## dOMINION BUREAU OF STATISTICS

## OTTAWA - CANADA

## railway operating statistics



Operating revenues of sixteen railways for June 1954 totalled \$93,439,516, down 11,355,833 or 10.8 p.c. from $\$ 104,795,349$. Operating expenses at $\$ 86,814,183$ dropped $\$ 8,624,558$ or $9.0 \mathrm{p} . \mathrm{c}_{\text {. }}$ from $\$ 95,438,741$. Net operating revenue was off $\$ 2,731,275$ to $\$ 6,625,333$ and operating income dropped $\$ 1,642,223$ to $\$ 4,354,936$.

Revenue tons carried totalled $13,094,381$ versus $15,317,448$ a year ago, a drop of $2,223,067$ tons or $14.5 \mathrm{p} . \mathrm{c}$. while revenue ton miles fell 17.5 p.c. to 4,724,420,000. Revenue passengers carried at 2,282,942 were down 26,622 or 1.2 p.c. but, conversely total revenue passenger miles was up 0.4 p.c. to 289,117,000. Fraight train miles fell 15.7 p.c. and passenger train miles fell 2.4 p.c.

CANADIAN NATIONAL RAILWATS: Canadian Iines of this syatem earned operating revenues of $\$ 49,412,900$ during June 1954 againat $\$ 54,656,600$ a year earlier thus showing a drop of $\$ 5,243,700$ or $9.6 \mathrm{p} . \mathrm{c}$. Operating expenses at $\$ 47,032,332$ were down $\$ 4,152,787$ or 8.1 p.c. from $\$ 51,185,119$ in June 1953. Net operating revenue fall from $\$ 3,471,481$ to $\$ 2,380,568$ and operating income from $\$ 2,833,091$ to $\$ 2,116,903$. Tons of revenue freight carried decilned $16.4 \mathrm{p} . \mathrm{c}$. at $5,763,766$ while revenue ton miles were 18.5 p.c. lower at $2,381,446,000$.

Operating revenues of the Canadian National System amounted to $\$ 55,674,000$ and operating expenses, $\$ 52,543,000$. Operating income at $\$ 1,838,151$ was balow that of $\$ 3,080,940$ reported for June 1953. The system had, for the first six months of 1954, an operating loss of $\$ 5,359,342$, in contrast to a profit of $\$ 2,660,865$ a year ago.

CANADIAN PACIFIC RAILWAX COMPANI: This Company's revenues for the month totalled $\$ 36,016,490$ down $\$ 4,713,399$ or 11.6 p.c. from $\$ 40,729,889$ a year ago. The most significant changes in revenues were freight, which dropped 14.3 p.c. to $\$ 28,609,023$ and express, which fell 26.6 p.c. to $\$ 803,900$. The 10.1 p.c. drop in operating expensea from $\$ 37,346,725$ to $\$ 33,558,061$ was accounted for mainly by: maintenance of ways and structures, down $\$ 1,126,482$ to $\$ 8,370,262$; maintenance of equipment, down 15.9 p.c. to $\$ 7,317,189$; and transportation which fell $8.5 \mathrm{p} . \mathrm{c}$. to $\$ 14,016,588$. Net operating income amounted to $\$ 2,458,429$ versus $\$ 3,383,164$ in 1953 , and operating income amounted to $\$ 1,890,904$ against $\$ 2,275,830$. Revenue tonnage declined $13.8 \mathrm{p} . \mathrm{c}$. to $4,597,081$ tons and revenue ton miles fell 17.6 p.c. to $1,983,253,000$. Revenue passengers carried numbered 782,990 as compared with 760,116 and passenger miles increased from 130,361,000 to 131,954,000. In the $31 x$ months period ending June 1954, operating income totalled $\$ 8,554,092$ against $\$ 10,507,352$ for the same period last year.

[^0]|  | TOTAL <br> (16 RALLwATS) |  | CANADIAN NATIONAL RAILWAYS |  | CANADIAN PACIFIC RAIJWAY CO. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1954 | 1953 | 1954 | 1953 | 1954 | 1953 |
| OPERATING REVEMUES |  |  |  |  |  |  |
| Freight Passenger Mail express | $\begin{array}{r} 73,107,816 \\ 8,19,406 \\ 1,157,198 \\ 4,132,324 \\ \hline \end{array}$ | $\begin{array}{r} 84,207,578 \\ 8,075,348 \\ 1,092,765 \\ 4,657,270 \\ \hline \end{array}$ | $\begin{array}{r} 37,923,000 \\ 4,076,500 \\ 520,200 \\ \times \quad 3,144,700 \\ \hline \end{array}$ | $\begin{array}{r} 42,974,000 \\ 3,977,000 \\ 504,000 \\ \times \quad 3,375,000 \\ \hline \end{array}$ | $\begin{array}{r} 28,609,023 \\ 3,687,803 \\ 561,475 \\ 803,900 \\ \hline \end{array}$ | $\begin{array}{r} \quad 33,391,145 \\ 3,603,910 \\ 492,564 \\ 1,094,981 \\ \hline \end{array}$ |
| Other passenger trein Water line <br> All other | $\begin{array}{r} 1,175,626 \\ 575,457 \\ 5,095,689 \\ \hline \end{array}$ | $\begin{array}{r} 1,208,835 \\ 592,285 \\ 4,961,268 \\ \hline \end{array}$ | $\begin{array}{r} 462,874 \\ 3,285, \overline{6} 26 \\ \hline \end{array}$ | $\begin{array}{r} 483,064 \\ 3,343,536 \end{array}$ | $\begin{array}{r} 697,395 \\ 220,362 \\ 1,436,532 \\ \hline \end{array}$ | $\begin{array}{r} 704,793 \\ 229,062 \\ 1,213,434 \\ \hline \end{array}$ |
| Total Railway Oporating Revenues | 93,439,516 | 104,795,349 | I 49,412,900 | x 54,656,600 | 36,016,490 | 40,729,889 |
| OPERATING EXPLNSES |  |  |  |  |  |  |
| Maintenance of way and structures Maintenance of equipment <br> Traffic | $\begin{array}{r} 20,809,240 \\ 18,465,666 \\ 1,936,840 \\ \hline \end{array}$ | $\begin{array}{r} \quad 23,049,625 \\ 21,372,714 \\ 1,945,274 \\ \hline \end{array}$ | $\begin{array}{r} 10,689,448 \\ 10,042,525 \\ 932,633 \end{array}$ | $\begin{array}{r} 11,685,811 \\ 11,302,014 \\ 921,191 \\ \hline \end{array}$ | $\begin{array}{r} 8,370,262 \\ 7,317,189 \\ 867,155 \\ \hline \end{array}$ | $\begin{array}{r} 9,496,744 \\ 8,700,289 \\ 880,685 \\ \hline \end{array}$ |
| Transportation Miscellaneous operations General | $\begin{array}{r} 38,433,550 \\ 1,443,435 \\ 5,725,452 \\ \hline \end{array}$ | $\begin{array}{r} 42,099,036 \\ 1,422,253 \\ 5,549,839 \\ \hline \end{array}$ | $\begin{array}{r} 21,756,796 \\ 544,625 \\ 3,067,305 \\ \hline \end{array}$ | $\begin{array}{r} 23,786,262 \\ 536,294 \\ 2,953,547 \\ \hline \end{array}$ | $\begin{array}{r} 14,016,588 \\ 724,213 \\ 2,262,654 \\ \hline \end{array}$ | $\begin{array}{r} 15,310,641 \\ 716,998 \\ 2,241,368 \\ \hline \end{array}$ |
| Total Rallway Operating Expenses | 86,814,183 | 95,438,741 | 47,032,332 | 51,185,119 | 33,558,061 | 37,346,725 |
| OPLRATING INCOME |  |  |  |  |  |  |
| Net operating revenue <br> Railway tax accruals <br> Hire of equipeent <br> Joint facilities rents | $\begin{array}{r} 6,625,333 \\ 1,837,593 \\ \mathrm{Dr} .320,402 \\ \mathrm{Dr} .112,402 \end{array}$ | $\begin{array}{r} 9,356,608 \\ 2,208,470 \\ \text { Dr. } 991,148 \\ \mathrm{Dr.} 159,831 \end{array}$ | $\begin{array}{r} 2,380,568 \\ \quad 818,757 \\ \text { Cr. }_{\text {re }} \quad 493,932 \\ \text { Gr. }_{\text {r }} \quad 61,160 \\ \hline \end{array}$ | $\begin{array}{r} 3,47,481 \\ 779,792 \\ \text { Cr. } 84,288 \\ \text { Cr. } 57,114 \\ \hline \end{array}$ | $\begin{array}{r} 2,458,429 \\ 630,000 \\ \text { Cr. } 166,614 \\ \text { Dr. } 104,139 \\ \hline \end{array}$ | $\begin{array}{r} 3,383,164 \\ 855,000 \\ \text { Dr. } 121,209 \\ \text { Dr. } 131,125 \\ \hline \end{array}$ |
| Operating income | 4,354,936 | 5,997,159 | 2,116,903 | 2,833,091 | 1,890,904 | 2,275,830 |
| OPERATING STATISTICS |  |  |  |  |  |  |
| Average miles of road operated (Rev.Fr.) No. of tons carried No. of tons carried one mile No. of tons carried one mile (All Fr.) n | $\begin{array}{r} 49,429,98 \\ 13,094,381 \\ 4,724,420 \\ 5,053,904 \end{array}$ | $\begin{array}{rr} t & 43,300.64 \\ t & 15,317,448 \\ t & 5,726,069 \\ t & 6,190,268 \end{array}$ | $\begin{aligned} & 22,648,56 \\ & 5,763,766 \\ & 2,381,446 \\ & 2,551,490 \end{aligned}$ | $\begin{aligned} & 22,500.12 \\ & 6,895,696 \\ & 2,921,742 \\ & 3,167,271 \end{aligned}$ | $\begin{array}{r} 17,003.1 \\ 4,597,081 \\ 1,983,253 \\ 2,129,266 \end{array}$ | $\begin{array}{r} 17,019.2 \\ 5,331,981 \\ 2,405,870 \\ 2,612,981 \end{array}$ |
| Gross ton miles, excl. of locomotive \& tender " | 10,901,152 | $7 \quad 13,212,690$ | 5,597,682 | 6,785,388 | 4,505,486 | 5,438,702 |
| No, of revenue passengers carried | 2,282,942 | $2,309,564$ | 1,319,538 | 1,351,911 | 782,990 | 760,116 |
| No. of revenue passengers carried one mile " | 289,117 | 287,983 | 139,771 | 138,315 | 131,954 | 130,361 |


| Freight train miles <br> Passenger train miles <br> Total train miles (rev. and non rev.) | $\begin{array}{r} 6,050,977 \\ 3,876,323 \\ 10,264,780 \\ \hline \end{array}$ |  | $\begin{array}{r} 7,177,614 \\ 3,97,534 \\ 11,568,641 \end{array}$ | $\begin{aligned} & 3,018,611 \\ & 1,893,720 \\ & 5,148,650 \\ & \hline \end{aligned}$ | $\begin{aligned} & 3,662,648 \\ & 1,958,272 \\ & 5,910,146 \\ & \hline \end{aligned}$ | $\begin{aligned} & 2,568,563 \\ & 1,749,883 \\ & 4,390,232 \\ & \hline \end{aligned}$ | $\begin{aligned} & 3,042,731 \\ & 1,760,003 \\ & 4,905,951 \\ & \hline \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Freight car miles - loaded Froight car milles - ampty Passenger train car miles | $\begin{array}{r} 164,612,041 \\ 82,235,44,5 \\ 35,889,838 \end{array}$ | ${ }_{7}^{7}$ | $\begin{array}{r} 195,188,456 \\ 98,798,538 \\ 36,600,377 \end{array}$ | $\begin{aligned} & 85,351,379 \\ & 41,743,426 \\ & 17,602,005 \end{aligned}$ | $\begin{array}{r} 102,542,319 \\ 50,467,011 \\ 18,206,758 \end{array}$ | $\begin{aligned} & 65,482,002 \\ & 33,294,976 \\ & 15,906,280 \end{aligned}$ | $\begin{aligned} & 77,299,440 \\ & 40,855,970 \\ & 15,905,580 \end{aligned}$ |
| Total amount of pay-roll <br> Number of employees <br> Pay-roll chargeable to Railway Oporating Expenses | $\begin{array}{r} \$ 53,572,920 \\ 187,081 \\ 49,319,504 \end{array}$ | \$ | $\begin{array}{r} 58,901,917 \\ 206,285 \\ 54,123,618 \end{array}$ | $\begin{array}{r} \text { \$ }(1) 30,870,262 \\ 109,239 \\ \$ \quad 27,809,632 \end{array}$ | $\begin{array}{r} \$ 33,385,080 \\ \$ \quad 118,129 \\ \$ \quad 30,370,734 \end{array}$ | $\begin{array}{r} 19,644,879 \\ 67,837 \\ 18,575,833 \end{array}$ | $\begin{aligned} & \$ \quad 22,261,246 \\ & 77,512 \\ & \$ \quad 20,638,911 \end{aligned}$ |
| DAILY AVERAGES PER MILE OF ROAD OPERATED |  |  |  |  |  |  |  |
| Operating revenue Opersting expenses | $\begin{aligned} & 63.01 \\ & 58.54 \end{aligned}$ | $t$ | $\begin{aligned} & 80.67 \\ & 73.47 \end{aligned}$ | $\begin{aligned} & 72.72 \\ & 69.22 \end{aligned}$ | $\begin{aligned} & 80.97 \\ & 75.83 \end{aligned}$ | 70.61 65.79 | $\begin{aligned} & 79.77 \\ & 73.15 \end{aligned}$ |
| No, of tons moved one mile (Rev.Fr.) | 3,186 | $t$ | 4,408 | 3,505 | 4,328 | 3,888 | 4,712 |
| No. of tons moved one mile (All Fr.) | 3,408 | $t$ | 4,765 | 3,755 | 4,692 | 4,174 | 5,118 |
| No. of revenue passengers carried one mile | 195 | $t$ | 222 | 206 | 205 | 259 | 255 |
| AVERAGES PER FREICHT TRAIN MILE |  |  |  |  |  |  |  |
| Freight revenue | 12.08 |  | 11.73 | 12.56 | 11.73 | 11.14 | 10.97 |
| No. of tons of freight (Rev, Fr.) | 782 | $t$ | 798 | 789 | 798 | 772 | 791 |
| No. of tons of freight (All Fr.) | 835 |  | 862 | 845 | 865 | 829 | 859 |
| Gross ton miles | 1,802 | $t$ | 1,841 | 1,854 | 1,853 | 1,754 | 1,787 |
| Loaded freight cars | 27.2 | 7 | 27.2 | 28.3 | 28.0 | 25.5 | 25.4 |
| brupty freight cars | 13.6 | + | 13.8 | 13.8 | 13.8 | 13.0 | 13.4 |
| AVERAGES PER PASSEAGER TRAIN MILE |  |  |  |  |  |  |  |
| Passenger train revenues | 3.78 |  | 3.79 | 4.33 | 4.26 | 3.29 | 3.35 |
| Passengers carried | 75 |  | 73 | 74 | 71 | 75 | 74 |
| Passenger cars | 9.3 |  | 9.2 | 9.3 | 9.3 | 9.1 | 9.0 |
| Average operating expenses per train mile | 8.46 | + | 8.25 | 9.13 | 8.66 | 7.64 | 7.61 |
| Average length of haul (Rev.Fr.) Miles | 361 |  | 374 | 413 | 424 | 431 | 451 |
| Average passenger journey Miles | 127 |  | 125 | 106 | 102 | 169 | 172 |
| Average tons per loaded freight car milo | 30.7 |  | 31.7 | 29.9 | 30.9 | 32.5 | 33.8 |
| Average freight receipt per revenue ton mile | 1.5476 | 1 | 1.4770 | 1.5926 | 1.477 ${ }^{\text {d }}$ | 1.4436 | 1.388 k |
| Average passonger receipt per passonger per mile | 2.835 t |  | 2.8040 | 2.9170 | 2.875 d | 2.795 ¢ | 2.765 ¢ |
| Ratio of operating pay roll to operating revenues | 52.86 |  | 51.60 | 56.350 | 55.6\% | 51.68 | 50.7\% |
| Ratio of operating expenses to revenues | 92.96 |  | 91.17 | 95.299 | 93.6\% | 93.280 | 91.7\% |

x Includes gross express revenue.
(1) Backtime of $\$ 69,352$ included in June 1954.
(Stesn Lines in Cannde and United States)
(For the Vonth of June, 1954.)



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