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# DOMINION BUREAU OF STATTBTICS <br> TRANSPORTATION AND PUBLIC UTILITIES BRANCH <br> <br> OTTAWA 

 <br> <br> OTTAWA}

Acting Dominion Statistician, S. A. CUDMORE, MA. (Oron.), F.S.S., F.R.S.C.
Chief Transportation and Public Ubilitiee Branch C.S. Wrone BSC

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

 \$500,000 OR OVER}

CENTRAL LISRARY BEIIOTHEXCUE - CENTRALE<br>OTTAWA, CA $\because A D A$<br>

## FOR THETVE MONTHS ENDED DECRVRER S1, 1941

Operating revenues of Canadian rallways for the year 1941 amounted to $\$ 535,532,774$, the second largest revenue earned in any year and only $4.6 \mathrm{p.c}$. below the paak year of 1928. The increase ovar 1940 revenues was $\$ 108,511,877$ or 25.5 p.c. Freight revenues vare up by $\$ 66,736,801$ or $26.2 \mathrm{p} . \mathrm{C}$. and pessenger revenues by $\$ 17,213,548$ ar 40.8 p.c. Operating expenses amounted to $\$ 399,313,548$ as compered with $\$ 831,592,246$ for 1940 and $\$ 437,976,704$ for 1928 , thus producing the highest net operating revenue on record of $\$ 134,019,226$. For 1928 it was $\$ 120,040,637$ and for $1940 \$ 99,930,887$.

Tons of revanue freight carried anounted to $129,100,193$ as agadnet $106,096,465$ for 1940 and $156,554,915$ 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 previous high record. The penk 1n 1 felght traffic that usually occurs in Septembar and October did not appear in 1941. The heaviest month, Oetober, was only 13.5 p.c. Ebove the monthly average, whereas in 1928 the heaviegt month was 58.4 p.c. above the monthy average for that year. The paseanger traffic measured in pessenger miles at $3,186,731,000$ was the highest since 1920. The monthly peak was reached in Docember whereas in pro war years the heaviegt month was July or August. Although pessonger traffic was $48 \mathrm{p} . \mathrm{C}$. hoavier than in 1940 passenger train hiles increased only 7.6 p.c. and pessenger train car miles only 14.2 p.c. These include baggage, express cars, etc. and coneequently -111 not give the relative loading of pespenger cars.

The average of the monthly counts of employees for the year was 139,128 as compared with 127,028 in 1940 and 176,871 1n 1928. Tho total pey roll for the year charged to operation, capitm accourt, otc. smounted to $\$ 239,697,218$ as compared with $\$ 204,192,9861 \mathrm{n} 1940$ and the peak of $\$ 276,938,989$ for 1929 . These monthly operating data do not include gome amployees and pay roll not chorged to operation but included in the arnual reports, and also a few small rallways do not report monthly.

CANADIAN NATIONAL BAILXAYS: Crose opertthag revenues of Canadian Ilnes far I94l mnounted to \$261, 826,874 as agetnst $\$ 212,300,717$ for 1910 and $\$ 260,418,924181928$, the previous penk earninge Opareting expenses amounted to $\$ 207,443,080$, an increase over 1940 of $\$ 31,724,514$ but a decrease from 1928 of $\$ 10,357,094$, and the operating income was increased from $\$ 31,865,095$ in 1940 to $\$ 48,501,004$. The Thited States 1ines showed an increase in operating revenues of $\$ 7,323,390$ reising the syotem revemue to $\$ 304,376,778$ es egeingt e2i?, 527,225 in 1940 and $\$ 304,591,268$ in 1928. System operating expenses were increased from fro2,519,813 in 1840 to $8237,768,457$ and the system operating income was increased to $\$ 55,626,577$ fron $\$ 55,964,408$ in 1940 .
 in 1940 and ware exceeded only by $\$ 230,406,354$ in 1928 . Operating expenses at $\$ 158,655,358$ were grenter then 1n 1940 by $\$ 31,095,767$ but lass than in 1928 and net operating revenues of $/ 63,847,159$ were the largest to date. The operating income increased from $\$ 35,639,439$ in 1940 to $\$ 45,957,535$ as compered with $\$ 51,694,452$ in 1928 .

FOR THELVE MONTHS ENDED DECEMBER 31, 1941

|  | ALI RAILTAYS |  | CANADIAN NATIONAL RAILYAYS |  | CANADIAN PACIFIC RAILTAX CO. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1941 | 1940 | 1941 | 1940 | 1941 | 1940 |
| OPERATIXG RESENUES |  |  |  |  |  |  |
| Felght | \$418,032,067 | 8331,295,266 | \$201,246,482 | 8163,061,359 | \$176,206,092 | 8154,659,475 |
| Pasaenger | 59,358,422 | 42,144,874 | 50,446,647 | 20,393,824 | 25,066,328 | 18,202,300 |
| Mall | 7,455,566 | 7,141,609 | 3,242,581 | 3,023,945 | 3,600,072 | 3,602,543 |
| Exprese | 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 | 4,313,421 | 2,413,463 | 1,725,911 | 3,178,641 | 2,473,537 |
| later line | 2,647,427 | 2,148,055 | ... | -•* | 1,4E4,271 | 1,416,008 |
| A11 other | 23,384,278 | +18,414,288 | 12,998,953 | 10,255,968 | 8,615,299 | $6,681,136$ |
| Total Railway Operating Revenues | 535,332,774 | [424,820,897 | X261,826,874 | [212,300,711 | 222,502,517 | 171,535,474 |
| OPERATITG EXPEASES |  |  |  |  |  |  |
| Maintemance of way and Btructures | 78,846,868 | 62,818,710 | 41,979,981 | 35,283,680 | 29,456,047 | 21,620,373 |
| Maintenance of equipment | 97,397,120 | 82,320,171 | 48,271,141 | 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 |
| Transportation | 188,897,856 | 155,644,371 | 101,588,216 | 84,561,385 | 72,226,836 | 58,074,038 |
| Mecsllarsous operstions | 6,794,554 | \& 4,712,310 | 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 | C.. 370,375 | Cr. 370,494 | ... | Cr. 113,011 |
| Total Rallwey Operating Empenses | 399,313,548 | A331,592,246 | 207,44.3,080 | 175,718,566 | 158,655,358 | 127,559,591 |
| OPERATING INCOME |  |  |  |  |  |  |
| Net operating revenue | 134,019,226 | f $93,228,651$ | 54,383,794 | 36,532,145 | 63,847,153 | 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 | $\mathrm{Dr} \cdot 5,581,349$ | $\text { Dr. } 3,767,924$ | Dr. 1, 277,782 | Dr. 444,371 | Dr. 382,299 | $\mathrm{Cr} . \quad 89,390$ |
| Joint facilities rents | Dr.1,391,120 | ADr.1,374, 736 | $\text { Dr. } \quad 30,243$ | Dr. 40,134 | Dr. 674,169 | Dr. 659,968 |
| Operating income | 102, 747,787 | +74,155,350 | 48,501,004, | 31,865,095 | $45,357,535$ | 35,639,439 |
| OPERATING STATISTICS |  |  |  |  |  |  |
| Average miles of road operated. | 42,637.82 | 42,711.55 | 21,793.09 | 21,878.08 | 17,150.6 | 17,158.7 |
| No. of tons carried <br> (Rev. Fr.) | 129,100,193 | 106,096,465 | 52,744,325 | 44,028,614 | 44,709,716 | 36,745,946 |
| No. of tons cerried one mile (n N) 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 | 21,139,411 | 24,307,216 | 17,651,707 |
| Gross ton miles, excl of locomotive \& tender $m$ | 119,046,672 | +93,386,193 | 57,798,991 | 47,042,670 | 51,394,436 | 38,066,599 |
| Wo. of revenve nessengers certied | 28,220,797 | 20,460,952 | 16,971,873 | 10,590,772 | 9,144,615 | 7,781, 227 |
| No. of revenue passengers carried one mile in | 3,180,731 | 2,156,740 | 1,686,349 | 1,058,395 | 1,313,490 | $9.5+38$ |
|  | ( |  |  |  |  |  |


| Freight train miles | 72,425,030 | 58,988,058 | 35,481,516 | 30,282,401 | 30,792,90 | $23,529,054$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Passenger train miles | 39,444,341 | 36,667,734 | 18,904,229 | 17,138,936 | 17,671,234 | 16,622,171 |
| Total train miles (Rev. and Non Rev.) | 113,829,039 | 97,422,629 | 55,667,876 | 48,567,505 | 48,962,570 | 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 | 736,983,959 | $433,346,124$ | 359,739,701 | 418,353,333 | 301,639,255 |
| Pessencer 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 employees | 139,128 | 127,028 | 79,328 | 73,327 | 51,661 | 46,157 |
| Pay roll chargeable to $x y$. operating expenses | \%223,287,452 | \$191,912,205 | \$121,827,186 | \$104,725,457 | \$ 87, 818,475 | § 75,136,086 |
| DAILI AVERAGES PER MLTE 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 (Rev. Fr.) | 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 | 3,885 | 2,811 |
| No. of rev. pessengers carried oue mile | 205 | 138 | 212 | 132 | 210 | 147 |
| AVERAGES PER FRKIGHT TRAIN MILE |  |  |  |  |  |  |
| Freight revemue | \$5.77 | -5.62 | \$5.67 | 25.38 | 45.72 | +5.76 |
| No. of tons of freight (Rev. Fr.) | 686.3 | 638.2 | 669.8 | 621.3 | 726.7 | 685.6 |
| No. of tons of freight (All Fr.) | 753.5 | 706.4 | 749.5 | 698.1 | 789.4 | 755.0 |
| Gross ton miles | 1,643.7 | A 1,583.1 | 1,629.0 | 1,553.5 | 1,669.0 | 1,628.2 |
| Loaded frelght cars | 25.5 | 25.0 | 25.7 | 24.6 | 24.8 | 25.1 |
| Fropty freight cars | 12.8 | + 12.5 | 12.2 | 11.9 | 13.6 | 12.9 |
| AVERAGES PER PASSENGER TRAIN MITE |  |  |  |  |  |  |
| Passanger train revenues | \$2.28 | \$1.99 | x $\quad 2.52$ | x \$2.27 | W.05 | \$1.73 |
| Passengers carried | 80.8 | 58.8 | 89.2 | 61.8 | 74.5 | 55.7 |
| Passenger cars | 8.5 | 8.0 | 8.7 | 8.5 | 8.1 | 7.6 |
| Average operating expenses per train mila | 25.51 | \$5.40 | $\$ 8.73$ | \$3.62 | \$8.24 | 43.15 |
| Average length of haul (Rov. $\bar{F}$.) Miles | 385.5 | 354.8 | 450.5 | 427.4 | 500.5 | 456.2 |
| Average pessenger journey Miles | 112.9 | 105.4 | 99.4 | 98.9 | 143.6 | 12.8 .9 |
| Average tons per loaded frelght car milee | 29.6 | 28.3 | 29.2 | 28.5 | 5.3 | 50.1 |
| Average freight receipt per revenue ton milo | . 8404 | . 3804 | . 8476 | . 8674 | . 7874 | . 8404 |
| Average passanger recaipt per passenger per mile | 1.8634 | 1.854 \$ | 1.805 | 1.927 ¢ | 1.9084 | 1.967 |
| Ratio of oparating pay roll to oparating revenues | 41.9\% | + $45.2 \%$ | 46.5\% | 49.3\% | 59.5\% | 45.8\% |
| Ratio of operatilag expenses to revenues | $74.87 \%$ | 78.05\% | 79.25\% | 82.77\% | 71. $50 \%$ | $74.36 \%$ |

## CANADIAN NATIONAL SISTEA <br> (Stesm Lines in Canaca and United States)

For Twelve Honthis Ended Decerber 31, 1941

| OPEEFATING PEVENUSS | 1941 | 1940 |
| :---: | :---: | :---: |
| Canadian Lines | ( 261,826, 874 | ( 212,300,771 |
| Duluth, Winnipeg and Pacific Railway Compary | 1,689,986 | 1,537,948 |
| Crand Trumk | 30,591,495 | 25,243, 837 |
| Canadian National Lines in New England | 2,100,022 | 1,587,35B |
| Central Vermont Railmay, Inc. | 8,368,401 | 6,857,371 |
| Total | ( 304,376,778 | - $247,527,225$ |
| OPETATING EXPENSES |  |  |
| Canadian Liner | - 207,443,080 | ( 175,718,566 |
| Dualuth, Winnipeg and Paciric Railway Company | 1,328,459 | 1,199,567 |
| Grand Imumk Festern Railroad Compeny | 21,132,800 | 18,664,254 |
| Canadian National Liner in Nem Englend | 1,842,254 | 1,592,198 |
| Contral Vermont Raflway, Inc. | 6,021,844 | 5,345,227 |
| Total | \$ $237,768,437$ | - 202,519,81: |
| NET OPERATING REVLLNUE |  |  |
| Canadian Lines | ( 54,383,794 | ง 85, cit |
| Duluth, Finnipeg and Pecific Rrallway Company | 361,527 | 338,581 |
| Grand Trumk Western Rallroad Company | 9,258,695 | 6,579,585 |
| Canadian National Lines in New England | 257,768 | Dr. 4,842 |
| Contral Vermont Railway, Inc. | 2,346,557 | 1,512,144 |
| Total | ( 66,608,341 | \$ 45,007,412 |
| Canadian Lines | ( 48,501,004 | - 31,865,095 |
| Druluth, Timipeg and Pacific Railway Company Grand Trumk Mertern Rasiroad Company | $\begin{array}{r} 32,423 \\ 6,154,931 \end{array}$ | $\begin{array}{r} 34,584 \\ 3,934,745 \end{array}$ |
| Cansilian National Linoe in Now England | Dr. 502,877 | Dr. 633,533 |
| Contral Vermont Railvay, Inc. | 1,441,096 | 763,517 |
| Total | - $55,626,577$ | ( 35,964,408 |

