

1962

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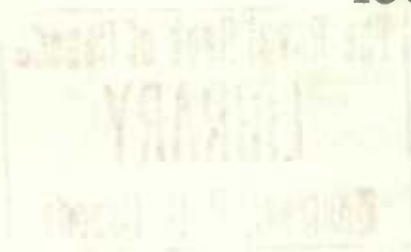
ANNUAL

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MOTOR TRANSPORT TRAFFIC PROVINCE OF SASKATCHEWAN

1962



Published by Authority of
The Minister of Trade and Commerce

DOMINION BUREAU OF STATISTICS
Public Finance and Transportation Division
Transportation Section

February 1964
8804-557

Price: 50 cents

Reports Published by the
Public Finance and Transportation Division
dealing with

ROAD TRANSPORT

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Motor Transport Traffic

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PROVINCE OF SASKATCHEWAN
JANUARY 1 - DECEMBER 31, 1962

CHART - 1

TRUCK REGISTRATIONS BY TYPE OF OPERATION

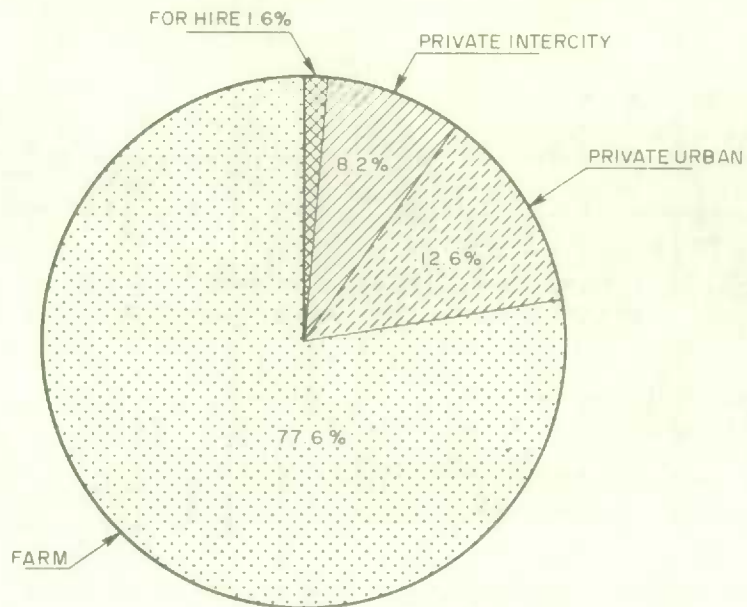
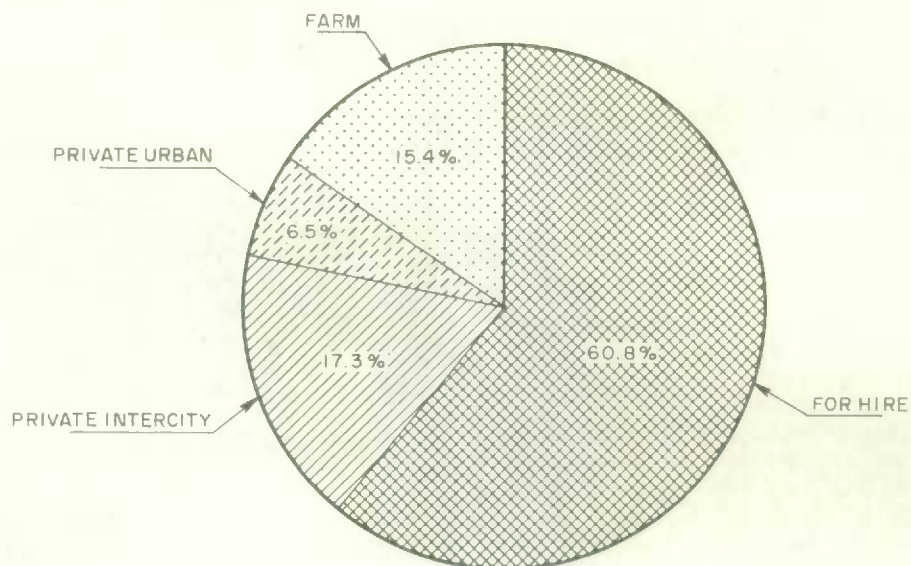


CHART - 2

NET TON MILES BY TYPE OF OPERATION



INTRODUCTION

The 1962 annual report of motor transport traffic in the Province of Saskatchewan is based upon a sample of approximately 7 per cent 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.

In Saskatchewan trucks operated provincially for compensation are classed as "Public Service Vehicles". Public service vehicles used for transporting general merchandise over a given route or

for certified chartered operations are issued with an "A" licence, while those restricted to transporting specified commodities provincially are provided with an "E" licence. Vehicles owned and operated by farmers and used for their own farm operations are classified as farm vehicles and issued with an "F" licence. All other trucks are classified as commercial vehicles and are issued with a "C" licence if used within a radius of 35 miles of the owner's headquarters or a "D" licence if operated provincially.

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

- | | |
|-------------------|--|
| For hire | - "A" and "E" licensed vehicles. |
| Private intercity | - "C" and "D" licensed vehicles operating outside urban areas. |
| Private urban | - "C" and "D" licensed vehicles operating only within urban areas. |
| Farm | - "F" licensed vehicles. |

It is known that some "C" and "D" licensed trucks are operated for compensation but these vehicles were not included in the for hire category. As a result, the for hire data are understated by the extent of these operations.

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 to 1961.

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 selec-

tions are stratified by licence and weight group. Therefore it is only necessary to multiply the sample in each weight group of each licence category by the inverse of the appropriate selection ratio to arrive at a quarterly population. The four quarterly populations by gross vehicle weight and licence categories are added together and an average weight group and licence category distribution for the year is computed. This weight group and licence category distribution is applied to the constant population. Each licence category except C and D licences corresponds to one function. For the C and D licensed population the average distribution obtained from all the previous year's completed questionnaires is used to divide these vehicles into private intercity and private urban. The above procedure was introduced in 1959. Prior to that year the distribution by function was determined for each quarter separately.

3. When 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 hire and farm vehicles can be identified immediately by their licences. However, C and D

licensed vehicles have to be separated into private urban and private intercity classes according to the area of operation as indicated in the returned questionnaires.

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.

Review of Survey Results

The estimated population of trucks performing transportation services in Saskatchewan during the year rose 2.4 per cent to 110,300 from 107,700 in 1961. Of these, 1,800 or 1.6 per cent were for hire trucks; 9,020 or 8.2 per cent were private intercity vehicles; 13,880 or 12.6 per cent were private vehicles operating wholly within urban areas; and 85,600 or 77.6 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 Saskatchewan registered trucks.

Although comprising only 1.6 per cent of Saskatchewan's truck population, for hire vehicles accounted for 60.8 per cent of the total net ton miles and 9.2 per cent of the total tons of goods carried during 1962. This results from the high average yearly mileage of these trucks, 46,600 miles as compared with 4,400 miles for all trucks, and from the heavy average load carried of 11.7 tons compared to 5.5 tons for all trucks. Since nine tenths 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

While the changes and improvements in methods of compilation mentioned above will to some extent influence comparisons of data between years the effects should not be overly significant. In addition it is emphasized that since the statistics contained in this report are calculated from a sample survey they are only estimates and not actual figures.

It should be noted that in 1961 the description of commodities transported by trucks was changed to conform with the revised "Standard Commodity Classification" produced by the Dominion Bureau of Statistics. Formerly commodities were classified according to the "Railway Freight Commodity Statistics Classification". The change will enable these data to be compared more easily with other commodity data produced by the Dominion Bureau of Statistics.

of heavier vehicles in the for hire class also explains the low estimate of miles per gallon of gasoline, 5.2 compared with 9.6 for all trucks.

It is estimated that urban operations accounted for 0.8 per cent of the total net ton miles performed by Saskatchewan registered for hire trucks and 1.6 per cent of the total net ton miles performed by private intercity vehicles.

Some trucks in Saskatchewan under 10,000 lb. gross vehicle weight are used essentially for personal transportation. Such vehicles accounted for about 14 per cent of the total mileage travelled by Saskatchewan registered trucks.

Section II: Traffic Within the Province

This section presents estimates of traffic performed by Saskatchewan 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 34.9 per cent and private intercity 22.5 per cent of their total net ton miles outside Saskatchewan.

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 over one third of the total net ton miles performed and almost one third of the revenue earned by these vehicles. Almost five sevenths of the total tons of goods carried in this type of traffic by Saskatchewan registered for hire trucks was transported to or from Manitoba.

Appendix

During the year survey questionnaires were sent to the owners or operators of 8,137 trucks. Of this number 2,548 were returned completed and 2,820 trucks were reported not used during the

survey week. The remaining 2,769 were either returned incomplete and unusable or not returned at all.

**SECTION I. TRAFFIC PERFORMED BY SASKATCHEWAN REGISTERED TRUCKS INSIDE AND OUTSIDE THE PROVINCE
JANUARY 1 - DECEMBER 31, 1962**

TABLE 1. All Trucks by Type of Operation

		For hire	Private			Total
			Intercity	Urban	Farm	
Mileage:						
Total mileage travelled	'000	83,826	110,295	72,533	221,166	487,820
Average yearly mileage per truck		46,600	12,200	5,200	2,600	4,400
Average distance each ton was carried		221.9	31.4	6.7	13.0	33.6
Percentage of total mileage travelled empty		28.9	61.4	58.7	64.9	57.0
Fuel:						
Total gallons of gasoline consumed	'000	9,091	11,514	7,090	18,890	46,585
Miles per gallon of gasoline		5.2	9.2	10.2	11.7	9.8
Total gallons of diesel oil consumed	'000	5,875	636	—	—	6,511
Miles per gallon of diesel oil		6.3	6.7	—	—	6.3
Total gallons of other fuel consumed		—	—	—	—	—
Miles per gallon of other fuel		—	—	—	—	—
Weight of goods carried:						
Total tons of goods carried	'000	3,150	6,347	11,118	13,560	34,175
Average weight carried ¹	ton	11.7	4.7	2.5	2.3	5.5
Net ton miles:						
Total net ton miles performed	'000	898,908	199,390	74,464	176,594	1,149,356
Average net ton miles per truck		388,300	22,100	5,400	2,100	10,400
Capacity ton miles:						
Total capacity ton miles ²	'000	1,266,588	532,757	217,053	565,609	2,582,007
Average capacity ton miles per truck		703,700	59,100	15,600	6,600	23,400
Percentage of capacity utilized		55.2	37.4	34.3	31.2	44.5
Gross ton miles:						
Total gross ton miles ³	'000	1,868,355	649,050	254,515	791,598	3,363,518
Average gross ton miles per truck		928,900	72,000	18,300	9,200	30,500
Revenue:						
Total revenue	\$'000	35,383	—	—	—	—
Revenue per ton mile	¢	5.1	—	—	—	—
Revenue per mile (total mileage travelled)	¢	42.2	—	—	—	—
Average revenue per truck	\$	19,700	—	—	—	—
Estimated annual population		1,800	9,020	13,880	85,600	110,300

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	148,379	130,111	30,419	32,089	43,265	487,820
Average yearly mileage per truck		5,100	3,200	2,400	2,200	4,200	4,400
Average distance each ton was carried		11.2	15.4	12.1	10.4	15.7	33.8
Percentage of total mileage travelled empty		78.6	64.2	47.2	47.1	40.6	57.0
Fuel:							
Total gallons of gasoline consumed	'000	10,255	10,855	2,989	3,709	6,082	46,585
Miles per gallon of gasoline		14.5	12.0	10.2	8.7	7.1	9.8
Total gallons of diesel oil consumed	'000	—	—	—	—	—	6,511
Miles per gallon of diesel oil		—	—	—	—	—	6.3
Total gallons of other fuel consumed		—	—	—	—	—	—
Miles per gallon of other fuel		—	—	—	—	—	—
Weight of goods carried:							
Total tons of goods carried	'000	1,186	3,500	2,624	6,157	8,176	34,175
Average weight carried ¹	ton	0.4	1.2	2.0	3.8	5.0	5.5
Net ton miles:							
Total net ton miles performed	'000	13,231	53,895	31,793	63,946	128,550	1,149,356
Average net ton miles per truck		500	1,300	2,500	4,500	12,500	10,400
Capacity ton miles:							
Total capacity ton miles ²	'000	129,100	242,624	92,117	178,589	329,042	2,582,007
Average capacity ton miles per truck		4,400	5,900	7,300	12,400	31,900	23,400
Percentage of capacity utilized		10.2	22.2	34.5	35.8	39.1	44.5
Gross ton miles:							
Total gross ton miles ³	'000	242,577	379,262	134,363	195,247	338,145	3,363,518
Average gross ton miles per truck		8,300	9,300	10,700	13,600	32,800	30,500
Estimated annual population		29,189	40,784	12,594	14,367	10,324	110,300

See footnotes at end of Table 6, page 9.

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	¢
30,000 lb. and under	382	5,523	23,304	4.2	61.0	2,913	12.5
30,001-50,000 lb.	456	13,454	108,167	8.0	237.4	8,194	7.6
50,001 lb. and over	2,312	40,658	567,437	14.0	245.4	24,276	4.3
Totals	3,150	59,635	698,908	11.7	221.9	35,383	5.1
	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	228	13,971	6,340	0.5			27.8
10,001-20,000 lb.	998	7,393	16,943	2.3			17.0
20,001-30,000 lb.	1,963	9,914	47,816	4.8			24.4
30,001 lb. and over	3,158	11,248	128,291	11.4			40.6
Totals	6,347	42,526	199,390	4.7			31.4

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	¢
Live animals	139	2,996	31,783	10.6	228.3	1,480	4.7
Food, feed, beverages and tobacco	290	6,188	64,119	10.4	221.2	2,759	4.3
Crude materials, inedible	128	1,534	25,305	16.5	197.1	1,038	4.1
Fabricated materials, inedible	1,194	13,905	221,556	15.9	185.6	8,504	3.8
End products, inedible	290	10,403	91,351	8.8	315.1	6,347	6.9
General freight	1,109	24,609	264,794	14.0	238.9	15,255	5.8
Totals	3,150	59,635	698,908	11.7	221.9	35,383	5.1
	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		
Live animals	86	1,601	11,694	7.3			136.6
Food, feed, beverages and tobacco	319	8,220	39,134	4.8			122.6
Crude materials, inedible	3,495	4,931	38,523	7.8			11.0
Fabricated materials, inedible	2,044	10,919	72,852	6.7			35.6
End products, inedible	315	12,938	31,654	2.4			100.6
General freight	88	3,917	5,533	1.4			62.5
Totals	6,347	42,526	199,390	4.7			31.4

**SECTION II. TRAFFIC PERFORMED BY SASKATCHEWAN REGISTERED TRUCKS WITHIN THE PROVINCE
JANUARY 1 - DECEMBER 31, 1962**

TABLE 5. All Trucks by Type of Operation

		For hire	Private			Total
			Intercity	Urban	Farm	
Mileage:						
Total mileage travelled	'000	57,191	99,988	72,533	221,166	450,878
Average yearly mileage per truck		31,800	11,100	5,200	2,600	4,100
Average distance each ton was carried		149.8	26.5	6.7	13.0	25.7
Percentage of total mileage travelled empty		29.8	63.6	58.7	64.9	59.2
Fuel:						
Total gallons of gasoline consumed	'000	6,516	10,281	7,090	18,890	42,777
Miles per gallon of gasoline		5.2	9.5	10.2	11.7	9.9
Total gallons of diesel oil consumed	'000	3,732	405	—	—	4,137
Miles per gallon of diesel oil		6.2	6.5	—	—	6.2
Total gallons of other fuel consumed		—	—	—	—	—
Miles per gallon of other fuel		—	—	—	—	—
Weight of goods carried:						
Total tons of goods carried	'000	3,039	5,823	11,118	13,560	33,540
Average weight carried ¹	ton	11.3	4.3	2.5	2.3	4.7
Net ton miles:						
Total net ton miles performed	'000	455,319	154,491	74,464	176,594	860,868
Average net ton miles per truck		253,000	17,100	5,400	2,100	7,800
Capacity ton miles:						
Total capacity ton miles ²	'000	865,080	430,863	217,053	565,609	2,078,605
Average capacity ton miles per truck		480,600	47,800	15,600	6,600	18,800
Percentage of capacity utilized		52.6	35.9	34.3	31.2	41.4
Gross ton miles:						
Total gross ton miles ³	'000	1,086,859	521,238	254,515	791,598	2,654,210
Average gross ton miles per truck		603,800	57,800	18,300	9,200	24,100
Revenue:						
Total revenue	\$'000	24,899	—	—	—	—
Revenue per ton mile	¢	5.5	—	—	—	—
Revenue per mile (total mileage travelled)	¢	43.5	—	—	—	—
Average revenue per truck	\$	13,800	—	—	—	—
Estimated annual population		1,800	9,020	13,880	85,600	110,300

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	146,682	129,135	29,584	31,994	42,126	71,357
Average yearly mileage per truck		5,000	3,200	2,300	2,200	4,100	23,500
Average distance each ton was carried		10.6	15.3	11.9	10.4	15.4	48.0
Percentage of total mileage travelled empty		77.2	64.4	46.9	47.1	40.9	34.0
Fuel:							
Total gallons of gasoline consumed	'000	10,151	10,770	2,908	3,696	5,914	9,338
Miles per gallon of gasoline		14.5	12.0	10.2	8.7	7.1	4.9
Total gallons of diesel oil consumed	'000	—	—	—	—	—	4,137
Miles per gallon of diesel oil		—	—	—	—	—	6.2
Total gallons of other fuel consumed		—	—	—	—	—	—
Miles per gallon of other fuel		—	—	—	—	—	—
Weight of goods carried:							
Total tons of goods carried	'000	1,184	3,500	2,624	6,150	8,113	11,969
Average weight carried ¹	ton	0.4	1.2	2.0	3.8	5.0	12.2
Net ton miles:							
Total net ton miles performed	'000	12,597	53,713	31,302	63,888	124,648	574,720
Average net ton miles per truck		400	1,300	2,500	4,400	12,100	188,900
Capacity ton miles:							
Total capacity ton miles ²	'000	127,687	240,910	89,655	178,175	320,510	1,121,668
Average capacity ton miles per truck		4,400	5,900	7,100	12,400	31,000	368,700
Percentage of capacity utilized		9.9	22.3	34.9	35.9	38.9	51.2
Gross ton miles:							
Total gross ton miles ³	'000	239,120	376,379	131,060	194,848	328,813	1,383,990
Average gross ton miles per truck		8,200	9,200	10,400	13,600	31,800	455,000
Estimated annual population		29,189	40,784	12,594	14,367	10,324	3,042

¹ Net ton miles divided by miles travelled with load.² Capacity ton miles are determined by multiplying the actual total number of miles travelled by the estimated capacity or the weight of the heaviest load carried, whichever is larger.³ Gross ton miles 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 SASKATCHEWAN REGISTERED TRUCKS
JANUARY 1-DECEMBER 31, 1962**

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

Origin and destination	For hire			Private intercity ¹			Total ²		
	Into Saskat- chewan	Out of Saskat- chewan	Total	Into Saskat- chewan	Out of Saskat- chewan	Total	Into Saskat- chewan	Out of Saskat- chewan	Total
	'000 tons								
Newfoundland	—	—	—						
Prince Edward Island	—	—	—						
Nova Scotia	—	—	—						
New Brunswick	—	—	—						
Quebec	—	2	2						
Ontario	18	1	19						
Manitoba	244	265	509						
Alberta	119	71	190						
British Columbia	6	3	9						
United States	3	4	7						
Totals	390	346	736						

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	¢
Live animals	60	1,871	21,766	11.6	362.2	793	3.6
Food, feed, beverages and tobacco	76	2,149	26,647	12.4	349.9	747	2.8
Crude materials, inedible	13	367	5,897	16.1	447.2	250	4.2
Fabricated materials, inedible	231	4,620	80,290	17.4	347.8	2,526	3.1
End products, inedible	60	3,557	33,012	9.3	548.2	2,233	6.8
General freight	296	8,623	101,575	11.8	343.3	4,988	4.9
Totals	736	21,187	269,187	12.7	365.5	11,537	4.3
	Private intercity ¹						
	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		
Live animals							
Food, feed, beverages and tobacco							
Crude materials, inedible							
Fabricated materials, inedible							
End products, inedible							
General freight							
Totals							

¹ Reliable statistics not available.

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 Saskatchewan truck population in 1962							
For hire	—	79	20	105	294	1,302	1,800
Private:							
Intercity	3,992	1,998	279	638	1,339	774	9,020
Urban	7,818	2,628	837	1,011	903	683	13,880
Farm	17,379	36,079	11,458	12,613	7,788	283	85,600
Totals	29,189	40,784	12,594	14,367	10,324	3,042	110,300
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	976	506		192		278	
Private:							
Intercity	1,781	625		534		622	
Urban	1,866	677		544		645	
Farm	3,514	740		1,550		1,224	
Totals	8,137	2,548		2,820		2,769	

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