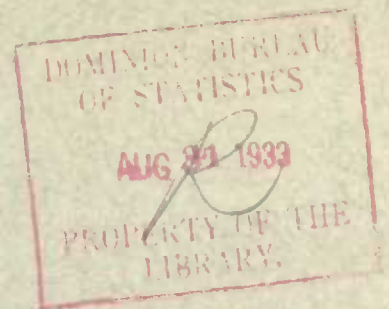


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CANADA
DEPARTMENT OF TRADE AND COMMERCE
DOMINION BUREAU OF STATISTICS
TRANSPORTATION BRANCH



PRELIMINARY REPORT

ON

STATISTICS OF STEAM RAILWAYS

IN

CANADA

1932



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Minister of Trade and Commerce.

DEPARTMENT OF TRADE AND COMMERCE
 DOMINION BUREAU OF STATISTICS
 TRANSPORTATION AND PUBLIC UTILITIES BRANCH
 OTTAWA

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PRELIMINARY REPORT
 ON
STATISTICS OF STEAM RAILWAYS
1932

Freight originated on Canadian railways continued its decrease during 1932 and was only slightly above half of the tonnage originated in 1928 and the receipts from foreign connections were less than half. Passenger traffic also continued light and showed a drop of 20 per cent from 1931 records in passengers carried and 23 per cent in passenger revenue. The number of passengers carried (21,099,582) was less than for any other year since 1902 when the railway mileage was about 44 per cent of the 1932 mileage and the population of Canada was about half of the 1932 population. Despite the use of rail motor cars and the reduction of passenger train mileage, the average passenger train revenue per train mile decreased to \$1.57, as compared with \$1.68 in 1931, \$2.02 in 1930 and \$2.33 in 1929. There was an average of only 37 passengers per train and 9 passengers per car, excluding express, postal and all cars in passenger trains not used for carrying passengers, but including all passenger cars on mixed, motor and passenger trains.

Gross earnings for 1932 amounted to \$293,390,415, including \$216,738,424 from freight, \$36,513,828 from passenger receipts and \$23,953,758 from other passenger train revenues. This was \$65,158,967 less than the total for 1931 and was only 52 per cent of the total for 1928. Operating expenses were as follows:

Maintenance of way and structures	\$50,527,939
Maintenance of equipment	49,583,336
Traffic	13,233,968
Transportation - rail line	128,288,664
water line	860,291
Miscellaneous operations	2,992,185
General expenses	11,661,090
Transportation for investment - Cr.	<u>479,098</u>
Total	<u>256,668,375</u>

This left a net operating revenue of \$36,722,040, as compared with \$37,523,794 for 1931 and \$73,508,239 for 1930. Interest charges increased during the year by \$4,985,841, amounting to \$117,718,043 and, after making all income additions and deductions, the net income amounted to a debit of \$98,392,043. For 1931 the debit was \$81,480,027 and for 1930 it was \$27,640,229, but for the previous four years (1926 - 1929) credits were earned. No dividends on common stock were paid during the year and preferred stock dividends were reduced from \$5,273,590 in 1931 to \$2,766,198. Sinking funds and reserves also were reduced from \$5,171,166 in 1931 to \$1,291,719 although this was considerably in excess of the average appropriations for sinking funds and reserves during the past ten years.

There was a net increase in the single track mileage during the year of 128.98 miles, of which 170.47 miles were in Saskatchewan, 22.44 miles in Alberta and 2.44 miles in Ontario. There was a decrease of 46.87 miles in Quebec and 12.06 miles in British Columbia. New mileage opened for operation amounted to 306.12 miles and at the end of the year 346 miles were under contract and 290.76 miles were completed, but not opened for operation. This was exclusive of 75.8 miles surveyed only in British Columbia.

Freight train loading increased from 509 revenue tons in 1930 to 514 tons in 1931 and to 517 tons in 1932, but it was still well below 557 tons for 1928 and 523 tons for 1929. The average freight receipt per ton mile was only 0.937 cent which was the lowest since the general rate increases became effective in 1918. The relative quantity of grain carried affects this average and in 1932 grain constituted a larger percentage of the total freight than for any other year during the past decade. The average passenger revenue per passenger mile of 2.54 cents was also the lowest since 1918.

Although grain is carried at a very low rate of slightly over half a cent per ton mile, the long haul which is about twice that of other freight, coupled with a fairly heavy tonnage, helped to offset large decreases in other commodities. Wheat was heavier than in 1931 by 1,680,530 tons, but other grains showed decreases and the total tonnage of agricultural products amounting to 18,901,021 was above the 1931 total by 714,506 tons. Animal products showed a decrease of 247,472 tons and mine products a decrease of 6,120,249 tons. Sand, gravel and crushed stone declined by 3,071,538 tons, or 58 per cent. Asphalt and crude petroleum also showed large percentage decreases. Bituminous coal was lighter by 1,772,418 tons, or 18 per cent, and anthracite coal decreased by 623,209 tons, or 20 per cent. Ties, pulpwood and lumber decreased 47 per cent, 38 per cent and 35 per cent, respectively, and total forest products decreased by 2,200,937 tons, or 28 per cent. In the manufactures and miscellaneous group canned goods was the only commodity to show an increase and the total of 14,502,258 tons was less than for 1931 by 5,468,060 tons, or 27 per cent. The tonnage of iron, pig and bloom, was only 84,127 tons, or 41 per cent of the 1931 tonnage. Structural, bar and sheet iron & steel, cement, brick, sewer pipe and drain tile were all less than half of the 1931 tonnages. Automobiles decreased by 343,131 tons, or 31 per cent; practically all of this was in imports.

All classes of freight cars in service at the end of the year were fewer in number and less in capacity than at the beginning of the year, but the average capacities increased, indicating a scrapping of old, small capacity equipment. There were 111 fewer locomotives in service and the average tractive power remained practically unchanged at 37,132 pounds.

Fuel consumed by locomotives included 5,955,085 tons of bituminous coal as against 6,858,772 tons in 1931, 1,934 tons of anthracite coal, 51,294,671 gallons of fuel oil, which was an increase of 424,720 gallons over 1931, and 12,144 gallons of gasolene. This was exclusive of 348,423 gallons of oil and 441,366 gallons of gasolene consumed by rail motor cars, which were increases of 13,796 gallons and 164,787 gallons, respectively, over the 1931 consumptions.

The number of cross ties purchased during the year amounted to only 170,390 hard wood and 2,865,806 soft wood ties, as against 1,298,896 hard wood and 7,827,823 soft wood ties in 1931 and more than double this in 1929. There were, however, 2,961,795 treated and 5,996,335 untreated ties placed in track during the year.

Taxes accruing during the year amounted to \$8,541,870 as against \$9,164,531 in 1931, the main reductions occurring in Alberta, \$286,120, and in income tax, \$362,793.

During the year 7 passengers were killed in train accidents and 339 were injured. This was an average of one killed in each 3 million passengers carried and one injured in each 62 thousand. Injuries to passengers range from scratches and bruises to more serious injuries. Two passengers were killed in collisions, two fell from trains, two were killed getting on or off trains and one from other causes. There were 57 employees killed in train accidents, 37 of which were trainmen, 12 were trackmen, 5 were shopmen and 3 were other employees. The number of employees injured in train accidents was 957, a low record for the last twenty-two years. The time lost by these employees amounted to 30,280 days, or an average of 31.6 days each. This was the first year that the time lost has been collected and compiled and these data will probably prove a better basis of comparison as to hazards than a simple count of employees injured, due to the great variation in the extent of injuries. In addition to accidents to passengers and

employees, 1 postal clerk, 170 trespassers and 69 non-trespassers were killed and 45 postal clerks, 288 trespassers and 226 non-trespassers were injured. These included 94 persons killed at highway crossings and 267 injured, which was an increase over 1931 records of 10 killed and a decrease of 54 injured. There were 78 motorists killed and 30 of these were killed at protected crossings. Nine persons riding in other vehicles were killed at unprotected crossings, but none at protected crossings. Also protected crossing accidents accounted for 46 motorists injured whilst 191 were injured at unprotected crossings. Compared with 1931 records, there was an increase of 10 motorists killed, but a decrease of 67 injured.

The total number of protected highway crossings increased from 1,376 urban to 1,381 and from 1,330 rural to 1,349 and the number of unprotected crossings increased from 29,042 to 29,242 during the year.

In non train accidents 22 persons were killed, including 16 trackmen, 2 stationmen, 1 shopman, 1 other employee and 2 other persons and 3,716 persons were injured, including 3 passengers, 1,692 trackmen, 432 stationmen, 1,258 shopmen, 292 other employees, 5 postal clerks and 34 other persons. The time lost by these employees amounted to 95,532 days, or an average of 26 days per injured employee.

Preliminary data on employees for 1932 were issued in a separate report, but corrections in the number of employees were subsequently received. The following should be substituted.

E R R A T A

RAILWAY EMPLOYEES - SALARIES AND WAGES

1 9 3 2

<u>MAINTENANCE OF EQUIPMENT</u>	<u>Average Number of Employees</u>	<u>Average Number of Hours Worked during Year</u>	<u>Average Salaries and Wages per Employee per Year</u>
			\$
25. General foremen		No change	
26. Department and gang foremen		No change	
27. Blacksmiths	570	1,709	1,230.49
28. Boilermakers	1,169	1,713	1,289.11
29. Carmen (A)	1,948	1,412	1,058.32
30. Carmen (B)	552	1,280	982.33
31. Carmen (C)	5,676	1,812	1,233.81
32. Carmen (D)	237	1,569	1,085.65
33. Electrical workers	768	1,929	1,357.59
34. Machinists	3,923	1,657	1,239.62
35. Moulders	90	1,486	1,137.24
36. Pipe fitters and sheet metal workers	889	1,545	1,158.85
37. Helpers to mechanics	6,101	1,739	938.02
38. Helper apprentices	41	1,510	875.44
39. Regular apprentices	965	1,692	877.16
40. Car cleaners		No change	
41. Other unskilled employees		No change	
42. Unclassified labourers	2,481	1,803	694.77
43. Stationary engineers, firemen and oilers		No change	
Total - Hours	30,742	1,825	1,069.26
GRAND TOTAL - Hours	104,839	2,258	1,281.63

TABLE 1.

INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1932.

No.	Name of Railway	Total Operating Revenues	Total Operating Expenses	Net Operating Revenues	Railway Tax Accruals	Uncollectable Railway Revenues
		\$	\$	\$	\$	\$
1.	Algoma Central and Hudson Bay	977,760.64	1,037,829.87	- 60,069.23	40,601.12	-
2.	Alma and Jonquiere	61,450.62	48,201.53	13,249.09	658.34	-
3.	Brandon, Saskatchewan and Hudson Bay	33,808.15	86,430.67	- 52,622.52	758.71	-
4.	British Yukon	129,121.03	95,717.28	33,403.75	8,745.69	-
5.	Canada and Gulf Terminal	59,014.40	70,270.78	- 11,256.38	2,769.53	-
6.	Canada Southern	10,627,770.67	6,410,203.77	4,217,566.90	236,866.40	2,924.95
7.	Canadian National	139,948,317.45	134,300,983.09	5,647,334.36	3,712,944.36	105,744.91
8.	Canadian Pacific	123,509,369.95	99,671,078.23	23,838,291.72	4,171,416.31	4,234.62
9.	Central Vermont	157,796.00	172,566.94	- 14,770.94	1,547.62	2.41
10.	Crow's Nest Southern	13,650.77	39,736.23	- 26,085.46	7,980.30	-
11.	Cumberland	139,705.78	101,681.61	38,024.17	2,875.00	-
12.	Eastern British Columbia	102,505.38	100,716.59	1,788.79	2,959.20	-
13.	Essex Terminal	146,043.79	110,265.56	35,778.23	16,909.30	-
14.	Greater Winnipeg Water District	110,187.96	103,998.81	6,189.15	-	-
15.	Maine Central	7,480.98	11,347.59	- 3,866.61	695.82	-
16.	Maritime Coal Railway and Power Company	106,369.48	66,590.34	39,779.14	1,526.04	-
17.	Midland Railway of Manitoba	188,643.15	303,267.45	- 114,624.30	31,209.78	-
18.	Morrissey, Fernie and Michel	37,979.81	64,681.65	- 26,701.84	108.13	-
19.	Napierville Junction	333,618.46	270,851.61	62,766.85	5,463.21	-
20.	Nelson and Fort Sheppard	46,287.19	80,243.43	- 33,956.24	12,601.25	-
21.	Nipissing Central	276,674.79	208,180.94	68,493.85	2,495.48	-
22.	Northern Alberta	1,681,482.55	1,330,502.78	350,979.77	59,400.00	48.45
23.	Ottawa and New York	134,550.10	188,915.15	- 54,365.05	11,702.16	-
24.	Pacific Great Eastern	374,563.16	442,632.10	- 68,068.94	-	-
25.	Pere Marquette	3,135,541.59	1,874,979.40	1,260,562.19	3,081.99	880.81
26.	Quebec Railway Light and Power Company	273,044.05	330,151.60	- 57,107.55	16,029.66	-
27.	Roberval and Saguenay	230,759.14	136,515.19	94,243.95	4,683.95	43.00
28.	St. Lawrence and Adirondack	525,850.24	528,731.74	- 2,881.50	3,485.00	-
29.	Sydney and Louisburg	871,402.65	670,007.43	201,395.22	5,126.23	-
30.	Temisouata	159,501.92	167,669.21	- 8,167.29	6,381.81	-
31.	Tenikaming and Northern Ontario	3,653,514.49	2,925,339.39	728,175.10	-	-
32.	Thousand Island	25,701.32	28,614.56	- 2,913.24	439.14	-
33.	Toronto, Hamilton and Buffalo	1,394,042.53	1,202,350.98	191,691.55	39,013.52	244.38
34.	Vancouver, Victoria and Eastern	286,575.67	360,875.77	- 74,300.10	129,674.97	-
35.	Wabash (in Canada)	3,630,329.60	3,126,246.12	504,083.48	1,719.75	-
36.	Total	293,390,415.46	256,668,375.39	36,722,040.07	8,541,869.77	114,123.53
37.	Canadian National (Can. and U.S.)	161,103,594.45	155,208,160.97	5,895,433.48	5,204,948.96	141,062.74

INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1932.

No.	Net Operating Income	Net Income From Outside Operations	Total Non-Operating Income	Gross Corporate Income	Interest on Funded and Unfunded Debt	All Other Non-Operating Expenses	Total Non-Operating Expenses	Net Corporate Income
	\$	\$	\$	\$	\$	\$	\$	\$
1.	- 100,670.35	-	82,772.00	- 17,898.35	530,027.83	161,331.99	691,359.82	- 709,258.17
2.	12,590.75	-	1,442.52	14,033.27	-	1,530.78	1,530.78	12,502.49
3.	- 53,381.23	-	11,088.02	- 42,293.21	-	14,090.21	14,090.21	- 56,383.42
4.	24,658.06	-	18,573.99	43,232.05	85,990.50	-	85,990.50	- 42,758.45
5.	- 14,025.91	-	3,443.85	- 10,582.06	57,000.00	8,550.00	65,550.00	- 76,132.06
6.	3,977,775.55	-	275,485.06	4,253,260.61	2,365.58	2,909,479.29	2,911,844.87	1,341,415.74
7.	1,828,645.09	- 59,482.24	13,181,248.45	14,950,411.33	91,890,787.59	19,592,083.09	111,482,870.68	-96,532,459.35
8.	19,662,640.79	379,718.43	6,236,600.18	26,278,959.40	19,889,348.76	5,381,729.76	25,271,078.52	1,007,880.88
9.	- 16,320.97	-	16,177.73	- 143.24	26,370.32	16,366.01	42,736.33	- 42,879.57
10.	- 34,065.76	-	11,713.07	- 22,352.69	-	22,768.06	22,768.06	- 45,120.75
11.	35,149.17	-	-	35,149.17	-	8,734.81	8,734.81	26,414.36
12.	- 1,170.41	-	-	- 1,170.41	-	8,496.13	8,496.13	- 9,666.54
13.	18,868.93	-	25,167.30	44,036.23	21,000.00	-	21,000.00	23,036.23
14.	6,189.15	-	-	6,189.15	-	8,306.00	8,306.00	- 2,116.85
15.	- 4,562.43	-	68.90	- 4,493.53	2,849.00	129.61	2,978.61	- 7,472.14
16.	38,253.10	1,948.19	-	40,201.29	3,919.53	4,631.00	8,550.53	31,650.76
17.	- 145,834.08	-	34,421.28	- 111,412.80	-	118,566.14	118,566.14	- 229,978.94
18.	- 26,809.97	-	1,291.68	- 25,518.29	-	-	-	- 25,518.29
19.	57,303.64	-	2,442.28	59,745.92	1,873.11	43,459.86	45,332.97	14,412.95
20.	- 46,557.49	-	15,300.98	- 31,256.51	90	9,153.89	9,154.79	- 40,411.30
21.	65,998.37	-	2,530.67	68,529.04	-	120.00	120.00	68,409.04
22.	291,531.32	- 5,299.65	1,117,690.95	1,403,922.62	1,268,960.70	145,976.31	1,414,937.01	- 11,014.39
23.	- 66,067.21	-	4,509.78	- 61,557.43	-	59,792.86	59,792.86	- 121,350.29
24.	- 68,068.94	3,280.57	7,249.93	- 57,538.44	2,888,743.88	86,634.01	2,975,377.89	- 3,032,916.33
25.	1,256,599.39	-	161,637.88	1,418,237.27	341,616.15	955,796.37	1,297,412.52	120,824.75
26.	- 73,137.21	-	-	- 73,137.21	-	-	-	- 73,137.21
27.	89,517.00	-	1,171.56	90,688.56	93,100.00	42,543.26	135,643.26	44,954.70
28.	- 6,366.50	-	1,416.64	- 4,949.86	42,962.82	185,659.79	234,622.61	- 239,572.47
29.	196,268.99	-	-	196,268.99	-	17,767.99	17,767.99	178,501.00
30.	- 14,549.10	-	2,189.39	- 12,359.71	-	7,646.17	7,646.17	- 20,005.88
31.	728,175.10	-	61,149.71	789,324.81	321,442.12	151,654.75	473,096.87	316,227.94
32.	- 3,352.38	-	900.46	- 2,451.92	-	86.62	86.62	- 2,538.54
33.	152,433.65	-	230,169.98	382,603.63	243,684.48	179,535.04	423,219.52	40,615.89
34.	- 203,975.07	-	383,126.12	179,151.05	-	268,025.91	268,025.91	- 88,874.86
35.	502,363.73	-	-	502,363.73	-	540,546.67	540,546.67	- 38,182.94
36.	28,066,046.77	320,165.30	21,890,980.39	50,277,192.46	117,718,043.27	30,951,192.38	148,669,235.65	-98,392,043.19
37.	549,421.78	- 59,482.24	9,406,511.82	9,896,451.36	92,958,008.15	13,470,902.56	106,428,910.71	-96,532,459.35

TABLE 2.

TRAIN MILEAGE FOR THE YEAR ENDED DECEMBER 31, 1932.

No.	Name of Railway	Miles of Road Operated		Mileage of Revenue Freight Trains	Mileage of Revenue Passenger Trains	Mileage of Revenue Mixed Trains		Special Revenue Train Mileage
		At Dec. 31st.	Average during Year			Freight	Passenger	
1.	Algoma Central and Hudson Bay	322.77	323.75	100,349	-	74,668	23,579	525
2.	Alma and Jonquiere	10.60	10.60	-	-	-	-	-
3.	Brandon, Saskatchewan and Hudson Bay	84.72	84.72	14,620	-	2,812	7,352	276
4.	British Yukon	90.32	90.32	-	4,235	18,774	10,561	180
5.	Canada and Gulf Terminal	38.10	38.10	-	-	9,000	5,400	-
6.	Canada Southern	379.27	381.04	1,129,472	1,628,862	102,501	23,025	-
7.	Canadian National	21,790.24	22,051.77	18,290,079	14,863,615	2,940,981	779,425	11,850
8.	Canadian Pacific	16,670.30	16,888.00	16,558,495	16,991,436	2,416,148	511,554	10,916
9.	Central Vermont	25.33	25.33	19,944	52,080	-	-	71
10.	Crow's Nest Southern	33.75	53.32	8,528	3,959	834	205	-
11.	Cumberland	31.29	31.29	2,730	-	15,555	11,511	-
11a.	Detroit River Tunnel Co.	3.26	3.26	-	-	-	-	-
12.	Eastern British Columbia	13.04	13.04	-	-	8,921	605	-
13.	Essex Terminal	21.44	21.44	7,200	-	-	-	-
14.	Greater Winnipeg Water District	92.00	92.00	-	-	-	-	-
14a.	International Bridge and Terminal Co.	1.06	1.06	-	-	-	-	-
15.	Maine Central	5.10	5.10	3,078	-	1,996	1,214	-
16.	Maritime Coal Railway and Power Company	16.40	16.40	8,537	-	6,817	4,491	-
17.	Midland Railway of Manitoba	6.40	75.76	44,693	98,021	-	-	-
18.	Morrissey, Fernie and Michel	5.37	5.37	-	-	13,880	1,306	-
19.	Napierville Junction	28.45	43.04	20,944	104,011	-	-	-
20.	Nelson and Fort Sheppard	54.84	60.87	18,426	12,575	-	-	-
21.	Nipissing Central	59.74	59.74	23,007	45,084	15,932	1,064	65
22.	Northern Alberta	922.68	927.62	235,542	130,978	45,159	14,429	-
23.	Ottawa and New York	56.82	58.77	19,386	48,845	-	-	-
24.	Pacific Great Eastern	347.80	347.80	16,831	1,036	48,874	23,297	-
25.	Pere Marquette	199.04	337.10	596,040	40,605	95,534	21,284	-
26.	Quebec Railway Light and Power Company	25.55	25.55	13,580	11,952	19	6	-
27.	Roberval and Saguenay	44.34	44.34	7,045	5,874	13,833	3,847	20
28.	St. Lawrence and Adirondack	46.57	60.69	38,728	179,364	-	-	126
29.	Sydney and Louisburg	70.39	70.39	76,286	14,386	18,296	7,164	9,048
30.	Temisconata	113.00	113.00	9,944	28,998	18,503	7,807	-
31.	Temiskaming and Northern Ontario	531.69	531.69	430,653	361,060	92,274	36,261	114
32.	Thousand Islands	4.51	4.51	10,680	15,112	-	-	-
33.	Toronto, Hamilton and Buffalo	103.62	111.03	90,595	126,472	19,116	2,864	-
33a.	Van Buren Bridge Co.	0.36	0.36	-	-	-	-	-
34.	Vancouver, Victoria and Eastern	186.65	241.42	23,851	51,657	15,885	4,932	-
35.	Wabash (in Canada)	-	245.40	943,943	174,918	-	-	-
36.	Total	xx42,438.82	44,494.99	38,763,206	34,995,135	5,996,312	1,503,184	33,191
37.	Canadian National (Can. and U.S.)	-	-	21,357,120	17,397,020	3,079,111	816,032	15,238

† Divided on car mileage basis. xx Duplication excluded // Duplications included.

TONS AND PASSENGERS CARRIED AND CAR MILEAGE FOR THE YEAR ENDED DECEMBER 31, 1932.

No.	Total Revenue Train Mileage	Mileage of Non-Revenue Trains	Tons Carried	Tons Carried One Mile	Passengers Carried	Passengers Carried One Mile	Freight Car Miles		Total Passenger Train Car Miles
							Freight Loaded	Freight Empty	
1.	199,121	10,085	295,201	60,713,701	17,106	1,338,791	1,800,304	1,238,793	362,636
2.	-	-	87,291	-	-	-	-	-	-
3.	25,060	560	15,672	1,065,942	5,220	166,870	32,133	21,220	24,041
4.	33,750	1,417	12,242	999,877	6,352	294,659	108,881	46,998	103,224
5.	14,400	-	29,259	504,356	22,625	388,541	36,997	19,993	14,400
6.	2,883,860	2,051	3,936,629	589,570,572	602,450	81,009,669	43,007,279	26,259,130	18,054,364
7.	36,885,950	688,816	28,387,472	11,321,381,317	9,761,422	632,465,682	482,960,817	250,672,280	120,072,112
8.	36,488,549	374,779	22,613,099	10,067,420,032	7,916,266	644,797,144	405,742,357	199,326,340	121,661,214
9.	72,095	245	340,449	11,757,374	95,202	2,139,903	528,395	363,399	353,510
10.	13,527	91	18,508	1,362,643	1,698	62,325	45,317	22,710	9,984
11.	29,796	-	405,201	2,328,337	15,124	135,296	77,943	77,943	53,748
11a.	-	-	-	-	-	-	-	-	-
12.	9,526	653	267,670	3,355,429	2,155	27,070	69,389	71,109	9,526
13.	7,200	-	367,024	3,670,240	-	-	73,280	70,710	-
14.	-	-	157,265	-	7,090	356,376	-	-	-
14a.	-	-	-	-	-	-	-	-	-
15.	6,288	30	76,542	390,364	1,032	5,263	18,023	9,543	3,220
16.	19,845	-	181,614	1,800,185	7,346	51,121	39,285	40,336	15,084
17.	142,714	-	60,916	4,944,343	25,794	1,459,098	257,042	232,143	528,395
18.	15,186	-	111,509	598,803	24,600	132,102	13,156	13,156	2,448
19.	124,955	1,156	433,192	12,080,057	128,860	4,478,794	382,376	352,900	656,393
20.	31,001	826	21,907	1,198,833	7,016	186,271	55,493	26,639	14,038
21.	85,152	1,506	139,512	3,647,025	59,147	1,966,385	287,629	185,385	235,914
22.	426,108	12,970	525,190	120,832,763	60,845	6,144,369	4,695,087	2,200,839	1,244,069
23.	68,231	83	80,734	3,885,623	49,005	1,257,760	145,537	119,571	146,624
24.	90,038	31,455	41,311	4,903,394	22,747	1,383,253	359,974	207,591	230,607
25.	753,463	293	1,877,610	278,929,787	18,727	306,358	15,725,182	10,844,011	344,154
26.	25,557	462	72,862	924,722	992,651	9,412,615	54,405	39,713	x 61,995
27.	30,619	493	145,783	3,035,011	6,210	108,687	121,880	102,852	42,133
28.	218,218	264	320,494	10,898,213	614,326	11,368,796	464,003	377,642	729,561
29.	125,180	-	2,625,879	30,718,844	54,831	622,084	1,330,544	1,300,239	114,180
30.	65,252	1,891	101,078	3,516,595	19,641	577,827	179,648	117,676	134,123
31.	920,362	63,190	890,458	183,533,821	285,851	20,019,721	8,045,465	4,244,450	2,577,869
32.	25,792	-	+	100,316	3,765	26,731	7,790	2,890	15,112
33.	239,047	912	1,332,201	50,773,893	196,292	7,058,542	1,754,722	1,268,643	855,605
33a.	-	-	-	-	-	-	-	-	-
34.	96,325	984	157,107	5,538,368	43,332	1,244,172	245,083	218,748	300,430
35.	1,118,861	938	1,593,224	350,285,518	24,854	4,967,226	26,425,795	15,630,777	873,796
36.	81,291,028	1,196,150	67,722,105	23,136,666,295	21,099,582	1,435,959,501	995,091,211	515,726,369	† 269,844,509
37.	42,664,521	701,004	34,376,605	12,817,508,963	10,364,194	686,127,762	558,647,346	296,919,208	136,121,706

x - Exclusive of 371,662 electric passenger car miles.

† Included in Canadian National Railways.

‡ - Exclusive of 10,322,580 passenger train car miles in freight trains, 202,254 passenger car miles in non-revenue trains, 2,102,772 car miles run by rail motor cars and 1,397,357 trailer miles in motor car trains.

TABLE 3.

RAILWAY ACCIDENTS

(1) Train Accidents (Resulting from the movement of Trains, Locomotives or Cars).								
Cause of Accident	Passengers		Employees		Postal Clerks and Other Persons		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Coupling or uncoupling	-	-	1	38	-	-	1	38
Collisions	2	14	10	23	-	6	12	43
Derailements	-	9	6	17	3	2	9	28
Parting of trains	-	-	-	1	1	2	1	3
Locomotives or cars breaking down	-	-	-	2	-	-	-	2
Falling from trains, locomotives or cars	2	2	4	52	7	25	13	79
Getting on or off " " " "	2	107	3	169	26	93	31	369
Struck by trains, locomotives or cars-								
at Highway Crossings	-	-	(x 94	x 267	94	267
at Stations	-	33	(5	1	5	34
at other places on track	-	-	(16	23	61	59	77	82
Overhead obstructions	-	-	-	3	-	-	-	3
Other causes	1	174	17	629	43	104	61	907
TOTAL	7	339	57	957	xx 240	xx 559	304	1,855
<u>Postal clerks xx</u>					1	45		
Other persons - trespassing					170	288		
Not trespassing					69	226		
TOTAL					240	559		
<u>Struck at Highway Crossings x</u>								
Pedestrians					7	7		
Motorists					78	237		
In other vehicles					9	23		
TOTAL					94	267		
<u>Class of Employee</u>	<u>Killed</u>	<u>Injured</u>						
	No.	No.	Days absent					
Trainmen	37	805	25,126					
Switchtenders, crossing tenders, watchmen	-	8	151					
Stationmen	-	12	723					
Shopmen	5	25	745					
Trackmen	12	43	1,918					
Telegraph employees	-	28	860					
Other employees	3	36	757					
TOTAL	57	957	30,280					
(2) Non Train Accidents								
Cause of Accident	Killed	Injured		Class of Employee	Killed			Injured
					No.	No.	Days absent	
Handling traffic	1	194						
Handling tools, machinery, etc.	-	719		Stationmen	2	432	10,949	
Handling supplies	-	781		Shopmen	1	1,258	33,552	
Getting on or off locomotives or cars at rest	1	111		Trackmen	16	1,692	43,371	
Other causes	20	1,911		Other employees	1	292	7,660	
TOTAL	22	3,716		TOTAL EMPLOYEES	20	3,674	95,532	
				Passengers	-	3		
				Postal clerks, etc.	-	5		
				Other persons	2	34		
				TOTAL	22	3,716		

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