# Published by Authority of the Hon. James A. MACKINNON, M.P., $\overline{3}$ EP 18 ion <br> Minister of Trade and Commerce. 

## DOMINION BUREAU OF STATISTICS

 TRANSPORTATION AND PUBLIC UTILITIES BRANCH
## OTTAWA

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$\sim$
Canadian railways earned $\$ 44,817,003$ in June as against $\$ 36,913,950$ in June 1940. On a daily basis, with Sundays eliminated, this was a higher average than the May revenues mich totalled $\$ 46,594,656$. Operating expenses increased from $\$ 27,556,605$ in June 1940 to $\$ 22,121,970$ and the operating income was increased from $\$ 7,657,475$ to $\$ 9,976,382$.

Freight traffic measured in ton miles increased by 25.0 pec. and passenger traffic increased by 37.9 p.c. over 1940 traffic. The total payroll increased from $\$ 17,587,644$ to $\$ 19,893,828$ or by 15.1 p.c. for un increase in the number of employees of 6.4 pec.

For the first half year gross revenues increased from $\$ 192,100,818$ in 1940 to $\$ 244,643,982$, operating expenses increased from \$157,348,043 to $\$ 183,281,150$ and operating income from $\$ 26,472,980$ to $\$ 46,892,549$.

CANADIAN NATIONAL KAILIAAY: GOEs revenues of Canadian LInes increased from $\$ 19,597,675$ in 1940 to $\$ 21,951,108$ or by $12 . C \mathrm{p} . \mathrm{c}$. Operating expenses increased from $\$ 14,609,124$ to $\$ 16,373,067$ and the operating income from $\$ 4,575,549$ to $\$ 5,116,141$. Freight traffic was heavier than in 1940 by 18.5 pec. and passenger traffic by 47.0 pec. Three of the thited States Ines showed larger gross revenues and operating incomes than La 1940 and the system gross revenues increased from $\$ 22,359,937$ to $\$ 25,642,552$ and operating incomes from \$4,835, 229 to $\$ 5,951,080$.

For the first six months system gross revenues increased from $\$ 115,681,551$ to $\$ 141,715,488$ and the operating income from $\$ 11,955,228$ to $\$ 26,943,020$.

CANADIAN PACIFIC RAILPAY COMPANY: GFCBR revenues were up by 50.4 pec. or from $\$ 14,253,546$ to $\$ 18,592,556$, and with operating expenses up by $\$ 2,382,956$ the operating income was increased from $\$ 2,923,055$ to \$4,068,304. Freight traffic increased by 29.9 pec. and passenger traffic by 37.2 pec.

For January - June gross revenues were $\$ 100,543,261$ as against $875,641,753$ in 1940 and the operating income increased from $\$ 12,636,008$ to $\$ 19,919,694$.

|  | aLl railmays |  | Canadian national railmaxs |  | canadian pacieic railnay co. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1941 | 1940 | 1941 | 1240 | 1941 | 1940 |
| OPRRATING REVENUES |  |  |  |  |  |  |
| Freight | \$35,124,377 | \$27,723,895 | \$16,878,416 | \$14,323,449 | \$14,734,098 | \$11,057,708 |
| Passenger | 4,712,247 | 3,457,991 | 2,427,424 | 1,674,095 | 1,987,708 | 1,155,947 |
| Mall | 597,638 | 564,163 | 266,318 | 238,384 | 291,271 | 288,819 |
| Express | 1,574,360 | 2,943,781 | X 1,062,495 | X 2,359,474 | 412,869 | 480,915 |
| Other passenger train | 494,340 | 404,022 | 197,978 | 153,467 | 286,430 | 241,132 |
| Wator 11 ne | 336,687 | 276,236 | ... | ... | 174,450 | 168,221 |
| N11 other | 1,977,354 | 1,543,862 | 1,118,479 | 848,806 | 705,555 | 560,804 |
| Total Rallway Oparating Revanues | 44,817,003 | 36,913,950 | X 21,951,108 | X 19,597,675 | 18,592,356 | 14,253,546 |
| OPERATING EXPEMSES |  |  |  |  |  |  |
| Maintenance of wey and structures | 7,375,496 | 6,686,855 | 3,704,580 | 3,405,069 | 2,947,546 | 2,611,079 |
| Maintenance of equipmant | 7,211,782 | 5,962,265 | 3,609,999 | 3,306,330 | 2,969,649 | 2,152,632 |
| Traffic | 844,132 | 825,150 | 395,260 | 388,703 | 380,912 | 374,223 |
| Transportation | 14,74,637 | 12,376,288 | 7,769,657 | 6,744,684 | 5,746,309 | 4,642,440 |
| Miscellaneous oparations | 547,515 | 395,259 | 203,665 | 122,042 | 302,859 | 227,664 |
| General | 1,457,904 | 1,355,090 | 717,728 | 881,643 | 609,726 | 558,657 |
| Trans. for investment | Cr. 29,496 | Cr. 44,297 | Cr. 27,823 | C. . 39,347 | ... | Cr. 2,910 |
| Total Rallway Oparating Expenses | 32,121,970 | 27,556,605 | 16,373,067 | 14,609,124 | 12,956,781 | 10,563,825 |
| OPERATING INCOIE |  |  |  |  |  |  |
| Net operating revenue | 12,695,083 | 9,357,345 | 5,578,041 | 4,988,551 | 5,635,575 | 3,689,721 |
| Retiway tax accrusis | 2,111,561 | 1,271,773 | 355,453 | 347,608 | 1,471,180 | 704,828 |
| Hire of equipment | Dr. 461,877 | Dr. 309,051 | Dr. 106,924 | Dr. 70,786 | Dr. 11,282 | Cr. 6,640 |
| Joint faclilties rents | Dr. 145,213 | Dr. 1119,066 | Gr. $\quad 477$ | Gr. 5,392 | Dr. 84,809 | Dr. 68,478 |
| Operating income | 9,976,382 | 7,657,475 | 5,116,141 | 4,575,549 | 4,088,304 | 2,923,055 |
| OpErattivg Statistics |  |  |  |  |  |  |
| Average miles of road operated | 42,594.41 | 42,733.30 | 21,767.16 | 21,899.58 | 17,153.1 | 17,159.1 |
| No. of tons carried (Rev.fr.) | 10,885,100 | 8,909,857 | 4,432,305 | 3,860,542 | 3,850,050 | 3,017,268 |
| No. of tans carried one mile ( ${ }^{\text {c * \% ) Trous. }}$ | 4,380,510 | 5,503,569 | 2,050,385 | 1,753,038 | 2,028,407 | 1,561,785 |
| No. of tons carried one mile (All Fr.) | 4,828,592 | 3,884,555 | 2,320,570 | 1,955,350 | 2,200,496 | 1,724,880 |
| Gross ton miles, excl. of locomotive \& tender | 10,298,767 | 8,422,018 | 4,941,038 | 4,248,330 | 4,525,433 | 3,548,325 |
| No. of revenue pass. carried | 1,701,751 | 1,510,746 | 880,849 | 770,096 | 652,959 | 550,402 |
| No, of revenue pass. carried one mile | 248,453 | 180,229 | 130,456 | 88,756 | 103,067 | 75,115 |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| Freight train miles | 5,995,485 | 4,992,419 | 2,901,936 | 2,57,613 | 2,579,004 | 2,018,885 |
| Passenger train miles | 3,210,667 | 2,984,311 | 1,555,751 | 1,379,602 | 1,448,560 | 1,369,719 |
| Total train miles (Rev, and Mon Rev.) | 9,440,594 | 8,195,733 | 4,594,648 | 4,084,531 | 4,083,797 | 3,459,155 |
| Freight car miles - loaded | 153,570,679 | 127,565,380 | 76,281,457 | 64,446,163 | 66,183,445 | 52,281,165 |
| Freight car milos - ompty | 80,433,863 | 69,133,813 | 37,500,803 | 34,569,230 | 36,442,157 | 28,976,766 |
| Passenger train car miles | 27,664,843 | 24,441,389 | 13,588,480 | 21,786,495 | 11,914,133 | 10,502,859 |
| Total amount of pay-roll | \$19,893,828 | \$17,587,644 | \$10,625,981 | \$ 9,702,561 | (8,033,257 | \$6,773,928 |
| Number of employees | 145,697 | 136,883 | 82,084 | 76,272 | 55,926 | 52,044 |
| Pay-roll chargeable to ry. operating expenses | \$18,465,350 | \$16,499,638 | \$ 9,678,554 | (8,855,950 | - 7,640,348 | 6,616,774 |
| DATLI AVERAGES PER MTLE OF ROAD OPERATED |  |  |  |  |  |  |
| Operating revenue | \$35.07 | \$28.79 | \$33.62 | \$29.83 | \$36.13 | \$27.69 |
| Operating expenses | \$25.14 | \$21.50 | \$25.07 | \$22.24 | \$25.18 | \$20.52 |
| No. of tons moved one mile (Rev. Fr.) | 3,428 | 2,733 | 3,141 | 2,638 | 5,942 | 3,034 |
| No. of tons moved one mile (All Fr.) | 3,779 | 3,050 | 3,554 | 2,976 | 4,276 | 3,531 |
| No. of rev. passengers carried one mile | 194 | 141 | 200 | 135 | 200 | 146 |
| AVERAGES PER FRREIGET TRAIV GILE |  |  |  |  |  |  |
| Freight revenue | \$5.86 | \$5.55 | *5.82 | \$5.57 | \$5.71 | \$5.48 |
| No. of tons of freight (Rev.fr.) | 750.6 | 701.8 | 706.8 | 673.9 | 786.5 | 773. 6 |
| No. of tons of freight (All Fr.) | 805.4 | 778.1 | 799.7 | 780.4 | 853.2 | 849.4 |
| Gross ton miles | 1,717.8 | 1,687.0 | 1,702.7 | 1,652.0 | 1,754.7 | 1,757.3 |
| Loaded freight cars | 25.6 | 25.3 | 26.3 | 25.1 | 25.7 | 25.9 |
| Empty freight cars | 13.4 | 13.8 | 12.9 | 13.4 | 14.1 | 14.4 |
| AIERAGES PEER PASSENGER TRATN MILIE |  |  |  |  |  |  |
| Passenger train revenues | \$2.30 | \$2.47 | 1 $\$ 2.57$ | X $\$ 3.21$ | \$2.06 | \$1.80 |
| Passengars carried | 77.4 | 80.4 | 84.9 | 64.3 | 7.1 | 54.8 |
| Passengar cars | 8.6 | 8.2 | 8.8 | 8.5 | 8.2 | 7.7 |
| Avarage operating expenses per train mile | $\$ 3.40$ | 43.36 | \$8.56 | \$8.58 | \$5.17 | 85.05 |
| Average length of haul (Rev.Fr.) 以iles | 402.4 | 393.2 | 462.7 | 448.9 | 529.6 | 517.6 |
| avarage passengar journey Miles | 146.0 | 119.3 | 148.1 | 115.3 | 157.8 | 136.5 |
| Avarage tons per loaded frelght car mile | 31.4 | 30.5 | 30.4 | 30.3 | 33.2 | 52.8 |
| Average freight recoipt per revenue tan nille | . 8024 | .791\% | . 8254 | .8264 | . 7284 | . 708 |
| Average passenger recelpt per passenger par wlle | 1.997 | 1.919¢ | 1.861\$ | 1.886 | 1.9298 | 1.958 |
| Ratio of oparating pay-roll to operating revenues | 41.2\% | 44.7\% | 44.1\% | 45.2\% | 41.18 | 46.4\% |
| ratio of operating expanses to revenues | $71.67 \%$ | 74.65\% | 74.59\% | 74.55\% | 69.69\% | 74.118 |

(Stean Innes in Canade and Onited States) For the Month of Jume, 1841.

| OPERATING REVENUES | 1941 | 1840 |
| :---: | :---: | :---: |
| Canadian Lines <br> Duluth, Wimipag and Pacific Railway Company Grand Trunk Westarn Railroad Company Canadian National Lines in Now England Central Vermant Railway, Inc. | (21,951,108 | \$19,597,675 |
|  | 141,801 | 125,076 |
|  | 2,686,570 | 1,939,986 |
|  | 130,928 | 133,728 |
|  | 731,945 | 563,462 |
| Totel | 425,642,352 | \$22,358,987 |
| QPERATIMG EXPETSES |  |  |
| Canadian Lines <br> Duluth, Innipeg and Pacific Railway Compeny Grand Trunk Tostarn Rallroad Compeny <br> Canadian National Lines in New England Central Vermant Rallway, Inc. | (16,575,067 | \$14,609,124 |
|  | 104,550 | 93,061 |
|  | 1,722,593 | 1,508,669 |
|  | 188,996 | 141,798 |
|  | 474,725 | 446,078 |
| Total | 128,813,909 | \$16,798,751 |
| MET OPERATITG REVIENUE |  |  |
| Canadian Linea <br> Driluth, Wionjpeg and Facific Rallway Compeny Grand Irunk Festarn Ralluroad Compeny Canadian National Lines in Now England Central Vermont Rallway, Inc. | ( 5,578,041 | (4,988,551 |
|  | 87,270 | 82,015 |
|  | 965,977 | 451,527 |
|  | Dr. 6,087 | Dr. 8,070 |
|  | 267,228 | 177,3e5 |
| Total | \$6,828,445 | (5,5¢1,208 |
| Canadian Lines <br> Duluth, Finnipeg and Pacific Railvay Company <br> Grand Irunk Neatern Railfraad Company <br> Canacilan Netional Lines in New England <br> Central Vermant Rallway, Inc. |  |  |
|  | ( 5,116,141 | -4,575,549 |
|  | 15,452 | 9,107 |
|  | 695,977 | 264,976 |
|  | Dr. 62,746 | Dr. 61,581 |
|  | 188,256 | 45,188 |
| Total | ( 5,951,060 | 4,885,229 |
| $\frac{\text { SUYYARI }}{\text { For aix monthe anded June } 30,294} \begin{gathered} \text { ALL RAILWAIS } \end{gathered}$ |  |  |
| Operating Ravenues <br> Operating Expenses <br> Net Operating Revenus <br> Operating Incone | 4244,643,982 | \$192,100,818 |
|  | 185,281,150 | 157,548,048 |
|  | 61,562,782 | 54,752,770 |
|  | 46, 892,549 | 26,442,980 |
| $\begin{aligned} \text { Operating Revenues }- & \text { Cansdian Lines } \\ & \frac{\text { U. S. Lines }}{\text { Total }} \end{aligned}$ |  |  |
|  | 120,691,458 | 96,819,869 |
|  | 21,024,050 | 17,561,662 |
|  | 141,715,488 | 113,681,551 |
| $\begin{aligned} \text { Operating Expenses }- & \text { Canadian Iines } \\ & \frac{\text { U. S. Innes }}{20 \text { teI }} \end{aligned}$ | 95,109,22] | 84,051,850 |
|  | 14,498,056 | 13,450,119 |
|  | 109,607,277 | 97,481,469 |
| Het Operating Revenue- Canadian Lines <br> J. 8. Lines <br> Total | 25,582,257 | 12,260,559 |
|  | 6,525,974 | 5,981,548 |
|  | 82,106,211 | 16,200,082 |
| U. S. LAnes $\qquad$ <br> Total | 22,946,472 | 10,140,766 |
|  | 5,996,548 | 1,814,562 |
|  | 26,943,020 | 11,956, 128 |
|  |  |  |
| Operating Revemues <br> Oparating Bxpenses <br> Net Operating Revenue <br> Operating Income | 100,545,261 | 75,641,758 |
|  | 72,425,711 | 59,67, 849 |
|  | 27,917,550 | 15,969,904 |
|  | 19,919,694 | 12,836,008 |

