GRAIN AND RAIL IN WESTERN CANADA VOLUME I

	_	
CHAPTER	1.	The Commission
	4	The Inquiry Process
CHAPTER	2.	The First Century
		Historical Perspective of the Prairie Grain Handling and Transportation System
		Previous Commissions of Inquiry
		Future Transportation Requirements 61 - Grain 62 - Forest Products 63 - Coal 63 - Potash, Sulphur and other Minerals 64 - Products of Agriculture 64
CHAPTER	3.	The Producer and His Community 66 - The Producer 67 - The Farm Unit 67 - Investment 68 - Producer Constraints 72 - Regulatory 72 - Transition Period 1
		Social and Community Implications of Railway Abandonment

CHAPTER	4.	A Modern Configuration	87
		Prairie Rail Authority	ŧ
		Railways in the Northwest	
CHAPTER	5.	Primary Elevators	132
h .		- Elevator Cost Characteristics 135 - Elevator Sites 143 - Off-Line Elevators 144 - Primary and Terminal Elevator Tariffs 149 - Overbuilding and Closing of Primary Elevators 150 - Cleaning of Grain - Screenings 153	
CHAPTER	6.	The Railway System	160
		- Shipping Blocks	· • · · · · · · · · · · · · · · · · · ·
CHAPTER	7.		196
		- Thunder Bay	
		- Pacific Coast Ports	
	1	- Squamish	•
•		- Interior Canadian Government Elevators 231	

CHAPTER 8.	Energy and Grain Transportation	237
	 Energy Resources and Consumption 239 Energy and Grain Transportation 244 Fuel Costs and Grain Transportation 257 Energy Implications of Rail 	
	Line Abandonment	
CHAPTER 9.	Economic Development	272
	- Why Processing Plants Locate Where	
	They Do 277	
	- The Flour Milling Industry 279	
	- The Rapeseed Crushing Industry 284	
	Livestock Production and Processing 291The Malting Industry	
	The naturng industry	
CHÄPTER 10.	Grain Transportation Costs	312
	- Railway Rehabilitation, Rationalization	
	and Cost of Moving Grain 313	
	- Track Improvements	
	- The Effects of System Rationalization	•
	on the Cost of Moving Grain 329	
	- Comparison of Off Line Elevator Service	,
	to Rail Service	
	Statutory Rates	
CHAPTER 11.	An Evaluation Framework	339
01800 1210 111		333
	- Region 1 343	
	- Region 2	
	- Region 4 362	
	- Region 5 381	
	- Region 6 390	
	- Region 7 403	4
	- Region 8 407	
	- Region 9 417	
•	- Region 10 425	
	- Region 11	
	- Region 12	
	- Region 14	
	- Region 15	
	- Region 16	
	- Region 17 499	

CHAPTER 12.	Implications of Regional Recommendations	502
	- Transfers of Ownership	
CHAPTER 13.	Summary and Recapitulation of Recommendations	519
OWN ALK 15.		319
	- The Railway System 520	
	- The Primary Elevator System 527	
	- Ports and Terminals 530	
	- Economic Development 534	
	- Transfers of Ownership 536	
	- The Canadian Transport Commission 537	
	- Provincial Compensation for Roads 537	
	- Compensation for Tax Loss 538	
	The Canadian Wheat Board	
	- The Canadian Wheat Board 538	
	- Other Important Producer Concerns 539	

-K

ħ

LIST OF TABLES

TABLE NO.	DESCRIPTION	PAGE
II.1	THE FIRST CENTURY Rail Miles of Track, 1906-1935	30
II.2	Branch Line Abandonments, 1945-1963	31
II.3 II.4	Rates to Fort William - Port Arthur, 1898-1922 Railway Claimed Losses and Subsidy Payments	37
	1971-1975	58
11.5	Branch Line Subsidy Claims - 1975	50
II.6	Category IV Costs Projected Grain Exports - 1985	59 62
	THE PRODUCER AND HIS COMMUNITY	
III.1	Farm Size and Farmers - Western Canada	••
111.2	1921-1971 Farm Operators Investment	68 69
		,
•	A MODERN CONFIGURATION	
IV.1	Ratio of Train to Roadway Expenses Class I Railways 1974	97
IV.2	North West Rail Authority Traffic Forecast	109
,	PRIMARY ELEVATORS ••	
٧.1	Delivery Points, Elevators and Elevator	
	Capacity 1935-1976	134
V.2 V.3	Average Elevator Operating Costs 1974 Average Elevator Operating Costs By Capacity	137 139
V. 4	Average Elevator Operating Costs by Receipts	142
	THE RAILWAY SYSTEM	
VI.1	CP Rail Car Inventory	165
VI.2	Canadian National Car Inventory	166
VI.3 VI.4	Railway Equipment Utilization Improvements in Operating Efficiency	171 171
VI.5	Breakdown of an Average Car Cycle -	1/1
VI C	Canadian National	172
VI.6 VI.7	1974 Car Cycle Projected Annual Volumes of Grain with Reduced	173
	Car Cycles	173
8.IV	Claimed Loss Prairie Branch Lines 1967-1975	181

TABLE No. DESCRIPTION	N PAGE
PORTS AND TERMINALS VII.1 Grain Terminals and Capa	cities - Thunder Bay
1900 - 1976	198
VII.2 Exports of Canadian Grain	
VII.3 Churchill - Grain Shipme VII.4 Canadian Government Elev	
VII.5 Net Receipts of Grain -	
Elevators	233
ENERGY AND GRAIN TRANSPO	RTATION
VIII.1 Nations with Greatest Pr	
Reserves 1972	240 Resources 241
VIII.2 U.S. Fossil Fuel Energy VIII.3 Canadian Fuel Consumptio	
VIII.4 Selected Transportation Savings	
VIII.5 Calculations of Inverse	Transportation Energy
Efficiency for Commerc	
VIII.6 Example of Fuel Price De Prairies	terminations in the 258
VIII.7 Results of Rationalizati and Carlton Areas	on Schemes in Brandon 265
ECONOMIC DEVELOPMENT	
IX.1 Millings of Wheat by Eas	
IX.2 Canadian Rapeseed Acreag Disposition	e, Supply and 285
IX.3 Production, Slaughtering	
Cattle and Hogs 1975	297
IX.4 Percentage of Slaughter Meat Packing Firms	Capacity Used in 299
IX.5 Slaughtering and Meat Pr	
Man Hours and Value Ad IX.6 Transportation Charges,	
Barley and Beef	306
IX.7 Transportation Charges f Barley and Pork	

TABLE No.	DESCRIPTION	PAGE
	GRAIN TRANSPORTATION COSTS	•
X.1	Weight of Steel and Load Capacity	314
X.2	Rail Line Capacity	315
X.3	Grain Dependent Lines	317
X.4	Railway Company Rehabilitation Estimates	318
X.5	Branch Line Inspection Sheets Summary	319
X.6	Rehabilitation or Upgrading Expenditure	322
X.7	CN Branch Line Rehabilitation Estimate	325
X.8	Estimates of Capital Required	327
X.9	Commission Estimate of Rehabilitation and Upgrading Funds Required to Provide	
	Adequate Network	328
X.10	Reduction in Costs and Capital Requirements	
	Resulting from Rationalization	333
	AN EVALUATION FRAMEWORK	
XI.l	Recommendations for Category B Branch Lines - Region 1	345
XI.2	Recommendations for Category B Branch Lines - Region 2	357
XI.3	Recommendations for Category B Branch Lines - Region 3	361
XI.4	Recommendations for Category B Branch Lines - Region 4	380
XI.5	Recommendations for Category B Branch Lines - Region 5	389
XI.6	Recommendations for Category B Branch Lines - Region 6	402
XI.7	Recommendations for Category B Branch Lines - Region 7	406
8.IX	Recommendations for Category B Branch Lines - Region 8	416
XI.9	Recommendations for Category B Branch Lines - Region 9	424
XI.10	Recommendations for Category B Branch Lines - Region, 10	430
XI.11	Recommendations for Category B Branch Lines - Region 11	455
XI.12	Recommendations for Category B Branch Lines - Region 12	466
XI.13	Recommendations for Category B Branch Lines - Region 13	478
XI.14	Recommendations for Category B Branch Lines - Region 14	487
W.	·· · · · · ·	/

The second of th

7,

TABLE No.	DESCRIPTION	PAGE	
XI.15	Recommendations for Category B Branch Lines - Region 15	491	
XI.16	Recommendations for Category B Branch Lines - Region 16	498	
XI.17	Recommendations for Category B Branch Lines - Region 17	501	
	IMPLICATIONS OF REGIONAL RECOMMENDATIONS		
XII.1	Summary of Commission Recommendations	503	
XII.2	Rail Mileage and Recommendations by Province	504	
XII.3	Operating Lines - Mileages and Recommendations	505	
XII.4	Receipts at Delivery Points to be Abandoned	507	
XII.5	Delivery Point and Elevator Closures 1972-1977	507	
XII.6	Population of Communities on Rail Lines to be		
	Abandoned.	508	