

## Review of the Economic Situation in the Railway Industry (In the Autumn of 1927)

The Bureau of Railway Economics herewith submits a brief economic review of transportation performance and conditions as they existed during the first eight or nine months of 1927, with an analysis of capital expenditures, revenues and expenses, rate adjustments, the principal factors of efficiency, and the adequacy of equipment available for freight service.

### RAILWAY TRAFFIC

During the first 42 weeks of the year 1927, revenue freight car-loadings aggregated 42,606,456. The loadings for 1927 ran almost consistently ahead of those for 1926 up to the third week of May, and since that date have run as consistently behind.

Measuring the railway freight traffic in terms of net ton-miles, a somewhat similar picture is presented. Up to the month of June, the net ton-miles of railways of Class I were greater month by month than in 1926, but for every month since June have run below those of the previous year. As a result, the returns for the nine months to October were almost exactly the same as for the first nine months of 1926, although seven per cent higher than in the corresponding period of 1925.

Monthly and period comparisons between the freight traffic of 1927 and that of 1926 and 1925 appear in the following table:

### NET TON-MILES (RAILWAYS OF CLASS I)

	1927 (millions)	<i>Per Cent Increase or Decrease Compared With</i>	
		1926	1925
January .....	39,223	4.1	5.9
February .....	37,250	5.2	11.0
March .....	41,816	8.1	18.4
April .....	37,102	2.2	10.5
May .....	40,113	0.7	8.0
June .....	38,483	dec. 2.0	7.3
July .....	38,380	dec. 8.0	1.1
August .....	41,973	dec. 4.0	0.6
September .....	42,954	dec. 3.1	4.0
Nine months .....	357,295	0.1	7.2