## い日RARY <br> Mal OTHEOUE

Memorandum

Price: \$1. 50 per year

Tris-issue includes for the first time, the operations of the ruebec North Shore and Labrador Railway Company which transports iron ore from Schefferville to Seven Islands, P.*., some 356 miles. Railways reporting now include:

Algoma Central and Hudson Bay Ratlway Company
Canada Southern Railway Cormany
Canadian lational Railways
Canadian Pacific Railway Company Central Vermont Railway Incorporated
Chesapeake and Ohio Railway (Pere Marquette)
Great Jorthern Railway Company
Hudson Bay Railway
lifdland Railway Company of ISanitoba
Wapierville Junction Railway Company

Horthern Alberta Railway Company Ontario iortinland Railway

* uebec Horth Shore and Labrador Gompany
St. Lawrence and Acirondack Railway Company
Sydney and Louisburg Railway Cormany Toronto, Hamilton and Buffalo Railway Company
Wabash Railroad Corquany

Total operating revenues for $A u_{g}$ ust, 1954 anounted to $\$ 92,630,521$, dow 10.6 p.c. from il03,622,426 for the sane month a jear ago. Operatine expeises dropped $\delta . \$ \mathrm{p}, \mathrm{c}$. from $\$ 94,343,490$ to $\$ 36,001,731$. Wet operating revenue declined 23.5 p.c. from $\$ 9,273,936$ to $\}, 623,790$ and net operating income fell $44.0 \mathrm{p} . \mathrm{c}$. from $\$ 4,215,404$ to $\$ 2,361,527$. Revenue froight carried dropped 5.1 p.c. from $14,490,201$ tons to $13,755,009$ and revenue freight ton miles was down $7.2 \mathrm{p} . \mathrm{c}$. from 5,455,573,000 to 5,061,024,000. Revenue passengers carried numbered 2,505,957 against 2,659,202 a year aco, down 2.0 p.c.; and revenue passenger miles at $300,705,000$ was ciom 5.2 p.c. from 317,127,000. Total salaries and wages was reduced 7.0 p.c. from $\$ 60,027,647$ to $\$ 55,316,555$ and the number of employees dropped 9.5 p.c. from 210,409 to 190,442 .

CalionIM MSIOML RALHATS: Operating revenues of the Canadian Lines fell 10.0 p.c. from $753,067,300$ to $\$ 47,736,700$ end operating expenses dropped $6.7 \mathrm{p} . \mathrm{c}$. from \$51,346,507 to $\$ 47,908,507$. The resultant not operating loss of 3171,807 compares With a net operatin's revenue of $1,720,793$ one jear azo wile the loss on operating income amountod to 302,906 in contrest to an operating income of $\$ 1,037,821$ in August 1953.

Revonues for the systern were 533,932,000 and exponses were 533,432,000. liet operating revenue amounted to 3550,000 versus $2,989,000$ a year ajo. 0perating loss anounted to 3655,971 ageinst an operating income of $1,262,315$ for 1953.
 \$35,359,156 and operating exponses from,36,124,647 to \$31,470,535. Net operating revenue was dom slightiy, fron $4,559,063$ to $34,33,621$ and not operating incone dropped from $21,950,007$ to $11,94,328$.

OPERATING REVENUES，EXPENSES AND STATISTICS OF CANADIAN RAILWAYS
Aldgust， 1954.

|  | TOTKL <br> 17 RAILWAYS |  | Canadian national railinays |  | CANADIAN PACIFIC RAILWAY CO． |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1954 | 1953 | 1954 | 1953 | 1954 | 1953 |
| OPERATING REVENUES |  |  |  |  |  |  |
| Proight <br> Fassenger <br> Mail <br> express | $\begin{array}{r} 31,740,616 \\ 3,562,641 \\ 1,149,989 \\ 4,010,415 \end{array}$ | $\begin{array}{r} 31,091,382 \\ 9,061,320 \\ 1,126,225 \\ 42633,915 \\ \hline \end{array}$ | $\begin{array}{r} 35,7 / 41,000 \\ 4,199,400 \\ 568,700 \\ \times \quad 3,129,500 \\ \hline \end{array}$ | $\begin{array}{r} 40,532,000 \\ 4,439,100 \\ 403,400 \\ \times \quad 3,301,300 \\ \hline \end{array}$ | $\begin{array}{r} 25,433,004 \\ 3,792,869 \\ 508,337 \\ 726,624 \\ \hline \end{array}$ | $\begin{array}{r} 32,525,079 \\ 3,94,736 \\ 539,190 \\ 931,036 \\ \hline \end{array}$ |
| Other passenger train | 1，244，976 | $1,243,225$ | $599,100$ | 630，550 | 626，963 | 532，100 |
| water line <br> All other | $\begin{array}{r} 552,607 \\ 5,369,277 \end{array}$ | $\begin{array}{r} 737,512 \\ 5,055,64 \end{array}$ | $3,493, \overline{7} 00$ | $3,517,950$ | $\begin{array}{r} 253,402 \\ 1,402,052 \end{array}$ | $\begin{array}{r} 309,501 \\ 1,304,601 \end{array}$ |
| Total Railway Operating Revenues | 92，630，521 | 103，622，426 | x 47，736，700 | x 33，067，300 | 35，559，156 | 40，604，315 |
| OPERATING EXPLNSES |  |  |  |  |  |  |
| Maintenance of way and structures Maintenance of equipment Traffic | $\begin{array}{r} 19,291,202 \\ 17,710,611 \\ 1,374,039 \\ \hline \end{array}$ | $\begin{array}{r} +1,659,699 \\ +20,252,177 \\ 1,090,063 \end{array}$ | $\begin{array}{r} 11,132,453 \\ 9,504,249 \\ 301,440 \end{array}$ | $\begin{array}{r} 11,147,350 \\ 11,056,033 \\ 693,910 \end{array}$ | $\begin{array}{r} 6,505,071 \\ 7,000,363 \\ 057,547 \end{array}$ | $\begin{array}{r} 3,721,339 \\ 7,220,005 \\ 373,700 \end{array}$ |
| Transportation Miscellaneous operations General | $\begin{array}{r} 39,540,095 \\ 1,650,242 \\ 5,935,492 \end{array}$ | $\begin{array}{r} 43,458,220 \\ 1,609,423 \\ 5,418,203 \\ \hline \end{array}$ | $\begin{array}{r} 22,575,436 \\ 597,939 \\ 3,153,734 \end{array}$ | $\begin{array}{r} 24,640,304 \\ 2,910,653 \\ 2,92,007 \end{array}$ | $\begin{array}{r} u_{1}, 152,539 \\ 251,825 \\ 2,197,136 \end{array}$ | $\begin{array}{r} 15,053,560 \\ 2,073,34 \\ 2,070 \end{array}$ |
| Total Pailway Operating Expenses | $36,001,731$ | $+94,343,490$ | 47，903，507 | 51，345，507 | 31，476，535 | 36，124，647 |
| OPERATING INCOME |  |  |  |  |  |  |
| Net operating revenue | －3，327，790 | if 9，273，93j | －Dis In， 007 | （1，720，793 <br> 759792 | $\text { * } 4,332,021$ | $3 \quad 4,559,$ |
| Railway tax accruals Hire of equipment | $3,699,045$ Dr． 339,212 | $\begin{aligned} & 3,750,605 \\ & \mathrm{j}=: \\ & 1,110,011 \end{aligned}$ | $\begin{aligned} & 772,406 \\ & \text { ar. } 350,326 \end{aligned}$ | 3－． $\begin{aligned} & 159,792 \\ & 132,542\end{aligned}$ | Or． 2122,532 | נr． $\begin{aligned} & 2,300, \\ & \end{aligned}$ |
| Joint facilities rents | Dr．173，406 | Dr．191，113 | Sr．3，041 | Jr．5，722 | Dr．123，345 | Jr．100，313 |
| Operating income | $2,361,527$ | 4，215，604 | Dr．302，900 | 1，037，321 | 1，942， 323 | 1，900，007 |
| OPERATING STATISTICS |  |  |  |  |  |  |
| Average miles of road operated $\phi$ No．of tons carried （Rev．Fr．） No．of tons carried one mile No．of tons carried one mile（All Fr．）＂ | $\begin{array}{r} 13,702.96 \\ 13,755,009 \\ 5,001,024 \\ 5,397,577 \end{array}$ | $\begin{array}{r} 1,3,300,64 \\ 1,493,201 \\ 5,455,573 \\ 5,336,596 \end{array}$ | $\begin{aligned} & 22,640,56 \\ & 6,043,333 \\ & 2,432,265 \\ & 2,600,037 \end{aligned}$ | $\begin{aligned} & 22,500.12 \\ & 6,360,466 \\ & 2,626,053 \\ & 2,935,256 \end{aligned}$ | $\begin{aligned} & 17,003.1 \\ & 4,545,65 \\ & 2,007,260 \\ & 2,141,339 \end{aligned}$ | $\begin{aligned} & 17,019.2 \\ & 4,701,042 \\ & 2,300,553 \\ & \therefore, 479,439 \end{aligned}$ |
| Gross ton miles，excl．of locomotive \＆tender＂ | 11，570，046 | 12，513，691 | 5，764，133 | 万，325，501 | 4，516，774 | 5，134，333 |
| No．of revenue passengers carried | 2，535，957 | 2,659,202 | 1，1473，906 | 1，527， 579 | $360,251$ | $06,729$ |
| No．of revenue nassengers carried one mile＂ | 300，700 | 327，フ27 | 工， 2,000 | 152， | －35，067 | 1， $6,38 ?$ |


| Freight train miles <br> Passenger train miles <br> Total train miles (rev. and non rev.) | $\begin{array}{r} 6,230,557 \\ 4,11,472 \\ 10,664,635 \\ \hline \end{array}$ | $\begin{array}{r} 7,055,4 i 33 \\ i, 253,456 \\ 11,61,135 \end{array}$ | $\begin{aligned} & 3,101,531 \\ & 2,021,323 \\ & 5,313,066 \\ & \hline \end{aligned}$ | $\begin{aligned} & 3,502,000 \\ & 2,100,530 \\ & 5,330,239 \end{aligned}$ | $\begin{aligned} & 2,533,109 \\ & 1,357,030 \\ & 4,1,47,104 \end{aligned}$ | $\begin{aligned} & 2,205,743 \\ & 1,29,63 \\ & 1,260,279 \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Freight car miles - loaded <br> Freight car miles - empty <br> Passenger train car miles | $\begin{array}{r} 170,614,147 \\ 55,49,697 \\ 39,500,455 \end{array}$ | $\begin{array}{r} 13,11,155 \\ +\quad, 3,=10 \\ 40, * 12,306 \end{array}$ | $\begin{aligned} & 3,025,353 \\ & 41,253,137 \\ & 19,253,747 \end{aligned}$ | $\begin{aligned} & 93,213,517 \\ & 43,743,589 \\ & 20,243,179 \end{aligned}$ | $\begin{aligned} & 65,470,593 \\ & 33,275,513 \\ & 17,237,634 \end{aligned}$ | $\begin{aligned} & 74,54,153 \\ & 37,44,927 \\ & 17,939,077 \end{aligned}$ |
| Total amount of pay-roll <br> Number of employees <br> Pay-roll chargeable to Railway Operating Expenses | $\begin{aligned} & (1) 5,316,555 \\ & 19,14,3 \\ & 71,072,042 \end{aligned}$ | $\begin{array}{ll} 3 & 60,6,647 \\ 3 & 55,57 \%, 21 \end{array}$ | $\begin{aligned} ; & 31,714,374 \\ ; & 23,752,600 \end{aligned}$ | $\begin{array}{ll} * & 34,297,551 \\ > & 31,369,500 \end{array}$ | $\begin{aligned} & 30,119,036 \\ & 3 \quad 18,950,955 \end{aligned}$ | $\begin{array}{r} 22,313,73 \% \\ \because \quad 20,90,180 \\ \because \quad 730 \end{array}$ |
| DAILY AVERAGES PER MILE OF ROAD OPERLATED |  |  |  |  |  |  |
| Operating revenue <br> Operating expenses | $\begin{array}{ll} 4 & 33.25 \\ \% & \$ 3.36 \end{array}$ | $\begin{array}{ll} 3 & 77.29 \\ 3+ & 70.29 \end{array}$ | $\begin{aligned} & 67.99 \\ & 60.24 \end{aligned}$ | $\begin{array}{ll} 3 & 73.08 \\ 3 & 73.61 \end{array}$ | $\begin{array}{ll} 68.03 \\ \$ & 59.72 \end{array}$ | $\begin{array}{ll} 3 & 7 \% .11 \\ 3 & 0.67 \end{array}$ |
| No. of tons moved one mile (Rev.Fr.) | 3,729 | itg,044 | 3.535 | 3,855 | 3,303 | 4,360 |
| No. of tons moved one mile (All Fr.) | $3.97 \%$ | <,335 | 3,797 | 4,203 | 4,053 | 4,700 |
| No. of revenue passengers carried one mile | 2\% | 236 | 203 | 219 | 253 | 265 |
| AVERAGES EER FREIGHT TRAIN MLLE |  |  |  |  |  |  |
| Freight revenue <br> No. of tons of freight (Rev.Fr.) <br> No. of tons of freight (All Fr.) | $\begin{array}{r} 11.50 \\ 011 \\ 065 \end{array}$ | $3 \quad$11.49 <br> 773 <br> $83 / 4$ | 11.52 800 360 | $\begin{array}{r} 11.57 \\ 770 \\ 636 \end{array}$ | $\begin{array}{r} 11.20 \\ 791 \\ 54 \end{array}$ | $\begin{array}{r} 10.29 \\ 7171 \\ 330 \end{array}$ |
| Gross ton miles Loaded freight cars tmpty freight cars | $\begin{array}{r} \mathrm{J} .655 \\ 37.3 \\ 13.7 \\ \hline \end{array}$ | $\begin{array}{r} 1,774 \\ 26.9 \\ 1 \end{array}$ | $\begin{array}{r} 1,353 \\ 23.4 \\ 13.3 \end{array}$ | $\begin{array}{r} 1,306 \\ 2.0 \\ 12.5 \end{array}$ | $\begin{array}{r} 1,730 \\ 25.3 \\ 13.2 \end{array}$ | $\begin{array}{r} 1,720 \\ 29.0 \\ 12.3 \end{array}$ |
| AVERAGES PER PASSENGER THAIN MILE |  |  |  |  |  |  |
| Passenger train revenues <br> Passengers carried <br> Passenger cars | $\begin{array}{r} 3.54 \\ 73 \\ 9.6 \end{array}$ | $\begin{array}{r} 3.72 \\ 74 \\ 9.6 \end{array}$ | $\begin{array}{r} 4.20 \\ 71 \\ 9.7 \end{array}$ | $\begin{array}{r} 4.23 \\ 72 \\ 9.6 \end{array}$ | $\begin{array}{r} 3.04 \\ 73 \\ 9.4 \end{array}$ | $\begin{array}{r} 3.13 \\ 74 \\ 9.4 \end{array}$ |
| Average operating expenses per train mile <br> Average length of haul (Rev.Fr.) Miles <br> Average passenger journey Mies <br> Average tons per loaded freight car mile | 33.05 <br> 363 <br> 116 <br> 31.6 | 8.09 376 119 31.1 | $3 \quad$9.02 <br> 411 <br> 97 <br> 30.3 | $3 \quad$3.61 <br> 423 <br> 100 <br> 29.9 | ↔7.07 <br> 442 <br> 157 <br> 32.7 | $\begin{array}{r} 7.27 \\ 404 \\ 162 \\ 33.3 \end{array}$ |
| Average freight receipt per revenue ton mile |  |  | $1.4400$ | $1.503 k$ | 1.4 .170 | $1.4146$ |
| Average passenger receipt per passenger per mile | $\therefore .340 \mathrm{c}$ | 2.8640 | 2.9469 | 2.9400 | 2.790 d |  |
| Ratio of operating pay roll to operating revenues | 55.15 | 53.6\% | 60.2, | $59.1 \%$ | 52.82 | 51. 2.4 |
|  | $92.34 \mathrm{~m}^{\circ}$ | t 23.05, | 100.36. | 96.76\% | 6\%.78\% | 35.79\% |

$\oint$ Includes duplications.

+ invised.
* Inclucics ross expess revenue.
(2) Includios rebroactive wage anard of $\$ 2,233$.

|  |  | AUGUST 1954 | $\begin{aligned} & \text { AUGUTS } \\ & 1953 \end{aligned}$ |
| :---: | :---: | :---: | :---: |
|  |  | * | 3 |
| Oper tinf Revonuc: - 心anaiion Lines United States Lines |  | $\begin{array}{r} 47,736,700 \\ 6,245,300 \end{array}$ | $\begin{array}{r} 53,067,300 \\ 6,379,700 \end{array}$ |
| Total |  | 53,932,000 | 59,947,000 |
| Opertin_ Li onenses - vanailan Lines united Jitates Lines |  | $\begin{array}{r} 47,908,507 \\ 5,523,493 \end{array}$ | $\begin{array}{r} 51,314,507 \\ 5,611,473 \end{array}$ |
| Total |  | 53,432,000 | 56,253,000 |
| $\begin{aligned} \text { ilet Oper ting Jevonue - Uaunilian Lines } \\ \text { United States Lines } \end{aligned}$ | Dr. | $\begin{aligned} & 17,307 \\ & 721,307 \end{aligned}$ | $\begin{aligned} & 1,720,793 \\ & 1,268,207 \end{aligned}$ |
| Totrel |  | 550,000 | 2,939,000 |
| $\begin{array}{r} \text { Operating Income - Canadian Iines } \\ \text { United Stetes Lines } \end{array}$ | Dr. | $\begin{aligned} & 302,906 \\ & 353,065 \end{aligned}$ | $\begin{array}{r} 1,087, \mathrm{3} 21 \\ 174,494 \end{array}$ |
| iotal | Dr ${ }^{\text {。 }}$ | 655,971 | 1,262,315 |

CUJULATIVETOTAES

| Sanadien i.ational Railwsifs: | JAIULRI TO AUGUST |  |
| :---: | :---: | :---: |
|  | 1954 | 1953 |
|  | \$ | § |
|  |  |  |
| ```Oporeting Rovcmues - Duauian iines United Stutes Linos Total``` | $\begin{array}{r} 373,051,900 \\ 50,921,100 \end{array}$ | $\begin{array}{r} 413,751,200 \\ 55,953,300 \end{array}$ |
|  | 423,973,000 | 469,735,000 |
|  | $\begin{array}{r} 374,755,290 \\ 42,970,710 \end{array}$ | $\begin{array}{r} 405,14,1,186 \\ 44,507,514 \end{array}$ |
|  | 417,756,000 | 449,649,000 |
| Not Operating ilevanuc - Gavadun Lines United States Linos Totral | $\begin{array}{r} \text { Dr. } \quad 1,733,390 \\ 7,950,390 \end{array}$ | $\begin{array}{r} 3,640,014 \\ 11,465,936 \end{array}$ |
|  | 6,217,000 | 20,036,000 |
|  | $\begin{aligned} & \text { Dr. } \quad 3,308,352 \\ & \mathrm{Dr} . \\ & 157,025 \end{aligned}$ | $\begin{aligned} & 4,000,602 \\ & 3,750,220 \end{aligned}$ |
|  | Dr. 3,905,977 | 7,760, 222 |
| Sanadian Facilic Mailway Compary: |  |  |
| Operating Revenues. | 278,385,490 | 313,908,439 |
| Uperating ixpenses | 252,781,006 | 282,739,760 |
| Hot Operatin; | 25,004,424 | 31,103,079 |
| Operatin'g Income | 12,502,530 | 15,057,831 |
| 17 Railways: | 17 RATLIAKS | 16 RinIWhis |
| Operatin ${ }_{\text {O }}$ Revenues | 715,216,291 | 302,092,451 |
| O:erating Exponses | 675,752,026 | + 739,631,532 |
| Net Operating Revenue | 39,464,265 | + 62,410,919 |
| Operating Income | 12,289,509 | + 23,211,572 |

t Revised to include the following changes in Operating Esparses:

| liay, 1953. |  | June, 1953. |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | should read |  | rends | should read |
| $23,559,915$ | $23,512,620$ |  | $23,049,625$ | $23,034,443$ |
| $21,103,551$ | $21,045,594$ | $21,372,714$ | $21,319,536$ |  |

