

CATALOGUE No.

52-209

ANNUAL

shy



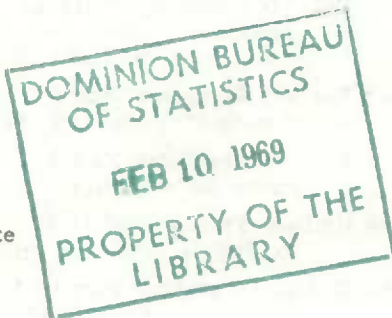
RAILWAY TRANSPORT

1967

PART III

(Equipment, Track and Fuel Statistics)

Published by Authority of
The Minister of Trade and Commerce



DOMINION BUREAU OF STATISTICS
Transportation and Public Utilities Division
Transportation Section

January 1969
8702-550

Price: 50 cents

Reports Published by the
Transportation and Public Utilities Division
dealing with

RAILWAY TRANSPORT STATISTICS

Catalogue number	Title	Price
Periodical		
52-001	Carloadings (Four times a month.) 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
52-002	Railway Freight Traffic (Quarterly) Revenue freight carried by railways in Canada, originated, terminated, received from and delivered to United States rail connections, by commodity and by province	50¢ a copy, \$2.00 a year
52-003	Railway Operating Statistics (Monthly.) Financial and operating statistics of class I and II railways in Canada, including separate details of Canadian National and Canadian Pacific Railways. 10¢ a copy, \$1.00 a year	
Annual		
52-201	Canadian National Railways Financial and operating statistics of the entire system, 1923 to date	\$.50
52-202	Canadian Pacific Railway Company Financial and operating statistics of the entire system, 1923 to date .....	.50
52-204	Railway Express Financial, operating, employment and mileage statistics of railway express companies .....	.25
52-205	Railway Freight Traffic Summary of year's issues of quarterly report 52-002; with supplementary regional distribution and net movement of commodities	1.00
52-206	Railway Operating Statistics Summary of year's issues of monthly report 52-003; separate detail for Canadian National and Canadian Pacific Railways .....	.25
52-207	Railway Transport: Part I Comparative summary statistics .....	.50
52-208	Railway Transport: Part II Financial statistics .....	.50
52-209	Railway Transport: Part III Equipment, track and fuel statistics .....	.50
52-210	Railway Transport: Part IV Operating and traffic statistics .....	.50
52-211	Railway Transport: Part V Freight carried by principal commodity classes	1.50
52-212	Railway Transport: Part VI Employment statistics .....	.50
Occasional		
52-501	Railway Employees and Their Compensation Comparative data relating to all classes of employees; 1926 to 1951. Reference paper No. 38 .....	.25

*Remittances should be in the form of cheque or money order,
made payable to the Receiver General of Canada and forwarded
to the Publications Distribution, Dominion Bureau of Statistics,
Ottawa, or to the Queen's Printer, Hull, P.Q.*

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 report encompasses the following six parts which are not necessarily released in the order they are numbered.

- 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

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 Railway Transport Committee of the Canadian Transport Commission, 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 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.

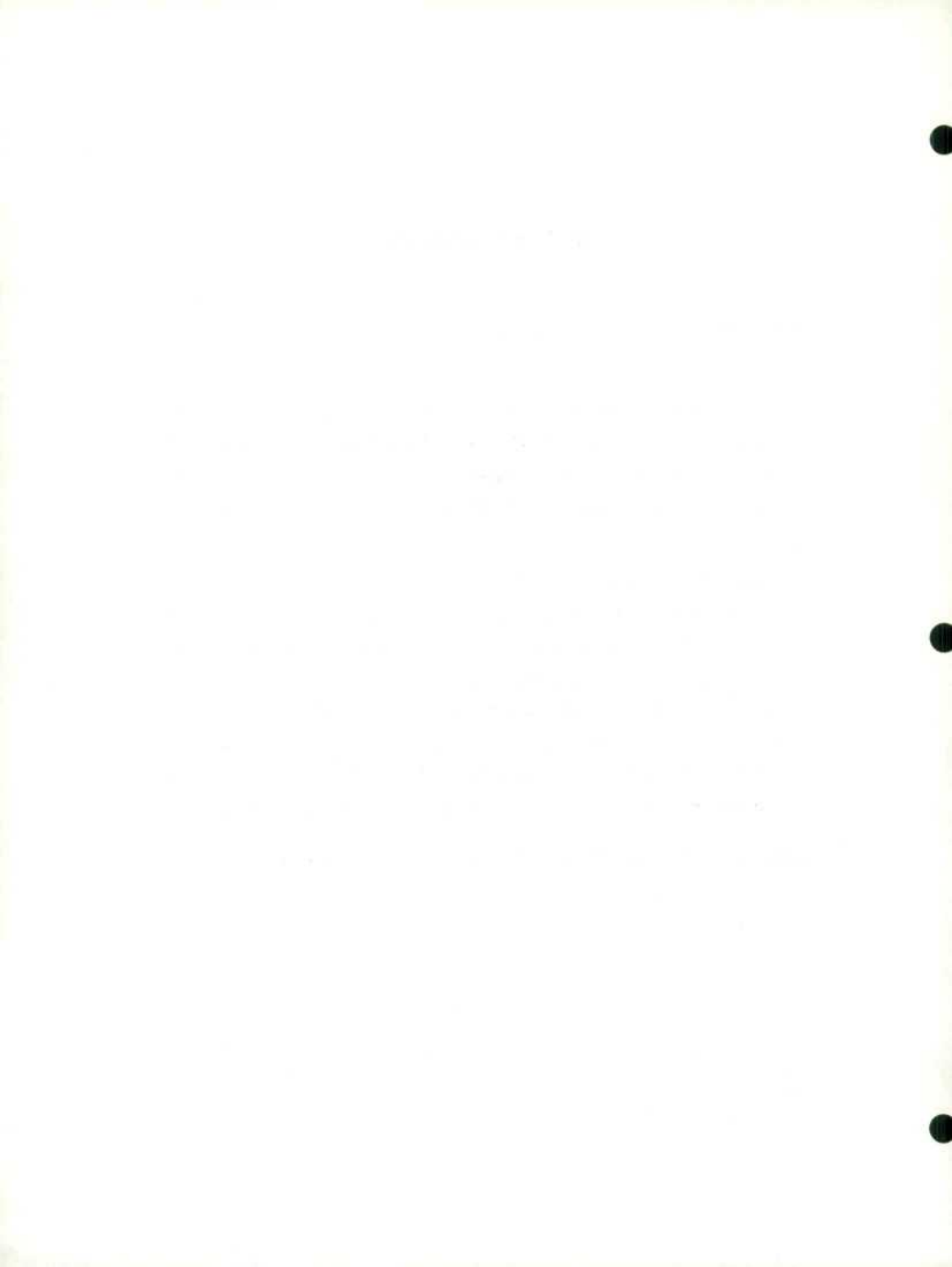
SYMBOLS

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.
- * revised figures.

TABLE OF CONTENTS

	Page
Introduction	7
Charts	
1. Cars Owned or Leased by Railways in Canada, at December 31, 1967.....	9
2. Route Mileage of Railways in Canada, at December 31, 1967	10
3. Average Freight Car Capacity, 1926- 1967	10
4. Locomotives in Service - Number and Type, 1926- 1967	11
Table	
1. Equipment in Service at December 31, 1967	12
2. Mileage Operated at December 31, 1967.....	16
3. First Main Track Mileage at December 31, 1967 - By Area.....	16
4. Changes in First Main Track Mileage, 1967	18
5. Railway Track Mileage under Construction at December 31, 1967.....	19
6. Rails Laid in Track, 1967	19
7. Fuel Consumed by Motive Power Equipment, 1967.....	19
8. Origin of Fuel Consumed by Motive Power Equipment, by Provinces, 1967.....	20
Railway Statistical Terms and Definitions	21



RAILWAY TRANSPORT

1967

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 1967.

Commencing with this report statistical details relating to individual railways have been confined to those with gross operating revenues of \$8 million or more annually. The remaining railways are grouped under "Other" within the respective accounting classes defined in the Canadian Transport Commission's Uniform Classification of Accounts which are described in the glossary of terms shown on the last page of this report. The latter companies, which in previous reports have been recorded in full detail, account for less than two and a half per cent of gross annual railway operating revenues. This change has enabled the introduction of a new format which, while reducing costs of processing has, hopefully, resulted in a clearer presentation. One further consequence of this change in format is that transportation and traffic statistics of the Cartier Railway which has previously been shown separately and excluded from the aggregates (because financial details relative to their railway operations are not available) are now included in the totals of this report and for ease of comparison have been taken into account in references to 1966 in the analysis accompanying this text.

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 and included under S.I.C. Industry 507 Truck Transport.

Commercial communications facilities providing service to the general public as well as to the railway are treated as separate establishments and included in S.I.C. Industry 544, Telephone Systems and 545, Telegraph and Cable Systems.

The Statistics contained herein refer for the most part, to the "over-the-rails" portion of railway industry operations.

On page 21 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

There were 188,770 freight carrying cars in Canadian railway service at the close of 1967, an increase of 2,210 during the year. These figures include equipment of the Cartier Railway in both years but exclude 14,970 (14,661 in 1966) privately-owned freight cars of leasing companies and non-rail industrial firms with home offices in Canada. These data are shown separately in Table 1. Another 3,532 railway freight cars (not included in Table 1) owned by similar firms whose home offices, are in the United States were in service on Canadian lines in 1967. These consisted of 2,629 tank cars, 705 hopper cars, 153 flat cars, and 45 "other" types including cabooses.

The number of railway-owned flats, gondola cars, hoppers, ore cars, refrigerated units, tank cars and miscellaneous types increased in 1967, while the number of automobile, ballast, box and stock cars declined. In each case the average carrying capacity of railway freight cars increased with the overall 1967 average advancing 0.8 tons to 55.7 tons.

The number of passenger-train cars took a downward turn in 1967. Fleets of both passenger-carrying and head-end cars (baggage, postal and express) were down even though there were increases in passenger travel resulting from Centennial year celebrations and the World's Fair. There were 3,444 passenger-train cars in service at the year's end including sleeping cars operated by the Pullman Company. This total was 225 cars or 6.1 per cent less than the 1966 figure. Passenger traffic increased 6.2 per cent and passenger train car-miles by 11.0 per cent.

The number of owned and leased locomotive units in service of common carrier railways at December 31, 1967 totalled 3,311, down 35 from the previous year. Nineteen were electric locomotives the remainder diesel-electric.

Total route mileage of all tracks (excluding line operated under trackage rights) operated by railways was 58,530, up 230 miles from 1966. The 1967 total consisted of 43,168 miles of first main track, 2,054 miles of second and other main track,

1,379 miles of industrial track and 11,929 miles of yard track and sidings. During the year under review only 16.5 miles of first main track were abandoned and this was offset in part by the opening of an additional 10 miles of line to traffic. A number of reclassifications and other changes in first main track mileage occurred in 1967 resulting in a net addition of 0.3 miles of line. Railway track under active construction at the end of 1967 totalled 745 miles, 665 of which is in the province of Alberta. Chart 2 shows a breakdown of the first main track mileage operated in Canada, by province, at the end of 1967.



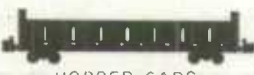









A total of 336,810 tons of new and relay and other, rails costing \$29.4 million was laid in track during 1967 as compared with 298,256 tons at a cost of \$26.2 million a year earlier. Of the rail laid in 1967, 38.8 per cent fell in the 100 to 105 pounds per yard category while 30.9 per cent weighed 115 pounds per yard.

The consumption of diesel fuel by motive power equipment increased 3.7 per cent during 1967 to 429,447,924 gallons, despite a 1.9 per cent decline in locomotive miles generated. Crude oil, which first appeared as a locomotive fuel in 1961, was consumed to the extent of 3.3 million gallons in 1962, declining to 1.9 million gallons in 1966. In 1967 it was not reported as being in use at all by railways. Of the 429.4 million gallons of diesel oil consumed in 1967 oil of Canadian origin accounted for 96.0 per cent.

October 3, 1968.

CHART - 1

CARS OWNED OR LEASED BY RAILWAYS IN CANADA⁽¹⁾
(AT DECEMBER 31, 1967)

NUMBER	TYPE	PERCENTAGE CHANGE FROM PREVIOUS YEAR
105,121	 BOX CARS automobile, insulated heated	-0.4%
23,495	 GONDOLA & BALLAST CARS covered, high sides and low sides	+2.7%
21,077	 HOPPER CARS covered, tank type	+6.6%
16,391	 COMPANY SERVICE CARS	+1.7%
15,469	 FLAT CARS end bulkhead, piggyback, depressed centre, well type	+3.4%
8,030	 REFRIGERATOR CARS	+0.1%
6,742	 ORE CARS	+10.3%
3,758	 AUTOMOBILE (RACKED) CARS bi-level, tri-level	-0.5%
3,094	 STOCK CARS	-1.0%
2,098	 PASSENGER CARS	-6.2%
1,346	 BAGGAGE-POSTAL-EXPRESS CARS	-5.5%
532	 TANK CARS	+6.2%

(1) EXCLUDES NON-RAILWAY OWNED CARS

CHART-2

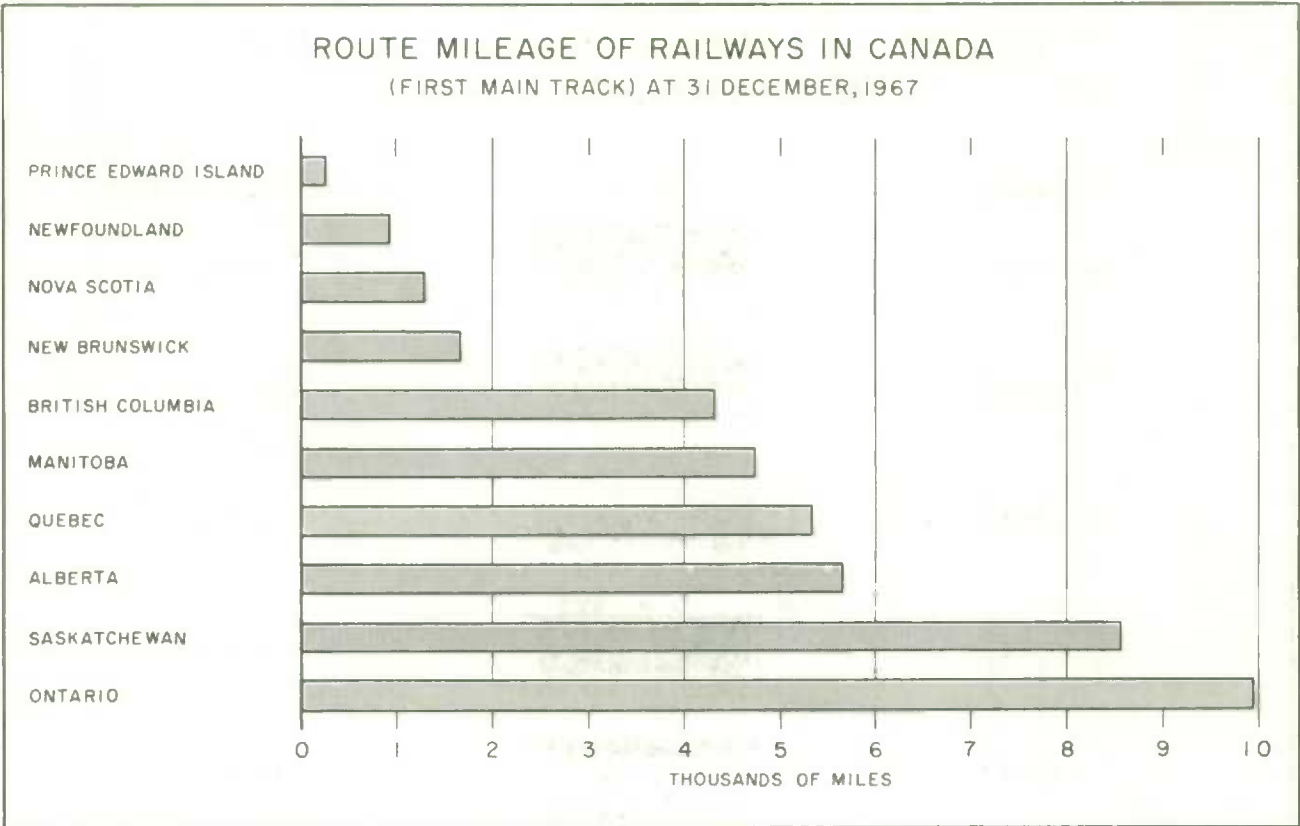


CHART-3

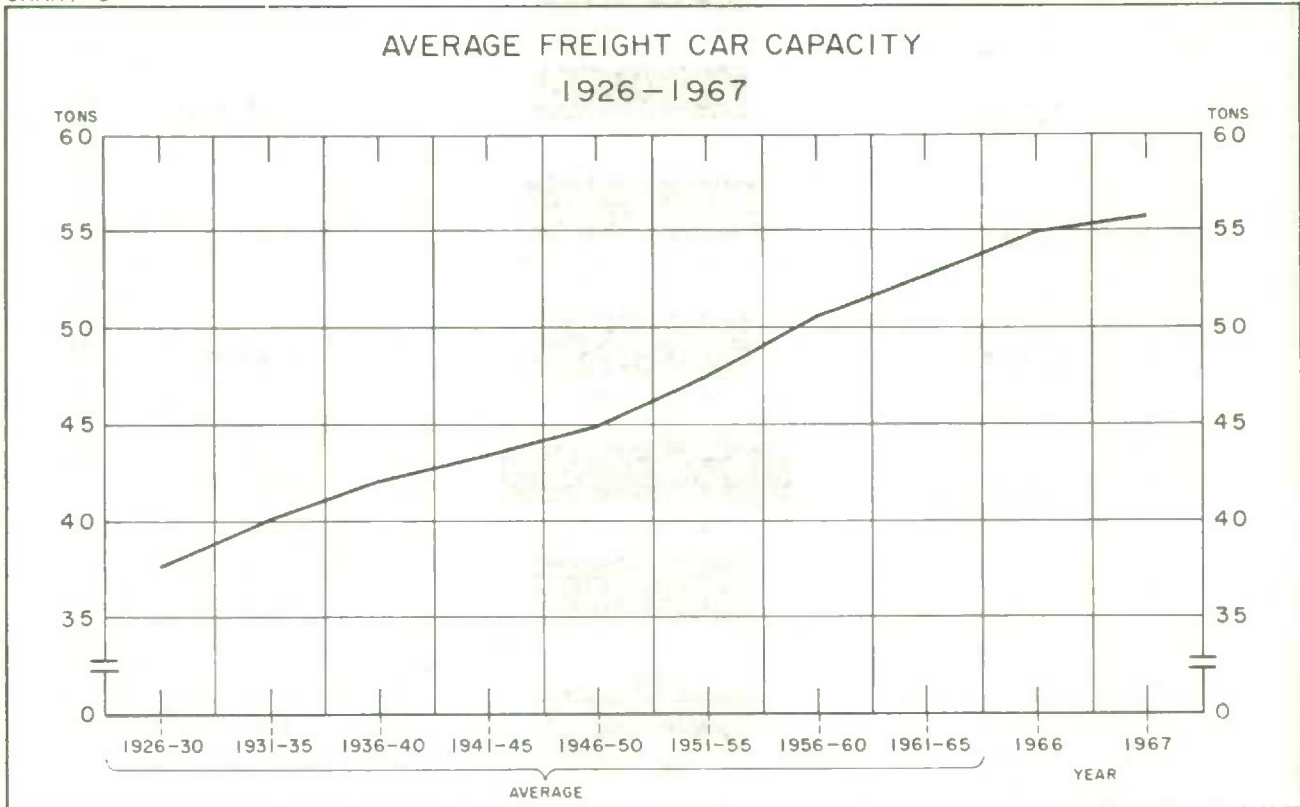


CHART-4

LOCOMOTIVES IN SERVICE - NUMBER AND TYPE,
1926-1967

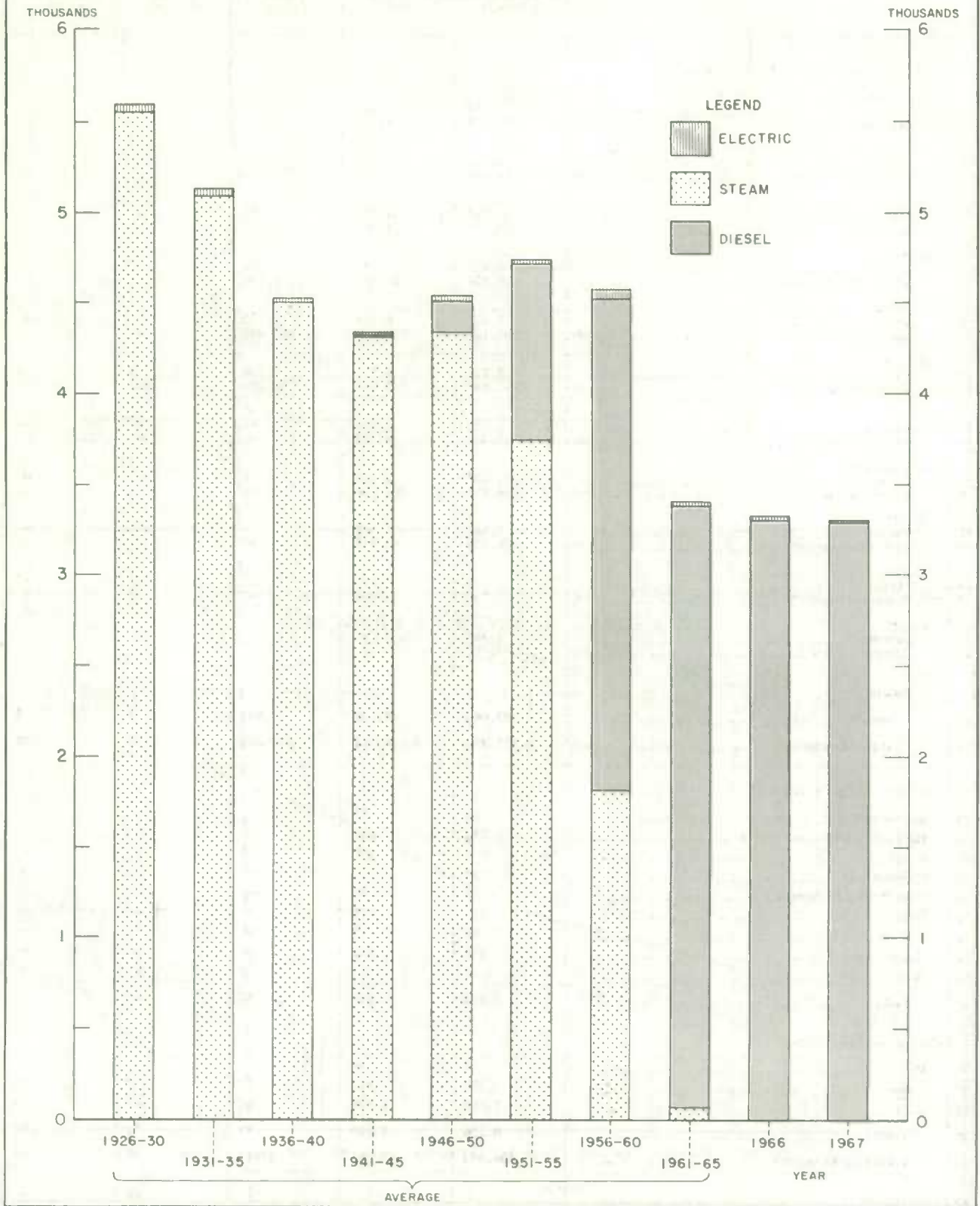


TABLE 1. Equipment in Service at December 31, 1967

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
Cars in freight service (owned or leased):						
1	Automobile:					
2	Number	979	2,773	-	-	-
	Aggregate capacity	63,590	130,470	-	-	-
3	Ballast:					
4	Number	2,858	-	-	-	-
	Aggregate capacity	171,490	-	-	-	-
5	Box:					
6	Number	54,918	47,766	87	-	-
	Aggregate capacity	2,584,310	2,354,504	5,205	-	-
7	Flat:					
8	Number	7,619	6,553	108	-	-
	Aggregate capacity	406,458	370,350	6,180	-	-
9	Gondola:					
10	Number	9,927	8,439	1,083	-	-
	Aggregate capacity	668,120	606,280	82,400	-	-
11	Hopper:					
12	Number	8,716	9,771	756	3	9
	Aggregate capacity	667,590	741,900	46,380	210	630
13	Ore:					
14	Number	2,120	1,150	-	-	-
	Aggregate capacity	151,400	79,260	-	-	-
15	Refrigerator:					
16	Number	4,867	3,129	1	-	-
	Aggregate capacity	254,085	157,690	30	-	-
17	Stock:					
18	Number	1,532	1,503	-	-	-
	Aggregate capacity	66,030	63,670	-	-	-
19	Tank:					
20	Number	25	272	-	-	-
	Aggregate capacity	750	14,990	-	-	-
21	Other:					
22	Number	1,444	-	-	-	-
	Aggregate capacity	81,380	-	-	-	-
23	Totals:					
	Number	95,005	81,356	2,035	3	9
24	Aggregate capacity	5,115,203	4,519,114	140,195	210	630
Cars in passenger service:						
25	Self-propelled	54	54	-	-	-
26	Baggage, postal and express	1,088	214	7	-	-
27	Coach	570	256	13	-	-
28	Colonist	33	-	-	-	-
29	Combination passenger	59	26	-	-	-
30	Dining	115	41	-	-	-
31	Parlour	86	21	-	-	-
32	Sleeping	404	234	-	-	-
33	Other	23	-	3	-	-
34	Totals	2,432	846	23	-	-
Cars in company service:						
35	Motor	1	-	-	-	-
36	Caboose	1,286	973	19	13	10
37	Work	7,869	4,576	76	61	50
38	Totals	9,156	5,549	95	74	60
39	Total cars in service	106,593	87,751	2,153	77	69
40	Cars leased	-	-	-	69	-

TABLE 1. Equipment in Service at December 31, 1967

Northern Alberta	Class II				Class III and IV	Grand total all railways	No.
	Ontario Northland	Pacific Great Eastern	Quebec North Shore and Labrador	All other			
-	-	-	4	2	-	3,758	1
-	-	-	180	80	-	194,320	2
-	-	-	-	4	-	2,862	3
-	-	-	-	220	-	171,710	4
-	978	443	80	828	21	105,121	5
-	43,032	26,240	5,074	39,460	1,050	5,058,875	6
19	118	545	108	399	-	15,469	7
520	6,490	35,930	7,417	14,195	-	847,540	8
-	100	516	57	509	-	20,633	9
-	7,000	39,140	4,314	37,920	-	1,445,174	10
-	133	123	18	1,548	-	21,077	11
-	13,360	6,870	1,539	100,465	-	1,578,944	12
-	-	-	2,977	495	-	6,742	13
-	-	-	291,746	49,500	-	571,906	14
-	-	24	8	1	-	8,030	15
-	-	1,120	424	70	-	413,419	16
30	-	29	-	-	-	3,094	17
1,000	-	1,440	-	-	-	132,340	18
-	-	16	143	76	-	532	19
-	-	800	8,054	2,278	-	26,872	20
-	-	-	-	8	-	1,452	21
-	-	-	-	890	-	82,270	22
49	1,329	1,698	3,395	3,870	21	188,770	23
1,720	69,882	111,540	318,748	245,078	1,050	10,523,370	24
-	-	6	-	-	1	115	25
7	17	1	7	4	1	1,346	26
1	28	2	12	2	-	884	27
-	-	-	-	-	-	33	28
-	5	-	-	4	-	94	29
-	3	-	1	-	-	160	30
-	1	-	-	24	1	133	31
1	-	1	-	4	1	645	32
-	2	1	3	2	-	34	33
9	56	11	23	40	4	3,444	34
-	-	-	1	41	-	43	35
23	28	37	26	61	2	2,478	36
193	197	285	349	214	-	13,870	37
216	225	322	376	316	2	16,391	38
274	1,610	2,031	3,794	4,226	27	208,605	39
-	-	20	3,190	2,037	1	5,317	40

TABLE 1. Equipment in Service at December 31, 1967 - Concluded

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
	Private cars (non-rail firms) ¹ :					
	Flat:					
1	Number .....	...	...	...	...	...
2	Aggregate capacity ton	...	...	...	...	...
	Hopper:					
3	Number .....	...	...	...	...	...
4	Aggregate capacity ton	...	...	...	...	...
	Gondola:					
5	Number .....	...	...	...	...	...
6	Aggregate capacity ton	...	...	...	...	...
	Tank:					
7	Number .....	...	...	...	...	...
8	Aggregate capacity ton	...	...	...	...	...
	Totals:					
9	Number .....	...	...	...	...	...
10	Aggregate capacity ton	...	...	...	...	...
	Diesel electric locomotives:					
	"A" units:					
11	Number	149	86	—	—	15
12	Tractive power lb.	8,272,000	5,496,000	—	—	918,769
	"B" units:					
13	Number	82	57	—	—	—
14	Tractive power lb.	5,120,000	3,601,500	—	—	—
	Road switcher units:					
15	Number	1,137	571	23	16	—
16	Tractive power lb.	55,595,000	36,655,000	1,440,783	1,010,750	—
	Yard switcher units:					
17	Number	414 ²	274	2	—	—
18	Tractive power lb.	23,968,250 ²	14,345,675	115,017	—	—
	Road freight units:					
19	Number	—	142	—	—	—
20	Tractive power lb.	—	11,324,800	—	—	—
	Electric locomotives:					
21	Number	18	—	—	—	—
22	Tractive power lb.	358,000	—	—	—	—
	Totals:					
23	Number	1,800	1,130	25	16	15
24	Tractive power lb.	93,313,250	71,422,975	1,555,800	1,010,750	918,769
	Leased locomotives (all types): ³					
25	Number	5	—	—	16	—
26	Tractive power lb.	309,000	—	—	1,010,750	—
27	Locomotives added during year No.	47	32	—	—	1
28	Locomotives retired during year "	115	—	—	—	1
29	Steam generator units in service "	106	—	3	—	—

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 1. Equipment in Service at December 31, 1967 - Concluded

Class II					Class III and IV	Grand total all railways	No.
Northern Alberta	Ontario Northland	Pacific Great Eastern	Quebec North Shore and Labrador	All other			
...	...	...	...	...	...	11	1
...	...	...	...	...	...	685	2
...	...	...	...	...	...	389	3
...	...	...	...	...	...	37,993	4
...	...	...	...	...	...	2	5
...	...	...	...	...	...	88	6
...	...	...	...	...	...	14,568	7
...	...	...	...	...	...	850,838	8
...	...	...	...	...	...	14,970	9
...	...	...	...	...	...	889,604	10
-	20	-	-	27	2	299	11
-	1,290,000	-	-	1,377,255	98,300	17,452,324	12
-	-	-	-	-	-	139	13
-	-	-	-	-	-	8,721,500	14
17	19	54	78	77	2	1,992	15
746,000	861,124	3,376,000	4,689,200	4,260,736	83,600	108,718,193	16
-	4	3	3	18	2	720	17
-	230,000	172,500	171,400	999,172	230,440	40,232,454	18
-	-	-	-	-	-	142	19
-	-	-	-	-	-	11,324,800	20
-	-	-	-	1	-	19	21
-	-	-	-	17,500	-	375,500	22
17	43	57	79	123	6	3,311	23
746,000	2,381,124	3,548,500	4,860,600	6,654,663	412,340	186,824,771	24
-	-	-	-	36	2	59	25
-	-	-	-	1,917,000	230,440	3,467,190	26
-	-	-	-	1	-	81	27
-	-	-	-	-	-	116	28
-	1	-	-	3	-	113	29

* Includes 15 booster units and 926,250 lb. tractive power.

* Included in total.

TABLE 2. Mileage Operated at December 31, 1967

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
First main track:						
1	Line owned	22,560.8	12,042.4	320.8	279.9	198.8
2	Under lease	35.7	4,113.2	—	1.6	—
3	Joint track	55.9	68.3	—	—	—
4	Total route miles	22,652.4	16,223.9	320.8	281.5	198.8
5	Under trackage rights	183.0	438.0	1.0	0.4	139.9
6	Total miles operated	22,835.4	16,661.9	321.8	281.9	338.7
7	Average miles operated during 1967	22,700.4	16,641.0	321.8	279.9	338.7
Second main track:						
8	Total	875.0	964.0	—	227.6	128.9
9	Route miles (total excl. trackage rights)	842.6	904.9	—	227.6	—
Other main track:						
10	Total	54.2	31.8	—	—	—
11	Route miles (total excl. trackage rights)	48.0	6.9	—	—	—
Industrial track:						
12	Total	1,741.5	992.5	20.1	28.5	21.2
13	Route miles (total excl. trackage rights)	234.4	897.2	20.1	28.5	21.2
Yard tracks and siding:						
14	Total	6,355.9	4,857.3	81.5	89.5	97.6
15	Route miles (total excl. trackage rights)	6,255.6	4,679.3	81.5	89.5	96.9
All tracks:						
16	Total	31,862.0	23,507.5	423.4	627.5	596.4
17	Route miles (total excl. trackage rights)	30,033.0	22,712.2	422.4	627.1	285.8

¹ Excludes 64.0 miles joint track.² Excludes 1.7 miles joint track.³ Excludes 13.2 miles joint track.TABLE 3. First Main Track Mileage at December 31, 1967 — By Area¹

No.	Province	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
1	Newfoundland	704.1	—	—	—	—
2	Prince Edward Island	251.9	—	—	—	—
3	Nova Scotia	995.6	261.4	—	—	—
4	New Brunswick	1,145.1	516.9	—	—	—
5	Quebec	3,247.0	1,542.9	—	—	—
6	Ontario	5,231.5	3,289.5	320.8	281.5	198.8
7	Manitoba	3,068.7	1,660.8	—	—	—
8	Saskatchewan	4,372.7	4,194.2	—	—	—
9	Alberta	2,151.9	2,658.4	—	—	—
10	British Columbia	1,412.0	1,832.5	—	—	—
11	Yukon	—	—	—	—	—
12	United States	71.9	267.3	—	—	—
13	Total route miles	22,652.4	16,223.9	320.8	281.5	198.8

¹ Excluding trackage rights.² Excludes 35.9 miles joint track.³ Excludes 26.2 miles joint track.

TABLE 2. Mileage Operated at December 31, 1967

Class II					Class III and IV	Grand total all railways	No.
Northern Alberta	Ontario Northland	Pacific Great Eastern	Quebec North Shore and Labrador	All other			
922.8	532.3	789.5	358.4	595.8	45.9	38,647.4	1
-	60.0	-	-	246.3	-	4,456.8	2
-	-	-	-	3.7	-	64.0 ¹	3
922.8	592.3	789.5	358.4	845.8	45.9	43,168.1 ¹	4
-	-	-	5.1	389.3	-	1,156.7	5
922.8	592.3	789.5	363.5	1,235.1	45.9	44,324.8 ¹	6
922.8	592.3	789.5	358.4	1,235.1	45.9	44,225.8	7
-	-	-	-	138.8	-	2,332.6 ²	8
-	-	-	-	16.2	-	1,989.6 ²	9
-	-	-	-	2.0	14.4	102.4	10
-	-	-	-	-	9.9	64.8	11
20.5	30.7	63.9	2.4	73.2	1.4	2,982.7 ³	12
20.5	30.7	63.9	2.4	71.7	1.4	1,378.8 ³	13
117.3	118.1	187.1	107.7	579.0	34.2	12,560.8 ⁴	14
117.3	118.1	187.1	77.6	298.4	22.9	11,928.7 ⁴	15
1,090.8	741.1	1,040.5	473.6	2,028.1	95.9	62,303.4 ⁴	16
1,060.6	741.1	1,040.5	438.4	1,232.1	80.1	58,530.1 ⁴	17

⁴ Excludes 64.4 miles joint track.

³ Excludes 143.3 miles joint track.

TABLE 3. First Main Track Mileage at December 31, 1967 - By Area¹

Class II					Class III and IV	Grand total all railways	No.
Northern Alberta	Ontario Northland	Pacific Great Eastern	Quebec North Shore and Labrador	All other			
-	-	-	207.0	24.6	-	935.7	1
-	-	-	-	-	-	251.9	2
-	-	-	-	56.1	-	1,313.1	3
-	-	-	-	-	5.4	1,667.4	4
-	27.7	-	151.4	322.1	36.2	5,327.3	5
-	564.6	-	-	124.3	4.2	9,979.3 ²	6
-	-	-	-	5.6	-	4,735.1	7
-	-	-	-	-	-	8,566.9	8
895.9	-	-	-	-	-	5,680.0 ³	9
26.9	-	789.5	-	255.4	-	4,314.4 ⁴	10
-	-	-	-	57.7	-	57.7	11
-	-	-	-	-	0.1	339.3	12
922.8	592.3	789.5	358.4	845.8	45.9	43,168.1 ⁵	13

¹ Excludes 1.9 miles joint track.

² Excludes 64.0 miles joint track.

TABLE 4. Changes in First Main Trach Mileage, 1967
(Excluding Trackage Rights)

Name of railway and termini between which changes occurred	Date of change	Mileage increase + decrease -	Details
Canadian National Railways:			
Oxford Sub. Mi. 69.1 to Mi. 1.83 of Scott Maritime Spur, N.S.	March	+ 2.3	New line
Walkley Sub. Wye connection at Walkley Diamond, Ont.	March	+ 0.3	New line
Avonlea Sub. Mi. 84.1 - Acct. relocation of highway No. 2, Sask.	October	- 0.1	Relocation
Oxford Sub. Mi. 73.2 to Mi. 1.83 of Scott Maritime Spur, N.S.	March	+ 1.8	Reclassification
Borden Sub. - Wye at Charlottetown, P.E.I. - Reclass. as main track	December	+ 0.3	Reclassification
Murray Harbour Sub. Mi. 0.00 to Mi. 5.99, P.E.I. - Reclass. as spur	October	- 6.0	Reclassification
Vernon Sub. Mi. 0.00 to Mi. 4.43, P.E.I. - Reclass. as spur	October	- 4.4	Reclassification
Vernon Sub. - Lake Verde, Wye P.E.I. - Reclass. as spur	October	- 0.2	Reclassification
Elmira Sub. Mi. 0.00 to Mi. 9.85, P.E.I. - Reclass. as spur	October	- 9.8	Reclassification
Souris Sub. - Harmony Jct. Wye P.E.I. - Reclass. as spur	October	- 0.1	Reclassification
Montague Sub. Mi. 0.00 to Mi. 6.33, P.E.I. - Reclass. as spur	October	- 6.3	Reclassification
Montague Sub. Montague Jct. Wye, P.E.I. - Reclass. as spur	October	- 0.2	Reclassification
Rouses Point Sub. Mi. 0.06 to Mi. 0.18, U.S.A. Reclass. as yard track	December	- 0.2	Reclassification
Alexandria Sub. Mi. 72.4 to Mi. 72.73, Ont. - Owned to joint trackage	December	- 0.3	Reclassification
Alexandria Sub. Mi. 72.4 to Mi. 72.73 Ont. - Owned to joint trackage	December	+ 0.3	Reclassification
Ottawa Sub. Mi. 16.1 to Mi. 18.14, Ont. - Joint trackage to owned	December	- 2.0	Reclassification
Ottawa Sub. Mi. 16.1 to Mi. 18.14, Ont. - Joint trackage to owned	December	+ 2.0	Reclassification
Walkley Sub. Ont. - Owned to joint trackage	December	- 0.2	Reclassification
Walkley Sub. Ont. - Owned to joint trackage	December	+ 0.2	Reclassification
Walkley Sub. Ont. - Trackage rights to joint trackage	December	+ 5.6	Reclassification
Walkley Sub. - Hawthorne Wye, Ont. Trackage rights to joint trackage	December	+ 0.4	Reclassification
C.P.R. - Prescott Sub. Ont. Trackage rights to joint trackage	December	+ 4.5	Reclassification
Walkley Sub. Wye conn. at Walkley Diamond, Ont. - Reclass. as joint trackage	December	+ 0.4	Reclassification
C.P.R. Mont. and Ottawa Sub. Ont. Mi. 82.5 to Mi. 83.5 - Reclass. as joint trackage	December	+ 1.0	Reclassification
C.P.R. Prescott Sub. Mi. 4.89 to Mi. 5.25, Ont.	December	+ 0.3	Reclassification
C.P.R. Ellwood Sub. Mi. 4.50 to Mi. 5.02, Ont. - Reclass. as joint trackage	December	+ 0.5	Reclassification
Thompson Sub. - Mi. 31.11 to Mi. 30.88 - Account trackage re-arrangement at Sipiwek Man.	September	- 0.2	Shortening of line
Oxford Sub. Mi. 69.12 to 73.24, N.S.	March	- 4.1	Abandonment
Fonthill Sub. Mi. 3.93 to Mi. 5.17, Ont.	December	- 1.2	Abandonment
Canadian Pacific Railway Company:			
Agincourt, Ont. Mile 181.59 to 182.42	December	+ 0.8	Reclassification
Hull - Connection to Waltham Subdivision, Que.	December	+ 0.6	Correction of records
North Bay to Mile 113.05, Ont.	April	+ 2.1	Correction of records
Falconbridge Spur, Ont.	February	+ 7.0	New line
Laman to Mile 2.30, Ont.	December	+ 0.7	Relocation
Sudbury to Webbwood, Ont.	December	+ 0.1	Relocation
Ottawa Terminals, Ont.	October	+ 5.5	Relocation
Ottawa Terminals, Ont.	October	+ 24.0	Transferred from C.N.R.
Mile 9.46 to Otis, Que.	June	- 3.4	Abandonment
Bedeil, Ont. Mile 30.51 to 30.77	December	- 0.3	Abandonment
Denver Canyon to Nakusp, B.C.	December	- 0.6	Abandonment
Preston to Hespeler, Ont.	December	- 3.2	Reclassification
Wye at Hull, Que.	December	- 0.1	Reclassification
Denver Canyon to Nakusp, B.C.	December	- 0.7	Reclassification
Cranbrook to Kimberley, B.C.	June	- 0.4	Reclassification
Colwyn to Outlook, Sask.	December	- 0.1	Correction of records
Ottawa Terminals, Ont.	October	- 7.4	Relocation
Maniwaki Subdivision, Mile 0.0 to 2.3, Que.	December	- 2.3	Relocation

Summary ¹		Area ¹	
Gross increases:		Newfoundland	-
New lines opened for traffic	10.0	Prince Edward Island	- 26.7
Reclassification	18.1	Nova Scotia	-
Relocation of line	6.3	New Brunswick	-
Correction of records	2.7	Quebec	- 5.2
Other	24.0	Ontario	+ 41.1
Total	61.1	Manitoba	- 0.2
Gross decreases:		Saskatchewan	- 0.2
Abandonments	16.5	Alberta	-
Reclassification	34.1	British Columbia	- 8.3
Relocation of line	9.8	U.S.A.	- 0.2
Other	0.4		
Total	60.8		
Net change	+ 0.3	Net change	+ 0.3

¹ Includes changes respecting "Other" railways details of which are not separately identified.

TABLE 5. Railway Track Mileage under Construction at December 31, 1967

Location	Under contract		Completed but not opened	Total	First main track opened for traffic during 1967
	Active	Non-active			
Newfoundland	-	-	-	-	-
Prince Edward Island	-	-	-	-	-
Nova Scotia	-	-	-	-	2.3
New Brunswick	-	-	-	-	-
Quebec	-	-	-	-	-
Ontario	68.0	-	-	68.0	7.3
Manitoba	12.0	-	-	12.0	-
Saskatchewan	-	-	12.8	12.8	-
Alberta	665.0	-	-	665.0	-
British Columbia	-	75.0	72.5	147.5	0.4
United States	-	-	-	-	-
Totals	745.0	75.0	85.3	905.3	10.0

TABLE 6. Rails Laid in Track, 1967

Weight per yard	New		Relay and other		Total tons laid	Total cost
	Tons	Cost	Tons	Cost		
		\$		\$		\$
50 lb. and under 60 lb.	-	-	-	-	-	-
60 " " " 70 "	-	-	2,915	143,612	2,915	143,612
70 " " " 75 "	-	-	16,915	39,396	16,915	39,396
75 " " " 80 "	-	-	-	-	-	-
80 " " " 85 "	10	1,313	270	11,062	280	12,375
85 " " " 90 "	527	84,842	27,540	2,243,715	28,067	2,328,557
90 " " " 95 "	3	331	947	53,814	950	54,145
95 " " " 100 "	-	-	-	-	-	-
100 " " " 105 "	34,438	4,834,934	96,134	4,108,054	130,572	8,942,988
105 " " " 110 "	51	6,556	591	32,343	642	38,899
110 "	-	-	2	53	2	53
112 "	-	-	64	1,837	64	1,837
115 "	97,187	13,369,338	6,777	305,207	103,964	13,674,545
127 "	536	19,149	63	4,324	599	23,473
130 "	2,738	385,077	7,519	305,425	10,257	690,502
131 "	-	-	-	-	-	-
132 "	8,085	1,593,969	6,196	219,913	14,281	1,813,882
Undistributed	4,781	658,702	22,521	996,798	27,302	1,655,500
Totals	148,356	20,954,211	188,454	8,465,553	336,810	29,419,764

TABLE 7. Fuel Consumed by Motive Power Equipment, 1967

	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline
	tons	gallons			
Locomotive:					
Transportation service:					
Freight	-	-	311,806,065	-	-
Passenger	-	-	94,591,109	-	-
Switching	-	-	16,990,271	-	-
Work train service	-	-	3,476,648	-	-
Totals	-	-	426,864,093	-	-
Rail motor cars, etc:					
Rail motor cars	-	-	2,582,157	-	35,597
Other	-	-	1,674	-	2,321
Grand totals	-	-	429,447,924	-	37,918
Total cost (Grand total \$57,636,307) ¹	\$	-	57,627,166	-	9,141

¹ Due to the non-availability of financial detail costs related to fuel consumed by the Carrier Railway are excluded.

TABLE 8. Origin of Fuel Consumed by Motive Power Equipment, by Provinces, 1967

Delivered to fueling stations in	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline
	tons		gallons		
Canadian fuel:					
Newfoundland	-	-	5,029,557	-	-
Prince Edward Island	-	-	479,803	-	-
Nova Scotia	-	-	9,165,776	-	1,540
New Brunswick	-	-	18,453,609	-	-
Quebec	-	-	68,359,286	-	4,676
Ontario	-	-	143,846,039	-	17,860
Manitoba	-	-	33,988,868	-	-
Saskatchewan	-	-	33,448,891	-	-
Alberta	-	-	48,292,040	-	-
British Columbia	-	-	51,231,578	-	-
Yukon	-	-	-	-	-
United States	-	-	-	-	-
Totals	-	-	412,295,447	-	24,076
Imported fuel:					
Newfoundland	-	-	86,430	-	-
Prince Edward Island	-	-	-	-	-
Nova Scotia	-	-	-	-	-
New Brunswick	-	-	5,634	-	-
Quebec	-	-	3,005,352	-	13,842
Ontario	-	-	7,888,032	-	-
Manitoba	-	-	93,394	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	-	-	-
British Columbia	-	-	447,003	-	-
Yukon	-	-	101,170	-	-
United States	-	-	5,525,462	-	-
Totals	-	-	17,152,477	-	13,842
Grand totals	-	-	429,447,924	-	37,918

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 affect 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.





STATISTICS CANADA LIBRARY
BIBLIOTHÈQUE STATISTIQUE CANADA



1010553267

1010553267