

CATALOGUE No.

e-3

52-209

ANNUAL



# RAILWAY TRANSPORT

1969

## PART III

(Equipment, Track and Fuel Statistics)

*Published by Authority of*  
The Minister of Industry, Trade and Commerce

DOMINION BUREAU OF STATISTICS  
Transportation and Public Utilities Division  
Transportation Section

October 1970  
8702-550

Price: 50 cents

## 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 Any inquiries or comments respecting data contained herein, or to unpublished detail, should be forwarded to this Section.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.*

Reports Published by the  
Transportation and Public Utilities Division  
dealing with

**RAILWAY TRANSPORT STATISTICS**

Catalogue number	Title
	<b>Periodical</b>
52-001	<b>Railway Carloadings</b> (Monthly) (Four times a month prior to 1970, with less detail) Cars and tons of revenue freight loaded in Canada by eastern and western divisions, by commodity, comparative and cumulative totals. Railway cars and tons loaded in piggyback service and receipts from Canadian and United States connections separately. Also includes chart and index table.
52-002	<b>Railway Freight Traffic</b> (Quarterly) Revenue freight carried by railways in Canada, originated, terminated, received from and delivered to United States rail connections, by commodity and by province.
52-003	<b>Railway Operating Statistics</b> (Monthly) Financial and operating statistics of class I and II railways in Canada, including separate details of Canadian National and Canadian Pacific Railways.
	<b>Annual</b>
52-201	<b>Canadian National Railways</b> Financial and operating statistics of the entire system from 1923.
52-202	<b>Canadian Pacific Railway Company</b> Financial and operating statistics of the entire system from 1923.
52-204	<b>Railway Express</b> Financial, operating, employment and mileage statistics of railway express operations.
52-205	<b>Railway Freight Traffic</b> Summary of year's issues of quarterly report 52-002; with supplementary regional distribution and net movement of commodities to and from regions.
52-206	<b>Railway Operating Statistics</b> Summary of year's issues of monthly report 52-003; separate detail for Canadian National and Canadian Pacific Railways.
52-207	<b>Railway Transport: Part I</b> Comparative summary statistics. Includes accident statistics.
52-208	<b>Railway Transport: Part II</b> Financial statistics.
52-209	<b>Railway Transport: Part III</b> Equipment, track and fuel statistics.
52-210	<b>Railway Transport: Part IV</b> Operating and traffic statistics.
52-211	<b>Railway Transport: Part V</b> Freight carried by principal commodity classes.
52-212	<b>Railway Transport: Part VI</b> Employment statistics.
	<b>Occasional</b>
52-501	<b>Railway Employees and Their Compensation</b> Comparative data relating to all classes of employees, 1926 to 1951. Reference paper No. 38.

*In addition to the selected publications listed above, the Dominion Bureau of Statistics publishes a wide range of statistical reports on Canadian economic and social affairs. A comprehensive catalogue of all current publications is available free on request from the Dominion Bureau of Statistics, Ottawa 3.*

### 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

	Page
Introduction .....	7
Charts	
1. Cars Owned or Leased by Railways in Canada, at December 31, 1969 .....	9
2. Route Mileage of Railways in Canada, at December 31, 1969 .....	10
3. Average Freight Car Capacity, 1926-1969 .....	10
4. Locomotives in Service - Number and Type, 1926-1969 .....	11
Table	
1. Equipment in Service at December 31, 1969 .....	12
2. Mileage Operated at December 31, 1969 .....	16
3. First Main Track Mileage at December 31, 1969 - By Area .....	16
4. Changes in First Main Track Mileage, 1969 .....	18
5. Railway Track Mileage under Construction at December 31, 1969 .....	19
6. Rails Laid in Track, 1969 .....	19
7. Fuel Consumed by Motive Power Equipment, 1969 .....	19
8. Origin of Fuel Consumed by Motive Power Equipment, by Provinces, 1969 .....	20
Railway Statistical Terms and Definitions .....	21



# RAILWAY TRANSPORT

1969

## 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 1969.

In 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 account for less than two and a half per cent of gross annual railway operating revenues.

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 which are an integral part of a rail haul are included in this industry. However long distance trucking operations owned by railway companies are 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 188,268 freight carrying cars in service on Canadian railroads at 31st December 1969, an increase of 14 cars compared with the situation at the close of the previous year. The aggregate capacity increased from 10,566,388 tons at December 31, 1968 to 10,684,382 tons at December 31, 1969 due mainly to expansion by Canadian National Railways. In addition there were 16,090 privately owned freight cars of leasing companies and non-rail industrial firms with home offices in Canada. The associated capacity was 1,164,869 tons. Compared with the end of 1968 the figures represent increases of 1.7 per cent in cars and 4.2 per cent in capacity. Another 1,834 railway freight cars (not included in Table 1) owned by firms with home offices in the United States were in service on Canadian lines in 1969. These consisted of 1,429 tank cars, 290 hopper cars, 53 flat cars and 47 other types including cabooses. The grand total of all freight cars running on Canadian lines at the end of 1969 was therefore 206,192 compared with 207,271 at the end of the previous year.

The number of cars in passenger service decreased by 1.9 per cent to 2,942 somewhat less than the 3.7 per cent fall in passengers carried. Chart 1

shows the changes which have taken place between 1968 and 1969 by principal types of cars. The largest percentage decreases occurred in refrigerator cars and in tank cars. The greatest numerical fall was in box cars which dropped by 2,084. The number of flat, hopper, automobile and gondola cars increased with commensurate gains in capacity. Chart 3 shows that the average freight car capacity continued the upward trend in 1969 with a gain of 1.2 per cent to reach 56.8 tons.

Owned and leased locomotive units in service of common carrier railways at December 31, 1969 numbered 3,316, 22 more than at the comparable date in the previous year. The tractive power available increased from 200 million lb. to 205 million lb. with the average per locomotive up 1.7 per cent to 61,811 lb. More company-owned locomotives were added than were retired during the year and more were leased. Chart 4 illustrates the dominance of diesel locomotives at the present time.

Total route mileage of all tracks (excluding lines operated under trackage rights) was 59,115 miles at the end of 1969, an increase of 457 miles

from the same date in 1968. The total of first main track opened for traffic rose by 445 miles of which 300 miles was in the Province of Alberta and 129 miles in the Northwest Territories. The route miles of industrial track declined by 5 miles, while yard tracks and sidings increased by 44 miles. Chart 2 shows the provincial distribution of route mileage of first main track at December 31, 1969.

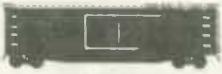


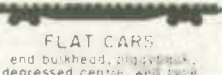


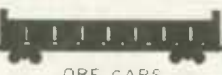



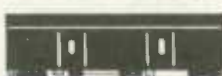

A total of 354,936 tons of new and relay and other rails costing \$38.3 million were laid in track during 1969 compared with 259,763 tons at a cost of \$24.9 million in the previous year. Of the rail laid in 1969, 39 per cent fell in the 100 to 105 pounds per yard class and 25 per cent weighed 132 pounds per yard.

The consumption of diesel fuel by motive power equipment at 419 million gallons was unchanged from 1968. The railways used no coal, fuel oil or crude oil and only a token amount of gasoline in 1969. The cost of diesel oil per gallon, 91 per cent of which originated in Canada, increased slightly to 13.8 cents from 13.6 in 1968.



CHART-1

CARS OWNED OR LEASED BY RAILWAYS IN CANADA <sup>(1)</sup>  
(AT DECEMBER 31, 1969)

NUMBER	TYPE	PERCENTAGE CHANGE FROM PREVIOUS YEAR
101,819	 BOX CARS automobile, insulated, heated	-2.0%
23,577	 GONDOLA & BALLAST CARS covered, high sides and low sides	+1.2%
22,480	 HOPPER CARS covered, tank type	+3.8%
17,415 <u>985</u> 16,430	 FLAT CARS end bulkhead, piggyback, depressed center, well type	+8.8%
15,981	 COMPANY SERVICE CARS	+0.7%
7,549	 REFRIGERATOR CARS	-6.5%
6,684	 ORE CARS	-0.6%
3,752 <u>985</u> 4,737	 AUTOMOBILE (TRACKED) CARS bi-level, tri-level	+2.9%
2,945	 STOCK CARS	-1.4%
1,837	 PASSENGER CARS	-2.0%
1,105	 BAGGAGE - POSTAL - EXPRESS CARS	-1.8%
511	 TANK CARS	-5.0%

(1) EXCLUDES NON-RAILWAY OWNED CARS

CHART - 2

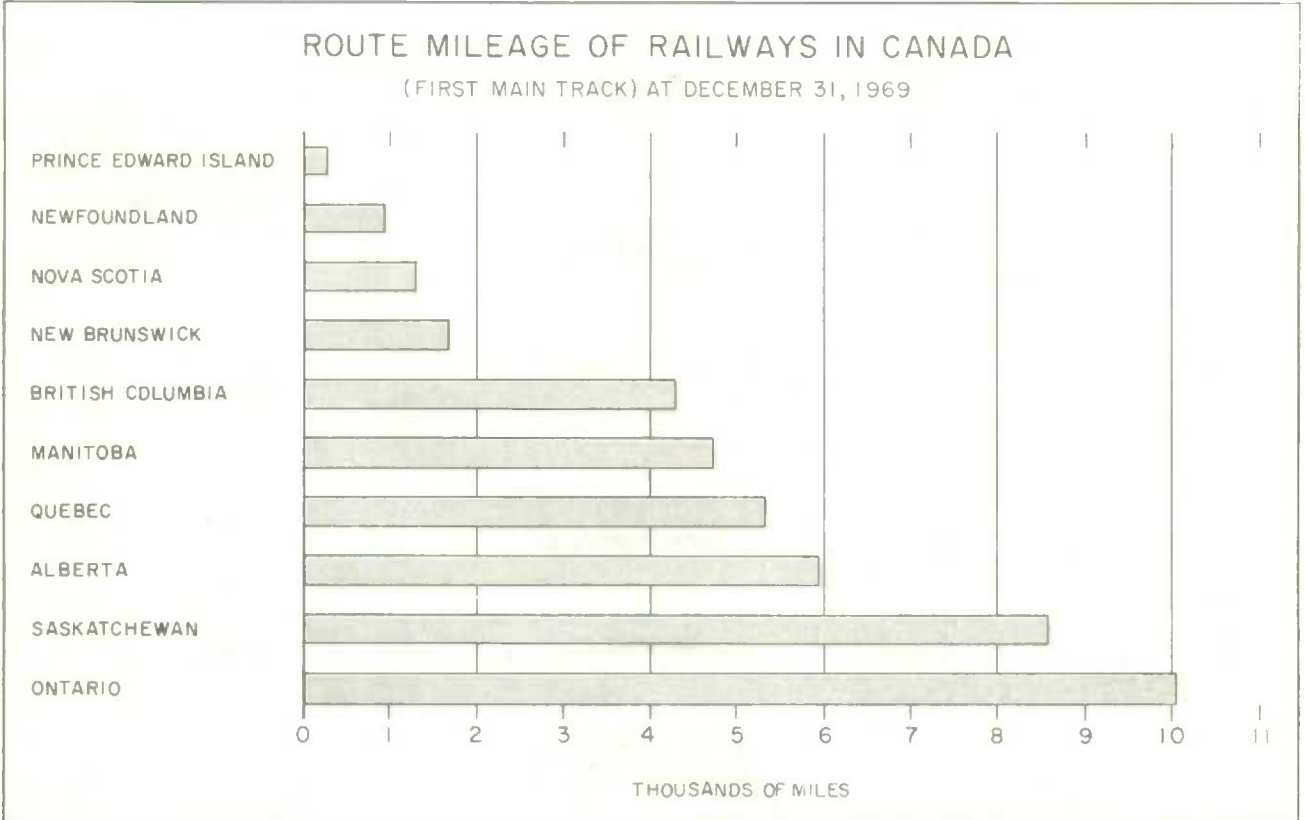


CHART - 3

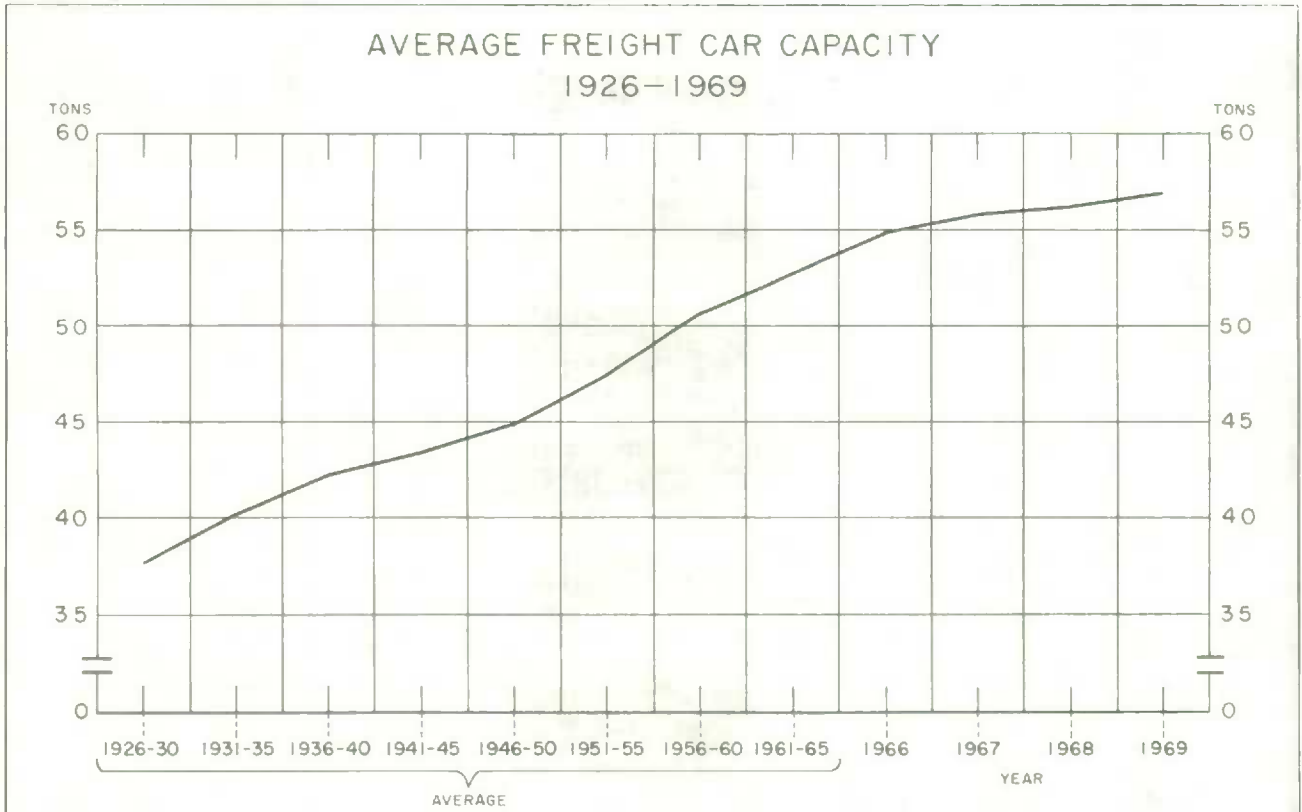


CHART - 4

### LOCOMOTIVES IN SERVICE - NUMBER AND TYPE 1926-1969



TABLE 1. Equipment in Service at December 31, 1969

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
Cars in freight service (owned or leased):						
Automobile:						
1	Number .....	1,203	2,543	—	—	—
2	Aggregate capacity .....	78,920	120,000	—	—	—
Ballast:						
3	Number .....	2,837	—	—	—	—
4	Aggregate capacity .....	170,420	—	—	—	—
Box:						
5	Number .....	53,855	45,439	86	—	—
6	Aggregate capacity .....	2,560,660	2,240,182	5,145	—	—
Flat:						
7	Number .....	8,805	6,982	105	—	—
8	Aggregate capacity .....	489,422	391,280	6,060	—	—
Gondola:						
9	Number .....	9,728	8,668	1,082	—	—
10	Aggregate capacity .....	663,820	634,160	82,320	—	—
Hopper:						
11	Number .....	9,362	10,536	752	3	9
12	Aggregate capacity .....	736,070	793,320	46,140	210	630
Ore:						
13	Number .....	2,114	1,098	—	—	—
14	Aggregate capacity .....	150,750	76,400	—	—	—
Refrigerator:						
15	Number .....	5,155	2,360	1	—	—
16	Aggregate capacity .....	282,365	127,000	30	—	—
Stock:						
17	Number .....	1,523	1,372	—	—	—
18	Aggregate capacity .....	67,000	58,810	—	—	—
Tank:						
19	Number .....	25	237	—	—	—
20	Aggregate capacity .....	750	13,530	—	—	—
Other:						
21	Number .....	1,528	—	—	—	—
22	Aggregate capacity .....	87,650	—	—	—	—
<b>Totals:</b>						
23	Number .....	96,135	79,235	2,026	3	9
24	Aggregate capacity .....	5,287,827	4,454,682	139,695	210	630
Cars in passenger service:						
25	Self-propelled .....	54	54	—	—	—
26	Baggage, postal and express .....	976	84	7	—	—
27	Coach .....	553	179	19	—	—
28	Colonist .....	32	—	—	—	—
29	Combination passenger .....	54	19	—	—	—
30	Dining .....	107	18	—	—	—
31	Parlour .....	99	7	—	—	—
32	Sleeping .....	381	130	—	—	—
33	Other .....	23	—	3	—	—
34	<b>Totals</b> .....	<b>2,279</b>	<b>491</b>	<b>29</b>	—	—
Cars in company service:						
35	Motor .....	—	—	—	—	—
36	Caboose .....	1,100	870	19	12	10
37	Work .....	7,665	4,650	77	59	49
38	<b>Totals</b> .....	<b>8,765</b>	<b>5,520</b>	<b>96</b>	<b>71</b>	<b>59</b>
39	<b>Total cars in service</b> .....	<b>107,179</b>	<b>85,246</b>	<b>2,151</b>	<b>74</b>	<b>68</b>
40	Cars leased .....	3,304	304	—	67	—

TABLE I. Equipment in Service at December 31, 1969

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	-	3,752	1
-	-	-	180	80	-	199,180	2
-	-	15	-	4	-	2,856	3
-	-	787	-	220	-	171,427	4
-	907	569	114	822	27	101,819	5
-	38,324	38,566	7,239	39,962	1,350	4,931,428	6
19	100	700	100	604	-	17,415	7
520	5,940	56,194	7,380	24,374	-	981,170	8
-	100	577	57	509	-	20,721	9
-	7,000	46,280	4,314	38,339	-	1,476,233	10
-	132	102	32	1,552	-	22,480	11
-	13,290	8,228	2,729	101,873	-	1,702,490	12
-	-	-	2,977	495	-	6,684	13
-	-	-	291,746	49,500	-	568,396	14
-	-	24	8	1	-	7,549	15
-	-	1,307	424	70	-	411,196	16
30	-	20	-	-	-	2,945	17
1,200	-	1,094	-	-	-	128,104	18
-	-	18	153	78	-	511	19
-	-	900	8,614	2,424	-	26,218	20
-	-	-	-	8	-	1,536	21
-	-	-	-	890	-	88,540	22
49	1,239	2,025	3,445	4,075	27	188,268	23
1,720	64,554	153,356	322,626	257,732	1,350	10,684,382	24
-	-	6	-	-	1	115	25
7	17	1	9	3	1	1,105	26
1	24	1	14	2	-	793	27
-	-	-	-	-	-	32	28
-	4	-	-	4	-	81	29
-	3	-	2	-	-	130	30
-	-	-	-	27	1	134	31
1	-	-	-	8	-	520	32
-	2	1	-	3	-	32	33
9	50	9	25	47	3	2,942	34
-	-	-	-	+ 63	-	3,005	incl 60
-	-	-	-	29	-	29	35
23	27	39	26	53	2	2,181	36
193	220	291	374	193	-	13,771	37
216	247	330	400	275	2	15,981	38
274	1,536	2,364	3,870	4,397	32	207,191	39
-	-	150	3,220	866	-	7,551	40

TABLE 1. Equipment in Service at December 31, 1969 - Concluded

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
	Private cars (non-rail firms) <sup>1</sup> :					
1	Flat:					
2	Number .....	...	...	...	...	...
	Aggregate capacity .....	ton	ton	ton	ton	ton
3	Hopper:					
4	Number .....	...	...	...	...	...
	Aggregate capacity .....	ton	ton	ton	ton	ton
5	Gondola:					
6	Number .....	...	...	...	...	...
	Aggregate capacity .....	ton	ton	ton	ton	ton
7	Tank:					
8	Number .....	...	...	...	...	...
	Aggregate capacity .....	ton	ton	ton	ton	ton
	<b>Totals:</b>					
9	Number .....	...	...	...	...	...
10	Aggregate capacity .....	ton	ton	ton	ton	ton
	Diesel electric locomotives:					
	"A" units:					
11	Number .....	119	80	-	-	15
12	Tractive power .....	7,448,000	5,089,050	-	-	918,769
	"B" units:					
13	Number .....	65	52	-	-	-
14	Tractive power .....	4,099,000	3,282,625	-	-	-
	Road switcher units:					
15	Number .....	1,187	556	23	16	-
16	Tractive power .....	74,742,000	35,229,125	1,440,793	1,010,750	-
	Yard switcher units:					
17	Number .....	398 <sup>2</sup>	272	2	-	-
18	Tractive power .....	23,122,250 <sup>2</sup>	14,301,485	115,017	-	-
	Road freight units:					
19	Number .....	-	172	-	-	-
20	Tractive power .....	-	14,260,800	-	-	-
	Electric locomotives:					
21	Number .....	18	-	-	-	-
22	Tractive power .....	358,000	-	-	-	-
	<b>Totals:</b>					
23	Number .....	1,787	1,132	25	16	15
24	Tractive power .....	109,769,250	72,163,085	1,555,810	1,010,750	918,769
	Leased locomotives (all types): <sup>3</sup>					
25	Number .....	16	-	-	16	-
26	Tractive power .....	1,548,000	-	-	1,010,750	-
27	Locomotives added during year .....	No.	50	22	-	-
28	Locomotives retired during year .....	"	64	14	-	-
29	Steam generator units in service .....	"	107	1	3	-

<sup>1</sup> 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, 1969 - 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			
...	...	...	...	...	...	62	1
...	...	...	...	...	...	4,313	2
...	...	...	...	...	...	68.5	3
...	...	...	...	...	...	66,551	4
...	...	...	...	...	...	4	5
...	...	...	...	...	...	208	6
...	...	...	...	...	...	15,339	7
...	...	...	...	...	...	1,093,797	8
...	...	...	...	...	...	16,090	9
...	...	...	...	...	...	1,164,869	10
-	20	-	-	43	2	279	11
-	1,290,000	-	-	1,926,265	98,300	16,770,384	12
-	-	-	-	-	-	117	13
-	-	-	-	-	-	7,381,625	14
17	17	58	78	72	2	2,026	15
746,000	770,000	3,676,000	4,955,800	4,099,369	83,600	126,753,437	16
-	4	4	5	16	2	703	17
-	230,000	234,860	380,100	923,500	115,220	39,422,432	18
-	-	-	-	-	-	172	19
-	-	-	-	-	-	14,260,800	20
-	-	-	-	1	-	19	21
-	-	-	-	17,500	-	375,500	22
17	41	62	83	132	6	3,316	23
746,000	2,290,000	3,910,860	5,335,900	6,966,634	297,120	204,964,178	24
-	-	1	-	26	2	61	25
-	-	62,360	-	1,305,000	115,220	4,041,330	26
-	-	5	6	10	-	93	27
-	2	-	2	2	-	84	28
-	1	-	2	-	-	114	29

<sup>2</sup> Includes 16 booster units and 926,250 lb. tractive power.

<sup>3</sup> Included in total.

*incl. 60*

*205,482,178*

TABLE 2. Mileage Operated at December 31, 1969

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
	<b>First main track:</b>					
1	Line owned .....	23,073.8	11,981.9	320.7	279.9	198.8
2	Under lease .....	35.2	4,112.3	—	1.6	—
3	Joint track .....	56.0	66.4	—	—	—
4	Total route miles .....	23,165.0	16,160.6	320.7	281.5	198.8
5	Under trackage rights .....	176.5	438.0	1.0	0.4	139.9
6	Total miles operated .....	23,341.5	16,598.6	321.7	281.9	338.7
7	Average miles operated during 1968 .....	22,911.9	16,597.7	321.8	279.9	338.7
	<b>Second main track:</b>					
8	Total .....	868.7	929.7	—	227.6	128.9
9	Route miles (total excl. trackage rights) .....	842.7	870.6	—	227.6	—
	<b>Other main track:</b>					
10	Total .....	54.2	31.8	—	—	—
11	Route miles (total excl. trackage rights) .....	48.0	6.9	—	—	—
	<b>Industrial track:</b>					
12	Total .....	1,817.6	1,069.6	19.1	24.1	24.3
13	Route miles (total excl. trackage rights) .....	236.2	974.0	19.1	24.1	24.3
	<b>Yard tracks and siding:</b>					
14	Total .....	6,456.1	4,851.0	81.1	84.7	97.7
15	Route miles (total excl. trackage rights) .....	6,358.0	4,672.0	81.1	84.7	65.8
	<b>All tracks:</b>					
16	Total .....	32,538.1	23,480.7	421.9	618.3	589.6
17	Route miles (total excl. trackage rights) .....	30,649.9	22,684.1	420.9	617.9	288.9

<sup>1</sup> Excludes 63.0 miles joint track.<sup>2</sup> Excludes 0.7 miles joint track.<sup>3</sup> Excludes 13.0 miles joint track.TABLE 3. First Main Track Mileage at December 31, 1969 - By Area<sup>1</sup>

No.	Province	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
1	Newfoundland .....	711.9	—	—	—	—
2	Prince Edward Island .....	253.7	—	—	—	—
3	Nova Scotia .....	995.6	261.4	—	—	—
4	New Brunswick .....	1,142.7	516.9	—	—	—
5	Quebec .....	3,249.1	1,542.8	—	—	—
6	Ontario .....	5,296.7	3,289.6	320.7	281.5	198.8
7	Manitoba .....	3,079.3	1,660.8	—	—	—
8	Saskatchewan .....	4,371.0	4,194.3	—	—	—
9	Alberta .....	2,451.8	2,628.0	—	—	—
10	British Columbia .....	1,412.0	1,799.5	—	—	—
11	Yukon .....	—	—	—	—	—
12	North West Territories .....	129.3	—	—	—	—
13	United States .....	71.9	267.3	—	—	—
14	<b>Total route miles</b> .....	<b>23,165.0</b>	<b>16,160.6</b>	<b>320.7</b>	<b>281.5</b>	<b>198.8</b>

<sup>1</sup> Excluding trackage rights.<sup>2</sup> Excludes 35.0 miles joint track.<sup>3</sup> Excludes 26.2 miles joint track.



TABLE 2. Mileage Operated at December 31, 1969

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	583.9	45.9	39,087.9	1
-	60.0	-	-	253.3	-	4,462.4	2
-	-	-	-	3.7	-	63.1 <sup>1</sup>	3
922.8	592.3	789.5	358.4	840.9	45.9	43,613.4 <sup>1</sup>	4
-	-	-	5.1	389.3	-	1,150.2	5
922.8	592.3	789.5	363.5	1,230.2	45.9	44,763.6 <sup>1</sup>	6
922.8	592.3	789.5	358.4	1,230.2	45.9	44,389.1	7
-	-	-	-	138.8	-	2,293.0 <sup>2</sup>	8
-	-	-	-	16.2	-	1,956.4 <sup>2</sup>	9
-	-	-	-	2.0	14.4	102.4	10
-	-	-	-	-	9.9	64.8	11
21.1	29.4	69.1	4.0	73.2	1.4	3,139.9 <sup>3</sup>	12
21.1	29.4	69.1	4.0	71.7	1.4	1,461.4 <sup>3</sup>	13
113.0	116.5	185.8	109.6	584.5	34.2	12,650.3 <sup>4</sup>	14
113.0	116.5	185.8	79.5	303.2	22.9	12,018.6 <sup>4</sup>	15
1,056.9	738.2	1,044.4	477.1	2,028.7	95.9	62,949.2 <sup>2</sup>	16
1,056.9	738.2	1,044.4	441.9	1,232.0	80.1	59,114.6 <sup>5</sup>	17

<sup>1</sup> Excludes 63.9 miles joint track.<sup>2</sup> Excludes 140.6 miles joint track.TABLE 3. First Main Track Mileage at December 31, 1969 - By Area<sup>1</sup>

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	-	943.5	1
-	-	-	-	-	-	253.7	2
-	-	-	-	44.2	-	1,301.2	3
-	-	-	-	-	5.4	1,665.0	4
-	27.7	-	151.4	322.1	36.2	5,329.3	5
-	564.6	-	-	124.3	4.2	10,045.4 <sup>2</sup>	6
-	-	-	-	5.6	-	4,745.7	7
-	-	-	-	-	-	8,565.3	8
895.9	-	-	-	-	-	5,949.5 <sup>3</sup>	9
26.9	-	789.5	-	262.4	-	4,288.5 <sup>4</sup>	10
-	-	-	-	57.7	-	57.7	11
-	-	-	-	-	-	129.3	12
-	-	-	-	-	0.1	339.3	13
922.8	592.3	789.5	358.4	840.9	45.9	43,613.4 <sup>4</sup>	14

<sup>1</sup> Excludes 1.8 miles joint track.<sup>2</sup> Excludes 63.0 miles joint track.

**TABLE 4. Changes in First Main Track Mileage, 1969**  
(Excluding Trackage Rights)

Name of railway and termini between which changes occurred	Date of change	Mileage increase - decrease	Details
<b>Algoma Central:</b>			
Sault Ste. Marie - Hearst Junction, Ont. ....	1969	- 0.2	Remeasurement
Hawk Junction - Michipicoten Harbour, Ont. ....	1969	+ 0.1	Remeasurement
<b>Canadian National:</b>			
Miamichi Sub. 75.13-75.24, Chaleur Area, N.B. ....	1969	+ 0.1	Change in Sub. limit
Nashwaak Sub. 0.77-0.72, Chaleur Area, N.B. ....	1969	- 0.1	Change in Sub. limit
Stephenville Sub. 0.00-7.75, Newfoundland .....	1969	+ 7.8	New line
Champlain Sub. 0.00-7.68, Champlain Area, Que. ....	1969	+ 7.6	New line
St. Hyacinthe, Champlain Area, Que. ....	1969	- 6.0	Reclassification
Kingston Sub. 0.00-0.71, Rideau Area, Ont. ....	1969	- 0.7	Abandonment
Kingston Sub. 0.00-0.28, Rideau Area, Ont. ....	1969	+ 0.3	Relocation of line
Galt Branch 0.00-0.11, Southwestern Area, Ont. ....	1969	- 0.1	Shortening of line
North Toronto Sub. Toronto Area, Ont. ....	1969	- 4.1	Rights sold
Pleasant Point Sub. 2.10-3.00, Assiniboine Area, Man. ....	1969	- 0.9	Abandonment
Roma Junction, Pine Point Great Slave Lake Rly, N.W.T. & Alta. ....	1969	+ 429.7	New line
Thorton By Pass Area, B.C. ....	1969	- 2.4	Shortening of line
Luscar Sub. Area, Alta. ....	1969	- 0.5	Shortening of line
<b>Canadian Pacific:</b>			
Port McNicoll and McMillan, Mile 27.74 and 29.20, Ont. ....	December	+ 0.3	Correction of records
Current River and Fort William, Ont. ....	December	+ 0.3	Correction of records
Cranbrook and Kimberlay, Alta. ....	December	+ 0.3	Correction of records
Summary <sup>1</sup>		Area <sup>1</sup>	
<b>Gross increases:</b>			
New lines opened for traffic .....	445.6	Newfoundland .....	+ 7.8
Remeasurement .....	0.1	Nova Scotia .....	+ 0.5
Relocation of line .....	0.3	Quebec .....	+ 1.6
Correction of records .....	0.9	Ontario .....	- 4.1
Other .....	7.1	Manitoba .....	- 0.9
<b>Total .....</b>	<b>454.0</b>	Alberta .....	+ 300.2
<b>Gross decreases:</b>			
Abandonments .....	1.6	British Columbia .....	+ 4.6
Reclassification .....	6.0	Northwest Territories .....	+ 129.3
Shortening of line .....	3.0		
Remeasurement .....	0.2		
Other .....	4.2		
<b>Total .....</b>	<b>15.0</b>		
<b>Net change .....</b>	<b>+ 439.0</b>	<b>Net change .....</b>	<b>+ 439.0</b>

445.1

<sup>1</sup> Includes changes respecting "Other" railways details which are not identified.

TABLE 5. Railway Track Mileage under Construction at December 31, 1969

Location	Under contract		Completed but not opened	Total	First main track opened for traffic during 1969
	Active	Non-active			
Newfoundland .....	-	-	-	-	7.8
Prince Edward Island .....	-	-	-	-	0.5
Nova Scotia .....	-	-	-	-	-
New Brunswick .....	-	-	-	-	-
Quebec .....	-	-	-	-	7.6
Ontario .....	-	-	-	-	-
Manitoba .....	-	-	-	-	-
Saskatchewan .....	-	-	-	-	-
Alberta .....	93.4	-	-	93.4	300.4
British Columbia .....	333.0	-	72.5	405.5	-
Northwest Territories .....	-	-	-	-	129.3
United States .....	-	-	-	-	-
<b>Totals</b> .....	<b>426.4</b>	<b>-</b>	<b>72.5</b>	<b>498.9</b>	<b>445.6</b>

TABLE 6. Rails Laid in Track, 1969

Weight per yard	New		Relay and other		Total tons laid	Total cost
	Tons	Cost	Tons	Cost		
		\$		\$		
50 lb. and under 60 lb. ....	-	-	-	-	-	-
60 " " " 70 " .....	-	-	139	6,332	139	6,332
70 " " " 75 " .....	-	-	208	7,664	208	7,664
75 " " " 80 " .....	-	-	1	81	1	81
80 " " " 85 " .....	25	4,300	150	7,278	175	11,578
85 " " " 90 " .....	27	3,380	5,592	570,502	5,619	573,882
90 " " " 95 " .....	2	201	4,258	278,444	4,260	278,645
95 " " " 100 " .....	-	-	-	-	-	-
100 " " " 105 " .....	65,372	9,759,950	71,513	3,605,606	136,885	13,365,556
105 " " " 110 " .....	17	2,740	1,040	83,526	1,057	86,266
110 " .....	-	-	1	41	1	41
112 " .....	-	-	-	-	-	-
115 " .....	54,157	8,217,134	10,294	467,456	64,451	8,684,590
127 " .....	-	-	591	32,100	591	32,100
130 " .....	905	87,735	5,194	227,313	6,099	315,048
131 " .....	-	-	10	789	10	789
132 " .....	84,939	12,636,231	3,859	286,056	88,798	12,922,287
Undistributed .....	110	15,781	46,532	1,957,572	46,642	1,973,353
<b>Totals</b> .....	<b>205,554</b>	<b>30,727,452</b>	<b>149,382</b>	<b>7,530,760</b>	<b>354,936</b>	<b>38,258,212</b>

TABLE 7. Fuel Consumed by Motive Power Equipment, 1969

	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline
	tons		gallons		
Locomotive:					
Transportation service:					
Freight .....	-	-	314,574,647	-	-
Passenger .....	-	-	64,525,788	-	-
Switching .....	-	-	30,328,259	-	-
Work train service .....	-	-	4,909,262	-	-
<b>Totals</b> .....	-	-	<b>414,337,956</b>	-	-
Rail motor cars, etc:					
Rail motor cars .....	-	-	4,446,223	-	27,597
Other .....	-	-	1,702	-	3,467
<b>Grand totals</b> .....	-	-	<b>418,785,881</b>	-	<b>31,064</b>
Total cost (Grand total \$57,890,850) <sup>1</sup> .....	\$	-	57,882,370	-	8,480

<sup>1</sup> Due to the non-availability of financial detail costs related to fuel consumed by the Cartier Railway are excluded.

TABLE 8. Origin of Fuel Consumed by Motive Power Equipment, by Provinces, 1969

Delivered to fueling stations in	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline
	tons		gallons		
Canadian fuel:					
Newfoundland .....	-	-	6,273,747	-	-
Prince Edward Island .....	-	-	4,256,976	-	-
Nova Scotia .....	-	-	7,972,638	-	1,350
New Brunswick .....	-	-	17,031,687	-	-
Quebec .....	-	-	58,620,716	-	3,689
Ontario .....	-	-	130,621,007	-	13,910
Manitoba .....	-	-	32,218,069	-	-
Saskatchewan .....	-	-	33,016,075	-	-
Alberta .....	-	-	41,957,477	-	-
British Columbia .....	-	-	50,868,678	-	-
Yukon .....	-	-	-	-	-
United States .....	-	-	-	-	-
<b>Totals</b> .....	-	-	<b>382,837,070</b>	-	<b>18,949</b>
Imported fuel:					
Newfoundland .....	-	-	84,986	-	-
Prince Edward Island .....	-	-	-	-	-
Nova Scotia .....	-	-	-	-	-
New Brunswick .....	-	-	7,878	-	-
Quebec .....	-	-	3,222,547	-	13,115
Ontario .....	-	-	5,458,453	-	-
Manitoba .....	-	-	56,063	-	-
Saskatchewan .....	-	-	-	-	-
Alberta .....	-	-	-	-	-
British Columbia .....	-	-	191,043	-	-
Yukon .....	-	-	158,663	-	-
United States .....	-	-	26,769,178	-	-
<b>Totals</b> .....	-	-	<b>35,948,811</b>	-	<b>12,115</b>
<b>Grand totals</b> .....	-	-	<b>418,785,881</b>	-	<b>31,064</b>

420,285

## 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.

*Second*





STATISTICS CANADA LIBRARY  
BIBLIOTHEQUE STATISTIQUE CANADA



1010553273