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RAILWAY TRANSPORT

1952

PART I

(Comparative Summary Statistics 1948 to 1952)

Published by Authority of

The Right Honourable C. D. Howe, Minister of Trade and Commerce

DOMINION BUREAU OF STATISTICS

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NOTICE

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 - Part I – Comparative Summary Statistics 19 to 19
 - Part II – Financial and Employment Statistics
 - Part III – Equipment, Way and Track, and Fuel Consumption Statistics
 - Part IV – Operating and Traffic Statistics
 - Part V – Freight Carried by Principal Commodity Classes
2. **Carloadings (Four times a month)**
- 2a. **Indexes and Cars of Revenue Freight Loadings (Monthly)**
3. **Freight Traffic Report of Railways (Monthly)**
4. **Operating Revenues, Expenses and Statistics of Railways in Canada With Annual Operating Revenues of \$500,000 or over. (Monthly and Annual Summary)**
5. **Summary of Monthly Railway Freight Traffic Reports (Annual)**
6. **Canadian National Railways (Annual)**
7. **Canadian Pacific Railway Company (Annual)**
8. **Railway Employees and Their Compensation (Reference Paper)**
9. **Changes in Single Track Mileage Operated by Railways (Annual)**

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RAILWAY TRANSPORT

1952

PART I

(Comparative Summary Statistics 1948 to 1952)

Part I completes the annual report of railway statistics covering operations of Canada's railways during the year 1952. The 1952 report has been issued in five parts and contains the data formerly published under the title "Steam Railways". The report has been divided into parts in order that prepared data might be issued while other statistics were still being processed. It is expected that in future reports some sections will be available for publication at a considerably earlier date than was formerly possible.

The five sections of the report are titled:

- Part I — Comparative Summary Statistics 1948-1952.
- Part II — Financial and Employment Statistics.
- Part III — Equipment, Way and Track, and Fuel Consumption Statistics.
- Part IV — Operating and Traffic Statistics.
- Part V — Freight Carried — By Principal Commodity Classes.

Track Mileage

The entry of Newfoundland into the Canadian Confederation on April 1, 1949 increased single track mileage by 705 miles but changes in railway mileage have been otherwise small during recent years with the total single track gaining by exactly 705.1 miles between 1948 and the end of 1952. During the five year period second track was reduced 7 miles to 2,488; industrial track gained 238 to 2,130 miles and yard track and sidings increased 350 miles to 10,720 to bring the mileage of all tracks up 1,286 miles to 58,291 miles.

Investments, Capital, etc.

Government aid to railways totalled \$218,893,583 to the end of 1952. This total has remained unchanged since 1938 and the "Steam Railways" report for that year contained a complete table showing for each railway the sum of payments of aid from their inception to the end of 1938. Land grants at December 31, 1952 totalled 47,640,167 acres of which approximately two-thirds represented Federal grants.

Investments in road and equipment amounted to \$4,123,433,559 at the end of 1952 against \$3,600,018,153 in 1948. In the same period railway capital advanced from \$3,250 million to \$3,715 million with a rise of \$831 million in stocks and a reduction of \$363 million in funded debt. Reserves of the railways were \$790,766,566 in 1952 with road and rolling stock accounting for some \$672 million and "other properties" for \$86 million.

Operations

Gross earnings of the railways in 1952 were \$1,172,158,665 with rail line freight revenue of \$941,947,985 being the largest single item. Rail line passenger and express revenues totalled \$90,712,586 and \$49,658,174 respectively. In 1948 gross earnings were \$875,832,290 and included \$698,724,709 for freight, \$83,511,260 for passengers and \$32,451,950 for express from rail line operations. Operating expenses rose from \$808,126,455 in 1948 to \$1,057,186,304 in 1952 and net operating revenue from \$67,705,835 to \$114,972,361. Taxes jumped from \$19,695,531 to \$40,263,395 leaving railway operating income of \$48,010,304 in 1948 and \$74,708,966 in 1952. A drop of some \$20 million in interest on debt occasioned by the Canadian National Railways Capital Revision Act, 1952 resulted in a further improvement in the net income of all railways. In 1948 there was a net loss of \$2,180,505, but by 1951 operations resulted in a net income of \$30,853,915 and this item again increased in 1952 when the net was \$42,571,637. Dividends paid in 1952 were \$26,505,017 against \$22,928,119 in 1948.

Operating statistics show that the average mileage of single track operated during 1948 was 42,306 and in 1952 was 42,980 miles. Use of track increased as evidenced by gains from 4,239 to 4,405 locomotive miles, from 3,132 to 3,260 train miles and from 1,396,500 to 1,592,146 revenue freight ton miles per mile of road. In 1952 empty freight cars represented 31.8 p.c. of the freight train cars in freight trains compared with 28.9 p.c. in 1948 but despite this, larger freight cars and longer trains brought the average revenue tonnage per freight train up from 708 to 767 tons. The average distance a ton of freight moved in 1948 was 381 miles while by 1952 it was up to 422 miles. Passenger traffic was down with 702 persons carried per mile of road in the latest year as contrasted to 905 per mile in 1948. Passenger miles per mile of road dropped from 82,193 in 1948 to 73,319 in 1952. Longer journeys were in evidence with a gain in the average distance per passenger from 90.8 to 104.5 miles.

Rail line revenues advanced in both freight and passenger hauls. Receipt for the movement of freight advanced from 1.183 to 1.377 cents per revenue ton mile; from 32.7 to 40.35 cents per loaded freight car mile and from \$8.38 to \$10.56 per freight train mile in the five-year interval. Passenger receipts per passenger mile were up from 2.40 to 2.88 cents and per passenger car mile from 36.47 to 39.84 cents. Gross earnings per mile of road operated were \$20,702 in 1948 and \$27,272 in 1952.

Equipment

Table 15 showing the numbers of freight cars in service by types and by years from 1948 to 1952 has been re-stated to provide greater detail. The classes "flat", "stock", "tank" and "refrigerator" cars remain unchanged. "Box" cars have been separated into "automobile" and "box" cars and "coal" cars have been subdivided into four groups "ballast", "gondola", "hopper" and "ore" cars. Most of the cars formerly reported under the heading "other" have now been included in the latter four classes. The table indicates that most classes of cars especially hopper cars have been built with increased capacity during the past five years. The capacity of automobile cars has remained virtually unchanged while that of tank cars has been reduced slightly. The average for all cars was up from 45.0 to 46.8 tons in the five year interval.

Baggage, express and postal cars increased from 1,677 in 1948 to 2,244 in 1952 but all other passenger service cars except sleeping cars dropped in number. The total was up from 6,099 to 6,328. Company service cars gained from 16,700 to 18,170.

The locomotive picture has changed sharply. In 1948 coal and oil burning steam locomotives numbered 4,340 but this had dropped to 4,014 by 1952. Since 1950 coal burning steam locomotives were reduced from 3,730 to 3,423 while those burning oil were up from 542 to 591. C. I. oil electric (diesel) locomotive which numbered 148 in 1948 increased more than five-fold to 763 in 1952. The total was up from 4,521 to 4,810 locomotives in service.

Fuel, Rails and Ties

Fuel consumption for locomotive purposes in tables 18 and 19 is shown in tons equivalent of coal. The total cost rose from \$103.4 million in 1948 to \$108.6 million in 1952. Due to the use of more efficient equipment the consumption per 100 locomotive miles was reduced for all classes of locomotives. The consumption of fuel oil and diesel oil by railways for non-locomotive purposes has increased sharply.

A grand total of 494,361 short tons on rails were laid during 1952 compared with 503,322 tons in 1950 however due to the construction of new lines such as the Lynn Lake extension in Manitoba the 1952 total of rails in new track was 32,948 compared with 14,189 tons. This tonnage does not include track laid on the Quebec, North Shore and Labrador Railway.

Cross-ties placed in track were approximately the same number as in recent years but a considerably reduced board footage of switch and bridge ties were laid. Purchases of cross-ties, both hardwood and softwood, in 1952 were much above those of the previous four years.

Accidents

Employee injuries numbered 7,019 in 1952 compared with 7,651 in 1951 and 9,980 in 1948. Time lost from these injuries was 187,171; 199,116 and 259,057 hours respectively for the years above. This indicates a steady improvement in safety consciousness among rail employees together with better accident prevention methods.

1952 was the worst accident year in the past five with 375 deaths from train accidents as contrasted to 362 in 1951, 299 in 1950, 302 in 1949 and 352 in 1948. There were two passengers and 61 employees killed in train accidents in 1952. Injured in the 3,128 train accidents which occurred during the year, were 3,156 persons of whom 2,430 were employees and 125 were passengers.

Non-train accidents took the lives of 18 persons including 13 employees in 1952. This type of accident caused injuries to 4,753 persons among which were 4,589 employees and 58 passengers.

Highway crossing accidents resulted in 185 of the 375 fatalities resulting from train accidents. Of the 375 victims 1 was an employee, 12 were pedestrians, 169 were motorists and 3 were riding in other than motor vehicles. Injured in highway crossing accidents were 33 employees and passengers, 8 pedestrians, 418 motorists and 8 persons in other than motor vehicles for a total of 467 such injuries. These figures indicate that approximately 50 p.c. of fatalities and 15 p.c. of the persons injured in train accidents during 1952 were the victims of highway crossing accidents.

Highway Crossings

At the end of 1952 there were 5,606 urban and 27,165 rural highway crossings on railways in Canada. Of the urban crossings 1,620 had some form of protection and of the rural points 1,758 were protected crossings. Thus 71.1 p.c. of urban and 93.5 p.c. of rural crossings were unprotected and at such crossings 133 persons lost their lives and 369 were injured during 1952.

TABLE 1. Mileage Operated in Provinces for Year ended December 31

	1948	1949	1950	1951	1952
Single (First Main) track mileage:					
Newfoundland.....	—	705	705	705	705
Prince Edward Island.....	286	286	286	285	285
Nova Scotia.....	1,396	1,396	1,397	1,396	1,396
New Brunswick.....	1,835	1,835	1,835	1,835	1,834
Quebec.....	4,765	4,791	4,795	4,789	4,830
Ontario.....	10,464	10,462	10,458	10,440	10,384
Manitoba.....	4,836	4,836	4,834	4,834	4,834
Saskatchewan.....	8,738	8,739	8,739	8,739	8,739
Alberta.....	5,643	5,643	5,643	5,647	5,660
British Columbia.....	3,888	3,888	3,890	3,889	3,889
Yukon.....	58	58	58	58	58
In United States.....	339	339	339	339	339
Total single track.....	42,248	42,978	42,979	42,956	42,953
Second track.....	2,495	2,494	2,498	2,487	2,488
Industrial track.....	1,892	1,925	1,979	2,068	2,130
Yard track and sidings.....	10,370	10,437	10,541	10,639	10,720
Total all tracks.....	57,005	57,834	57,997	58,150	58,291
Gauge of single (First Main) Track:					
4 ft. 8½ inches.....	42,158	42,183	42,184	42,161	42,158
3 ft. 6 inches.....	—	705	705	705	705
3 ft.....	90	90	90	90	90
Single track owned but not operated.....	191	153	145	145	49

TABLE 2. Railway Mileage in Canada—Single Track Miles by Provinces, for Year ended December 31

	1948	1949	1950	1951	1952
Newfoundland.....	—	705.10	705.10	705.10	705.10
Increase over previous year.....	—	705.10	—	—	—
Prince Edward Island.....	286.10	286.20	286.20	284.70	284.70
Increase over previous year.....	—	0.10	—	1.50	—
Nova Scotia.....	1,396.30	1,396.30	1,396.60	1,396.20	1,396.20
Increase over previous year.....	—	—	0.30	0.40	—
New Brunswick.....	1,834.70	1,834.70	1,834.60	1,834.60	1,834.40
Increase over previous year.....	—	—	0.10	—	.20
Quebec.....	4,764.80	4,791.20	4,794.80	4,789.20	4,829.70
Increase over previous year.....	D 0.40	26.40	3.60	5.60	40.50
Ontario.....	10,464.00	10,462.40	10,458.10	10,439.80	10,383.70
Increase over previous year.....	0.10	D 1.60	D 4.30	D 18.30	D 56.10
Manitoba.....	4,835.60	4,835.70	4,834.00	4,834.00	4,834.10
Increase over previous year.....	—	0.10	D 1.70	—	.10
Saskatchewan.....	8,738.30	8,738.80	8,738.80	8,738.80	8,738.60
Increase over previous year.....	D 44.20	0.50	—	—	.20
Alberta.....	5,643.20	5,643.20	5,643.20	5,646.80	5,660.40
Increase over previous year.....	D 31.40	—	—	3.60	13.60
British Columbia.....	3,888.40	3,888.20	3,890.10	3,889.40	3,889.50
Increase over previous year.....	2.10	D 0.20	1.90	D 0.70	.10
Yukon.....	57.70	57.70	57.70	57.70	57.70
Increase over previous year.....	—	—	—	—	—
United States.....	339.20	339.20	339.20	339.20	339.30
Increase over previous year.....	—	—	—	—	.10
Total.....	42,248.30	42,978.70	42,978.40	42,955.50	42,953.40
Increase over previous year.....	D 73.80	730.40	D 0.30	D 22.90	D 2.10

D—Decrease

TABLE 3. Aid to Railways — to Year ended December 31¹

	1948	1949	1950	1951	1952
	\$	\$	\$	\$	\$
Government of Canada	172, 200, 223	172, 200, 223	172, 200, 223	172, 200, 223	172, 200, 223
Provincial	33, 391, 669	33, 391, 669	33, 391, 669	33, 391, 669	33, 391, 669
Municipal	13, 301, 691	13, 301, 691	13, 301, 691	13, 301, 691	13, 301, 691
Total	218, 893, 583	218, 893, 583	218, 893, 583	218, 893, 583	218, 893, 583

1. Includes subsidies granted to electric railways.

TABLE 4. Land Grants, at December 31, 1952

Granted by	Bonus grants	Grants for Right of Way, Station Grounds, and Townsite purposes	Total
	acres	acres	acres
Government of Canada	31, 783, 654.88	97, 987.60	31, 881, 642.48
Nova Scotia	160, 000.00	—	160, 000.00
New Brunswick	1, 788, 392.00	—	1, 788, 392.00
Quebec	2, 085, 710.00	—	2, 085, 710.00
Ontario	3, 241, 207.01	229, 501.97	3, 470, 708.98
Manitoba	—	2, 604.21	2, 604.21
Saskatchewan	—	4, 931.57	4, 931.57
Alberta	—	396.14	396.14
British Columbia	8, 233, 410.00	12, 371.74	8, 245, 781.74 ¹
Total	47, 292, 373.89	347, 793.23	47, 640, 167.12

1. Includes 4,065,076 acres repurchased from B.C. Southern and Columbia and Western Railways.

TABLE 5. Aid Granted to Railways by Governments and Municipalities to December 31, 1952

Changes since 1942 Report

Cash subsidies — nil
Land Grants

Name of railway	Name of Province	By Government of Canada	By Provincial Government	Total
		acres	acres	acres
Alberta Central (Canadian Pacific)	Alberta	—	1.95	1.95
Canadian Northern Pacific	British Columbia	—	3.40	3.40
Grand Trunk Pacific	Alberta	—	63.00	63.00
Kettle Valley	British Columbia	—	1.09	1.09
Manitoba Northern (Canadian National)	Manitoba	—	6.70	6.70
Pacific Great Eastern	British Columbia	—	0.69	0.69
Total		—	76.83	76.83

TABLE 6. Investment in Road and Equipment for Year ended December 31

	1948 ²	1949	1950	1951	1952
	\$	\$	\$	\$	\$
New lines:					
Road	1,415,132	1,428,972	6,285,165	6,301,717	11,431,609
Equipment	66,694	—	—	1,552,117	19,210
General	—	33,409	50,634	53,901	52,510
Total	1,481,826	1,462,381	6,335,799	7,907,735	11,503,329
Additions and betterments:					
Road	21,725,599	25,643,350	25,523,673	42,260,214	42,243,299
Equipment	85,736,595	75,393,226	52,666,164	107,478,591	128,696,815
General	Cr. 59,483	Cr. 7,175	54,058	Cr. 70,318	70,585
Undistributed	Cr. 2,984	Cr. 3,494	3,399	Cr. 2,381	Cr. 2,539
Total	107,399,727	101,025,907	78,247,294	149,666,106	171,008,160
Undistributed (see detail below)	79,157,303	261,234	Cr. 2,645,822	Cr. 1,318,920	Cr. 37,797
Total investments as at Dec. 31	3,600,018,153	3,702,767,675	3,784,704,946	3,940,959,867	4,123,433,559
Undistributed — Details					
Canadian National:					
Separately operated properties	622,139	114,167	Cr. 74,520	Cr. 479,619	165,473
Abandonments and adjustments	—	—	—	—	—
Non-cash items	46,748	206,067	1,946,933	Cr. 1	Cr. 195,270
Canadian Pacific — Leased lines	Cr. 5,000	Cr. 59,000	—	Cr. 839,300	Cr. 8,000
— Adjustments ¹	78,493,416	—	—	—	—
St. Lawrence and Adirondack — Adjustments	—	—	Cr. 657,683	—	—
Temiscouata — acquired by C.N.R.	—	—	Cr. 3,860,552	—	—

1. To eliminate credit of \$78,493,416 for Donations and Grants.

2. Excludes Newfoundland.

TABLE 7. Railway Capital for Year ended December 31

	1948 ¹	1949	1950	1951	1952
	\$	\$	\$	\$	\$
Stocks	1,270,000,656	1,268,677,473	1,341,405,562	1,341,029,778	2,101,133,066
Debenture stock	308,056,818	308,056,819	308,056,526	305,175,994	305,175,994
Funded debt	1,672,282,030	1,692,898,968	1,826,346,222	1,925,488,160	1,308,899,612
Total	3,250,339,504	3,269,633,260	3,475,808,310	3,571,693,932	3,715,208,672

1. Excludes Newfoundland.

TABLE 8. Railway Bonds Guaranteed for Year ended December 31, 1952

Name of railway	Guaranteed by		Total amount outstanding
	Government of Canada	New Brunswick	
	\$	\$	\$
Canadian National	465,999,999	—	465,999,999
Canadian Northern	6,799,275	—	6,799,275
“ “ Ontario	3,597,518	—	3,597,518
“ “ Alberta	550,727	—	550,727
Grand Trunk Pacific	34,464,204	—	34,464,204
Total Canadian National	511,411,723	—	511,411,723
Fredericton and Grand Lake	—	465,000	465,000
Grand Total	511,411,723	465,000	511,876,723¹

1. Does not include \$6,984,883 perpetual debenture stock and guaranteed stock of the Grand Trunk Railway, now part of the Canadian National systems on which interest and dividends are guaranteed by the Federal Government.

TABLE 9. Reserves of Railways for Year ended December 31¹

	1948 ³	1949	1950	1951	1952
	\$	\$	\$	\$	\$
Depreciation:					
Road and rolling stock	517,988,470	555,371,861	594,956,194	633,670,650	671,703,751
Other properties	77,636,617	80,403,839	84,434,327	87,136,585	86,356,939
Operating and deferred maintenance	44,391,272	28,796,413	8,229,872	5,499,075	281,995
Insurance and casualty	27,071,769	25,926,987	26,495,369	27,303,944	26,611,448
Investment	4,015,422	3,498,643	4,068,165	2,940,483	1,645,781
Other	8,438,742	8,124,864	7,226,715	7,217,934	4,166,652
Total reserves	679,542,292²	702,122,607	725,410,642	763,768,671	790,766,566

1. Includes United States lines of the Canadian National and Canadian Pacific Railways.

2. Includes an additional \$88,568,940 transferred from profit and loss to depreciation reserves to C.P.R. account in line with accumulated reserves computed on the basis approved and recorded by the Income Tax Department.

3. Excludes Newfoundland.

TABLE 10. Income Account for Year ended December 31

	1948 ²	1949	1950	1951	1952
	\$	\$	\$	\$	\$
Gross earnings from operation	875,832,290	894,397,264	958,985,751	1,088,583,789	1,172,158,665
Operating expenses	808,126,455	831,456,446	833,726,562	977,577,062	1,057,186,304
Net operating revenue	67,705,835	62,940,818	125,259,189	111,006,727	114,972,361
Tax accruals	19,695,531	18,160,336	32,276,513	36,384,511	40,263,225
Railway operating income	48,010,304	44,780,482	92,982,676	74,622,216	74,708,963
Other Income:					
From outside operations—Net	4,538,041	5,648,239	5,697,943	10,579,118	7,245,053
From other sources	41,857,680	40,385,987	41,867,820	41,075,994	35,683,656
Gross income	94,406,025	90,814,708	140,548,439	126,277,328	117,637,675
Deductions:					
Hire of freight cars Dr. balance	11,272,614	10,873,218	9,299,137	10,819,128	12,912,973
Lease of other roads	5,229,356	4,985,140	4,628,115	4,494,322	4,341,619
Other rents	4,789,715	4,803,065	4,912,199	5,272,590	5,521,290
Other properties loss	3,118,150	5,716,845	—	—	—
Interest on funded and unfunded debt	65,901,400	66,688,037	65,859,459	67,015,766	44,733,512
Other deductions	6,275,295	10,194,123	7,491,657	7,821,607	7,556,644
Total	96,586,530	103,260,428	92,190,567	95,423,413	75,066,038
Net Income	Dr. 2,180,505	Dr. 12,445,720	48,357,872	30,853,915	42,571,637
Disposal of net income:					
Dividends—Common	18,322,437	17,730,690	32,354,990	22,112,062	23,212,308
Preferred	4,605,682	3,920,768	3,436,648	3,376,010	3,292,709
Sinking funds and reserves	88,730,860 ¹	440,009	484,695	451,039	582,350
Investment in railways and miscellaneous	1,254,347	1,480,762	942,745	3,896,927	1,075,799
Total debits	112,913,326	23,572,229	37,219,078	29,836,038	28,163,166
Total credits	2,462,984	1,405,062	3,937,107	13,304,030	2,608,310
Balance to General Balance Sheet	Dr. 112,630,847	Cr. 34,612,887	Cr. 15,075,901	Cr. 14,321,907	Cr. 17,016,781

1. Includes an additional \$88,568,940 transferred from profit and loss to depreciation reserves to C.P.R. account in line with accumulated reserves computed on the basis approved and recorded by the Income Tax Department.

2. Excludes Newfoundland.

TABLE 11. Gross Earnings for Year ended December 31

	1948 ¹	1949	1950	1951	1952
	\$	\$	\$	\$	\$
Rail line:					
Freight.....	698,724,709	707,401,177	769,149,967	875,962,306	941,947,985
Passenger.....	83,511,260	85,082,087	78,553,778	89,005,763	90,712,586
Excess baggage.....	379,968	390,938	346,063	358,912	354,712
Sleeping cars.....	7,772,336	8,947,770	8,320,013	9,321,109	10,828,710
Parlour and chair cars.....	667,242	850,115	766,115	787,951	849,339
Mail.....	9,180,136	9,388,085	14,655,661	12,472,970	13,445,596
Express.....	32,451,950	35,933,394	36,048,678	42,037,100	49,658,174
Other Passenger train.....	86,321	91,948	86,002	85,196	91,654
Milk.....	642,534	606,094	557,453	578,340	571,827
Switching.....	6,798,192	6,459,701	6,613,116	8,107,649	9,748,591
Other freight train.....	868	—	8,679	—	—
Water transfer—freight.....	230,799	1,040,032	1,231,001	1,410,404	1,586,159
“ “ — passenger.....	43,955	356,917	380,924	458,612	518,419
Total.....	840,490,270	856,548,258	916,717,450	1,040,586,312	1,120,313,752
Water line:					
Freight.....	2,990,530	2,972,838	3,000,027	3,644,487	3,925,550
Passenger.....	476,709	481,383	306,665	377,283	424,817
Excess baggage.....	—	—	—	51	102
Mail.....	9,884	8,617	7,456	2,638	2,581
Express.....	2,225	3,617	1,956	3,530	2,475
Other.....	29,728	51,211	38,015	39,885	46,458
Total.....	3,509,076	3,517,666	3,354,119	4,067,874	4,401,983
Incidental:					
Dining and buffet.....	5,896,345	5,934,453	5,549,684	6,550,303	7,028,691
Hotel and restaurant.....	1,828,481	1,782,098	1,699,185	1,911,433	1,872,779
Station, train, etc., privileges.....	3,483,269	3,355,682	3,104,653	3,467,850	3,642,956
Parcel room.....	239,214	215,015	173,628	192,944	199,544
Storage—freight.....	350,595	342,513	325,786	730,893	649,199
“ — baggage.....	127,594	115,047	93,635	118,767	130,662
Demurrage.....	3,214,795	2,032,464	1,848,226	3,860,716	4,158,876
Telegraph and telephone.....	8,735,167	10,230,710	11,683,990	13,309,116	15,340,436
Grain elevators.....	825,868	1,290,254	1,241,925	1,432,173	1,983,173
Stockyards.....	—	—	—	—	—
Rents of buildings, etc.....	1,465,427	1,850,952	1,924,280	1,925,379	2,206,136
Miscellaneous.....	4,757,579	5,990,271	10,135,451	10,185,516	9,930,059
Power.....	46,810	55,380	43,288	35,466	27,694
Total.....	30,971,144	33,194,839	37,823,731	43,720,556	47,170,205
Joint facilities, Cr. balance.....	861,800	1,136,501	1,090,451	209,047	272,725
Gross earnings.....	875,832,290	894,397,264	958,985,751	1,088,583,789	1,172,158,663
Operating expenses:					
Maintenance of way and structures.....	159,963,352	164,891,364	163,998,704	202,490,988	215,411,186
Maintenance of equipment.....	174,473,389	186,067,026	189,507,197	224,184,671	243,341,926
Traffic.....	16,801,286	17,612,056	18,591,724	19,958,080	21,297,453
Transportation—Rail line.....	401,918,016	404,063,535	402,263,256	466,677,046	501,873,165
Transportation—Water line.....	1,886,514	1,969,910	1,730,951	1,976,191	2,161,503
Miscellaneous operations.....	14,585,751	15,018,118	14,308,788	15,605,498	16,010,424
General expenses.....	38,498,147	41,834,437	43,325,942	46,684,588	57,090,647
Total.....	808,126,455	831,456,446	833,726,562	977,577,062	1,057,186,304

1. Excludes Newfoundland.

TABLE 12. Operating Statistics for Year ended December 31

	1948 ¹	1949	1950	1951	1952
Average single track mileage.....	42,306	42,863	42,982	42,945	42,980
Locomotive miles:					
Steam:					
Freight.....	90,691,684	87,546,030 ¹	85,090,069	85,913,629	82,046,387
Passenger.....	45,642,654	44,871,662 ¹	42,413,540	45,076,508	45,432,211
Total.....	136,334,338	132,417,692¹	127,503,609	130,990,137	127,478,598
Switching.....	31,778,213	27,669,621 ¹	26,463,597	27,093,914	24,981,802
Non-revenue.....	4,257,156	3,589,407 ¹	3,659,562	4,180,027	3,408,739
Grand Total.....	172,369,707	163,676,720¹	157,626,768	162,264,078	155,869,139
Electric and Motor unit:					
Freight.....	573,551	1,459,097 ¹	3,722,852	9,798,115	15,478,017
Passenger.....	774,499	1,257,798 ¹	1,749,884	1,961,478	3,163,016
Total.....	1,348,050	2,716,895¹	5,472,736	11,759,593	18,641,033
Switching.....	5,612,899	7,950,120 ¹	9,566,490	11,576,677	14,358,059
Non-revenue.....	8,544	25,858 ¹	102,566	185,779	463,642
Grand Total.....	6,969,493	10,692,873¹	15,141,792	23,522,049	33,462,734

1. Excludes Newfoundland.

TABLE 12. Operating Statistics for Year ended December 31 - continued

	1948 ¹	1949 ¹	1950	1951	1952
Locomotive miles—Concluded:					
Total locomotive miles:					
Freight.....	91,265,235	89,005,127	88,812,921	95,711,744	97,524,404
Passenger.....	46,417,153	46,129,460	44,163,424	47,037,986	48,595,227
Total.....	137,682,388	135,134,587	132,976,345	142,749,730	146,119,631
Switching.....	37,391,112	35,619,741	36,030,087	38,670,591	39,339,861
Non-revenue.....	4,265,700	3,615,265	3,762,128	4,365,806	3,872,381
Grand Total.....	179,339,200	174,369,583	172,768,560	185,786,127	189,331,873
Train miles:					
Drawn by locomotives:					
Freight.....	83,398,617	81,648,053	81,397,148	87,181,640	89,217,123
Passenger.....	44,628,493	44,342,869	42,454,046	44,976,228	46,500,973
Total.....	128,027,110	125,990,922	123,851,194	132,157,868	135,718,096
Non-revenue.....	3,008,015	2,519,889	2,610,302	3,569,927	3,235,091
Drawn by motor unit car:					
Freight.....	—	—	—	—	—
Passenger.....	1,473,075	1,337,140	1,290,118	1,224,719	1,162,644
Total.....	1,473,075	1,337,140	1,290,118	1,224,719	1,162,644
Non-revenue.....	—	—	—	—	—
Total revenue train miles:					
Freight.....	83,398,617	81,648,053	81,397,148	87,181,640	89,217,123
Passenger.....	46,101,568	45,680,009	43,744,164	46,200,947	47,663,617
Total.....	129,500,185	127,328,062	125,141,312	133,382,587	136,880,740
Freight car miles—In revenue freight trains:					
Freight loaded.....	2,136,273,745	2,076,080,614	2,102,531,537	2,276,541,387	2,334,490,314
Freight empty.....	901,276,962	934,222,404	910,635,517	1,021,239,544	1,128,795,456
Caboose.....	83,153,733	81,330,429	80,779,907	86,560,261	88,516,401
Total.....	3,120,704,440	3,091,633,447	3,093,946,961	3,384,341,192	3,551,802,171
Freight car miles—Loaded and Empty (including Caboose):					
In passenger trains.....	6,329,238	5,971,147	5,740,568	6,148,868	6,128,057
In non-revenue trains.....	11,683,929	10,171,891	9,674,468	10,560,435	10,280,620
Grand Total.....	3,138,717,607	3,107,776,485	3,109,361,997	3,401,050,495	3,568,210,848
Passenger car miles—In revenue passenger trains:					
Drawn by locomotives:					
Motor unit car.....	—	693	1,205	—	—
Passenger.....	113,642,168	107,303,641	98,943,058	107,181,552	108,673,364
Sleeper, parlour and observation.....	112,627,110	112,269,854	107,139,493	111,980,449	116,747,848
Dining.....	18,374,129	17,678,507	17,568,796	18,044,472	18,911,183
Express.....	75,602,639	79,122,075	77,264,158	81,776,817	89,338,482
Other passenger train car.....	64,666,189	65,272,412	66,043,455	69,479,647	72,403,369
Total.....	384,912,235	381,647,182	366,960,165	388,462,937	406,074,246
Drawn by motor unit cars:					
Motor unit car.....	1,518,204	1,388,884	1,329,251	1,264,264	1,257,292
Passenger ²	1,212,558	1,005,410	987,843	989,882	1,014,135
Sleeper, parlour and observation.....	160	—	157	—	—
Dining.....	48	—	—	—	—
Express.....	58,213	44,067	26,779	19,411	19,587
Other passenger train car.....	64,416	45,456	26,189	17,018	39,136
Total.....	2,853,599	2,483,817	2,370,219	2,290,575	2,330,150
Total passenger train car miles in revenue passenger trains:					
Motor unit car.....	1,518,204	1,389,577	1,330,456	1,264,264	1,257,292
Passenger.....	114,854,726	108,309,051	99,930,901	108,171,434	109,687,499
Sleeper, parlour and observation.....	112,627,270	112,269,854	107,139,650	111,980,449	116,747,848
Dining.....	18,374,177	17,678,507	17,568,796	18,044,472	18,911,183
Express.....	75,660,852	79,166,142	77,290,937	81,796,228	89,358,069
Other passenger train car.....	64,730,005	65,317,868	66,069,644	69,496,665	72,442,505
Total.....	387,765,834	384,130,999	369,330,384	390,753,512	408,404,396
In freight trains.....	22,837,247	23,216,336	23,382,013	24,337,565	22,743,661
In non-revenue trains ³	86,328	73,894	88,158	87,657	86,505
Grand Total.....	410,689,409	407,421,229	392,800,555	415,178,734	431,234,562
Motor bus miles.....	288,602	293,533	342,700	357,877	388,902
Motor truck miles.....	—	—	—	—	—
Averages:					
Locomotive miles per mile of road.....	4.239	4.119	4.020	4.326	4.405
Train miles per mile of road.....	3.132	3.067	2.972	3.189	3.260
Loaded freight cars per freight train.....	25.62	25.43	25.83	26.11	26.17
Empty.....	10.81	11.44	11.19	11.71	12.65
Total freight train cars per freight train.....	37.42	37.87	36.01	38.82	39.81
Passenger train cars per passenger train drawn by locomotive.....	8.62	8.61	8.64	8.64	8.73
Passenger cars per passenger train drawn by locomotive.....	5.07	4.95	4.85	4.87	4.88

1. Excludes Newfoundland.

1. Excludes Newfoundland.
2. Includes all trailer car miles in motor unit trains.

3. Includes motor unit car miles.

TABLE 12. Operating Statistics for Year ended December 31 - Concluded

	1948 ¹	1949	1950	1951	1952
Freight traffic—Revenue Freight—Tons:					
Originated on Canadian railways ²	112,767,697	108,560,203	108,147,330	121,835,765	125,336,346
Rec'd from Foreign connections ²	42,165,107	34,159,228	36,070,989	39,424,756	36,839,035
Total tons originated	154,932,804	142,719,431	144,218,319	161,260,521	162,175,381
Interchanged between Canadian Railways	21,807,421	19,572,795	20,140,601	23,102,905	22,881,773
Total tons	176,740,225	162,292,226	164,358,920	184,363,426	185,057,154
Tons carried one mile (thousands)	59,080,323	56,338,231	55,537,900	64,300,418	68,430,417
Tons originated per mile of road	3,662	3,330	3,355	3,755	3,773
Tons carried one mile per mile of road	1,396,500	1,314,379	1,292,120	1,497,274	1,592,146
Average tons per freight train	708	689 ¹	682	738	767
Average haul per ton, all railways—miles (Originating)	381	396 ¹	385	399	422
Freight traffic—Revenue and non-revenue freight:					
Tons carried	199,010,001	182,036,486	184,477,378	205,073,912	206,132,601
Tons carried one mile (thousands)	64,427,771	61,660,198	60,789,130	69,690,709	73,961,106
Average tons per loaded car mile	30.16	29.65 ¹	28.91	30.61	31.68
Gross ton miles (thousands)	136,408,916	133,306,378 ¹	133,103,840	148,547,147	156,671,342
Gross ton miles per freight train miles	1,636	1,633 ¹	1,635	1,704	1,756
Gross ton miles per mile of road	3,224,339	3,148,920 ¹	3,096,734	3,459,009	3,645,215
Passenger traffic:					
Passengers carried	38,279,981	34,883,803	31,139,092	30,995,604	30,167,145
Passengers carried one mile (thousands)	3,477,273	3,193,174	2,816,154	3,110,241	3,151,261
Passengers carried per mile of road	905	818 ¹	724	722	702
Passengers carried one mile per mile of road	82,193	74,573 ¹	65,519	72,424	73,319
Average number of passengers per passenger train	75	69 ¹	64	67	66
Average number of passengers per passenger train car mile	9	8 ¹	8	8	8
Average number of passengers per passenger car	15	14 ¹	14	14	14
Average distance each railway carried a passenger	90.8	91.2 ¹	90.4	100.3	104.5
Freight revenue—rail line:					
Freights receipts	\$ 698,724,709	\$ 707,401,177	\$ 769,149,967	\$ 875,962,306	\$ 941,947,985
Switching receipts	6,798,192	6,459,701	6,613,116	8,107,649	9,748,591
Other freight train receipts and water transfers	231,667	1,040,032	1,239,680	1,410,404	1,586,159
Total freight revenue	\$ 705,754,568	\$ 714,900,910	\$ 777,002,763	\$ 885,480,359	\$ 953,282,735
Average freight revenue per mile of road	\$ 16,682	\$ 16,794 ¹	\$ 18,077	\$ 20,619	\$ 22,180
Average freight receipts per mile of road	\$ 16,516	\$ 16,627 ¹	\$ 17,895	\$ 20,397	\$ 21,916
Average freight receipts per freight train mile	\$ 8.38	\$ 8.62 ¹	\$ 9.45	\$ 10.05	\$ 10.56
Average freight receipts per loaded freight car mile	\$ 32.7	\$ 33.9 ¹	\$ 36.6	\$ 38.48	\$ 40.35
Average freight receipts per ton originated	\$ 4.51	\$ 4.96 ¹	\$ 5.33	\$ 5.43	\$ 5.81
Average freight receipts per ton mile	\$ 1.183	\$ 1.252 ¹	\$ 1.385	\$ 1.362	\$ 1.377
Passenger revenue—rail line:					
Passenger receipts	\$ 83,511,260	\$ 85,082,087	\$ 78,553,778	\$ 89,005,763	\$ 90,712,586
Sleeper, parlour, observation car receipts	8,439,578	9,797,885	9,086,128	10,109,060	11,678,049
Excess baggage	379,968	390,938	346,063	358,912	354,712
Mail	9,180,136	9,388,085	14,655,661	12,472,970	13,445,596
Express ³	32,451,950	35,933,394	36,048,678	42,037,100	49,658,174
Milk	642,534	606,094	557,453	578,340	571,827
Other passenger train revenue and water transfer	130,276	448,865	466,926	543,808	610,073
Total passenger train revenue	\$ 134,735,702	\$ 141,647,348	\$ 139,714,687	\$ 155,105,953	\$ 167,831,017
Average passenger train revenue per mile of road	\$ 3,184.79	\$ 3,288.28 ¹	\$ 3,250.54	\$ 3,611.73	\$ 3,886.25
Average passenger train revenue per passenger train mile	\$ 2.92	\$ 3.05 ¹	\$ 3.19	\$ 3.36	\$ 3.50
Average passenger train revenue per passenger train car mile	\$ 34.7	\$ 36.2 ¹	\$ 37.8	\$ 39.7	\$ 40.90
Average passenger receipts per passenger per railway	\$ 2.18	\$ 2.43 ¹	\$ 2.52	\$ 2.87	\$ 3.01
Average passenger receipts per passenger mile	\$ 2.40	\$ 2.66 ¹	\$ 2.79	\$ 2.86	\$ 2.88
Average passenger receipts per passenger car mile	\$ 36.47	\$ 37.87 ¹	\$ 37.69	\$ 40.20	\$ 39.84
Average sleeper, etc., receipts per sleeper, etc., car miles	\$ 7.5	\$ 8.6 ¹	\$ 8.5	\$ 9.0	\$ 10.0
Revenue water line:					
Freight	\$ 2,990,530	\$ 2,972,838	\$ 3,000,027	\$ 3,644,487	\$ 3,925,550
Passenger, baggage, mail, express	488,818	493,617	316,077	383,502	429,975
Other	29,728	51,211	38,015	39,885	46,458
Total	\$ 3,509,076	\$ 3,517,666	\$ 3,354,119	\$ 4,067,874	\$ 4,401,983
Gross Earnings from operation, rail and water:					
Freight, rail and water	\$ 708,745,098	\$ 717,873,748	\$ 780,002,790	\$ 889,124,846	\$ 957,208,285
Passenger, rail and water	135,224,520	142,140,965	140,030,764	155,489,455	167,460,992
Other earnings from operation	31,862,672	34,382,551	38,952,197	43,969,488	47,489,388
Total	\$ 875,832,290	\$ 894,397,264	\$ 958,985,751	\$ 1,088,583,789	\$ 1,172,158,665
Operating expenses	\$ 808,126,455	\$ 831,456,446	\$ 833,726,562	\$ 977,577,062	\$ 1,057,186,304
Net operating revenue	\$ 67,705,835	\$ 62,940,818	\$ 125,259,189	\$ 111,006,727	\$ 114,972,361
Operating ratio	% 92.27	% 92.61 ¹	% 86.94	% 89.80	% 90.19
Gross earnings per mile of road	\$ 20,702.32	\$ 20,944 ¹	\$ 22,311	\$ 25,348	\$ 27,272
Gross earnings per revenue train mile	\$ 6.76	\$ 6.96 ¹	\$ 7.66	\$ 8.16	\$ 8.56

¹ Excludes Newfoundland.² Adjusted for foreign grain loaded from port elevators.³ Includes gross revenues of express traffic handled by Canadian National Railways.⁴ Revised.

TABLE 13. Taxes for Year ended December 31

	1948	1949	1950	1951	1952
	\$	\$	\$	\$	\$
Provincial:					
Newfoundland.....	—	4,064	59	4,310	6,335
Prince Edward Island.....	359	3,829	3,829	3,787	3,773
Nova Scotia.....	89,095	87,080	88,558	83,302	101,804
New Brunswick.....	114,249	126,158	149,530	200,953	209,359
Quebec.....	2,627,900	2,701,631	2,787,114	1,601,197	3,373,060
Ontario.....	3,415,561	3,260,951	3,468,467	4,035,643	3,359,791
Manitoba.....	1,003,400	1,035,342	1,830,129	1,384,025	1,463,915
Saskatchewan.....	624,829	660,280	625,318	720,669	757,476
Alberta.....	519,881	583,251	609,718	682,188	722,036
British Columbia.....	1,090,327	1,203,062	1,219,824	1,307,451	1,397,329
Yukon.....	7,622	7,596	13,059	10,287	9,168
Income and excess profits tax.....	5,504,095	2,797,492	15,193,201	18,954,092	21,194,224
Unemployment Insurance.....	2,494,159	3,379,833	3,788,952	4,779,391	4,991,465
Other special tax.....	234,441	242,173	271,613	277,259	305,540
Outside Canada.....	2,011,999	2,114,305	2,269,719	2,383,722	2,401,360
Total.....	19,737,917	18,207,047	32,319,090	36,428,764	40,296,635
Taxes paid by railway bridge companies.....	4,877	4,891	4,298	5,272	14,780
" " " Pullman Company.....	16,551	Cr. 24,765	—	—	—
Grand total.....	19,759,345	18,187,173	32,323,388	36,434,036	40,311,415

1. Includes Taxes on Lake Erie and Detroit River Railway which are paid as rent by the Chesapeake and Ohio Railway (Pere Marquette District).

TABLE 14. Traffic Handled for Year ended December 31¹

	1948 ²	1949	1950	1951	1952
	Tons				
Agricultural products:					
Wheat.....	11,221,579	12,861,460	10,180,638	15,444,631	19,026,649
Corn.....	792,332	1,011,225	928,237	962,224	914,148
Oats.....	2,356,099	2,523,349	1,998,361	2,679,391	3,219,709
Barley.....	2,431,251	2,184,213	1,815,905	2,910,465	4,449,143
Rye.....	372,885	383,464	251,726	260,290	409,842
Flaxseed.....	565,739	268,626	103,917	216,167	304,555
Other Grain.....	351,820	347,990	330,294	354,650	387,753
Flour.....	2,302,510	2,012,513	1,996,281	2,222,861	2,233,419
Other mill products.....	2,853,657	2,463,699	2,479,974	2,565,747	2,584,815
Hay and straw.....	340,877	242,658	228,792	176,994	89,421
Cotton.....	183,080	204,733	226,042	210,137	190,311
Apples (fresh).....	210,553	228,086	249,086	191,554	156,580
Other fruit (fresh).....	663,711	610,833	567,896	615,445	627,500
Potatoes.....	1,075,052	930,629	864,257	731,980	765,848
Other fresh vegetables.....	421,196	457,588	460,283	481,071	443,716
Other agricultural products.....	1,514,110	1,559,255	1,694,169	1,715,791	1,598,937
Total.....	27,656,451	28,290,321	24,375,858	31,739,398	37,402,773
Animal products:					
Horses.....	79,118	42,842	64,119	70,636	50,711
Cattle and calves.....	773,276	667,524	591,652	446,577	346,098
Sheep.....	38,216	31,329	27,510	23,440	18,704
Hogs.....	262,586	234,870	223,765	218,516	264,111
Dressed meats (fresh).....	669,675	618,291	551,334	545,615	310,400
Dressed meats (cured, salted, canned).....	161,539	83,736	76,822	60,171	35,883
Other packing house products (edible).....	111,064	192,239	135,884	209,481	149,755
Poultry (live).....	846	259	26	69	18
Eggs.....	112,251	61,060	21,597	14,250	13,938
Butter.....	95,079	78,189	80,015	87,763	56,718
Cheese.....	108,849	98,124	70,412	84,735	58,356
Wool.....	90,922	67,160	80,489	66,324	56,766
Hides and leather.....	171,145	166,565	151,949	134,084	121,138
Other animal products (non-edible).....	214,903	197,287	226,651	234,666	211,094
Total.....	2,889,469	2,539,475	2,302,225	2,196,327	1,693,690
Mine products:					
Anthracite coal.....	5,675,849	4,099,390	4,481,323	4,110,389	3,879,154
Bituminous coal.....	16,587,478	13,946,461	15,058,571	14,505,205	13,796,988
Sub-bituminous coal.....	2,426,229	2,340,378	2,400,271	2,151,652	2,090,353
Lignite coal.....	1,272,774	1,521,762	1,787,973	1,802,473	1,641,374
Coke.....	2,141,063	1,805,620	1,899,872	2,223,652	2,145,360
Iron ore and concentrates.....	1,377,821	1,993,804	3,084,845	3,386,400	2,904,764
Copper ore and concentrates.....	1,995,647	2,203,150	2,142,768	2,144,342	2,075,401
Other ores and concentrates.....	7,814,264	7,518,998	7,085,333	7,753,787	7,896,390
Base bullion, matte, pig and ingot (non-ferrous metals).....	1,457,668	1,330,464	1,427,581	1,446,910	1,428,033
Sand and gravel.....	3,556,854	3,118,677	3,582,966	3,900,617	4,503,818
Stone (crushed, ground, broken).....	2,989,724	2,629,652	2,788,301	3,486,464	3,903,012
Slate, dimension or block stone.....	206,356	190,990	142,822	134,799	102,379
Crude petroleum.....	1,459,767	1,748,495	1,814,069	696,969	629,241
Asphalt (natural, by product petroleum).....	539,363	551,757	557,585	564,068	653,141
Salt.....	632,074	586,485	656,451	716,970	709,547
Other mine products.....	6,600,011	6,155,367	6,837,689	7,030,409	6,462,948
Total.....	56,732,942	51,741,450	55,748,420	56,055,106	54,821,932

1. Duplications excluded.
2. Excludes Newfoundland.

TABLE 14. Traffic Handed for Year ended December 31¹ - Concluded

	1948 ²	1949	1950	1951	1952
	Tons				
Forest products:					
Logs, posts, poles, piling	1,582,800	1,439,447	1,350,064	1,832,259	2,372,333
Cordwood and other firewood	623,070	457,848	440,306	355,213	282,089
Ties	126,503	78,053	64,341	107,500	179,250
Pulpwood	8,995,154	6,555,770	5,521,412	9,970,231	8,663,783
Lumber, timber, box, crate and cooperage material	7,514,232	6,418,854	7,778,428	7,867,659	7,153,936
Plywood	-	193,197	246,911	286,756	308,095
Other forest products	600,610	453,229	428,877	416,299	370,671
Total	19,442,369	15,596,398	15,830,339	20,835,917	19,330,157
Manufactures and miscellaneous:					
Gasoline	3,074,433	3,268,421	3,199,869	3,421,566	3,922,987
Petroleum oils and other petroleum products (except asphalt and gasoline)	2,596,511	2,538,047	3,026,258	3,300,499	3,537,783
Sugar	595,783	654,862	552,522	492,742	496,578
Iron, pig and bloom	1,097,690	961,551	1,069,188	1,365,847	1,225,251
Rails and fastenings	256,548	258,285	243,207	256,515	244,547
Iron and steel (bar-sheet-structural pipe)	2,989,652	2,720,250	2,633,274	3,501,728	3,454,358
Castings, machinery and boilers	643,173	540,974	484,961	626,182	606,424
Cement	1,637,888	2,070,993	1,843,911	1,962,339	2,106,435
Brick and artificial stone	697,843	628,081	664,385	815,328	761,783
Lime and plaster	669,932	662,499	725,955	790,933	706,519
Sewer pipe and drain tile	96,810	87,929	87,109	102,432	77,526
Agricultural implements and vehicles other than autos	725,774	745,433	640,197	704,808	679,948
Automobiles, auto trucks and auto parts	2,162,322	2,102,622	2,517,930	2,456,566	2,302,126
Household goods and settlers' effects	40,963	33,215	28,426	27,227	20,566
Furniture	100,238	98,749	104,360	116,535	113,151
Liquor, beverages	850,092	786,728	656,073	761,907	842,741
Fertilizers, all kinds	2,129,963	2,091,058	1,962,785	1,936,017	1,901,624
Newspaper paper	3,809,313	3,747,561	3,844,113	4,056,679	4,010,699
Other paper	923,299	735,367	841,928	970,935	889,415
Paperboard, pulpboard and wallboard (paper)	685,619	629,879	696,908	790,236	674,119
Wood pulp	2,311,901	1,791,868	2,311,057	2,750,103	2,178,170
Fish (fresh, frozen, cured, etc.)	151,527	138,730	113,566	102,412	105,815
Canned goods (all canned food products except meats)	1,316,963	1,088,062	1,141,738	1,193,636	1,115,122
Other manufactures and miscellaneous	14,538,658	12,558,566	13,242,557	14,709,644	14,087,194
Merchandise (all L.C.L. freight)	4,106,678	3,612,057	3,329,200	3,220,957	2,865,948
Total	48,211,573	44,551,787	45,961,477	50,433,773	48,926,829
Grand total	154,932,804	142,719,431	144,218,319	161,260,321	162,175,381

1. Duplications excluded.
2. Excludes Newfoundland.

TABLE 15. Freight Cars in Service¹ for Year ended December 31

	Number	Capacity - Tons	
		Total	Average
Automobile:			
1948	5,057	208,970	41.323
1949	6,075	249,270	41.032
1950	6,087	249,520	40.992
1951	6,396	265,440	41.501
1952	7,330	302,810	41.311
Ballast:			
1948	1,705	82,770	48.545
1949	1,772	84,320	47.585
1950	1,862	90,975	48.859
1951	1,803	88,625	49.154
1952	1,847	92,580	50.125
Box:			
1948	118,482 ²	5,142,415 ²	43.402 ²
1949	118,576 ²	5,161,762 ²	43.531 ²
1950	116,332 ²	5,086,872 ²	43.727 ²
1951	121,318 ²	5,375,132 ²	44.306 ²
1952	121,828	5,447,152	44.712
Flat:			
1948	10,326	445,979	43.190
1949	10,951	469,714	42.892
1950	11,263	487,479	43.281
1951	11,062	478,639	43.269
1952	11,748	517,864	44.081

TABLE 15. Freight Cars in Service¹ for Year ended December 31 — Concluded

	Number	Capacity — Tons	
		Total	Average
Gondola:			
1948	13,114	794,457	60.581
1949	14,135	868,645	61.453
1950	13,922	859,643	61.747
1951	14,098	874,654	62.041
1952	16,552	1,048,144	63.324
Hopper:			
1948	7,996	455,280	56.938
1949	9,100	534,365	58.721
1950	8,903	525,175	58.989
1951	8,897	528,070	59.354
1952	10,083	616,965	61.189
Ore:			
1948	1,923	112,190	58.341
1949	1,902	111,230	58.481
1950	1,954	116,390	59.565
1951	1,902	114,180	60.032
1952	1,878	113,040	60.192
Refrigerator:			
1948	7,240	290,292	40.096
1949	7,921	324,777	41.002
1950	8,050	332,512	41.306
1951	8,231	344,612	41.868
1952	8,691	368,012	42.344
Stock:			
1948	6,115	203,695	33.311
1949	6,648	225,625	33.939
1950	6,655	227,615	34.202
1951	6,509	223,295	34.306
1952	6,284	215,505	34.294
Tank:			
1948	353	15,130	42.861
1949	454	19,430	42.797
1950	469	20,535	43.785
1951	460	20,165	43.837
1952	268	10,975	40.951
Other:			
1948	95 ²	3,650 ²	38.421 ²
1949	80 ²	3,050 ²	38.125 ²
1950	100 ²	3,750 ²	37.500 ²
1951	49 ²	1,960 ²	40.000 ²
1952	48	1,920	40.000
Total:			
1948	172,406	7,754,828 ³	44.980 ³
1949	177,614	8,052,188 ³	45.335 ³
1950	175,597	8,000,466 ³	45.562 ³
1951	180,725	8,314,772 ³	46.008 ³
1952	186,557	8,734,967	46.822

1. Newfoundland excluded for 1948

2. Revised, see page 6 for explanation.

3. Revised to include adjustments in tonnages of ballast, gondola, hopper and ore cars formerly reported under the heading "coal cars".

TABLE 16. Passenger Cars in Service for Year ended December 31

	1948 ²	1949	1950	1951	1952
Motor unit passenger	60	54	52	49	55
Coach	2,125	2,173	2,211	2,169	2,088
Combination passenger	344	337	337	339	339
Colonist	353	347	333	315	302
Dining	186	195	196	196	183
Parlour	175	175	176	153	162
Sleeping	761	775	795	803	805
Baggage, express and postal	1,677	1,766	1,808	2,201	2,244
Other	418	402	430	141	150
Total ¹	6,099	6,224	6,338	6,366	6,328
Cars in company service:					
Caboose	2,964	3,138	3,150	3,187	3,209
All other	13,736	13,942	14,124	14,456	14,961
Total	16,700	17,080	17,274	17,643	18,170
Cars leased (included in above)	228	229	210	307	344
Motor buses	13	11	10	13	13
Motor trucks	12	13	14	20	21

1. Includes Pullman Co. cars in Canadian Service.

2. Excludes Newfoundland.

TABLE 17. Locomotives in Service for Year ended December 31

	1948 ²	1949	1950	1951	1952
Locomotives:					
Steam:					
Coal burning	4,340	4,351	3,730	3,553	3,423
Oil burning.....	1	1	542	555	591
C.I. Oil electric	148	246	350	574	763
Electric	33 ¹	30	33	33	33
Total	4,521	4,627	4,655	4,715	4,810
Leased (included in above).....	58	55	58	51	46
Traction power, average pounds per locomotive	42,051	41,923	42,179	42,488	42,283

1. Included with coal burning locomotives.

2. Excludes Newfoundland.

TABLE 18. Fuel Consumed by Locomotives for Year ended December 31

Class of Locomotive	1948 ¹	1949	1950	1951	1952
	Tons				
Freight	8,322,476	8,095,289	7,970,156	8,381,479	8,295,311
Passenger	2,822,427	2,740,255	2,586,827	2,759,780	2,793,665
Switching	1,736,738	1,489,814	1,450,705	1,521,024	1,410,861
Non-revenue.....	307,671	255,751	265,612	300,153	268,065
Total tons	13,189,312	12,581,109	12,273,300	12,962,436	12,767,902
Total cost	\$ 103,358,127	100,451,839	97,598,120	105,325,378	108,581,772
Average cost per ton	\$ 7.84	7.98	7.95	8.13	8.50
Rail motor cars:					
Gasoline.....gals.	298,171	233,304	250,189	213,333	151,510
Diesel oil....."	248,134	223,319	199,042	217,083	223,928
Fuel oil....."	—	—	—	—	—
Total cost	\$ 108,183	87,505	88,709	81,319	70,066
Motor buses and motor trucks:					
Gasoline.....gals	57,783	57,304	71,542	73,086	82,221
Total cost	\$ 21,458	22,313	28,683	29,917	33,303

1. Excludes Newfoundland.

TABLE 19. Fuel Consumed per 100 Locomotive Miles¹ for Year ended December 31

Class of Locomotive	1948 ²	1949	1950	1951	1952
	Tons				
Freight	8.43	8.42	8.30	8.12	7.90
Passenger	6.04	5.90	5.81	5.82	5.71
Switching	5.87	5.29	5.10	4.95	4.48
Non-revenue.....	7.21	7.07	7.06	6.88	6.92

1. Table revised to include train switching locomotive miles in freight and passenger locomotive miles. These miles were formerly included in switching. Locomotive miles now includes both steam and other.

2. Excludes Newfoundland.

TABLE 20. Cost of Fuel per 100 Locomotive Miles ¹ for Year ended December 31

Class of Locomotive	1948 ²	1949	1950	1951	1952
	\$	\$	\$	\$	\$
Freight.....	66.05	67.25	65.99	65.94	67.15
Passenger	47.30	47.07	46.21	47.31	48.55
Switching.....	46.02	42.25	40.56	40.20	38.13
Non-revenue	56.52	56.48	56.14	55.86	58.87

1. See footnote 1 table 19. This table excludes fuel used in rail motor cars.

2. Excludes Newfoundland.

TABLE 21. Consumption of Fuel for Purposes Other than Locomotive Fuel for Year ended December 31

	1948 ¹	1949	1950	1951	1952
Anthracite	Tons 27,102	12,020	13,618	17,285	14,826
Bituminous	" 742,400	682,484	662,595	578,701	533,716
Lignite	" 330,930	314,236	352,341	398,282	393,828
Fuel oil	Gals. 17,691,556	20,044,806	23,755,514	27,709,573	29,108,217
Diesel oil	" 1,987,481	2,976,716	2,887,302	2,665,646	3,456,992
Gasoline	" 2,824,698	2,848,039	2,951,759	3,241,246	3,195,883

1. Excludes Newfoundland.

TABLE 22. Rails Laid in Track for Year ended December 31

	1948 ¹	1949 ¹	1950 ²	1951 ²	1952 ²
	Tons				
In previously constructed track:					
New open hearth.....	143,908	199,597	266,160	221,877	206,199
Relay	193,144	213,861	222,328	257,489	253,215
Other	831	848	645	989	1,999
Total	337,883	414,306	489,133	480,355	461,413
In new track and extensions:					
New open hearth.....	410	869	490	3,300	588
Relay	22,020	17,679	13,567	27,498	31,959
Other	344	162	132	299	401
Total	22,774	18,710	14,189	31,097	32,948

1. Long tons (2,240 lbs.).

2. Short tons (2,000 lbs.).

Note: Newfoundland excluded for 1948.

TABLE 23. Total Switch and Bridge Ties Placed in Track for Year ended December 31

	1948 ¹	1949	1950	1951	1952
Treated—No. of M bd. feet.....	14,187	16,494	12,399	12,228	10,552
Average cost	\$ 82.45	89.89	86.48	91.25	126.00
Untreated—No. of M bd. feet.....	4,794	4,834	4,092	3,778	2,990
Average cost	\$ 65.75	67.36	71.59	80.03	138.87
Total—No. of bd. feet.....	18,981	21,328	16,491	16,006	13,542
Average cost	\$ 78.23	84.78	82.79	88.60	128.84

1. Excludes Newfoundland.

TABLE 24. Cross-Ties Purchased for Year ended December 31

Kind	1948 ¹	1949	1950	1951	1952
Hardwood					
Ash	12	—	—	—	—
Oak	6,863	31,041	38,012	37,463	30,057
Elm	539	—	—	2,477	18,422
Chestnut	—	—	—	—	—
Beech	106,707	118,436	82,499	121,665	225,931
Birch	677,115	758,815	429,842	418,214	763,465
Maple	346,905	376,302	235,118	281,717	706,426
Unclassified	24,817	27,225	69,484	56,157	52,346
Total	1,162,958	1,311,819	854,955	917,693	1,796,647
Softwood					
Cypress	26,253	14,364	6,616	16,052	1,831
Cedar	129,781	64,338	46,049	39,151	111,979
Hemlock	356,631	278,866	179,352	177,703	635,348
Fir	2,069,764	1,308,256	963,138	1,259,419	1,934,658
Pine	5,967,768	4,914,992	3,678,674	3,824,780	6,937,687
Poplar	—	—	—	—	2,858
Tamarack	665,842	501,851	279,611	315,600	517,527
Spruce	191,427	64,038	49,623	121,209	372,941
Unclassified	54,543	28,761	3,207	43,275	262,224
Total	9,462,009	7,175,466	5,206,270	5,797,189	10,777,053

1. Excludes Newfoundland.

TABLE 25. Cross-Ties Placed in Track for Year ended December 31

	1948 ¹	1949	1950	1951	1952
In previously constructed track:					
Treated ties	5,675,228	6,366,917	6,600,171	6,369,026	6,322,857
Untreated ties	2,183,686	1,736,095	1,255,795	907,869	1,031,157
Total	7,858,914	8,103,012	7,855,966	7,276,895	7,354,014
In new track and extensions:					
Treated ties	228,807	264,089	154,644	334,441	404,240
Untreated ties	171,633	53,222	59,461	96,883	75,245
Total	400,440	317,311	214,105	431,324	479,485
Average cost:					
Treated ties	\$ 2.16	2.32	2.32	2.38	2.77
Untreated ties	\$ 1.39	1.38	1.32	1.50	1.80

1. Excludes Newfoundland.

TABLE 26. Number of Persons Injured in Train and Non-Train Accidents and Dying after Twenty-four Hours for Year ended December 31

	1948 ¹	1949	1950	1951	1952
Trainmen	4	2	2	3	3
Trackmen	2	1	2	4	4
Switch tenders, etc.	—	—	—	—	1
Stationmen	—	1	1	—	2
Shopmen	2	4	1	1	2
Telegraph employees	—	—	—	—	—
Other employees	—	1	—	—	—
Passengers	1	3	2	2	—
Trespassers	1	3	3	3	1
Non-trespassers	6	12	2	7	7
Postal-clerks, etc.	—	—	—	—	—
Total	16	27	13	20	20

1. Excludes Newfoundland.

TABLE 27. Time Lost by Employees Through Injuries Incurred in Train and Non-train Accidents for Year ended December 31

		Class of Accident	1948 ²	1949	1950	1951	1952
Trainmen	Number	Train	2,336	1,945	1,759	1,894	1,963
"	"	Non-train	290	136	172	115	93
"	Days absent		74,959	62,993	55,155	58,001	57,016
Trackmen	Number	Train	148	118	175	111	135
"	"	Non-train	2,594	2,434	2,266	1,993	1,674
"	Days absent		68,583	72,900	69,437	56,050	52,555
Switch tenders, etc.	Number	Train	179 ¹	158	133	167	154
" " "	"	Non-train	51	63	43	57	46
" " "	Days absent		9,421	10,742	9,768	7,414	7,166
Stationmen	Number	Train	10	6	15	13	15
"	"	Non-train	897	772	756	773	663
"	Days absent		22,454	17,594	19,067	16,946	15,879
Shopmen	Number	Train	56	38	42	66	50
"	"	Non-train	2,720	2,440	2,218	1,885	1,682
"	Days absent		66,291	63,231	59,216	47,724	43,218
Telegraph employees	Number	Train	5	16	7	4	9
" " "	"	Non-train	158	164	135	154	166
" " "	Days absent		3,977	4,603	3,882	3,075	4,122
Other employees	Number	Train	172	137	113	86	104
" " "	"	Non-train	364	367	274	333	265
" " "	Days absent		13,372	13,090	9,270	9,906	7,215
Total	Number	Train	2,906	2,418	2,244	2,341	2,430
"	"	Non-train	7,074	6,376	5,864	5,310	4,589
"	Days absent		259,057	245,153	225,795	199,116	187,171

1. Includes "Yardmen" formerly included with "Trainmen".

2. Excludes Newfoundland.

TABLE 28. Number of Accidents Resulting from the Movement of Trains for Year ended December 31

Cause	1948 ¹	1949	1950	1951	1952
Coupling and uncoupling	151	117	101	110	107
Collisions—between:					
Railway rolling stock	64	62	92	76	111
Trains or locomotives and motor vehicles or horse-drawn vehicles:					
At highway crossings	395	400	346	398	368
At other points			19	34	50
Track cars or hand cars and motor vehicles or horse-drawn vehicles:					
At highway crossings	30	22	11	10	20
At other points			4	1	2
Pedestrians struck by trains or locomotives, cars or hand cars, etc.					
At highway crossings	24	15	26	21	20
At other points	214	216	180	210	183
Derailments	28	33	32	36	21
Locomotives or cars breaking down	1	2	3	1	1
Getting on or off trains	744	626	477	552	555
Falling from trains, locomotives or cars	164	152	101	159	193
Striking overhead or other obstructions	36	28	26	27	25
Other causes	1,836	1,516	1,320	1,443	1,472
Total	3,687	3,189	2,738	3,078	3,128

1. Excludes Newfoundland.

TABLE 29. Train Accidents — By Cause for Year ended December 31

Causes	1948 ¹	1949	1950	1951	1952
Number of persons killed					
Passengers					
Coupling and uncoupling	—	—	—	—	—
Collisions — between:					
Railway Rolling Stock	8	1	16	—	—
Trains or locomotives and motor or horse-drawn vehicles:					
At highway crossings	—	—	—	—	—
At other points	—	—	—	—	—
Track or hand cars and motor or horse-drawn vehicles:					
At highway crossings	—	—	—	—	—
At other points	—	—	—	—	—
Pedestrians struck by trains, locomotives or cars:					
At highway crossings	—	—	—	—	—
At other points	2	—	1	1	—
Derailments	—	—	—	—	—
Locomotives or cars breaking down	—	—	—	—	—
Getting on or off trains	3	—	1	—	—
Falling from trains, locomotives or cars	2	—	—	1	1
Striking overhead or other obstructions	—	—	—	—	—
Other causes	—	—	—	2	1
Total	15	1	18	4	2
Employees					
Coupling and uncoupling	6	3	2	7	2
Collisions — between:					
Railway Rolling Stock	17	6	20	17	27
Trains or locomotives and motor or horse-drawn vehicles:					
At highway crossings	4	4	1	2	—
At other points	—	—	—	—	—
Track or hand cars and motor or horse-drawn vehicles:					
At highway crossings	—	2	—	1	1
At other points	—	—	—	1	—
Pedestrians struck by trains, locomotives or cars:					
At highway crossings	—	—	1	—	—
At other points	23	18	13	20	12
Derailments	11	7	5	7	5
Locomotives or cars breaking down	—	—	1	1	—
Getting on or off trains	3	2	1	3	1
Falling from trains, locomotives or cars	5	4	5	4	3
Striking overhead or other obstructions	—	1	1	—	1
Other causes	7	5	4	6	9
Total	76	52	54	69	61
Number of persons injured					
Passengers					
Coupling and uncoupling	—	—	—	—	—
Collisions — between:					
Railway Rolling Stock	64	68	133	21	45
Trains or locomotives and motor or horse-drawn vehicles:					
At highway crossings	2	3	1	15	1
At other points	—	—	—	—	—
Track or hand cars and motor or horse-drawn vehicles:					
At highway crossings	—	—	—	—	—
At other points	—	—	—	—	—
Pedestrians struck by trains, locomotives or cars:					
At highway crossings	—	—	—	—	—
At other points	1	—	—	1	—
Derailments	10	16	2	13	3
Locomotives or cars breaking down	—	—	—	—	—
Getting on or off trains	59	89	40	34	21
Falling from trains, locomotives or cars	6	6	5	23	4
Striking overhead or other obstructions	—	—	—	—	—
Other causes	142	86	81	84	51
Total	284	268	262	191	125

1. Excludes Newfoundland.

TABLE 29. Train Accidents—By Cause for Year ended December 31—Concluded

Causes	1948 ¹	1949	1950	1951	1952
Number of persons injured					
Employees					
Coupling and uncoupling	146	118	103	103	106
Collisions—between:					
Railway Rolling Stock	106	88	98	105	115
Trains or locomotives and motor or horse-drawn vehicles:					
At highway crossings	11	18	3	12	6
At other points	—	—	—	—	—
Track or hand cars and motor or horse-drawn vehicles:					
At highway crossings	40	30	21	13	26
At other points	—	—	7	—	2
Pedestrians struck by trains, locomotives or cars:					
At highway crossings	—	—	1	2	—
At other points	55	53	50	50	36
Derailments	34	31	33	41	35
Locomotives or cars breaking down	1	2	3	4	1
Getting on or off trains	675	530	467	508	512
Falling from trains, locomotives or cars	133	118	95	134	172
Striking overhead or other obstructions	36	29	28	32	25
Other causes	1,669	1,401	1,335	1,337	1,394
Total	2,906	2,418	2,244	2,341	2,430

1. Excludes Newfoundland.

TABLE 30. Train Accidents—By Class of Victim for Year ended December 31

Class of person	1948 ³	1949	1950	1951	1952
Number of persons killed					
Employees:					
Trainmen	48	28	31	35	35
Switch tenders, watchmen, etc.	2	9	6	2	1
Stationmen	3	—	—	2	1
Shopmen	2	3	—	5	3
Trackmen	19	10	15	22	18
Telegraph employees	2	1	1	1	2
Other employees	—	1	1	2	1
Total employees	76	52	54	69	61
Passengers	15	1	18	4	2
Postal—express—pullman employees	1	2	—	3	4
Trespassers	103	85	81	77	100
Other persons	157	162	146	209	208
Grand total	352	302	299	362	375
Suicides	10	3	9	15	2
Number of persons injured ¹					
Employees:					
Trainmen	2,336	1,945	1,759	1,894	1,963
Switch tenders, watchmen, etc.	179 ²	156	133	167	154
Stationmen	10	6	15	13	15
Shopmen	56	38	42	66	50
Trackmen	148	118	175	111	135
Telegraph employees	5	16	7	4	9
Other employees	172	137	113	86	104
Total employees	2,906	2,418	2,244	2,341	2,430
Passengers	284	268	262	191	125
Postal—express—pullman employees	26	16	26	19	36
Trespassers	74	101	82	83	82
Other persons	551	522	484	493	481
Grand total	3,841	3,325	3,098	3,127	3,156
Attempted suicides	—	1	2	1	3

1. See page 20.

2. Includes "Yardmen" formerly included with "Trainmen".

3. Excludes Newfoundland.

TABLE 31. Non-Train Accidents—By Cause, for Year ended December 31

	1948 ¹	1949	1950	1951	1952
Number of persons killed					
Handling traffic	1	1	—	4	—
Handling machinery, tools, etc.	4	4	1	—	2
Getting on or off locomotives and cars at rest	2	—	2	—	1
Other causes	26	22	15	24	15
Total	33	27	18	28	18
Number of persons injured ²					
Handling traffic	2,284	2,087	1,775	1,641	1,500
Handling machinery, tools, etc.	1,380	1,299	1,202	1,024	790
Getting on or off locomotives and cars at rest	268	184	166	155	155
Other causes	3,383	3,039	2,908	2,648	2,308
Total	7,315	6,609	6,051	5,468	4,753

1. Excludes Newfoundland.

2. See page 20.

TABLE 32. Non-Train Accidents—By Class of Victim, for Year ended December 31

Class of person	1948 ²	1949	1950	1951	1952
Number of persons killed					
Employees:					
Stationmen	—	3	1	1	—
Shopmen	8	4	6	4	2
Trackmen	9	11	2	7	9
Other employees	6	1	4	3	2
Total employees	23	19	13	15	13
Passengers	—	—	—	1	—
Postal—express—pullman employees	—	1	2	2	—
Other persons	10	7	3	10	5
Grand total	33	27	18	28	18
Suicides	1	2	3	—	1
Number of persons injured ¹					
Employees:					
Stationmen	897	772	756	773	663
Shopmen	2,720	2,440	2,218	1,885	1,682
Trackmen	2,594	2,434	2,266	1,993	1,674
Other employees	863	730	624	659	570
Total employees	7,074	6,376	5,864	5,310	4,589
Passengers	67	48	35	30	58
Postal—express—pullman employees	84	50	93	91	42
Other persons	90	135	59	37	64
Grand total	7,315	6,609	6,051	5,468	4,753
Attempted suicides	—	1	—	2	—

1. See page 20.

2. Excludes Newfoundland.

TABLE 33. Accidents at Highway Crossings for Year ended December 31¹

	Employees and passengers		Pedestrians		Riding in				Total	
					Motor vehicles		Other vehicles			
	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural
Number of persons killed										
Protected by gates:										
1948	1	—	1	—	—	—	—	—	2	—
1949	—	—	—	—	—	—	—	—	—	—
1950	—	—	—	1	3	—	—	—	3	1
1951	—	—	—	—	—	1	—	—	—	1
1952	—	—	1	—	1	—	—	—	2	—
Protected by automatic signals:										
1948	—	—	2	3	5	14	1	—	8	17
1949	—	—	2	1	13	6	1	1	16	8
1950	—	—	5	—	13	7	1	—	19	7
1951	—	—	2	2	14	19	—	—	16	21
1952	—	—	4	1	18	25	—	—	22	26
Protected by watchmen:										
1948	—	—	1	—	2	—	—	—	3	—
1949	—	—	—	—	1	—	—	—	1	—
1950	—	—	—	—	—	—	—	—	—	—
1951	—	—	—	—	1	—	—	—	1	—
1952	—	—	—	—	1	—	1	—	2	—
Total at protected crossings:										
1948	1	—	4	3	7	14	1	—	13	17
1949	—	—	2	1	14	6	1	1	17	8
1950	—	—	5	1	16	7	1	—	22	8
1951	—	—	2	2	15	20	—	—	17	22
1952	—	—	5	1	20	25	1	—	26	26
Unprotected:										
1948	1	—	4	5	19	81	1	—	25	86
1949	1	2	2	3	30	77	—	—	33	82
1950	2	—	4	4	25	69	1	6	32	79
1951	—	3	3	4	47	104	—	1	50	112
1952	1	—	4	2	28	96	—	2	33	100
Grand total:										
1948	2	—	8	8	26	95	2	—	38	103
1949	1	2	4	4	44	83	1	1	50	90
1950	2	—	9	5	41	76	2	6	54	87
1951	—	3	5	6	62	124	—	1	67	134
1952	1	—	9	3	48	121	1	2	59	126

1. Newfoundland excluded for 1948.

TABLE 33. Accidents at Highway Crossings for Year ended December 31¹ - Concluded

	Employees and passengers		Pedestrians		Riding in				Total	
					Motor vehicles		Other vehicles			
	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural
Number of persons injured										
Protected by gates:										
1948	—	—	2	—	3	—	—	—	5	—
1949	—	—	4	—	—	1	—	—	4	1
1950	—	—	2	—	5	2	—	—	7	2
1951	—	—	1	—	6	1	—	—	7	1
1952	—	—	2	—	1	—	—	—	3	—
Protected by automatic signals:										
1948	—	—	—	—	28	12	2	—	30	12
1949	—	—	—	1	42	31	1	1	43	33
1950	—	—	1	—	49	24	7	2	57	26
1951	—	—	2	—	28	27	1	—	31	27
1952	2	4	2	1	32	29	2	1	38	35
Protected by watchmen:										
1948	—	—	2	—	7	—	1	—	10	—
1949	—	—	—	—	8	2	—	—	8	2
1950	1	—	—	—	9	—	—	—	10	—
1951	2	—	—	—	17	—	—	3	19	3
1952	1	—	—	—	14	7	—	—	15	7
Total at protected crossings:										
1948	—	—	4	—	38	12	3	—	45	12
1949	—	—	4	1	50	34	1	1	55	36
1950	1	—	3	—	63	26	7	2	74	28
1951	2	—	3	—	51	28	1	3	57	31
1952	3	4	4	1	47	36	2	1	56	42
Unprotected:										
1948	3	18	1	1	141	265	4	11	149	295
1949	4	29	4	2	156	197	4	3	168	231
1950	—	25	5	4	169	163	6	4	180	196
1951	4	36	1	5	149	213	2	24	156	278
1952	2	24	2	1	109	226	2	3	115	254
Grand total:										
1948	3	18	5	1	179	277	7	11	194	307
1949	4	29	8	3	206	231	5	4	223	267
1950	1	25	8	4	232	189	13	6	254	224
1951	6	36	4	5	200	241	3	27	213	309
1952	5	28	6	2	156	262	4	4	171	296

1. Newfoundland excluded for 1948.

TABLE 34. Number of Highway Crossings at December 31¹

	Protected by									
	Gates		Bridges		Subways		Automatic signals		Watchmen	
	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural
Newfoundland:										
1949	—	—	—	1	—	1	—	1	—	—
1950	—	—	—	1	—	1	1	1	—	—
1951	—	—	—	1	—	1	1	1	—	—
1952	—	—	—	1	—	1	1	1	—	—
Prince Edward Island:										
1948	—	1	1	—	—	5	5	8	1	—
1949	—	1	1	—	—	5	5	8	1	—
1950	—	1	1	—	—	5	5	8	1	—
1951	—	1	1	—	—	5	5	8	1	—
1952	—	1	1	—	—	5	5	8	1	—
Nova Scotia:										
1948	8	—	22	14	15	23	39	73	8	1
1949	6	—	23	14	15	23	40	75	8	1
1950	6	—	23	14	15	24	41	84	7	1
1951	7	—	23	13	15	24	41	84	6	1
1952	7	—	23	13	14	24	43	84	6	1
New Brunswick:										
1948	6	1	7	26	13	34	28	57	—	—
1949	4	1	7	26	13	34	32	63	—	—
1950	3	1	8	26	13	34	34	66	1	—
1951	3	1	9	26	13	34	36	67	—	—
1952	3	1	9	27	13	34	36	73	—	—
Quebec:										
1948	55	3	28	47	135	79	69	113	6	3
1949	50	3	28	47	135	79	79	116	5	1
1950	51	4	28	46	134	81	85	123	6	1
1951	50	2	29	45	135	82	97	130	5	1
1952	48	2	29	45	136	82	111	155	5	1
Ontario:										
1948	102	5	140	216	255	226	302	401	39	4
1949	103	5	140	216	256	226	312	415	36	3
1950	101	4	143	216	259	226	329	414	33	3
1951	102	7	143	215	274	217	343	420	30	3
1952	107	7	143	218	274	218	344	445	27	2
Manitoba:										
1948	5	—	4	6	31	13	7	4	10	—
1949	5	—	4	5	31	13	6	6	10	—
1950	6	—	4	5	31	9	12	10	10	—
1951	6	—	4	5	31	13	18	8	9	—
1952	8	1	4	5	32	13	20	7	6	—
Saskatchewan:										
1948	—	—	6	17	20	45	14	6	3	—
1949	—	1	6	17	20	45	14	6	2	—
1950	—	2	6	17	21	44	15	6	1	—
1951	—	2	6	18	22	44	15	6	1	—
1952	—	2	6	18	21	43	16	6	1	—
Alberta:										
1948	5	—	9	17	25	55	10	13	1	—
1949	4	—	9	17	20	55	13	15	4	—
1950	6	—	9	17	25	55	12	14	1	—
1951	6	2	10	20	25	53	12	17	1	—
1952	6	2	10	20	25	53	18	17	—	—
British Columbia:										
1948	5	5	29	41	7	48	17	20	2	—
1949	5	5	29	42	6	51	17	20	2	—
1950	5	5	29	43	6	52	17	20	2	—
1951	5	5	29	45	8	51	18	20	2	1
1952	5	6	29	46	7	50	18	20	2	—
Total:										
1948	184	15	246	384	501	530	491	695	70	8
1949	177	16	247	385	496	532	518	725	68	5
1950	178	17	251	385	504	531	551	746	62	5
1951	179	20	254	368	523	524	586	761	55	6
1952	184	22	254	393	522	523	612	816	48	4
United States:										
1948	1	1	1	8	8	11	8	16	8	—
1949	1	1	1	8	8	11	8	17	6	—
1950	1	1	1	8	8	11	8	18	6	—
1951	1	1	1	8	6	11	8	18	6	—
1952	1	1	1	8	8	11	8	18	7	—
Total, Canada and U.S.:										
1948	185	16	247	392	509	541	499	711	76	8
1949	178	17	248	393	504	543	526	742	74	5
1950	179	18	252	393	512	542	559	764	68	5
1951	180	21	255	396	531	535	594	779	61	6
1952	185	23	255	401	530	534	620	834	55	4

1. Newfoundland excluded for 1948.

TABLE 34. Number of Highway Crossings at December 31¹

Total protected			Unprotected			Grand total			
Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total	
—	3	3	24	189	213	24	192	216	Newfoundland:
1	3	4	23	193	216	24	196	220	1949
1	3	4	23	196	219	24	199	223	1950
1	3	4	24	195	219	25	198	223	1951
									1952
7	14	21	35	215	250	42	229	271	Prince Edward Island:
7	14	21	35	215	250	42	229	271	1948
7	14	21	35	215	250	42	229	271	1949
7	14	21	35	215	250	42	229	271	1950
7	14	21	35	215	250	42	229	271	1951
7	14	21	35	215	250	42	229	271	1952
									Nova Scotia:
90	111	201	155	673	828	245	784	1,029	1948
92	113	205	154	671	825	246	784	1,030	1949
92	123	215	155	661	816	247	784	1,031	1950
92	122	214	155	662	817	247	784	1,031	1951
93	122	215	179	659	838	272	781	1,053	1952
									New Brunswick:
54	118	172	133	767	900	187	885	1,072	1948
56	124	180	131	761	892	187	885	1,072	1949
59	127	186	130	758	888	189	885	1,074	1950
61	128	189	128	757	885	189	885	1,074	1951
61	135	196	128	744	872	189	879	1,068	1952
									Quebec:
293	245	538	363	2,191	2,554	656	2,436	3,092	1948
297	246	543	366	2,184	2,550	663	2,430	3,093	1949
304	255	559	381	2,175	2,556	685	2,430	3,115	1950
316	260	576	420	2,133	2,553	736	2,393	3,129	1951
329	285	614	416	2,119	2,535	745	2,404	3,149	1952
									Ontario:
838	854	1,692	1,512	5,297	6,809	2,350	6,151	8,501	1948
847	865	1,712	1,512	5,283	6,795	2,359	6,148	8,507	1949
865	863	1,728	1,558	5,278	6,836	2,423	6,141	8,564	1950
892	862	1,754	1,545	5,232	6,777	2,437	6,094	8,531	1951
895	890	1,785	1,597	5,213	6,810	2,492	6,103	8,595	1952
									Manitoba:
57	23	80	503	3,712	4,215	560	3,735	4,295	1948
56	24	80	504	3,727	4,231	560	3,751	4,311	1949
63	24	87	498	3,731	4,229	561	3,755	4,316	1950
68	26	94	499	3,732	4,231	567	3,758	4,325	1951
70	26	96	511	3,742	4,253	581	3,768	4,349	1952
									Saskatchewan:
43	68	111	447	7,580	8,027	490	7,648	8,138	1948
42	69	111	448	7,587	8,035	490	7,656	8,146	1949
43	69	112	451	7,594	8,045	494	7,663	8,157	1950
44	70	114	451	7,608	8,059	495	7,678	8,173	1951
44	69	113	455	7,593	8,048	499	7,662	8,161	1952
									Alberta:
50	85	135	280	3,987	4,267	330	4,072	4,402	1948
50	87	137	283	3,990	4,273	333	4,077	4,410	1949
53	86	139	284	3,997	4,281	337	4,083	4,420	1950
54	92	146	337	3,977	4,314	391	4,069	4,460	1951
59	92	151	350	3,999	4,349	409	4,091	4,500	1952
									British Columbia:
60	114	174	283	914	1,197	343	1,028	1,371	1948
59	118	177	281	915	1,196	340	1,033	1,373	1949
59	120	179	283	923	1,206	342	1,043	1,385	1950
62	122	184	290	921	1,211	352	1,043	1,395	1951
61	122	183	291	928	1,219	352	1,050	1,402	1952
									Total:
1,492	1,632	3,124	3,711	25,336	29,047	5,203	26,968	32,171	1948
1,506	1,663	3,169	3,738	25,522	29,260	5,244	27,185	32,429	1949
1,546	1,684	3,230	3,798	25,525	29,323	5,344	27,209	32,553	1950
1,597	1,699	3,296	3,883	25,433	29,316	5,460	27,132	32,612	1951
1,620	1,758	3,378	3,986	25,407	29,393	5,606	27,165	32,771	1952
									United States:
24	36	60	23	99	122	47	135	182	1948
24	37	61	23	98	121	47	135	182	1949
24	38	62	23	97	120	47	135	182	1950
24	38	62	23	97	120	47	135	182	1951
25	38	63	23	97	120	48	135	183	1952
									Total, Canada and U.S.:
1,516	1,668	3,184	3,734	25,435	29,169	5,250	27,103	32,353	1948
1,530	1,700	3,230	3,761	25,620	29,381	5,291	27,320	32,611	1949
1,570	1,722	3,292	3,821	25,622	29,443	5,391	27,344	32,735	1950
1,621	1,737	3,358	3,906	25,530	29,436	5,527	27,267	32,794	1951
1,643	1,798	3,441	4,009	25,504	29,513	5,654	27,300	32,954	1952

1. Newfoundland excluded for 1948.

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