

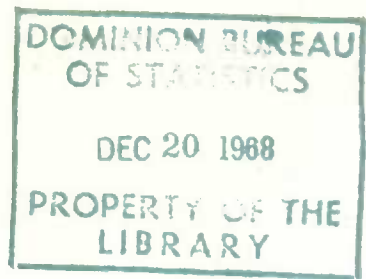
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RAILWAY TRANSPORT

1967

PART IV

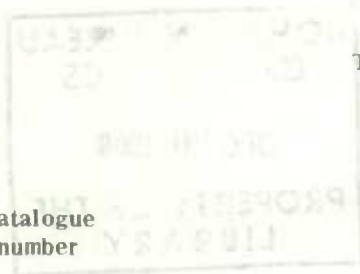
(Operating and Traffic Statistics)

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dealing with

RAILWAY TRANSPORT STATISTICS

Catalogue number	Title	Price
Periodical		
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PREFACE

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

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

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RAILWAY TRANSPORT

1967

PART IV

(Operating and Traffic Statistics)

Introduction

Presented herein are operating and traffic statistics of common carrier railways operating in Canada during 1967.

For accounting purposes common carrier railways (defined as those who hold themselves out to the general public to transport passengers and/or goods for compensation) are divided into four classes as follows: Class I, Canadian National Railways and Canadian Pacific; Class II, other carriers having average gross operating revenues of \$500,000 or more annually; Class III, those having operating revenues of less than \$500,000; and Class IV, other railways of a special nature such as terminal, bridge and pullman companies.

Commencing with this report the presentation of statistical detail relating to individual railways has 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 classifications noted previously. These latter companies, which in previous publications had been recorded in full detail, account for less than two and one half per cent of gross annual railway operating revenues. This change has enabled a new format to be introduced which, while reducing costs of processing, has, it is hoped, resulted in a clearer presentation.

Financial data pertaining to the Cartier Railway are not available for inclusion in Parts II and VI of this annual series but details of physical work performed by that road are contained herein. This information was previously shown independently but excluded from industry aggregates. In this report it appears in the group totals with other railways of its assigned accounting class. To enable more meaningful comparisons of 1967 statistics the Cartier has been included in 1966 totals for textual purposes and in Table 1.

To eliminate duplicate reporting and to uncover statistical gaps, the Dominion Bureau of Statistics uses the Canadian Standard Industrial Classification (S.I.C.) Catalogue No. 12-501 which provides a set of groups and classes suitable for the compilation of data 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 princi-

pal 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 embrace 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 operating 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. Industries 544, Telephone Systems and 545, Telegraph and Cable Systems.

On page 16 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

Stimulated by the World's Fair at Montreal and other celebrations marking Canada's centennial, passengers carried by rail numbered 24.6 million in 1967, up 6.2 per cent on 1966 and 31.2 per cent above the 1961 low of 18.8 million. Commuter travel, which now accounts for nearly three-fifths of the rail total, rose 6.5 per cent in 1967 while intercity passenger traffic increased 5.8 per cent.

Passenger miles at 3,135 million were 21.1 per cent above the previous year almost entirely due to long haul movements. Commuter travel generated only slightly more than in the previous year (0.6 per cent) while non-commutation passenger-miles were up 23.3 per cent. On the average, passengers travelled 127 miles during the year; 15 miles farther than in 1966.

Revenue carload and non-carload shipments handled by railways, which for comparison purposes include Cartier freight for both years as well as traffic interchanged between Canadian lines and intermediate switch movements, declined 0.2 per cent to 249.2 million tons from 249.7 million tons. Excluding freight received from Canadian lines (interchange traffic) the volume of goods carried was 1.9 per cent less. The decline in 1967 was due mainly to reduced wheat shipments (as a result of fewer exports to the Soviet Union and China) and decreased movements of manufactured iron and steel products, lumber and timber, bituminous coal and sand and gravel. For a more complete analysis of rail commodity data refer to, "Railway Transport Part V, 1967" Catalogue No. 52-211 and "Railway Freight Traffic 1967" Catalogue No. 52-205.

Despite these factors and other lags in the economy revenue ton-miles showed only a relatively small decline from the peace time record of 96.8 billion tons established in 1966. The 1967 total was down 2.8 per cent to 94.1 billion.

Although down slightly from the high levels achieved in the previous year, 1967 statistics of freight train performance confirmed the continuing trends toward larger cars, heavier loadings, longer trains, faster speeds and more powerful motive equipment.

Freight car miles run loaded and empty in freight trains (excluding caboose miles) declined to 3.8 billion from 3.9 billion, while freight train miles were down less than one-half of one per cent to 65.2 million from 68.8 million.

The average freight train in 1967 was composed of 57.7 cars (57.3 in 1966) and a caboose, and on the average, 34.7 of the cars (34.8 in the earlier year) were loaded, while 23.0 (22.4) were empty. Continued gradual increases in the capacities of

modern freight cars and the resultant tendency to load heavier are evident in train weight figures. In 1967, the gross weight of cars and contents in the average freight train was 2,963 tons, up from 2,889 tons in 1966. The average net tons per freight train was 1,443 compared with 1,408 tons a year earlier. Even with this increased weight the average speed of freight trains at 20.9 miles per hour was almost up to the record of 21.0 set in 1966. The averages indicated are considerably below actual running speeds since they include time spent picking up and setting out cars, meeting opposing trains, etc.

Gross ton-miles per freight train hour, an index which combines both train load (including the weight of cars and contents) and train speed averaged 61,800 in 1967, up from 60,583 a year previously. This overall measure of freight train performance has increased 63.4 per cent since 1957.

Indicators of freight car utilization show that the average load per freight car in 1967, as measured by the net ton-miles per loaded car mile, was 41.6 net tons, an increase of 3.0 per cent over the preceding year and up 10.2 tons over the corresponding figure of ten years ago. This average includes carload freight and non-carload traffic.

Locomotive miles generated in total transportation service, exclusive of switching, aggregated 90.9 million in 1967, down 1.9 per cent from 1966. During the year under review, 66.8 million or 73.5 per cent of locomotive miles occurred in freight service (75.7 per cent a year earlier), while 24.1 million or 26.5 per cent were run in passenger service (22.5 per cent). In 1967, diesel power performed 99.4 per cent of all locomotive miles generated in road haul service with electric motive power accounting for the remainder. Locomotive miles generated in train and yard switching services totalled 28.8 million in 1967.

September 5, 1968

CHART - 1

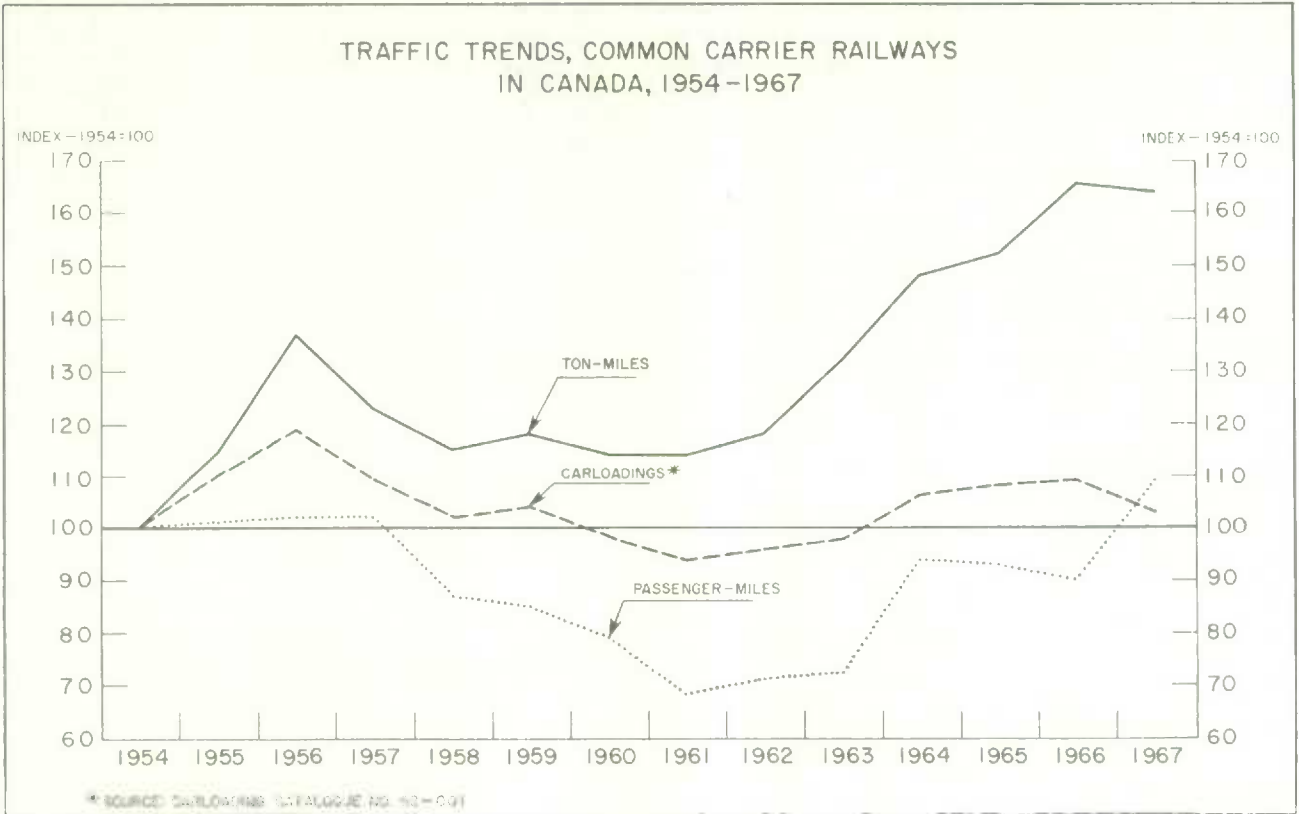


CHART - 2

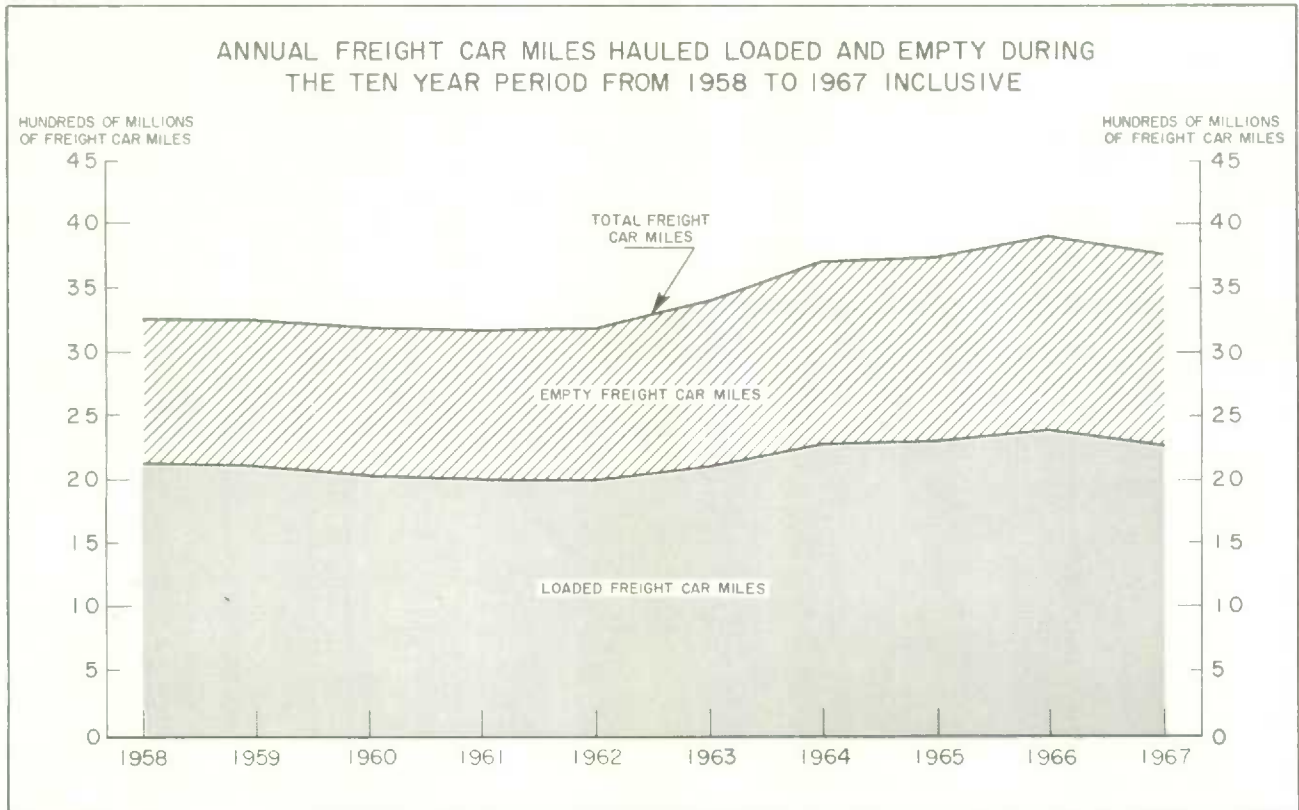


TABLE 1. Summary of Traffic and Equipment - miles, 1966 and 1967

Item	1966 ¹	1967
Passenger and freight traffic:		
Passengers carried	23,201,319	24,638,443
Passenger-miles '000	2,588,728	3,135,295
Tons carried - Revenue freight	249,724,623	249,226,101
Ton-miles - Revenue freight '000	96,828,053	94,100,687
Tons carried - Revenue and non-revenue freight	256,053,130	254,369,582
Ton-miles - Revenue and non-revenue freight '000	98,680,538	96,086,639
Gross ton-miles:		
Freight train cars	198,738,472	193,255,758
Passenger train cars	18,900,480	22,908,986
Totals	217,638,952	216,164,744
Train-hours - Freight service	3,280,433	3,127,137
Passenger car-miles:		
In passenger trains:		
Self-propelled car	10,531,096	10,763,219
Coach (including colonist)	63,775,832	73,357,012
Sleeping, parlour and observation	82,554,648	98,303,507
Dining	19,960,582	24,006,289
Express	34,453,109	29,714,924
Other head-end	37,510,781	33,729,415
Other	11,927,922	18,582,761
Totals	260,713,970	288,459,937
In freight trains	15,520,722	13,076,507
Grand totals	276,234,692	301,536,444
Work train service	27,367	21,399
Freight car-miles:		
In freight trains:		
Freight loaded	2,396,770,526	2,263,675,032
Freight empty	1,541,130,303	1,497,815,144
Caboose	70,854,360	67,396,358
Totals	4,008,755,189	3,828,886,534
In passenger trains	32,154,602	52,325,754
Grand totals	4,040,909,791	3,881,212,288
Work train service	9,068,076	7,293,781

¹ Re-stated to include statistics of the Cartier Railway.

TABLE 1. Summary of Traffic and Equipment-miles, 1966 and 1967 - Concluded

Item	1966 ¹	1967
Train-miles:		
Freight - Drawn by locomotive	68,779,777	65,226,603
Passenger - Drawn by locomotive	21,968,357	23,934,726
Drawn by self-propelled car	5,657,408	5,712,645
Totals	27,625,765	29,647,371
Totals	96,405,542	94,873,974
Work train service	1,918,949	1,931,858
Power unit-miles:		
Freight	193,306,738	186,835,244
Passenger	50,149,051	56,435,628
Totals	243,455,789	243,270,872
Locomotive-miles:		
Diesel:		
Freight	69,875,375	66,472,480
Passenger	22,311,181	23,996,435
Train switching	3,746,118	3,500,943
Yard switching	26,385,910	25,355,919
Totals	122,318,584	119,325,777
Other:		
Freight	338,118	316,573
Passenger	172,511	132,475
Train switching	13,321	13,560
Yard switching	-	-
Totals	523,950	462,608
Totals:		
Freight	70,213,493	66,789,053
Passenger	22,483,692	24,128,910
Train switching	3,759,439	3,514,503
Yard switching	26,385,910	25,355,919
Grand totals	122,842,534	119,788,385

¹ Re-stated to include statistics of the Cartier Railway.

TABLE 2. Passenger and Freight Traffic, 1967

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
Traffic:						
1	Revenue passengers:					
2	Number carried	17,620,665	6,138,757	54,524	143,128	—
	Passenger-miles	2,424,366,558	624,729,000	4,749,333	23,976,652	—
3	Revenue freight (net):					
4	Tons carried	89,375,391	69,061,993	3,826,221	6,997,341	5,553,322
	Ton-miles	44,709,128,500	35,385,220,733 ¹	569,307,140	912,468,453	1,039,992,000
5	Revenue and non-revenue freight:					
6	Tons carried	91,886,282	70,891,083	3,845,606	7,001,450	5,592,823
	Ton-miles	45,940,629,500	36,033,973,188 ¹	570,940,536	913,040,805	1,045,116,000
7	Gross ton-miles:					
8	Freight train cars	94,181,842,000	73,707,917,000	1,037,715,143	2,268,856,751	2,291,231,000
	Passenger train cars	17,780,665,000	4,246,925,000	32,795,964	404,371,076	—
9	Totals	111,962,507,000	77,954,842,000	1,070,511,107	2,637,227,827	2,291,231,000
10	Train hours freight service	1,463,065	1,304,451	22,085	19,745	29,751

¹ Includes 4,641,733 ton-miles in water transfer (ferriage) service.

TABLE 3. Equipment - miles, 1967

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
Passenger car-miles:						
Self-propelled car-miles:						
1	In freight trains	—	—	—	—	—
2	In passenger trains	5,964,787	4,210,451 ¹	—	—	—
3	Totals	5,964,787	4,210,451	—	—	—
Coach (including colonist) car-miles:						
4	In freight trains	1,414,335	230,135	—	11,290	—
5	In passenger trains	54,526,911 ²	15,891,940	244,718	1,017,072	—
6	Totals	55,941,246	16,122,075	244,718	1,028,362	—
Sleeping, parlour and observation car-miles:						
7	In freight trains	126,231	19,215	—	—	—
8	In passenger trains	70,477,640	36,288,161	—	584,801	—
9	Totals	70,603,871	26,307,376	—	584,801	—
Dining car-miles:						
10	In freight trains	26,143	—	—	—	—
11	In passenger trains	18,544,164	4,986,784	—	272,933	—
12	Totals	18,570,307	4,986,784	—	272,933	—
Express car-miles:						
13	In freight trains	3,470,262	210,200	326	—	—
14	In passenger trains	25,659,024	1,766,228	108,792	2,105,842	—
15	Totals	29,129,286	1,996,428	109,118	2,105,842	—
Other head-end car-miles:						
16	In freight trains	3,838,377	822,725	—	133,145	—
17	In passenger trains	21,639,594	6,991,322	108,792	3,451,691	—
18	Totals	25,477,971	7,814,047	108,792	3,584,836	—
Other passenger car-miles:						
19	In freight trains	859,265	442,850	3,908	—	—
20	In passenger trains	18,087,475	137,735	129,881	167,749	—
21	Totals	18,946,740	580,585	133,789	167,749	—
Total passenger car-miles:						
22	In freight trains	9,734,613	1,725,125	4,234	144,435	—
23	In passenger trains	214,899,595	60,292,621	592,183	7,600,088	—
24	Totals	224,634,208	62,017,746	596,417	7,744,523	—
25	Work train service	10,245	1,389	—	—	—

¹ Includes 45,560 locomotive drawn.

TABLE 2. Passenger and Freight Traffic, 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			
13,869	197,608	50,168	14,127	405,461	136	24,638,443	1
1,328,838	25,705,000	7,624,685	3,358,994	19,445,672	9,821	3,135,294,553	2
2,615,435	4,199,501	3,563,528	23,162,366	40,254,287	616,716	249,226,101	3
744,617,547	848,737,000	1,055,319,356	6,126,507,000	2,703,395,867	5,993,295	94,100,686,891	4
2,658,763	4,234,232	3,593,614	23,743,627	40,305,386	616,716	254,369,582	5
755,586,157	856,332,000	1,064,227,826	6,192,563,452	2,708,236,625	5,993,295	96,086,639,384	6
1,483,259,032	1,538,626,983	2,291,440,530	9,884,594,000	4,559,732,152	10,543,917	193,255,758,508	7
24,260,454	213,393,920	32,503,922	60,333,007	113,737,308	-	22,908,985,651	8
1,507,519,486	1,752,020,903	2,323,944,452	9,944,927,007	4,673,469,460	10,543,917	216,164,744,159	9
32,168	28,607	47,808	47,525	126,870	5,062	3,127,137	10

¹ Includes 4,730,188 ton-miles in water transfer (ferriage) service.

TABLE 3. Equipment - miles, 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			
-	-	-	-	-	-	-	1
103,624	-	434,116	-	52,301	-	10,765,279	2
103,624	-	434,116	-	52,301	-	10,765,279	3
82,581	196,154	-	-	-	-	1,934,495	4
18,240	679,905	-	412,628	565,598	-	73,357,012	5
100,821	876,059	-	412,628	565,598	-	75,291,507	6
-	6,024	-	-	271,835	-	423,305	7
-	592,389	-	-	360,606	-	98,303,597	8
-	598,413	-	-	632,441	-	98,726,902	9
-	86,987	-	-	-	-	113,130	10
-	93,552	-	106,698	2,818	-	24,006,949	11
-	180,539	-	106,698	2,818	-	24,120,079	12
11,396	-	62,097	-	46,604	-	3,800,885	13
6,166	-	-	-	48,872	-	29,714,924	14
17,562	-	62,097	-	95,476	-	33,515,809	15
43,248	308,612	-	-	118,807	-	5,264,914	16
14,086	476,124	-	685,148	362,658	-	33,729,415	17
57,334	784,736	-	685,148	481,465	-	38,994,329	18
18,448	123,874	-	-	91,433	-	1,539,778	19
262	57,923	-	-	1,736	-	18,582,761	20
18,710	181,797	-	-	93,169	-	20,122,539	21
155,673	721,651	62,097	-	528,679	-	13,076,507	22
144,278	1,899,893	434,116	1,204,474	1,394,589	-	288,459,937	23
298,051	2,621,544	496,213	1,204,474	1,923,268	-	301,536,444	24
-	-	-	-	9,766	-	21,399	25

² Includes 846,082 self-propelled cars.

TABLE 3. Equipment-miles, 1967 - Concluded

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
Freight car-miles:						
Loaded:						
1	In freight trains	1,126,725,120	905,844,557	11,037,471	30,066,655	27,204,570
2	In passenger trains	43,989,780	887,806	—	8,092	—
3	Totals	1,170,714,900	906,732,363	11,037,471	30,074,747	27,204,570
Empty:						
4	In freight trains	744,163,886	567,310,906	7,447,608	18,837,889	17,751,475
5	In passenger trains	5,696,531	4,763	—	—	—
6	Totals	749,860,417	567,315,669	7,447,608	18,837,889	17,751,475
Caboose car-miles:						
7	In freight trains	35,335,719	26,074,448	361,712	584,061	733,556
8	In passenger trains	1,720,066	18,716	—	—	—
9	Totals	37,055,785	26,093,164	361,712	584,061	733,556
Total:						
10	In freight trains	1,906,224,725	1,499,229,911	18,846,791	49,488,605	45,689,601
11	In passenger trains	51,406,377	911,285	—	8,092	—
12	Totals	1,957,631,102	1,500,141,196	18,846,791	49,496,697	45,689,601
13	Work train service	2,010,479	2,272,738	76,425	34,981	—
Train-miles:						
14	Freight	33,753,669	24,934,782	361,918	580,212	746,102
15	Passenger—Locomotive drawn	18,306,216	4,369,683	134,116	503,785	—
16	Self propelled car	2,831,245	2,518,535	—	—	—
17	Totals	21,137,461	6,888,218	134,116	503,785	—
18	Totals	54,891,130	31,823,000	496,034	1,083,997	746,102
19	Work train service	1,404,498	220,132	4,204	3,733	—
Power unit-miles:						
20	Freight	96,087,958	70,553,715	420,035	1,902,353	2,219,727
21	Passenger	43,751,251	10,265,980	136,408	1,105,898	—
22	Totals	139,839,209	80,819,695	556,443	3,008,251	2,219,727
Locomotive-miles (excluding switching):						
23	Freight — Diesel	33,753,669	25,022,911	420,035	597,080	746,102
24	Other	316,573	—	—	—	—
25	Totals	34,070,242	25,022,911	420,035	597,080	746,102
26	Passenger — Diesel	18,172,462	4,369,683	136,213	509,109	—
27	Other	132,280	—	195	—	—
28	Totals	18,304,742	4,369,683	136,408	509,109	—
29	Grand totals	52,374,984	29,392,594	556,443	1,106,189	746,102
Locomotive-miles — Train switching:						
30	Freight — Diesel	1,907,720	968,718	—	14,840	5,526
31	Other	—	—	—	—	—
32	Totals	1,907,720	968,718	—	14,840	5,526
33	Passenger — Diesel	38,207	8,929	—	—	—
34	Other	—	—	—	—	—
35	Totals	38,207	8,929	—	—	—
36	Grand totals	1,945,927	977,647	—	14,840	5,526
Locomotive-miles — Yard switching:						
37	Freight — Diesel	11,963,905	9,106,711	76,926	180,987	345,730
38	Other	—	—	—	—	—
39	Totals	11,963,905	9,106,711	76,926	180,987	345,730
40	Passenger — Diesel	1,382,404	219,158	1,362	—	—
41	Other	—	—	—	—	—
42	Totals	1,382,404	219,158	1,362	—	—
43	Grand Totals	13,346,309	9,325,869	78,288	180,987	345,730

TABLE 3. Equipment-miles, 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			
15,392,445	17,326,174	26,989,197	67,269,261	35,436,603	382,979	2,263,675,032	1
						44,885,678	2
15,392,445	17,326,174	26,989,197	67,269,261	35,436,603	382,979	2,308,560,710	3
12,646,362	14,485,525	18,085,987	65,998,461	30,905,208	181,837	1,497,815,144	4
						5,701,294	5
12,646,362	14,485,525	18,085,987	65,998,461	30,905,208	181,837	1,503,516,438	6
582,294	742,551	1,018,957	1,125,652	805,487	31,921	67,396,358	7
						1,738,782	8
582,294	742,551	1,018,957	1,125,652	805,487	31,921	69,135,140	9
28,621,101	32,554,250	46,094,141	134,393,374	67,147,298	596,737	3,828,886,534	10
						52,325,754	11
28,621,101	32,554,250	46,094,141	134,393,374	67,147,298	596,737	3,881,212,288	12
574,604	-	-	2,168,432	156,122	-	7,293,781	13
621,472	742,551	1,000,789	1,135,652	1,317,535	31,921	65,226,603	14
18,240	299,620	-	106,698	196,368	-	23,934,726	15
103,624	-	211,015	-	48,226	-	5,712,645	16
121,864	299,620	211,015	106,698	244,594	-	29,647,371	17
743,336	1,042,171	1,211,804	1,242,350	1,562,129	31,921	94,873,974	18
64,613	24,248	69,632	88,594	22,205	-	1,931,858	19
1,416,534	1,951,949	3,747,572	4,268,368	4,235,112	31,921	186,835,244	20
122,126	539,465	-	182,085	332,415	-	56,435,628	21
1,538,660	2,491,414	3,747,572	4,450,453	4,567,527	31,921	243,270,872	22
621,560	1,806,354	1,000,789	1,135,652	1,336,407	31,921	66,472,480	23
						316,573	24
621,560	1,806,354	1,000,789	1,135,652	1,336,407	31,921	66,789,053	25
18,240	487,781	-	106,698	196,249	-	23,996,435	26
						132,475	27
18,240	487,781	-	106,698	196,249	-	24,128,910	28
639,800	2,294,135	1,000,789	1,242,350	1,532,656	31,921	90,917,963	29
47,140	42,702	133,479	2,662	330,960	-	3,453,747	30
				13,560	-	13,560	31
47,140	42,702	133,479	2,662	344,520	-	3,467,307	32
-	-	-	-	60	-	47,196	33
-	-	-	-	-	-	-	34
-	-	-	-	60	-	47,196	35
47,140	42,702	133,479	2,662	344,580	-	3,514,503	36
74,045	102,893	410,571	478,747	933,724	22,326	23,696,565	37
						-	38
74,045	102,893	410,571	478,747	933,724	22,326	23,696,565	39
-	51,684	-	-	4,746	-	1,659,354	40
-	-	-	-	-	-	-	41
-	51,684	-	-	4,746	-	1,659,354	42
74,045	154,577	410,571	478,747	938,470	22,326	25,355,919	43



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RAILWAY STATISTICAL TERMS AND DEFINITIONS**Caboose**

A freight train car usually attached to the rear of the train for the use of trainmen in handling car reports and other records.

Coach

A type of passenger car fitted with conventional or reclining seats and used for day travel.

Common Carrier

One who holds himself out to the general public to transport goods and/or passengers for compensation.

Express Car

A passenger train car used for express matter having suitable side doors with or without end doors or windows.

Freight Train Car

A freight-carrying car, caboose or other unit of equipment necessary for the operation of a freight train.

Gross Ton Mile (Contents and Caboose)

The number of tons of 2,000 pounds behind the locomotive and tender moved one mile in freight or passenger trains in transportation service.

Head End Car

A passenger train car designed for transporting mail, baggage, newspapers, milk in cans etc., and usually a car nearest the locomotive.

Intermediate Switching

Switching service which includes all the elements of switching performed by a carrier which neither originates nor terminates the shipment nor receives a line haul on that shipment.

Light Locomotive

A locomotive in condition for movement by its own motor equipment, uncoupled to cars, work equipment, etc.

Non-revenue Freight

Company materials and supplies transported without charge in freight trains of a particular railway for its own use.

Parlor Car

A passenger car of a more luxurious character than a day coach having revolving seats, and other conveniences and on which an extra fare is charged. Also intended for day travel.

Passenger

A person travelling on a train by right of fare or pass.

Passenger-miles

The movement of a passenger a distance of one mile. Derived by multiplying the number of passengers carried by the distance transported.

Passenger Train Car

A car equipped to carry passengers, baggage, milk etc., in passenger train service.

Passenger Train Car-miles

Miles run by passenger train cars in transportation service, including both loaded and empty car-miles.

Self-propelled Car

A single motor-powered unit of railway equipment designed to carry freight or passenger traffic. Not considered a locomotive. Also referred to as a motor car or rail diesel car.

Ton-mile

The movement of a ton a distance of one mile. For the purposes of this series all weights quoted are in tons of 2,000 pounds.

Train

A unit of equipment, or a combination of units of equipment (exclusive of light locomotives) in condition for movement over tracks by self-contained motor equipment.

Train Hours

The elapsed time of road freight and passenger trains between the time of leaving initial terminals and the time of arrival at final terminals, including delays enroute.

Train-mile

The movement of a train a distance of one mile.

Train Switching

Switching service performed by train locomotives at terminals and way stations.

Work Train Service

A service performed by a train engaged in company service for which no revenue is received.

Yard Switching

Switching service performed by yard locomotives in yards where regular switching is maintained, including terminal switching and transfer operations in connection with transportation services.