CANADA
DEPARTMENT OF TRADE AND COMMERCE
DOMINION BUREAU OF STATISTICS
TRANSPORTATION BRANCE

OPERATING REVENUES EXPENSES \& STATISTICS
cf

RAILWAYS

With Annual Operating Revenues of $\$ 500,000$

For

FEBRUARY
1931

Published by Authority of the Hon. H.H. Stevens, M.P., Minister of Trade and Commerce
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OTTAWA

1931

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## OPERATINE REVENUES, EXPENSES \& STATISTICS

STEAI RAILTAYS OT CANADA
TITI ANTUAL OPERAFING REVENUES OF $\$ 500,000$

$$
\text { FOR THE MOITH OT FEBRUARY, } 1931
$$

For the first time since February 1923, Canadian railways showed a debit onerating income, the loss being $\$ 805,458$. Gross revenues amounted to $\$ 26,788,299$ as asainst $\$ 32,995,292$ in 1930 , operating expenses were reduced from $\$ 30,225,606$ in 1930 to $\$ 26,666,970$, and the net operating revenue was reduced from $\$ 2,769,685$ to $\$ 121,329$. The total pay roll was less than in 1930 by $\$ 1,495,953$, or 7.6 per cent, for a reduction in the average number of employees of 5,411 , or 3.6 per cent.

For the two months, January and February, gross revemaes amounted to $\$ 54,929,288$ as against $\$ 66,856,134$ in 1930 and the operating income was a debit of $\$ 1,273,979$, or a decrease of $\$ 3,922,002$.

EASTERN IINES - CATADIAN NATIORAL RAILMAYS: Gross revenues amounted to $\$ 1,862,076$, whicir was a decrease of $\$ 501,242$ from 1930 revenues and, with a reduction in overating expenses of only $\$ 94,959$, the operating deficit increased from $\$ 353,509$ in 1930 to $\$ 759,782$ and the operating income showed a debit of $\$ 843,406$ as against a dehit of $\$ 421,250$ in 1930. Freight traffic, as measured in ton miles, decreased by 17.2 nor cent and passenger miles decreased by 17.2 per cent.

For January and February the operating income debit amounted to $\$ 1,632,995$ as against $\$ 1,072,082$ in 1930.

CATAOIAT NATIONAL RAILTAYS: With a reduction in freight traffic of 13.4 per cent and in passenger traffic of 27.8 per cent, gross revonues decreased by $\$ 2,857,023$, or 20.8 per cent, and mere not sufficient to meet onerating expenses the ceficit beins $\$ 459,57^{4}$. The operating income showed a deoit of $\$ 622$, 284 , which wes below the income of 1930 by $\$ 1,097,171$. The decrease in the pay roll, including Eastern Lines, was $\$ 818,1 j 0$, or 7.5 per cent, for a reduction in the number of emolcyees of 3,039 , or 3.6 per cent. Treight train loading was heavier by 22 revenue tons and 56 gross tons, but the earninss per train mile decreased by 7 cents and passenger train sarnings decreased by 43 cents per train mile.

For the entire system including the Ines in the United States (excluding Eastern Lines), For Jaruary and February, the operating income decreased from $\$ 906,674$ in 1930 tc a debit of $\$ 1,795,198$ in 1931 .

CANADIA: PACITIC RAILTAI: Gross revenues amounting to $\$ 10,548,057$ were the smallest earned in an ronth during the past eight years and were $\$ 1,753,861$ below 1930 revenues. Operating expenses were reduced by $\$ 1,413,215$, reducing the net revenues $0 \because \$ 3+0,645$. The reduction in the total pay roll amounted to $\$ 481,471$, or 6.7 per ent, and in the number of employees to 1,241 , or 2.3 per cent. Passenger train rvenues were reduced by 47 cents ner train mile, or 22.5 per cent, the number of nassengers per train declining from 48.9 in 1930 to 34.3 .

Tor January and February the operating income amounted to $\$ 1,377,698$ as against $\$ 1,701,465$ in 1930 .

| $\frac{\text { WITH ANNTA OPERATING REVENUES OF }}{\text { TOR THE :ONTH OT FHBRUARY, } 1931}$ |  |  |
| :---: | :---: | :---: |
|  | 1931 | 1930 |
| CPERATITG REVEIUES |  |  |
| Froight | \$19,539,279.84 | \$23,605,721.71 |
| Passenger | 3,598, 332.93 | 4,927,529.05 |
| Mal2 | 578,601.97 | 587,689.50 |
| Express | 1,287,485.81 | 1,501,713.08 |
| Other freight train | 3.440 .94 | 5,757.17 |
| Other passenger train | 426,939.92 | 5141278.86 |
| Tater line | 14,054.34 | 41,154.59 |
| All other | 1,340,163.74 | 1,811,448.38 |
| Total railway operating revenues | 26,788,299.49 | 32,995,292.34 |
| OPERATITG EXPENSES |  |  |
| Maintenance of way and structures | \$4,370,179.18 | \$4, 733,528.49 |
| Maintenance of equipment | 6,138,043.18 | 7.380,307.97 |
| Traffic | 1,546,170.04 | 1,595,088.35 |
| Transportation | 13,257.937.51 | 15,119,736.20 |
| Miscellaneous operations | 345,688.31 | 409,933.54 |
| General | 1,143,284. 77 | 1,037.051.70 |
| Trans. for investment | 134,332.66 | 50,039.85 |
| Total railway operating expenses | 26,666,970.33 | 30,225,606.40 |
| OPERATING INCOME |  |  |
| Net operating revenue | \$121,329.16 | \$2,769,685.94 |
| Railway tax accruals | 747,528.66 | 743.227.11 |
| Uncollectable revenues | 3,253.82 | 1,398.86 |
| Hire of equipment | Dr. 57,455.94 | Dr. 172,804.52 |
| Joint facilitios Rents | 119,548.97 | . 132,587.45 |
| Operating income | Dr. 806,458.23 | 1,719,668.00 |
| OPBRAIIITG STAIISTICS |  |  |
| Average miles of road operated | 41,887.76 | 41,200.46 |
| No. of tons carried (Rev.Fr.) | 6,993.721 | 9,154,758 |
| No. of tons carried one mile ${ }^{\text {N }}$ | 1,951,395,740 | 2,167,340,738 |
| No. of tons carried one mile(All Pr.) | 2,170,671,083 | 2,423,381,837 |
| Gross ton miles, excl. of locomotive \& tende | 5,018,215,598 | 5,721,692,867 |
| No. of revenue passengers carried | 2,389,182 | 3,140,558 |
| No. of revenue passengers carried one mile | 128,989,957 | 176,741,232 |
| \# Freight train miles | 3.927.578 | 4,577,525 |
| \# Passenger train miles | 3,574.309 | 3,656,340 |
| Total train miles, (Rev. \& Non Rev.) | 7,668,131 | 8,437,105 |
| Freight car miles-loaded | 88,919,734 | 103,896,012 |
| Treight car miles-empty | 39,476,825 | 45,229,692 |
| Passenger train car miles | 23,872,111 | 25,232,644 |
| Total amount of pay roll | \$18,155,607.79 | \$19,651,561.43 |
| Number of employees | 146,219 | 151,630 |
| DAILY AVERAGES PER MIE OF ROAD OPERATED |  |  |
| Operating revenue | \$22.83 | \$28.60 |
| Operating expenses | \$22. 74 | \$26.20 |
| No. of tons moved one mile (Rev. Fr.) | 1,664 | 1,879 |
| No. of tons moved one mile (All Fr.) | 1,851 | 2,101 |
| No. of rev. passengers carried one mile | 110 | 153 |
| \#ATERAGES PER FREIGET TRAIN MIIE |  |  |
| Freight reverue | \$4.98 | \$5.16 |
| No. of tons of freight (Rev.Fr.) | 496.8 | 473.5 |
| No. of tons of freight ( Sll Fr.) $^{\text {F }}$ | 552.7 | 529.4 |
| Gross ton miles | 1277.7 | 1250.0 |
| Loaded freight cars | 22.6 | 22.7 |
| Impty freight cars | 10.1 | 9.9 |
| FAVERAGES PER PASSEVGMR TRAIST MILE |  |  |
| Passenger train revenues | \$1.65 | \$2.06 |
| Passengers carried | 36.1 | 48.3 |
| Passenger cars | 6.7 | 6.9 |
| Averase operating expenses per train mile | \$3.48 | \$3.58 |
| Averace lengtio of haul (Rev. Tr.) Miles | 279.0 | 236.7 |
| Average passenger journey Miles | 54.0 | 56.3 |
| Averege tons ner luaded freight car mile | 24.4 | 23.3 |
| Averase freight receipt ner revenue ton mile | $1.00 \$$ \$ | 1.089 ¢ |
| Average nassenger receint ner passenger ner mile | e 2.790 ¢ | 2.7888 |
| Ratio of pay roll to operating revenues | 67.8\% | 59.6\% |

\# - Contains a nronortion of mixed train miles.


|  | 1931 | 1930 |
| :---: | :---: | :---: |
| OPMRATING REVENUES |  |  |
| Freight xx | \$1,315,153.00 | \$1,725,924.00 |
| Passenger | 265,062.00 | 317,205.00 |
| Mail | 66,500.00 | 66,500.00 |
| Express | 110,304.00 | 123,000.00 |
| Other freight train | -33.327.53 | , 0 - |
| Other passenger train | 33.327 .53 | 40,332.33 |
| Water line |  |  |
| All other | 71,729.47 | 90,356.67 |
| Total railway operating revenues | 1,862,076.00 | 2,363,318.00 |
| OFERATING EXPENSES |  |  |
| Maintenance of way and structures | \$485,197.29 | \$444,061.02 |
| Maintenance of equipment | $563,366.80$ | 606,425.05 |
| Traffic | 81,206.06 | $81,504.97$ |
| Transoortation | 1,321,175.47 | $1,454,524.37$ |
| Miscellaneous operations | 27.182.05 | 29,911.37 |
| General | 144,683.20 | 101,606.14 |
| Trans. for investment | Cr. $\quad 952.57$ |  |
| Total rallway operating expenses | $2,621,858.30$ | $2,716,827.77$ |
| OPERATING INCOWE |  |  |
| Net operating revenue | Dr. \$759,782.30 | Dr. \$353,509.77 |
| Railway tax accruals | 24.667 .56 | 25,369.79 |
| Uncollectable revenues | 874.53 | 317.35 |
| Hire of equipment | Dr. 58,002.34 | Dr. 42,902.39 |
| Joint facilities rents | Dr. 79.85 | Cr. 748.50 |
| Operating income | Dr. $\quad 843,406.58$ | Dr. 421,350.80 |
| OPERAIING STATISTICS |  |  |
| Averase miles of road operated | 3,342.39 | 3,332.54 |
| No. of tons carried (Rev.Fr.) | 472,102 | 631,400 |
| No. of tons carried one mile " " | 152,533,419 | 184,071,917 |
| No. of tons carried one mile (All Fr.) | 173,915,923 | 200,338,435 |
| Gross ton miles, excl of locomotive \& tender | 380,095,048 | 434,614,773 |
| No. of revenue passengers carried | 298,615 | 341,020 |
| No. of revenue passengers carried one mile | 11,053,292 | 13,354,122 |
| \# Freight train miles | 360,956 | 412,407 |
| \# Passenger train miles | 294,239 | 299.572 |
| Total train miles (Rev. \& Non Rev.) | 691,572 | 741,897 |
| Freight car miles-loaded | 7,101,874 | 8,282,993 |
| Freight car miles-empty | 2,135,180 | 2,394,158 |
| Passenger train car miles | 1,834,600 | 1,934,283 |
| Total amount of pay roll | (Included in Can | ${ }_{n}^{\text {adian }}$ Lines) |
| DAILY AVERAGES PER UILE OF ROAD OPERATED |  |  |
| Operating revenue | \$19.90 | \$25.33 |
| Operating expenses | \$28.02 | \$29.12 |
| NT. of tons moved one mile (Rev.Fr.) | 1,630 | 1,973 |
| No. of tons moved one mile (All Fr.) | 1,858 | 2,147 |
| No. of rev. passengers carried one mile | 118 | 143 |
| \#ATERAGES PER IREIGHT TRAIN MILE |  |  |
| Freight revenue | \$ 3.64 | \$ 4.18 |
| No. of tons of freight (Rev.Fr.) | 422.6 | 446.3 |
| No. of tons of freight (All Tr.) | 481.8 | 485.8 |
| Gross ton miles | 1053.0 | 1053.8 |
| Loaded freight cars | 19.7 | 20.1 |
| Impty freight cars | 5.9 | 5.8 |
| \#AVERAOES PER PASSENGER TRAIN WILE |  |  |
| Passenger train revenues | \$1.61 | \$1.83 |
| Passengers carried | 37.6 | 44.6 |
| Passenger cars | 6.2 | 6.5 |
| Average onerating expenses per train mile | \$3.79 | \$3.60 |
| Average length of haul. (Rev.Fr.) Miles | 323.1 | 291.5 |
| Averase wassenger journey Miles | 37.0 | 39.2 |
| Average tons ner loaded freight car mile | 24.5 | 24.2 |
| Averase freizht receipt per revenue tor mile | . $862 ¢$ | . 938 ¢ |
| Average nassenger recoipt per vassenger per mile | 2.398 ¢ | 2. 375 ¢ |
| Ratio of operatirz expenses to revenues | 140.80\% | 1.14 .950 |
| xx - Includin Acct. Maritime Treight Rates Act | \$156,000.00 | \$189,407.00 |
| \# - Contains a pronortion of mixed train miles. |  |  |

OPERATIITG REVETUES

Freight
Pass enger
Nai 1
Express
Other freight train
other passenger train
Tater line
All other
Total railpay operating revemues

## OPFRATING EXPETSES

laintenance of way and structures
liaintenance of equipment
Traffic
Transportation
Miscellaneous operations
General
Trans. for investment
Total railway operating expenses
OPERATING INCOITE
Net operating revenue
Railway tax accruals
Uncollectable revenues
Hire of equipraent
Joint facilities rents
Opetating income
OPERATING STAMISIICS
Average miles of road operated
No. of tons carried
(Rev.Fr.)
No. of tons carried one mile
(1" ${ }^{\text {Rev. }}$
No. of tons carried one mile (All Fr.)
Gross ton miles, excl. of locomotive \& tender
No. of revenue passengers carried
No. of revenue passengers carried one mile
\# Freight train miles
\# Passenger train miles
Totel train miles (Rev. \& Non Rev.)
Treight car miles-loaded
Preight car miles-empty
Passenger train car miles
Total amount of pay roll (Including Eastern Lines)
Number of employees
DAILY AVERAGES PER MILE OF ROAD OPFRATED
Operating revenue
Operating expenses
No. of tons moved one mile (Rev.Fr.)
No. of tons moved one mile (All Fr.)
No. of rev. passengers carried one mile
*AVERAGES PER FREIGET TRAIN MILE
Freight revenue
No. of tons of freight (Rev. Fr.)
No. of tons of freight (All Mr.)
Gross ton miles
Loaded freight cars
minpty freight cars
\#AVRMES PTR PASSENGER TRAIN MILE
Pasjenger train revenues
Passengers cerried
Dassenger cars
Avarage onerating exnenses per train mile
Av Mage length of haul (Rev. Fr.) Miles
Aur :agn nassenger journey Miles
Avarige in s mer loaded freight car mile
Avern fre fereint per revenue ton mile
ivorre neaconecr receint per passenger per mile
$x$ Dai:io of now roll to onerating revenues

$\$ 7.914 .775 .49$
1,362,298.30
202,998. 75
632,492.83
134.59

158,334.67
611,701.22
$10,882,736.35$
\$1,873,390. 72
2,709,709.93
554,347:22
5,709,067.76
104,326.65
506,899.72
Cr.
$11,342,310.67$
Dr.
$\$ 459.574 .32$
$310,588.68$
2,377.44
$166,430.51$
$16,174,94$
622,284.87
18,597.67
2,546,747
790,509,539
895,137.599
2,034,489,169
969,873
50,031,253
1,452,059
1,426,524
2,950,471
36,551,718
16,014,576
8,981,973
\$10,093,910
81,902
\$9,741,202.73
1,890,633.08
208,942.79
$794,833.75$
1,033.21
$185,248.00$
917,866.08
13,739, 759.64
$\$ 1,996,433.51$
3.168,719.70

596,331.77
6,697,204. 87
$134,511.40$
437,389.95
Cr. 23,710.29
13,006,880.91
$\$ 732,878.73$ 283.653.47
978.86

Cr. $\quad 55,375.01$
Dr. 28,734.77
$474,886.64$
18,359.38
3.306, 243

912,708,143
1,041,335,550
$2,349,841,586$
1,290,401
69,265,942
1,747,020
$1,477,814$
3,325,123
$43,383,046$
17,709,723
9,650,441
\$10,912,106
84,941

| $\$ 20.90$ | $\$ 26.73$ |
| ---: | ---: |
| $\$ 21.78$ | $\$ 25.30$ |
| 1.518 | 1.775 |
| 1.719 | 2.026 |
| 96 | 135 |
| $\$ 5.45$ | $\$ 5.58$ |
| 544.4 | 522.4 |
| 616.5 | 596.1 |
| 1401.1 | $134 . .1$ |
| 25.2 | 24.8 |
| 11.0 | 10.1 |
| $\$ 1.65$ | $\$ 2.08$ |
| 35.1 | 46.9 |
| 6.3 | 6.5 |
| $\$ 3.84$ | $\$ 3.91$ |
| 310.3 | 276.1 |
| 51.6 | 53.7 |
| 24.5 | 24.0 |
| $1.001 \phi$ | $1.067 \phi$ |
| $2.723 \phi$ | $2.730 \phi$ |
| $79.2 \%$ | $67.8 \%$ |
| $104.22 \%$ | $94.67 \%$ |

$x$ Prue 2 ? of Jastern Lines included to determine ratio.
$\because$ - A. . s a pronortion of mixed traia miles.




SUMMARY

## Tor Two Months ended February 28 th. AII RAILTTAYS

Operating revenues
Operating expenses
Net onerating revenues
Operating income

$$
\begin{array}{rr}
\$ 54,929,288.92 & \$ 66,856,134.30 \\
54,384,226.28 & 62,099,292.04 \\
545,062.64 & 4,756,842.26 \\
\text { Dr. } \quad 1,273,979.03 & 2,648,023.18
\end{array}
$$

CANADIATY NATIONAL RAILWAYS

Operating revenues - Canadian Lines
\# United States Lines $\quad \begin{array}{r}\text { Operating expenses - Canadian Iines } \\ \text { \# United States Iines } \\ \text { Net operating revenues - Canadian Lines } \\ \text { \# United States Iines }\end{array}$
\$22,085,637.35
$\frac{5,085,300.65}{27,170,938.00}$
Total $\frac{27,170,938.00}{23,270,728.34}$
Total $\operatorname{Dr} \frac{\frac{4,582,687.01}{27,853,415.35}}{1,185,090.99}$
Total $\frac{502,613.64}{\text { Dr. } 682,477.35}$
Dr. 1,457,074.97
Dr. $\frac{338,123.66}{1,795,198.63}$
$\$ 27.778,564.38$ $\frac{6,678,081.87}{34,457,546,25}$
26,808,582.63
$5,456,495.30$
$\frac{32,265,078.02}{969,981.75}$
$\frac{1,222,486.48}{2,192468.23}$
$\frac{2,192,468.23}{421,818.00}$
$\begin{array}{r}484,856.07 \\ \hline 906,674.07\end{array}$

## CANADIAN NAIIONAL RAIINAYS - FASTERN IIIES

Operating revenues
Operating expenses
Net operating revenues
Operating income
$\$ 3,758,151.00 \quad \$ 4,547,426.00$ $5,226,025.31 \quad 5,478,149.13$
Dr. 1,467,874.31 Dr. 930,723.13
Dr. 1,632,995.17 Dr.1,072,082.40

CATADIAN PACITIC RAILTAY

Ooerating revemes
Operating expenses
Net onerating revenues
Operating income

| $\$ 21,959,157.53$ | $\$ 25,213,93+.63$ |
| ---: | ---: |
| $19,938,237.84$ | $23.019,649.39$ |
| $2,020,919.69$ | $2,102,284.79$ |
| $1,377,698.92$ | $1,701,455.62$ |

\# - Includias Central Vermont Railwar.
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