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MOTOR TRANSPORT TRAFFIC
PROVINCE OF ONTARIO
1960

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Each of the following series of eight annual reports provides statistics on mileage, fuel consumption, truck capacity, goods carried, ton miles, revenues and number of trucks by type of operation and gross vehicle weight groups.

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PROVINCE OF ONTARIO
JANUARY 1-DECEMBER 31, 1960

CHART-1

TRUCK REGISTRATIONS BY TYPE OF OPERATION

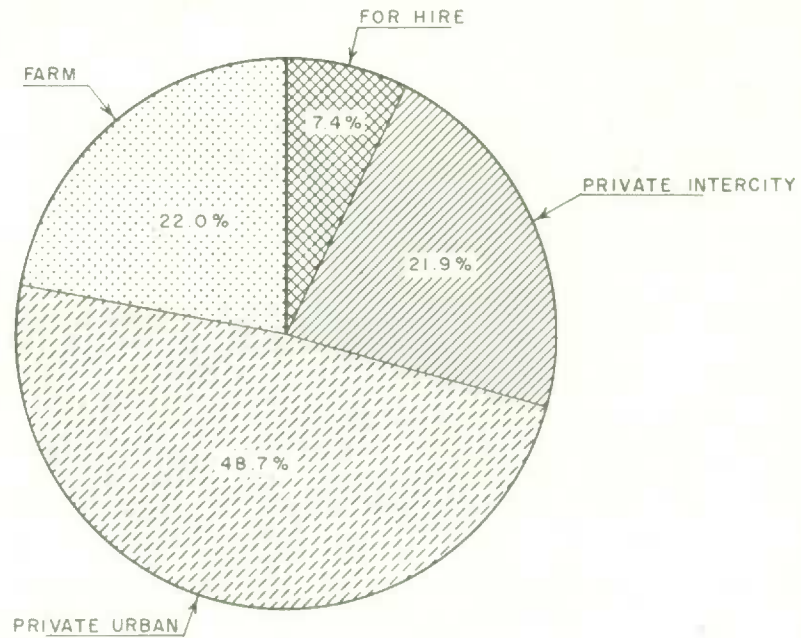
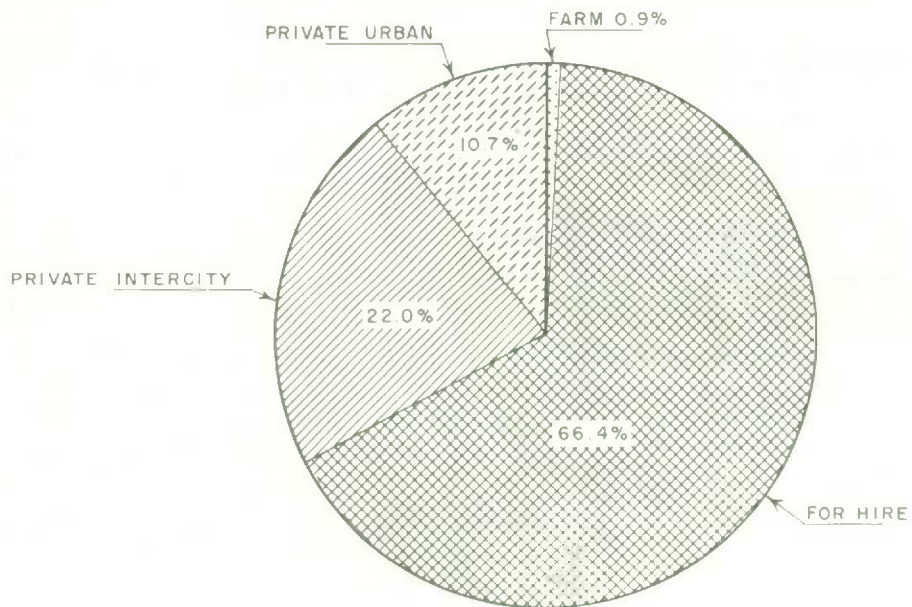


CHART-2

NET TON MILES BY TYPE OF OPERATION



INTRODUCTION

The 1960 annual report of motor transport traffic in the Province of Ontario is based upon a sample of approximately 12% of trucks registered in the province. To allow for seasonal variations in traffic and to ensure that the selected vehicles represented current registrations the sample was selected in four quarterly segments with approximately one fourth of the total selected each quarter. Each quarterly sample was spread over three survey weeks with one third of the sample being used for a seven day period, Sunday through Saturday, per month. The surveys were therefore spread over twelve weeks during the year.

All trucks registered in the province are represented except: (a) those not engaged in transportation services; and (b) military and other government-owned vehicles. Trailers as such were excluded from the sample, but details of tractor-trailer combinations were obtained by including the power units or tractors in the survey.

Vehicles in the sample are stratified by type of operation and by gross vehicle weight group. The four functional categories used are: for hire, private intercity, private urban and farm. For hire vehicles are those operated for compensation or gain according to licence; private intercity vehicles are those owned and operated by firms and individuals on intercity routes to transport their own goods; private urban vehicles are those operated only within urban areas; and farm trucks are those operated by farmers primarily to transport farm produce and supplies.

Since intercity for hire trucks ("P.C.V.'s") are the only class to be registered separately in Ontario, it is necessary to use completed questionnaires to classify privately operated vehicles in the sample as "intercity", "urban" and "farm".

In this report vehicles have been basically classified into four functional categories as follows:

- | | |
|-------------------|---|
| For hire | - Public Commercial Vehicles (P.C.V.) operated for compensation beyond urban areas. |
| Private intercity | - Private non-farm trucks operated beyond urban areas. |
| Private urban | - Private and commercial vehicles operated predominantly within urban areas. |
| Farm | - Trucks owned and operated by farmers. |

A number of urban trucks are operated for compensation but these vehicles were not included in the for hire category. As a result, the data shown throughout this report as "for hire" are understated and those for the "private urban" category are overstated by the extent of those urban for hire vehicles classified as "private urban".

Further information on the history and the organization of motor transport traffic surveys may be found in the reports entitled "Motor Transport Traffic, National Estimates", catalogue no. 53-207, for 1957, 1958 and 1959.

Expansion of Survey Results

As this survey is conducted on a sample basis the data obtained for the vehicles included in the sample have to be expanded to represent the traffic of the total truck population. The methods used in this expansion of the raw data have been continually improved. Current procedures are:

1. A truck population has to be determined. As each sample is selected quarterly the number of trucks chosen in each sample multiplied by the inverse of the sample selection ratio provides an estimated quarterly population. Prior to 1959 the data for each quarterly sample were expanded to represent the total traffic of the estimated population of the same quarter. In 1959, however, it was decided that it would be preferable to expand data for the four quarterly surveys using a constant population. This constant population would be the peak quarterly population of the previous year calculated by multiplying the sample in each quarter by the inverse of the sample selection ratios.

2. The constant population has to be broken down into gross vehicle weight groups and functions. This is already partially done as sample selections are stratified by weight group. Therefore it is only necessary to multiply the sample in each weight group by the inverse of the appropriate selection ratio to arrive at a quarterly population broken down by weight group. The four quarterly populations by gross vehicle weight are added together and an average weight group distribution for the year is computed. This weight group distribution is then applied to the constant population. The population then has to be distributed by function. This is done by using the distribution obtained from the previous year's completed questionnaires. The above procedure was introduced in 1959. Prior to that year the distribution by function was determined from completed questionnaires for each quarter separately.

A further improvement has been made for the 1960 report. The actual number of all P.C.V. registered trucks and tractors by gross vehicle

weight was made available for the 1959 registration year so this population was used for the for hire segment of the 1960 truck population.

As trailers are licensed separately from tractors in Ontario the gross vehicle weights of tractors in the P.C.V. population were adjusted to combined tractor-trailer gross vehicle weights on the basis of completed questionnaires. The procedures introduced in 1959 to determine a breakdown of population by function and gross vehicle weight now only apply to private intercity, private urban and farm vehicles.

3. Now that the constant population has been calculated and broken down by function and gross vehicle weight group, it is necessary to allocate vehicles included in current surveys in the same manner. For private intercity, private urban and farm vehicles this can only be done from completed questionnaires as they do not have distinctive licence categories. For hire vehicles can be identified immediately by their P.C.V. licence.
4. Expansion ratios for each gross vehicle weight group of each functional category are then calculated by determining for each breakdown the number of vehicles for which completed questionnaires were received or which were not in use during the survey period and dividing this sum into the constant population.

5. As the survey results for sample vehicles relate to one week's operations the expansion ratios calculated in (4) have to be multiplied by 13 to cover the three month period.

6. The expanded data for the four quarters are added together to arrive at an annual total.

As noted above, an actual count of all P.C.V. registrations by gross vehicle weight groups became available for the 1960 report. When the weight group distribution of the for hire segment of the 1959 report was compared with that used for 1960, some variations were apparent. In particular it appeared that too many vehicles had been assigned to the heavier gross vehicle weight groups in 1959.

As a result of these differences in weight group distribution of for hire vehicles between 1959 and 1960 and because the 1960 distribution was based on an actual count of all P.C.V. vehicles, the statistics of intercity for hire traffic for 1959 have probably been over-estimated to some extent. However, although an accurate measurement of the amount of the over-estimation cannot be made it is not thought to be overly significant. When making comparisons over time this change and other improvements that have been made in previous years should be noted.

Review of Survey Results

The estimated population of trucks performing transportation services in Ontario during 1960 decreased 0.4 per cent to 282,500 from 283,615 in 1959. Of these 20,741 or 7.4 per cent were for hire trucks; 61,956 or 21.9 per cent were private intercity vehicles; 137,550 or 48.7 per cent were private vehicles operating wholly within urban areas; and 62,253 or 22.0 per cent were farm trucks.

In the following tables blanks appear for some breakdowns of diesel fuel and other fuel by type of operation and by gross vehicle weight. In most of these instances no vehicles were chosen belonging to these classifications in any of the quarterly sample selections. However in one or two cases a few vehicles were selected but the data collected were considered too unreliable to publish. Even where no vehicles were selected it does not necessarily follow that there were no vehicles in the province belonging to these classifications.

Section I: Traffic Inside and Outside the Province

Section I contains estimates of total traffic performed both inside and outside the province by Ontario registered trucks.

A new table has been added to this section which summarizes for the year the quarterly commodity tables included in the quarterly report "Motor Transport Traffic, National Estimates", catalogue no. 53-004.

Although comprising only 7.4 per cent of Ontario truck population, for hire vehicles accounted for 66.4 per cent of the total net ton miles and 39.9 per cent of the total tons of goods carried during 1960. This results from the high average yearly mileage of these trucks, 25,400 miles, as compared with 7,500 miles for all trucks and from the heavy average load carried of 10.4 tons compared to 5.5 tons for all trucks. Since about three quarters of all for hire vehicles have a gross vehicle weight of over 10 tons the heavier loads carried by these trucks are to be expected. The predominance of heavier vehicles in the for hire class also explains the low estimate of miles per gallon of gasoline, 5.7 compared with 9.0 for all trucks.

It is estimated that urban operations accounted for 4.6 per cent of the total net ton miles performed by Ontario registered for hire trucks and 3.9 per cent of the total net ton miles performed by private intercity vehicles.

Some trucks in Ontario under 10,000 lb. gross vehicle weight are used essentially for personal transportation. Such vehicles accounted for about 11 per cent of the total mileage travelled by Ontario registered trucks.

Section II: Traffic Within the Province

This section presents estimates of traffic performed by Ontario registered trucks entirely inside the province and excludes the "outside the province" portion of interprovincial and international traffic as well as any traffic performed entirely outside the province. Comparing the data in Section I and Section II it will be noted that for

hire vehicles accumulated 24.3 per cent and private intercity 10.1 per cent of their total net ton miles outside Ontario.

Section III: Interprovincial and International Traffic

Interprovincial and international traffic accounted for a significant proportion of the total traffic performed by for hire vehicles representing approximately one third of the total net ton miles performed and one fifth of the revenue earned by these vehicles. Over two thirds of the total tons of goods carried in this type of traffic by Ontario registered for hire trucks was transported to or from Quebec and one fifth to or from the United States.

Appendix

During the year survey questionnaires were sent to the owners or operators of 33,333 trucks. Of this number 15,495 were returned completed and 9,111 trucks were reported not used during the

survey week. The remaining 8,727 were either returned incomplete and unusable or not returned at all.

June 18, 1962

**SECTION I. TRAFFIC PERFORMED BY ONTARIO REGISTERED TRUCKS INSIDE AND OUTSIDE THE PROVINCE
JANUARY 1 - DECEMBER 31, 1960**

TABLE 1. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|-----------|-----------|-----------|---------|------------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 526,272 | 662,111 | 753,414 | 189,660 | 2,131,457 |
| Average yearly mileage per truck | | 25,400 | 10,700 | 5,500 | 3,000 | 7,500 |
| Average distance each ton was carried | | 57.8 | 32.5 | 10.8 | 13.2 | 34.7 |
| Percentage of total mileage travelled empty | | 28.0 | 53.6 | 54.8 | 72.2 | 49.4 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 75,577 | 66,969 | 67,879 | 14,220 | 224,645 |
| Miles per gallon of gasoline | | 5.7 | 9.6 | 11.1 | 13.3 | 9.0 |
| Total gallons of diesel oil consumed | '000 | 16,616 | 3,432 | — | — | 20,048 |
| Miles per gallon of diesel oil | | 5.8 | 6.2 | — | — | 5.9 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 68,181 | 40,106 | 58,878 | 3,807 | 170,972 |
| Average weight carried ¹ | ton | 10.4 | 4.2 | 1.9 | 1.0 | 5.5 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 3,937,873 | 1,304,048 | 635,182 | 50,415 | 5,927,518 |
| Average net ton miles per truck | | 189,900 | 21,000 | 4,600 | 800 | 21,000 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 7,277,536 | 3,229,438 | 1,775,651 | 244,723 | 12,527,348 |
| Average capacity ton miles per truck | | 350,900 | 52,100 | 12,900 | 3,900 | 44,300 |
| Percentage of capacity utilized | | 54.1 | 40.4 | 35.8 | 20.6 | 47.3 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 9,007,725 | 3,928,139 | 2,539,226 | 409,011 | 15,884,101 |
| Average gross ton miles per truck | | 434,300 | 63,400 | 18,500 | 6,600 | 56,200 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 271,089 | — | — | — | — |
| Revenue per ton mile | ¢ | 6.9 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 51.5 | — | — | — | — |
| Average revenue per truck | \$ | 13,100 | — | — | — | — |
| Estimated annual population | | 20,741 | 61,956 | 137,550 | 62,253 | 282,500 |

TABLE 2. All Trucks by Gross Vehicle Weight Group

| | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|------------|
| Mileage: | | | | | | | |
| Total mileage travelled | '000 | 828,166 | 311,075 | 86,549 | 156,770 | 283,830 | 2,131,457 |
| Average yearly mileage per truck | | 5,100 | 5,700 | 6,500 | 8,400 | 14,900 | 7,500 |
| Average distance each ton was carried | | 15.5 | 18.2 | 16.3 | 18.9 | 13.0 | 34.7 |
| Percentage of total mileage travelled empty | | 72.6 | 40.9 | 31.0 | 34.2 | 42.1 | 49.4 |
| Fuel: | | | | | | | |
| Total gallons of gasoline consumed | '000 | 56,101 | 27,617 | 9,328 | 20,166 | 40,773 | 224,645 |
| Miles per gallon of gasoline | | 14.8 | 11.3 | 9.3 | 7.8 | 7.0 | 9.0 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | 1,749 | 20,048 |
| Miles per gallon of diesel oil | | — | — | — | — | 6.4 | 5.9 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | |
| Total tons of goods carried | '000 | 4,204 | 7,948 | 6,838 | 17,123 | 75,136 | 170,972 |
| Average weight carried ¹ | ton | 0.3 | 0.8 | 1.9 | 3.1 | 5.9 | 5.5 |
| Net ton miles: | | | | | | | |
| Total net ton miles performed | '000 | 65,374 | 144,511 | 111,472 | 323,069 | 977,863 | 5,927,518 |
| Average net ton miles per truck | | 400 | 2,600 | 8,400 | 17,200 | 51,200 | 21,000 |
| Capacity ton miles: | | | | | | | |
| Total capacity ton miles ² | '000 | 676,592 | 461,501 | 291,690 | 818,868 | 2,347,325 | 12,527,348 |
| Average capacity ton miles per truck | | 4,200 | 8,400 | 22,100 | 43,600 | 123,000 | 44,300 |
| Percentage of capacity utilized | | 9.7 | 31.3 | 38.2 | 39.5 | 41.7 | 47.3 |
| Gross ton miles: | | | | | | | |
| Total gross ton miles ³ | '000 | 1,414,697 | 843,900 | 410,058 | 959,685 | 2,401,316 | 15,884,101 |
| Average gross ton miles per truck | | 8,800 | 15,400 | 31,000 | 51,100 | 125,800 | 56,200 |
| Estimated annual population | | 161,283 | 54,684 | 13,218 | 18,773 | 19,089 | 282,500 |

See footnotes at end of Table 8, page 10.

TABLE 3. Selected Statistics by Gross Vehicle Weight Group

| Gross vehicle weight | For hire | | | | | | |
|----------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|----------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| 20,000 lb. and under | 4,922 | 39,875 | 106,396 | 2.7 | 21.6 | 28,765 | 27.0 |
| 20,001-30,000 lb. | 35,291 | 72,079 | 453,598 | 6.3 | 12.9 | 43,336 | 9.6 |
| 30,001-50,000 lb. | 8,851 | 68,227 | 534,081 | 7.8 | 60.3 | 51,897 | 9.7 |
| 50,001 lb. and over | 19,117 | 198,814 | 2,843,798 | 14.3 | 148.8 | 147,091 | 5.2 |
| Totals | 68,181 | 378,995 | 3,937,873 | 10.4 | 57.8 | 271,089 | 6.9 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| 10,000 lb. and under | 2,105 | 130,407 | 62,720 | 0.5 | 29.8 | | |
| 10,001-20,000 lb. | 5,673 | 58,691 | 154,981 | 2.6 | 27.3 | | |
| 20,001-30,000 lb. | 17,447 | 59,195 | 326,185 | 5.5 | 18.7 | | |
| 30,001-50,000 lb. | 6,990 | 23,711 | 219,410 | 9.3 | 31.4 | | |
| 50,001 lb. and over | 7,891 | 35,076 | 540,752 | 15.4 | 68.5 | | |
| Totals | 40,106 | 307,080 | 1,304,048 | 4.2 | 32.5 | | |

TABLE 4. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|--------------------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|----------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Agricultural products | 1,328 | 15,162 | 202,940 | 13.4 | 152.8 | 8,156 | 4.0 |
| Animals and animal products | 3,107 | 50,714 | 377,746 | 7.4 | 121.6 | 26,728 | 7.1 |
| Mine products | 38,698 | 39,541 | 426,188 | 10.8 | 11.0 | 25,400 | 8.0 |
| Forest products | 1,537 | 8,468 | 99,180 | 11.9 | 64.5 | 5,873 | 5.9 |
| Manufactures and miscellaneous | 17,086 | 183,403 | 1,918,354 | 10.5 | 112.3 | 139,346 | 7.3 |
| N.O.S. general freight | 6,425 | 81,807 | 913,465 | 11.2 | 142.2 | 65,586 | 7.2 |
| Totals | 68,181 | 376,995 | 3,937,873 | 10.4 | 57.8 | 271,089 | 6.9 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Agricultural products | 1,271 | 14,414 | 84,188 | 5.8 | 66.2 | | |
| Animals and animal products | 1,591 | 40,881 | 101,068 | 2.5 | 63.5 | | |
| Mine products | 16,647 | 18,418 | 174,823 | 9.5 | 10.5 | | |
| Forest products | 2,182 | 13,919 | 95,971 | 6.9 | 44.0 | | |
| Manufactures and miscellaneous | 17,184 | 199,455 | 795,832 | 4.0 | 46.3 | | |
| N.O.S. general freight | 1,231 | 19,993 | 52,166 | 2.6 | 42.4 | | |
| Totals | 40,106 | 307,080 | 1,304,048 | 4.2 | 32.5 | | |

**SECTION II. TRAFFIC PERFORMED BY ONTARIO REGISTERED TRUCKS WITHIN THE PROVINCE
JANUARY 1 - DECEMBER 31, 1960**

TABLE 5. All Trucks by Type of Operation

| | | For hire | Private | | | Total |
|---|--------|-----------|-----------|-----------|---------|------------|
| | | | Intercity | Urban | Farm | |
| Mileage: | | | | | | |
| Total mileage travelled | '000 | 437,663 | 635,871 | 753,414 | 189,660 | 2,016,608 |
| Average yearly mileage per truck | | 21,100 | 10,300 | 5,500 | 3,000 | 7,100 |
| Average distance each ton was carried | | 44.2 | 29.5 | 10.8 | 13.2 | 28.5 |
| Percentage of total mileage travelled empty | | 30.5 | 54.1 | 54.6 | 72.2 | 50.9 |
| Fuel: | | | | | | |
| Total gallons of gasoline consumed | '000 | 67,838 | 63,942 | 67,879 | 14,220 | 213,879 |
| Miles per gallon of gasoline | | 5.8 | 9.7 | 11.1 | 13.3 | 9.1 |
| Total gallons of diesel oil consumed | '000 | 7,897 | 2,439 | — | — | 10,336 |
| Miles per gallon of diesel oil | | 5.8 | 6.2 | — | — | 5.9 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — |
| Weight of goods carried: | | | | | | |
| Total tons of goods carried | '000 | 67,491 | 39,699 | 58,878 | 3,807 | 169,875 |
| Average weight carried ¹ | ton | 9.8 | 4.0 | 1.9 | 1.0 | 4.9 |
| Net ton miles: | | | | | | |
| Total net ton miles performed | '000 | 2,982,195 | 1,172,168 | 635,182 | 50,415 | 4,839,960 |
| Average net ton miles per truck | | 143,800 | 18,900 | 4,600 | 800 | 17,100 |
| Capacity ton miles: | | | | | | |
| Total capacity ton miles ² | '000 | 5,812,733 | 2,947,386 | 1,775,651 | 244,723 | 10,780,493 |
| Average capacity ton miles per truck | | 260,300 | 47,600 | 12,900 | 3,900 | 38,200 |
| Percentage of capacity utilized | | 51.3 | 39.8 | 35.8 | 20.8 | 44.9 |
| Gross ton miles: | | | | | | |
| Total gross ton miles ³ | '000 | 6,993,400 | 3,598,435 | 2,539,226 | 409,011 | 13,540,072 |
| Average gross ton miles per truck | | 337,200 | 58,100 | 18,500 | 6,600 | 47,900 |
| Revenue: | | | | | | |
| Total revenue | \$'000 | 233,459 | — | — | — | — |
| Revenue per ton mile | ¢ | 7.8 | — | — | — | — |
| Revenue per mile (total mileage travelled) | ¢ | 53.3 | — | — | — | — |
| Average revenue per truck | \$ | 11,300 | — | — | — | — |
| Estimated annual population | | 20,741 | 61,956 | 137,550 | 62,253 | 282,500 |

TABLE 6. All Trucks by Gross Vehicle Weight Group

| | | 0-2½ tons 0-5,000 lb. | 2½-5 tons 5,001-10,000 lb. | 5-7½ tons 10,001-15,000 lb. | 7½-10 tons 15,001-20,000 lb. | 10-15 tons 20,001-30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
|---|------|-----------------------------|----------------------------------|-----------------------------------|------------------------------------|------------------------------------|--|------------|
| Mileage: | | | | | | | | |
| Total mileage travelled | '000 | 824,414 | 309,946 | 84,850 | 153,367 | 278,954 | 365,057 | 2,016,608 |
| Average yearly mileage per truck | | 5,100 | 5,700 | 6,400 | 8,200 | 14,600 | 23,600 | 7,100 |
| Average distance each ton was carried | | 15.5 | 18.2 | 16.2 | 18.4 | 12.8 | 55.1 | 28.5 |
| Percentage of total mileage travelled empty | | 72.5 | 40.8 | 31.4 | 34.1 | 42.1 | 29.1 | 50.9 |
| Fuel: | | | | | | | | |
| Total gallons of gasoline consumed | '000 | 55,885 | 27,525 | 9,171 | 19,788 | 39,937 | 61,573 | 213,879 |
| Miles per gallon of gasoline | | 14.8 | 11.3 | 9.3 | 7.8 | 7.0 | 4.9 | 9.1 |
| Total gallons of diesel oil consumed | '000 | — | — | — | — | 1,063 | 9,273 | 10,336 |
| Miles per gallon of diesel oil | | — | — | — | — | 6.7 | 5.8 | 5.9 |
| Total gallons of other fuel consumed | '000 | — | — | — | — | — | — | — |
| Miles per gallon of other fuel | | — | — | — | — | — | — | — |
| Weight of goods carried: | | | | | | | | |
| Total tons of goods carried | '000 | 4,195 | 7,944 | 6,730 | 17,103 | 75,060 | 58,843 | 169,875 |
| Average weight carried ¹ | ton | 0.3 | 0.8 | 1.9 | 3.1 | 6.0 | 12.5 | 4.9 |
| Net ton miles: | | | | | | | | |
| Total net ton miles performed | '000 | 65,135 | 144,241 | 108,875 | 315,313 | 962,687 | 3,243,709 | 4,839,960 |
| Average net ton miles per truck | | 400 | 2,600 | 8,200 | 16,800 | 50,400 | 209,900 | 17,100 |
| Capacity ton miles: | | | | | | | | |
| Total capacity ton miles ² | '000 | 672,722 | 459,646 | 284,655 | 801,034 | 2,310,615 | 6,251,821 | 10,780,493 |
| Average capacity ton miles per truck | | 4,200 | 8,400 | 21,500 | 42,700 | 121,000 | 404,600 | 38,200 |
| Percentage of capacity utilized | | 9.7 | 31.4 | 38.2 | 39.4 | 41.7 | 51.9 | 44.9 |
| Gross ton miles: | | | | | | | | |
| Total gross ton miles ³ | '000 | 1,408,895 | 841,191 | 401,699 | 938,313 | 2,361,497 | 7,588,477 | 13,540,072 |
| Average gross ton miles per truck | | 8,700 | 15,400 | 30,400 | 50,000 | 123,700 | 491,100 | 47,900 |
| Estimated annual population | | 161,283 | 54,684 | 13,218 | 18,773 | 19,089 | 15,453 | 282,500 |

¹ Ton miles divided by miles travelled with load.² Capacity ton miles are determined by multiplying the actual number of miles travelled by the estimated capacity or the weight of the heaviest load carried, whichever is larger.³ Gross ton miles performed are determined by adding to the total ton miles performed, the weight of the vehicle empty (tare) multiplied by total miles travelled.

SECTION III. INTERPROVINCIAL AND INTERNATIONAL TRAFFIC PERFORMED BY ONTARIO REGISTERED TRUCKS
JANUARY 1 - DECEMBER 31, 1960

TABLE 7. Tons of Goods Carried by Province of Origin and Destination

| Origin and destination | For hire | | | Private intercity | | | Total | | |
|---------------------------------------|--------------|----------------|--------------|-------------------|----------------|------------|--------------|----------------|--------------|
| | Into Ontario | Out of Ontario | Total | Into Ontario | Out of Ontario | Total | Into Ontario | Out of Ontario | Total |
| '000 tons | | | | | | | | | |
| Newfoundland | - | - | - | - | - | - | - | - | - |
| Prince Edward Island | - | 1 | 1 | - | - | - | - | 1 | 1 |
| Nova Scotia | 2 | 3 | 5 | - | - | - | 2 | 3 | 5 |
| New Brunswick | 1 | 7 | 8 | - | 1 | 1 | 1 | 8 | 9 |
| Quebec | 952 | 1,077 | 2,029 | 132 | 270 | 402 | 1,084 | 1,347 | 2,431 |
| Manitoba | 105 | 86 | 191 | 11 | 4 | 15 | 116 | 90 | 206 |
| Saskatchewan | 3 | 17 | 20 | 1 | 3 | 4 | 4 | 20 | 24 |
| Alberta | 70 | 90 | 160 | - | - | - | 70 | 90 | 160 |
| British Columbia | 8 | 15 | 23 | - | - | - | 8 | 15 | 23 |
| Yukon and Northwest Territories | - | - | - | - | - | - | - | - | - |
| United States | 293 | 338 | 631 | 144 | 106 | 250 | 437 | 444 | 881 |
| Totals | 1,434 | 1,634 | 3,068 | 288 | 384 | 672 | 1,722 | 2,018 | 3,740 |

TABLE 8. Selected Statistics by Commodity Group

| Commodity group | For hire | | | | | | |
|--------------------------------------|-------------------------|---------------------------------|---------------------|------------------------|--------------------------|---------------|----------------------|
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | Total revenue | Revenue per ton mile |
| | '000 tons | '000 | '000 | tons | miles | \$'000 | ¢ |
| Agricultural products | 165 | 8,820 | 129,326 | 14.7 | 780.4 | 3,511 | 2.7 |
| Animals and animal products | 211 | 11,219 | 143,942 | 12.8 | 683.0 | 5,247 | 3.6 |
| Mine products | 43 | 375 | 6,934 | 18.5 | 162.6 | 329 | 4.7 |
| Forest products | 61 | 1,436 | 20,733 | 14.4 | 339.3 | 814 | 3.9 |
| Manufactures and miscellaneous | 1,657 | 60,495 | 674,248 | 11.1 | 406.9 | 35,058 | 5.2 |
| N.O.S. general freight | 931 | 28,827 | 412,995 | 14.3 | 443.8 | 15,271 | 3.7 |
| Totals | 3,068 | 111,172 | 1,388,178 | 12.5 | 452.5 | 60,230 | 4.3 |
| | Private intercity | | | | | | |
| | Weight of goods carried | Total miles travelled with load | Total net ton miles | Average weight carried | Average distance per ton | | |
| | '000 tons | '000 | '000 | tons | miles | | |
| Agricultural products | 72 | 1,329 | 16,478 | 12.4 | 229.5 | | |
| Animals and animal products | 70 | 1,746 | 14,213 | 8.1 | 204.5 | | |
| Mine products | 27 | 414 | 6,856 | 16.5 | 252.4 | | |
| Forest products | 37 | 1,126 | 8,844 | 7.9 | 235.8 | | |
| Manufactures and miscellaneous | 452 | 9,811 | 94,202 | 9.6 | 208.6 | | |
| N.O.S. general freight | 14 | 2,130 | 6,708 | 3.1 | 465.8 | | |
| Totals | 672 | 16,556 | 147,301 | 8.9 | 219.2 | | |



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Appendix

| Type of operation | A. Population | | | | | | |
|--|--|---|------------------------------------|---|-------------------------------------|---|---------|
| | 0 - 2½ tons 0 - 5,000 lb. | 2½ - 5 tons 5,001 - 10,000 lb. | 5 - 7½ tons 10,001 - 15,000 lb. | 7½ - 10 tons 15,001 - 20,000 lb. | 10 - 15 tons 20,001 - 30,000 lb. | Over 15 tons 30,001 lb. and over | Total |
| Estimated Ontario truck population in 1960 | | | | | | | |
| For hire | 394 | 1,109 | 869 | 3,028 | 6,639 | 8,702 | 20,741 |
| Private: | | | | | | | |
| Intercity | 32,080 | 11,151 | 2,804 | 6,003 | 6,243 | 3,675 | 61,956 |
| Urban | 82,875 | 29,408 | 7,998 | 8,459 | 5,745 | 3,065 | 137,550 |
| Farm | 45,934 | 13,016 | 1,547 | 1,283 | 462 | 11 | 62,253 |
| Totals | 161,283 | 54,684 | 13,218 | 18,773 | 19,089 | 15,453 | 282,500 |
| B. Survey Response | | | | | | | |
| | Total number of trucks selected in samples | Number of questionnaires returned completed | | Number of sampled trucks reported not in use during survey week | | Number of questionnaires not returned or returned incomplete and unusable | |
| For hire | 9,198 | 4,567 | | 2,259 | | 2,372 | |
| Private: | | | | | | | |
| Intercity | 9,928 | 4,590 | | 2,795 | | 2,543 | |
| Urban | 12,018 | 5,378 | | 3,448 | | 3,192 | |
| Farm | 2,189 | 960 | | 609 | | 620 | |
| Totals | 33,333 | 15,495 | | 9,111 | | 8,727 | |