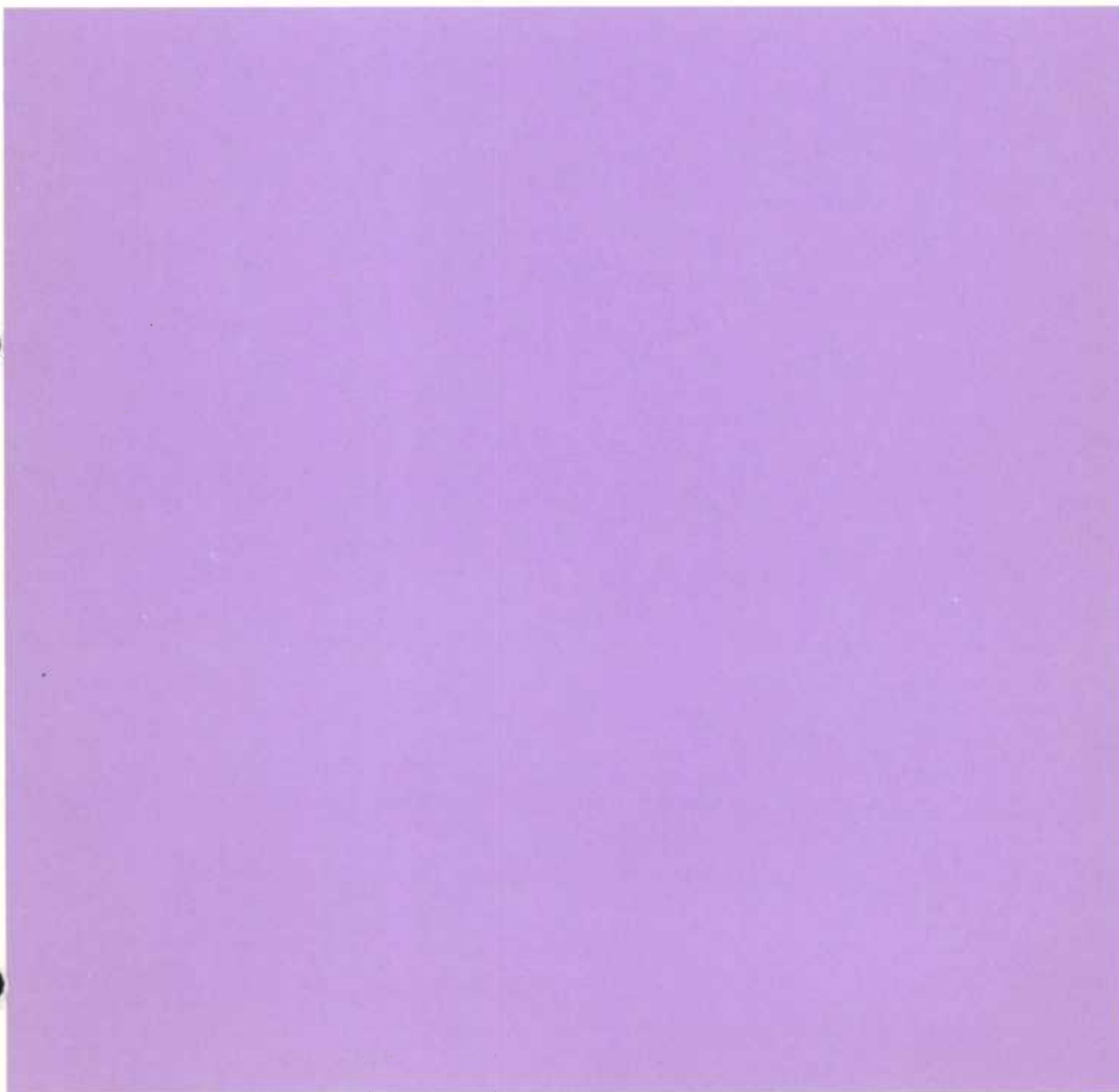


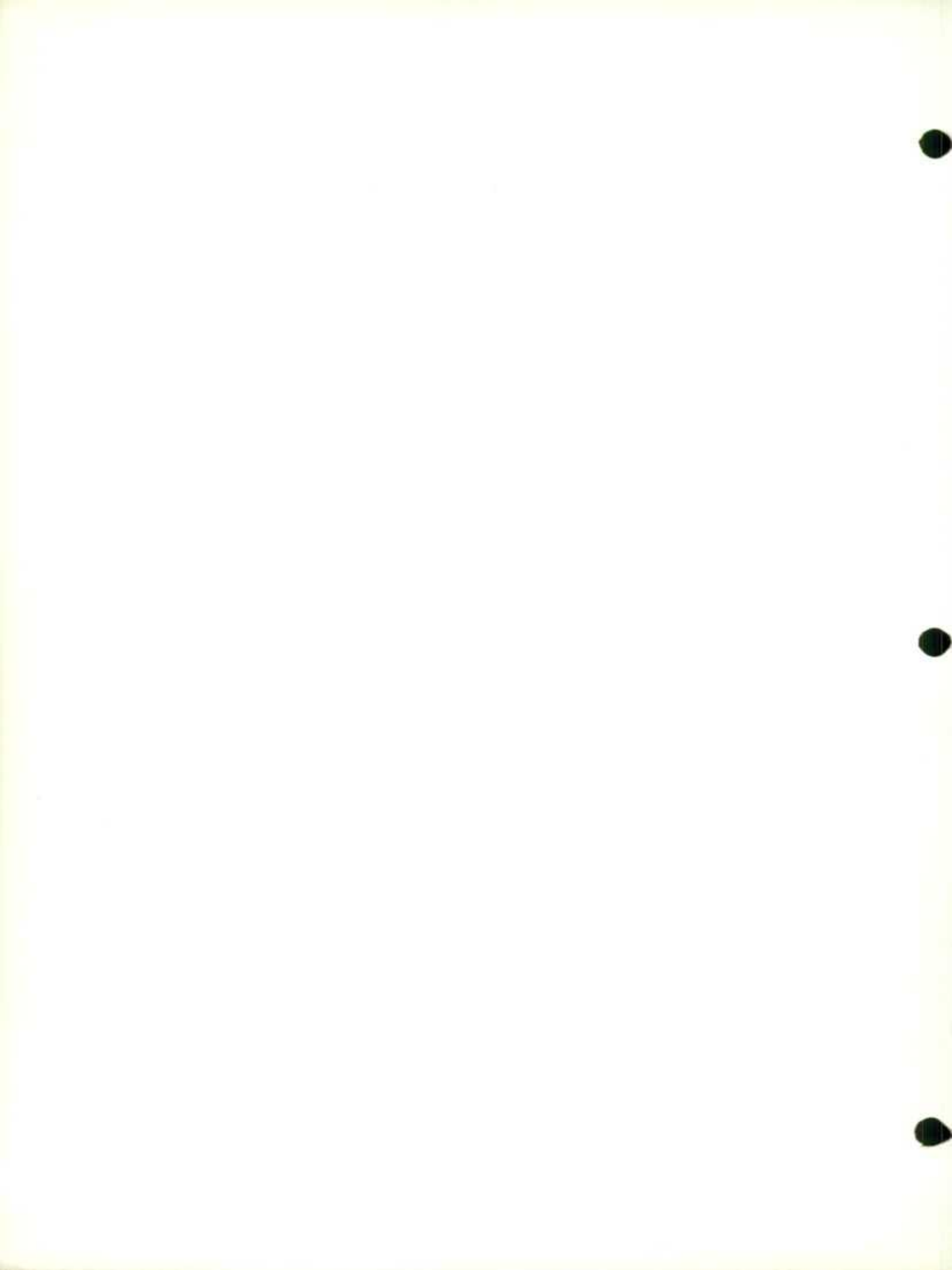
ROY 16/10/71  
~~FOR EXPORT~~

# Railway transport

PART III  
Equipment, track and fuel statistics

1970





STATISTICS CANADA  
Transportation and Public Utilities Division  
Transportation Section

RAILWAY TRANSPORT

1970

PART III

(Equipment, Track and Fuel Statistics)

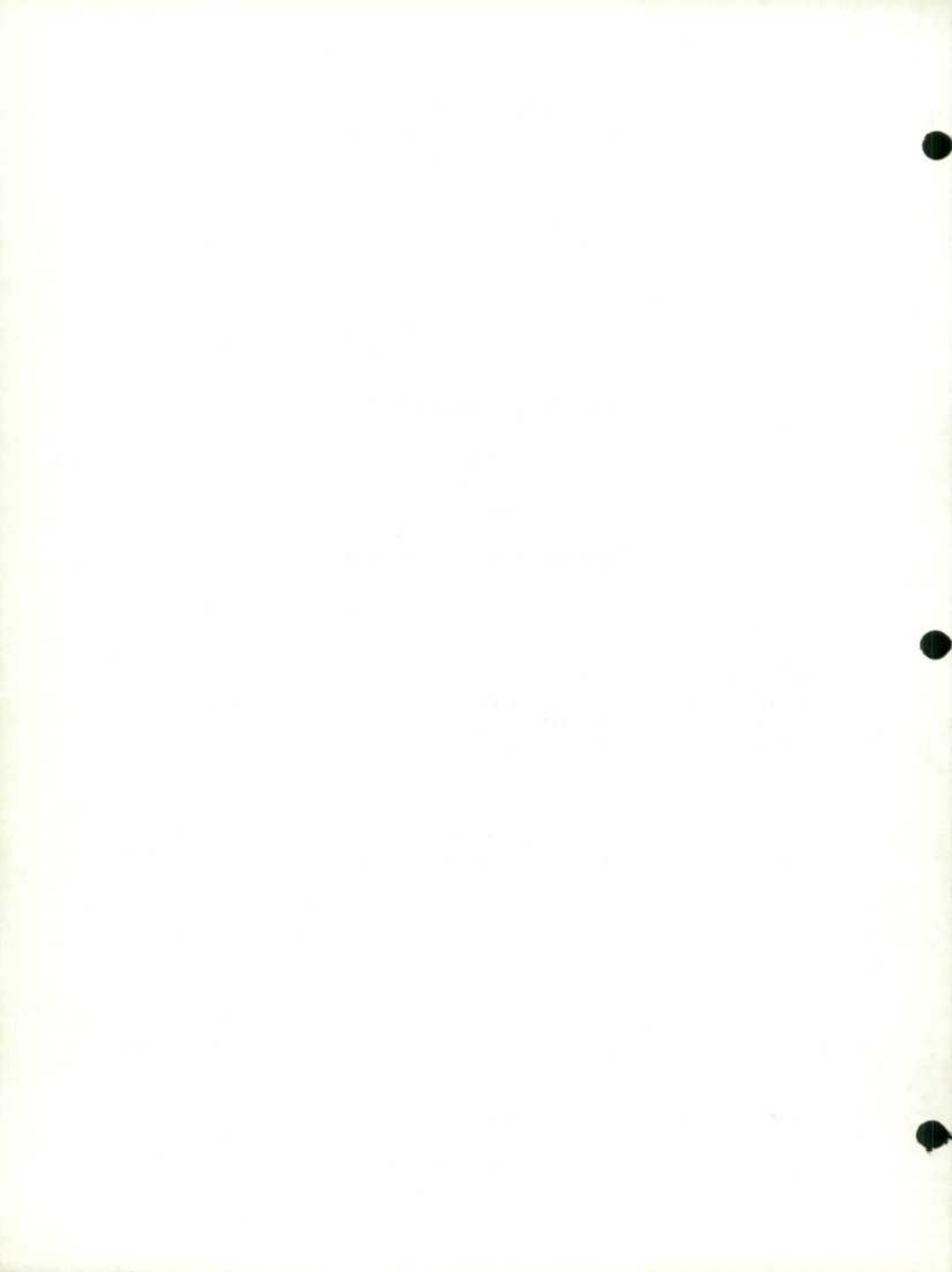
*Published by Authority of*  
The Minister of Industry, Trade and Commerce

November 1971  
8709-550

Price: 50 cents

Statistics Canada should be credited when republishing all or any part of this document

Information Canada  
Ottawa



## 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 Statistics Canada 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 outside back cover of each report.

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 Any inquiries or comments respecting data contained herein, or to unpublished detail, should be forwarded to this Section.

WALTER E. DUFFETT,  
*Chief Statistician of Canada.*

### SYMBOLS

The following standard symbols are used in Statistics Canada 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, 1970 .....	9
2. Route Mileage of Railways in Canada, at December 31, 1970 .....	10
3. Average Freight Car Capacity, 1925-1970 .....	10
4. Locomotives in Service—Number and Type, 1926-1970 .....	11
Table	
1. Equipment in Service at December 31, 1970 .....	12
2. Mileage Operated at December 31, 1970 .....	16
3. First Main Track Mileage at December 31, 1970—By Area .....	16
4. Changes in First Main Track Mileage, 1970 .....	18
5. Railway Track Mileage under Construction at December 31, 1970 .....	19
6. Rails Laid in Track, 1970 .....	19
7. Fuel Consumed by Motive Power Equipment, 1970 .....	19
8. Origin of Fuel Consumed by Motive Power Equipment, by Provinces, 1970 .....	20
Railway Statistical Terms and Definitions .....	21





## INTRODUCTION

Presented in this report are equipment, track and fuel statistics of common carrier railways operating in Canada during 1970. Included for the first time are figures for Go Transit with 1969 data restated for comparative purposes.

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, Statistics Canada uses the Canadian Standard Industrial Classification (S.I.C.)

The Standard Industrial Classification (Catalogue 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 503 (formerly 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 railway freight and passenger trains, 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, 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.

### Statistical Analysis

A total of 188,737 freight cars were in the service of common carrier railways in Canada at December 31, 1970, an increase of 0.2 % over the 1969 figure. Aggregate capacity of these cars increased by 2.8 % to 10,988,683 tons as both major roads made substantial increases in their fleets of hopper cars. In addition there were 16,211 privately owned freight cars of leasing companies and non-rail industrial firms with home offices in Canada, a rise of 0.8 %. Aggregate capacity of these cars rose 3.5 % to 1,205,947 tons. There were also 658 privately owned cars operated in Canada belonging to companies with head offices outside Canada.

The number of cars in passenger train service (including GO Transit for the first time, with 1969 figures adjusted for comparative purposes) totalled 2,801 at year-end, a decrease of 6.8 % from the year earlier figure. Of this total, 1,037 were baggage, postal and express cars, down 6.2 %, while 1,764 were passenger carrying cars, 7.2 % fewer than the December 31, 1969 total.

Chart 3 shows the average capacity of a freight car continued to climb as it rose by 1.4 tons to a record 58.2 tons per car. The acquisition of large capacity hopper cars would have contributed significantly to this increase.

Locomotives in service on Canadian railways numbered 3,417, a rise of 2.8 % from the year before. Leased locomotives included in this total numbered 62, almost unchanged from 61 at December 31, 1969.

The mileage of first main track (which equals miles of roadbed regardless of the number of tracks running side by side over that roadbed) rose 369.4 miles during 1970 to 43,982.8 miles at year-end. This increase was due mainly to the addition of the

Alberta Resources Railway which was made a part of the Canadian National System for operating purposes in 1970. The expansion of the Pacific Great Eastern in British Columbia constituted the only other significant increase in mileage during the year. Total mileage of all tracks rose by 514.1 miles during the year to 59,628.7 miles, reflecting the above increase in first main track plus an increase of 111.7 miles in yard tracks and sidings to 12,130.3 miles. Other categories of track showed little change during the year.






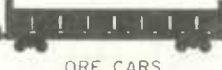
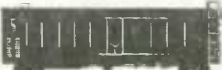





A total of 336,014 tons of new and relay rail were laid in tracks during the year at a cost of

\$38,912,439. This compared with 354,936 tons the year before at a cost of \$38,258,212. The most common weight of rail continues to be that weighing between 100 lb. and 105 lb. per yard closely followed by rail weighing 132 lb. per yard.

Total diesel fuel consumption during 1970 amounted to 440.4 million gallons up 4.8 % from the year previous while the cost rose 6.5 % to \$61.8 millions. Average cost per gallon rose to 14.0 cents per gallon from 13.8 cents the year before. Of the total fuel consumed, 9.3 % was imported compared with 8.6 % in 1969.

CHART - 1

CARS OWNED OR LEASED BY RAILWAYS IN CANADA<sup>(1)</sup>  
(AT DECEMBER 31, 1970)

NUMBER	TYPE	PERCENTAGE CHANGE FROM PREVIOUS YEAR
101,746	 BOX CARS insulated heated	- 0.1%
24,496	 HOPPER CARS covered, tank type	+ 9.0%
23,614	 GONDOLA & BALLAST CARS covered, high sides and low sides	+ 0.2%
18,043	 FLAT CARS end bulkhead, piggyback, depressed centre, well type	+ 9.8%
16,053	 COMPANY SERVICE CARS	+ 0.5%
6,735	 ORE CARS	+ 0.8%
6,673	 REFRIGERATOR CARS	- 11.6%
2,827	 STOCK CARS	- 4.0%
2,178	 AUTOMOBILE CARS (ALL TYPES) bi-level, tri-level, box-type	- 54.0%
1,764	 PASSENGER CARS	- 7.2%
1,037	 BAGGAGE - POSTAL - EXPRESS CARS	- 6.2%
487	 TANK CARS	- 4.7%

(1) EXCLUDES NON-RAILWAY OWNED CARS

CHART-2

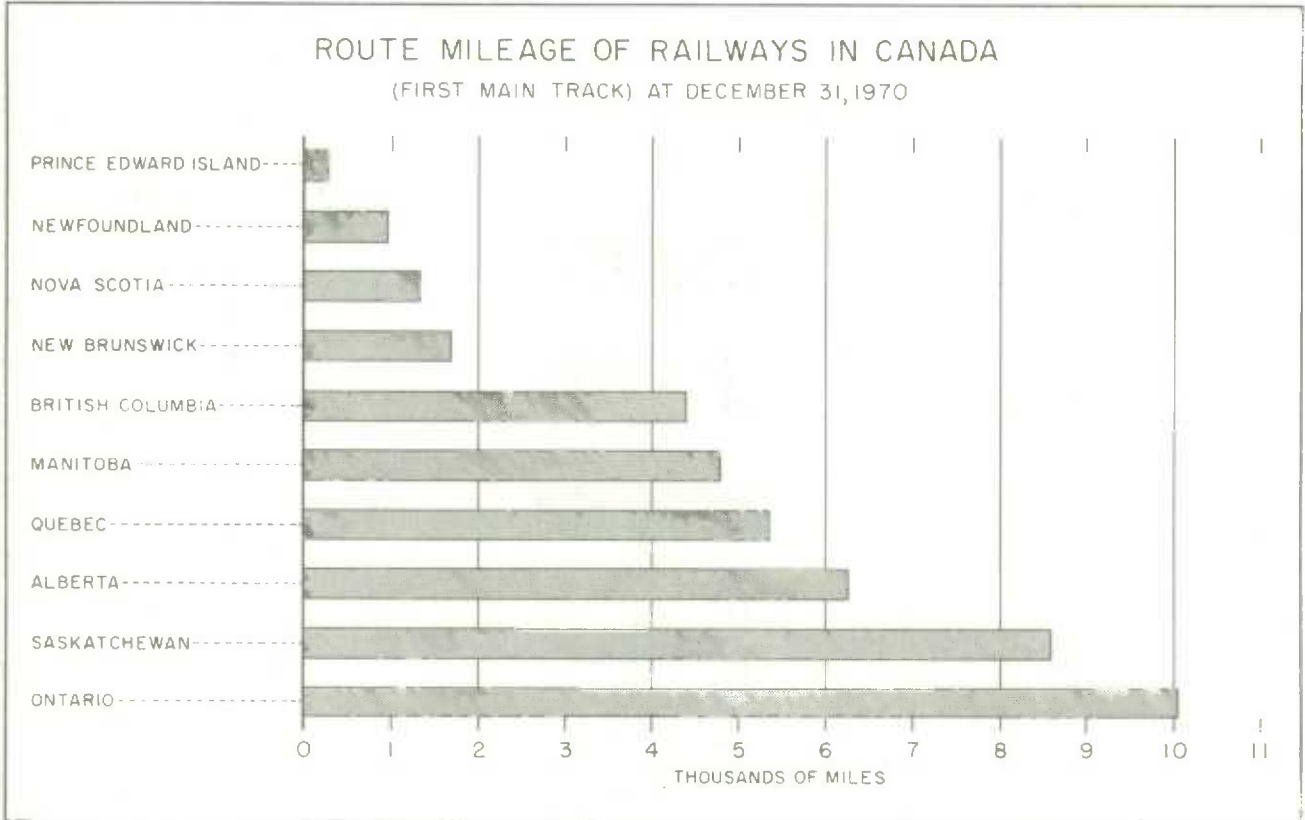


CHART-3

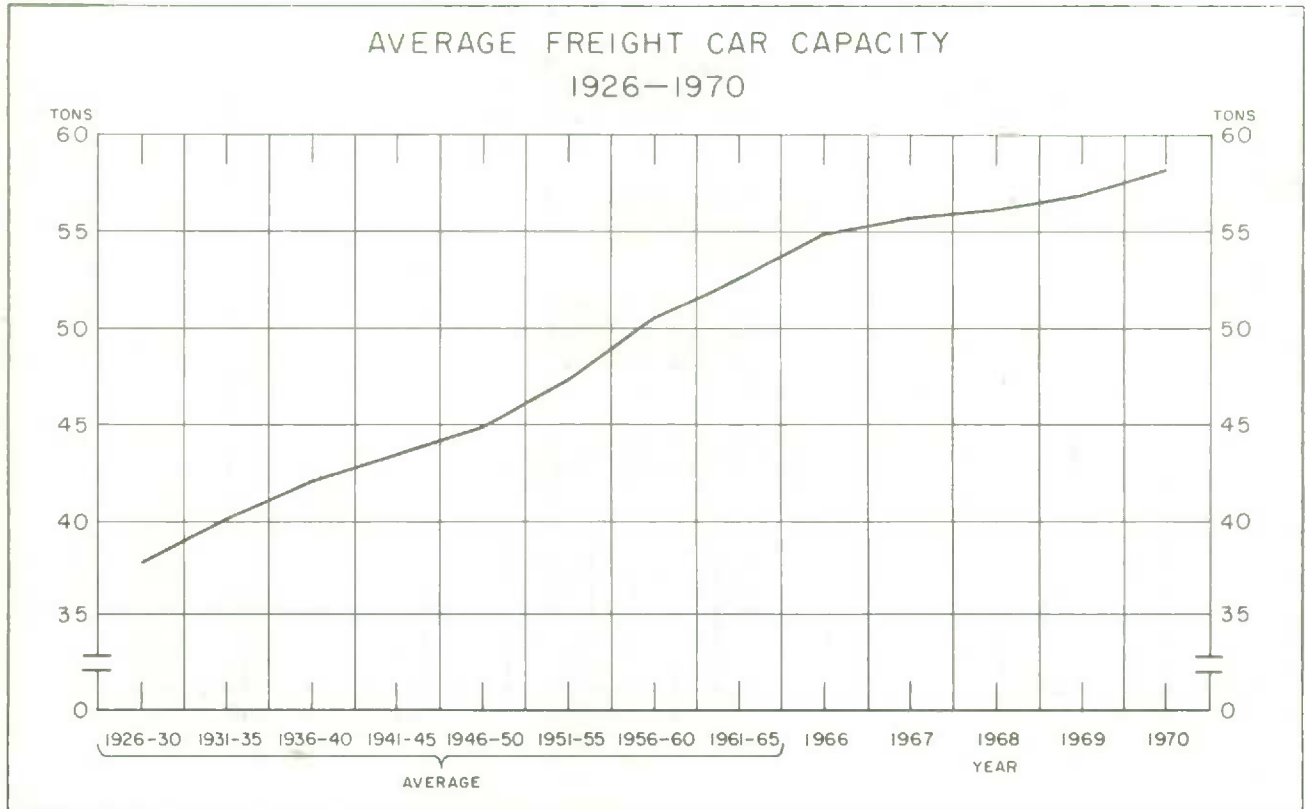


CHART-4

### LOCOMOTIVES IN SERVICE—NUMBER AND TYPE 1926-1970

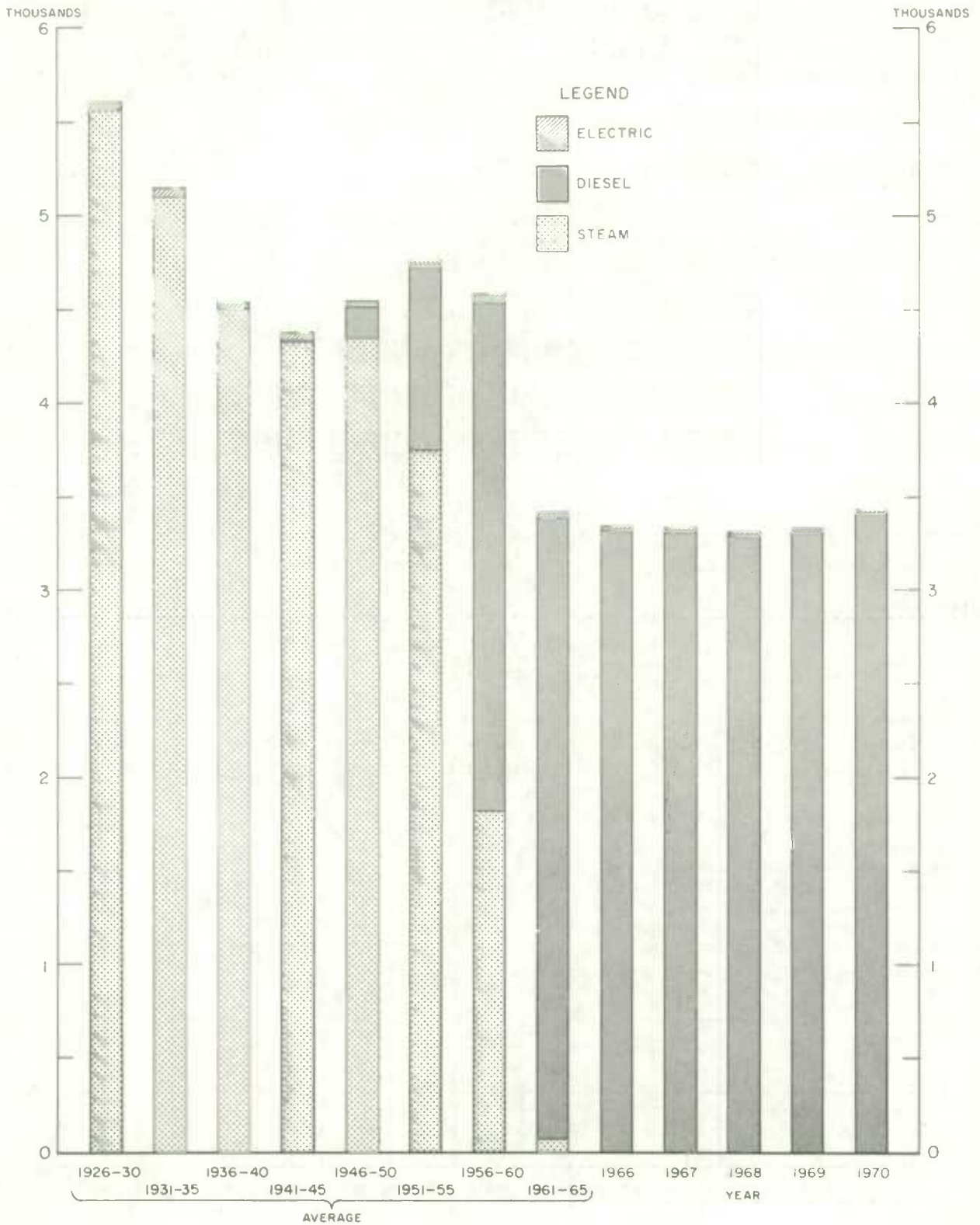


TABLE 1. Equipment in Service at December 31, 1970

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 .....	1,187	983	-	-	-
2	Aggregate capacity ..... ton	78,440	60,758	-	-	-
Ballast:						
3	Number .....	2,620	-	-	-	-
4	Aggregate capacity ..... ton	159,190	-	-	-	-
Box:						
5	Number .....	52,903	46,408	82	-	-
6	Aggregate capacity ..... ton	2,538,610	2,320,436	4,905	-	-
Flat:						
7	Number .....	10,123	6,281	97	-	-
8	Aggregate capacity ..... ton	576,172	367,538	5,620	-	-
Gondola:						
9	Number .....	9,750	8,736	1,079	-	-
10	Aggregate capacity ..... ton	672,950	651,440	82,160	-	-
Hopper:						
11	Number .....	10,596	11,559	733	3	9
12	Aggregate capacity ..... ton	866,880	931,400	45,170	224	630
Ore:						
13	Number .....	2,107	1,156	-	-	-
14	Aggregate capacity ..... ton	150,260	80,730	-	-	-
Refrigerator:						
15	Number .....	4,592	2,047	1	-	-
16	Aggregate capacity ..... ton	252,680	111,890	30	-	-
Stock:						
17	Number .....	1,483	1,300	-	-	-
18	Aggregate capacity ..... ton	65,960	56,080	-	-	-
Tank:						
19	Number .....	25	224	-	-	-
20	Aggregate capacity ..... ton	750	12,970	-	-	-
Other:						
21	Number .....	1,930	-	-	-	-
22	Aggregate capacity ..... ton	107,980	-	-	-	-
<b>Totals:</b>						
23	Number .....	97,316	78,694	1,992	3	9
24	Aggregate capacity ..... ton	5,469,872	4,593,242	137,885	224	630
Cars in passenger service:						
25	Self-propelled .....	53	53	-	-	-
26	Baggage, postal and express .....	912	83	7	-	-
27	Coach .....	521	149	19	-	-
28	Colonist .....	29	-	-	-	-
29	Combination passenger .....	50	17	-	-	-
30	Dining .....	94	18	-	-	-
31	Parlour .....	93	7	-	-	-
32	Sleeping .....	349	125	-	-	-
33	Other .....	22	-	3	-	-
34	<b>Totals</b> .....	<b>2,123</b>	<b>452</b>	<b>29</b>	<b>-</b>	<b>-</b>
Cars in company service:						
35	Motor .....	-	-	-	-	-
36	Caboose .....	1,128	875	19	9	10
37	Work .....	7,864	4,482	88	55	46
38	<b>Totals</b> .....	<b>8,992</b>	<b>5,357</b>	<b>107</b>	<b>64</b>	<b>56</b>
39	<b>Total cars in service</b> .....	<b>108,431</b>	<b>84,503</b>	<b>2,128</b>	<b>67</b>	<b>65</b>
40	Cars leased .....	5,692	1,981	-	62	-

TABLE 1. Equipment in Service at December 31, 1970

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			
-	-	-	6	2	-	2,178	1
-	-	-	270	80	-	139,548	2
-	-	15	-	4	-	2,639	3
-	-	787	-	220	-	160,197	4
-	866	580	112	771	24	101,746	5
-	34,640	39,225	7,168	37,082	1,200	4,983,266	6
19	102	695	132	594	-	18,043	7
520	5,100	55,880	9,615	24,108	-	1,044,553	8
-	100	716	86	508	-	20,975	9
-	7,000	56,768	3,784	38,276	-	1,512,378	10
-	121	104	42	1,329	-	24,496	11
-	12,100	8,464	3,570	83,565	-	1,952,003	12
-	-	-	2,977	495	-	6,735	13
-	-	-	291,746	49,500	-	572,236	14
-	-	24	8	1	-	6,673	15
-	-	1,307	424	70	-	366,401	16
30	-	14	-	-	-	2,827	17
1,300	-	728	-	-	-	123,968	18
-	-	18	154	66	-	487	19
-	-	900	8,667	1,976	-	25,263	20
-	-	-	-	8	-	1,938	21
-	-	-	-	890	-	108,870	22
49	1,189	2,166	3,517	3,778	24	188,737	23
1,720	58,840	164,059	325,244	235,767	1,200	10,988,683	24
-	-	6	-	9	1	122	25
6	14	1	10	3	1	1,037	26
1	15	1	15	56	-	777	27
-	-	-	-	-	-	29	28
-	3	-	-	4	-	74	29
-	5	-	2	-	-	119	30
-	-	-	-	27	1	128	31
1	-	-	-	7	-	482	32
-	2	1	2	3	-	33	33
8	39	9	29	109	3	2,801	34
-	-	-	-	29	-	29	35
23	19	36	26	55	2	2,202	36
199	221	310	375	182	-	13,822	37
222	240	346	401	266	2	16,053	38
279	1,468	2,521	3,947	4,153	29	207,591	39
-	-	155	3,242	1,055	-	12,187	40

TABLE 1. Equipment in Service at December 31, 1970 - Concluded

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
<b>Private cars (non-rail firms)<sup>1</sup></b>						
1	Automobile:					
2	Number .....	...	...	...	...	...
	Aggregate capacity .....	ton	ton	ton	ton	ton
3	Box:					
4	Number .....	...	...	...	...	...
	Aggregate capacity .....	ton	ton	ton	ton	ton
5	Flat:					
6	Number .....	...	...	...	...	...
	Aggregate capacity .....	ton	ton	ton	ton	ton
7	Hopper:					
8	Number .....	...	...	...	...	...
	Aggregate capacity .....	ton	ton	ton	ton	ton
9	Gondola:					
10	Number .....	...	...	...	...	...
	Aggregate capacity .....	ton	ton	ton	ton	ton
11	Tank:					
12	Number .....	...	...	...	...	...
	Aggregate capacity .....	ton	ton	ton	ton	ton
13	<b>Totals:</b>					
	Number .....	...	...	...	...	...
14	Aggregate capacity .....	ton	ton	ton	ton	ton
<b>Diesel electric locomotives:</b>						
15	"A" units:					
16	Number .....	110	79	-	-	17
	Tractive power .....	lb. 6,910,000	5,056,500	-	-	1,042,569
17	"B" units:					
18	Number .....	61	50	-	-	-
	Tractive power .....	lb. 3,854,000	3,152,500	-	-	-
19	Road switcher units:					
20	Number .....	1,241	561	23	16	-
	Tractive power .....	lb. 79,871,000	35,563,500	1,440,793	1,010,750	-
21	Yard switcher units:					
22	Number .....	395 <sup>2</sup>	271	2	-	-
	Tractive power .....	lb. 22,973,250	14,279,140	115,017	-	-
23	Road freight units:					
24	Number .....	-	221	-	-	-
	Tractive power .....	lb. -	19,050,200	-	-	-
<b>Electric locomotives:</b>						
25	Number .....	18	-	-	-	-
26	Tractive power .....	lb. 358,000	-	-	-	-
27	<b>Totals:</b>					
	Number .....	1,825	1,182	25	16	17
28	Tractive power .....	lb. 113,966,250	77,101,840	1,555,810	1,010,750	1,042,569
<b>Leased locomotives (all types):<sup>3</sup></b>						
29	Number .....	12	-	-	16	-
30	Tractive power .....	lb. 1,161,000	-	-	1,010,750	-
31	Locomotives added during year.....	No. 55	55	-	-	2
32	Locomotives retired during year .....	" 17	5	-	-	-
33	Steam generator units in service .....	" 100 <sup>4</sup>	-	-	-	-
34	Robot cars .....	" -	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, 1970 - Concluded

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			
...	...	...	...	...	...	33	1
...	...	...	...	...	...	1,485	2
...	...	...	...	...	...	193	3
...	...	...	...	...	...	14,248	4
...	...	...	...	...	...	45	5
...	...	...	...	...	...	3,117	6
...	...	...	...	...	...	748	7
...	...	...	...	...	...	72,733	8
...	...	...	...	...	...	235	9
...	...	...	...	...	...	23,500	10
...	...	...	...	...	...	14,957	11
...	...	...	...	...	...	1,090,864	12
...	...	...	...	...	...	16,211	13
...	...	...	...	...	...	1,205,947	14
—	20	—	—	42	2	270	15
—	1,290,000	—	—	1,800,885	98,300	16,198,254	16
—	—	—	—	—	—	111	17
—	—	—	—	—	—	7,006,500	18
17	17	63	83	80	2	2,103	19
746,000	770,000	4,156,000	5,335,900	4,617,369	83,600	133,594,912	20
—	4	4	—	16	2	694	21
—	230,000	234,860	—	923,500	115,220	38,870,987	22
—	—	—	—	—	—	221	23
—	—	—	—	—	—	19,050,200	24
—	—	—	—	—	—	18	25
—	—	—	—	—	—	358,000	26
17	41	67	83	138	6	3,417	27
746,000	2,290,000	4,390,860	5,335,900	7,341,754	297,120	215,078,853	28
—	—	—	6	26	2	62	29
—	—	—	583,020	1,305,000	115,200	4,174,970	30
—	—	5	5	—	—	122	31
—	—	1	5	3	—	31	32
—	1	—	2	3	—	106	33
—	—	—	—	—	—	3	34

<sup>2</sup> Includes 15 booster units and 926,250 lb. tractive power.

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

<sup>4</sup> Includes 3 electric generator units.

TABLE 2. Mileage Operated at December 31, 1970

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 .....	23,142.8	11,966.8	320.7	279.9	198.8
2	Under lease .....	266.0	4,102.3	—	1.6	—
3	Joint track .....	56.0	65.9	—	—	—
4	Total route miles .....	23,464.8	16,135.0	320.7	281.5	198.8
5	Under trackage rights .....	176.3	485.0	1.0	0.4	139.9
6	Total miles operated .....	23,641.1	16,620.0	321.7	281.9	338.7
7	Average miles operated during 1970 .....	23,143.4	16,601.0	321.7	279.9	338.7
<b>Second main track:</b>						
8	Total .....	866.3	929.7	—	227.6	128.9
9	Route miles (total excl. trackage rights) .....	840.3	870.6	—	227.6	—
<b>Other main track:</b>						
10	Total .....	54.2	31.1	—	—	—
11	Route miles (total excl. trackage rights) .....	48.0	6.2	—	—	—
<b>Industrial track:</b>						
12	Total .....	1,857.8	1,090.4	20.1	23.0	24.3
13	Route miles (total excl. trackage rights) .....	243.6	994.6	20.1	23.0	24.3
<b>Yard tracks and siding:</b>						
14	Total .....	6,502.0	4,903.0	80.6	84.3	99.3
15	Route miles (total excl. trackage rights) .....	6,405.2	4,724.3	80.6	84.3	67.5
<b>All tracks:</b>						
16	Total .....	32,921.4	23,574.2	422.4	616.8	591.2
17	Route miles (total excl. trackage rights) .....	31,001.9	22,730.7	421.4	616.4	290.6

<sup>1</sup> Excludes 62.8 miles joint track.  
<sup>2</sup> Excludes 0.7 miles joint track.  
<sup>3</sup> Excludes 12.3 miles joint track.

TABLE 3. First Main Track Mileage at December 31, 1970 - 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	261.1	—	—	—
4	New Brunswick .....	1,142.5	516.9	—	—	—
5	Quebec .....	3,248.8	1,542.8	—	—	—
6	Ontario .....	5,299.7	3,279.2	320.7	281.5	198.8
7	Manitoba .....	3,079.2	1,661.0	—	—	—
8	Saskatchewan .....	4,371.0	4,194.3	—	—	—
9	Alberta .....	2,746.9	2,628.1	—	—	—
10	British Columbia .....	1,414.4	1,784.3	—	—	—
11	Yukon .....	—	—	—	—	—
12	North West Territories .....	129.3	—	—	—	—
13	United States .....	71.8	267.3	—	—	—
14	Total route miles .....	23,464.8	16,135.0	320.7	281.5	198.8

<sup>1</sup> Excluding trackage rights.  
<sup>2</sup> Excludes 34.8 miles joint track.  
<sup>3</sup> Excludes 26.2 miles joint track.

TABLE 2. Mileage Operated at December 31, 1970

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	862.0	358.4	583.3	45.9	39,213.7	1
-	60.0	23.1	-	253.3	-	4,706.3	2
-	-	-	-	3.7	-	62.8 <sup>1</sup>	3
922.8	592.3	885.1	358.4	840.3	45.9	43,982.8 <sup>1</sup>	4
-	-	-	5.1	450.1	-	1,257.8	5
922.8	592.3	885.1	363.5	1,290.4	45.9	45,240.6 <sup>1</sup>	6
922.8	531.6	862.0	358.4	1,290.4	45.9	44,695.8	7
-	-	-	-	199.3	-	2,351.1 <sup>2</sup>	8
-	-	-	-	16.2	-	1,954.0 <sup>2</sup>	9
-	-	-	-	23.3	14.4	123.0	10
-	-	-	-	-	9.9	64.1	11
21.7	29.6	75.5	4.1	73.4	1.4	3,209.0 <sup>3</sup>	12
21.7	29.6	75.5	4.1	71.9	1.4	1,497.5 <sup>3</sup>	13
113.3	117.2	190.7	112.6	594.8	34.2	12,767.8 <sup>4</sup>	14
113.3	117.2	190.7	82.4	306.1	22.9	12,130.3 <sup>4</sup>	15
1,057.8	739.1	1,151.3	480.2	2,181.2	95.9	63,691.5 <sup>5</sup>	16
1,057.8	739.1	1,151.3	444.9	1,234.5	80.1	59,628.7 <sup>5</sup>	17

<sup>1</sup> Excludes 64.2 miles joint track.  
<sup>2</sup> Excludes 140.0 miles joint track.

TABLE 3. First Main Track Mileage at December 31, 1970 - 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	-	1,300.9	3
-	27.7	-	-	-	5.4	1,664.8	4
-	564.6	-	151.4	322.1	36.2	5,329.0	5
-	-	-	-	124.3	4.2	10,038.2 <sup>2</sup>	6
-	-	-	-	5.6	-	4,745.8	7
-	-	-	-	-	-	8,565.3	8
895.9	-	-	-	-	-	6,244.7 <sup>3</sup>	9
26.9	-	885.1	-	261.8	-	4,370.7 <sup>4</sup>	10
-	-	-	-	57.7	-	57.7	11
-	-	-	-	-	-	129.3	12
-	-	-	-	-	0.1	339.2	13
922.8	592.3	885.1	358.4	840.3	45.9	43,982.8 <sup>5</sup>	14

<sup>1</sup> Excludes 1.8 miles joint track.  
<sup>2</sup> Excludes 62.8 miles joint track.

TABLE 4. Changes in First Main Track Mileage, 1970

Name of railway and terminal between which changes occurred	Date of change	Mileage increase + decrease -	Detail*
<b>Canadian National:</b>			
Pointe Du Chene Sub. Maritime N.B. ....	November	- 0.2	Relocation of line
Smith Falls Sub., Ont. ....	September	+ 0.7	Relocation of line
Chapais Sub., Ont. ....	October	+ 0.1	Remeasurement
St. Maurice Sub., Ont. ....	April	- 0.3	Remeasurement
Grimbsy Sub., Ont. ....	November	- 0.8	Relocation of line
Hagersville Sub., Ont. ....	November	+ 4.0	Relocation of line
Kincardine Sub., Ont. ....	December	- 0.3	Abandonment
Pt. Dalhousie Sub., Ont. ....	December	- 1.0	Abandonment
Wawanesa Sub., Man. ....	November	- 0.1	Abandonment
Sangudo Sub., Alta. ....	December	+ 64.0	New line
Grande Cache, Alta. ....	May	+ 231.0	New line (leased)
Rawlinson Sub., Alta. ....	April	+ 2.5	New line
		<u>297.5</u>	
<b>Canadian Pacific:</b>			
Windermere Diversion Cranbrook Sub-division, B.C. ....	December	+ 0.1	Relocation of line
Willingdon Sub-division, Alta. ....	December	+ 0.1	Relocation of line
Windsor to Truro, N.S. ....	December	+ 0.2	Relocation of line
Rapid City Spur., Man. ....	December	+ 0.2	Relocation of line
Fording River Branch-Sparwood, B.C. ....	May	+ 1.1	New line
Riverside to Page, B.C. ....	December	+ 2.0	New line
Page to Livingston, B.C. ....	December	+ 14.4	New line
Livingston to Pratt (View), B.C. ....	December	+ 7.5	New line
View to Roberts Bank, B.C. ....	December	+ 23.0	New line
Mission Subdivision Terminal Loop, B.C. ....	December	+ 2.1	New line
Division between Cranbrook and Ft. Steele, B.C. ....	December	+ 10.0	New line
Windsor to Kentville, N.S. ....	December	- 0.5	Relocation of line
Between Castlegar and Warfield, B.C. ....	December	- 0.1	Relocation of line
Carleton Spur Mile, Ont. ....	December	- 0.5	Abandonment
Eganville Subdivision, Ont. ....	December	- 9.9	Abandonment
Cranbrook to Coquitla, B.C. ....	December	- 21.2	Abandonment
Arrow Lake, B.C. ....	December	- 1.1	Reclassification
		<u>95.6</u>	
<b>Pacific Great Eastern:</b>			
Odell to Fort James, B.C. ....	1970	+ 72.5	New line
Cloverdale to Roberts Bank, B.C. ....	1970	+ 23.1	New line
		<u>95.6</u>	
<b>Summary<sup>1</sup></b>		<b>Area<sup>1</sup></b>	
<b>Gross increases:</b>		<b>Newfoundland.....</b>	
New lines opened for traffic .....	514.0	-	
Remeasurement .....	0.1	<b>Prince Edward Island .....</b>	
Relocation of line .....	5.3	-	
Other .....	-	<b>Nova Scotia .....</b>	
<b>Total .....</b>	<b>519.4</b>	- 0.3	
		<b>New Brunswick .....</b>	
		- 0.2	
		<b>Quebec .....</b>	
		-	
		<b>Ontario .....</b>	
		+ 52.8	
<b>Gross decreases:</b>		<b>Manitoba .....</b>	
Abandonments .....	39.0	+ 0.1	
Reclassification .....	1.1	<b>Saskatchewan .....</b>	
Relocation of line .....	2.2	-	
Remeasurement .....	0.3	<b>Alberta .....</b>	
Other .....	-	+ 297.6	
<b>Total .....</b>	<b>42.6</b>	<b>British Columbia .....</b>	
		+ 126.8	
		<b>Northwest Territories .....</b>	
		-	
<b>Net change .....</b>	<b>+ 476.8</b>	<b>Net change .....</b>	
		+ 476.8	

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

TABLE 5. Railway Track Mileage under Construction at December 31, 1970

Location	Under contract		Completed but not opened	Total	First main track opened for traffic during 1970
	Active	Non-active			
Newfoundland	-	-	-	-	-
Prince Edward Island	-	-	-	-	-
Nova Scotia	-	-	-	-	-
New Brunswick	-	-	-	-	-
Quebec	-	-	-	-	-
Ontario	-	-	11.4	11.4	60.8
Manitoba	-	-	-	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	11.5	11.5	297.5
British Columbia	430.0	240.0	-	670.0	155.7
Northwest Territories	-	-	-	-	-
United States	-	-	-	-	-
<b>Totals</b>	<b>430.0</b>	<b>240.0</b>	<b>22.9</b>	<b>692.9</b>	<b>514.0</b>

TABLE 6. Rails Laid in Track, 1970

Weight per yard	New		Relay and other		Total tons laid	Total cost
	Tons	Cost	Tons	Cost		
50 lb. and under 60 lb.	-	-	-	-	-	-
60 " " " 70 "	-	-	1	41	1	41
70 " " " 75 "	-	-	120	2,314	120	2,314
75 " " " 80 "	-	-	-	-	-	-
80 " " " 85 "	-	-	189	8,111	189	8,111
85 " " " 90 "	41	7,036	364	21,104	405	28,140
90 " " " 95 "	2	185	872	37,730	874	37,915
95 " " " 100 "	-	-	-	-	-	-
100 " " " 105 "	59,236	9,045,846	58,906	2,525,869	118,142	11,571,715
105 " " " 110 "	-	-	15,291	693,820	15,291	693,820
110 "	-	-	-	-	-	-
112 "	-	-	-	-	-	-
115 "	59,277	9,085,750	5,993	273,047	85,270	9,358,797
127 "	-	-	230	18,791	230	18,791
130 "	273	37,182	3,738	182,541	4,011	219,723
131 "	-	-	-	-	-	-
132 "	98,426	15,484,317	5,894	324,579	104,320	15,808,896
Undistributed	133	19,707	27,028	1,144,469	27,161	1,164,176
<b>Totals</b>	<b>217,388</b>	<b>33,680,023</b>	<b>118,626</b>	<b>5,232,416</b>	<b>336,014</b>	<b>38,912,439</b>

TABLE 7. Fuel Consumed by Motive Power Equipment, 1970

	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline
	tons	gallons			
Locomotive:					
Transportation service:					
Freight	-	-	342,259,814	-	-
Passenger	-	-	58,967,340	-	-
Switching	-	-	31,671,224	-	-
Work train service	-	-	5,153,382	-	-
<b>Total</b>	-	-	<b>436,051,760</b>	-	-
Rail motor cars, etc:					
Rail motor cars	-	-	4,387,143	-	23,965
Other	-	-	1,262	-	6,876
<b>Grand totals</b>	-	-	<b>440,440,165</b>	-	<b>30,841</b>
Total cost (Grand total \$61,846,168) <sup>1</sup>	\$	-	61,838,098	-	8,070

<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, 1970

Delivered to fueling stations in	Bituminous coal	Fuel oil	Diesel oil	Crude oil	Gasoline
	tons		gallons		
<b>Canadian fuel:</b>					
Newfoundland .....	-	-	6,982,958	-	-
Prince Edward Island .....	-	-	3,837,230	-	-
Nova Scotia .....	-	-	7,192,525	-	1,800
New Brunswick .....	-	-	17,442,648	-	-
Quebec .....	-	-	60,667,947	-	4,346
Ontario .....	-	-	132,463,245	-	12,015
Manitoba .....	-	-	37,379,979	-	-
Saskatchewan .....	-	-	34,755,011	-	-
Alberta .....	-	-	42,849,133	-	-
British Columbia .....	-	-	56,000,904	-	-
Yukon .....	-	-	-	-	-
United States .....	-	-	-	-	-
<b>Totals .....</b>	-	-	<b>399,571,580</b>	-	<b>18,161</b>
<b>Imported fuel:</b>					
Newfoundland .....	-	-	89,379	-	-
Prince Edward Island .....	-	-	-	-	-
Nova Scotia .....	-	-	-	-	-
New Brunswick .....	-	-	9,492	-	-
Quebec .....	-	-	3,486,271	-	12,680
Ontario .....	-	-	5,064,728	-	-
Manitoba .....	-	-	68,000	-	-
Saskatchewan .....	-	-	-	-	-
Alberta .....	-	-	-	-	-
British Columbia .....	-	-	180,871	-	-
Yukon .....	-	-	217,296	-	-
United States .....	-	-	31,752,548	-	-
<b>Totals .....</b>	-	-	<b>40,868,585</b>	-	<b>12,680</b>
<b>Grand totals .....</b>	-	-	<b>440,440,165</b>	-	<b>30,841</b>

## 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.

### Second Main Track

The second track running parallel to the first main track where double track (or triple track, etc.) is laid on the same road bed.

### Other Main Track

The mileage of third track plus fourth track etc. where more than two tracks laid on the same road-bed. This of course does **not** include yard track or industrial track.

### 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

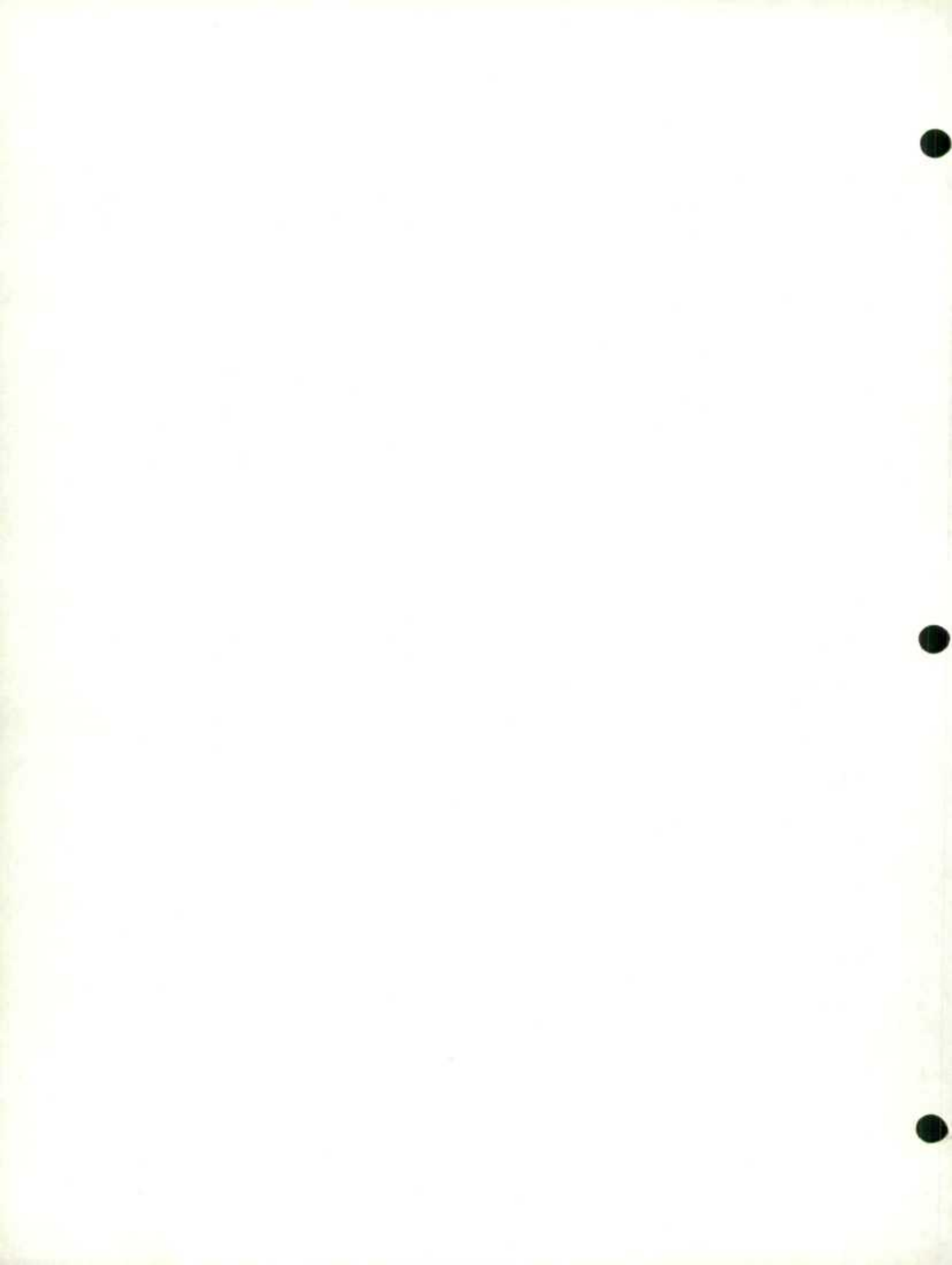
Rails taken up from tracks, where formerly used, which are suitable for relaying in other tracks.

### Siding

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

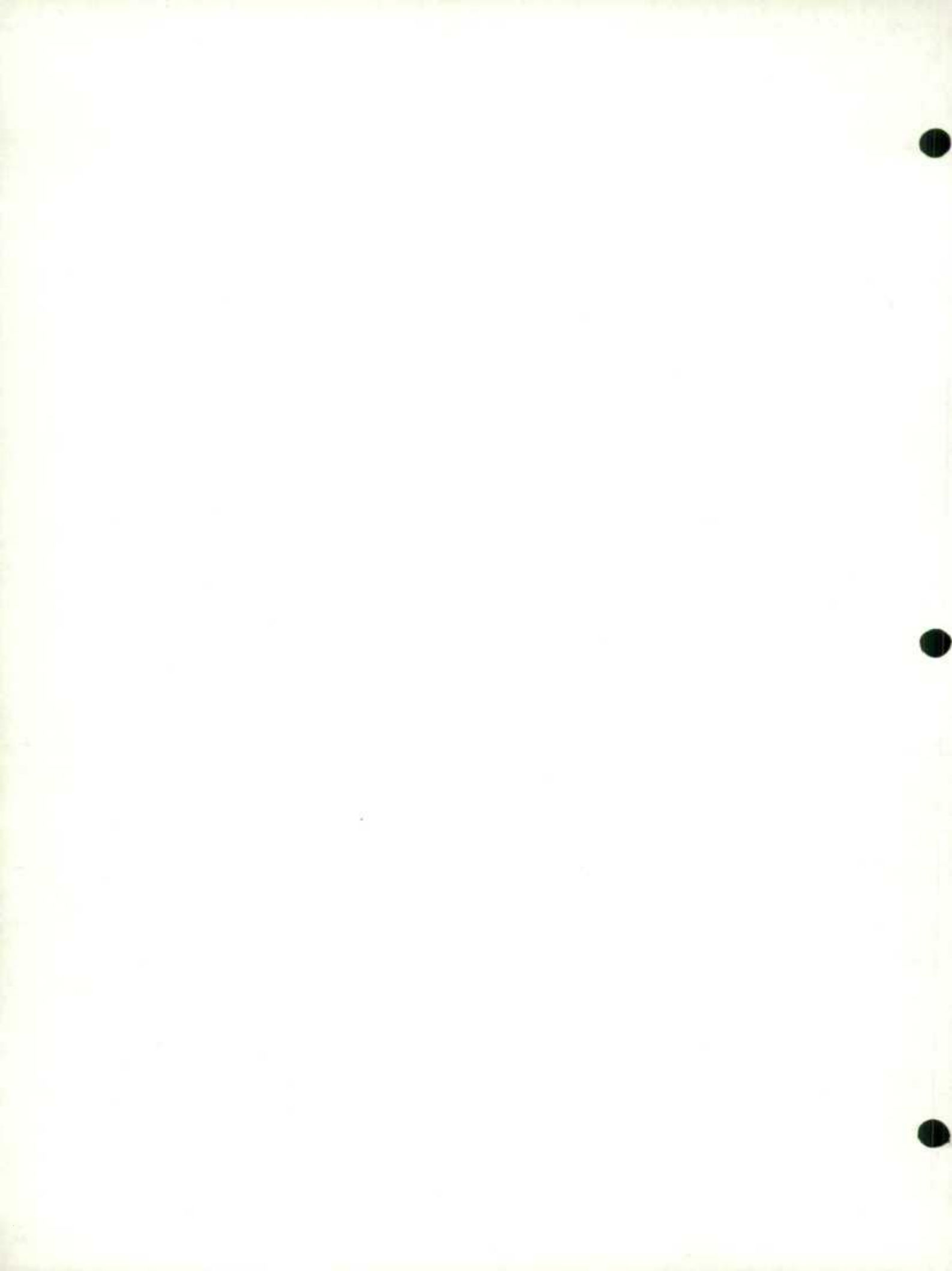
### Tractive Power

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













1010553276

Reports published by the  
Transportation and Public Utilities Division  
dealing with

**RAILWAY TRANSPORT STATISTICS**

**Catalogue  
number**

**Title  
Periodical**

- 52-001 **Railway Carloadings** (Monthly) Bil.  
Cars and tons of revenue freight loaded in Eastern and Western Canada, by 70 commodities.
- 52-002 **Railway Freight Traffic** (Quarterly) Bil.  
Revenue freight carried by railways in Canada, by over 300 commodities and by province.
- 52-003 **Railway Operating Statistics** (Monthly) Bil.  
Financial, traffic and operating statistics of railways in Canada.
- 52-004 **Railway Transport Service Bulletin** (Occasional) Bil.  
Summary releases in advance of regular publications and results of special studies.

**Annual**

- 52-201 **Canadian National Railways**  
Financial and operating statistics of the entire system from 1923.
- 52-202 **Canadian Pacific Railway Company**  
Financial and operating statistics of the entire system from 1923.
- 52-204 **Railway Express**  
Financial, operating, employment and mileage statistics of railway express operations.
- 52-205 **Railway Freight Traffic**  
Summary of year's issues of quarterly report 52-002; with supplementary regional data.
- 52-206 **Railway Operating Statistics**  
Summary of year's issues of monthly report 52-003.
- 52-207 **Railway Transport: Part I**  
Comparative summary statistics. Includes accident statistics.
- 52-208 **Railway Transport: Part II**  
Financial Statistics.
- 52-209 **Railway Transport: Part III**  
Equipment, track and fuel statistics.
- 52-210 **Railway Transport: Part IV**  
Operating and traffic statistics.
- 52-211 **Railway Transport: Part V**  
Freight carried by principal commodity classes.
- 52-212 **Railway Transport: Part VI**  
Employment statistics.

*In addition to the selected publications listed above, Statistics Canada 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 Statistics Canada, Ottawa 3.*