

CATALOGUE No.

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ANNUAL



# RAILWAY TRANSPORT

1969

PART IV

(Operating and Traffic Statistics)

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Reports Published by the  
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**RAILWAY TRANSPORT STATISTICS**

**Catalogue  
number**

**Title**

**Periodical**

- 52-001 **Carloadings** (Monthly) (Four times a month prior to 1970)  
Cars and tons of revenue freight loaded in Canada by eastern and western divisions, by commodity, comparative and cumulative totals. Railway cars and tons loaded in piggyback service and receipts from Canadian and United States connections separately. Also includes chart and index table.
- 52-002 **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.
- 52-003 **Railway Operating Statistics** (Monthly)  
Financial and operating statistics of class I and II railways in Canada, including separate details of Canadian National and Canadian Pacific Railways.

**Annual**

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Financial, operating, employment and mileage statistics of railway express companies.
- 52-205 **Railway Freight Traffic**  
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- 52-206 **Railway Operating Statistics**  
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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:

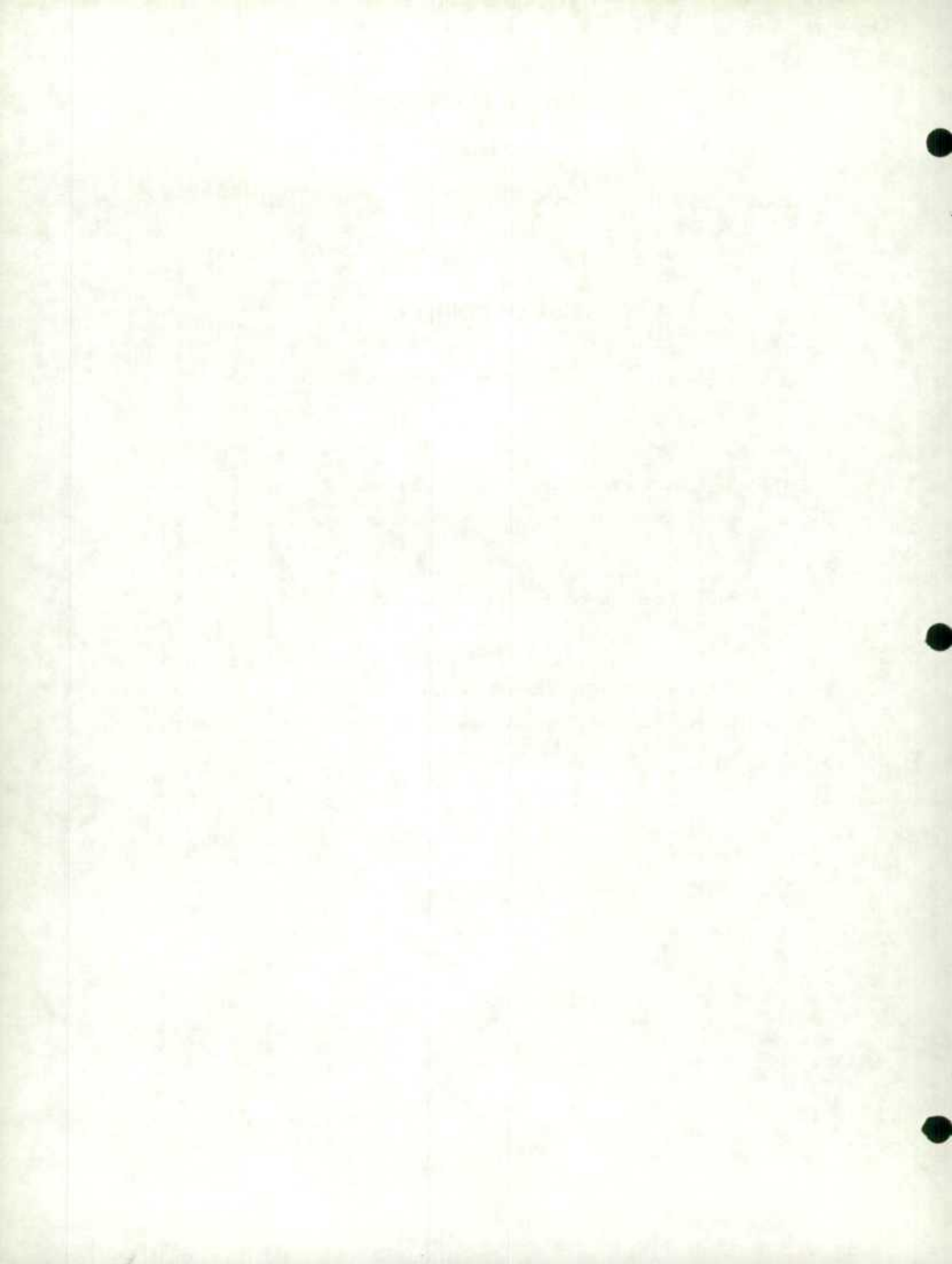
- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- P preliminary figures.
- r revised figures.

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# RAILWAY TRANSPORT

1969

## PART IV

### (Operating and Traffic Statistics)

#### Introduction

Presented herein are operating and traffic statistics of common carrier railways operating in Canada during 1969.

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.

Financial data pertaining to the Cartier Railway is 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.

In order to define the scope of any given industry and avoid the overlapping of different publications covering two or more closely related industries, 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 statistics related to different industries. The building block (reporting unit) which is fitted into the above structure is the "establishment". An establishment can be defined as the smallest unit which is a separate operating entity capable of reporting principal elements of input and output. While the establishment is typically a factory, mine, store or similar unit and in most cases is a separate firm, it may encompass two or more operating units which are not necessarily in the same location. It can also be an individual working on his own account.

Industry 506, Railway Transport, as classified in the S.I.C. includes establishments primarily engaged in operating railways. The kinds of activities normally carried on by railway establishments 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 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. 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:

	1969	1968
Passengers carried .....	4,843,716	4,662,899
Passenger miles '000 .....	83,112	74,556
Passenger train cars '000 .....	140,658	148,582
Passenger train miles ....	797,842	787,052
Passenger car miles .....	3,688,895	3,814,407

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 1969 fell to 18.9 millions. The decline from the previous year was 5.5 per cent. The corresponding passenger miles at 2,336 million fell back 8.5 per cent and the average distance each passenger travelled at 124 miles was down from 128 miles in 1968.

Revenue carload and non-carload shipments handled by railways in 1969, including traffic interchanged between Canadian lines and intermediate switch movements decreased by 4.9 per cent to 242.8 million tons.

Revenue freight ton miles totalled 96.5 billion in 1969, an increase of 1.4 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 1 shows that this expansion has been brought about without a corresponding increase in carloadings which in 1969 were 3.1 per cent below 1968 and 1.7 per cent below 1954. This reflects both larger freight cars and a longer average haul.

The total of freight car-miles increased by 1.3 per cent in 1969 with the proportion running empty 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 1969 was composed of 61.0 cars plus a caboose, a gain of 0.7 cars over 1968. The average gross weight of such a freight train was 3,268 tons and the net weight 1,592 tons. Corresponding figures for 1968 were 3,224 tons and 1,580 tons respectively. The average speed of freight trains, including time spent picking up and setting out cars, meeting opposing trains etc., was 21.1 miles per hour in 1969 compared with 20.8 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 68,935 in 1969, up from 67,170 in 1968.

A measure of freight car utilization, namely net-ton miles per loaded car-mile showed an increase of 0.2 per cent compared with the previous year. At 43.5 tons per freight car it is 12.3 tons higher than the corresponding figure of ten years ago. These net ton averages included both carload freight and non-carload freight.

Locomotive miles generated in total transportation service, exclusive of switching, aggregated 83.4 million, 0.9 million less than in 1968. Of this total 62.1 million or 74.5 per cent were run in freight traffic. The average number of power units per train as defined by the ratio of freight power-unit miles to freight locomotive miles was 2.9 in 1969 compared with 3.0 in 1968. The corresponding passenger figures were 2.2 in 1969 compared to 2.3 in 1968. This is partly a reflection of the introduction of new and more powerful locomotive units.

July 27, 1969



CHART-1

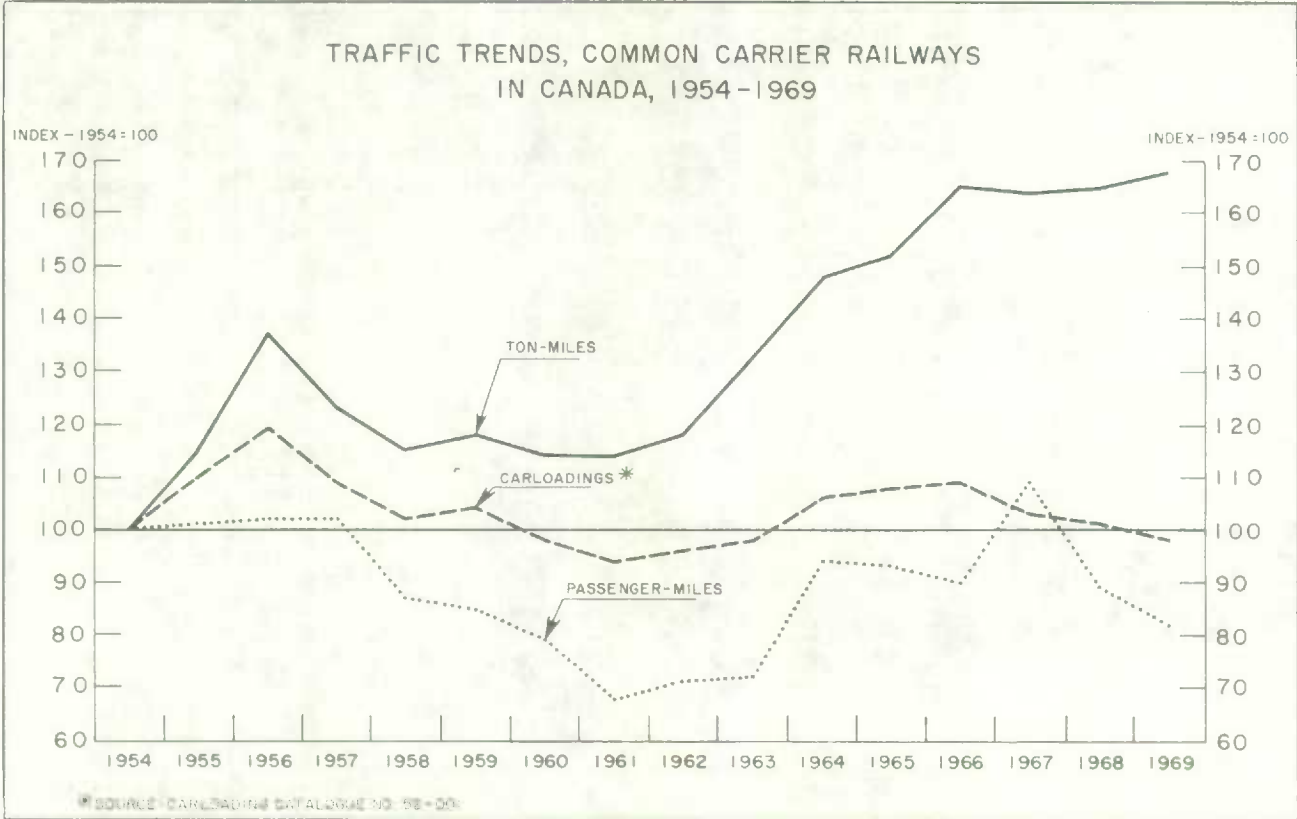


CHART-2

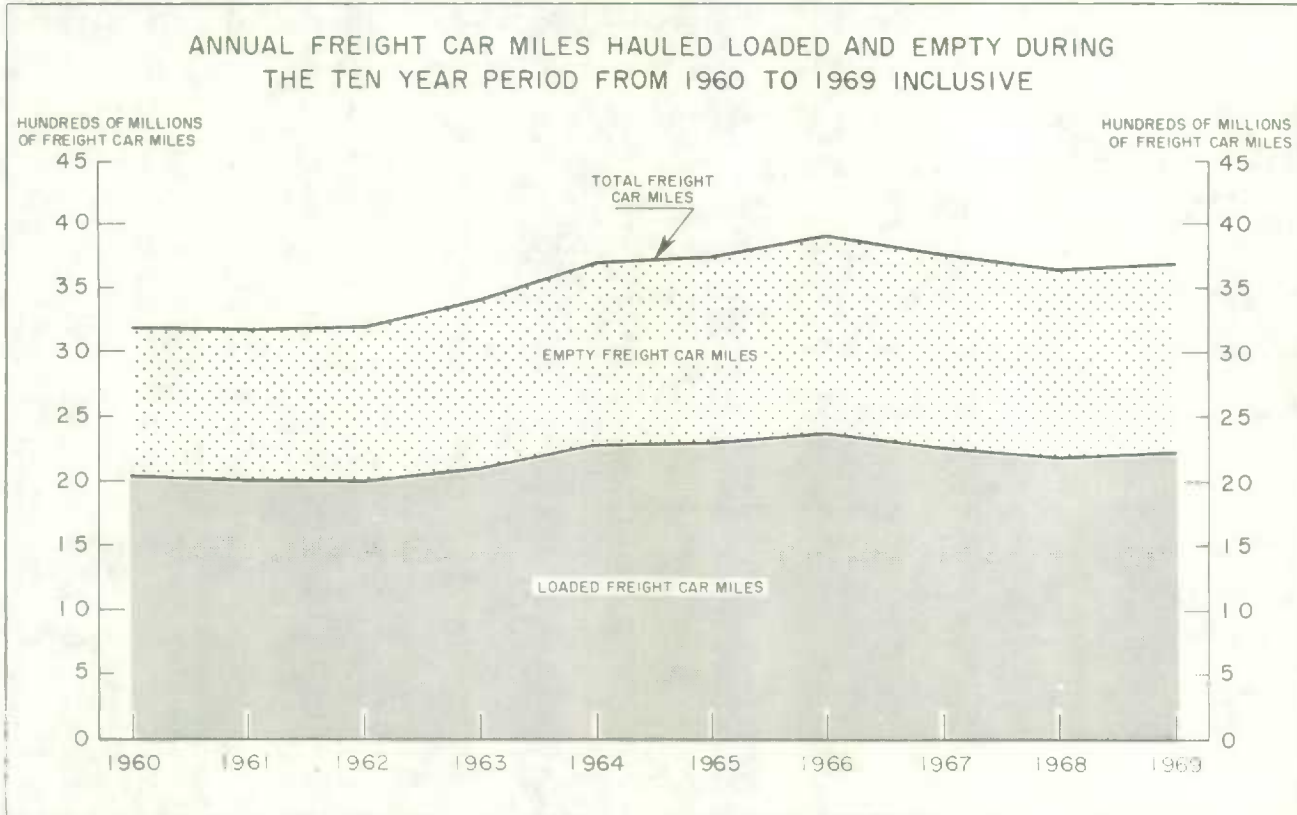


TABLE 1. Summary of Traffic and Equipment - miles, 1968 and 1969

Item	1968	1969
<b>Passenger and freight traffic:</b>		
Passengers carried .....	19,952,708	18,863,895
Passenger-miles ..... '000	2,553,556	2,335,931
Tons carried - Revenue freight .....	255,290,253	242,823,116
Ton-miles - Revenue freight ..... '000	95,100,316	96,460,890
Tons carried - Revenue and non-revenue freight .....	265,086,879	253,310,763
Ton-miles - Revenue and non-revenue freight ..... '000	97,291,782	98,936,181
Gross ton-miles:		
Freight train cars ..... "	194,021,718	197,506,500
Passenger train cars ..... "	16,788,907	14,796,277
<b>Totals</b> ..... "	<b>210,810,625</b>	<b>212,302,777</b>
Train-hours - Freight service .....	2,888,523	2,865,101
<b>Passenger car-miles:</b>		
In passenger trains:		
Self-propelled car .....	9,840,370	9,210,264
Coach (including colonist) .....	60,611,049	56,272,469
Sleeping, parlour and observation .....	77,049,512	63,952,431
Dining .....	21,197,156	20,490,981
Express .....	16,750,857	13,414,852
Other head-end .....	27,035,135	37,781,032
Other .....	17,603,217	1,191,542
<b>Totals</b> .....	<b>230,087,296</b>	<b>202,313,569</b>
In freight trains .....	12,381,315	11,359,360
<b>Grand totals</b> .....	<b>242,468,611</b>	<b>213,672,929</b>
Work train service .....	9,527	46,261
<b>Freight car-miles:</b>		
In freight trains:		
Freight loaded .....	2,190,526,876	2,219,632,260
Freight empty .....	1,455,023,072	1,473,884,810
Caboose .....	62,108,515	63,114,899
<b>Totals</b> .....	<b>3,707,658,463</b>	<b>3,756,631,969</b>
In passenger trains .....	122,751,327	141,083,615
<b>Grand totals</b> .....	<b>3,830,409,790</b>	<b>3,897,715,584</b>
Work train service .....	9,539,120	7,576,612

TABLE 1. Summary of Traffic and Equipment-miles, 1968 and 1969 - Concluded

Item	1968	1969
<b>Train-miles:</b>		
Freight - Drawn by locomotive .....	60,184,758	60,579,213
Passenger - Drawn by locomotive .....	22,116,530	21,064,166
Drawn by self-propelled car .....	5,466,531	5,317,697
Totals .....	27,583,061	26,381,863
<b>Totals</b> .....	<b>87,767,819</b>	<b>86,961,076</b>
Work train service .....	1,867,518	2,663,361
		<i>89,624,437</i>
<b>Power unit-miles:</b>		
Freight .....	182,948,683	181,917,569
Passenger .....	52,085,890	47,326,454
<b>Totals</b> .....	<b>235,034,573</b>	<b>229,244,023</b>
<b>Locomotive-miles:</b>		
<b>Diesel:</b>		
Freight .....	61,869,727	62,077,519
Passenger .....	22,234,079	21,172,774
Train switching .....	3,184,685	3,558,847
Yard switching .....	24,260,007	24,235,146
<b>Totals</b> .....	<b>111,548,498</b>	<b>111,044,286</b>
<b>Other:</b>		
Freight .....	-	-
Passenger .....	118,678	109,423
Train switching .....	13,987	14,225
Yard switching .....	-	-
<b>Totals</b> .....	<b>132,665</b>	<b>123,648</b>
<b>Totals:</b>		
Freight .....	61,869,727	62,077,519
Passenger .....	22,352,757	21,282,197
Train switching .....	3,198,672	3,573,072
Yard switching .....	24,260,007	24,235,146
<b>Grand totals</b> .....	<b>111,681,163</b>	<b>111,167,934</b>

TABLE 2. Passenger and Freight Traffic, 1969

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
<b>Traffic:</b>						
Revenue passengers:						
1	Number carried .....	13,094,014	5,076,242	87,225	62,005	—
2	Passenger-miles .....	1,773,743,211	484,864,000	8,533,960	11,574,954	—
Revenue freight (net):						
3	Tons carried .....	91,560,632	67,240,263	3,248,308	5,505,729	6,224,402
4	Ton-miles .....	47,459,616,237	36,181,035,080 <sup>1</sup>	514,335,073	711,292,172	1,128,959,000
Revenue and non-revenue freight:						
5	Tons carried .....	99,847,867	69,073,933	3,261,142	5,543,391	6,265,553
6	Ton-miles .....	49,117,063,237	36,910,631,981 <sup>2</sup>	515,626,282	712,721,068	1,134,890,000
Gross ton-miles:						
7	Freight train cars .....	99,753,475,633	74,482,572,000	918,678,362	1,950,332,873	2,311,113,000
8	Passenger train cars .....	11,512,652,561	2,778,588,000	36,312,282	132,550,785	—
9	<b>Totals .....</b>	<b>111,266,128,194</b>	<b>77,261,160,000</b>	<b>954,990,644</b>	<b>2,082,883,658</b>	<b>2,311,113,000</b>
10	Train hours freight service .....	1,310,636	1,171,083	18,267	44,781	20,941

<sup>1</sup> Includes 4,539,080 ton-miles in water transfer (ferriage) service.

TABLE 3. Equipment - miles, 1969

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
<b>Passenger car-miles:</b>						
Self-propelled car-miles:						
1	In freight trains .....	—	—	—	—	—
2	In passenger trains .....	4,909,169	3,806,547 <sup>1</sup>	—	—	—
3	<b>Totals .....</b>	<b>4,909,169</b>	<b>3,806,547</b>	<b>—</b>	<b>—</b>	<b>—</b>
Coach (including colonist) car-miles:						
4	In freight trains .....	955,527	275,324	—	—	—
5	In passenger trains .....	43,229,742 <sup>2</sup>	10,409,143	312,493	771,825	—
6	<b>Totals .....</b>	<b>44,185,269</b>	<b>10,684,467</b>	<b>312,493</b>	<b>771,825</b>	<b>—</b>
Sleeping, parlour and observation car-miles:						
7	In freight trains .....	99,742	3,541	—	—	—
8	In passenger trains .....	45,665,272	17,185,907	—	314,252	—
9	<b>Totals .....</b>	<b>45,765,014</b>	<b>17,189,448</b>	<b>—</b>	<b>314,252</b>	<b>—</b>
Dining car-miles:						
10	In freight trains .....	26,564	—	—	—	—
11	In passenger trains .....	17,227,034	3,087,770	—	—	—
12	<b>Totals .....</b>	<b>17,253,598</b>	<b>3,087,770</b>	<b>—</b>	<b>—</b>	<b>—</b>
Express car-miles:						
13	In freight trains .....	3,567,276	211,252	163	—	—
14	In passenger trains .....	12,006,216	1,027,514	101,567	—	—
15	<b>Totals .....</b>	<b>15,573,492</b>	<b>1,238,766</b>	<b>101,730</b>	<b>—</b>	<b>—</b>
Other head-end car-miles:						
16	In freight trains .....	3,173,506	1,009,625	—	—	—
17	In passenger trains .....	30,609,623	4,910,750	101,568	1,298,925 <sup>3</sup>	—
18	<b>Totals .....</b>	<b>33,783,129</b>	<b>5,920,375</b>	<b>101,568</b>	<b>1,298,925</b>	<b>—</b>
Other passenger car-miles:						
19	In freight trains .....	91,580	381,796	2,113	109,215	—
20	In passenger trains .....	823,414	81,671	123,648	91,615	—
21	<b>Totals .....</b>	<b>914,994</b>	<b>463,467</b>	<b>125,761</b>	<b>200,830</b>	<b>—</b>
Total passenger car-miles:						
22	In freight trains .....	7,914,195	1,881,538	2,276	109,215	—
23	In passenger trains .....	154,470,470	40,509,302	639,276	2,476,617	—
24	<b>Totals .....</b>	<b>162,384,665</b>	<b>42,390,840</b>	<b>641,552</b>	<b>2,585,832</b>	<b>—</b>
25	Work train service .....	9,352	6,160	—	—	—

<sup>1</sup> Includes 28,807 locomotive drawn.

<sup>2</sup> Includes 843,451 self-propelled cars.

TABLE 2. Passenger and Freight Traffic, 1969

Class II					Class III and IV	Grand total all railways	No.
Northern Alberta	Ontario Northland	Pacific Great Eastern	Quebec North Shore and Labrador	All other			
11,376	179,611	66,041	15,615	271,553	213	18,863,895	1
982,953	30,916,000	8,518,702	3,159,908	13,624,528	13,075	2,335,931,291	2
2,345,197	5,756,558	4,583,954	18,865,947	36,756,996	735,130	242,823,116	3
686,063,571	1,019,486,000	1,299,989,176	4,850,474,000	2,602,478,289	7,161,165	96,460,889,763	4
2,381,482	5,787,519	4,608,354	19,025,044	36,781,348	735,130	253,310,763	5
694,189,213	1,024,798,009	1,306,909,126	4,905,986,000	2,606,204,890	7,161,165	98,936,180,971	6
1,322,814,735	1,807,659,000	2,683,702,842	7,763,815,000	4,496,249,382	16,087,156	197,506,499,983	7
41,366,565	122,924,000	34,308,848	51,477,720	86,096,537	-	14,796,277,298	8
1,364,181,300	1,930,583,000	2,718,011,690	7,815,292,720	4,582,345,919	16,087,156	212,302,777,281	9
26,755	31,260	53,225	42,690	140,550	4,913	2,865,101	10

<sup>2</sup> Includes 4,834,981 ton-miles in water transfer (ferrriage) service.

TABLE 3. Equipment - miles, 1969

Class II					Class III and IV	Grand total all railways	No.
Northern Alberta	Ontario Northland	Pacific Great Eastern	Quebec North Shore and Labrador	All other			
-	-	-	-	-	-	-	1
-	-	453,814	-	40,732	-	9,210,262	2
-	-	453,814	-	40,732	-	9,210,262	3
74,403	283,116	-	-	385	-	1,588,755	4
105,284	591,769	-	418,328	433,885	-	56,272,469	5
179,687	874,885	-	418,328	434,270	-	57,861,224	6
-	6,921	-	-	278,285	-	388,489	7
-	580,404	-	-	206,596	-	63,952,431	8
-	587,325	-	-	484,881	-	64,340,920	9
-	87,554	-	-	-	-	114,118	10
-	2,483	-	104,582	69,112	-	20,490,981	11
-	90,037	-	104,582	69,112	-	20,605,099	12
13,900	277,461	68,582	-	49,278	-	4,187,912	13
64,860	212,007	-	-	2,688	-	13,414,852	14
78,760	489,468	68,582	-	51,966	-	17,602,764	15
49,820	26,432	-	-	105,659	-	4,365,042	16
147,660	112,702	-	424,972	174,832	-	37,781,032	17
197,480	139,134	-	424,972	280,491	-	42,146,074	18
8,525	20,267	-	-	101,548	-	715,044	19
15,332	24,847	-	-	31,015	-	1,191,542	20
23,857	45,114	-	-	132,563	-	1,906,586	21
146,648	701,751	68,582	-	535,155	-	11,359,360	22
333,136	1,524,212	453,814	947,882	958,860	-	202,313,569	23
479,784	2,225,963	522,396	947,882	1,494,015	-	213,672,929	24
-	-	-	-	30,849	-	46,261	25

<sup>3</sup> Includes also express car miles of which breakdown is not available.

TABLE 3. Equipment-miles, 1969 - Concluded

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
<b>Freight car-miles:</b>						
Loaded:						
1	In freight trains .....	1,102,044,134	905,893,717	9,574,776	21,639,183	26,687,221
2	In passenger trains .....	120,487,312	378,930	—	—	—
3	<b>Totals .....</b>	<b>1,222,531,446</b>	<b>906,272,647</b>	<b>9,574,776</b>	<b>21,639,183</b>	<b>26,687,221</b>
Empty:						
4	In freight trains .....	749,516,766	545,074,643	6,185,589	19,975,922	18,542,721
5	In passenger trains .....	16,156,270	1,240	—	—	—
6	<b>Totals .....</b>	<b>765,673,036</b>	<b>545,075,883</b>	<b>6,185,589</b>	<b>19,975,922</b>	<b>18,542,721</b>
Caboose car-miles:						
7	In freight trains .....	32,555,997	24,556,696	305,774	639,431	736,744
8	In passenger trains .....	4,059,323	50	—	—	—
9	<b>Totals .....</b>	<b>36,615,320</b>	<b>24,556,746</b>	<b>305,774</b>	<b>639,431</b>	<b>736,744</b>
<b>Total:</b>						
10	In freight trains .....	1,884,116,897	1,475,525,056	16,066,139	42,254,536	45,966,686
11	In passenger trains .....	140,702,905	380,220	—	—	—
12	<b>Totals .....</b>	<b>2,024,819,802</b>	<b>1,475,905,276</b>	<b>16,066,139</b>	<b>42,254,536</b>	<b>45,966,686</b>
13	Work train service .....	2,435,320	3,166,227	72,533	11,362	4,088
<b>Train-miles:</b>						
14	Freight .....	31,130,085	23,112,391	305,791	598,759	706,348
15	Passenger—Locomotive drawn .....	16,643,606	3,202,601	128,061	368,388	—
16	Self propelled car .....	2,628,460	2,477,206	—	—	—
17	<b>Totals .....</b>	<b>19,272,066</b>	<b>5,679,807</b>	<b>128,061</b>	<b>368,388</b>	<b>—</b>
18	<b>Totals .....</b>	<b>50,402,151</b>	<b>28,792,198</b>	<b>433,852</b>	<b>967,147</b>	<b>706,348</b>
19	Work train service .....	2,112,035	271,406	3,937	6,593	1,022
<b>Power unit-miles:</b>						
20	Freight .....	89,413,367	71,890,488	348,362	1,558,880	2,288,531
21	Passenger .....	38,636,822	7,243,569	129,053	787,735	—
22	<b>Totals .....</b>	<b>128,050,189</b>	<b>79,134,057</b>	<b>477,415</b>	<b>2,346,615</b>	<b>2,288,531</b>
<b>Locomotive-miles (excluding switching):</b>						
23	Freight—Diesel .....	31,433,953	23,205,261	348,362	605,297	707,660
24	Other .....	—	—	—	—	—
25	<b>Totals .....</b>	<b>31,433,953</b>	<b>23,205,261</b>	<b>348,362</b>	<b>605,297</b>	<b>707,660</b>
26	Passenger—Diesel .....	16,659,426	3,202,601	129,053	373,980	—
27	Other .....	109,423	—	—	—	—
28	<b>Totals .....</b>	<b>16,768,849</b>	<b>3,202,601</b>	<b>129,053</b>	<b>373,980</b>	<b>—</b>
29	<b>Grand totals .....</b>	<b>48,202,802</b>	<b>26,407,862</b>	<b>477,415</b>	<b>979,277</b>	<b>707,660</b>
<b>Locomotive-miles—Train switching:</b>						
30	Freight—Diesel .....	1,658,041	1,438,251	—	13,839	26,263
31	Other .....	—	—	—	—	—
32	<b>Totals .....</b>	<b>1,658,041</b>	<b>1,438,251</b>	<b>—</b>	<b>13,839</b>	<b>26,263</b>
33	Passenger—Diesel .....	36,950	7,482	—	—	—
34	Other .....	—	—	—	—	—
35	<b>Totals .....</b>	<b>36,950</b>	<b>7,482</b>	<b>—</b>	<b>—</b>	<b>—</b>
36	<b>Grand totals .....</b>	<b>1,694,991</b>	<b>1,445,733</b>	<b>—</b>	<b>13,839</b>	<b>26,263</b>
<b>Locomotive-miles—Yard switching:</b>						
37	Freight—Diesel .....	11,778,782	8,767,143	58,364	200,352	346,062
38	Other .....	—	—	—	—	—
39	<b>Totals .....</b>	<b>11,778,782</b>	<b>8,767,143</b>	<b>58,364</b>	<b>200,352</b>	<b>346,062</b>
40	Passenger—Diesel .....	1,093,184	171,442	1,308	—	—
41	Other .....	—	—	—	—	—
42	<b>Totals .....</b>	<b>1,093,184</b>	<b>171,442</b>	<b>1,308</b>	<b>—</b>	<b>—</b>
43	<b>Grand totals .....</b>	<b>12,871,966</b>	<b>8,938,585</b>	<b>59,672</b>	<b>200,352</b>	<b>346,062</b>

TABLE 3. Equipment-miles, 1969 - Concluded

Class II					Class III and IV	Grand total all railways	No.
Northern Alberta	Ontario Northland	Pacific Great Eastern	Quebec North Shore and Labrador	All other			
13,632,887	18,099,156	29,821,903	54,474,338	37,284,723	480,222	2,219,632,260	1
490	-	-	-	-	-	120,866,732	2
<b>13,633,377</b>	<b>18,099,156</b>	<b>29,821,903</b>	<b>54,474,338</b>	<b>37,284,723</b>	<b>480,222</b>	<b>2,340,498,992</b>	<b>3</b>
11,150,460	15,722,179	21,553,016	52,817,961	33,024,118	321,435	1,473,884,810	4
-	-	-	-	-	-	16,157,510	5
<b>11,150,460</b>	<b>15,722,179</b>	<b>21,553,016</b>	<b>52,817,961</b>	<b>33,024,118</b>	<b>321,435</b>	<b>1,490,042,320</b>	<b>6</b>
497,742	784,337	1,086,574	970,949	948,564	32,091	63,114,899	7
-	-	-	-	-	-	4,059,373	8
<b>497,742</b>	<b>784,337</b>	<b>1,086,574</b>	<b>970,949</b>	<b>948,564</b>	<b>32,091</b>	<b>67,174,272</b>	<b>9</b>
25,281,089	34,605,672	52,461,493	108,263,248	71,257,405	833,748	3,756,631,969	10
490	-	-	-	-	-	141,083,615	11
<b>25,281,579</b>	<b>34,605,672</b>	<b>52,461,493</b>	<b>108,263,248</b>	<b>71,257,405</b>	<b>833,748</b>	<b>3,897,715,584</b>	<b>12</b>
270,985	-	-	1,515,053	101,044	-	7,576,612	13
533,517	784,237	1,062,791	833,949	1,479,254	32,091	60,579,213	14
102,182	296,360	-	83,430	239,538	-	21,064,166	15
-	-	212,031	-	-	-	5,317,697	16
<b>102,182</b>	<b>296,360</b>	<b>212,031</b>	<b>83,430</b>	<b>239,538</b>	-	<b>26,381,863</b>	<b>17</b>
<b>635,699</b>	<b>1,080,597</b>	<b>1,274,822</b>	<b>917,379</b>	<b>1,718,792</b>	<b>32,091</b>	<b>86,961,076</b>	<b>18</b>
49,464	26,893	58,324	88,275	45,412	-	2,663,361	19
1,249,071	2,737,674	4,613,106	3,426,517	4,359,482	32,091	181,917,569	20
115,362	-	-	163,462	250,551	-	47,326,454	21
<b>1,364,333</b>	<b>2,737,674</b>	<b>4,613,106</b>	<b>3,589,979</b>	<b>4,610,033</b>	<b>32,091</b>	<b>229,244,023</b>	<b>22</b>
533,683	2,116,812	1,062,791	833,949	1,197,660	32,091	62,077,519	23
-	-	-	-	-	-	-	24
<b>533,683</b>	<b>2,116,812</b>	<b>1,062,791</b>	<b>833,949</b>	<b>1,197,660</b>	<b>32,091</b>	<b>62,077,519</b>	<b>25</b>
102,182	429,662	-	83,430	192,440	-	21,172,774	26
-	-	-	-	-	-	109,423	27
<b>102,182</b>	<b>429,662</b>	-	<b>83,430</b>	<b>192,440</b>	-	<b>21,282,197</b>	<b>28</b>
<b>635,865</b>	<b>2,546,474</b>	<b>1,062,791</b>	<b>917,379</b>	<b>1,390,100</b>	<b>32,091</b>	<b>83,359,716</b>	<b>29</b>
41,317	42,064	164,361	-	130,279	-	3,514,415	30
-	-	-	-	14,225	-	14,225	31
<b>41,317</b>	<b>42,064</b>	<b>164,361</b>	-	<b>144,504</b>	-	<b>3,528,640</b>	<b>32</b>
-	-	-	-	-	-	44,432	33
-	-	-	-	-	-	-	34
-	-	-	-	-	-	<b>44,432</b>	<b>35</b>
<b>41,317</b>	<b>42,064</b>	<b>164,361</b>	-	<b>144,504</b>	-	<b>3,573,072</b>	<b>36</b>
65,563	98,430	495,942	297,246	786,946	20,556	22,915,386	37
-	-	-	-	-	-	-	38
<b>65,563</b>	<b>98,430</b>	<b>495,942</b>	<b>297,246</b>	<b>786,946</b>	<b>20,556</b>	<b>22,915,386</b>	<b>39</b>
-	50,706	-	-	3,120	-	1,319,760	40
-	-	-	-	-	-	-	41
-	<b>50,706</b>	-	-	<b>3,120</b>	-	<b>1,319,760</b>	<b>42</b>
65,563	<b>149,136</b>	<b>495,942</b>	<b>297,246</b>	<b>790,066</b>	<b>20,556</b>	<b>24,235,146</b>	<b>43</b>

**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.