## Memorandum

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## RAILWAY OPERATING STATISTICS

The Rallway Operating Statistics Reports for 1956 are not comparable to those for previous years due to two principal changes. The first is the adoption of the "Uniform Classification of Accounts" by four of the reporting rallways. The classification, which became effective for the Canadian National Rallways, the Canadian Pacific Railway Company, and the Quebec North Shore and Labrador Railway Company on January 1, will be applicable to all common carrier railways operating in Canada on January 1, 1957. The Pacific Great Eastern Railway Company commenced using the new accounting system on March 1, 1956. Since the adoption of the new classification by some of the railways it has been necessary to present two sets of financial statistics in this report. The first is for 17 railways not on the new classification and the second is for the 4 railways (C.N.R., C.P.R., Q.N.S. \& L., and the P.G.E.) which are now using the new system.

The second major change is that there has been an increase in the number of railways reporting, from 17 to 21 . This change has been made in order that all class I and II common cartier rallways with gross annual revenue of $\$ 500,000$ or more are required to report monthly and weekly statistics. Data for Rallway Operating, Railway Freight Traffic and Carloading statistics will now be more comparable. It has not been possible in the past to make comparisons between these statistics due to the different groups of railways used in each series.

As financial statistics of railway operations are now submitted on a more current basis it has become necessary to publish the operating statistics, for each monthly period, one month later than the financial data. For the 21 railways whose September financial data are here reported, the August operating statistics are included. The operating data, being directly comparable between companies, are presented 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 dropped from 1.469 to 1.408 . Passenger miles increased slightly, as did the average receipt per passenger mile which rose from $2.862 k$ to $2.942 k$. The ratio of operating pay roll to operating revenues decreased from 50.47 per cent to 45.15 per cent and operating expenses to revenues also dropped from 86.56 per cent to 85.23 per cent.

Prepared in the Transportation and Public Utilities Section,

> Public Finance and Transportation Division.

17 RAILWAYS NOT ON UNIFORM CLASSIFICATION OF ACCOUNTS, 1956*

| OPERATING REVENUES - | 1956 | 1955 | OPERATING EXPENSES - | 1956 | 1955 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | \$ | \$ |  | \$ | \$ |
| Freight | 8,406,653 | 8,549,790 | Maintenance of way and structures | 1,496,716 | 1,457,272 |
| Passenger | 546,826 | 500,611 | Maintenance of equipment ...... | 1,303,106 | $1,179,540$ |
| Mall ... | 52,186 | 55,214 | Traffic | 134,817 | 138,586 |
| Express | 207,775 | 222,764 | Transportation | 3,635,309 | 3,142,743 |
| Other passenger train | 17,176 | 15,366 | Miscellaneous operations | 236,022 | 191,196 |
| Water IIne .......... | 421,195 | $320,480$ | General | 430,828 | 382,173 |
| All other | 652,491 | 571,490 |  |  |  |
| Total Railway Operating Revenues | 10,304,302 | 10,235,715 | Total Railway Operating Expenses | 7,236,798 | 6,491,510 |

## OPERATING INCOME -

| Net operating revenue | 3,067,504 | 3,744,205 | Joint facility rents | 77,928 | 113,333 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Railway tax accruals | 306,219 | 650,912 | Net Railway Operating Income | 1,425,247 | 1,669,513 |
| Hire of equipment | 1,258,110 | 1,310,447 |  |  |  |

4 RAILWAYS ON UNIFORM CLASSIFICATION OF ACCOUNTS, 1956*


| Express <br> Comercial communications Highway transport (Rail) | $\begin{array}{r} 4,697,398 \\ 2,979,910 \\ 435,202 \end{array}$ | $\begin{array}{r} 4,400,179 \\ 2,986,700 \\ 31,779 \end{array}$ | $\begin{array}{r} 2,547,058 \\ 1,646,000 \\ 401,000 \end{array}$ | $\begin{aligned} & 2,279,897 \\ & 1,700,000 \end{aligned}$ | $\begin{array}{r} 2,150,340 \\ 1,313,786 \\ 34,202 \end{array}$ | $\begin{array}{r} 2,120,282 \\ 1,275,865 \\ 31,779 \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TOTAL RAIL OPERATING REVENUES | 109,732, 226 | 101,405,136 | $56,168,800$ | $53,433,800$ | $45,996,515$ | 42,089,064 |
| RAIL EXPENSES <br> Railway Operating Expenses: <br> Road maintenance <br> Equipment maintenance <br> Traffic <br> Transportation (railway line) <br> Miscellaneous railway operations <br> General <br> Equipment rents <br> Joint facility rents <br> Railway tax accruals. | $\begin{array}{r} 21,849,122 \\ 19,995,267 \\ 1,898,158 \\ 38,330,459 \\ 1,451,149 \\ 8,011,312 \\ 31,553 \\ 108,644 \\ 3,382,600 \end{array}$ | $\begin{array}{r} 17,985,605 \\ 18,522,525 \\ 1,790,368 \\ 33,984,573 \\ 1,482,847 \\ 6,505,113 \\ \mathrm{Cr} .805,659 \\ 79,907 \\ 3,778,572 \end{array}$ | $\begin{array}{r} 11,012,516 \\ 10,635,022 \\ 916,834 \\ 22,300,967 \\ 610,612 \\ 5,376,441 \\ \mathrm{Cr} . \quad 67,583 \\ 1,546 \\ 489,537 \end{array}$ | $11,089,700$ $10,154,401$ 848,629 $19,400,802$ 640,774 $4,153,275$ $\mathrm{Cr} .529,538$ Cr. 10,125 767,834 | $7,143,387$ $8,460,719$ 969,099 $15,392,681$ 835,200 $2,513,566$ Cr. 107,139 107,098 $2,887,994$ | $5,631,713$ $8,048,985$ 935,944 $14,084,951$ 831,626 $2,208,645$ $\mathrm{Cr} .323,936$ 90,032 $2,998,496$ |
| Total Railway Operating Expenses | 94,995,158 | 83,323,851 | 51,275,892 | 46,521,752 | 38,278,605 | $34,506,456$ |
| Express <br> Comercial comunications <br> Highway transport (Rail) | $\begin{array}{r} 4,672,149 \\ 2,644,258 \\ 462,121 \end{array}$ | $\begin{array}{r} 4,335,052 \\ 2,586,603 \\ 31,091 \end{array}$ | $\begin{array}{r} 2,515,852 \\ 1,333,860 \\ 427,553 \end{array}$ | $\begin{aligned} & 2,233,335 \\ & 1,446,487 \end{aligned}$ | $\begin{array}{r} 2,156,297 \\ 1,190,115 \\ 34,568 \end{array}$ | $\begin{array}{r} 2,101,717 \\ 1,112,278 \\ 31,091 \end{array}$ |
| TOTAL RAIL OPERATING EXPENSES | 102,773,686 | $90,276,597$ | 55,553,157 | 50,201, 574 | $41,659,585$ | 37,751,542 |
| NET RAIL OPERATING INCOME <br> Ra11way ................................... <br> Express <br> Commercial communications <br> Highway transport (Rail) | $6,624,558$ 25,249 335,652 Dr. 26,919 | $\begin{array}{r} 10,662,627 \\ 65,127 \\ 400,097 \\ 688 \end{array}$ | $\begin{array}{r} 298,850 \\ 31,206 \\ 312,140 \\ \text { Dr. } 26,553 \end{array}$ | $\begin{array}{r} 2,932,151 \\ 46,562 \\ 253,513 \end{array}$ | $\begin{array}{r} 4,219,582 \\ \mathrm{Dr} \\ 5,957 \\ \mathrm{Dr} \\ 123,671 \\ 366 \end{array}$ | $\begin{array}{r} 4,154,682 \\ 18,565 \\ 163,587 \\ 688 \end{array}$ |
| TOTAL | 6,958,540 | 11,128,539 | 615,643 | 3,232,226 | $4,336,930$ | $4,337,522$ |

* See Text for explanation

1/ Excludes Electric Lines and Road Transport Trucks
2/ Rallway results of 1955 restated to take into account inclusion of C.P. Electric Lines and exclusion of Great Lakes Steamships results.

AUGUST, 1956

|  | Total 21 Railways |  | Canadian National Railways |  | Canadian Pacific <br> Railway Company |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1956 | 1955 | 1956 | $19551 /$ | 1956 | $19552 /$ |
| Average milea of road operated | 44,426.92 | 44,423.37 | 22,577.89 | 22,613.78 | 17,123.70 | 17,061.20 |
| OTons carried ............. Revenue Freight | 21,090,281 | $17,638,743$ | 8,167,924 | 7,105,311 | 6,064,742 | 5,144,530 |
| Tons carried one mile .... Revenue Freight . . . . . . . . . . . . . . (000) | 7,420,509 | 5,916,008 | 3,234,189 | 2,689,723 | 2,676,743 | 2,120,783 |
| Tons carried one mile ....Revenue and Non-Revenue Freight (000) | 7,818,090 | $6,196,988$ | 3,473,431 | 2,840,106 | 2,816,951 | 2,238,869 |
| Revenue passengers carried | 2,367,379 | 2,490,210 | 1,298,081 | 1,392,709 | 823,453 | 852,048 |
| Revenue passengers carried one mile ...................... (000) | 326,760 | 321,595 | 154,289 | 149,379 | 149,123 | 149,455 |
| Gross ton miles - Freight train . . . . . . . . . . . . . . . . . . . . . . (000) | 15,634,675 | 13,272,352 | 6,947,230 | 6,266,951 | 5,845,937 | 4,792,750 |
| Gross ton miles - Passenger train ......................... (000) | 2,549,428 | 2,739,008 | 1,217,033 | 1,361,649 | 1,155,426 | 1,217,524 |
| Freight train miles | 7,286,504 | 6,723,034 | 3,474,307 | 3,262,255 | 2,950,262 | 2,634,807 |
| Passenger train miles | 3,720,746 | 4,066,107 | 1,861,567 | 1,977,369 | 1,615,144 | 1,856,380 |
| Total Train Miles (transp, and work train service) | 11,292,414 | 11,107,590 | $5,529,811$ | $5,440,131$ | 4,621,244 | 4,559,175 |
| Freight car miles - loaded (Transportation Service) | 215,846,121 | 191,252,886 | 103,661,370 | 95,275,527 | 83,294,891 | 70,609,455 |
| Freight car miles - empty (Transportation Service) | 113,494,068 | 98,910,636 | 49,681,382 | 46,751,520 | 41,360,233 | 35,072,602 |
| Freight car miles - Total (Transportation Service) | 336,785,441 | 297,000,597 | 156,866,459 | $145,409,431$ | 127,673,849 | 108,367,285 |
| Passenger car miles - Total (Transportation Service) | 38,165,246 | 40,512,049 | 18,425,244 | 20,210,832 | 16,954,824 | 17, 803,434 |
| Total amount of pay-roll - Railway ............................. | 60,504,582 | 57,666,210 | 32,824,063 | 32,283,991 | 22,908,131 | 20,791,214 |
| Number of employees - Railway | 189,984 | 192, 244 | 104,171 | 110,341. | 72,919 | 68,586 |
| Pay-roll Chargeable to Railway Operating Expenses ............. \$ | 56,118,570 | $53,232,665$ | 29,936,445 | 29,127,963 | $21,713,678$ | 19,760,500 |

## Operating revenue

$\qquad$
Operating expenses $\qquad$
No. of tons moved one mile (Rev. Fr.)
$\qquad$

No. of tons moved one mile (All Fr.)
No. of rev. passengers carried one mile

## AVERAGES PER FREIGHT TRAIN MILE

## Freight revenue

$\qquad$
No. of tons of freight (Rev. Fr.) $\qquad$
No. of tons of freight (All Pr.)
Loaded freight cars $\qquad$
Eupty freight cars

| 90.25 | 76.59 | 82.88 | 70.80 | 88.83 | 76.33 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 76.91 | 66.29 | 71.57 | 64.58 | 80.11 | 70.24 |
| 5,388 | 4,296 | 4,621 | 3,837 | 5,043 | 4,010 |
| 5,677 | 4,500 | 4,963 | 4,051 | 5,307 | 4,233 |
| 237 | 234 | 220 | 213 | 281 | 283 |
| 14.34 | 12.92 | 13.94 | 12.48 | 13.20 | 12.35 |
| 1,018 | 880 | 931 | 824 | 907 | 805 |
| 1,073 | 922 | 1,000 | 871 | 955 | 850 |
| 29.6 | 28.4 | 29.8 | 29.2 | 28.2 | 26.8 |
| 15.6 | 14.7 | 14.3 | 14.3 | 14.0 | 13.3 |
| 88 | 79 | 83 | 76 | 92 | 81 |
| 10.3 | 10.0 | 9.9 | 10.2 | 10.5 | 9.6 |
| 9.38 | 8.22 | 9.06 | 8.32 | 9.20 | 8.15 |
| 352 | 335 | 396 | 379 | 441 | 412 |
| 138 | 129 | 119 | 107 | 181 | 175 |
| 36.2 | 32.4 | 33.5 | 29.8 | 33.8 | 31.7 |
| 1.408 | 1.469 | 1.497 | 1.514 | 1.455 | 1.534 |
| 2.942 | 2.862 | 3.015 | 2.958 | 2.910 | 2.809 |
| 45.15 | 50.47 | 51.61 | 58.69 | 46.04 | 48.95 |
| 85.23 | 86.56 | 86.36 | 91.22 | 90.18 | 92.02 |

## a Includes duplications.

1/ Excludes Electric Lines and Road Transport Trucks.
2/ Railway results of 1955 restated to take into account inclusion of C.P.
Electric Lines and exclusion of Great Lakes Steamships results.

## CANADIAN NATIONAL RAILWAYS

(Lnes in Canada and the United States)

Canadian Lines

Rail* Operating Revenues Rail* Operating Expenses Net Rail* Operating Income

| September |  |
| :---: | :---: |
| 1956 | 1955 |
| $56,168,800$ | $53,433,800$ |
| $55,553,157$ | $50,201,574$ |
| 615,643 | $3,232,226$ |

## United States Lines

Operating Revenues
Operating Expenses
Net Operating Revenues
es . .
. . . . .
Operating $\qquad$
Operating Income .....................................

| September |  |
| :---: | :---: |
| 1956 | 1955 |
| $6,285,200$ | $6,190,200$ |
| $5,810,758$ | $5,450,844$ |
| 474,442 | 739,356 |
| Dr. 695,713 | Dr. 518,117 |

CUMULATIVE TOTALS


[^0]

1010640832


[^0]:    * Includes Railway, Express, Commercial Communications and Highway Transport (Rail).

