3	120.2	120.2	743.8	743.8	23
—	—	—	—	61.7	61.7	172.8	172.8	1,024.0	1,024.0	24
—	—	—	—	1.7	1.7	99.7	69.6	464.9	429.7	26
—	—	—	—	1.0	1.0	11.4	11.4	38.0	38.0	27
7.5	—	—	—	—	—	7.7	7.7	69.2	54.2	28
—	—	4.5	—	—	—	11.4	0.1	15.9	0.1	29
7.2	5.6	—	—	54.0	52.5	83.3	67.6	254.9	228.7	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
0.9	0.9	—	—	—	—	9.8	1.1	48.3	3.5	33
—	—	—	—	—	—	4.8	4.8	95.1	95.1	34
2,342.0[2]	**1,999.0[2]**	**94.1**	**56.5**	**2,872.4[3]**	**1,312.9[3]**	**12,363.3[4]**	**11,728.0[4]**	**61,842.6[5]**	**58,099.8[5]**	35
—	—	—	—	—	—	34.7	10.0	225.0	200.3	9

[4] Excludes 24.8 miles of joint track.
[5] Excludes 74.1 miles of joint track.

TABLE 3. First Main Track Mileage at December 31, 1966 – By Area[1]

No.	Name of railway	Newfoundland	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	1,145.1	3,247.0	5,219.7	3,068.9
8	Canadian Pacific	–	–	261.4	520.3	1,544.0	3,260.9	1,660.8
10	Chesapeake and Ohio (Père Marquette District)	–	–	–	–	–	198.8	–
11	Cumberland	–	–	56.1	–	–	–	–
13	Essex Terminal	–	–	–	–	–	21.3	–
14	Grand Falls Central	23.1	–	–	–	–	–	–
15	Great Northern	–	–	–	–	–	–	–
16	International Bridge and Terminal	–	–	–	–	–	1.0	–
18	Maine Central	–	–	–	5.1	–	–	–
19	Midland Railway of Manitoba	–	–	–	–	–	–	5.6
20	Napierville Junction	–	–	–	–	27.1	–	–
22	Northern Alberta	–	–	–	–	–	–	–
23	Ontario Northland	–	–	–	–	27.7	564.6	–
24	Pacific Great Eastern	–	–	–	–	–	–	–
26	Quebec North Shore and Labrador	207.0	–	–	–	151.4	–	–
27	Roberval and Saguenay	–	–	–	–	25.6	–	–
28	St. Lawrence and Adirondack	–	–	–	–	46.5	–	–
30	Toronto, Hamilton and Buffalo	–	–	–	–	–	103.0	–
31	Toronto Terminals	–	–	–	–	–	3.2	–
32	Van Buren Bridge Co.	–	–	–	0.4	–	–	–
33	Wabush Lake	1.5	–	–	–	–	–	–
34	White Pass and Yukon Route (lines in Canada)	–	–	–	–	–	–	–
35	**Totals**	**935.7**	**278.6**	**1,313.1**	**1,670.9**	**5,138.1**	**9,964.8**[2]	**4,735.3**
9	Cartier	–	–	–	–	190.3	–	–

No.	Name of railway	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	–	–	102.8	–	–	102.8
5	Canada and Gulf Terminal	–	–	–	–	–	36.2
6	Canada Southern (Lessee N.Y.C.)	–	–	–	–	–	281.5
7	Canadian National	4,372.8	2,151.9	1,412.0	–	72.1	22,667.8
8	Canadian Pacific	4,194.4	2,658.3	1,834.2	–	267.3	16,201.6
10	Chesapeake and Ohio (Père Marquette District)	–	–	–	–	–	198.8
11	Cumberland	–	–	–	–	–	56.1
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	Maine Central	–	–	–	–	–	5.1
19	Midland Railway of Manitoba	–	–	–	–	–	5.6
20	Napierville Junction	–	–	–	–	–	27.1
22	Northern Alberta	–	895.9	28.9	–	–	922.8
23	Ontario Northland	–	–	–	–	–	592.3
24	Pacific Great Eastern	–	–	789.5	–	–	789.5
26	Quebec North Shore and Labrador	–	–	–	–	–	358.4
27	Roberval and Saguenay	–	–	–	–	–	25.6
28	St. Lawrence and Adirondack	–	–	–	–	–	46.5
30	Toronto, Hamilton and Buffalo	–	–	–	–	–	103.0
31	Toronto Terminals	–	–	–	–	–	3.2
32	Van Buren Bridge Co.	–	–	–	–	–	0.4
33	Wabush Lake	–	–	–	–	–	1.5
34	White Pass and Yukon Route (lines in Canada)	–	–	32.6	57.7	–	90.3
35	**Totals**	**8,567.2**	**5,679.9**[3]	**4,322.7**[4]	**57.7**	**339.4**	**43,003.4**[5]
9	Cartier	–	–	–	–	–	190.3

[1] Excludes trackage rights.
[2] Excludes 10.0 miles of joint track.
[3] Excludes 26.2 miles of joint track.
[4] Excludes 1.9 miles of joint track.
[5] Excludes 38.1 miles of joint track.

TABLE 4. Changes in First Main Track Mileage, 1966

(Excluding Trackage Rights)

Name of railway and termini between which changes occurred	Date of change	Mileage increase + decrease −	Details
British Columbia Hydro and Power Authority:			
New Westminster – Chilliwack, B.C.	August	+ 0.2	New Line
Canadian National Railways:			
Talbot Sub. – London, Ont. (Mi. 0.2) to Port Stanley (Mi. 23.5) – former London & Port Stanley	January	+ 23.3	New line
Fort Frances, Ont. Sub. – Diversion of main line at Mi. 61.2	August	+ 0.2	Relocation
Kingston Sub. at Dorval, Que.	December	+ 0.4	Remeasurement
Montreal Sub. at Dorval, Que.	December	− 0.4	Remeasurement
Centreville Sub. Ont.	December	− 0.1	Remeasurement
Centreville Sub. Ont. Mi. 129.7 to Mi. 130.1 – reclassified as siding	April	− 0.4	Reclassification
Hemmingford Sub. Que. Mi. 0.0 to Mi. 6.5 – reclassified as siding	October	− 6.5	Reclassification
Alvinston Sub. Ont. Mi. 0.0 to Mi. 0.3 – reclassified as yard track	November	− 0.3	Reclassification
Midland Sub. Ont. Mi. 0.0 to Mi. 2.5 – reclassified as siding	December	− 2.5	Reclassification
Coboconk Sub. Ont. Mi. 0.0 to Mi. 12.5 – reclassified as siding	December	− 12.5	Reclassification
Haliburton Sub. Ont. Connection at Lindsay – reclassified as siding	December	− 0.2	Reclassification
Madoc Sub. Ont. Mi. 0.0 to Mi. 15.2 – reclassified as siding	December	− 15.2	Reclassification
Beachburg Sub. Ont. – Riverside to Nepean – joint trackage	December	− 12.9	Reclassification
Alexandria Sub. Ont. Hawthorne Ont. to Mi. 78.4	December	− 5.4	Reclassification
Ottawa Sub. Ont. Mi. 0.0 to Mi. 18.1 – joint trackage	December	+ 18.1	Reclassification
Sudbury Terminals, Ont. Mi. 5.5 to Mi. 5.6	February	− 0.1	Abandonment
Centreville Sub. Ont. Mi. 71.5 to Mi. 106.6	March	− 35.1	Abandonment
Centreville Sub. Ont. Mi. 106.6 to Mi. 129.7	June	− 23.1	Abandonment
Simcoe Sub. Ont. Mi. 0.0 to Mi. 0.2	August	− 0.2	Abandonment
Hemmingford Sub. Ont. Mi. 6.5 to Mi. 21.3	October	− 14.8	Abandonment
Midland Sub. Ont. Mi. 2.5 to Mi. 24.7	December	− 22.2	Abandonment
Midland Sub. Ont. Wye connection at Lorneville Jct	December	− 0.3	Abandonment
Coboconk Sub. Ont. Wye connection at Lorneville Jct	December	− 0.2	Abandonment
Coboconk Sub. Ont. Mi. 12.5 to Mi. 13.8	December	− 1.3	Abandonment
Canadian Pacific Railway Company:			
Mtl. Terminals Div. Que. – South switch to mile end	December	+ 1.6	Reclassification
– Place Viger to Jacques Cartier	December	+ 5.3	Reclassification
Waterford to Simcoe, Ont.	December	+ 0.9	Adj. of abandonment
Colwyn to Outlook, Sask.	December	+ 1.7	Relocation
Knowlton to Drummondville, Que.	December	− 0.1	Reclassification
Ottawa – Mile 84.80 – 86.87; 87.67 - 89.30, Ont.	August	− 3.7	Abandonment
Ottawa – Mile 1.20 - 3.58, Ont.	August	− 2.4	Abandonment
Ottawa – S/W Connection – Hurdman – S/E Connection, Ont.	August	− 0.3	Abandonment
Snow Road 42.30 to Sharbot Lake 56.94, Ont.	September	− 14.6	Abandonment
North Bay to Mile 111.00, Ont.	December	− 2.0	Shortening of line
Warfield to Rossland, B.C.	April	− 7.5	Shortening of line
Galt to Brantford, Ont.	December 1965	− 0.2	Abandonment
Van. to Lulu Island W. Bdy. D.L. 319 to Steveston, B.C.	December	− 0.7	Relocation
South Slocan to Slocan City, B.C.	December	− 0.1	Transfer under private siding
Chesapeake and Ohio Railway Company:			
Detroit River Tunnel to Pelton, Ont. (N.Y.C. line 10)	December	− 0.1	Remeasurement
Cumberland Railway Company:			
No. 18 Branch – Victoria Sub. Division to No. 18. Colliery, N.S.	March	− 1.4	Abandonment
London and Port Stanley Railway:			
London to Port Stanley, Ont.	December 1965	− 24.5	Discontinued
Ontario Northland Railway:			
M.P. 73.4 Temagmi Subdivision to Deadend, Ont.	–	+ 4.2	New line
Kidd to Texas Gulf Sulphur Mine, Ont.	–	+ 17.0	New line
Roberval and Saguenay Railway:			
Arvida and Racine, Que.	August	− 3.1	Abandonment

Summary		Area	
Gross increases:		Newfoundland	–
New lines opened for traffic	44.7	Prince Edward Island	–
Reclassification	25.0	Nova Scotia	− 1.4
Relocation of line	1.9	New Brunswick	–
Other	1.3	Quebec	− 2.8
Total	**72.9**	Ontario	− 130.9
Gross decreases:		Manitoba	–
Abandonments	123.0	Saskatchewan	+ 1.7
Reclassification	56.0	Alberta	–
Shortening of line	9.5	British Columbia	− 8.1
Discontinued	24.5	U.S.A.	–
Other	1.4		
Total	**214.4**		
Net change	**− 141.5**	**Net change**	**− 141.5**

TABLE 5. Railway Track Mileage under Construction at December 31, 1966

Location	Under contract		Completed but not opened	Total	First main track opened for traffic during 1966
	Active	Non-active			
Newfoundland	–	–	–	–	–
Prince Edward Island	–	–	–	–	–
Nova Scotia	–	–	–	–	–
New Brunswick	–	–	–	–	–
Quebec	–	–	–	–	–
Ontario	–	68.0	–	68.0	44.5
Manitoba	–	12.0	–	12.0	–
Saskatchewan	–	–	12.8	12.8	–
Alberta	541.0	–	–	541.0	–
British Columbia	45.0	63.0	33.0	141.0	0.2
United States	–	–	–	–	–
Totals	**586.0**	**143.0**	**45.8**	**774.8**	**44.7**

TABLE 6. Rails Laid in Track, 1966

Weight per yard	New		Relay and other		Total tons laid	Total cost
	Tons	Cost	Tons	Cost		
		$		$		$
50 lbs. and under 60 lbs.	–	–	–	–	–	–
60 " " " 70 "	–	–	827	37,248	827	37,248
70 " " " 75 "	–	–	56	2,453	56	2,453
75 " " " 80 "	–	–	291	14,593	291	14,593
80 " " " 85 "	–	–	219	9,695	219	9,695
85 " " " 90 "	490	76,483	19,171	1,439,289	19,661	1,515,772
90 " " " 95 "	14	1,418	2,081	118,682	2,095	120,100
95 " " " 100 "	–	–	–	–	–	–
100 " " " 105 "	33,805	4,761,724	109,353	4,933,822	143,158	9,695,546
105 " " " 110 "	13	2,007	284	19,454	297	21,461
110 "	–	–	–	–	–	–
112 "	–	–	1	21	1	21
115 "	83,058	11,023,011	3,864	198,177	86,922	11,221,188
127 "	–	–	434	17,233	434	17,233
130 "	3,571	477,187	5,978	243,775	9,549	720,962
131 "	–	–	–	–	–	–
132 "	14,562	1,853,891	2,392	210,763	16,954	2,064,654
Undistributed	2,360	110,703	15,432	684,835	17,792	795,538
Totals	**137,873**	**18,306,424**	**160,383**	**7,930,040**	**298,256**	**26,236,464**

TABLE 7. Fuel Consumed by Motive Power Equipment, 1966[1]

	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline
	tons	gallons			
Locomotive:					
Transportation service:					
Freight	–	–	305,040,924	1,901,788	–
Passenger	–	–	68,848,644	–	–
Switching	–	–	29,027,136	–	–
Work train service	–	–	3,904,236	–	–
Totals	–	–	**406,820,940**	**1,901,788**	–
Rail motor cars, etc:					
Rail motor cars	–	–	4,393,289	–	4,374
Other	–	–	15,267	–	2,236
Grand Totals	–	–	**411,229,496**	**1,901,788**	**6,610**
Total cost (Grand total $55,689,873) $	–	–	55,513,005	174,737	2,131

[1] Excludes 2,829,349 gallons of diesel oil and 23,536 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, 1966[1]

Delivered to fueling stations in	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline
	tons	galions			
Canadian fuel:					
Newfoundland	–	–	4,998,949	–	–
Prince Edward Island	–	–	500,510	–	–
Nova Scotia	–	–	9,677,180	–	1,676
New Brunswick	–	–	18,067,747	–	–
Quebec	–	–	65,095,791	–	4,518
Ontario	–	–	142,100,372	8,435	416
Manitoba	–	–	34,356,266	–	–
Saskatchewan	–	–	29,579,267	–	–
Alberta	–	–	42,536,439	996,357	–
British Columbia	–	–	49,579,344	896,996	–
Yukon	–	–	–	–	–
United States	–	–	–	–	–
Totals	–	–	**396,491,865**	**1,901,788**	**6,610**
Imported fuel:					
Newfoundland	–	–	88,370	–	–
Prince Edward Island	–	–	–	–	–
Nova Scotia	–	–	–	–	–
New Brunswick	–	–	6,730	–	–
Quebec[2]	–	–	–	–	–
Ontario	–	–	8,449,122	–	–
Manitoba	–	–	229,837	–	–
Saskatchewan	–	–	–	–	–
Alberta	–	–	–	–	–
British Columbia	–	–	471,127	–	–
Yukon	–	–	82,516	–	–
United States	–	–	5,409,929	–	–
Totals	–	–	**14,737,631**	–	–
Grand totals	–	–	**411,229,496**	**1,901,788**	**6,610**

[1] Excludes 2,829,349 gallons of imported diesel oil and 23,536 gallons of imported gasoline consumed by the Cartier Railway Co.

RAILWAY STATISTICAL TERMS AND DEFINITIONS

Aggregate Capacity

Total load limitation in terms of weight or space.

Classification of Carriers

Class I. Canadian National Railways and Canadian Pacific Railway Company and their related operations.
Class II. Other carriers having average gross revenues of $500,000 or more annually from Canadian rail transportation operations.
Class III. Other carriers having average gross revenues of less than $500,000 annually from Canadian rail transportation operations.
Class IV. Other companies such as terminal, bridge, tunnel and pullman.

Common Carrier

Any railway which holds itself out to the general public to transport passengers and/or goods for compensation.

First Main Track

As applied to line-haul railways, a single track extending the entire distance between terminals, upon which the length of the road is based, used to effect a line-haul and, therefore, kept clear for the passage of trains.

Industrial Track

A switching track serving industries such as mines, mills, smelters and factories.

Joint Track

Track which is used jointly by two or more carriers.

Line-haul

The movement of trains between terminals and stations on the main or branch lines of the railway, exclusive of switching operations.

Locomotive "A" Unit

The least number of wheel bases together with super-structures capable of independent propulsion and equipped with necessary appurtenances for use singly or as a lead unit in a locomotive combination.

Locomotive "B" Unit

The least number of wheel bases together with super-structures not capable of independent propulsion or capable of limited independent propulsion but not equipped with necessary appurtenances for use singly or as a lead unit in a locomotive combination.

Main Track

A track extending through and between stations upon which trains are operated. Main track of switching and terminal companies is all track kept clear for the passage of trains.

Miles of Road Operated

The single or first main track, measured by the distance between termini, over which railway transportation is conducted.

Private-line Car

Freight cars owned by companies other than the railways and used for the transportation of goods over various lines. These are sometimes called private cars.

Relay Rails

Rails taken up from tracks, where formerly used, which are suitable for relaying in other tracks.

Siding

A track auxiliary to the main track for meeting or passing trains, or a track for industrial purposes.

Tractive Power

The force in pounds exerted by powered equipment which for statistical purposes is measured at the rim of the driving wheels.

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