

Revenues and Expenses.—Both operating revenues and expenses of railways operating in Canada reached peak levels in 1964. Increases over 1963 amounted to 9.4 p.c. and 8.0 p.c., respectively, and because the increase was greater in revenues than in expenses an improvement in net earnings resulted. Accelerated economic activity throughout the country in 1964 was reflected in increased traffic and both freight-train revenue per freight-train mile and passenger-train revenue per passenger-train mile were the highest on record.

8.—Operating Revenues and Expenses of Railways, 1955-64

NOTE.—Operating revenues and expenses from 1875 are given in previous editions of the Year Book beginning with the 1916-17 edition.

Year	Total Operating Revenues	Total Operating Expenses	Ratio of Operating Expenses to Operating Revenues	Per Mile of Line			Freight-Train Revenue per Freight-Train Mile	Passenger-Train Revenue per Passenger-Train Mile
				Operating Revenues	Operating Expenses	Net Operating Revenues		
	\$	\$	p.c.	\$	\$	\$	\$	\$
1955.....	1,198,351,601	1,048,564,681 ¹	87.50	26,876	23,517	3,359	12.21	3.60
1956.....	1,300,623,923	1,171,338,574	90.06	29,047	26,159	2,888	12.75	3.16
1957.....	1,263,147,930	1,203,530,146	95.28	28,171	26,841	1,330	13.85	3.30
1958.....	1,163,735,417	1,132,277,504	97.30	25,766	25,070	696	14.51	3.11
1959.....	1,224,567,928	1,166,306,724	95.24	27,093	25,804	1,289	15.48	3.29
1960.....	1,151,655,456	1,109,470,426	96.34	25,544	24,608	936	15.54	3.46
1961.....	1,156,480,700	1,114,432,525	96.36	25,736	24,800	936	16.72	3.32
1962.....	1,165,296,722	1,119,662,072	96.08	26,002	24,984	1,018	16.91	3.56
1963.....	1,210,209,799	1,149,530,526	94.99	27,051	25,695	1,356	17.04	3.51
1964.....	1,324,422,492	1,241,258,655	93.72	29,857	27,982	1,875	17.51	3.64

¹ Excludes equipment rents, joint facility rents and tax accruals.

Of the total operating expenses in 1964, amounting to \$1,241,258,655, those connected with the transporting of persons and property, such as station, yard and terminal services and employees, wharves, fuel, etc., accounted for 37.7 p.c.; equipment maintenance accounted for 22.3 p.c.; road maintenance for 20.1 p.c.; rents and taxes for 6.8 p.c.; expenses connected with traffic soliciting, such as advertising and information, ticket and freight offices, etc., for 2.6 p.c.; and miscellaneous expenses, including incidentals, dining and buffet services, grain elevators, etc., for the remaining 10.5 p.c. These proportions have remained fairly constant in recent years.

Employment, Salaries and Wages.—Rail employment in 1964 was slightly higher than in the preceding year but was still nearly 27 p.c. lower than the high point of 1956. Over the ten-year period 1955-64, employment dropped 13.5 p.c. but the average annual salary for the industry was 46.7 p.c. higher and total compensation paid was up 18.3 p.c. The 1964 increase in rail employment over 1963 is no doubt attributable to operational and traffic trends in the industry, which followed closely the course of other indicators of economic activity. Also, it should be noted that employee data for 1964 were based on a new Uniform Canadian Classification of Railway Employees in which a bi-monthly method of counting was introduced. This method tends to reduce the number of employees by from 2 p.c. to 3 p.c. For details see DBS publication *Railway Transport, Part VI* (Catalogue No. 52-212).