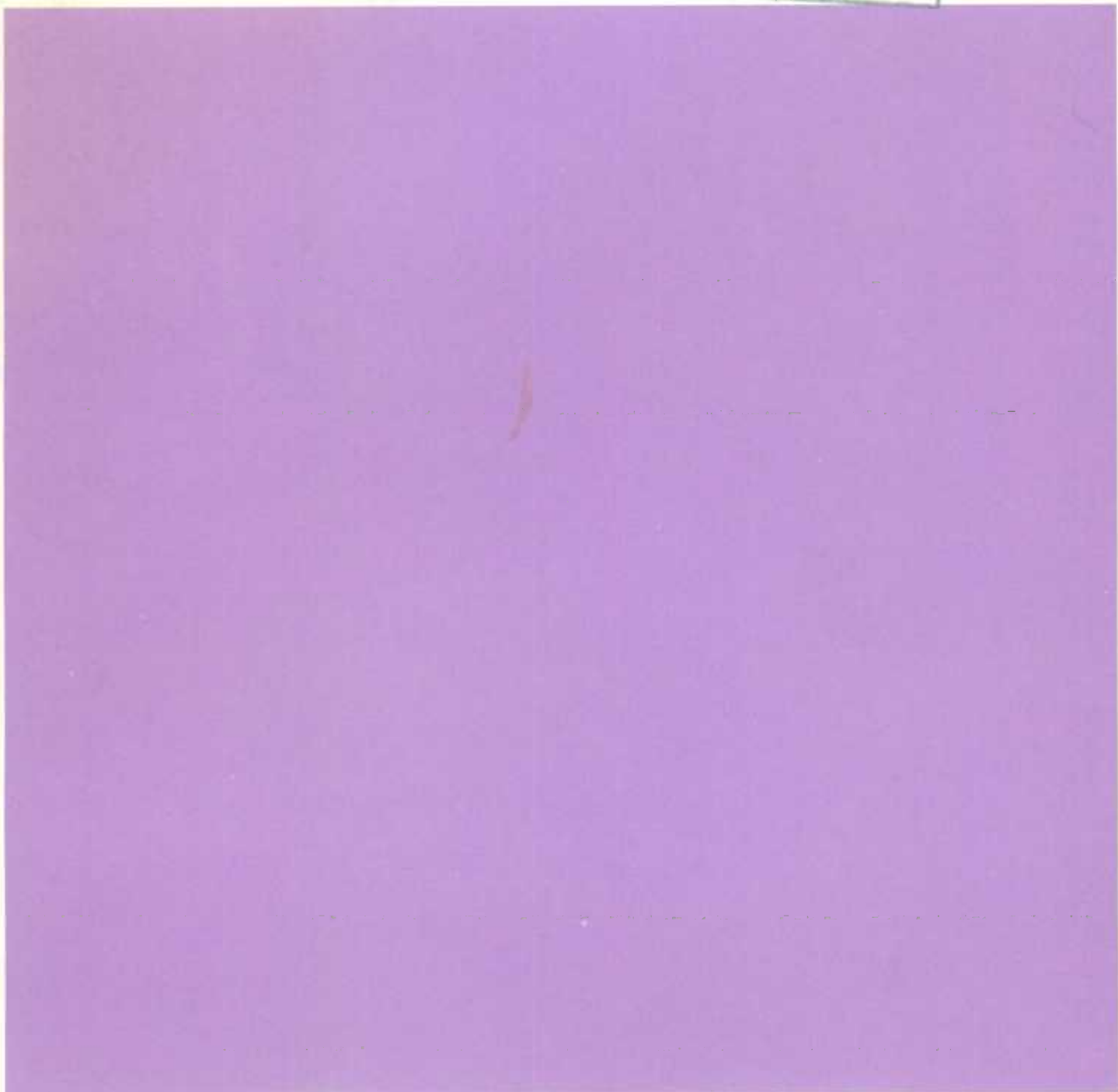
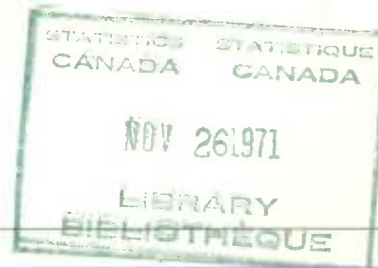
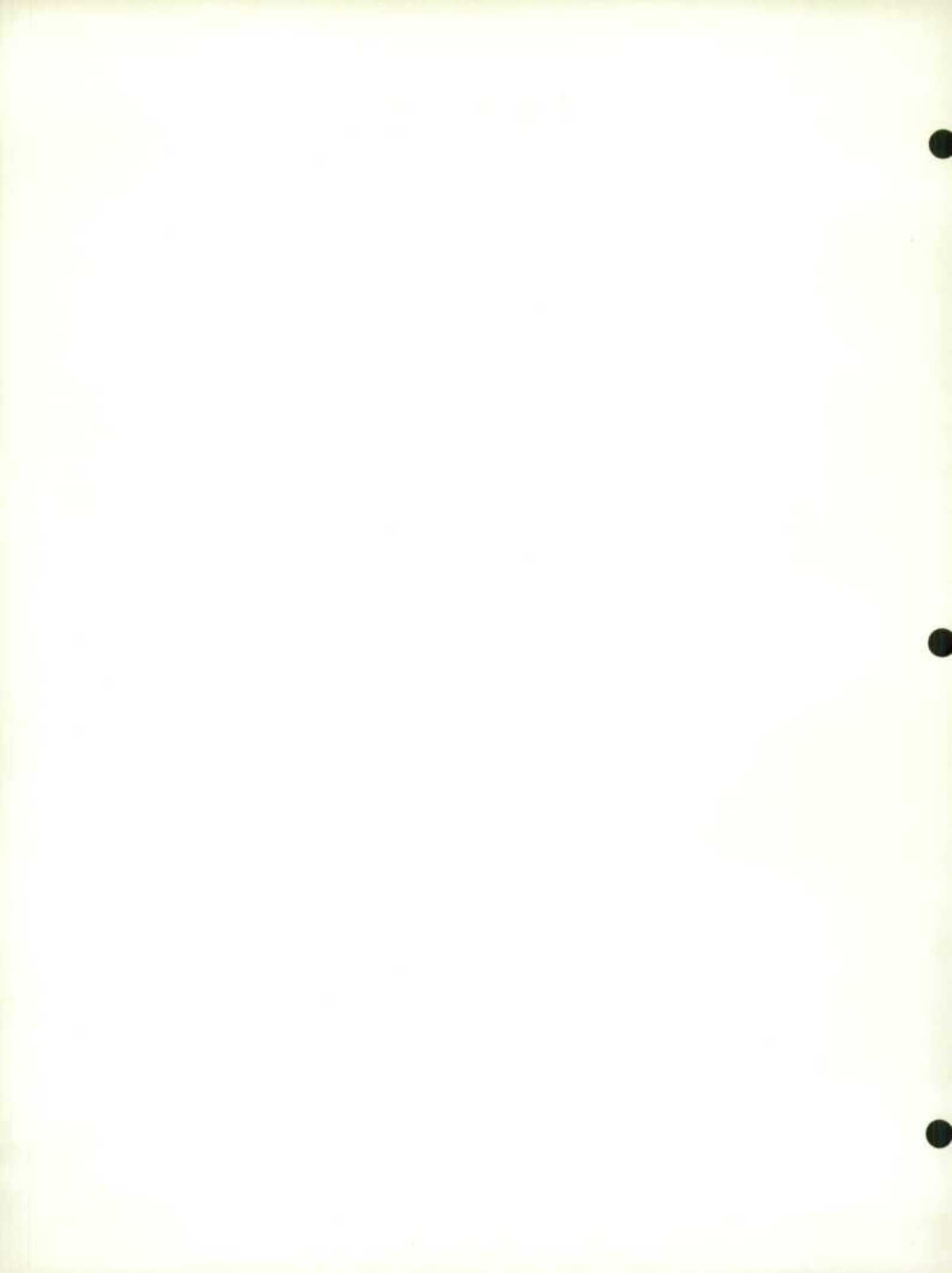


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Railway transport

PART IV
Operating and traffic statistics
1970





STATISTICS CANADA
Transportation and Public Utilities Division
Transportation Section

RAILWAY TRANSPORT

1970

PART IV

(Operating and Traffic Statistics)

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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 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.
- r revised figures.

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INTRODUCTION

Presented herein are operating and traffic statistics of common carrier railways operating in Canada during 1970.

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 tunnel 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 latter 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, Statistics Canada uses the Canadian Standard Industrial Classification (S.I.C.), Catalogue 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 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 embrace the operation of freight and passenger service including 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 Other 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

This report includes for the first time statistics pertaining to the GO Transit commuter service operating in the Toronto area. Data for 1969 has been restated for comparative purposes.

Passenger Operations

The number of passengers carried by common carrier railways in Canada during 1970 totalled 23,849,112 up 0.6 per cent from 1969. Passenger-miles however dipped 6.0 per cent to 2,272,136,000.

Car-miles in passenger service showed a decline of 11.8 per cent to 191,940,551 while train-miles recorded a drop of 9.0 per cent to 24,742,373.

Of the total number of passengers carried, it is notable that over 97 per cent were transported by 3 carriers—namely Canadian National, Canadian Pacific and GO Transit.

Freight Operations

The tonnage of revenue freight carried by common carrier railways in Canada during 1970 totalled 273.6 millions up 12.7 per cent from the 1969 figure. (This figure was compiled by counting an interlined shipment once on **each** Canadian railway that handled it.) Ton-miles during 1970 jumped 14.1 per cent to 110.1 billions from 96.5 billions in 1969. A significant factor behind this increase would be the 1969 strike at iron ore mines in Quebec and Labrador which kept tonnage below normal during that year.

Freight car-miles during 1970 recorded a rise of 9.0 per cent to 4,250 millions while train-miles in freight service rose 4.0 per cent to 63.0 millions in 1970. Locomotive unit miles in freight service posted a smaller increase of 2.9 per cent in 1970 as more powerful diesel units were put into use by several roads.

Of the total ton-miles noted above, over 92 per cent were accounted for by three major carriers, namely Canadian National, Canadian Pacific and Quebec North Shore and Labrador.

The average freight train in 1970 consisted of 64.1 cars and a caboose, up 3.1 cars from 1969. The average freight carload as measured by the ratio of net ton-miles (all traffic) per loaded car-mile came to 45.5 tons, up 3.2 tons from 42.3 tons in 1969. The average speed of a freight train, including time spent picking up and setting out cars, meeting

oncoming trains, etc., came to 21.4 miles per hour compared with 21.1 miles per hour in 1969.

The great increase in ton-miles relative to carloadings as shown in Chart 1 demonstrates the impact of larger freight cars and improved utilization. At the same time the introduction of larger equipment has meant the introduction of more specialized freight cars with a resultant increase in empty backhaul mileage. This is evident in the higher proportion of empty mileage shown in Chart 2.

August 21, 1971.

CHART-1

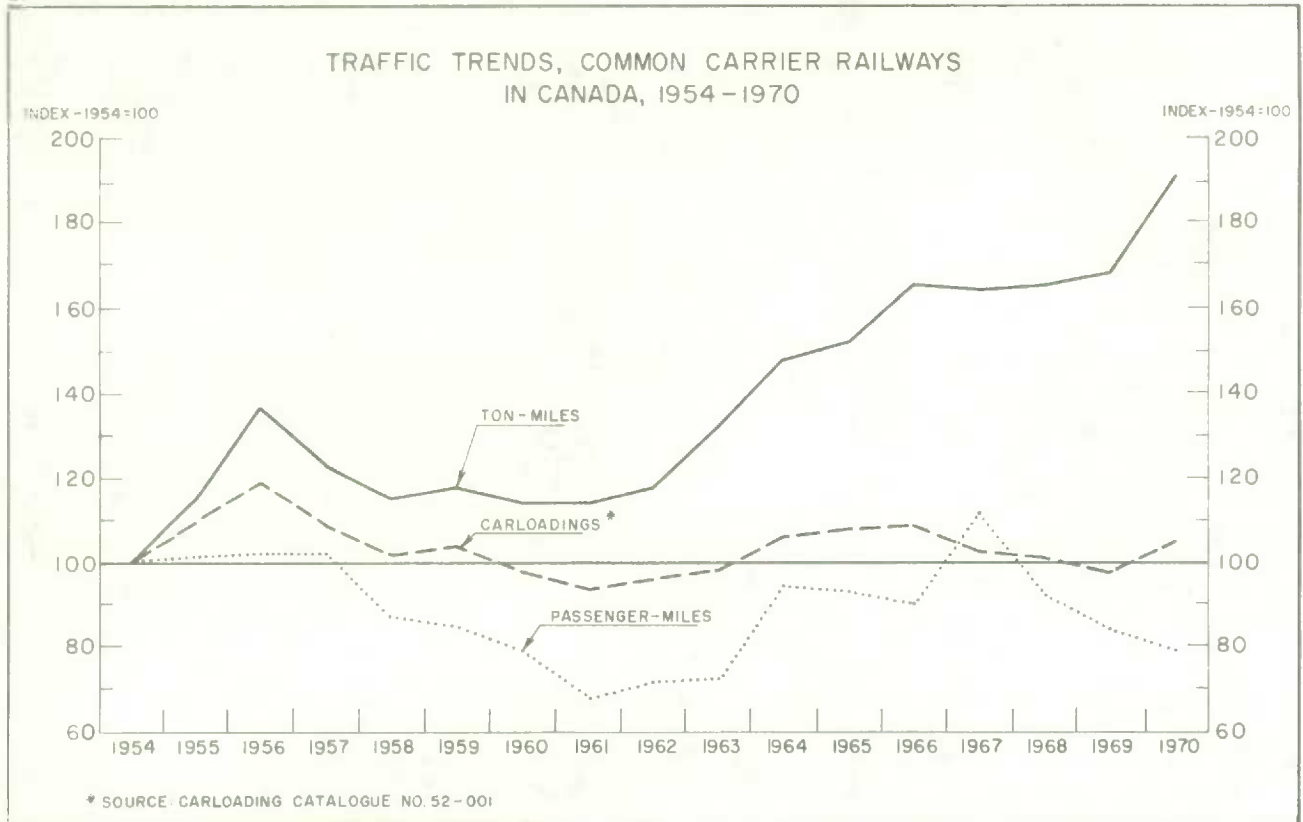


CHART-2

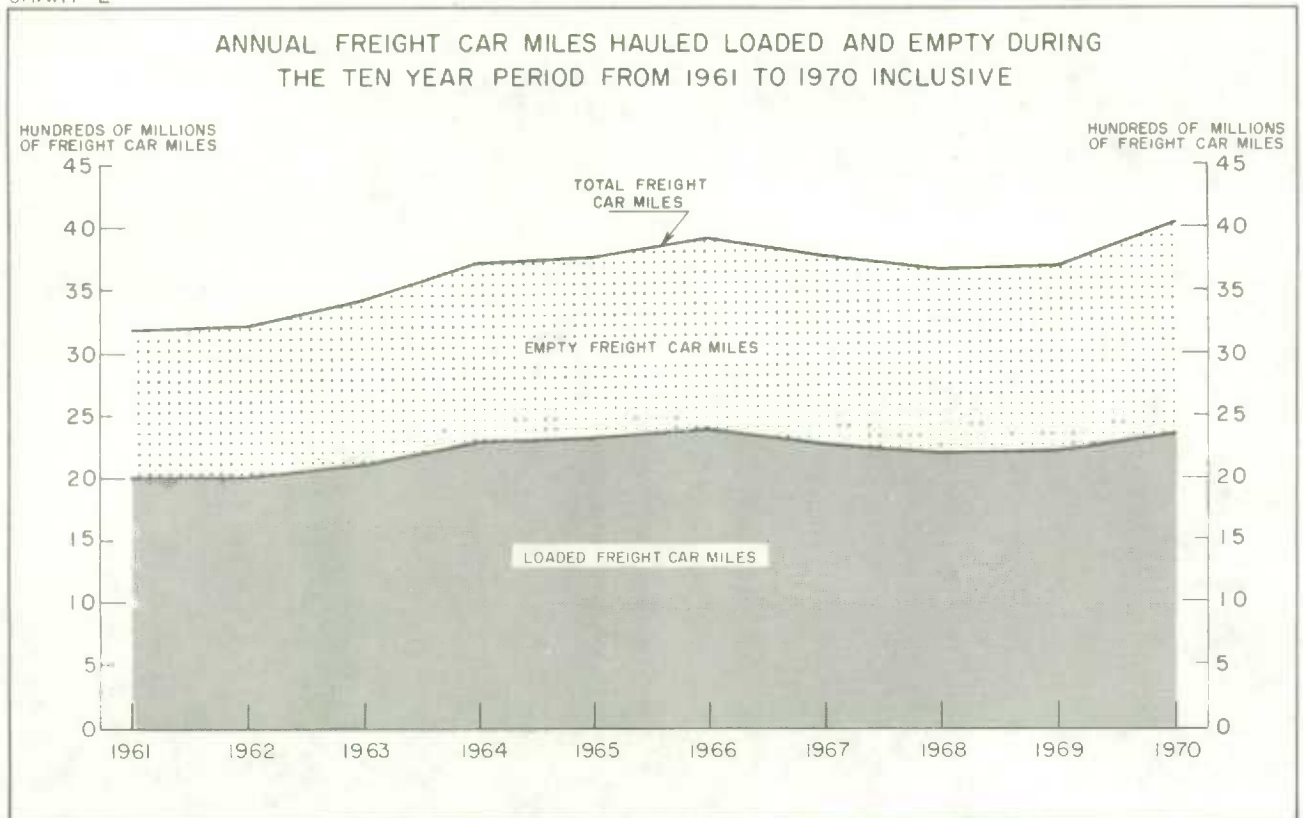


TABLE 1. Summary of Traffic and Equipment -miles, 1969 and 1970

Item	1970	1969 ¹
Passenger and freight traffic:		
Passengers carried	23,849,112	23,707,711
Passenger-miles '000	2,272,136	2,417,091
Tons carried - Revenue freight ²	273,584,683	242,823,116
Ton-miles - Revenue freight '000	110,104,546	96,460,890
Tons carried - Revenue and non-revenue freight ²	283,100,092	253,310,763
Ton-miles - Revenue and non-revenue freight '000	112,872,270	98,936,181
Gross ton-miles:		
Freight train cars "	219,582,775	197,506,500
Passenger train cars "	13,186,528	14,936,935
Totals "	232,769,303	212,443,435
Train-hours - Freight service	2,947,744	2,865,101
Passenger car-miles:		
In passenger trains:		
Self-propelled car	9,623,171	10,098,361
Coach (including colonist)	55,414,331	59,287,199
Sleeping, parlour and observation	54,788,457	63,952,431
Dining	18,970,269	20,490,981
Express	10,445,099	13,414,852
Other head-end	31,606,813	37,781,032
Other	1,021,880	1,191,542
Totals	181,870,020	206,216,398
In freight trains	10,070,531	11,384,087
Grand totals	191,940,551	217,600,485
Work train service	32,212	46,261
Freight car-miles:		
In freight trains:		
Freight loaded	2,336,304,327	2,219,632,260
Freight empty	1,690,083,620	1,473,884,810
Caboose	65,095,932	63,090,172
Totals	4,091,483,879	3,756,607,242
In passenger trains	158,910,579	141,083,615
Grand totals	4,250,394,458	3,897,690,857
Work train service	7,229,051	7,576,612

¹ Figures for 1969 restated to include Go Transit data where appropriate.

² Tonnage handled by more than one road is counted once by each road that carried it.

TABLE 1. Summary of Traffic and Equipment-miles, 1969 and 1970 - Concluded

Item	1970	1969 ¹
Train-miles:		
Freight - Drawn by locomotive	63,022,520	60,579,213
Passenger - Drawn by locomotive	19,888,204	21,541,382
Self-propelled car	4,854,169	5,638,323
Totals	24,742,373	27,179,705
Totals	87,764,893	87,758,918
Work train service	2,405,922	2,663,361
Power unit-miles:		
Freight	187,272,803	181,917,569
Passenger	44,647,128	47,825,510
Totals	231,919,931	229,743,079
Locomotive-miles:		
Diesel:		
Freight	63,602,242	62,077,519
Passenger	19,532,137	21,649,990
Train switching	3,585,681	3,580,687
Yard switching	23,996,367	24,235,146
Totals	110,716,427	111,543,342
Other:		
Freight	-	-
Passenger	103,302	109,423
Train switching	11,701	14,225
Yard switching	-	-
Totals	115,003	123,648
Totals:		
Freight	63,602,242	62,077,519
Passenger	19,635,439	21,759,413
Train switching	3,597,382	3,594,912
Yard switching	23,996,367	24,235,146
Grand totals	110,831,430	111,666,990

¹ Figures for 1969 restated to include Go Transit data where appropriate.

TABLE 2. Passenger and Freight Traffic, 1970

No.	Item	Class I		Class II		
		Canadian National	Canadian Pacific	Algoma Central	Canada Southern	Chesapeake and Ohio
	Traffic:					
	Revenue passengers:					
1	Number carried	12,871,646	5,306,366	107,677	38,268	—
2	Passenger-miles	1,687,887,365	427,549,000	10,927,231	8,230,502	—
	Revenue freight (net):					
3	Tons carried	93,946,002	77,400,405	3,933,942	5,775,567	6,118,680
4	Ton-miles	51,952,250,679	42,000,261,484 ¹	632,063,399	754,311,305	1,089,860,000
	Revenue and non-revenue freight:					
5	Tons carried	102,824,692	80,119,367	1,109,551	5,872,698	6,181,087
6	Ton-miles	53,727,988,679	42,808,785,614 ²	633,172,950	761,815,977	1,096,823,000
	Gross ton-miles:					
7	Freight train cars	107,145,065,595	83,699,974,000	1,101,480,592	2,143,899,531	2,237,781,000
8	Passenger train cars	9,931,427,095	2,619,160,000	40,455,087	107,850,733	—
9	Totals	117,076,492,690	86,319,134,000	1,141,935,679	2,251,750,264	2,237,781,000
10	Train hours freight service	1,345,209	1,193,910	20,516	42,785	18,285

¹ Includes 6,461,484 ton-miles in water transfer (ferriage) service.

TABLE 3. Equipment-miles, 1970

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	5,334,839	3,011,189 ¹	—	—	—
3	Totals	5,334,839	3,011,189	—	—	—
	Coach (including colonist) car-miles:					
4	In freight trains	819,666	430,257	—	—	—
5	In passenger trains	39,595,641 ²	10,139,737	328,049	578,806	—
6	Totals	40,415,307	10,569,994	328,049	578,806	—
	Sleeping, parlour and observation car-miles:					
7	In freight trains	133,655	—	—	—	—
8	In passenger trains	38,118,822	15,819,200	—	240,906	—
9	Totals	38,252,477	15,819,200	—	240,906	—
	Dining car-miles:					
10	In freight trains	29,316	—	—	—	—
11	In passenger trains	15,525,650	3,179,472	—	—	—
12	Totals	15,554,966	3,179,472	—	—	—
	Express car-miles:					
13	In freight trains	2,588,273	72,504	—	—	—
14	In passenger trains	9,784,065	295,460	129,108	—	—
15	Totals	12,372,338	367,964	129,108	—	—
	Other head-end car-miles:					
16	In freight trains	3,070,226	1,266,819	—	—	—
17	In passenger trains	24,008,564	5,424,023	129,109	1,106,157 ³	—
18	Totals	27,078,790	6,690,842	129,109	1,106,157	—
	Other passenger car-miles:					
19	In freight trains	76,303	359,739	496	51,434	—
20	In passenger trains	635,180	91,692	136,525	90,611	—
21	Totals	711,483	451,431	137,021	142,045	—
	Total passenger car-miles:					
22	In freight trains	6,717,439	2,129,319	496	51,434	—
23	In passenger trains	133,002,761	37,960,773	722,791	2,016,480	—
24	Totals	139,720,200	40,090,092	723,287	2,067,914	—
25	Work train service	16,059	9,301	—	—	—

¹ Includes 32,598 locomotive drawn.

² Includes 2,090,578 self-propelled cars.

TABLE 2. Passenger and Freight Traffic, 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			
10,883	171,369	64,612	33,949	5,244,210	132	23,849,112	1
905,271	30,823,000	8,373,682	5,885,522	91,550,617	3,912	2,272,136,102	2
2,708,936	5,667,101	4,774,120	29,058,376	43,496,949	704,605	273,584,683	3
707,174,505	1,019,282,000	1,398,944,586	7,589,305,000	2,954,044,035	7,048,815	110,104,545,808	4
2,739,468	5,697,924	4,809,830	29,494,886	43,545,984	704,605	283,100,092	5
715,758,158	1,024,979,924	1,409,330,726	7,724,877,000	2,961,689,131	7,048,815	112,872,269,974	6
1,369,606,822	1,780,067,000	2,829,654,022	12,171,873,000	5,090,627,023	12,746,794	219,582,775,379	7
32,872,555	138,197,000	33,203,650	79,475,900	203,885,905	-	13,186,527,925	8
1,402,479,377	1,918,264,000	2,862,857,672	12,251,348,900	5,294,512,928	12,746,794	232,769,303,304	9
29,031	31,187	53,709	69,409	137,870	5,833	2,947,744	10

² Includes 6,866,614 ton-miles in water transfer (ferriage) service.

TABLE 3. Equipment -miles, 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			
-	-	-	-	-	-	-	1
-	-	445,955	-	831,188	-	9,623,171	2
-	-	445,955	-	831,188	-	9,623,171	3
73,938	172,613	-	-	86	-	1,496,560	4
100,484	777,861	-	726,103	3,167,650	-	55,414,331	5
174,422	950,474	-	726,103	3,167,736	-	56,910,891	6
-	5,580	-	-	273,422	-	412,657	7
-	492,241	-	-	117,288	-	54,788,457	8
-	497,821	-	-	390,710	-	55,201,114	9
-	59,283	-	-	11	-	88,610	10
-	102,398	-	106,325	56,424	-	18,970,269	11
-	161,681	-	106,325	56,435	-	19,058,879	12
15,315	196,819	61,716	-	41,156	-	2,975,783	13
33,242	203,098	-	-	126	-	10,445,099	14
48,557	399,917	61,716	-	41,282	-	13,420,882	15
52,400	1,969	-	-	78,992	-	4,470,406	16
77,540	113,704	-	605,884	141,832	-	31,606,813	17
129,940	115,673	-	605,884	220,824	-	36,077,219	18
10,580	18,255	-	-	85,378	24,330	626,515	19
14,904	28,741	-	-	24,227	-	1,021,880	20
25,484	46,996	-	-	109,605	24,330	1,648,395	21
152,233	454,519	61,716	-	479,045	24,330	10,070,531	22
226,170	1,718,043	445,955	1,438,312	4,338,735	-	181,870,020	23
378,403	2,172,562	507,671	1,438,312	4,817,780	24,330	191,940,551	24
-	-	-	-	6,852	-	32,212	25

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

TABLE 3. Equipment-miles, 1970 - 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, 124, 361, 583	957, 900, 656	11, 249, 210	22, 467, 500	24, 251, 464
2	In passenger trains	145, 008, 803	253, 499	-	-	-
3	Totals	1, 269, 370, 386	958, 154, 155	11, 249, 210	22, 467, 500	24, 251, 464
Empty:						
4	In freight trains	829, 791, 772	636, 090, 658	7, 194, 930	21, 825, 770	16, 926, 969
5	In passenger trains	9, 920, 055	680	-	-	-
6	Totals	839, 711, 827	636, 091, 338	7, 194, 930	21, 825, 770	16, 926, 969
Caboose car-miles:						
7	In freight trains	32, 889, 755	25, 737, 991	342, 069	626, 838	630, 051
8	In passenger trains	3, 723, 992	2, 929	-	-	-
9	Totals	36, 613, 747	25, 740, 920	342, 069	626, 838	630, 051
Total:						
10	In freight trains	1, 987, 043, 110	1, 619, 729, 305	18, 786, 209	44, 920, 108	41, 808, 484
11	In passenger trains	158, 652, 850	257, 108	-	-	-
12	Totals	2, 145, 695, 960	1, 619, 986, 413	18, 786, 209	44, 920, 108	41, 808, 484
13	Work train service	3, 008, 329	3, 735, 632	64, 818	-	2, 260
Train-miles:						
14	Freight	31, 556, 764	24, 392, 790	342, 461	614, 487	600, 282
15	Passenger - Locomotive drawn	14, 730, 043	3, 187, 697	132, 467	358, 744	-
16	Self propelled car	2, 816, 291	1, 827, 462	-	-	-
17	Totals	17, 546, 334	5, 015, 159	132, 467	358, 744	-
18	Totals	49, 103, 098	29, 407, 949	474, 928	973, 231	600, 282
19	Work train service	1, 796, 227	249, 943	2, 634	4, 059	522
Power unit-miles:						
20	Freight	91, 265, 342	73, 747, 665	405, 886	1, 709, 224	3, 005, 762
21	Passenger	34, 747, 342	7, 206, 177	134, 104	584, 071	-
22	Totals	126, 012, 684	80, 953, 842	539, 990	2, 293, 295	2, 004, 760
Locomotive-miles (excluding switching):						
23	Freight - Diesel	31, 884, 005	24, 520, 378	405, 886	661, 490	600, 742
24	Other	-	-	-	-	-
25	Totals	31, 884, 005	24, 520, 378	405, 886	661, 490	600, 742
26	Passenger - Diesel	14, 747, 029	3, 187, 697	134, 104	330, 771	-
27	Other	103, 302	-	-	-	-
28	Totals	14, 850, 331	3, 187, 697	134, 104	330, 771	-
29	Grand totals	46, 734, 336	27, 708, 075	539, 990	992, 261	600, 742
Locomotive-miles - Train switching:						
30	Freight - Diesel	1, 624, 361	1, 356, 510	-	6, 822	21, 576
31	Other	-	-	-	-	-
32	Totals	1, 624, 361	1, 356, 510	-	6, 822	21, 576
33	Passenger - Diesel	31, 960	5, 215	-	-	-
34	Other	-	-	-	-	-
35	Totals	31, 960	5, 215	-	-	-
36	Grand totals	1, 656, 321	1, 361, 725	-	6, 822	21, 576
Locomotive-miles - Yard switching:						
37	Freight - Diesel	12, 038, 441	8, 429, 900	65, 254	223, 020	347, 136
38	Other	-	-	-	-	-
39	Totals	12, 038, 441	8, 429, 900	65, 254	223, 020	347, 136
40	Passenger - Diesel	904, 935	159, 278	1, 344	-	-
41	Other	-	-	-	-	-
42	Totals	904, 935	159, 278	1, 344	-	-
43	Grand totals	12, 943, 376	8, 589, 178	66, 598	223, 020	347, 136

TABLE 3. Equipment-miles, 1970 - 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			
13,385,829 621	17,925,350 —	31,242,554 —	90,254,996 —	42,865,512 —	399,673 —	2,336,304,327 145,262,923	1 2
13,386,490	17,925,350	31,242,554	90,254,996	42,865,512	399,673	2,481,567,250	3
11,745,266 —	15,579,749 —	22,073,734 —	88,512,775 —	40,171,959 —	170,038 —	1,690,083,620 9,920,735	4 5
11,745,266	15,579,749	22,073,734	88,512,775	40,171,959	170,038	1,700,004,355	6
525,063 —	728,276 —	1,092,508 —	1,518,879 —	997,211 —	7,291 —	65,095,932 3,726,921	7 8
525,063	728,276	1,092,508	1,518,879	997,211	7,291	68,822,853	9
25,656,158 621	34,233,375 —	54,408,796 —	180,286,650 —	84,034,682 —	577,002 —	4,091,483,879 158,910,579	10 11
25,656,779	34,233,375	54,408,796	180,286,650	84,034,682	577,002	4,250,394,458	12
170,060 —	— —	— —	— —	247,952 —	— —	7,229,051 —	13
556,528 100,484	759,831 306,976	1,066,047 —	1,518,879 106,325	1,582,830 965,468	31,621 —	63,022,520 19,888,204 4,854,169	14 15 16
100,484	306,976	210,416	106,325	965,468	—	24,742,373	17
657,012 —	1,066,807 —	1,276,463 —	1,625,204 —	2,548,298 —	31,621 —	87,764,893 —	18
39,209	36,115	132,627	114,541	36,005	—	2,405,922	19
1,389,733 113,479	2,040,241 703,421	4,536,445 —	5,805,020 480,652	4,452,876 675,488	31,621 —	187,272,803 44,647,128	20 21
1,389,596	2,743,662	4,536,445	6,285,672	5,128,364	31,621	231,919,931	22
556,596 —	759,831 —	1,066,047 —	1,518,879 —	1,596,767 —	31,621 —	63,602,242 —	23 24
556,596	759,831	1,066,047	1,518,879	1,596,767	31,621	63,602,242	25
100,484 —	306,976 —	— —	106,325 —	618,751 —	— —	19,532,137 103,302	26 27
100,484	306,976	—	106,325	618,751	—	19,635,439	28
657,080 —	1,066,807 —	1,066,047 —	1,625,204 —	2,215,518 —	31,621 —	83,237,681 —	29
39,780 —	45,415 —	162,844 —	— —	269,358 11,701	— —	3,526,666 11,701	30 31
39,780	45,415	162,844	—	281,059	—	3,538,367	32
— —	— —	— —	— —	21,840 —	— —	59,015 —	33 34
—	—	—	—	21,840	—	59,015	35
39,780 —	45,415 —	162,844 —	— —	302,899 —	— —	3,597,382 —	36
66,971 —	144,935 —	469,350 —	350,042 —	774,323 —	18,762 —	22,928,134 —	37 38
66,971	144,935	469,350	350,042	774,323	18,762	22,928,134	39
— —	— —	— —	— —	2,676 —	— —	1,068,233 —	40 41
—	—	—	—	2,676	—	1,068,233	42
66,971 —	144,935 —	469,350 —	350,042 —	776,999 —	18,762 —	23,996,367 —	43

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.

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number**

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