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

FOR TWELVE MONTHS ENDED DECEYBER 51, 1941

Operating revenues of Canadian rallways for the year 1941 amounted to $\$ 555,352,774$, the second lergeat revenue earned in any year and only 4.6 p.c. below the peak year of 1928. The increase over 1940 revenues was $\$ 108,511,877$ or $25.5 \mathrm{p.c}$. Frelght revenues were up by $\$ 86,736,801$ or $26.2 \mathrm{p} . \mathrm{c}$. and passenger revenuas by $\$ 17,213,548$ or 40.8 p.c. Operating expenses amounted to $\$ 399,513,548$ as compared with $\$ 551,582,246$ for 1940 and $\$ 437,976,704$ for 1828 , thus producing the highest net oparating revenue on recard of $\$ 134,019,226$. For 1928 it was $\$ 120,040,637$ and for $1940 \$ 99,930,887$.

Tons of revenue fraight carried amounted to $129,100,193$ as againat $106,096,465$ for 1940 and $136,554,915$ for 1928 but the ton miles reached a new all-time high at 49,746,879,000 as compared with $37,647,947,000$ ton miles for 1940 and 41,510,929,000 for 1928, the provious high record. The peak in freight traffic that usually occurs in September and Octobar did not appear in 1941. The heaviest month, October, was only $13.5 \mathrm{p} . \mathrm{c}$. above the monthly average, whereas in 1928 the heaviest month was $58.4 \mathrm{p} . \mathrm{c}$. above the monthly average for that yoar. The passenger traffic measured in passenger miles at $3,186,731,000$ was the highest Bince 1920. The monthly peak was reached in December whereas in pre was years the heaviest month wes july or August. Although passenger traffic was 48 p.c. heavier than in 1940 passenger train files increased only 7.6 p.c. and passenger train car miles only $14.2 \mathrm{p} . \mathrm{c}$. These include baggage, express cars, etc., and consequently will not give the relative loading of passenger cars.

The average of the monthly counts of employees for the year wes 139,128 as compared with 127,028 in 1940 and 176,871 in 192日. The total pay roll for the year charged to operation, capital account, etc. amounted to $\$ 239,697,218$ as compared with $\$ 204,192,986$ in 1940 and the peak of $\$ 276,938,988$ for 1929. These monthly operating data do not include some employees and pay roll not charged to operation but included in the annual reports, and also a few small railways do not report monthly.

CANADIAN NATIONAL BLILFAYS: GTOss operating revenues of Canadian lines for 1941 amounted to $\$ 261,826,874$ as against $\$ 212,300,711$ for 1940 and $\$ 260,418,924$ in 1928 , the previoue peak earnings. Oparating expenses amounted to $\$ 207,443,080$, an increase over 1940 of $\$ 51,724,514$ but a decrease frasin 1928 of $\$ 10,357,094$, and the operating income was increased from $\$ 31,865,095$ in 1940 to $\$ 48,501,004$. The Thited States lines showed an increase in operating revenues of $\$ 7,323,390$ raising the system revenue to $\$ 304,376,778$ as against $\$ 247,527,225$ in 1940 and $\$ 804,581,268$ in 1928. System operating expenses were increased from $\$ 202,519,805$ in 1940 to $\$ 237,768,437$ and the systam operating income was increased to $\$ 55,626,577$ fram $\$ 35,964,408$ in 1940 .

CANADIAN PACIFIC FAILHAY COMPhNY: GCoss revenves for 1941 increesed to $\$ 222,502,517$ from $\$ 171,585,44$ in 1940 and were exceeded only by $\$ 230,406,354$ in 1928. Operating expenses at $\$ 158,655,358$ were greater than In 1940 by $\$ 31,095,767$ but less than in 1928 and net operating revenues of $\$ 63,847,159$ ware the largest to date. The operating income increased from $\$ 35,639,439$ in 1940 to $\$ 45,957,535$ as compared with $\$ 51,694,452$ in 1928 .

FOR TWELVE MONTHS ENDED DECENBER 31, 1941

|  | all railways |  | Canadian national railways |  | canamtan pactific railmay co. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1941 | 1940 | 1941 | 1940 | 1941 | 1940 |
| OPEPATISG REVENUES |  |  |  |  |  |  |
| meight | \$418,032,067 | \$331,295,266 | \$201,246,482 | \$163,061,359 | \$176,206,092 | \$154,659,475 |
| Passenger | 59,358,422 | 42,144,874 | 50,446,647 | 20,393,824 | 25,066,328 | 18,202,300 |
| 411 | 7,455,566 | 7,141,609 | 3,242,582 | 3,023,945 | 3,680,072 | 3,602,543 |
| Express | 16,747,026 | 19,363,384 | X $11,478,748$ | X 15,859,704 | 4,291,814 | 4,500,475 |
| Other passenger train | 5,707,988 | 4,313,427 | 2,413,463 | 1,725,912 | 3,178,641 | 2,473,537 |
| Water line | 2,647,427 | 2,148,055 | $\ldots$ | ... | 1,464,271 | 1,416,008 |
| 031 other | 23,384,278 | + 18,414,288 | 12,998,953 | 10,255,968 | 8,615,299 | 6,681,136 |
| Total Railway Operating Revenues | 533,332,774 | -424,820,897 | 区261,826,874 | 2212,300,711 | 222,502,517 | 171,535,474 |
| OPERATING EXPEASES |  |  |  |  |  |  |
| Maintenance of way and structures | 78,846,868 | 62,818,710 | 41,979,981 | 35,283,680 | 29,456,047 | 21,620,373 |
| Maintenance of equipment | 97,397,120 | 82,320,17 | 48,27,141 | 41,972,039 | 41,367,914 | 33,756,404 |
| Traffic | 10,290,866 | 10,189,157 | 4,671,562 | 4,521,827 | 4,798,086 | 4,878,914 |
| Tranaportation | 188,897,856 | 155,644,371 | 101,588,216 | 84,561,385 | 72,226,836 | 58,074,038 |
| Miscellar sous operations | 6,794,554 | + 4,72,310 | 2,546,748 | 1,507,882 | 3,732,988 | 2,668,821 |
| General | 17,463,846 | 16,398,528 | 8,755,807 | 8,242,247 | 7,073,487 | 6,674,052 |
| Trans. for investment | Cr. 377,562 | Cr. 491,001 | Cr. 370,375 | Cr. 370,494 | ... | Cr. 113,011 |
| Total Rallway Operating Expenses | 399,313,548 | t-331,592,246 | 207,443,080 | 175,718,566 | 158,655,358 | 127,559,591 |
| OPERATING INCONE |  |  |  |  |  |  |
| Not; operating revenus | 134,019,226 | + 93,228,651 | 54,383,794 | 36,582,145 | 63,847,159 | 43,975,883 |
| Railway tax accruals | 24,298,970 | + 13,930,641 | 4,574,765 | 4,232,545 | 16,833,156 | 7,765,866 |
| Hire of equipment | Dr. 5,581,349 | Dr 3, 767,924 | Dr.1,277, 782 | Dr. 444,371 | Dr. 382,299 | Cr. 89,330 |
| Joint facilities rents | Dr.1,391,120 | fDr. 1,374,736 | Dr. 30,243 | Dr. 40,134 | Dr. C74,169 | Dr. 659,968 |
| Operating income | 102, 747,787 | +74,155,350 | 48,501,004 | 31,865,095 | 45,957,535 | 35,639,139 |
| OPERATING STATISTTCS |  |  |  |  |  |  |
| Average miles of road operated | 42,637.82 | 42,712. 55 | 21,793.09 | 21,878.08 | 17,150.6 | 17,158.7 |
| No. of tons carried (Rev.fr.) | 129,100,193 | 106,096,465 | 52,744,325 | 44,028,614 | 44,709,76 | 36,745,946 |
| No. of tons carried one mile ( " ") Thous. | 49,746,879 | 37,647,947 | 23,763,850 | 18,815,801 | 22,375,729 | 16,027,798 |
| No. of tons carried one mile (All Fr.) | 54,582,121 | 41,668,252 | 26,593,382 | 21,139,471 | 24,307,216 | 17,651,707 |
| Gross ton miles, excl.of locomotive \& tender " | 119,046,672 | + 93,386,193 | 57,798,991 | 47,042,670 | 51,394,436 | 38,066,599 |
| No. of revenue passengers carried | 28,220,797 | 20,460,952 | 16,971,873 | 10,530,772 | 9,144,613 | 7,781,227 |
| No. of revenue passengers carried one mile | 3,186,731 | 2,156,740 | 1,686,349 | 1,058,395 | 1,513,490 | 925,332 |
|  |  |  |  |  |  |  |
|  |  |  |  | 4 |  |  |
| Freight train miles | 72,425,030 | 58,988,058 | 35,481,516 | 30,282,401 | 30,792,980 | 23,379,054 |
| Passenger train miles | 39,444,342 | 36,667,734 | 18,904,229 | 17,138,936 | 17,671,234 | 16,622,17 |
| Total train miles (Rev. and Non Rev.) | 123,829,039 | 97,422,629 | 55,667,876 | 48,567,505 | 48,982,570 | 40,499,966 |
| Freight car miles - loaded | 1,844,218,669 | 1,474,903,802 | 910,255,183 | 745,832,207 | 762,992,770 | 586,035,603 |
| Freight car miles - empty | 930,216,981 | 756,983,959 | 433,346,124 | 359,739,701 | 418,353,333 | 301,639,135 |
| Passenger train car miles | 335,608,801 | 293,981,433 | 164,925,593 | 141,940,810 | 143,475,003 | 125,782,637 |
| Total amount of pay roll | \$239,697,218 | (\$204,192,986 | \$133,354,924 | \$114,870,561 | \$ 91, 783,977 | \$ 76,407,446 |
| Number of amployees | 139,128 | 127,028 | 79,328 | 73,327 | 51,661 | 46,157 |
| Pay roll chargenble to ry. operating expenses | \$223,287,482 | \$191,912,205 | \$121,817,186 | \$104,725,457 | \$ 87, 218,475 | \$ 75,136,086 |
| DAILY AVERAGES PER MILE OF ROAD OPERATED |  |  |  |  |  |  |
| Operating revenue | \$34.27 | \$27.18 | \$32.92 | \$26.51 | \$35.54 | \$27.31 |
| Operating expenses | \$25.66 | $\$ 21.21$ | \$26.08 | \$21.94 | \$25.34 | \$20.31 |
| No. of tons moved one mile (Rav. Tr.) | 3,197 | 2,408 | 2,987 | 2,350 | 3,574 | 2,552 |
| No. of tons moved one mile (All Fr.) | 3,507 | 2,666 | 3,343 | 2,640 | 3,883 | 2,811 |
| No. of rev. passengars carried one mile | 205 | 138 | 212 | 132 | 210 | 147 |
| AVERAGES PER FREIGHT TRAIN MILE |  |  |  |  |  |  |
| Freight revanue | \$5.77 | +5.62 | \$5.67 | 25.38 | \$5.72 | \$5.76 |
| No. of tons of freight (Rev.fr.) | 686.9 | 638.2 | 669.8 | 621.3 | 726.7 | 685.6 |
| Mo. of tone of frelght (All Fr.) | 753.5 | 706.4 | 749.5 | 698.1 | 789.4 | 755.0 |
| Gross ton miles | 1,643.7 | +1,583.1 | 1,623.0 | 1,553.5 | 1,669.0 | 1,628.2 |
| Loaded frelght cars | 25.5 | 25.0 | 25.7 | 24.6 | 24.8 | 25.1 |
| Empty freight cars | 12.8 | + 12.5 | 12.2 | 11.9 | 13.6 | 12.9 |
| AVERAGES PER PASSENGER TRAIN MILE |  |  |  |  |  |  |
| Passengar train revenues | \$2.26 | \$1.99 | X 22.52 | X \$2.27 | \$2.05 | \$1.73 |
| Passangers carried | 80.8 | 58.8 | 89.2 | 61.8 | 74.3 | 55.7 |
| Passenger cars | 8.5 | 8.0 | 8.7 | 8.3 | 8.1 | 7.6 |
| Average operating expenses per train mile | \$3.51 | \$5.40 | \$5.73 | \$5.62 | \$ 5.24 | 65.15 |
| Average length of haul (Rev.fr.) Milos | 385.5 | 354.8 | 450.5 | 427.4 | 500.5 | 456.2 |
| Average passenger journey Mies | 112.9 | 105.4 | 99.4 | 99.9 | 143.6 | 118.9 |
| Average tons per looded frelght car miles | 29.6 | 28.3 | 29.2 | 28.5 | 51.9 | 30.1 |
| Average freight recoipt per revenue ton mille | -840 | . 880 | . 8474 | . 8874 | . 7874 | . 8404 |
| Average passenger recolipt par passenger per mill | 1.853 | 1.954; | 1.805 | 1.927 | 1.908 | 1.967\% |
| Ratio of operating pay roll to operating revenues | 41.9\% | + $45.2 \%$ | 46.5\% | 49.3\% | 59.5\% | 43.8\% |
| Ratio of oparating axpenses to revenuos | 74.87\% | 78.05\% | 79.25\% | 82.77\% | 7. $70 \%$ | 74.56\% |

(Steam Lines in Camacia and Unitod States)
For Twelve Monthe Pnded December 31, 1942


