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# DOMINION BUREAU OF STATISTICS TRANSPORTATION AND PUBLIC UTILITIES BRANCH OTTAWA 

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# OPERATING REVENUES, EXPENSES \& STATISTICS CANADA BTATIBTIQUE RAILWAYS IN CANADA WITH ANNUAL OPERATING REVENUES OF $\$ 5000,000$ OR OVER <br> МА尺С, 1947 

Canadian railways earned $\$ 64,731,126$ during March es compared with $\$ 59,128,230$ in March 1946. These earnings have been exceeded in March only in 1944 when the record was $\$ 67,123,259$. Freight revenue increased from $\$ 43,724,626$ in 1946 to $\$ 51,550,142$ or by 17.9 per cent, and was exceeded only by the October 1946 freight revenue of $\$ 51,604,541$. Passenger revenue continued to decline, dropping from $\$ 8,619,745$ last year to $\$ 6,355,349$ or by 26.3 per cent for a decline in passenger miles of 34.9 per cent. Operating expenses increased from $\$ 50,016,411$ to $\$ 55,703,244$ or by 11.4 per cent and the operating income declined from $\$ 5,556,407$ to $\$ 5,290,758$. The increase in freight traffic was only 5.6 per cent but the average revenue per ton mill increased from 0.878 to 0.980 cent or by 21.6 per cent due, undoubtedly, to increases in higher class freight carried. The number of employees showed a slight increase, from 170,687 in 1946 to 172,273 and the pay roll increased from $\$ 29,593,853$ to $\$ 33,837,242$ or by 14.3 per cent. For January - March gross revenues increased from $\$ 168,268,15 \mathcal{1}$ in 1946 to $\$ 175,698,386$, but increased operating expenses reduced the operating income from $\$ 8,665,338$ to $\$ 3,441,003$.

CAMADIAN SATIONAL RALLHATS: Operating revenues of Canadian Lines increased from $\$ 28,663,000$ in 1946 to $\$ 51,135,900$, freight revenues increasing by $\$ 5,675,000$ or 17.7 per cent, and passenger revenues decreasing by $\$ 1,221,800$ or 50.1 per cent. Operating expenses increased from $\$ 24,762,908$ to $\$ 28,252,493$ and the operating income was reduced by $\$ 1,433,502$ or 1 rom $\$ 3,479,093$ to $\$ 2,045,591$. The United States Lines showed an increase in revenues and a decrease in operating expenses, raising the system revenue to $\$ 36,350,000$ from \$52,603,000. System operating expenses increased from $\$ 29,060,000$ to $\$ 32,273,000$ and the operating income was reduced from $\$ 2,635,121$ to $\$ 2,599,810$. For January - March system operating revenues increased from $\$ 92,559,000$ to $\$ 100,276,000$ but operating expenses were increased from $\$ 84,982,000$ to $\$ 84,798,000$, reducing the operating income from $\$ 4,732,492$ to $\$ 1,586,746$.

CANADIAA PACIFIC BATLTAI COMPABI: Operating revenues increased by $\$ 1,734,630$ or frail $\$ 25,560,349$ to $\$ 27,094,979$ and operating expenses increased by $\$ 1,689,078$ or frow $\$ 21,343,277$ to $\$ 23,032,355$, and the operating income was increased by $\$ 415,875$ or from $\$ 1,699,141$ to $\$ 2,215,016$; taxes were reduced by $\$ 404,978$. For January - March revenues increased from $\$ 71,559,101$ in 1946 to $\$ 71,907,381$ or by $\$ 348,280$ but operating expenses increased by $\$ 4,936,524$ and the operating income was reduced by $\$ 3,001,848$ or from $\$ 4,277,363$ to $\$ 1,275,515$.

March, 1947

|  | all railvays |  | canadiar mational railways |  | canadian pacific rumbay do. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1947 | 1946 | 1947 | 1946 | 1947 | 1946 |
| OPRRATING REVINUSS |  |  |  |  |  |  |
| Freight | - 51,550,142 | - 43,724,626 | \$ 24,472,000 | - 20,797,000 | \$ 21,539,626 | - 18,823,195 |
| Passenger | 6,355,349 | 8,619,745 | 2,834,700 | 4,056,000 | 2,981,271 | 3,939,245 |
| Mail | 709,023 | 715,909 | 324,802 | 321,600 | 322,895 | 346,991 |
| Express | 2,423,966 | 2,183,602 | X 1,668,952 | X 1,508,185 | 637,912 | 616,814 |
| Other passenger train | 654,180 | 859,898 | 261,894 | 347,873 | 375,434 | 491,285 |
| Water line | 45,427 | 33,044 | ... | ... | 30,962 | 21,041 |
| All othar | 2,995,039 | 2,991,406 | 1,571,552 | 1,632,342 | 1,206,819 | 1,121,778 |
| Total Rallway Operating Revenues | 64,731,126 | 59,128,230 | X 31,133,900 | X 28,663,000 | 27,094,979 | 25,360,349 |
| QPERATING EXPENSES |  |  |  |  |  |  |
| $\Psi_{\text {aintenance of may and structures }}$ | 9,024,422 | 9,100,637 | 4,380,901 | 4,417,362 | 3,827,970 | 3,890,452 |
| Maintenance of equipment | 12,418,740 | 11,517,843 | 6,005,062 | 5,283,173 | 5,380,369 | 5,368,558 |
| Traffic | 1,271,434 | 1,131,084 | 583,898 | 525,469 | 597,288 | 510,957 |
| Transportation | 29,069,369 | 24,649,059 | 15,461,532 | 12,856,649 | 11,445,874 | 9,914,422 |
| Miscellaneous oparations | 937,248 | 1,102,413 | 282,049 | 381,065 | 553,275 | 640,656 |
| General | 2,982,031 | 2,515,375 | 1,539,051 | 1,299,190 | 1,227,579 | 1,018,252 |
| Total Railmay Operating Expenses | 55,703,244 | 50,016,471 | 28,252,493 | 24,762,908 | 23,032,355 | 21,343,277 |
|  |  |  |  |  |  |  |
| Met operating revenue | 9,027,882 | 9,111,819 | 2,881,407 | 3,900,092 | 4,062,624 | 4,017,072 |
| Railway tax accruals | 2,636,110 | 2,772,421 | 495,917 | 321,138 | 1,806,316 | 2,211,294 |
| Hire of equipment | Dr. 965,396 | Dr. 679,371 | Dr. 337,362 | Dr. 97,720 | Dr. 79,736 | Dr. 74,457 |
| Joint facilities rents | Dr. 135,618 | Dr. 103,620 | Dr. 2,537 | Dr. 2,141 | Dr. 61,556 | Dr. 32,180 |
| Operating income | 5,220,758 | 5,556,407 | 2,045,591 | 3,479,093 | 2,125,016 | 1,699,141 |
| OPLRATING STAPTSTICS |  |  |  |  |  |  |
| Average miles of road operated | 42,546.77 | 42,563.90 | 21,726.98 | 21,742.02 | 17,034.7 | 17,037.1 |
| 6 No. of tons cerried (fev.Fr.) | 13,962,419 | 13,250,048 | 5,932,846 | 5,517,442 | 4,875,094 | 4,435,012 |
| No. of tons carried one mile " " Thous | 5,258,684 | 4,980,858 | 2,522,532 | 2,427,609 | 2,290,862 | 2,149,724 |
| Mo. of tons carried one mile (All Fr. | 5,634,016 | 5,416,796 | 2,728,096 | 2,650,142 | 2,451,589 | 2,356,132 |
| Gross ton miles, excl. of locomotive \& tender " | 11,810,706 | 11,534,725 | 5,734,187 | 5,609,665 | 5,015,633 | 4,958,061 |
| No. of revenue passengers carriod | 3,477,576 | 3,630,062 | 1,811,377 | 1,919,887 | 1,386,020 | 1,402,947 |
| No. of revenue passengers carried one mile | 268,062 | 411,608 | 117,972 | 184,583 | 125,717 | 196,532 |
|  |  |  |  |  |  |  |
| Freight train miles | 7,053, 234 | 6,992,065 | 3,287,306 | 3,277,973 | 3,155,500 | 3,124,786 |
| Hassenger train milles | 3,620,602 | 3,832,592 | 1,753,280 | 1,856,801 | 1,614,693 | 1,719,596 |
| Total train miles (rev. and non-revo) | 10,932,540 | 10,942,342 | 5,181,338 | 5,196,669 | 4,873,139 | 4,887,909 |
| Freight car miles - loaded | 188,322,864 | 178,610,464 | 91,692,043 | 88,255,533 | 79,836,896 | 74,955,547 |
| Freight car miles - empty | 73,400,184 | 81,844,375 | 36,431,685 | 38,391,574 | 29,100,354 | 36,002,977 |
| Passenger train car miles | 30,714,117 | + $34,759,153$ | 14,747,365 | \&16,829,059 | $13,437,034$ |  |
| Total amount of pay roll | \$ 33,837,242 | \% $+29,593,853$ | \$ 18,352,060 | - 15,907,951 | \$ 13,451,853 | \$ 11,918,595 |
| Number of employees | 172,273 | 170,687 | 97,329 | 96,682 | 65,144 | 64,649 |
| Pay roll chargeable to riy. operating expenses | \$ 31,886,726 | \$ $+27,740,719$ | \$ 17,062,962 | -14,655,309 | + $12,861,832$ | (11,388,762 |
| DAIL 1 AVERAGHS PER MILE OF ROAD UPERATED |  |  |  |  |  |  |
| Operating revenue | \$49.08 | \$44.81 | \$46.22 | \$42.53 | \$51.31 | *48.01 |
| Operating expenses | \$42.23 | \$37.91 | \$41.95 | \$36.74 | \$43.62 | \$40,41 |
| Mo. of tons moved one mile (Rev.Fr.) | 3,987 | 3,775 | 3,745 | 3,602 | 4,338 | 4,070 |
| No. of tons moved one mile (All Fr.) | 4,272 | 4,105 | 4,050 | 3,932 | 4,642 | 4,461 |
| No. of revenue passengexs carried one mile | 203 | 312 | 175 | 274 | 238 | 372 |
| AVERAGES PER FRELGHT TRAIN MILE |  |  |  |  |  |  |
| Freight revenue | \$7.31 | *6. 25 | \$7.44 | \$6.34 | \$6.85 | \$6.02 |
| No. of tone of freight (Rev.fr.) | 746 | 712 | 767 | 741 | 726 | 688 |
| Mo. of tons of fretght (All Fr.) | 799 | 775 | 830 | 808 | 777 | 754 |
| Gross ton miles | 1,675 | 1,650 | 1,744 | 1,711 | 1,589 | 1,587 |
| Loaded freight cars | 26.7 | 25.5 | 27.9 | 26.9 | 25.3 | 24.0 |
| mapty freight cars | 10.4 | 11.7 | 11.1 | 11.7 | 9.2 | 11.5 |
| AVLRAGES PER PASSEVGER TRATM MITE |  |  |  |  |  |  |
| Passenger train revenues | \$2.80 | \$3.23 | X $\$ 2.90$ | X \$3.36 | \$2.67 | * 5.14 |
| Passengers carriod | 74 | 107 | 67 | 99 | 78 | 114 |
| Pabsenger cars | 8.5 | 9.1 | 8.4 | 9.1 | 8.5 | 8.9 |
| Average operating expenses per train mile |  | \$4.57 | \$5.45 | $\$ .77$ | \$4.75 | \%. 57 |
| Average length of haul (Rev.Fr.) Miles | 377 | 376 | 425 | 440 | 470 | 485 |
| Average passenger journey Wiles | 77 | 113 | 65 | 96 | 91 | 140 |
| Average tons per loaded freight car mile | 29.9 | 30.3 | 29.8 | 50.0 | 30.7 | 51.4 |
| Average freight receipt per revemue ton mile | 0.980¢ | 0.878 ¢ | 0.970 | 0.857 | 0.940 \% | 0.876 |
| Average passenger receipt per passenger per mile | $2.370 ¢$ | 2.094 | 2.405 \% | 2.1976 | 2.571 | 2.0046 |
| Ratio of operating pay roll to operating revenues | 49.35 | 46.9\% | 54.8\% | 51.18 | 47.5\% | 44.9\% |
| Ratio of operating expenses to revemues | 86.05\% | 84.59\% | 90.75\% | 86.59\% | 85.01\% | 84.168 |

(Steam Lines in Canada and United States) For the month of March, 1947


