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# DOMINION BUREAU OF STATIBTICS <br> TRANEPORTATION AND PUBLIC UTILITIES BRANCH OTTAWA 

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# OPERATING REVENUES, EXPENSES \& STATISTICS 

## RAILWAYS IN CANADA

# WITH ANNUAL OPERATING REVENUES \$500,000 OR OVER 

For Iwelve Months Fnded December 31, 1945.

Operating revenues of Canadian railways declined from the high record of $\$ 789,961,159$ earned in 1944 to $\$ 769,923,409$ in 1945, a decrease of $\$ 20,037,750$ or 2.5 per cent. Freight revenues declined by $\$ 17,943,882$ or 3.1 per cent and passenger revenues by $\$ 6,268,813$ or 4.8 per cent; all other items showed increases. Operating expenses were reduced from $\$ 627,352,016$ to $\$ 623,093,536$. Deferred myintenance charges included were reduced from $\$ 16,651,819$ to $\$ 10,155,567$, which accounted for 79 per cent of the decrease in total maintenance charges. The railways have accumulated over $\$ 62,000,000$ deferred maintenance charges since they started in 1912. All other items of axpenses showed increases. Tuxes were reduced from $\$ 34,007,595$ to $\$ 29,967,453$, and the operating income was roduced from $\$ 118,111,507$ to $\$ 106,645,913$, or by $\$ 11,465,594$. Revenue ton miles declined by 3.9 jer cent and passenger miles by 7.2 per cent. Passenger traffic started to decline in October, 1944, and compared with the previous year 's treffic, continued to show declines to the end of 1945 except for July and August, 1945. The number of passengers per passenger train declined from 149 to 136 and, excluding commuter treffic, from 146 to 135. The total pay roll was increased from $\$ 347,540,362$, edjusted for increases earned in 1944 , to $\$ 356,163,893$, or by 2.5 per cent, for an increase in the average numier of employees from 165,092 to 170,166 or by 3.1 per cent.

CANADIAN NATIONAL RAILWAFS: Operating revenues of Canadian lines decreased from \$391,585,902 in 1944 to $\$ 383,899,990$ or by 2.0 per cent. Freight revenues declined by $\$ 5,301,438$ or 1.9 per cent, and pessenger revenues by $\$ 1,541,171$ or 7.1 per cent. Operating expenses showed a decrease of $\$ 9,653,096$, practically all being in maintenance expenses to which was charged $\% 5,000,000$ less in 1945 than in 1944 for deferred maintenance. Transportation expenses increased by only $\$ 241,348$ or 0.15 per cent, gross ton miles decreased by 1.7 per cent, passenger miles by 10.3 per cont and total train miles by 1.9 per cent. Taxes decreased from $\$ 3,847,104$ to $\$ 3,759,216$, and the operuting income increased from $\$ 62,404,410$ to $\$ 64,204,551$. The United States lines showed an increase in opercting revenues from $\$ 49,361,608$ to $\$ 49,873,404$ but operating expenses increased, reducins the operating income from $\$ 5,320,234$ to $\$ 3,673,387$. The system revenues declined from $\$ 441,147,510$ to $\$ 433,775,394$, operating expenses were reduced from $\$ 362,547,043$ to $\$ 355,294,048$ and the operating income was increased from $\$ 67,724,644$ to $\$ 67,877,938$.

CANADIAN PACIFIC RAILWAX COMPANY: Operating revenues decreased from $\$ 320,262,132$ in 1944 to $\$ 317,406,710$ or by 0.80 per cent. Froight revenues declined by $\$ 5,399,222$ or 2.3 per cent, but passenger revenues increased by $\$ 184,593$ or 0.87 per cemt and except for a small decrease in meil, other items also showed increases. Operating expenses increased by $\$ 6,474,912$ or 2.6 per cent. Deferred maintenance cherges were reduced by $\$ 1,250,000$, but total maintenance charges increased by $\$ 1,360,536$, and transportation expenses increased by $\$ 3,543,550$ or 3.0 per cent. Cross ton wiles decreased by 0.09 per cent, passenger milos by 0.78 per cent and total train miles increased by 0.72 per cont. Lares were rectuced from $\$ 24,004,455$ to $\$ 21,933,197$, and the operating income was reduced from $\$ 43,159,664$ to $w 66,054,334$.

|  | aLl RaLluavs |  | Canadian national railmays |  | Canadian pacific railhay co. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1945 | 1944 t | 1945 | 1944 | 1945 | 1944 |
| OPERATING REVENURS |  |  |  |  |  |  |
| Froight | \$555,788,630 | \$573,732,512 | \$275, 823, 982 | \$281,125,420 | \$226,747,679 | \$232,146,901 |
| Passenger | 124,67, 087 | 130,939,900 | 59,486,921 | 64,031,092 | 56,491,985 | 56,007,392 |
| Matl | 8,273, 423 | 8,234,668 | 3,633,123 | 3,605,105 | 4,037,474 | 4,041,384 |
| Express | 27,848,382 | 25,964,442 | X 18,782,331 | X 17,501,733 | 7,371,729 | 6,568,395 |
| Other passenger train | 12,484,433 | 12,063,556 | 5,285,763 | 5,172,871 | 6,973,859 | 6,638,302 |
| Water line | 2,797,987 | 2,729,417 | ... | ... | 1,354,792 | 1,311,775 |
| All other | 38,059,467 | 36,296,664 | 20,887,870 | 20,149,681 | 14,429,192 | 23,547,983 |
| Total Railway Operating Revenues | 769,923, 409 | 789,961,159 | X383,899,990 | X391,585,902 | 317,406,710 | 320,262,132 |
|  |  |  |  |  |  |  |
| Maintenance of way and structures | 129,863,751 | 135,538,147 | 61,173,053 | 68,172,772 | 55,602,527 | 54,730,391 |
| Maintenance of equipment | 141,936,901 | 245,680, 813 | 68,291,675 | 72,271,297 | 62,552,681 | 62,064,275 |
| Traffic | 21,205,135 | 11,07, 872 | 5,401,080 | 5,440,910 | 4,855,761 | 4,689,055 |
| Transportation | 295,496,891 | 293,159,983 | 157, 749,182 | 157,507,834 | 114,725,361 | 111,381,001 |
| Miscollaneous operations | 15,284,419 | 13,949,213 | 5,803,891 | 5,498,168 | 8,578,037 | 7,635,259 |
| General | 29,306,439 | 27,951,988 | 15,263,638 | 14,444,633 | 12,807,460 | 11,146,124 |
| Total Railway Operating Expenses | 623,093,536 | 627,352,016 | 313,682,519 | 323,335,615 | 258,121,827 | 251,646,915 |
| OPERATING INCOIE |  |  |  |  |  |  |
| Net operating reverue | 146,829,875 | 262,609,143 | 70,217,47 | 68,250,287 | 59,284,883 | 68,615,217 |
| Railway tex accruals | 29,967,453 | 34,007,595 | 3,759,216 | 3,847,404 | 21,933,197 | 24,064,455 |
| Hire of equipment | Dr. 8,488,153 | Dr. 9,058,037 | Dr. 2,273,036 | Ur. 2,023,615 | - 443,103 | Dr. 731,583 |
| Joint facilities rents | Dr. 1,728,354 | Dr. 1,432,004 | Cr. 19,332 | Cr. 25,142 | - 854,249 | Dr. 659,515 |
| Operating income | 106,645,913 | 1218,111,507 | 64,204,551 | 62,404,410 | 36,054,334 | 43,159,664 |
| OPERATING STATISTICS |  |  |  |  |  |  |
| Average miles of road operated | 42,582.65 | 42,543.10 | 27,769.34 | 21,769. 88 | 17,029.1 | 17,029.8 |
| Mo. of tons carried (Rev.FY.) | 163,434,152 | 172,485,347 | 67,827,212 | 69,197,065 | 54,822,012 | 55,679,262 |
| No. of tons carried one mile (Rev.fr.) Thous. | 63,260,201 | 65,800,601 | 30,349,172 | 31,718,200 | 27,251,533 | 27,375,756 |
| No. of tons carried one mile (All Fr.) " | 68,295,502 | 70,657,210 | 33,158,369 | 34,319,313 | 29,382,648 | 29,522,497 |
| Gross ton miles, excl.of locomotive \& tender " | 140, 806,340 | 145,570,884 | 67,937,187 | 70,123,961 | 59,750,001 | 59,804,356 |
| No. of revenue passengers carried | 50,576,029 | 57,504,051 | 28,462,362 | 33,975,189 | 17,740,684 | 18,460,662 |
| No. of reverue passengers carried one mille | 6,352,339 | 6,843,750 | 3,068,702 | 3,422,653 | 2,868,306 | 2,891,434 |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| Freight train miles | 80,283,840 | 83,167,854 | 38,482,780 | 40,225,761 | 35,016,268 | 35,114,904 |
| Passenger train miles | 46,541,069 | 46,049,329 | 22,583,857 | 22,209,771 | 20,794,392 | 20,585,698 |
| Total train Miles (Rev. and Non Kev.) | 129,662,798 | 251,616,327 | 62,702,194 | 63,321,546 | 56,712,571 | 56,309,482 |
| Freight car miles - loaded | 2,103,075,377 | 2,162,052,758 |  |  | 871,005,595 | 869,241,685 |
| Fraight car miles - empty | 1,008,585,160 | 1,053,178,801 | $461,964,303$ | $481,989,001$ | 443,327,526 | 442,314,243 |
| Passenger train cor miles | 446,238,698 | 448,381,140 | 221,104,520 | 223,653, 762 | 193,414,737 | 191,157,659 |
| Total amount of pay roll | \$ 356,163,893 | \$/347,540,362 | \$ 193,663, 851 | \$189,547,889 | \$139,645,036 | \$/134,693,982 |
| Number of employees | $170,166$ | $165,092$ | $95,260$ | $92,596$ | $64,400$ | $62,197$ |
| Pay roll chargeable to ry. operating expenses | \$ 335,072,944 | \$/331,046,316 | \$ 179, 761,432 | +176,742,495 | \$233, 350,060 | \$0132,088,782 |
| DALLY AVERMGES PER LITLE OF ROAD OPERATED |  |  |  |  |  |  |
| Operating revemue | \$ 19.54 | \$50.73 | \$48.31 | \$49.15 | \$51.07 | \$51.38 |
| Operating expenses | \$40.09 | + $\$ 40.29$ | \$59.48 | \$40.58 | \$41.53 | \$40.37 |
| No. of tons maved one mile (Rev.Fr.) | 4,070 | 4,226 | 3,820 | 3,981 | 4,384 | 4,392 |
| No. of tons moved one mile (All Fr.) | 4,394 | 4,538 | 4,173 | 4,307 | 4,727 | 4,737 |
| No. of revemie passengers carried one mile | 409 | + 440 | 386 | 430 | 462 | 464 |
| AVERAGES RER ERETCHW TRAIN MITE |  |  |  |  |  |  |
| Freight revenue | \$6.92 | \$6.90 | \$7.17 | \$6.99 | \$6.48 | \$6. 61 |
| No. of tons of freight (Rev. Fr.) | 788 | 791 | 789 | 789 | 778 | 780 |
| Na. of tons of freight (All Fr.) | 851 | 850 | 862 | 853 | 839 | 841 |
| Cross ton miles | 1,754 | 1,750 | 1,765 | 1,743 | 1,706 | 1,703 |
| Loaded freight cars | 26.2 | 26.0 | 26.7 | 26.2 | 24.9 | 24.8 |
| mapty freight cars | 12.6 | 12.7 | 12.0 | 12.0 | 12.7 | 12.6 |
| AVERMGES PER PASSENGTE THUDH ITTUE |  |  |  |  |  |  |
| Passanger train revenues | \$3.72 | \%3. 25 | $\times \quad 3.86$ | $\times \quad \$ 4.07$ | \$3.60 | \$3. 56 |
| Passongers carried | 136 | 149 | 136 | 154 | 138 | 140 |
| Pabsencer cars | 9.5 | 9.7 | 9.8 | 10.1 | 9.3 | 9.3 |
| Average operating expenses per train mile | \$4.87 | + $\$ 4.77$ | \$5.00 | \$5.06 | $\$ 4.55$ | \$4.47 |
| Average length of haul (Rev.fy.) Miles | 387 | 382 | 447 | 458 | 497 | 492 |
| Average passencer journey Milas | 126 | 119 | 108 | 101 | 162 | 157 |
| Average tons per loaded freight car mile | 32.5 | 32.7 | 32.3 | 32.5 | 35.7 | 34.0 |
| Average freight receipt per revemie ton mile | 0.879 ${ }^{\text {d }}$ | 0.872 | 0.909 ¢ | $0.886{ }^{\text {a }}$ | 0.832 * | 0.8484 |
| Average passenger receipt per passenger par mile | 1.963* | f 1.913\% | $2.939 \%$ | 1.871 * | 1.969¢ | 1.9874 |
| Ratio of operating pay roll to operating reverues | 43.5\% | f 41.9\% | 46.8\% | + 45.18 | 42.0\% | + $41.2 \%$ |
| Ratio of operating expenses to revenues | 80.93\% |  | 82.71\% | 82.579 | 81.328 | 78.58\% |


| OPERATING REVENUES |  | 1944 |
| :---: | :---: | :---: |
|  | 1945 |  |
| Canadian Lines | \$ 383,899,990 | \$391,585,902 |
| United States Lines | 49,873,404 | 49,561,608 |
| Total | 433,773,394 | 441,147,510 |
| OPHRATING EXPENSES |  |  |
| Canadian Lines | 313,682,519 | $323,335,615$ |
| United States Lines | 41,611,529 | 39,211,428 |
| Total | 355,294,048 | 362,547,043 |
| NET OPERATING REVENUE |  |  |
| Canadian Lines <br> United States Lines |  | 68,250,287 |
|  | 8,261,874 | $10,350,180$ |
| Total | 78,479,345 | 78,600,467 |
| OPERATING INCOME |  |  |
| Capadian Lines | 64,204,551 | 62,404,410 |
| United States Lines | 3,673,387 | 5,320,234 |
| Total | 67,877,938 | 67,724,644 |

