# DOMINION BUREAU OF STATISTICS 

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#### Abstract

Pavoured wh a much heavier volus of freight and Improwed weather coaditions as compared with the provious  the corresponding period of $1950 \mathrm{mith} * 61,011,954$. Operating revenues in Jemuary, 1949 , were $66,983,685$; while in Jemuary of 1841, onl $\$ \$ 56,112,505$, so that the edvance in the ducad was ono of $188 \mathrm{p}=\mathrm{c}$. Operating oxpenses were generally higher but the increase over the preceding Jenuary mas lidited to $\$ 9,280,372$ or $14.5 \mathrm{p} . \mathrm{C}_{0}$, as axpenses totelled $\$ 73,309,942$. hinilway tares rose frow $\$ 1,472,142$ to $\%$, 084,158 . The dabits on bire of equipment mere reduced 450,749 to $\$ 709,337$ while Joint rents increased $\$ 14,595$ to $\$ 179,678$. The operating income remoining totelled $\$ 5,285,299$ for the month compared to - dofleit of $\$ 5,414,625$ in Jemuary of 1950. Deflcite ware shom in ach January back to 194 inciusive. All operating accounts posted gains over the same month last year. Preight revenuea jumped nearly 40 p.e. from $\$ 48,175,036$ to $667,525,425$, and passmger fares leproved $4.7 \mathrm{p} \cdot \mathrm{c}$. of $\$ 270,643$ to $\$ 6,027,635$. Mail pay, including some sattiement payments, totailed $\$ 1,482,856$, up $\$ 710,256$. Rqpress rwce1pts gainad $7.2 \mathrm{p.c.}$, and other paseenger train $5.1 \mathrm{p} . \mathrm{C}$. Water line and the aiscell anous eccounts aloo joined in the edvance.

Operating expences increased in evwry dopartment ilth highar wage and materinl costs. Maintenance of way and structures required $\$ 7,776,654$ or $23.6 \mathrm{p} . \mathrm{C}$. above the previous Jamuary. Maintenance of equipment took $\$ 18,476,894$, up 19. Wor nearly $\$ 5$ mililons. Traffic charges rese 10 p.c., mile traneportation totalled $\$ 36,656,492$, an increese of 11.2 p.c. or $\$ 3,675,759$, Mecallanoous and general accounts ware 5.2 p.c. and 4.5 p.c. higher, reapactively.

Operating data zhow $15,974,112$ tons of revenue freight carried during January, a gain of $30.9 \mathrm{p} . \mathrm{c}$., while revemue   Janusery 1950.


Total payroll for the month climbed to $\$ 46,159,368$, an advance of 16 p.c. or $46,367,994$, while malayees pumber ed 177,149, sn increase of 4 p.c. or 6,855 over the peneriod of last peer. Peyroll chargeable to rallway operations rose 11.7 p.c.

One of the bugbears of frelett traffic managara is empty cer nileage. Hovever, while Canadian lines have to run about 30 p.c. of their froight car nileage empty, Clase 1 roeds in the Inited States average bigher. During 1950, 50.2 p.c.
 34.1 p.c. and 36.2 p.c., respectively. Average froight recetpt per revenue tom ille mes 1.355 cents in January against 1.835 cents in 1950 and 1.154 cents in the sem month of 1949 . Application has been filed for an increase of is or 15 p.c. in freight rstes to cover additional operating coste expected to arise out of the 40 bour mork woek to be implemented this June 1 t .

CAMADIA MATIONAL ROLMAYS: With increases in all revenue accounts, Canedian ifnes of the Syetem arned a record $\$ 40,585,800$ during Jsuruary, gein of $55 \mathrm{p} . \mathrm{c}$. or $\$ 10,474,800$ over the asmo morth of 2950 . All expenses were heavier but the total increased oniy $\$ 5,805,545$ or 17.5 p -c. to $\$ 58,922,897$. Taxes wore up $\$ 84,689$ to $\$ 704,773$ but hire of equifment charges were reduced $\$ 119,177$ and joint rents ware $\$ 29,45011 \mathrm{ghter}$. Operating income for the month was $\$ 740,874$ compared with Iosses of $\$ 5,992,501$ in Jumary of $1950,42,678,488$ in 1948 and $\$ 1,767,802$ is the semo pariod of 1948 and is the best showing since Jamury of 1946. Frefot raceipts, reflacting a substantial increse in volum and rates, registared an advance of $40.6 \mathrm{p} . \mathrm{C}$. or $\$ 9,465,000$ to reach $\$ 32,778,000$. Pasbenger fares 1 mproved 15.4 p.c. as reverue pabsengers mubered 2.I p.c. wore, and passenger mileage rose $12.2 \mathrm{p} . \mathrm{C}$. over January of last year. Mall pay totalled 4435,138 , up $\$ 100,987$, while arprese gained $5 . \%$ p.C. or \$ 89,605 and the "eil other" account $\$ 396,352$ at $\$ 2,220,992$. Each oxpanse account required more this year. Maintanance of way and structures increesed $\$ 4.4 \mathrm{p} . \mathrm{c}$. or $\$ 1,465,751$ to $\$ 5,714,505$, and equipment took $\$ 1,892,412$ more at $\$ 10,263,476$. Triallc charges were up 10.6 p.c. or $\uparrow 66,197$. Transportation amounted to $\$ 20,055,155$ for an incrase of $12.7 \mathrm{poc}$. . or $12,260,983$. Miscollapecos and general rose $\$ 45,502$ and $\$ 78,948$ respectivaly, for gains of 11.9 p.c. and 4.4 p.c. Revenue tons carried totalled
 25.5 p.c. Total payroil was an Impressive $\$ 26,888,254$, up $\$ 4,710,673$ or 21.8 p.c. over the previoue Janvary. Baployees rose 5.2 p.c. or by 5,022 to totel 101,112. Average frelght recaipt per revemue ton aile was 1.318 cente against 1 . 252 cents one year earliar, 1.092 cent in January, 1949, and 0.95 ? cante in 1948. Onited States Linoe of the Systean arned operating income of \$681, 822 duriug January compered with only $\$ 45,572$ one gear earlier. This brought the all-1ines income to $\$ 1,422,496$ for January


CAMADLAM PACIFIC PAILIMY COHPMIr The 'Jardstick' lin reported record operating revenued for any Jaruary at $\$ 52,747,757$, - gain of $\$ 8,205,279$ or one thind over the corresponding month of 1950. Operating eppenses were hale to an increase of $\$ 2,849,512$ or 10.9 p.c. to total $\$ 28,879,866$. Rallway tax accruals jumped from $\$ 457,451$ to $\$ 2,500,000$. The credit on hire of equipmont inproved from $\$ 79,75$ ? to $\$ 148,058$ while jaint rants took an additional $\$ 30,548$ to total $\$ 210,463$. The raeulting operating income was $\$ 1,406,488$ egalust loeee of $\$ 2,943,705$ in Jamary, 1950 , and $\$ 501,124$ in 1949 , and is tho best ehoming for the month 5 ince 1945 . Froight earnings improved $\$ 8,334,499$ or $45 \mathrm{p} . \mathrm{C}$. to totel $\$ 27,727,997$. Rovemie freight tomage rose $54.9 \mathrm{p} . \mathrm{C}$., and ton ailes $45.5 \mathrm{p} . \mathrm{C}$. Patsengar fares eased 5 p.c., but mall, eupreas and water line posted good gains. The elecellanooud accounte declined nearly or 14.4 p.c. 111 expenses accounte adranced nitb enintennce of may and tructures ap 14 p-c. and equipmeat 17.2 p.c. for a combined increase of over $\$ 7,679,000$. Transportation charges required $\$ 25,715,955$, up 8.3 p.c. or $\$ 7,053,539$. Total pagro 11 was $\$ 16,848,748$ or $\$ 1,546,751$ above January 1950, an 1Dcreese of 9.7 p.C. compered rith a gain of $1.5 \mathrm{p} . \mathrm{C}$. in the total mumer of emplogens. Passengers carried declined $11 \mathrm{p} . \mathrm{c}_{\text {, }}$, but the longer avarage journey 2 inited tha drop in revemue mileage to 2.5 p.c. Average freight receipt per revenve ton nilo wis silghtiy below Janvary, 1950, was average passenger receipt per paseager eile. The ratio of operating ex-


|  | all railways |  | Camadian mational railmays |  | canalian pacipic railwar co. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1951 | 1950 | 1951 | 1950 | 1951 | 1950 |
| OPERATING REVENUES |  |  |  |  |  |  |
| Freight | \$ 67,325,425 | \$ 48,175,036 | \$ 32,778,000 | \$ 23,313,000 | + 27,727,997 | \$ 19,393,498 |
| Passenger | 6,027,833 | 5,756,990 | 2,900,200 | 2,512,500 | 2,586,501 | 2,666,828 |
| Mail | 1,482,856 | 772,600 | 435,138 | 334,201 | 444,100 | 351,384 |
| Express | 2,186,4,5 | 2,038,785 | x 1,739,426 | I 1,649,821 | 301,769 | 24,5,424 |
| Other passenger train | 755,521 | 719,100 | 312,044 | 276,818 | 422,308 | 419,454 |
| Water line | 41,589 | 35,449 | - | - | 30,244 | 25,163 |
| All other | 3,749,023 | 3,513,994 | 2,220,992 | 1,824,660 | 1,234,818 | 1,442,707 |
| Total Railway Operating Revenues | 81,568,392 | 61,011,954 | X 40,385,800 | X 29,911,000 | 32,747,737 | 24,544,458 |
| OPERATING EXPENSES |  |  |  |  |  |  |
| Kaintenance of way and structures | 11,776,654 | 9,544,776 | 5,721,605 | 4,250,854 | 5,008,875 | 4,395,402 |
| Maintenance of equipment | 18,476,894 | 15,483,379 | 10,163,476 | 8,271,064 | 7,261,413 | 6,195,552 |
| Traffic | 1,545,950 | 1,405,845 | 690,976 | 624,779 | 736,440 | 679,968 |
| Transportation | 36,636,492 | 32,960,733 | 20,053,135 | 17,792,202 | 13,723,953 | 12,660,414 |
| Miscollanoous operations | 1,133,512 | 1,077,240 | 408,659 | 365,357 | 600,048 | 592,794 |
| Genersl | 3,740,441 | 3,587,097 | 1,892,046 | 1,813,098 | 1,559,137 | 1,500,224 |
| Total Railway Operating Expenses | 73,309,942 | 64,029,070 | 38,922,897 | 33,117,354 | 28,879,866 | 26,030,354 |
| OPERATING INCOME |  |  |  |  |  |  |
| Net operating revenue | 8,258,450 | Dr. 3,017,116 | 1,462,903 | Dr. 3,206,354 | 3,867,871 | Dr. 1,485,896 |
| Railway tax accruals | 4,084,138 | 1,472,142 | 704,773 | 620,084 | 2,500,000 | 457,431 |
| Hire of equipment | Dr. 709,357 | Dr. 760,086 | Dr. 19,090 | Dr. 138,267 | Cr. 149,058 | Cr. 79,737 |
| Joint facilities rents | Dr. 179,676 | Dr. 165,281 | Cr. 1,634 | Dr. 27,796 | Dr. 110,463 | Dr. 80,115 |
| Operating income | 3,285,299 | Dr. 5,444,625 | 740,674 | Dr. 3,992,501 | 1,406,466 | Dr. 1,943,705 |
| OPERATING STATISTICS |  |  |  |  |  |  |
| Average milles of road operated | 43,312.58 | + 43,215.42 | 22,517.08 | 22,421.62 | 17,011.0 | 17,019.3 |
| $\phi$ No. of tons carried (Rev.fr.) | 13,974,112 | 10,673,449 | 5,750,944 | 4,398,058 | 4,887,492 | 3,624,187 |
| No. of tons carried one mile " "Thous. | 4,968,358 | 3,613,770 | 2,486,222 | 1,861,951 | 2,062,614 | 1,417,251 |
| No. of tons carried one mile (All Pr.) " | 5,388,590 | + 3,930,295 | 2,74, 322 | 2,030,787 | 2,243,818 | 1,555,965 |
| Gross ton miles, excl.of locomotive \& tender " | 21,540,015 | + 8,768,960 | 5,737,792 | 4,467,665 | 4,773,766 | 3,445,985 |
| No. of revenue pass.carried | 2,440,463 | 2,525,262 | 1,335,924 | 1,308,097 | 879,772 | 988,218 |
| No. of revenue pass.carried one mile | 209,031 | + 201,985 | 98,391 | 87,657 | 90,457 | 92,795 |
|  |  |  |  |  |  |  |
| Freight train miles | 7,255,187 | 6,127,970 | 3,668,931 | 3,125,010 | 2,995,849 | 2,484,224 |
| Passenger train miles | 3,777,162 | 3,401,979 | 1,821,186 | 1,494,063 | 1,664,015 | 1,645,750 |
| Total train miles (rev, and non rev.) | 12,277,124 | 9,754,286 | 5,650,640 | 4,751,004 | 4,731,718 | 4,215,248 |
| Freight car miles - loaded | 181,103,912 | 140,636,452 | 91,463,854 | 72,236,570 | 73,118,862 | 55,060,453 |
| Freight car miles - empty | 75,225,323 | 57,174,077 | 35,350,594 | 28,244,541 | 32,073,220 | 22,089,287 |
| Passenger train car miles | 32,003,535 | 29,835,816 | 16,167,515 | 13,861,667 | 13,451,705 | 13,384,937 |
| Total amount of pay-roll | +46,159,368 | \$ 39,791,374 | ( 26,638,254 | \$ 21,927,581 | \$ 16,848,748 | \$ 15,501,997 |
| Number of ployees | 177,149 | 170,296 | 101,112 | -96,090 | 65,957 | 65,013 |
| Pay-roll chargeable to riy. operating expenses | * 41,593,732 | - 37,222,670 | \$ 22,990,247 | - 20,335,047 | \$16,020,931 | \$ 14,601,984 |
| DaILy averages fer mile of roal operated |  |  |  |  |  |  |
| Operating revenue | \$60.75 | 445.54 | 357.86 | 343.05 | \$62.10 | \$6.52 |
| Operating expenses | \$54.60 | \$47.79 | \$55.76 | \$47.67 | \$54.77 | \$49.34 |
| No. of tons moved one mille (Rev. Fr.) | 3,700 | 2,697 | 3,562 | 2,680 | 3,911 | 2,686 |
| No. of tone moved one mile (All Fr.) | 4,013 | + 2,934 | 3,889 | 2,923 | 4,255 | 2,949 |
| No. of revenue pessengers carried one mile | 156 | 151 | 141 | 126 | 172 | 176 |
| AVERAGES PER FREICHT TRAIN MILE |  |  |  |  |  |  |
| Freight revemue | 39.28 | \$7.86 | \$8.93 | 87.46 | \$9.26 | \$7.81 |
| No. of tons of freight (Rev.Fr.) | 685 | 590 | 678 | 596 | 688 | 571 |
| No. of tons of freight (All Fr.) | 743 | 641 $+\quad 1$ | 240 | 650 | 749 | 626 |
| Grobs ton miles | 1,591 | + 1,431 | 1,564 | 1,430 | 1,593 | 1,387 |
| Loaded freight cars | 25.0 | 22.9 | 24.9 | 23.1 | 24.4 | 22.2 |
| Empty froight cars | 10.4 | 9.3 | 9.6 | 9.0 | 10.7 | 8.9 |
| AVERAGES PER PASSENGER TRAIN MILE |  |  |  |  |  |  |
| Passenger train revenues | \$2.77 | 32.73 | $\times \quad \$ 2.96$ | $x+83.19$ | \$2.26 | \$2.24 |
| Passengere carried | 55 | 59 | 54 | 59 | 54 | 56 |
| Passenger cars - | 8.5 | 8.8 | 8.9 | 9.3 | 8.1 | 8.1 |
| Average operating axpenses per train mile | \$6.50 | \$6.56 | \$6.89 | \$6.97 | \$6.10 | 86.18 |
| Average longth of haul (Rev. Fr.) Miles | 356 | 339 | 432 | 423 | 422 | 391 |
| Average passenger journey Miles | 86 | 80 | 74 | 67 | 103 | 94 |
| Average tons por loaded freight car mile | 29.8 | $\begin{array}{r} \\ +\quad 27.9 \\ \hline\end{array}$ | 29.7 | 28.1 | 30.7 | 28.3 |
| Average freight receipt per revenue ton mile | $1.355{ }^{6}$ | 1.333k | 1.318¢ | 1.2526 | 1.3444 | 1.368\% |
| Average pabsenger receipt per passenger pormile | $2.884{ }^{\text {e }}$ | $2.850 ¢$ | 2.9488 | 2.8666 | 2.8596 | 2.874 E |
| Ratio of operating pay roll to operating revenues | 51.0\% | 61.0\% | 56.986 | 68.056 | 48.985 | 59.58 |
| Ratio of operating expenses to revenues | 89.888 | 104.958 | \%6.386 | 110.728 | 88.196 | 106.058 |

[^0](Stoam Lines in Canada and United States)
For the month of Jenuary

|  | 1951 | 1950 |
| :---: | :---: | :---: |
| Canadian Lines <br> United States Lines | OPRRATING REVENUES $\begin{array}{r} \$ 40,385,800 \\ 6,521,200 \end{array}$ | $\begin{array}{r} 29,911,000 \\ 5,130,000 \end{array}$ |
| Total | 46,907,000 | 35,041,000 |
| Canadian Lines <br> United States Lines | OPBRATING EXPEEMSES $\begin{array}{r} 38,822,897 \\ 5,114,103 \end{array}$ | $\begin{array}{r} 33,117,354 \\ 4,487,646 \end{array}$ |
| Total | 44,037,000 | 57,605,000 |
| Canadian Lines <br> United States Lines | net oprratimg revenus $\begin{aligned} & 1,462,903 \\ & 1,407,097 \end{aligned}$ | $\begin{array}{r} \text { Dr. } \quad 3,206,354 \\ 642,354 \end{array}$ |
| Total | 2,870,000 | Dr. 2,564,000 |
| Canadian Lines <br> United States I\%nes | OPERATING INOONE | $\begin{array}{r} \text { Dr. } \quad 3,992,501 \\ 45,572 \end{array}$ |
| Total | 1,422,496 | Dr. 5,946,929 |


[^0]:    $x$ Includes gross express revenue.
    $\dagger$ Revised.

    - Includes duplications

