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## Memorandum

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## RAILWAY OPERATING STATISTICS

## PRORERTY OF THE

Commencing January 1, 1956 the Railway Operating Statistical series are not comparable to previous years due to two principal changes. The first is the adoption of the "Uniform Classification of Accounts" by four of the reporting railways. The classification, which became effective for the Canadian National Railways, the Canadian Pacific Railway Company and the Quebec North Shore and Labrador Rallway Company on January 1, 1956 will be applicable to all comon carrier railways operating in Canada on January 1, 1957. The Pacific Great Eastern Rallway Company adopted the new classification on March 1, 1956 and is reporting on this basis for the remainder of the year. Due to the new accounting system it has been necessary to publish two sets of financial statistics in this report. The first table is for 17 rallways not on the uniform classification and the second is for the 4 rallways (C.N.R., G.P.R., Q.N.S. \& L. and P.G.E.) which are now using the new accounts.

The second major change is that there has been an increase in the number of rallways reporting from 17 to 21 . All rallways having gross annual revenues of $\$ 500,000$ or more (class I and II comon carriers) are now required to report monthly and weekly statistics. Data for Railway Operating, Rallway Freight Traffic and Carloading statistics will be more comparable as a result. Comparison between these statistical series was not possible in the past due to the different groups of railways reported in each series.

As financial statistics of railway operations are required on a more current basis it has been necessary to publish the operating statistics one month later than the financial data for the same period. For the 21 companies whose April financial statistics are here reported the March operating statistics are included. These details, being directly comparable between companies, have been presented in a single table on pages 4 and 5 and show that, while total freight receipts and revenue ton miles increased substantially the average freight receipt per revenue ton mile dropped from 1.564 to 1.392\&. Passenger miles increased slightly as did the average receipt per passenger mile from 2.857 to 2.900 . The ratio of operating pay roll to operating revenues decreased from 53.60 per cent to 49.35 per cent while operating expenses to revenues increased slightly from 91.23 per cent to 91.41 per cent.

Prepared in the Transportation and Public Utilities Section,
Public Finance and Transportation Division

APRIL, 1956
17 RAILHAYS NOT ON UNIPORM CLASSIFICATION OF ACCOUNTS, 1956*

| OPERATING REVINUES - | 1956 | $1955+$ | OPERATING EXPENSES - | 1956 | $1955+$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | \$ | \$ |  |  |  |
| Freight | 8,789,860 | 8,127,404 | Maintenance of way and structures | 1,312,398 | 1,332,548 |
| Passenger | 393,217 | 343,456 | Maintenance of equipment | 1,226,270 | 1,225,692 |
| Mail | 54,726 | 57,707 | Traffic. | 163,587 | 160,411 |
| Express ......... | 223,584 | 234,482 | Transportatioa | 3,289,818 | 2,990,691 |
| Other passenger train | 14,835 | 14,233 | Miscellaneous operations | 172,202 | 157,426 |
| Water line | 171,122 | 13\%,300 | General . | 426,130 | 437,922 |
| All other | 510,347 | 455,139 |  |  |  |
| Total Railway Operatiog Revenues | 10,157,691 | 9,364,721 | Total Rallway Operating Expenses | 6,590,405 | 6,304,690 |

## OPERATING INCOME -



4 RAILWAYS ON UNIFORM CLASSIFICATION OF ACCOUNTS, 1956*

|  | Total 4 Rallways |  | Canadian National Reilways 1/ |  | Canadian Pacific Railway Co. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1956 | $1955+$ | 1956 | $1955+$ | 1956 | $1955+$ |
| RAIL REVENUES | \$ | \$ | \$ | \$ | \$ | \$ |
| Railway Operating Revenues: |  |  |  |  |  |  |
| Freight . | 80,161,496 | 65,950,370 | 44,595,000 | 36,344,000 | 34,884,131 | 29,265,255 |
| Passenger | 5,622,465 | 5,800,516 | 2,897,500 | 3,103,500 | 2,707,589 | 2,689,226 |
| Sleeping and parlour car | 816,088 | 743,640 | 326,928 | 282,007 | 488,157 | 460,592 |
| Mail ................... | 1,107,555 | 1,119,261 | 573,300 | 564,000 | 534,006 | 555,047 |
| Express ............................ | 1,028,560 | 830,835 | 2,000 | 3,500 | 1,014,398 | 817,036 |
| Switching ......................... | 672,783 | 496,074 | 368,523 | 216,467 | 304,260 | 279,607 |
| Incidental | 2,931,816 | 2,394, 244 | 1,668,919 | 1,245,760 | 1,255,307 | 1,139,085 |
| All other | 324,833 | 441,518 | 196,830 | 319,066 | 127,998 | 122,447 |
| Total Railway Operating Revenues | 92,665,596 | 77,776,458 | 50,629,000 | 42,078,300 | 41,315,846 | 35,328,295 |

Other Rail Operating Revenues:


* See Text for explanation.
- Revised.

1/ Excludes electric Linea and Road Transport Trucks.

MARCH, 1956

|  | Total 21 Railways |  | Canadian National Railways $1 /$ |  | Canadian Pacific <br> Railway Company 2/ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1956 | $1955+$ | 1956 | $1955+$ | 1956 | $1955+$ |
| Average miles of road operated | 44,457.44 | 44,444.71 | 22,585.35 | 22,639.14 | 17,123.70 | 17,061.20 |
| Dons carried ............Revenue Freight | 14,759,256 | 13,388,915 | 6,204,119 | 5,478,628 | 4,773,006 | 4,567,828 |
| Tons carried one mile.... Revenue Freight . . . . . . . . . . . . . . . . . (000) | 6,272,569 | 5,062,966 | 3,287,631 | 2,587,759 | 2,486,811 | 2,034,806 |
| Tons carried one mile....Revenue and Non-Revenue Freight.... (000) | 6,654,715 | 5,343,761 | 3,497,101 | 2,743,907 | 2,652,201 | 2,152,939 |
| Revenue passengers carried ........................................... | 2,348,375 | 2,357,091 | 1,349,407 | 1,358,560 | 831,414 | 848,065 |
| Revenue passengers carried one mile....................... (000) | 215.638 | 190,140 | 103,764 | 88,582 | 96,163 | 87,901 |
| Gross ton miles - Freight train ................................ (000) | 14,290,380 | 11,905,552 | 7,410,021 | 6,080,309 | 5,709,581 | 4,777,145 |
| Gross ton miles - Passenger train . . . . . . . . . . . . . . . . . . . . . . (000) | 2,181,600 | 2,106,732 | 1,095,599 | 1,068,620 | 932,827 | 891,607 |
| Freight train miles | 7,412,255 | 6,613,517 | 3,715,051 | 3,252,024 | 3,041,259 | 2,773,563 |
| Passenger train miles | 3,802,767 | 3,657, 136 | 1,946,690 | 1,818,173 | 1,627,068 | 1,618,792 |
| Total Train Miles (transp, and work train service) | 11,533,617 | 10,536,992 | 5,866,178 | 5,256,982 | 4,772,056 | 4,459,622 |
| Freight car miles - loaded (Transportation Service) .............. | 213,825,731 | 180,784,854 | 112,821,545 | 94, 285, 333 | 83,385,491 | 70,141,197 |
| Freight car miles - eupty (Transportation Service) | 99,816,421 | 88,983,533 | 49,183, 033 | 43,257,856 | 40,927,646 | 37,264,616 |
| Freight car miles - Total (Transportation Service) | 320,870,730 | 276,058,058 | 165,808,705 | 140,780,458 | 127,368,962 | 110, 249,555 |
| Passenger car miles - Total (Transportation Service) | 33,350,883 | 31,902,302 | 16,950,089 | 16,215,737 | 14,019,290 | 13,417,969 |
| Total amount of pay-roll - Railway . . . . . . . . . . . . . . . . . . . . . . . . \$ | 3/53,195,378 | 52,723,447 | 3/28,992,928 | 29,879,001 | 20,546,802 | 19,471,640 |
| Number of exployees - Railway | 176,492 | 176,722 | 98,361 | 102,634 | 67,379 | 63,783 |
| Pay-roll Chargeable to Rallway Operating Expenses ............ \$ | 49,828,539 | $48,900,514$ | 26,790,886 | 27,236,593 | 19,575,061 | 18,486,552 |


| Operating revenue ............................................... | 73.27 | 66.22 | 71.02 | 64.10 | 76.57 | 69.73 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Operating expenses .............................................. | 66.98 | 60.41 | 68.36 | 61.51 | 69.00 | 62.64 |
| No. of tons moved one mile (Rev. Fr.) | 4,551 | 3,675 | 4,696 | 3,687 | 4,685 | 3,847 |
| No. of tons moved one mile ( All Fr .) | 4,829 | 3,879 | 4,995 | 3,910 | 4,996 | 4,071 |
| No. of rev. passengers carried one mile | 156 | 138 | 148 | 126 | 181 | 166 |
| AVERAGES PER FREIGHT TRAIN MLLE |  |  |  |  |  |  |
| Freight revenue . ............................................... \$ | 11.78 | 11.97 | 11.70 | 12.17 | 11.33 | 11.27 |
| No. of tons of freight (Rev, Fr.) | 846 | 766 | 885 | 796 | 818 | 734 |
| No. of tons of freight (All Fr.) | 898 | 808 | 941 | 844 | 872 | 776 |
| Loaded freight cars | 28.8 | 27.3 | 30.4 | 29.0 | 27.4 | 25.3 |
| Eupty freight cars | 13.5 | 13.5 | 13.2 | 13.3 | 13.5 | 13.4 |
| AVERAGES PER PASSENGER TRAIN MLLE |  |  |  |  |  |  |
| Passengers carried ................................................. | 57 | 52 | 53 | 49 | 59 | 54 |
| Passenger cars ..................................................... | 8.8 | 8.7 | 8.7 | 8.9 | 8.6 | 8.3 |
| Average operating expenses per train mile ...................... \$ | 8.00 | 7.90 | 8.16 | 8.21 | 7.68 | 7.43 |
| Average length of haul (Rev. Fr.) Miles | 425 | 378 | 530 | 472 | 521 | 445 |
| Average passenger journey Miles | 92 | 81 | 77 | 65 | 116 | 104 |
| Average tons per loaded freight car mile | 31.1 | 29.6 | 31.0 | 29.1 | 31.8 | 30.7 |
| Average freight receipt per revenue ton mile ........... (cents) | 1.392 | 1.564 | 1.322 | 1.530 | 1.385 | 1.536 |
| Average passenger receipt per passenger per mile ........ (cents) | 2.900 | 2.857 | 3.044 | 3.003 | 2.832 | 2.802 |
| Ratio of operating pay roll to operating revenues .... (per cent) | 49.35 | 53.60 | 53.88 | 60.54 | 48.16 | 50.12 |
| Ratio of operating expenses to revenues .............. (per cent) | 91.41 | 91.23 | 96.26 | 95.95 | 90.12 | 89.83 |

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## CANADTAN NATIONAL RAILWAYS

(Lines in Canada and the United States)

## Rail* Operating Revenues

Rail* Operating Expenses
Net Rail* Operating Income

| A Prim |  |
| :---: | :---: |
| 1956 | 1955 |
| \$ | \$ |
| 56,035,000 | 46,579,300 |
| 53,724,407 | 43,988,637 |
| 2,310,593 | 2,590,663 |

United States Lines

Operating Expenses . . . . . . . . . . . . . . . . . .
,113,700
Net Operating Revenues
Operating Income

| A pri |  |  |
| :---: | :---: | :---: |
| 1956 |  | 9 |
| \$ |  | \$ |
| 7,081,000 |  | 7,11 |
| 5,834,059 |  | 4,95 |
| 1,246,941 |  | 2,15 |
| Dr. 153,511 |  | 1,07 |

CUMULATIVE TOTALS

| Canadian National Railways | January 1 to April 30 |  | Canadian Pacific Railway Company | January 1 to | April 30 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1956 | 1955 |  | 1956 | $1955+$ |
|  | \$ | \$ |  | \$ | \$ |
| Canadian Lines |  |  | Rail Operating Revenues | 168,189,045 | 148,636,258 |
|  |  |  | Rail Operating Expenses | 159,984,301 | 140,993,148 |
| Rail* Operating Revenues | 212,430,500 | 179,229,200 | Net Rail Operating Income | 8,204,744 | 17,643,110 |
|  |  |  | Total 4 Railways |  |  |
| United States Lines |  |  | Rail* Operating Revenues | 383,436,594 | 329,649,090 |
|  |  |  | Rail* Operating Expenses | 370,032,288 | 321,963,646 |
|  |  |  | Net Rail* Operating Income | 13,404,306 | 7,685,444 |
| Operating Revenues Operating Expenses | 28,674,500 | 26,888,800 |  |  |  |
| Operating Expenses ... | $23,351,562$ $5,322,938$ | 20,196,576 | Total 17 Railways |  |  |
| Operating Income | Dr. 24,587 | 2,369,275 |  |  |  |
|  |  |  | Operating Revenues | 38,970,420 | 5,032,209 |
|  |  |  | Operating Expenses | 26,400,769 | 3,852,603 |
|  |  |  | Net Operating Revenues | 12,569,651 | 1,179,606 |
|  |  |  | Operating Income... | 5,032,590 | 4,317,990 |

* Includes Railway, Express, Comercial Communications and Highway Transport (Rail).
+ Revised.

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    + Revised.
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    $\frac{1}{2}$ Includes Canadian Pacific Electric Lines.
    $\frac{2}{3}$ Includes backtime of $\$ 2,008$.

