

15.3 Railway rolling-stock in service as at Dec. 31, 1975 and 1976

Type	1975	1976	Type	1975	1976
Locomotives	3,977	4,008	Freight cars	193,197	193,401
Steam	—	—	Automobile	2,776	3,541
Diesel-electric	3,963	3,994	Ballast	2,199	2,670
Electric	14	14	Box	92,669	88,644
Passenger cars	1,936	1,855	Fiat	25,722	26,305
Turbo train	—	—	Gondola	21,370	21,377
Power unit cars	6	6	Hopper	29,287	31,801
Coach	15	15	Ore	7,731	8,236
Parlour	6	6	Refrigerator	5,016	4,898
Self-propelled cars	117	116	Stock	2,359	2,093
Coach	713	737	Tank	379	325
Combination	32	35	Other	3,689	3,511
Dining	87	80	Privately owned cars	22,000	25,446
Parlour	116	118	Tank	14,699	14,233
Sleeping	344	306	Other	7,301	11,213
Baggage, postal and express	495	431			
Other	5	5			

15.4 Commodities¹ hauled as revenue freight by railways, 1975 and 1976 (thousand tonnes)

Commodity	1975	1976	Commodity	1975	1976
LIVE ANIMALS	218	139	Gypsum	3 639	3 665
Cattle	206	130	Limestone	3 747	3 691
Other live animals	12	9	Other crude non-metallic minerals	13 319	12 281
FOOD, FEED, BEVERAGES AND TOBACCO	31 122	30 634	Waste materials	891	789
Meat, fresh or frozen	287	247	FABRICATED MATERIALS, INEDIBLE	58 305	60 893
Other animal products	201	207	Lumber	5 888	7 183
Barley	5 537	5 926	Other wood fabricated materials	2 011	2 184
Wheat	15 226	14 063	Wood pulp and other pulp	4 464	5 096
Other grains	2 254	2 404	Newsprint	4 325	4 248
Milled cereals and cereal products	1 803	1 880	Other paper and paperboard	2 790	3 083
Fruits and fruit preparations	536	627	Chemicals	4 925	5 614
Vegetables and vegetable preparations	1 195	1 254	Potash	7 300	7 864
Sugar	410	383	Other fertilizers	2 101	1 797
Other food and food preparations	946	794	Petroleum and coal products	12 559	12 171
Animal feed	2 264	2 424	Metals and primary metal products	6 317	5 637
Beverages	415	383	Cement	1 731	1 836
Tobacco and tobacco products	48	42	Other fabricated materials	3 894	4 180
CRUDE MATERIALS, INEDIBLE	117 349	125 310	END PRODUCTS, INEDIBLE	9 719	10 024
Crude animal and vegetable materials	1 642	1 617	Road motor vehicles and parts	5 432 ^f	6 149
Pulpwood (logs and chips)	7 629	10 723	Other end products	4 287 ^f	3 875
Other crude wood materials	2 315	1 991	SPECIAL TYPES OF TRAFFIC	7 923 ^g	10 789
Textile fibres	85	87	Piggyback (trailer and containers) ²	3 930	6 641
Iron ore	49 004	57 838	Freight forwarder	1 804	1 810
Nickel-copper ore	4 087	4 912	Other special traffic	2 189	2 338
Bauxite ore and alumina	2 380	1 139	NON-CARLOAD SHIPMENTS ³	1 344	1 005
Other metallic ores	7 203	6 589	Total	225 980	238 794
Scrap metal, slags and drosses	2 140	1 995			
Coal	18 875	17 645			
Crude oil and bituminous substances	393	348			

¹In this table duplications are eliminated, for example, freight that is interlined between two or more Canadian railways is counted only once. The statistics do not cover United States operations of Canadian railways except for the Canadian Pacific Railway line through Maine, US, and certain other short mileages which are deemed to be an integral part of the Canadian railway system. Sections of United States railways operating into Canada are regarded as Canadian railways and are included. Freight carried by the Cartier Railway is included in this table; however, financial data for this railway are not available for inclusion in the financial tables.

²Excludes traffic moved in railway-operated containers and trailers.

³Includes express-rated traffic.

15.5 Capital invested in railway road and equipment property, 1972-76 (thousand dollars)

Investment	1972	1973	1974	1975	1976
Road	176,137	203,405	284,628	359,926	345,736
Equipment	Cr. 53,720	30,571	77,321	174,650	117,932
General	4,405	8,426	5,789	Cr. 6,983	10,728
Undistributed ¹	Cr. 2,637	49,250	Cr. 13,755	29,890	14,879
CNR non-rail property	5,379	14,989	20,363	18,595	19,312
CPR " " "	Cr. 16,189	27,003	Cr. 46,929	Cr. 1,459	Cr. 21,596
Other " " "	8,172	7,258	12,811	12,754	17,163
Total	124,185	291,652	353,983	557,483	489,275
Cumulative investment to Dec. 31	8,585,977	{ 8,877,629 }	9,202,734	9,760,217	10,249,492
		{ 8,848,751 } ²			

¹Credit entries in this table result when the annual "write-offs" are greater than the annual investment in any category.

²Revised to reflect restatement of data by two railways.