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# OTTAWA - CANADA 

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## RAILWAY OPERATING STATISTICS

JUNE 1963

Financial details of railways operating in Canada are available for publication on more current basis than operating statistics. Consequently, this report presents the June 1963 financial and the May 1963 operating results of class 1 and 2 roads, (the C.N.R., C.P.R. and other carriers having average gross revenues of $\$ 500,000$ or more annually). Excluded are detalls of class 3 and 4 roads (those with operating revenues of less than $\$ 500,000$ ) whose operations represent about one per cent of all common carrier rallways.

While statistics of the Cartier Railway Company have, since August 1962 , been included in other rail transport series they are omitted from this report due to the necessary data not being availlable.

## Financial Statistics

Railway operating revenues in June 1963 increased 0.1 per cent to $\$ 101,970,132$ from June a year earlier. Operating expenses on the other hand dropped 2.5 per cent to $\$ 94,797,171$ resulting in an industry net operating income of $\$ 7,172,961$ as compared to $\$ 4,594,131$ in June the previous year. June 1963 railway operating expenses amounted to 92.97 cents per dollar of revenue, up 11.3 per cent over the previous month and down 2.6 per cent from June 1962.

The Canadian National Railways reported a 0.6 per cent increase in operating revenues to $\$ 47,944,580$, and the Canadian Pacific Railway Company showed a 0.5 per cent increase to $\$ 39,321,300$. In comparing the current year revenues of the two roads it should be noted that C.N.R. freight receipts for June 1963 included approximately $\$ 2.3$ million in interim payments relating to recommendations of the Royal Comission on Transportation, while C.P.R. earnings excluded interim payments. Payments made under the Freight Rates Reduction Act were reported in both C.N.R. and C.P.R. freight revenues and amounted to approximately $\$ 0.7$ million and $\$ 0.6$ milifon, respectively. Operating expenses of the Canadian National dropped 3.5 per cent to $\$ 47,414,420$ while the Canadian Pacific reported a decline of 1.2 per cent to $\$ 35,570,390$. The C.N.R.'s net operating income for the month of June amounted to $\$ 530,160$ in comparison with a deficit of $\$ 1,481,856$ a year earlier. The C.P.R. showed a net operating income of $\$ 3,750,910$ up from $\$ 3,135,442$ in June 1962.

Rail operating revenues, comprising railway, express, conmercial comunications and highway transport (rail) services declined 0.6 per cent to $\$ 112,517,372$. Operating expenses dropped 2.9 per cent to $\$ 104,657,314$ and the net rail operating income rose to $\$ 7.860,058$ from $\$ 5,438,151$ in June 1962 .

## Operating Statistics

During May 1963, the rallways carried over 17 million tons of revenue freight, up 4.1 per cent over the previous year. During the year earlier month a strike involving trucking firms in Quebec, which began in early April, spread into Ontario on May 29. The number of ton-miles rose 10.7 per cent to over $6,000 \mathrm{million}$ and, as a result, the average length of haul increased to 377 miles from 355. The average revenue per ton-mile rose to 1.606 cents from 1.513 . The number of passengers carried during the month of May rose 9.5 per cent to 1,636 thousand, and passenger-miles increased 3.0 per cent to 151 million. The resulting average journey dropped to 93 miles from 98 . The average revenue earned per passenger-mile fell to 3.148 cents from 3.167.
 Transportation Section
October 1963 OE STATISTICS

RAILHAY FINANCLAL OPERATING STATISTICS

|  | Total 22 railways |  | Canadian National Rallwaya |  | Canadian Pacific Rallway Company |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1963 | $1962^{\text { }}$ | 1963 | 1962 | 1963 | $1962^{\text {r }}$ |
|  | dollars |  |  |  |  |  |
| RAILWAY |  |  |  |  |  |  |
| Operating revenues: |  |  |  |  |  |  |
| Freight ......... | 88,211,635 | 87,041,558 | 41,149,016 | 40,196,500 | 33,202,883 | 32,750,181(1) |
| Passenger | 6,750,738 | 6,828,052 | 3,299,155 | 3,369,100 | 3,196,911 | 3,185,972 |
| Sleeping and parlour car. | 927,148 | 878,176 | 453,517 | 361,900 | 451,400 | 491,707 |
| Mat1 .................... | 1,254,393 | 1,230,419 | 731,568 | 710,000 | 386,917 | 388,387 |
| Express | 921,944 | 2,221,698 | 498,772 | 1,313,424 | 308,218 | 778,170 |
| Switching. | 539,778 | 592,476 | 259,935 | 285,100 | 127,946 | 159,015 |
| Incidental | 3,085,912 | 2,711,776 | 1,462,381 | 1,361,000 | 1,506,237 | 1,236,425 |
| All other | 278,584 | 340,730 | 90,236 | 68,600 | 140,788 | 137.437 |
| Totals | 101,970,132 | 101,844,885 | 47,944,580 | 47,665,624 | 39,321,300 | 39,127,294 |
| Operating expenses: |  |  |  |  |  |  |
| Road maintenance | 20,621,322 | 21,277,078 | 10,940,303 | 11,267,909 | 6,657,986 | 6,994,239 |
| Equipment maintenance | 20,785,543 | 20,664,111 | 11,256,272 | 10,822,409 | 7,736,865 | 8,075,533 |
| Traffic......... | 2,650,104 | 2,369,410 | 1,377,741 | 1,203,834 | 1,121,718 | 1,012,093 |
| Transportation (ratlway line) | 34, 134,570 | 36,732,149 | 17,722,261 | 19,840,940 | 13,104,926 | 13,486, 297 |
| Miscellaneous railway operations | 1,168,654 | 1,162,274 | 543,797 | 514,238 | 597,187 | -616,621 |
| General ...... | 8,902,069 | 8,562,973 | 4,930,455 | 4,710,691 | 3,203,868 | 3,155,193 |
| Equipment rents | 2,164 | 389,474 | Cr. 566,446 | Cr. 442,318 | Cr. 262,808 | Cr. 2,548 |
| Joint facility rents | 136,728 | 231,705 | Cr. 73,030 | 14,631 | - 97,048 | $\begin{array}{r}104,500 \\ \hline 549,924\end{array}$ |
| Railway cax accruals ........... | 6,396,017 | 5,861,580 | 1,283,067 | 1,215,146 | 3,313,600 | 2,549,924 |
| Totals | 94,797,171 | 97,250,754 | 47,414,420 | $49,147,480$ | 35,570,390 | 35,991,852 |
| Net railway operating income | 7,172,961 | 4,594,131 | 530,160 | Dr. 1,481,856 | 3,750,910 | 3,135,442 |

See footnotes below

RAIL FINANCIAL UPFRATING: STATISTICS
June 1963

|  | Total 22 railmays |  | Ganadian National Railway |  | Canadian Pacific Rallway Cotopany |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1963 | $1962^{\text {r }}$ | 1963 | 1962 | 1963 | $1962^{\text {r }}$ |
|  | dollars |  |  |  |  |  |
| RAIL |  |  |  |  |  |  |
| Opexating revenues: |  |  |  |  |  |  |
| Railway .......... | 101,970,132 | 101.844,885 | 47,944,580 | 47,665,624 | 39,321,300 | 39,127,294 |
| Express . . . . . . . . . . | 4,772,126 | 5.530 .721 | 3,018,312 | 3,162,176 | 1,732,058 | 2,343,917 |
| Combercial commanications | 4,967,614 | 5,191,155 | 3,054,000 | 3,141,000 | 1.579,542 | 1,710,489 |
| Highway transport (rail) . | 807,500 | 681,703 | 779,506 | 655,000 | 17,720 |  |
| Totals | 112,517,372 | 113,248,464 | 54,796,398 | 54,623,800 | 42,650,620 | 43,199,389 |
| Operating expenses: |  |  |  |  |  |  |
| Railway ......... | 94,797,171 | 97,250,754 | 47,414,420 | 49,147,480 | $35,570,390$ $1,720,752$ | 35,991,852 |
| Express | $4,707,406$ $4,405,385$ | $5,508,413$ $4,464,181$ | $2,964,744$ $2,682,047$ | $3,107,137$ $2,681,076$ | $1,720,752$ $1,500,429$ | $2,377,251$ $1,559,916$ |
| Cownercial comunications Highway transport (rail). | $4,405,385$ 747,352 | $4,464,181$ 586,965 | $2,682,047$ 719,410 | $2,681,076$ 559,441 | $1,500,429$ 16,278 | $1,559,916$ 18,485 |
| Totals | 104,657,314 | 107,810,313 | 53,780,621 | 55,495,134 | 38,807,849 | 39,947,504 |
| Net rail operating income: |  |  |  |  |  |  |
| Railway .. | 7,172,961 | 4,594,131 | 530,160 | Dr. 1,481,856 | 3,750,910 | 3,135,442 |
| Express | 64,720 | 22,308 | 53,568 | 55,039 | 11,306 | Dr. 33,334 |
| Commercisl comsunications | 562,229 | 726,974 | 371,953 | 459,924 | 79,113 | 150,573 |
| Highway transport (rail) | 60,148 | 94,738 | 60,096 | 95,559 | 1,442 | Dr. 796 |
| Totals | 7,860,058 | 5,438,151 | 1,015,777 | Dr. 871,334 | 3,842,771 | 3,251,885 |

[^0]RAIL FINANCIAL OPERATING STATISTICS
June 1963

|  | Operating revenues |  | Operating expenses |  | Net rall opereting income |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1963 | $1962^{\text {r }}$ | 1963 | $1962^{\text {r }}$ |  | 1963 | $1962^{\text {r }}$ |
|  | dollar |  |  |  |  |  |  |
| Algoma Central \& Hudson Bay Rallway <br> Co. |  |  |  |  |  |  |  |
| Alma \& Jonquieres Railway Co. ....... | 37,402 | 53,090 | 38,890 | 46,057 | Dr. | 1,488 | 7,033 |
| British Columbia Hydro and Power Authority | 365,194 | 399,975 | 185,058 | 164,443 |  | 180,136 | 235,532 |
| Canada Southern Railway Co. (Michigan Central) (1) | 1,316,380 | $1,372,972$ | 1,324,119 | 1,362,754 | Dr. | 7,739 | 10,218 |
| Canadian National Railways .......... | 54,796,398 | $54,623,800$ | $53,780,621$ | 55,495,134 |  | 1,015,777 | Or. 871,334 |
| Canadian Pacific Railway Co. ......... | 42,650,620 | 43,199,389 | 38,807,849 | 39,947,504 |  | 3,842,771 | 3,251,885 |
| Chesapeake \& Ohio Railway Co. ....... | 1,118,732 | 984,292 | 955,904 | 1,073,866 |  | 162,828 | Dr. 89,574 |
| Cumberland Railway Co. ............. | 271,028 | 346,647 | 275,038 | 259,590 | Dr. | 4,010 | 87,057 |
| Essex Terminal Railway Co. .......... | 56,757 | 63,736 | 45,142 | 51,960 |  | 11,615 | 11,776 |
| Grand Palle Central Railway Co. ..... | 147,639 | 158,240 | 95,952 | 106,233 |  | 51,687 | 52,007 |
| Great Northern Railway Co.(1) ....... | 174,279 | 184,955 | 162,754 | 193,298 |  | 11,525 | Pr. 8,343 |
| Midland Railway of Manitoba(1) ...... | 51,823 | 47,664 | 125,291 | 100,954 | Dr. | 73,468 | Dr. 53,290 |
| Naplerville Junction Railwisy Co. .... | 80,601 | 73,277 | 80,220 | 87,033 |  | 381 | Pr. 13,756 |
| Northern Alberta Railways Co. ....... | 991,540 | 810,134 | 830,984 | 880,419 |  | 160,556 | Pr. 70,285 |
| Ontario Northland Railway Co. ....... | 1,126,498 | 1,172,059 | 1,166,199 | 1,089,007 | Dr. | 39,701 | 83,052 |
| Pacific Great Eastern Railway Co. ... | 1,620,714 | 1,261,707 | 951,316 | 862,095 |  | 669,398 | 399,612 |
| Quebec North Shore \& Labrador Railway Co. | 5,192,655 | 5,981,234 | 3,368,686 | 3,743,665 |  | 1,823,969 | 2,237,569 |
| Roberval \& Saguenay Railway Co. ..... St. Lawrence \& Adirondack Railway | 250,746 | 268,616 | 205,886 | 217,066 |  | 44,860 | 51,550 |
| St. Lawrence \& Adirondack Railway Co. (1) | 81,357 | 90,979 | 77.940 | 85,744 |  | 3,417 | 5,235 |
| Toronto, Hamilton \& Buffalo Railway Co. | 383,317 | 382,816 | 358,674 | 350,167 |  | 24,643 | 32,649 |
| Wabash Railrod Compsny ............ White Pass \& Yukon Route (lines in | 883,738 | 884,425 | 1,061,156 | 957,836 | $\mathrm{D}_{\text {r }}$ 。 | 177,418 | Dr. 73,411 |
|  | 148,039 | 139,282 | 98,360 | 104,380 |  | 49,679 | 34,902 |
| Total: | 112,517,372 | 113,248,464 | 104,657,314 | 107,810,313 |  | 7,860,058 | 5,438,151 |

(I) Financial results are those for May. Revised figures.

RAIL FINANCIAL OPERATING STATISTICS
January 1 to June 30, 1963

|  | Totel 22 rallways |  | Canadian National Railways |  | Canadian Pacific Railway Company |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1963 | $1962^{\text {r }}$ | 1963 | 1962 | 1963 | $1962^{\text {r }}$ |
|  | dollara |  |  |  |  |  |
| RAIL |  |  |  |  |  |  |
| Operating revenues: |  |  |  |  |  |  |
| Railway | 567,576,083 | 557,987,687 | 281,695,555 | 266,519, 759 | 220,914,029 | 228,616,974 |
| Exprese. | 28,560,077 | 30,019,355 | 18,036,544 | 17,104,341 | 10,404,934 | 12,798,785 |
| Commercial communications | 29,335,931 | 29,629,511 | 18,156,000 | 18,093,000 | 9,297,211 | 9,697,677 |
| Highway transport (rail) .......... | 4,375,675 | 2,967,185 | 4,204,390 | 2,813,000 | 114,356 | 110,858 |
| Totals ........................... | 629,847,766 | 620,603,738 | 322,092,489 | 304,530,100 | 240,730,530 | 251,224,294 |
| Operating expenses: |  |  |  |  |  |  |
| Rallway | 555,214,418 | 554,592,759 | 286,189,665 | 282,422,360 | 209,972,978 | 213,710,586 |
| Express .............................. | 28,221, 275 | 29,716,667 | 17,760,885 | 16,849,240 | 10,338,414 | $12,749,524$ |
| Commercial communications | 26,252,702 | $25,659,493$ | 16,064,993 | 15,361,674 | 8,856,981 | $8,941,718$ |
| Highwey transport (rail) .......... | 4,151,478 | 2,622,630 | 3,980,106 | 2,454,621 | 104,190 | 111,058 |
| Totals | $613,839,873$ | 612,591,549 | 323,995,649 | 317,087,895 | 229,272,563 | 235,512,886 |
| Net rail operating income: |  |  |  |  |  |  |
| Railway | 12,361,665 | 3,394,928 | Pr. 4,494,110 | DT . 15,902,601 | 10,941,051 | 14,906,388 |
| Express... | 338,802 | 302,688 | 275,659 | 255,101 | $66,520$ | $49,261$ |
| Commercisl comunications | 3,083,229 | 3,970,018 | 2,091,007 | 2,731,326 | 440,230 | 755,959 |
| Highway transport (rail) ...... | 224,197 | 344,555 | 224,284 | 358,379 | 10,166 | Dr. 200 |
| Totals | 16,007,893 | 8,012,189 | Dr. 1,903,160 | Or. 12,557,795 | 11,457,967 | 15,711,408 |

[^1]RAILHAY OPERATING STATISTICS
May 1963

|  | Total 22 railways |  | Canadlan National Railways |  | Canadian Pacific RallwayCompany |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1963 | $1962^{\text {r }}$ | 1963 | 1962 | 1963 | 1962 |
| Miles of road operated (monthly average) | 44,307.65 | 44,466.29 | 23,010.42 | 23,074.84 | 16,763.90 | 16,856.00 |
| Freight traffic: |  |  |  |  |  |  |
| Tons carried - Revenue freight (1) | 17,071,629 | 16,396,992 | 6,754,991 | 6,577,932 | 5,009,872 |  |
| Ton-miles - Revenue freight . . . . . . . . . . . . (000) | 6,441,577 | 5,820,705 | 3,030,354. | 2,757,153 | 2,467,415 | $2,242,322$ |
| ```Ton-miles - Revenue and non-revenue fzeight ....................... (000)``` | 6,644,595 | 6,008,772 | 3,146,674 | 2,851,970 | 2,548,149 | 2,323,909 |
| Passenger traffic: |  |  |  |  |  |  |
| Revenue passengers (1) .............................. | $1,636,009$ 151,471 | $1,493,533$ 147,086 | $\begin{array}{r} 1,027,889 \\ 87,336 \end{array}$ | $\begin{array}{r} 902,217 \\ 81,222 \end{array}$ | 522,424 $55,352$ | $\begin{array}{r} 499,989 \\ 56,654 \end{array}$ |
| Revenue passenger-miles . . . . . . . . . . . . . . . (000) | 151,471 | 147,086 | $87,336$ | $81,222$ | $55,352$ | $56,654$ |
| Gross ton-miles: |  |  |  |  |  |  |
| Freight train . . . . . . . . . . . . . . . . . . . . . . . . (000) | 14,065,877 | 12,895,373 | 6,786,983 | 6,236,180 | 5,470,677 | 5,035,345 |
| Passenger train . . . . . . . . . . . . . . . . . . . . . . (000) | 1,412,159 | 1,466,902 | 832,142 | 888,933 | 481,087 | 475,098 |
| Totals . . . . . . . . . . . . . . . . . . . . . . . . . . . (000) | 15,478,036 | 14,362,275 | 7,619,125 | 7,125,113 | 5,951,764 | 5,510,443 |
|  |  |  |  |  |  |  |
| Frelight service | 5,291,426 | 5,132,633 | 2,712,985 | 2,624,655 | 2,060,023 | 2,011,956 |
| Passenger service | 2,310,130 | 2,427,051 | 1,302,178 | 1,415,771 | 821, 971 | $825,167$ |
| Work service... | 217,010 | 236,265 | 155,937 | 172,072 | 24,340 $2,906,334$ | $\begin{array}{r} 30,438 \\ 2,867,561 \end{array}$ |
| Totals ... | 7,818,566 | 7,795,949 | 4,171,100 | 4,212,498 | 2,906,334 |  |
| Car-miles: |  |  |  |  |  |  |
| Freight: |  |  |  |  |  |  |
| Loaded | 182,374,556 | $173,943,493$ $103,686,333$ | $91,661,811$ $55,182,860$ | $87,246,107$ $51,583,795$ | $72,521,090$ $43,626,927$ | $\begin{aligned} & 69,127,176 \\ & 39.366 .649 \end{aligned}$ |
| Empty . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 113,232,629 | 103,686,333 | 55, 182,860 | $51,583,795$ $2,680,990$ | $43,626,927$ $2,263,827$ | $39,366,649$ $2,150,018$ |
| Cabooses | 5,572,317 | 5,329,401 | 2,786,063 | 2,680,990 | 2,263,827 | 2,150,018 |
| Totals | 301,179,502 | 282,959,227 | 149,630,734 | 141,510,892 | 118,411,844 | 110,643,843 |
| Passenger . | 22,307,970 | 23,561,665 | 13,184,673 | 14,330,379 | 7,523,760 | 7,552,242 |
| Total transportation service .............. | 323,487,472 | 306,520,892 | $\left\|\begin{array}{r} 162,815,407 \\ 70,216(2) \end{array}\right\|$ | 155,861,271 | 125,935,604 | 118,196,085 |
| Number of employees - Railwisy | 131,040 | 134,771 | 71,631 | 74,081 | 49,852 | 50,37 |
| Payroll - Railway .............................. | 54,344,529 | 54,072,961 | 29,642,712 | 29,646,997 | 20,367,564 | 20,112,403 |
| Payroll chargeable to railway operating expenses $\qquad$ | 49,977,861 | 49,947,406 | 27,065,491 | 27,073,887 | 18,863,461 | 18,896,21? |

See foornoted below.
RAILWAY OPERATING STATISTICS
May 1963

|  | Total 22 railways |  | Canadian National Railways |  | $\begin{gathered} \text { Canadian Pacific Railway } \\ \text { Company } \\ \hline \end{gathered}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1963 | $1962^{\text {r }}$ | 1963 | 1962 | 1963 | $1962^{\text {r }}$ |
|  |  |  |  |  |  |  |
| Operating revenues . . . . . . . . . . . . . . . . . . . . . . . . . . \$ | 84.12 | 73.21 | 85.47 | 69.02 | 77.61 | 73.75 |
| Operating expenses . . . . . . . . . . . . . . . . . . . . . . . . . . . \$ | 70.23 | 69.00 | 68.10 | 67.27 | 70.14 | 68.47 |
| Ton-miles - Revenue freight ......................... | 4,690 | 4,223 | 4,248 | 3,854 | 4,748 | 4,291 |
| Ton-miles - All freight ... | 4,838 | 4,359 | 4,411 | 3,987 | 4,903 | 4,447 |
| Passenger-miles - Revenue | 110 | 107 | 122 | 114 | 107 | 108 |
| Averages per freight train mile: |  |  |  |  |  |  |
| Freight revenue .................................... \$ | 19.56 | 17.16 | 20.20 | 16.21 | 17.15 | 16.61 |
| Tons carried - Revenue freight | 1,217 | 1,134 | 1,117 | 1,050 | 1,198 1,237 | 1,114 1,155 |
| Tons carried - All freight... | 1,256 | 1,171 | 1,160 | 1,087 | 1,237 | 1,155 34.4 |
| Freight cars - Loaded | 34.5 | 33.9 | 33.8 20.3 | 33.2 | 35.2 21.2 | 34.4 19.6 |
| Freight cars - Empty | 21.4 | 20.2 | 20.3 | 19.7 |  |  |
| Averages per passenger train wile: Passengers carried | 66 | 61 | 67 | 57 | 67 | 69 |
| Passenger cars | 9.7 | 9.7 | 10.1 | 10.1 | 9.2 | 9.2 |
| Miscellaneous averages: |  |  |  |  |  |  |
| Operating expense per traln-mile ................. \$ | 12.34 | 12.20 | 11.65 | 11.42 | 12.54 | 12.48 |
| Miles hauled - Revenue freight | 377 | 355 | 449 | 419 | 493 | 434 |
| Miles carried - Revenue passengers ................. | 93 | 98 | - 85 | 90 | 106 | 113 |
| Tons carried per loaded freight-car-mile | 36.4 | 34.5 | 34.3 | 32.7 | 35.1 | 33.6 |
| Revenue per ton-mile of freight .................. | 1.606 | 1.513 | 1.808 | 1.543 | 1.432 | 1.490 |
| Revenue per passenger per mille .................... | 3.148 | 3.167 | 2.812 | 2.961 | 3.720 | 3.509 |
| Ratio of operating payroll to operating revenues \% | 43.26 | 49.50 | 44.39 | 54.84 | 46.77 | 49.04 |
| Ratio of operating expenses to operating revenues \% | 83.50 | 94.26 | 79.68 | 97.47 | 90.38 | 92.84 |

(1) Includes traffic handled by more than one road.
(2) Reflects an average level of employment derived from the total of the number of employees who worked seven days or more in each semi-monthly pay period divided by two, plus all persons on monthly payrolls. The original procedure is based on a count taken on the 15 th day of each month.
$r$ Revised figures.


[^0]:    (1) Figures have been restated to include June interim payments relating to recomendations of the Royal Comission on Transportation.
    r Revised figures.

[^1]:    T Revised figures.

