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TRANSPORTATION AND PUBLIC UTILISES BRANCH OTTAWA

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## OPERATING REVENUES, EXPENSES A STATISTICS RAILWAYS IN CANADA WITH ANNUAL OPERATING REVENUES OF $\$ 500,000$ OR OVER

## FOR THE MONTH OF SEPTEMBER, 1940

Gross revenues of Canadian rail mays for September amounted to $\$ 37,319,498$ as against \$42,960,066 n September, 1939 , and $\$ 57,408,735$ for August, 1940. The revenues for September last year verve unusually high, being 44 per cent above the August revenues, whereas this ratio had not exceeded 25 per cent since 1920 , when these monthly date were first issued, also, this is only the second time that September revenues have been leas than August of the same year. The light movement of grain, and grain products, mainly Western wheat, was undoubtedly a large factor in this decline. For the four weeks, September 1 to 28 inclusive, only 37,839 cars of grain, and grain products were loaded, compared .1 th 82,555 care in 1939, and 63,065 cere in 1938.

Operating expenses were reduced by $\$ 107,413$, or from $\$ 29,570,748$ in 1939 , to $\$ 29,463,335$, and the
operating income was reduced from $\$ 12,048,892$, to $\$ 6,248,081$, or by $\$ 5,800,811$.
The decrease in revenue ton miles was 29.5 per cent, but passenger miles increased by 23.7 per
cent for an increase in passenger train car miles of only 5.0 per cent.
Total pay roll was reduced by $\$ 425,693$, or from $\$ 24,311,936$, to $\$ 25,517,464$.
For January - September gross revenues were $\$ 305,226,584$ in 1940 , and $\$ 253,709,429$ in 1939, and the operating income was increased from $\$ 17,145,700$ in 1939, to $\$ 43,929,566$.

CANALIAN NATIONAL RATLINAKS: Gross revenues of the Canadian lines declined from $\$ 20,005,170$ in September 1938, to $\$ 18,257,882$. Operating expenses were increased from $\$ 14,203,451$, to $\$ 15,048,785$, and the operating income was reduced from $\$ 5,430,635$, to $\$ 2,810,502$.

Of the four lines in the United States, the two eastern 1 ines showed reduced gross revenues and operating incomes and the two western lines showed improvements, making the system gross revenues $\$ 21,119.220$, compared with $\$ 22,645,303$ in 1939, and the operating income $\$ 3,149,968$, compared with \$5,597,467.

For January - September grans revenues for the system were greater than in 1959 by $\$ 36,170,054$, Increasing from $\$ 142,245,937$, to $\$ 178,415,991$ and the operating income increased by $\$ 20,906,883$, or from \$549,580 to $\$ 21,356,463$.

CANADIAN PACIFIC RALLINAY COMPANY: Gross revenues for September declined from $\$ 19,392,069$ in 1939 to $\$ 15,689,7 \pi 3$, and $w$ th a reduction in operating expenses of $\$ 1,10 n, 853$, and the operating income was reduced from $\$ 5,821,956$, to $\$ 2,985,540$. Freight traffic measured in ton miles was lighter by 38.0 par cent, but passenger traffic increased by 24.0 per cent.

For January - September gross revenues increased from $\$ 106,239,614$ in 1939, to $\$ 122,298,067$, and the operating income increased from $\$ 12,705,412$ to $\$ 20,289,976$.

OPERATING REVENUES, EXPENSES AND STATISTICS of CANADTAN RALLIMAS
SEPTEMBER, 1940

| OPErating revenues | ALL RAILMAYS |  | Cavadian nat | TONAL RAILWAYS | CANADIAN PAC | FFIC RAILMAI CO. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1940 | 1939 | 1940 | 1939 | 1940 | 1939 |
| Freight | \$ 29,302,829 | \$ 35,568,552 | \$ 14,263,244 | \$ 1,6,381,589 | \$ 12,354,961 | - 16,349,863 |
| Passenger | 3,594,818 | 3,062,346 | 1,737,614 | 1,419,842 | 1,534,429 | 1,298,572 |
| Mail | 562,905 | 570,317 | 235,942 | 238,425 | 285,756 | 290,966 |
| Express | 1,514,787 | 1,289,888 | 1,001,862 | 849,021 | 414,666 | 335,205 |
| Other pessenger train | 413,588 | 408,728 | 162,342 | 162,241 | 241,487 | 236,851 |
| Water line | 241,85\% | 255,781 | $\ldots$ | ... | 164,624 | 165,517 |
| All other | 1,688,714 | 1,804,454 | 856,876 | 954,052 | 693,800 | 715,095 |
| Totel Railway Operating Revenues | 37,319,493 | 42,960,066 | $\times \quad 18,257,882$ | I 20,005,170 | 15,689,723 | 19,392,069 |
| OPRRATING EXPENSES |  |  |  |  |  |  |
| Maintenance of way and structures | \$ 6,221,391 | - 6,218,920 | \$ 3,419,035 | - 3,125,295 | ( 2,205,631 | \$ 2,560,730 |
| Haintenance of equipment | 7,639,681 | 7,408,574 | 3,434,314 | 3,107,731 | 3,675,939 | 3,806,122 |
| Traffic | 875,263 | 1,009,529 | 357,101 | 367,862 | 457,697 | 577,487 |
| Transportation | 12,949,412 | 13,355,911 | 7,035,743 | 6,920,946 | 4,858,506 | 5,435,217 |
| Miscellaneous operations | 421,406 | 362,748 | 140,275 | 103,706 | 232,871 | 206,032 |
| General | 1,398,340 | 1,290,204 | 705,375 | 650,101 | 576,132 | 525,530 |
| Trans. for investment Cr. | 42,158 | Cr. 75,138 | Cr. 43,110 | Cr. 72,190 | Cr. ... | Cr. 3,489 |
| Total Rallway Operating Expenses | 29,463,335 | 29,570,748 | 15,048,733 | 14,203,451 | 12,006,776 | 13,107,629 |
| OPETRATING INCOME |  |  |  |  |  |  |
| Net operating revenue | 7,856,158 | \$13,389,318 | \$ 3,209,149 | \$ 5,801,719 | \$ 3,682,947 | - 6,284,440 |
| Railway tax accruals | 1,184,681 | 872,316 | 347,608 | 349,420 | 654,524 | 394,230 |
| Hire of eq uipment Dr. | 343,467 | Dr. 363,187 | Dr. 55,230 | Dr. 26,860 | Dr. 13,322 | 13,483 |
| Joint faclities rents Dr. | 79,929 | Dr. 104,923 | Cr. 4,191 | Cr. 5,196 | Dr. 29,561 | Dr. 54,771 |
| Operating income | 6,248,081 | 12,048,892 | 2,810,502 | 5,430,635 | 2,985,540 | 5,821,956 |
| operating statistics |  |  |  |  |  |  |
| Average miles of road oparated | 42,669.83 | 42,754.48 | 21,842.11 | 21,907.17 | 17,153.1 | 17,170.5 |
| No. of tons carried (Rev. Fr.) | 9,393,968 | 10,831,720 | 3,962,245 | 4,431,188 | 3,287,900 | 4,322,959 |
| No. of tons carried one mile " " (Thous.) | ) 3,385,090 | 4,799,887 | 1,664,062 | 2,167,621 | 1,484,795 | 2,394,02\% |
| No. of tons carried one mile(All Fr.)(Thous.) | ) $3,743,734$ | 5,130,795 | 1,862,743 | 2,312,741 | 1,639,198 | 2,543,4?3 |
| Gross ton miles, excl. locomotive \& tender | 8,198,109 | x<10,554,099 | 4,115,438 | 4,880,609 | 3,429, 516 | 5,016,394. |
| No. of revenue passengers carried | 1,467,306 | 1,349,283 | 758,404 | 664,225 | 535,065 | 485,411 |
| No. of revenue pass. carried one mile(Thous.) | .) 189,560 | 153,262 | 92,421 | 71,387 | 81,670 | 65,854 |
| Freight train miles | 5,004,316 | 8X 6,025,156 | 2,568,797 | 2,838,627 | 2,022,408 | 2,698,495 |
| Passenger train miles | 3,056,206 | 2,956,324 | 1,431,398 | 1,360,602 | 1,379,675 | 1,353,660 |
| Total Traín Miles Rev. and Non-Revenue | 8,205,630 | XX 9,088,517 | 4,111,888 | 4,340,362 | 3,422,942 | 4,074,698 |
| Freight car miles - loaded | 129,067,241 | 154,623,083 | 64,869,168 | 72,841,120 | 52,751,908 | 70,129,882 |
| Freight car miles - empty | 62,968,422 | 84,343,802 | 31,519,811 | 37,511,452 | 26,206,469 | 41,642,378 |
| Passenger train car miles | 25,517,464 | xx 24,311,936 | 12,462,51? | 11,528,324 | 10,791,834 | 10,418,968 |
| Total amount of pay-roll | \$ 17,168,271 | XX \$ 17,593,964 | \$ 9,862,342 | - 9,771,279 | \$ 6,234,049 | \$ 6,765,021 |
| Number of employees | 132,802 | 133,739 | 77,902 | 77,286 | 47,011 | 48,325 |
| Pay-roll chargeable to Ry-operating expensesif | \$16,128,279 | XX \$ 16,646,386 | ( 9,012,393 | \$ 8,986,888 | \$ 6,111,165 | - 6,669,332 |
| DAILI AVERAGES PER MILE OF ROAD OPERATED |  |  |  |  |  |  |
| Operating revenue | \$ 29.15 | \$ 33.49 | \$27.86 | \$ 30.44 | \$ 30.49 | \$ 37.65 |
| Operating expenses | \$25.02 | \$ 23.05 | - 22.37 | + 21.61 | \$ 23.33 | \$ 25.45 |
| No. of tons moved one mile (Rev. Fr.) | 2,644 | 3,742 | 2,540 | -3,298 | 2,885 | 4,648 |
| No. of tons moved one mile (All Fr.) | 2,925 | 4,000 | 2,843 | 3,565 | 3,185 | 4,938 |
| No. of rev. passengers carried one mile | 148 | 119 | 141 | 109 | 159 | 128 |
| AVERAGES PER FREIGHT TRAIN MILE |  |  |  |  |  |  |
| Freight revenue | \$ 5.86 | \$ 5.90 | \$ 5.55 | - 5.65 | - 6.11 | - 6.06 |
| No. of tons of freight (Rev. Fr.) | 676.4 | XX 796.6 | 647.8 | 747.8 | 734.1 | 887.2 |
| No. of tons of freight (All Fr.) | 748.1 | [x 851.6 | 725.1 | 808.2 | 810.4 | 942.5 |
| Gross ton miles | 1,638.2 | x 1,751.7 | 1,602.1 | 1,683.8 | 1,695.6 | 1,859.0 |
| Loaded freight cars | 25.8 | XX 25.7 | 25.3 | 25.1 | 26.1 | 26.0 |
| Empty freight cars | 12.6 | 14.0 | 12.3 | 12.9 | 13.0 | 15.4 |
| AVERAGES PER PASSEVGER TRAIN HILE |  |  |  |  |  |  |
| Passenger train revenues | \$1.99 | \$1.80 | x $\$ 2.19$ | x $\$ 1.96$ | \$1. 79 | \$1.60 |
| Passengers carried | 62.0 | 51.8 | 64.6 | 52.5 | 59.2 | 48.6 |
| Passenfer cars | 8.3 | xx | 8.7 | 8.5 | 7.8 | 7.7 |
| Average operating expenses per train mile | \$3.59 | \$3.25 | \$3.66 | \$3.27 | \$3.51 | \$3.22 |
| Average length of haul (Rev. Fr.) Niles | 360.3 | 443.1 | 420.0 | 489.2 | 451.6 | 553.8 |
| Average passenger journey Miles | - 129.2 | 113.6 | 121.9 | 107.5 | 152.6 | 135.7 |
| Average tons per loaded freight car mile | 29.0 | 33.2 | 28.7 | 32.2 | 31.1 | 36.3 |
| Average freight receipt per revenue ton mile | .886\$ | . $741 \$$ | . 857 ¢ | . $756 \%$ | . 8324 | .683\% |
| Avarage passenger receipt per passenger per mil | 11e 1.896 | 1.998 | 1.880 ¢ | 1.989 ¢ | 1.879 | 1.972 ¢ |
| Ratio of opersting pay-roll to operating revenu | nues 43.2\% | XX 38.7\% | 49.4\% | 44.9\% | 39.0\% | 34.4\% |
| Ratio of operating expenses to revenues | 78.95\% | 68.83\% | 82.42\% | 7.00\% | 76.53\% | 67.59\% |

I - Includes gross express revenue.
xX - Revised.


