

# TRANSPORTATION EQUIPMENT 1958 

GENERAL REVIEW

Published by Authority of<br>The Honourable Gordon Churchill, Minister of Trade and Commerce

## DOMINION BUREAU OF STATISTICS

Industry and Merchandising Division


## PLBLICATIONS

The results of the annual Census of Industry are published by the Dominion Bureau of Statistics in a series of industry reports which are released each year as the compilations are completed. Reports for industries in the Tralsportation Equipment Major Group are listed below, along with current and annual publications of related interest. Similar reports are issued for other industries. A complete catalogue of publications of the Bureau is available on request from the Information Services Division, Dominion Bureau of Statistics, Ottawa, or from the Queen's Printer, Ottawa.

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\text { A - Annual } \quad \text { M - Monthly }
$$

Catalogue
number

Title Price number
42-201 Transportation Equipment - General Review (A) ..... 50
42-203 Aircraft and Parts Industry (A) ..... 50
42-204 Bicycle Manufacturing Industry (A) ..... 25
42-205 Boatbuilding Industry (A) ..... 50
42-206 Shipbuilding Industry (A) .....  25
42-209 Motor Vehicles Industry (A) .....  50
42-210 Motor Vehicles Parts Industry (A). ..... 50
42-211 Railway Rolling Stock Industry (A) ..... 50
42-212 Miscellaneous Transportation Equipment Industry (A) .....  25
42-001 Preliminary Report on Production of Motor Vehicles (M) per year ..... 1.00
42-002 Motor Vehicle Shipments (M) per year ..... 1.00
53-203 Motor Vehicle (A) ..... 75
53-204 Motor Vehicle - Preliminary Report on Registrations, etc. (A) ..... 50
63-007 New Motor Vehicle Sales and Motor Vehicle Financing (M) per year ..... 1.00
63-208 New Motor Vehicle Sales and Motor Vehicle Financing (A) ..... 50
31-001 Inventories, Shipments and Orders in Manufacturing Industries (M) ..... per year ..... 4.00
31-201 General Review of the Manufacturing Industries (A) ..... 2.00
65-004 Trade of Canada - Exports (M) per year ..... 7.50
65-007 Trade of Canada - Imports (M) per year ..... 7.50

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## EXPLANATORY NOTES

This report is one in a series of obout 130 publications which present the results of the 1958 Census of Manufactures. Most reports in this serfes refer to specific industries, but there are summary reports for Canada and the provinces and for major industry groups. An annual Census of Manufactures has been carrled out by the Dominion Bureau of Statistics since 1916.

Industry statistics given in these reports refer to number of establishments, employees, salaries and wages, cost of materials, supplies, fuel and electricity, gross value of shipments, inventories and value added by manufacturing. Details of materials used and products shipped are also given. Descriptions of the principal industry statistics, with special reference to 1958 , are as follows:

## Period Covered

Firms are asked to submit figures for the calendar year, if at all possible, and most reports are on this basis. Financial year reports for periods differing from the calendar year are accepted in instances where the firms find it impossible to supply calendar year data from accounting records. However the data on employees, salaries and wages are requested on a calendar year basis in all cases.

## Establishment

Data for the annual census is collected on an establishment basis. A firm with more than one plant is required to flle a report for each plant. In most cases an establishment is a complete factory. Sometimes, however, a plant is divided into two or more establishments when it carries out operations classifiable to different industries and when separate accounting records are avallable. Usually the statistics for an establishment relate only to the manufacturing activities. Other activities such as construction at the plant by its own employees, wholesale or retail activities carried on at the plant location, etc., are not included. Plants engaged solely in repair work (except in the case of furniture, shipbuilding, boat building, aircraft and railway rolling stock industries) are not included but plants occupled in assembling parts into complete units are included.

## Employees

Administrative and office employees include all executives and supervisory officials such as presidents, vice-presidents, secretaries, treasurers, etc., together with managers, professional and technical employees, superintendents and factory supervisors above the working foremen level and clerical employees. Working owners and partners are also included in this category.

Production and related workers include all other factory workmen whether paid on a monthly. weekly, hourly or piece-work basis. Working foremen doing work similar to that of the employees they supervise are included, as are maintenance, warehousing and delivery staffs. Employees on new construction work, in retail or wholesale operations, on outside piece work etc., are not included.

Production workers are reported by months, an average for the year being obtained by summing the monthly ifgures and dividing by twelve. This procedure is followed even though the plant did not operate in all months. Figures on employment refer to calendar years whether or not some establishments reported other data on a financial year basis.

## Salaries and Wages

Salaries and wages refer to gross earnings of the employees described above, including salaries, wages, commissions, bonuses, the value of room and board where provided, deductions for income tax and social services such as sickness and unemployment insurance, pensions, etc., as well as any other allowances forming part of the employees' wages. Payments for overtime are included.

Salaries refer to amounts paid to administrative and office employees. Withdrawals by working owners or partners for normal living expenses for self and family are included but not their withdrawals for income tax. Wages refer to the amounts paid to production and related workers as defined above. Data on earnings refer to the calendar year whether or not some establishments reported other data on a financial year basis.

## Cost of Fuel and Electricity

Figures for fuel refer to amounts actually used, (including fuel used in cars and trucks), not to purchases unless the quantities are the same. Values refer to the laid-down cost at the works, including freight, duty, etc.

## Materials and Supplies Used

Figures represent quantities and lald-down cost values, at the works, of materials and supplies actually used during the year whether purchased from others or received as transfers from other plants of the reporting company. Amounts paid to other manufacturers for work done on materials owned by the reporting company are included. Returnable containers or any other items charged to capital account are not included. Fuels are not included. Goods bought from others or recelved as transfers from other plants of reporting companies
for resale without further processing are not included. Maintenance and repair supplies not chargeable to capital account are included.

## Factory Shipments

Factory shipments refer to shipments of goods made from own materials either in the reporting plant or by other manufacturers on the basis of a charge to the reporting plant for work done. All products and by-products shipped from the establishment are included whether for domestic use, export, or for government departments. Transfer shipments to sales outlets, distributing warehouses or to other manufacturing units of the reporting firm are included. Goods bought or received as transfers and resold without further processing are not included. Values are computed on f.o.b. plant of plant warehouse basis, and do not include sales tax or excise duties. Values of containers not retur nable are included. Amounts received in payment for work done on materials owned by others are included.

In a few industries such as shipbuilding, aircraft, etc., where work on principal products extend over a relatively long period, the value of production is recorded rather than the value of shipments. For those industries production is computed from the value of deliveries of complete units during the year plus the value of work done during the year on unfinished units less the value of work done in previous years on finished units delivered in the year under review.

## Inventories

Values represent the book values of manufacturing inventories owned and held at the reporting plant. Figures include inventories held in warehouses or selling outlets which have been included with plant operations for purposes of reporting shipments.

## Value Added by Manufacturing

Figures are computed from value of shipments plus or minus changes in inventories of finished
goods and goods in process less cost of materials, fuel and electricity. This figure is sometimes refersed to as net production. ${ }^{\text {a }}$

## Standard Industrial Classification

The Standard Industrial Classification Manual, prepared by the Dominion Bureau of Statistics, provides for 135 threedigit industries in the manufacturing sector, arranged in 17 major groups. Reporting establishments are classified or allotted to specific industries on the basis of the value of principal products made or shipped.

## Short Forms

Prior to 1949 all manufacturing firms, regardless of size, were required to complete a standard form annually covering all census details, but for later years an effort was made to ease the reporting burden for smaller firms which usually do not maintain regular records in the required detall. A modified or short form was introduced in 1949 asking for the total value of shipments only, or in industries with a large number of small firms, for total value of shipments and quantities and values of a few principal products. Using the ratio of value of shipments in the current year to value of shipments in the base year, 1948, estimates of other census data were made for each plant for inclusion in the regular compilations. In general, the cut-off point for short forms was set at $\$ 50,000$ gross value of shipments annually, but there were lower cut-offs for a number of industries in which the small firms accounted for a larger share of total shipments. About 40 per cent of the total number of establishments reported on the modified or short form. They accounted for less than 3 per cent of the total vaiue. In 1958, to establish a new base year, the small firms were again asked to report data on employees, salaries and wages, and other principal statistics togethet with some detail on material and products.

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## SYMBOLS

The interpretation of the symbols used in the tables throughout this publication is as follows:
.. figures not available
... figures not appropriate or not applicable.

- nil or zero.


# TRANSPORTATION EQUIPMENT 

## 1958

## GENERAL REVIEW

The Standard Industrial Classification, which has been used by the Dominion Bureau of Statistics in its compilations since 1949, provides for a separate Transportation Equipment group. This major division includes such industries as aircraft, shipbuilding, motor vehicles, etc., which were formerly classified in the Iron and Steel and their Products group. It also includes the boat building and miscellaneous transportation industries, which were formerly in the wood-using group.

A final analysis of the 1958 reports from the manufactures of transportation equipment in Canada indicates a gross production valued at $\$ 2,075$ millions at factory prices. This output value was 8.5 per cent below the corresponding figure for 1957.

Factory shipments by industries were as follows, in millions of dollars; Aircraft, \$462.3; Bicycles, $\$ 6.6$; Boat building, $\$ 12.3$; Motor vehicles, \$847.3; Motor vehicle parts, \$295.7; Railway rolling stock and parts, $\$ 296.0$; Shipbuilding, $\$ 148.3$ and Miscellaneous \$7.3.

The distribution of this production by provinces was as follows, in millions of dollars; Ontario, \$1.504.7: Quebec, \$387.4; Manitoba, \$52.5; British Columbia, \$46.2; Nova Scotia, \$39.7; Alberta, \$26.2; New Brunswick, \$17.4 and for Saskatchewan, Prince Edward Island and Newfoundland, \$1.8.

In 1958 a total of 626 factories operated in this group. These works employed 125.976 people who were paid $\$ 553.4$ millions for salaries and wages.

Materials used in manufacturing processes cost $\$ 1,153.6$ millions and fuel and electricity cost $\$ 20.8$ millions.

Note: Figures for value added by manufacture prior to 1952 were obtained by subtracting the cost of materials used, including fuel and electricity, from the value of production. In 1952 the gross value of production was replaced by value of factory shipments, f.o.b. plant, for a number of industries of this group, including bicycles, boat building, motor vehicles, motor vehicle parts and miscellaneous transportation equipment. For these industries in 1953 no information on inventory change is available and the value added figures for this year were obtained by subtracting from the value of shipments the cost of materials, fuel and electricity. In 1954 information on the value of year-end inventory holdings at plant and plant warehouses began to be collected as part of the annual Census of Industry and information thus made available was taken into account in calculating the value added figures. In 1954 and 1955, the adjustments that were made used only the change in finished product inventory owned by manufacturers. Beginning with 1956 the calculation of the value added figure was further adjusted to take into account the goods in process as well as the finished goods held at plant or plant warehouse.

The figures for value added for the remainder of the industries in this group-aircraft, railway rolling stock and parts and shipbuilding-are obtained, as before, by subtracting the cost of materials used, including fuel and electricity, from the value of production.

TABLE 1. Principal Statistics for the Transportation Equipment Group, by Industries, 1957 and 1958


1 See note to text.
${ }^{2}$ Part of the increases reflected in 1957 and 1958 totals aver previous totals results from the inclusion for the first time in 1957 of plants primarily engaged in the servicing and overhaul of aircraft. Overtaul and servicing depots maintained and operated by major airlines as part of that transportation system are not included.
 depreciation, taxes, insurance, advertisins, tiac.



[^1]TABIE 3. Inventories ${ }^{1}$ in the Transportation Group, by Industries, 1958

|  | $\begin{aligned} & \text { Raw } \\ & \text { materials } \\ & \text { and supplies } \end{aligned}$ | Goods in process | Finished goods of own manufacture | Total |
| :---: | :---: | :---: | :---: | :---: |
|  |  | doll |  |  |
| Opening: |  |  |  |  |
| Aircraft | 36,977,003 | 25,867,904 | 6,038,048 | 68,862,955 |
| Bicycles | 6¢8, 109 | 693,917 | 574,840 | 1,916,866 |
| Boat building | 1.482,416 | 841,191 | 869,177 | 3,192, 784 |
| Motor vehicles | 10,313,525 | 59, 094, 345 | 25,162,387 | 94, 570, 257 |
| Motor vehicle parts | 26, 397, 521 | 14,440,097 | 13,060, 750 | 53,898,368 |
| Railway polling stock | 55,741,871 | 15,881, 605 | 1,383, 828 | 73,007, 304 |
| Shipbuilding | 15,052,921 | 12,868, 045 | 156,291 | 28,077,257 |
| Miscellaneous. | 1.384, 882 | 206,758 | 204, 022 | 1. 795,662 |
| Total transportation equipment | 147, 998, 248 | 129,893,862 | 4.7,449,343 | 325,341,453 |
| Closing: |  |  |  |  |
| Aircraft | 29,605,539 | 16,009,711 | \&.545,505 | 48,160,755 |
| Bicycles | 568,626 | 743,867 | 614,945 | 1,927,438 |
| Boat building | 1,520,414 | 829, 372 | 1.121,105 | 3,470,891 |
| Motor vehicles | 8,407,120 | 50,832,932 | 16,791,825 | 76,031,877 |
| Motor vehicle parts | 22,997,054 | 14,260,685 | 11.271,801 | 48,529,540 |
| Railway rollling stock | 35,001,076 | 12,540,847 | 1.564,411 | 49,106, 334 |
| Shipbuilding | 12,950,474 | 11,390,812 | 154,604 | 24, 495,890 |
| Miscellaneous. | 1,184,480 | 207.847 | 391.963 | 1.784,290 |
| Total transportation equipmemt ............................................... | 112,234, 783 | 104, 816, 073 | 36, 456, 159 | 253, 507,015 |

${ }^{2}$ See footnote 1 below.

TABIF: 4. Inventories ${ }^{\text {A }}$ in the Transportation Group, by Provinces, 1958

|  | Raw materials and supplies | Goods in process | Finished goods of own manulacture | Total |
| :---: | :---: | :---: | :---: | :---: |
|  |  | doll |  |  |
| Opening: |  |  |  |  |
| Newfoundland and Prince Edward Island | 15,657 | 32,156 | 22,000 | 69,813 |
| Nova Scotia | 2,806,301 | 3,289,513 | 237. 427 | 6,333,241 |
| New Brunswick | 671,793 | 495,596 | 66,206 | 1,233,595 |
| Quebec. | 51,837,577 | 28,611,873 | 3,828, 422 | 84,277.872 |
| Ontarlo.. | 75, 328,774 | 94,943,669 | 41.778, 177 | 212,050,620 |
| Manitobe | 8.562,297 | 1,033,262 | 778,336 | 10,373,895 |
| Saskatchewan | 18,416 | . | 9,231 | 27,647 |
| Alberta. | 4,069,626 | 92,131 | 211,640 | 4,373,397 |
| British Columbia | 4,687,807 | 1,395,662 | 517,904 | 6,601,373 |
| Canada. | 147, 998, 248 | 129, 893, 862 | 47, 449,343 | 325,341,453 |
| Closing: |  |  |  |  |
| Newfoundland and Prince Edward Istand | 21,937 | 12.709 | 10,000 | 44,646 |
| Nova Scotla.. | 2,279,669 | 3,655,832 | 326,719 | 6,262,220 |
| New Brunswlck | 645,734 | 570,999 | 83,523 | 1,300,256 |
| Quebec... | 33.234 .087 | 15, 097, 569 | 3,256,425 | 51,588,081 |
| Ontario... | $60,142,327$ | 82,021,654 | 31,638,344 | 173,802,325 |
| Manitoba | 7,103, 060 | 767,283 | 545,474 | 8,415,817 |
| Saskatchewan | 20,510 | .. | 9,067 | 29,577 |
| Alberta. | 3,925, 704 | 100,066 | 162,784 | 4,188,554 |
| British Columbis | 4,861,755 | 2,589,961 | 423,823 | 7,875, 539 |
| Canada | 112, 234, 783 | 104,816, 073 | 36,456, 159 | 253, 507, 015 |

[^2]Note: Beginning with 1954, information on the value of year-end inventory holdings at plant and plant warehouses is being collected as part of the annual Census of Industry. These data were formerly collected by a separate survey. The summarized results for the Transportation Equipment kroup for the year under revlew are shown in Tables 3 and 4.

The opening inventory for the current year may notnecessarily agree withthe closing inventory published the previous year because of changes in the composition of the group such as: the addition of new establishments, the disappearance of old ones, or the transfer of establishments to other industries for statistical purposes. The figure for "Value added by manufacture" for the previous year does not need to be aitered because of such changes in the composition of the group.

TABLE 5. Employees and Earnings in the Transportation Equipment Group, by Industries, 1957 and 1958


TABLE 6. Employees and Earnings in the Transportation Equipment Group, by Provinces, 1957 and 1958


TABLE 7. Wage-earners Employed in the Transportation Equipment Group, by Months and by Industries, 1957 and $1958^{1}$

${ }^{1}$ See footnote to Table 8.

TABLE 8. Wage-earners Employed in the Transportation Equipment Group, by bunths and
by Provinces, 1957 and $1958^{1}$

${ }^{2}$ Data in Tables 7 and 8 for 1958 are not strictly comparable with those for previous years since they relate only to establishments genersily reporting value of factory shipments of $\$ 100,000$ and over. For total average number of production workers in 1958 (including estimates of small firms) see Tables 5 and 6.

## TABLE 9. Alphabetical List of Materials Used in the Industries in the Transportation Equipment Group, 1957 and 1958

Note: The figures given for the individual itenis which are listed below are incomplete for the group, as the detailed breakdown of inaterials used in the motor vehicles and aircraft industries is not available.


TABLE 9. Alphabetical List of Materials Used in the Industries in the Transportation Fquipment Group, 1957 and 1958 - Concluded

| Material |
| :--- |

TABLE 10. Principal Statistics of the Transportation Equipment Group, classified according to Size of Establishment, 1958


TABLE 11. Fuel and Electricity Used in the Manufacture of Transportation Equipment in Canada, by Industries and by Provinces, 1958


Note: Data in this table relate only to establishments generally reporting value of factory shipments of $\$ 100,000$ and over. For total value of fuel and electricity used (including estimates for small firms), see Tables 1 and 2.

F 1 BLE 11. Fuel and Electricity Used in the Manufacture of Transportation Equipment in Canada, by Industries and by Provinces, 1958

| Fuel, kerosene and coal oil (not including lubricating 0il) | Wood (cords of 128 cubic ft. of piled wood) | Gas |  |  | Other fuel | Electricity |  | Steam, purchased | Total | No. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Liquefied petroleum gases (propane, etc.) | Other manu= factured gas | Natural gas |  | Purchased | Generated for own use |  |  |  |
| Imp. gal | cords | Imp. gal. |  |  |  |  |  |  |  |  |
| $\begin{array}{r} 9.801,702 \\ 895,774 \end{array}$ | $\begin{array}{r} 10 \\ 120 \end{array}$ | $\begin{aligned} & 61,729 \\ & 17,697 \end{aligned}$ | $\begin{aligned} & 12,894 \\ & 11,103 \end{aligned}$ | $\begin{array}{r} 153,666 \\ 65,756 \end{array}$ | 1,237,209 | $\begin{array}{r} 159,759,907 \\ 1,720,692 \end{array}$ | - | 23,542 | 4.660,674 | $\frac{1}{2}$ |
| $\begin{array}{r} 11.472 \\ 1.977 \end{array}$ | $\begin{array}{r} 10 \\ 100 \end{array}$ | $\begin{aligned} & 80.982 \\ & 10.780 \end{aligned}$ | = | $\begin{aligned} & 140 \\ & 144 \end{aligned}$ | - | $\begin{array}{r} 2,707,650 \\ 41,062 \end{array}$ | - | - | 98,656 | 3 |
| $\begin{array}{r} 147,806 \\ 22,615 \end{array}$ | $\begin{array}{r} 579 \\ 7.009 \end{array}$ | $\begin{array}{r} 1,566 \\ 679 \end{array}$ | - | $\begin{aligned} & 800 \\ & 585 \end{aligned}$ | 53 | $2,595,413$ 51,042 | - | - | 128,640 | 5 6 |
| $\begin{array}{r} 539.358 \\ 68.567 \end{array}$ | - | $\begin{array}{r} 476,704 \\ 64,073 \end{array}$ | - | 500,365 388, 966 | 540 | $\begin{array}{r} 189,400,582 \\ 1,558,633 \end{array}$ | 80,748,000 | 114.603 | 5,263, 376 | 7 8 |
| $\begin{array}{r} 5,943,632 \\ 706,858 \end{array}$ | $\begin{array}{r} 37 \\ 411 \end{array}$ | $\begin{array}{r} 392,272 \\ 57,047 \end{array}$ | $\begin{aligned} & 23,015 \\ & 22,907 \end{aligned}$ | $\begin{array}{r} 362,622 \\ 322,898 \end{array}$ | 6,647 | $\begin{array}{r} 204,320,818 \\ 2,191,031 \end{array}$ | - | 60,685 | 4,324,617 | 9 |
| $\begin{aligned} & 8,951,036 \\ & 1,008,432 \end{aligned}$ | 63 425 | $\begin{aligned} & 36,617 \\ & 21,150 \end{aligned}$ | $\begin{aligned} & 25,146 \\ & 26.354 \end{aligned}$ | $\begin{array}{r} 270,655 \\ 92,940 \end{array}$ | 36,828 | $\begin{array}{r} 153,816,998 \\ 1,270,397 \end{array}$ | 758,000 | - | $4,006,379$ | 112 |
| $\begin{array}{r} 5,382,158 \\ 679,353 \end{array}$ | - | $\begin{array}{r} 31,872 \\ 9,887 \end{array}$ | $\begin{aligned} & 1,000 \\ & 1,095 \end{aligned}$ | - | 111,939 | $\begin{array}{r} 74,915,069 \\ 878,027 \end{array}$ | 151.380 | - | 2,055,185 | 13 14 |
| $\begin{array}{r} 142,126 \\ 18,527 \end{array}$ | $\begin{array}{r} 10 \\ 170 \end{array}$ | $\begin{array}{r} 1,800 \\ 378 \end{array}$ | - | $\begin{aligned} & 282 \\ & 226 \end{aligned}$ | - | $\begin{array}{r} 2,052.220 \\ 37,837 \end{array}$ | - | - | 86,544 | 15 |
| $\begin{array}{r} 143,333 \\ 13,772 \end{array}$ | - | - | - | - | - | $\begin{array}{r} 705.580 \\ 17,186 \end{array}$ | - | - | 39,468 | 178 |
| $\begin{array}{r} 1,615,578 \\ 180,471 \end{array}$ | $\begin{array}{r} 89 \\ 912 \end{array}$ | - | - | - | 3 | $\begin{array}{r} 14,162,608 \\ 241,488 \end{array}$ | 50.000 | - | 677.103 | 19 |
| $\begin{array}{r} 584.526 \\ 66.917 \end{array}$ | $\begin{array}{r} 200 \\ 3,600 \end{array}$ | $\begin{aligned} & 6,000 \\ & 3,132 \end{aligned}$ | - | - | 8.425 | $6,956,704$ 124,132 | 101,380 | - | 337, 289 | 21 22 |
| $\begin{array}{r} 12,366,620 \\ 1,293,487 \end{array}$ | $\begin{array}{r} 61 \\ 812 \end{array}$ | $\begin{aligned} & 90,403 \\ & 37,387 \end{aligned}$ | $\begin{aligned} & 12,982 \\ & 11,283 \end{aligned}$ | $\begin{aligned} & 16,846 \\ & 17,933 \end{aligned}$ | 345.426 | $\begin{array}{r} 177,051,111 \\ 1,545,616 \end{array}$ | - | - | 4,483,387 | 23 24 |
| $\begin{array}{r} 13,173,689 \\ 1,458,622 \end{array}$ | $\begin{array}{r} 343 \\ 2.772 \end{array}$ | $\begin{aligned} & 960,180 \\ & 134,758 \end{aligned}$ | $\begin{aligned} & 47,356 \\ & 47.302 \end{aligned}$ | $\begin{aligned} & 909,465 \\ & 772,898 \end{aligned}$ | 971.862 | $\begin{array}{r} 535,076,516 \\ 5,150,302 \end{array}$ | 80,766, 000 | 198, 830 | 13,514, 569 | 25 26 |
| $\begin{array}{r} 1,552,545 \\ 207,792 \end{array}$ | - | - | - | $\begin{aligned} & 791 \\ & 630 \end{aligned}$ | 3, 098 | $\begin{array}{r} 28,403,488 \\ 293,822 \end{array}$ | 740,000 | - | 752,862 | 27 28 |
| - | - | - | - | - | - | - | - | - | - | 29 30 |
| $\begin{aligned} & 84.970 \\ & 10,986 \end{aligned}$ | - | $\begin{array}{r} 4,666 \\ 910 \end{array}$ | - | $\begin{array}{r} 363,362 \\ 76,805 \end{array}$ | 150 | $\begin{array}{r} 7.995,709 \\ 106,727 \end{array}$ | - | - | 218, 201 | 31 32 |
| $\begin{array}{r} 1.398,029 \\ 170,146 \end{array}$ | $\begin{array}{r} 16 \\ 139 \end{array}$ | $\begin{array}{r} 22.293 \\ 5.504 \end{array}$ | $\begin{aligned} & 1.717 \\ & 2.874 \end{aligned}$ | $\begin{aligned} & 3,066 \\ & 3,249 \end{aligned}$ | 64,352 | $\begin{array}{r} 19,216,941 \\ 269,448 \end{array}$ | - | - | 591,192 | 33 <br> 34 |

## TABLE 12. Total Horsepower Rating of Power Equipment in Use or Available for Use at the End of 1958 in the Transportation Equipment Group of Industries

| Type of equipment | Driving generators | Not driving generators |
| :---: | :---: | :---: |
|  | borsepower |  |
| Prime movers: |  |  |
| Steam engines | 4,855 | 6,011 |
| Steam turbines | 111.563 | 3,988 |
| Dlesel engines | 4, 254 | 3,228 |
| Gasoline, gas and oil engines, other than diesel engines | 1,396 | 5,377 |
| Hydraulic turbines or water wheels ............. | - | 600 |
| Totals | 122,068 | 19,204 |
| Electric motors (one quarter horsepower and over) | - | 577.487 |

TABLE 13. New Investment in Durable Physical Assets and Repair and Maintenance, in the Transportation
Equipment Group, $1954-58$

|  | New investment |  |  | Repair and mainterance |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Construction | Machinery and equipment | Sub-total | Construction | Machinery and equipment | Sub-total |  |
|  |  |  |  | litons of dolls |  |  |  |
| 1954 | 21.0 | 44.3 | 65.3 | 10.9 | 30.1 | 41.0 | 106.3 |
| 1955 | 20.2 | 34.1 | 54.3 | 10.5 | 28.0 | 38.5 | 92.8 |
| 1956 | 16.7 | 43.6 | 60.3 | 10.6 | 32.0 | 42.6 | 102.9 |
| , | 18.0 | 44.2 | 62.2 | 11.6 | 33.9 | 45.5 | 107. 1 |
|  | 16.6 | 37.7 | 54.3 | 10.4 | 30.7 | 41.1 | 95.4 |

Note: Data for 1958 shown above are final and may differ slightly from the preliminary figures shown in the separate industry bulletins.

| Note: For data on production of transportation equipment in 1958 refer to the separate industry reports in this series as outlined on the back of <br> the cover page of this report. The more important items and the pertinent Tables are as follows: |
| :--- |
|  |



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[^0]:    ${ }^{1}$ To arrive at the National Accounts concept of "gross domestic product at factor cost", it would be necessary to subtract also the cost of office supplies used, advertising, insurance and other goods and services obtained from other businesses. Data on these inputs are not collected on the annual Census of Manufactures. Value added figures for "The primary industries and construction' are published in D.B.S. publication 61-202. Survey of Production.

[^1]:    ${ }^{2}$ See note to text.

[^2]:    ${ }^{1}$ Book value of all manufacturing inventories owned and held at plant and plant warehouses.

