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RAILWAY TRANSPORT

1968

PART IV

(Operating and Traffic Statistics)

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Reports Published by the
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dealing with

RAILWAY TRANSPORT STATISTICS

**Catalogue
number**

**Title
Periodical**

- 52-001 **Carloadings** (Four times a month)
Cars of revenue freight loaded in Canada by eastern and western divisions, by commodity, comparative and cumulative totals. Railway cars loaded in piggyback service and three-year summary of all loadings and tonnages. One issue each month includes chart, index and summary of piggyback loadings.
- 52-002 **Railway Freight Traffic** (Quarterly)
Revenue freight carried by railways in Canada, originated, terminated, received from and delivered to United States rail connections, by commodity and by province.
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Financial and operating statistics of class I and II railways in Canada, including separate details of Canadian National and Canadian Pacific Railways.

Annual

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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 companies.
- 52-205 **Railway Freight Traffic**
Summary of year's issues of quarterly report 52-002; with supplementary regional distribution and net movement of commodities.
- 52-206 **Railway Operating Statistics**
Summary of year's issues of monthly report 52-003; separate detail for Canadian National and Canadian Pacific Railways.
- 52-207 **Railway Transport: Part I**
Comparative summary 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.

Occasional

- 52-501 **Railway Employees and Their Compensation**
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.

PREFACE

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

Statistics on railways have been collected and published in Canada since 1875, first by the Department of Railways and Canals until 1918, and by the Dominion Bureau of Statistics since its inception in 1918. During this time the data have been published in varying degrees of detail. Until 1950 one volume contained all railway statistical data. In 1951 there were three; 1952-1957 there were five, and since 1958 six separate parts have been required to reflect these annual operations. The present report encompasses the following six parts which are not necessarily released in the order they are numbered.

- Part I. Railway Transport—Summary Statistics (Five years)
- II. Railway Transport—Financial Statistics
- III. Railway Transport—Equipment, Track and Fuel Statistics
- IV. Railway Transport—Operating and Traffic Statistics
- V. Railway Transport—Commodity Statistics
- VI. Railway Transport—Employment Statistics

Several other annual reports and three periodicals dealing with rail transportation are also available. A list of all titles published in this field is located on the inside cover of each report.

The Dominion Bureau of Statistics is indebted to the individual railway companies operating across the nation which have prepared and submitted their data for inclusion in this statistical series; to the Railway Association of Canada for its cooperation; and to the Railway Transport Committee of the Canadian Transport Commission, with which joint collection arrangements exist, for their promotion of the uniform accounting principles used for rail statistical purposes.

This report has been prepared by the Transportation Section of the Transportation and Public Utilities Division of Dominion Bureau of Statistics. Any inquiries or comments respecting data contained herein, or to unpublished detail, should be forwarded to this Section.

WALTER E. DUFFETT,
Dominion Statistician.

SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- p preliminary figures.
- r revised figures.

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RAILWAY TRANSPORT

1968

PART IV

(Operating and Traffic Statistics)

Introduction

Presented herein are operating and traffic statistics of common carrier railways operating in Canada during 1968.

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.

Continuing 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 years prior to 1967 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 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 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 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.

"GO" Transit Rail Commuter Service

On 23 May 1967 the Government of Ontario in conjunction with the Canadian National Railways introduced an expanded commuter service in the Toronto area over lines previously serviced by the C.N.R. Financial responsibility was assumed by the Province although the railway retained operating responsibility. Available data in respect of these operations are:

	1968 year	1967 May-Dec. only
Passengers carried	4,662,899	2,223,860
Passenger miles '000	74,556	37,257
Passenger train cars '000	148,582	77,562
Passenger train miles	654,576	424,859
Passenger car miles	3,338,192	2,175,262

These figures are not included in the following tables.

Statistical Analysis

Excluding the "GO" transit system the number of passengers carried on Canadian Railroads in 1968 fell below 20 millions. The decline on the previous year of 19.0 per cent was particularly marked because traffic in 1967 had been stimulated by the World's Fair in Montreal and other Centennial celebrations. The corresponding passenger miles at 2,553 million fell back 18.6 per cent to their 1966 level but the average distance each passenger travelled at 128 miles, was fractionally higher than in 1967 and 16 miles more than in 1966.

Revenue carload and non-carload shipments handled by railways in 1968, including traffic interchanged between Canadian lines and intermediate switch movements increased by 2.4 per cent to 255.3 million tons. Excluding freight received from Canadian lines (interchange traffic) the volume of goods carried was 2.7 per cent more than in the previous year. Although the volume of agricultural traffic showed a further decline, carryings of the products of Mines increased by a more than compensatory amount. Manufacturing and miscellaneous goods were also moved in significantly greater volumes than in 1967. For a more complete analysis of rail commodity data refer to "Railway Transport Part V, 1968" Catalogue No. 52-211 and "Railway Freight Traffic, 1968" Catalogue No. 52-205.

Revenue freight ton miles totalled 95.1 billion in 1968, an increase of 1.1 per cent over the previous year. This figure represents a continuation of the high level first achieved in 1966 and stands at 65 per cent above the 1954 result. Reference to Chart I shows that this expansion has been brought about without a corresponding increase in carloadings which in 1968 were 1.2 per cent below 1967 and only 1 per cent above 1954. Larger cars, heavier loadings, longer trains, faster speeds and more powerful motive equipment account for these trends.

The total of freight car-miles declined by 3.2 per cent in 1968 with the proportion empty running remaining in the order of 40 per cent. Chart 2 shows that most of the increase in total freight car-miles since 1959 has been in empty running, at which date the proportion was 35 per cent. These changes are a reflection of the increasing degree of specialization of traffic and cars.

The average freight train in 1968 was composed of 60.6 cars (a gain of 2.9 cars over 1967) and a caboose. The average gross weight of such a freight train was 3,224 tons and the net weight 1,580 tons. Corresponding figures for 1967 were 2,963 tons and 1,443 tons respectively. The average speed of freight trains, including time spent picking up and setting out cars, meeting opposing trains etc., was 20.8 miles per hour in 1968 compared with 20.9 miles in the previous year. Gross ton miles per freight train hour, an index which combines both train load (comprising the weight of cars and contents) and train speed averaged 67,170 in 1968, up from 61,800 in 1967.

A measure of freight car utilization, namely net-ton miles per loaded car-mile showed an increase of 4.3 per cent compared with the previous year. At 43.4 tons per freight car it is 12.2 tons higher than the corresponding figure of ten years ago. These net ton averages included both carload freight and non-carload traffic.

Locomotive miles generated in total transportation service, exclusive of switching, aggregated 84.2 million, 6.7 million less than in 1967. Of this total 61.9 million or 73.5 per cent were run in freight traffic. The number of power units per train as defined by the ratio of freight power-unit miles to freight locomotive miles was 3.0 in 1968 compared with 2.8 in 1967. The corresponding passenger figures were 2.3 in each year.

July 9, 1969

CHART-1

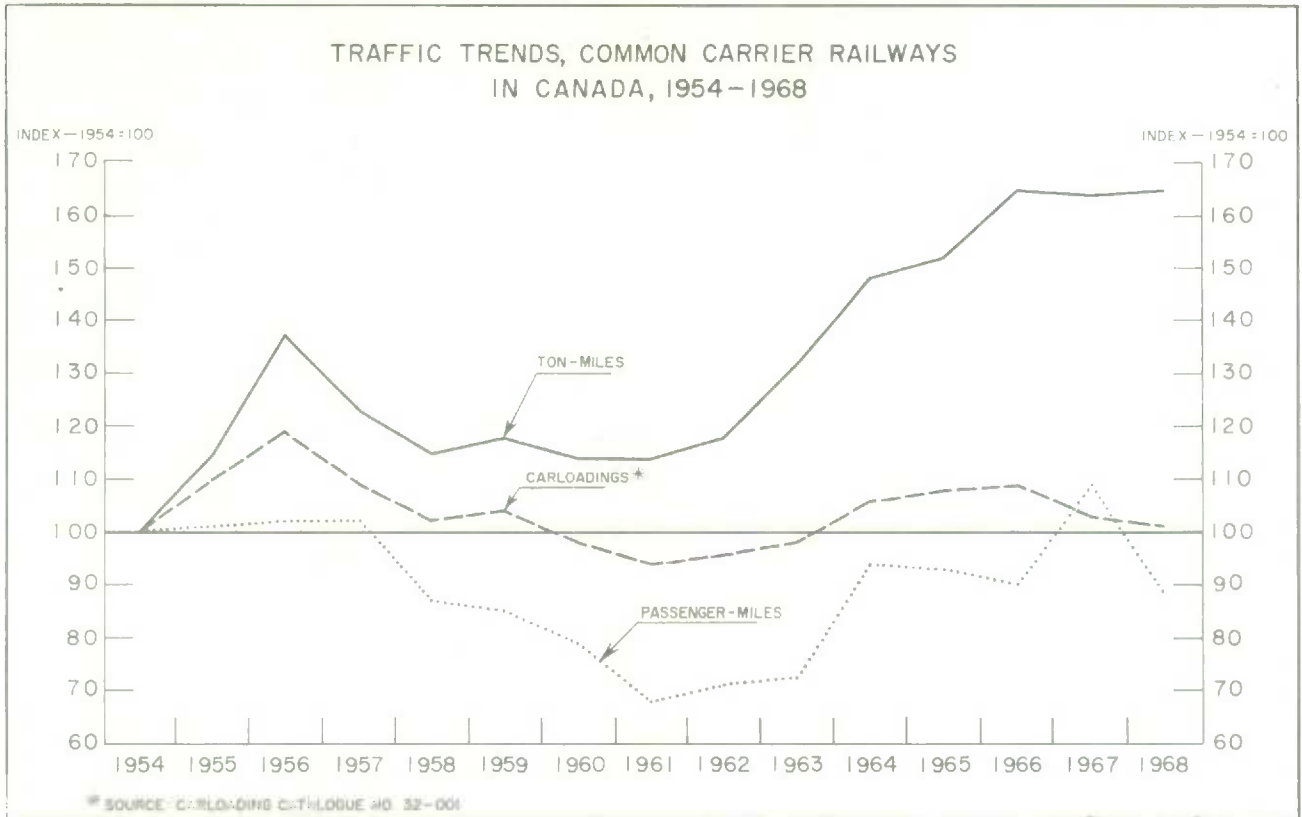


CHART-2

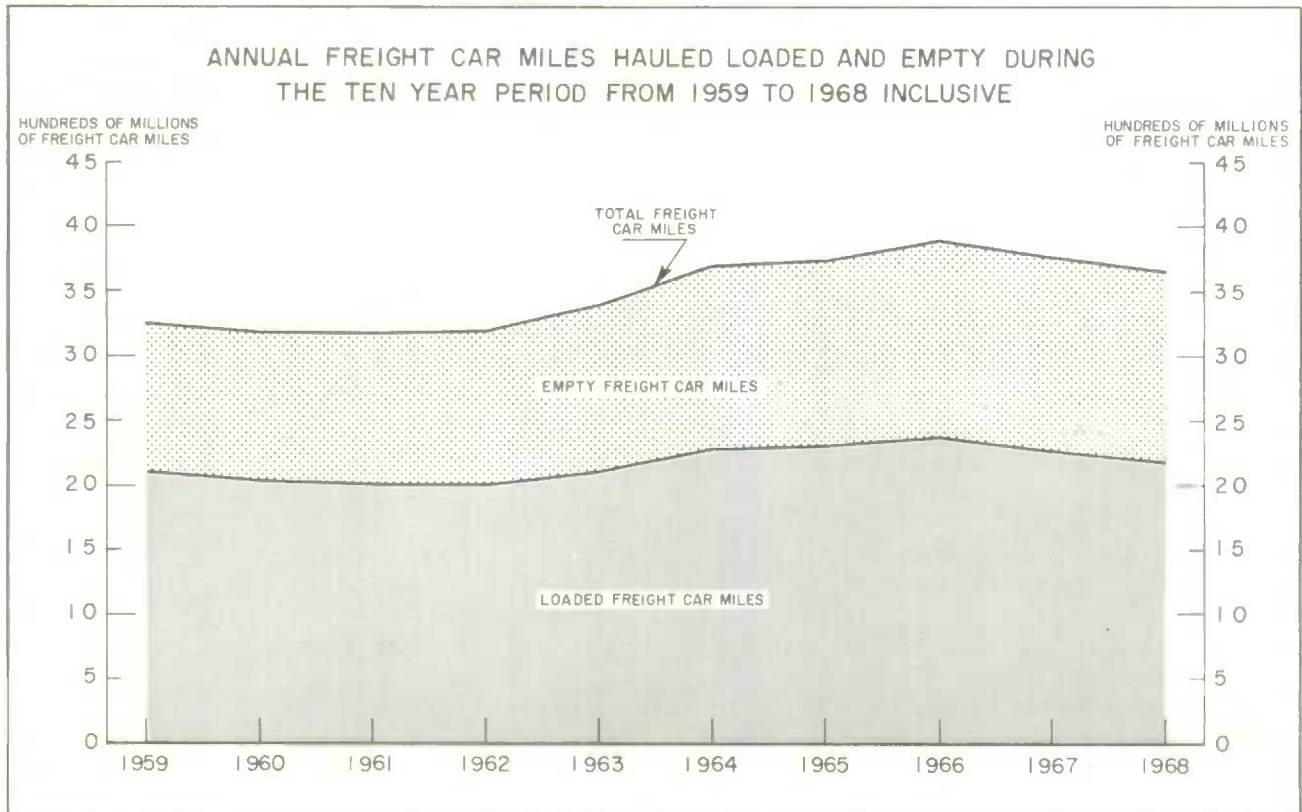


TABLE 1. Summary of Traffic and Equipment - miles, 1967 and 1968

Item	1967 ¹	1968
Passenger and freight traffic:		
Passengers carried	<i>4,662,809</i> 24,638,443	<i>2,223,860</i> 19,952,708
Passenger-miles	<i>29,301,342</i> 3,135,295	<i>22,176,568</i> 2,553,556
Tons carried - Revenue freight	249,226,101	255,290,253
Ton-miles - Revenue freight	94,100,687	95,100,316
Tons carried - Revenue and non-revenue freight	254,369,582	265,086,879
Ton-miles - Revenue and non-revenue freight	96,086,639	97,291,782
Gross ton-miles:		
Freight train cars	193,199,485	194,021,718
Passenger train cars	20,960,679	16,788,907
Totals	214,160,174	210,810,626
Train-hours - Freight service	3,127,137	2,888,523
Passenger car-miles:		
In passenger trains:		
Self-propelled car	10,765,279	9,840,870
Coach (including colonist)	73,357,012	60,611,068
Sleeping, parlour and observation	98,303,597	77,049,512
Dining	24,006,949	21,197,166
Express	29,714,924 ✓	16,750,857 ✓
Other head-end	33,729,415 ✓	27,035,135 ✓
Other	18,582,761	17,603,217
Totals	288,459,937	230,087,296 ✓
In freight trains	13,076,507	12,381,315
Grand totals	301,536,444	242,468,611
Work train service	21,399	9,527
Freight car-miles:		
In freight trains:		
Freight loaded	2,263,675,032	2,190,526,876
Freight empty	1,497,815,144	1,455,023,072
Caboose	67,396,358	62,108,515
Totals	3,828,886,534	3,707,658,463
In passenger trains	52,325,754	122,751,327
Grand totals	3,881,212,288	3,830,409,790
Work train service	7,293,781	9,539,130

TABLE I. Summary of Traffic and Equipment-miles, 1967 and 1968 - Concluded

Item	1967	1968
Train-miles:		
Freight - Drawn by locomotive	65,226,603	60,184,758
Passenger - Drawn by locomotive	23,934,726	22,116,530
Drawn by self-propelled car	5,712,645	5,466,531
Totals	29,647,371	27,583,061
Totals	94,873,974	87,767,819
Work train service	1,931,858	1,867,518
	<i>96,805,832</i>	<i>89,635,337</i>
Power unit-miles:		
Freight	186,835,244	182,948,683
Passenger	56,435,628	52,085,890
Totals	243,270,872	235,034,573
Locomotive-miles:		
Diesel:		
Freight	66,472,480	61,869,727
Passenger	23,996,435	22,234,079
Train switching	3,500,943	3,184,685
Yard switching	25,355,919	24,260,007
Totals	119,325,777	111,548,498
Other:		
Freight	316,573	-
Passenger	132,475	118,678
Train switching	13,560	13,987
Yard switching	-	-
Totals	462,608	132,665
Totals:		
Freight	66,789,053	61,869,727
Passenger	24,128,910	22,352,757
Train switching	3,514,503	3,198,672
Yard switching	25,355,919	24,260,007
Grand totals	119,788,385	111,681,163

TABLE 2. Passenger and Freight Traffic, 1968

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
Traffic:						
Revenue passengers:						
1	Number carried	13,925,125	5,287,885	57,175	104,925	—
2	Passenger-miles	1,980,723,712	494,212,000	4,933,345	16,290,664	—
Revenue freight (net):						
3	Tons carried	90,915,852	67,993,409	4,391,070	6,524,500	5,607,104
4	Ton-miles	45,427,222,906	34,587,160,735 ¹	630,660,804	965,469,236	1,020,715,000
Revenue and non-revenue freight:						
5	Tons carried	97,479,572	70,455,970	4,415,708	6,533,741	5,647,812
6	Ton-miles	46,739,966,906	35,361,878,289 ²	632,485,209	966,773,198	1,025,719,000
Gross ton-miles:						
7	Freight train cars	95,221,940,862	72,055,958,000	1,134,893,767	2,405,242,804	2,211,651,000
8	Passenger train cars	13,227,527,138	2,897,224,000	32,340,624	211,175,753	—
9	Totals	108,449,468,000	74,953,182,000	1,167,234,391	2,616,418,557	2,211,651,000
10	Train hours freight service	1,302,997	1,174,214	23,088	64,115	20,423

¹ Includes 4,973,735 ton-miles in water transfer (ferriage) service.

TABLE 3. Equipment -miles, 1968

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	5,202,783	4,170,919 ¹	—	—	—
3	Totals	5,202,783	4,170,919	—	—	—
Coach (including colonist) car-miles:						
4	In freight trains	924,640	145,098	—	—	—
5	In passenger trains	47,069,022 ²	10,929,567	238,196	658,763	—
6	Totals	47,993,662	11,074,665	238,196	658,763	—
Sleeping, parlour and observation car-miles:						
7	In freight trains	63,846	6,511	—	—	—
8	In passenger trains	58,075,462	17,796,083	—	322,153	—
9	Totals	58,139,308	17,802,594	—	322,153	—
Dining car-miles:						
10	In freight trains	16,024	—	—	—	—
11	In passenger trains	17,883,798	3,083,528	—	11,214	—
12	Totals	17,899,822	3,083,528	—	11,214	—
Express car-miles:						
13	In freight trains	4,512,795	136,227	163	—	—
14	In passenger trains	15,025,105	1,200,199	108,030	—	—
15	Totals	19,537,900	1,336,426	108,193	—	—
Other head-end car-miles:						
16	In freight trains	2,827,122	577,805	—	—	—
17	In passenger trains	18,000,394	5,090,628	108,030	2,827,784 ¹	—
18	Totals	20,827,516	5,668,433	108,030	2,827,784	—
Other passenger car-miles:						
19	In freight trains	944,890	461,776	2,032	301,144	—
20	In passenger trains	17,123,828	80,651	134,285	189,326	—
21	Totals	18,068,718	542,427	136,317	490,470	—
Total passenger car-miles:						
22	In freight trains	9,289,317	1,327,417	2,195	301,144	—
23	In passenger trains	178,380,392	42,351,575	588,541	4,009,240	—
24	Totals	187,669,709	43,678,992	590,736	4,310,384	—
25	Work train service	4,338	3,780	—	—	—

¹ Includes 25,705 locomotive drawn.

² Includes 924,647 self-propelled cars.

TABLE 2. Passenger and Freight Traffic, 1968

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			
10,207	187,204	53,765	16,129	310,105	188	19,952,708	1
913,475	29,906,000	7,313,840	3,901,946	15,349,664	11,821	2,553,556,467	2
2,331,472	5,451,953	4,130,534	26,287,479	40,964,019	692,861	255,290,253	3
663,996,703	1,022,335,000	1,173,682,159	6,799,872,000	2,802,360,655	6,840,398	95,100,315,596	4
2,368,487	5,497,593	4,159,227	26,830,275	41,005,633	692,861	265,086,879	5
674,186,787	1,029,570,136	1,181,833,926	6,866,439,000	2,806,055,938	6,840,398	97,291,781,787	6
1,318,613,983	1,599,188,000	2,481,062,511	10,853,452,000	4,726,233,408	13,481,983	194,021,718,318	7
44,565,685	174,562,560	31,596,178	67,616,010	102,299,479	-	16,788,907,427	8
1,363,179,668	1,773,750,560	2,512,658,689	10,921,068,010	4,828,532,887	13,481,983	210,810,625,745	9
27,484	29,890	49,617	61,015	130,150	5,530	2,888,523	10

² Includes 5,531,289 ton-miles in water transfer (ferriage) service.

TABLE 3. Equipment -miles, 1968

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
600	-	415,544	-	50,524	-	9,840,370	2
600	-	415,544	-	50,524	-	9,840,370	3
83,043	219,752	-	-	105	-	1,372,638	4
102,638	586,977	-	536,841	489,045	-	60,611,049	5
185,681	806,729	-	536,841	489,150	-	61,983,687	6
-	6,391	-	-	282,812	-	359,560	7
-	576,592	-	-	279,222	-	77,049,512	8
-	582,983	-	-	562,034	-	77,409,072	9
-	75,630	-	-	35	-	91,689	10
-	12,958	-	134,210	71,448	-	21,197,156	11
-	88,588	-	134,210	71,483	-	21,288,845	12
14,712	286,583	64,619	-	50,615	-	5,065,714	13
74,176	319,335	-	-	24,012	-	16,750,857	14
88,888	605,918	64,619	-	74,627	-	21,816,571	15
51,551	86,300	-	-	114,710	-	3,657,488	16
169,623	25,212	-	589,784	223,680	-	27,035,135	17
221,174	111,512	-	589,784	338,390	-	30,692,623	18
10,935	9,577	-	-	103,872	-	1,834,226	19
6,964	16,447	-	-	51,716	-	17,603,217	20
17,899	26,024	-	-	155,588	-	19,437,443	21
160,241	684,233	64,619	-	552,149	-	12,381,315	22
354,001	1,537,521	415,544	1,260,835	1,189,647	-	230,087,296	23
514,242	2,221,754	480,163	1,260,835	1,741,796	-	242,468,611	24
-	-	-	-	1,409	-	9,527	25

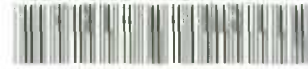
³ Includes also express car miles of which breakdown is not available.

TABLE 3. Equipment-miles, 1968 - 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	1,061,965,026	887,298,702	11,609,635	31,965,205	26,647,648
2	In passenger trains	99,371,493	657,507	—	—	—
3	Totals	1,161,336,519	887,956,209	11,609,635	31,965,205	26,647,648
	Empty:					
4	In freight trains	727,017,601	534,114,291	8,172,009	19,785,675	17,429,499
5	In passenger trains	18,870,491	1,111	—	—	—
6	Totals	745,888,092	534,115,402	8,172,009	19,785,675	17,429,499
	Caboose car-miles:					
7	In freight trains	31,545,652	24,155,164	388,288	626,767	785,739
8	In passenger trains	3,849,515	720	—	—	—
9	Totals	35,395,167	24,155,884	388,288	626,767	785,739
	Total:					
10	In freight trains	1,820,528,279	1,445,568,157	20,169,932	52,377,647	44,862,886
11	In passenger trains	122,091,499	659,338	—	—	—
12	Totals	1,942,619,778	1,446,227,495	20,169,932	52,377,647	44,862,886
13	Work train service	1,342,082	4,225,749	85,651	80,774	6,084
	Train-miles:					
14	Freight	30,309,765	22,956,110	388,302	626,540	698,847
15	Passenger—Locomotive drawn	17,564,843	3,228,818	128,096	428,708	—
16	Self propelled car	2,669,816	2,593,147	—	—	—
17	Totals	20,234,659	5,821,965	128,096	428,708	—
18	Totals	50,544,424	28,778,075	516,398	1,055,248	698,847
19	Work train service	1,302,908	270,317	4,413	7,515	—
	Power unit-miles:					
20	Freight	90,383,426	70,837,615	445,470	1,777,701	2,065,289
21	Passenger	42,210,949	7,823,413	130,177	831,822	—
22	Totals	132,594,375	78,661,028	575,647	2,609,523	2,065,289
	Locomotive-miles (excluding switching):					
23	Freight — Diesel	30,608,153	23,049,627	445,470	672,399	704,019
24	Other	—	—	—	—	—
25	Totals	30,608,153	23,049,627	445,470	672,399	704,019
26	Passenger — Diesel	17,585,336	3,228,818	130,177	430,376	—
27	Other	118,678	—	—	—	—
28	Totals	17,704,014	3,228,818	130,177	430,376	—
29	Grand totals	48,312,167	26,278,445	575,647	1,102,775	704,019
	Locomotive-miles — Train switching:					
30	Freight — Diesel	1,713,455	911,101	—	22,215	28,916
31	Other	—	—	—	—	—
32	Totals	1,713,455	911,101	—	22,215	28,916
33	Passenger — Diesel	39,320	9,938	—	—	—
34	Other	21	—	—	—	—
35	Totals	39,341	9,938	—	—	—
36	Grand totals	1,752,796	921,039	—	22,215	28,916
	Locomotive-miles — Yard switching:					
37	Freight — Diesel	11,458,508	8,720,937	80,025	189,120	351,342
38	Other	—	—	—	—	—
39	Totals	11,458,508	8,720,937	80,025	189,120	351,342
40	Passenger — Diesel	1,259,319	213,204	1,290	—	—
41	Other	—	—	—	—	—
42	Totals	1,259,319	213,204	1,290	—	—
43	Grand totals	12,717,827	8,934,141	81,315	189,120	351,342

TABLE 3. Equipment - miles, 1968 - 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			
13,457,761	18,130,339	27,568,077	74,049,042	37,403,905	431,536	2,190,526,876	1
490	-	-	-	-	-	100,029,490	2
13,458,251	18,130,339	27,568,077	74,049,042	37,403,905	431,536	2,290,556,366	3
11,132,635	15,837,262	20,356,430	68,851,347	32,111,255	215,068	1,455,023,072	4
-	-	-	-	-	-	18,871,602	5
11,132,635	15,837,262	20,356,430	68,851,347	32,111,255	215,068	1,473,894,674	6
491,314	769,949	1,072,713	1,409,966	832,647	30,316	62,108,515	7
-	-	-	-	-	-	3,850,235	8
491,314	769,949	1,072,713	1,409,966	832,647	30,316	65,958,750	9
25,081,710	34,737,550	48,997,220	144,310,355	70,347,807	676,920	3,707,658,463	10
490	-	-	-	-	-	122,751,327	11
25,082,200	34,737,550	48,997,220	144,310,355	70,347,807	676,920	3,830,409,790	12
548,671	-	-	3,057,711	192,398	-	9,539,120	13
542,491	769,949	1,048,193	1,409,966	1,404,279	30,316	60,184,758	14
102,376	298,537	-	118,251	246,901	-	22,116,530	15
600	-	202,968	-	-	-	5,466,531	16
102,976	298,537	202,968	118,251	246,901	-	27,583,061	17
645,467	1,068,486	1,251,161	1,528,217	1,651,180	30,316	87,767,819	18
71,123	17,833	36,317	124,987	30,584	-	1,867,518	19
1,373,034	2,074,988	4,223,099	5,560,179	4,277,566	30,316	182,948,683	20
110,828	488,765	-	218,103	271,833	-	52,085,890	21
1,383,862	2,563,753	4,223,099	5,778,282	4,549,399	30,316	235,034,573	22
542,563	1,935,781	1,048,193	1,409,966	1,423,240	30,316	61,869,727	23
-	-	-	-	-	-	-	24
542,563	1,935,781	1,048,193	1,409,966	1,423,240	30,316	61,869,727	25
102,376	438,894	-	118,251	199,851	-	22,234,079	26
-	-	-	-	-	-	118,678	27
102,376	438,894	-	118,251	199,851	-	22,352,757	28
644,939	2,374,675	1,048,193	1,528,217	1,623,091	30,316	84,222,484	29
38,766	41,602	149,938	884	228,340	-	3,135,217	30
-	-	-	-	13,966	-	13,968	31
38,766	41,602	149,938	884	242,306	-	3,149,183	32
-	-	-	-	210	-	49,468	33
-	-	-	-	-	-	21	34
-	-	-	-	210	-	49,489	35
38,766	41,602	149,938	884	242,516	-	3,198,672	36
69,165	97,605	478,961	443,512	823,214	18,402	22,730,791	37
-	-	-	-	-	-	-	38
69,165	97,605	478,961	443,512	823,214	18,402	22,730,791	39
-	49,871	-	-	5,532	-	1,529,216	40
-	-	-	-	-	-	-	41
-	49,871	-	-	5,532	-	1,529,216	42
69,165	147,476	478,961	443,512	828,746	18,402	24,260,007	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 Cabooses)

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.