

Quarterly information

(UNAUDITED)
FOR THE YEARS ENDED JANUARY 31
(MILLIONS OF CANADIAN DOLLARS, EXCEPT PER SHARE AMOUNTS)

	2004	2003
	TOTAL	TOTAL
Segmented revenues		
Aerospace ⁽¹⁾	\$ 11,307	\$ 11,294
Transportation	9,586	9,422
BC	681	895
Intersegment revenues	(253)	(422)
External revenues	\$ 21,321	\$ 21,189
Income (loss) from continuing operations before special items and income taxes		
Aerospace ⁽²⁾	\$ 262	\$ (33)
Transportation ⁽³⁾	104	310
BC	73	104
	439	381
Special items		
Aerospace	(28)	1,311
Transportation	457	–
	429	1,311
Income (loss) from continuing operations before income taxes		
Aerospace	290	(1,344)
Transportation	(353)	310
BC	73	104
	10	(930)
Income tax expense (recovery)	205	(221)
Income (loss) from continuing operations	(195)	(709)
Income (loss) from discontinued operations – net of tax	106	94
Net income (loss) ⁽⁴⁾	\$ (89)	\$ (615)
Earnings (loss) per share		
Basic and diluted:		
From continuing operations	\$ (0.13)	\$ (0.54)
From discontinued operations	0.06	0.07
	(0.07)	(0.47)
Dividend – Class A Shares	0.090000	0.180000
Dividend – Class B Shares	0.091563	0.181563
Market price range of Class B Shares		
High	6.28	15.67
Low	2.56	3.13

⁽¹⁾ Historically, Bombardier Aerospace has higher aircraft deliveries during the fourth quarter compared to the first three quarters of its fiscal year, generating higher revenues.

⁽²⁾ Bombardier Aerospace's fourth quarter results of fiscal 2004 compared to fiscal 2003 mainly reflect increased business aircraft deliveries. Deliveries for the fourth quarter of fiscal 2003 reflect 14 less deliveries of Bombardier Learjet aircraft arising from the one-time negative impact of the decision to cease recognizing revenues on the sale of narrow-body aircraft upon green aircraft delivery.

⁽³⁾ Bombardier Transportation's results for the fourth quarter of fiscal year 2004 and 2003 were negatively impacted due to revisions of estimates to complete certain contracts. In addition, results for the fourth quarter of fiscal year 2004 were negatively impacted by a charge of \$139 million recorded in connection with an agreement reached with Amtrak to settle all outstanding claims in connection with the Acela high-speed trainset and locomotive contracts.

⁽⁴⁾ During the fourth quarter of the year ended January 31, 2004, the Corporation began expensing employee stock-based compensation with retroactive effect as of February 1, 2003. Figures for the first three quarters of fiscal year 2004 were not restated since the impact was not material.