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RAILWAY TRANSPORT STATISTICS

Catalogue number	Title
	Periodical
52-001	Railway Carloadings (Monthly) (Four times a month prior to 1970, with less detail) Cars and tons of revenue freight loaded in Canada by eastern and western divisions, by commodity, comparative and cumulative totals. Railway cars and tons loaded in piggyback service and receipts from Canadian and United States connections separately. Also includes chart and index table.
52-002	Railway Freight Traffic (Quarterly) Revenue freight carried by railways in Canada, originated, terminated, received from and delivered to United States rail connections, by commodity and by province.
52-003	Railway Operating Statistics (Monthly) Financial and operating statistics of class I and II railways in Canada, including separate details of Canadian National and Canadian Pacific Railways.
	Annual
52-201	Canadian National Railways Financial and operating statistics of the entire system from 1923.
52-202	Canadian Pacific Railway Company Financial and operating statistics of the entire system from 1923.
52-204	Railway Express Financial, operating, employment and mileage statistics of railway express operations.
52-205	Railway Freight Traffic Summary of year's issues of quarterly report 52-002; with supplementary regional distribution and net movement of commodities to and from regions.
52-206	Railway Operating Statistics Summary of year's issues of monthly report 52-003; separate detail for Canadian National and Canadian Pacific Railways.
52-207	Railway Transport: Part I Comparative summary statistics. Includes accident statistics.
52-208	Railway Transport: Part II Financial statistics.
52-209	Railway Transport: Part III Equipment, track and fuel statistics.
52-210	Railway Transport: Part IV Operating and traffic statistics.
52-211	Railway Transport: Part V Freight carried by principal commodity classes.
52-212	Railway Transport: Part VI Employment statistics.

Occasional

- 52-501 **Railway Employees and Their Compensation**
Comparative data relating to all classes of employees; 1926 to 1951. Reference paper No. 38.

In addition to the selected publications listed above, the Dominion Bureau of Statistics publishes a wide range of statistical reports on Canadian economic and social affairs. A comprehensive catalogue of all current publications is available free on request from the Dominion Bureau of Statistics, Ottawa 3.

RAILWAY EXPRESS

1968

INTRODUCTION

A Word of Caution

The revolutionary changes which have taken place in this industry in recent years have made year-on-year comparisons of express statistics subject to grave misinterpretation if not viewed in their proper perspective. For example, the sharp drop in employees reported by Canadian National in 1968 does not reflect any drastic reduction in operations, but rather a change in classification which now records most of these employees as working for the railway instead of for the express department. The recent introduction of combined rates covering express and L.C.L. freight has made the separation of express revenue somewhat difficult. Similarly the introduction of the Merchandise Services concept, involving the integration of express, L.C.L. and truck traffic, has complicated the allocation of expenses to express operations.

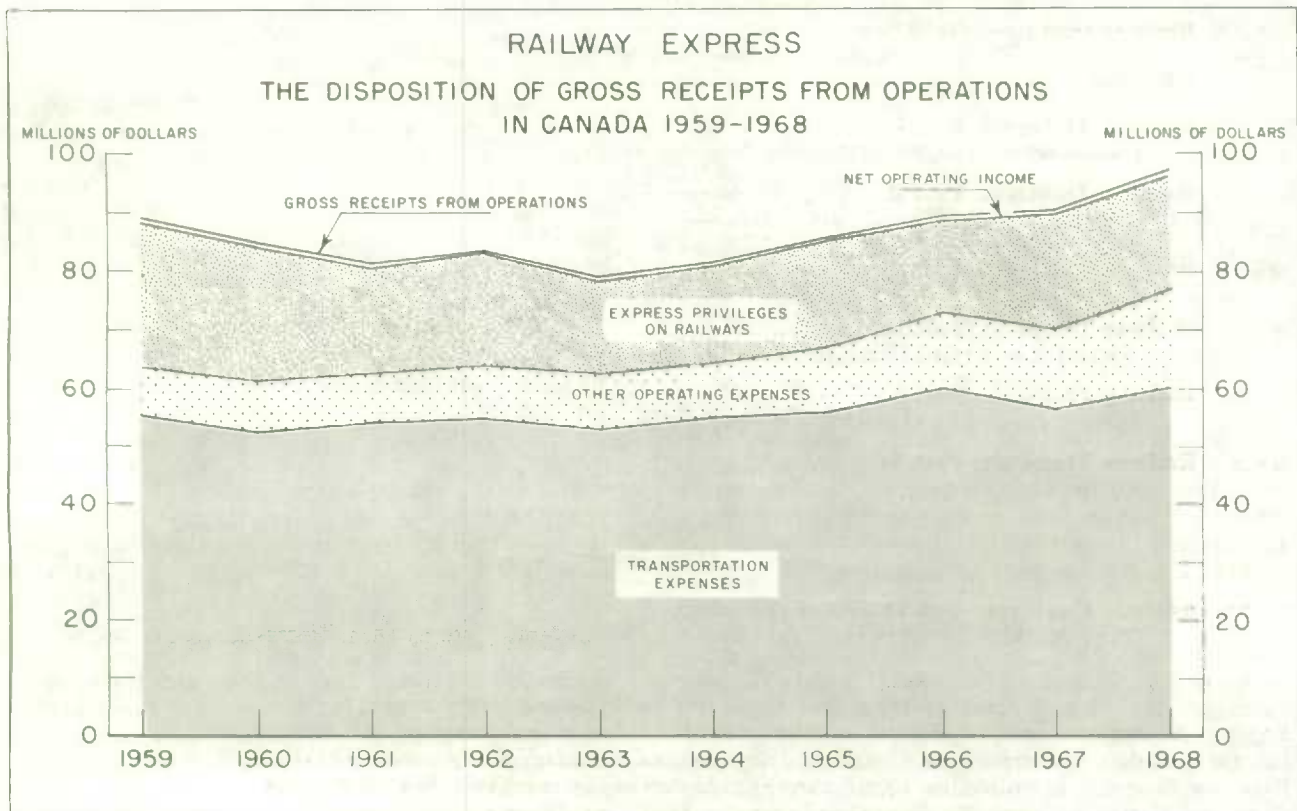
The whole area of express statistics is presently under review by DBS in view of the above changes. In the meantime users are advised to consult this office or one of the railway or express companies whenever data from this publication is being used to support wage cases, in economic analyses, or in other important studies.

Results of 1968 Operations

Gross operating revenues reported by the 4 major express carriers rose 7.6 per cent to \$97,483,178 in 1968 from \$90,565,028 in 1967. Express privileges (amounts paid the railway companies for using railway transportation facilities) eased slightly to \$19,078,939 from \$19,283,852 the year before. As a result net operating revenues came to \$78,404,239, up from \$71,281,176 in 1967. Operating expenses came to \$77,161,262 leaving the usual small profit on the books of the express operators. Net income, including other income and deductions, came to \$1,326,032 compared with \$880,435 the previous year.

Money orders and other financial paper issued totalled \$129,242,337, up 4.1 per cent from the 1967 figure of \$124,129,236.

The number of express offices in Canada at year end totalled 1,891 for the 4 major carriers, down from a total of 1,954 a year before. However route mileage covered in Canada rose slightly to 87,663 from 86,874 the year previous.



Basis of Industrial Classification

To eliminate duplicate reporting and to uncover statistical gaps, the Dominion Bureau of Statistics uses the Canadian Standard Industrial Classification (S.I.C.).

The Standard Industrial Classification (Catalogue No. 12-501) provides a set of groups and classes suitable for the compilation of statistics related to different industries. The building block (reporting unit) which is fitted into the above structure is the "establishment". An establishment can be defined as the smallest unit which is a separate operating entity capable of reporting principal elements of input and output. While the establishment is typically a factory, mine, store or similar unit and in most cases is a separate firm, it may encompass two or more operating units which are not necessarily in the same location. It can also be an individual working on his own account.

Industry 506, Railway Transport, as classified in the S.I.C. includes establishments primarily engaged in operating railways. The kinds of activities normally carried on by railway establishments embraces the operation of commuter service (but not street railways), maintenance of way and structures, maintenance of equipment (including that carried on in railway shops) dining car and sleeping car services, freight, express and the operation of railway terminal facilities. Road transportation services operated by railway establishments and providing pick-up and delivery for the freight or express services of the railway are included in this industry but long distance trucking operations owned by railway companies are usually set up as separate establishments classified to the trucking industry.

Historical Background

The organization of express operations in North America dates back to 1839. In that year, a former conductor on the Boston and Worcester Railway named William Frederick Harndon advertised arrangements to carry small parcels and packages between Boston and New York and to attend to the purchase of goods as well as the purchase of drafts, notes and other financial papers. Alvin Adams, also of the United States, followed with a similar service in 1840 and during the next five years express systems were incorporated by numerous others, and operated between the more important towns in the U.S. The celebrated "pony express" was started in 1860 providing service between San Francisco and St. Joseph, Missouri.

The Canadian Express Company was incorporated in 1865 and thus was the pioneer express company in Canada. The Grand Trunk Railway purchased its capital stock in 1891. The Dominion Express Company was incorporated in 1882 in trust for the Canadian Pacific and the Canadian Northern Express Company appeared in 1902 operating over Canadian Northern lines. On the taking over of the Canadian Northern and Grand Trunk Railways by

the Government and the consolidation of the Canadian National System, the express businesses of the two companies were amalgamated under one management from 1921 and named Canadian National Express. The Central Canada Express Company was taken over by Canadian National in 1928 but during the next year, on the formation of the Northern Alberta Railways, the express business formerly handled by Canada Express became a department of the new company.

When there was a general consolidation of railways in the United States during the First World War, the express companies operating on Canadian sections of U.S. railways were amalgamated under the name American Railway Express. This was succeeded in 1930 by the Railway Express Agency, which is now owned by the principal Class 1 railroads in the U.S.

In the beginning, express companies in Canada set their own rates but in 1906 they were placed under the Railway Commission. In 1919 a rate system was established which grouped the country into three main blocks or districts for express purposes and in 1928 a regular tariff was established for air express between Toronto and Rimouski; the first regular organized air express service in this country.

Express traffic is carried by railways, airlines, motor transport and steamship. In addition to the movement of goods, express companies offer other services, one of which is the transmission of money, through the medium of travellers' cheques, money orders and other types of financial paper.

Today, there are two express companies in operation in Canada, the Canadian Pacific Express Company and the Railway Express Agency, and three railways having departments to handle their express services. These are the Canadian National Railways, the Algoma Central Railway and the Northern Alberta Railways.

During the past few years the Canadian Pacific and the Canadian National Railways have introduced and are continuing to develop new integrated services for package freight and less than carload shipments. Merchandise Services and Express-freight, as they are called by the CPR and CNR respectively, are an attempt to provide a speedier, more economical and more flexible service for shippers, through the coordination and use of piggy-back and other rail and highway transport techniques.

CP's Merchandise Services embodies the integration of express, rail L.C.L. and truck operations, and all ground service for air cargo and air express. This involves the consolidation of the passenger train express service, cartage, pick-up and delivery, and freight shed operations into a single operation with its own handling, loading and hauling facilities.

Introduced on a gradual basis in 1959 on Vancouver Island, Merchandise Services was extended to various points in British Columbia in 1960, Alberta in 1961 and Saskatchewan and Manitoba to the Lakehead in 1963. In Eastern Canada the operation is not yet fully integrated but consolidation of express and less-than-carload freight handling was completed in 1964.

CN's coordinated service, Express-freight, emerged from the gradual consolidation of express and L.C.L. freight services across the system and is based on trains handling the long haul between centrally-located road-rail terminals, and highway vehicles performing pick-up and delivery services in the districts surrounding these central points. Important operational concepts of the plan are the railhead principle and the master agency idea; the former refers to a community which becomes designated as the main distributing center for a defined

area; the latter provides customers in smaller, scattered communities surrounding the railhead with the advantages of urban-type railway communications and service.

Introduced on an experimental basis in the Atlantic Region in 1959, Express-freight is now operating at a number of communities across the CN system.

Combined rates affecting express and less than carload shipments which became effective during 1967 has made it difficult to separate revenues between the two types of traffic and with the physical integration of traffic the separation of expenses becomes obscure. In this respect 1968 revenues and expenses of the Algoma Central Railway are included in railway operations with the exception of revenue derived from money orders and C.O.D. cheques.

Sept. 1, 1970.

SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- preliminary figures.
- * revised figures.

Railway Express, 1968

	Algoma Central Railway	Canadian National Railways	Canadian Pacific Express Company	Northern Alberta Railways Company	R.E.A. Express (Canada) Limited	Total
	dollars					
Operating revenues:						
Transportation:						
Express	-	61,519,360	29,822,352	307,004	3,097,969	94,746,685
Miscellaneous	-	..	532,690	-	-	532,690
Totals	-	61,519,360	30,355,042	307,004	3,097,969	95,279,375
Other:						
Customhouse brokerage fees	-	..	-	-	-	-
Order and Commission Departments	-	-	-	-	-	-
Rents of buildings and other property	-	-	-	-	-	-
Money orders, domestic and foreign	-	355,427	201,322	-	-	556,749
Travellers' cheques, domestic and foreign	-	-	128,294	-	-	128,294
"C.O.D." cheques	-	336,486	278,966	-	1,297	616,749
Telegraphic transfers	-	-	-	-	-	-
Letters of credit	-	-	-	-	-	-
Other revenue, Financial Department	-	-	104,361	-	6,043	110,404
Miscellaneous revenues	-	778,625	-	3,374	9,608	791,607
Totals	-	1,470,538	712,943	3,374	16,948	2,203,803
Gross receipts from operations	-	62,989,898	31,067,985	310,378	3,114,917	97,483,178
Express privileges, Dr.	-	9,559,953	7,673,406	41,373	1,804,207	19,078,939
Total operating revenues	-	53,429,945	23,394,579	269,005	1,310,710	78,404,239
Operating expenses:						
Maintenance	-	2,866,547	2,020,556	253	120,230	5,007,586
Traffic	-	482,892	659,764	9,776	43,941	1,196,373
Transportation	-	41,784,431	17,906,949	241,843	284,851	60,218,074
General	-	5,780,663	1,827,051	19,736	807,781	8,435,231
Provision for income taxes	-	-	157,500	-	18,337	175,837
Other taxes	-	1,446,474	680,259	1,428	-	2,128,161
Total operating expenses	-	52,361,007	23,252,079	273,036	1,275,140	77,161,262
Income account:						
Operating revenues	-	53,429,945	23,394,579	269,005	1,310,710	78,404,239
Operating expenses	-	52,361,007	23,252,079	273,036	1,275,140	77,161,262
Net operating income (or loss)	-	1,068,938	142,500	Dr. 4,031	35,570	1,242,977
Other income	-	-	180,346	-	-	180,346
Other deductions	-	-	97,291	-	-	97,291
Net income (or deficit)	-	1,068,938	225,555	Dr. 4,031	35,570	1,326,032
Capital stock:						
Common, issued at par value	-	-	4,250,000	-	100	..
Preferred, issued at par value	-	-	-	-	-	-
Amounts payable to affiliated companies	-	-	-	-	-	-
Totals	-	-	4,250,000	-	100	..
Investments at December 31, 1968:						
Real property	-	-	1,474,399	7,464	-	..
Equipment	-	-	10,090,743	1,923	112,037	..
Other	-	-	-	-	-	-
Totals	-	-	11,565,142	9,387	112,037	..

See footnote(s) at end of table.

Railway Express, 1968 - Continued

	Algoma Central Railway	Canadian National Railways	Canadian Pacific Express Company	Northern Alberta Railways Company	R.E.A. Express (Canada) Limited	Total
Tax accruals:						
Newfoundland	\$ -	4,560	-	-	-	4,560
Prince Edward Island	\$ -	1,200	-	-	-	1,200
Nova Scotia	\$ -	11,690	16,331	-	-	28,021
New Brunswick	\$ -	16,511	10,002	-	-	26,513
Quebec	\$ -	136,445	33,200	-	-	169,645
Ontario	\$ -	294,144	136,136	-	-	430,280
Manitoba	\$ -	57,946	8,937	-	-	66,883
Saskatchewan	\$ -	42,674	-	-	-	42,674
Alberta	\$ -	18,400	6	275	-	18,681
British Columbia	\$ -	16,462	5	70	-	16,537
Northwest Territories	\$ -	-	-	-	-	-
Yukon	\$ -	-	-	-	-	-
Federal Income Tax	\$ -	-	157,500	-	18,337	175,837
Other government of Canada	\$ -	846,442	475,642	1,083	-	1,323,167
Totals	\$ -	1,446,474	837,759	1,428	18,337	2,303,998
Financial paper issued:						
Money orders sold, domestic and foreign	\$ -	73,499,785	29,319,236	-	-	102,819,021
Travellers' cheques sold, domestic and foreign	\$ -	189,295	14,352,665	-	-	14,541,960
"C.O.D." cheques issued	\$ 26,695	-	11,780,298	-	480	11,807,473
Telegraphic transfers	\$ -	-	73,883	-	-	73,883
Totals	\$ 26,695	73,689,080	55,526,082	-	480	129,242,337
Equipment inventory:						
Road vehicles used in express service:						
Motor trucks	No. -	-	1,079	-	-	1,079
Trailers, road equipment: semi-trailers and full trailers	" -	-	469	-	-	469
Automobiles	" -	-	11	-	2	13
Road vehicles used in cartage service:						
Trucks	" -	-	-	-	34	34
Trailers	" -	-	-	-	2	2
Automobiles	" -	-	-	-	-	-
Platform vehicles:						
Trucks, hand	" -	-	-	19	-	19
Trucks, motor driven	" -	-	56	-	1	57
Other	" -	-	-	-	-	-
Employees, salaries and wages:						
Full time employees:						
Number	-	233	3,147	16	112	3,508
Salaries and wages	\$ -	1,473,634	17,608,034	88,504	631,829	19,802,001
Part time employees:						
Number	-	-	2	-	-	-
Salaries and wages	\$ -	-	3	1,823	-	1,823
Commissions paid	\$ -	41,533	397,976	17,879	-	457,388
Express offices:						
Number in Canada at Dec. 31, 1968	-	1,181	668	34	8	1,891
Number of offices selling money orders	-	932	846	-	-	1,778
Number of branch offices selling money orders	-	1,048	1,113	-	-	2,161

See footnote(s) at end of table.

Railway Express, 1968 - Concluded

	Algoma Central Railway	Canadian National Railways	Canadian Pacific Express Company	Northern Alberta Railways Company	R.E.A. Express (Canada) Limited	Total
Route mileage covered:⁴						
In Canada:						
By railway ⁵	322,10	22,221.18	14,993.01	917.60	340.00	38,793.89
By steamship lines	-	4,477.00	696.00	-	-	5,173.00
By motor carriers lines	-	23,558.00	652.70	1,066.00	232.00	25,508.70
By airlines	-	18,187.00	-	-	-	18,187.00
By miscellaneous lines	-	-	-	-	-	-
Totals	322,10	68,443.18	16,341.71	1,983.60	572.00⁶	87,662.59
Outside Canada:						
By railway, U.S.A.	-	43.79	199.10	-	-	242.89
By steamship	-	-	2,679.00	-	-	2,679.00
Other	-	-	-	-	-	-
Totals	-	43.79	2,878.10	-	-	2,921.89
Grand totals	322,10	68,486.97	19,219.81	1,983.60	572.00	90,584.48
Route mileage covered, by area:⁴						
Newfoundland	-	7,728.13	-	-	-	7,728.13
Prince Edward Island	-	871.91	-	-	-	871.91
Nova Scotia	-	4,421.60	274.82	-	-	4,696.42
New Brunswick	-	3,621.13	509.83	-	-	4,130.96
Quebec	-	8,625.16	1,539.78	-	340.00	10,504.94
Ontario	322,10	14,754.14	3,484.88	-	112.00	18,673.12
Manitoba	-	5,644.49	1,554.70	-	80.00	7,279.19
Saskatchewan	-	10,234.86	3,797.10	-	-	14,031.96
Alberta	-	6,660.99	2,445.90	1,931.70	-	11,038.59
British Columbia	-	3,827.77	2,734.70	51.90	40.00	6,654.37
Northwest Territories	-	2,053.00	-	-	-	2,053.00
Yukon	-	-	-	-	-	-
United States	-	43.79	199.10	-	-	242.89
Ocean-going mileage	-	-	2,679.00	-	-	2,679.00
Totals	322,10	68,486.97	19,219.81	1,983.60	572.00	90,584.48
Accidents:						
Persons injured	No.	-	297	-	-	297
Persons killed	"	-	-	-	-	-
		1964	1965	1966	1967	1968
Summary, 1964-68:						
Gross receipts from operations	\$	81,728,007	85,927,546	89,265,075	90,565,028	97,483,178
Express privileges, Dr.	\$	16,162,703	17,949,002	15,631,246	19,283,852	19,078,939
Operating expenses (excluding taxes)	\$	63,610,082	65,876,730	70,815,880	68,137,158	74,857,264
Net operating revenues (before taxes)	\$	1,955,222	2,101,814	2,817,949	3,144,018	3,546,975
Tax accruals	\$	1,308,160	1,452,683	2,235,311	2,345,844	2,303,998
Financial paper issued	\$	134,895,194	135,659,423	122,411,975	124,129,236	129,242,337
Employees:⁷						
Number		7,346	6,565	6,205	4,892	3,508
Salaries and wages	\$	32,398,891	30,957,769	31,226,983	25,699,120	19,803,824
Commissions paid	\$	2,233,255	1,684,263	1,014,540	971,037	457,388
Mileage covered in Canada		76,025.01	80,264.61	82,840.23	86,873.67	87,662.59

¹ Included with "Money orders sold".
² Included with "Full time employees".
³ Conducts business as CP Express Co. agents.
⁴ Includes duplications.
⁵ Includes electric line mileages.
⁶ Excludes airline route mileages in Canada.
⁷ Includes full and part time employees.

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