Minister of Trade and Commerce.

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 <br> \title{DOMINION BUREAU OF STATISTICS <br> \title{
DOMINION BUREAU OF STATISTICS <br> TRANSPORTATION AND PUBLIC UTILITIES BRANCH OTTAWA
}

# OPERATING REVENUES, EXPENSE \& STATISTICS <br> RAILWAYS IN CANADA WITH ANNUAL OPERATING REVENUES OF S500,000 OR OVER 

Canadian railways earned $\$ 66,619,736$ in September as against $\$ 58,590,233$ in 1942 . Freight revenue increased by $\$ 5,552,375$ or 8.0 per cent and passenger revenue increased by $\$ 2,927,012$ or 36.0 per cent. Operating expenses increased by $\$ 5,176,693$ or 12.1 per cent and the operating income increased from $321,802,849$ to $\$ 25,084,555$. Although freight revenues increased by only 8 per cent, revenue ton miles increased by 24,6 per cont and the average revenue per ton mile declined from 0.977 to 0.8474 . Passenger traffic was lighter than in July, August and last December but was by far the heaviest in any September, being 275 per cent heavier than in 1958 and 76 per cent heavier than in September 19:20, the previous record September. The number of employees increased from 155,550 to 165,509 or by 6.4 per cont and the total pay roll increased by ${ }^{2} 2,425,304$ or by 10.1 per cent. The average passenger journey increased from 122 to 153 miles, but with the commuter traffic excluded the average decilned from 160 to 157 miles. The average receipt par passenger mile was 1.930 as compered with $3,129 \%$ in September 1920.

For the nine months operating revenues mounted to $\$ 569,062,927$ in 2945 and $5474,205,520$ in 1942.

CABADIAN MATIONAL FALThATS: Operating revenues of the Canadian line increased to $\$ 35,129,600$ from $\$ 29,950,100$ in 1942, Freight revenue increasing by $\$ 723,300$ or 5.2 per cent and passenger revenue by $\$ 1,477,000$ or 37.5 per cent. Operating expenses increased by $\$ 2,056,306$ or 8.2 per cent and the operating income increased from $\$ 6,698,821$ to $\$ 7,862,500$. The United States lines showed a decline in operating revenues of 3 per cent and an increase in operating expenses of 16 per cent making the system revenue $\$ 56,946,000$ compared Wt th $\$ 83,860,000$ in 1942, and the operating income $88,257,303$ as against $\$ 7,580,711$ in 1942.

For Jamar - September operating revenues increased from \$270,827,000 in 1942 to $\$ 526,949,000$.
CMMDIAN PACIFIC RULIAI LO: Operating reveres were Increased from $\$ 22,327,365$ in September 1942 to $\$ 26,448,515$ or by 25.7 per cont. Freight revenue increased by $\$ 2,620,456$ or 15.9 par cent and passenger reremse by $\$ 1,021,640$ or 28.8 par cent. Operating expenses increased by $\$ 2,447,530$ or 14.7 jer coat and the operating income from $\$ 3,569,177$ to $\$ 5,784,765$. The increase in revalue ton miles was 35.3 per cent and in passenger mile 26.2 per cont.

For January - September operating revenue Increased from \$188,644,651.10 1942 to $\$ 217,582,564$ and the operating frame 5 rom $\$ 52,005,741$ to $\$ 32,761,861$.

E REATA
Canadian Pacific Railway Co. - July, 1945
Reads
Average operating expenses par train mil.
8.35

SEPTTMMER, 1943.

|  | ALL ratlways |  | Camadian mational railmars |  | (canadian pacipic enalmay co. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1943 | 1942 | 1943 | 1942 | 1943 | 1942 |
| Opmatige ravayss |  |  |  |  |  |  |
| Froight | * 48,021,593 | ( 44,469,218 | - 25,524,600 | \$ 22,801,300 | \$ 19,081,018 | - $16,460,562$ |
| Passenger | 11,051,919 | 8,124,907 | 5,432,800 | 3,955,800 | 4,632,084 | 3,610,444 |
| Mal3 | 647,242 | 616,958 | 276,182 | 268,610 | 325,439 | 305,125 |
| Express | 2,350,390 | 1,778,995 | X 1,606,401 | X 1,184,765 | 578,395 | 429,586 |
| Other passenger train | 1,029,813 | 789,756 | 466,904 | 341,171 | 536,327 | 431,646 |
| Water line | 309,097 | 309,165 | -... | ... | 140,817 | 17,921 |
| A11 other | 3,209,682 | 2,501,234 | 1,822,715 | 1,378,454 | 1,154,235 | 918,081 |
| Total Ratimay Operating Revenues | 66,619,736 | 58,590,233 | x33,129,600 | X29,930,100 | 26,448,315 | 22,327, 265 |
|  |  |  |  |  |  |  |
| Meintenance of way and structures | 11,061,437 | 9,031,904 | 5,482,737 | 4,202,905 | 4,389,225 | 3,935,543 |
| Usintenance of equipmont | 11,579,559 | 11,805,857 | 5,517,295 | 6,620,423 | 5,152,652 | 4,389,306 |
| Traffic | 861,241 | 844,554 | 412,770 | 386,958 | 372,695 | 376,447 |
| Transportation | 21,484,371 | 18,495,182 | 11,708,691 | 9,984,122 | 7,852,251 | 6,829,265 |
| Hecellaneous operations | -1,032,212 | 880,360 | 424,806 | 360,704 | 544,565 | 467,016 |
| General | 1,828,251 | 1,612,521 | 873,699 | 808,580 | 779,823 | 646,104 |
| Total Railway Operating Expenses | 47,847,071 | 42,670,378 | 24,419,998 | 22,363,692 | 19,091,211 | 16,643,681 |
| OPRRATING INCONE |  |  |  |  |  |  |
| Net operating revamue | 18,772,665 | 15,919,855 | 8,709,602 | 7,566,408 | 7,357,104 | 5,683,684 |
| Rallway tax accruals | 4,417,967 | 2,890,406 | 367,522 | 414,377 | 3,413,457 | 1,900,891 |
| Pitre of equipment | Dr.1,204,239 | Dr.1,122,940 | Ir. 483,494 | Dr. 466,862 | Dr. 121,388 | Dr. 175,347 |
| Joint facilities rents | Dr. 116,126 | Dr. 103,660 | Cr. 3,914 | ir. 13,652 | Dr. 37,494 | Ir. 38,269 |
| Operating income | 13,034,333 | 11,802,849 | 7,862,600 | 6,698,821 | 3,784,765 | 3,569,177 |
| OPRRATING STATISTICS |  |  |  |  |  |  |
| Average miles of road operated | 42,538.33 | 42,535.57 | 21,769,78 | 21,768.62 | 17,034.3 | 17,032.8 |
| No. of tons carried (Rev.Fr.) | 15,193,859 | + 13,089,261 | 6,007,689 | 5,401,621 | 4,686,486 | 3,941,911 |
|  | 5,670,342 | 4,55u,495 | 2,781,411 | 2,381,847 | 2,254,238 | 1,665,879 |
| No. of tons carried one mile (All Fr.) | $6,062,728$ | $4,504,000$ | 2,995,462 | 2,577,293 | 2,421,783 | 1,816,318 |
| Gross ton miles, excl. of locomotive \& tender | $12,334,856$ | $10,410,096$ | $6,039,179$ | 5,386,920 | 4,792,967 | 3,737,247 |
| No. of revenue pessengers carried | 4,317,842 | 3,718,181 | 2,504,687 | 2,358,713 | 1,380,768 | 1,080,509 |
| No. of reverue passengers carried one mile | 572,545 | 451,662 | 287,715 | 219,847 | 238,386 | 205,217 |
|  |  |  |  |  |  |  |
| Freight train miles | 6,889,279 | 6,122,532 | 3,358,039 | 3,113,030 | 2,810,019 | 2,345,644 |
| Passenger train miles | 3,778,934 | 3,654,231 | 1,814,221 | 1,781,631 | 1,683,091 | 1,622,033 |
| Totail train miles (Kev. and Non Rev.) | 10,921,573 | 10,014,069 | 5,839,883 | 5,058,884 | 4,549,324 | 4,015,760 |
| Freight car miles - loaded | 183,250,811 | 164,966,977 | 91,304,465 | 85,914,978 | 70,003,691 | 59,705,940 |
| Freight car miles - ampty | 86,346,304 | 68,055,866 | 39,848,822 | 33,381,882 | 32,935,177 | 22,700,940 |
| Passenger train car miles | 37,482,938 | 34,708,276 | 18,727,177 | 17,489,669 | 15,787,448 | ] $4,698,842$ |
| Tqual amount of pay roll | \$26,454,691 | \$24,029,387 | \$14,761,604 | \$13,509,709 | \$ 9,895,063 | \$ 8,965,092 |
| Number of employees | 165,509 | 155,550 | 94,336 | 88,769 | 61,261 | 57,541 |
| Pay roill chargeable to ry, operating expenses | \$24,563,241 | \$22,298,366 | \$13,442,078 | - $\downarrow 12,269,181$ | \$ 9,412,013 | + $8,550,457$ |
| DRILT AVEIAGES PER MILE OF ROAL OPREATED |  |  |  |  |  |  |
| Operating revenue | \$52.20 | \$4.91 | \$50.73 |  |  |  |
| Operating expenses | \$37.49 | \$33.44 | \%37.39 | -34.24 | 937.36 | \$32.57 |
| No. of tons moved one mile (fev. Fr.) | 4,443 | 3,566 | 4,259 | 3,647 | 4,417 | 3,260 |
| No. of tons moved one mile (All Fr.) | 4,751 | 3,843 | 4,587 | 3,946 | 4,739 | 3,555 |
| No. of revenue pessengers carried one mile | 449 | 354 | 447 | 337 | 466 | 402 |
| AVERAGES PER FREIGHT TRAIN MILE |  |  |  |  |  |  |
| Freight revenue | \$6.97 | \$7. 26 | \$7.01 | \$7.32 | \$6.79 | \$7.02 |
| No. of tons of freight (Fev. Fr.) | 823 | 743 | 828 | 765 | 802 | 710 |
| No. of tons of freight (All Fr.) | 880 | 801 | 892 | 828 | 862 | 774 |
| Gross ton miles | 1,790 | 1,700 | 1,798 | 1,730 | 1,706 | 1,593 |
| Loaded freight cars | 26.6 | 26.9 | 27.2 | 27.6 | 24.9 | 25.5 |
| Rupty freight cars | 12.5 | 11.1 | 11.9 | 10.7 | 12.7 | 9.7 |
| AVERAGES PER PASSENGER TRAIN MILE |  |  |  |  |  |  |
| Pessenger trein revenues | \$3.99 | \$3.10. | $\times 14.29$ | $\times$ \%3.23 | \$3.61 | \$2.94 |
| Passengers carried | 152 | 124 | 159 | 123 | 142 | 127 |
| Passenger cars | 9.9 | 9.5 | 10.3 | 9.8 | 9.4 | 9.1 |
| Average operating expenses per train mile | \$4.38 | \$4.26 | \$4.57 | \$4.42 | \$4.20 | $\$ 4.14$ |
| Average length of haul (fev.Fr.) wiles | 373 | $+\quad 348$ | 463 | 441 | 481 | 423 |
| Average passenger journey miles | 133 | 122 | 115 | 93 | 173 | 190 |
| Average tonc per loaded freight car mile | 33.1 | 29.7 | 32.8 | 30.0 | 34.6 | 30.4 |
| Average freight receipt per revenue ton mile | 0.8474 | 0.977 | 0.8464 | 0.957 | 0.846 | 0.988 |
| Average passenger recelpt per passenger par mile | 1.930 | 1.799 | 1.8884 | 1.7996 | 1.943 | 1.759 ${ }^{\text {\% }}$ |
| Fatio of operating pay roll to operating revenues | 36.9\% | 38.1\% | 40.6\% | 41.0\% | 35.6\% | 38.5\% |
| Ratio of operating expenees to revenues | 71.82\% | 72. $83 \%$ | 73.71\% | 74.72\% | 72.18\% | 74.54\% |



[^0]
[^0]:    (1) Includes a charge of $\$ 14,500,000$ by Cenadian National hailways to operating expenses to provide for funding certain accrued liabilities.

