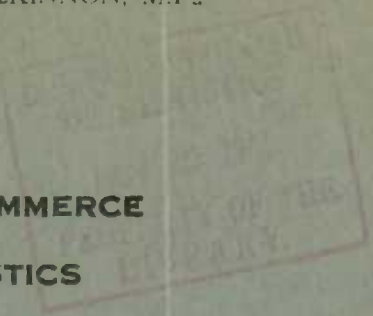


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CANADA
DEPARTMENT OF TRADE AND COMMERCE
DOMINION BUREAU OF STATISTICS
TRANSPORTATION BRANCH



PRELIMINARY REPORT
ON
STATISTICS OF STEAM RAILWAYS
IN
CANADA
1940



OTTAWA
November 21, 1941

Price 10 cents

DOMINION BUREAU OF STATISTICS
TRANSPORTATION AND PUBLIC UTILITIES BRANCH
OTTAWA

Dominion Statistician, R.H. COATS, LL. D., F.R.S.C., F.S.S. (Hon.)

Chief, Transportation and Public Utilities Branch, G.S. Wrong, B.Sc.

PRELIMINARY REPORT
ON
STATISTICS OF STEAM RAILWAYS
1940

Canadian railways earned more than four hundred million dollars for the first time in 1919. The revenues stayed well above that amount until 1931 when they dropped to \$358,549,332 and continued to decline in each of the two succeeding years. With the exception of 1938, each year 1934-1940 inclusive, has shown an increase over the preceding year and 1940 revenues again passed the four hundred million mark, amounting to \$429,142,659; monthly reports for 1941 show continued increases. Operating expenses increased from \$304,373,285 for 1939 to \$335,287,503. Taxes were higher than in 1939 by \$4,512,152 or 45 per cent. The income and excess profits tax accounted for the major portion of this increase. Interest on funded and unfunded debt increased from \$79,022,934 to \$79,786,267. Canadian National Railways reduced its interest from \$50,212,691 in 1939 to \$50,091,224; the Canadian Pacific interest was increased from \$20,743,007 to \$21,481,106, and the other large item was \$3,785,075 for the Pacific Great Eastern which includes interest on advances from the Province of British Columbia to cover deficits of the railway. During the year the United Kingdom Government redeemed Grand Trunk Railway 4% perpetual consolidated debenture stock held in the United Kingdom, which in turn was purchased by the Canadian National Railways through a 3½% loan from the Dominion Government. The discount on sterling made a net reduction in the debt of \$5,503,500 and a substantial reduction in annual interest charges. The total of these debentures outstanding was £24,624,455, and almost all of it was held in the United Kingdom.

The corporate income of all railways, exclusive of dividend, sinking fund and reserve charges and all profit and loss items, was a credit of \$3,759,598 as against a debit of \$27,298,993 for 1939, and was the first credit since 1929 when it was \$3,975,147. The Canadian National Railways reduced its debit

by \$22,854,694 and the Canadian Pacific showed an increase of \$10,362,908.

The average miles of road operated during the year was reduced from 42,676.4 miles in 1939 to 42,601.0. Revenue freight train miles increased by 13.8 per cent and passenger train miles by 2.1 per cent, but revenue freight ton miles increased by 20.4 per cent to 37,898,196,157 which has been exceeded only by the 1928 ton miles. Passengers carried increased by 7.3 per cent and passenger miles increased by 24.2 per cent. The average passenger journey was 99.1 miles which is the longest yet recorded for any year. Passenger train car miles, however, were increased only 4.2 per cent.

The number of employees increased from 129,362 in 1939 to 135,700 or by 4.9 per cent. The number of female employees increased from 4,798 to 6,229 or by 30 per cent which was probably an effect of the war. The number of employees on hourly rates increased by 5.5 per cent, the time on duty increased by 7.7 per cent and the wages increased by 8.3 per cent. Those on a daily, monthly or annual basis increased by 2.4 per cent, time worked increased by 3.4 per cent and salaries were greater by 3.0 per cent. The average hourly wage increased from 62.5 cents in 1939 to 62.8 cents and the average daily wage increased from \$5.905 to \$5.884. Averages of salaries ranging from that of a messenger boy to the president, are not very informative and must be used with caution. The majority of the classes, however, are fairly homogeneous and the average hourly or daily wage will indicate trends fairly accurately for each class.

The number of employees is the average of counts made each month. For the majority of the employees only one count is made each month and this is all that is required by the Bureau, but some of the railways make counts more often for classes that fluctuate considerably from month to month. The ideal method would be to count employees each working day, add all the counts and divide the total by the number of counts. This would give the true average number of full-time employees for the year. As the number of counts is reduced the chance of error increases but high and low counts should offset each other fairly closely and 12 counts per year should give an average very close to the true average. It should be understood that these are annual averages, thus three employees included in only four counts during the year would be counted as an average of only one employee for the year. These employees might follow one another on the same job or they might all work at the same time on seasonal jobs, etc. Consequently, average time worked or wages paid per employee are necessarily on an annual basis and not the average of

all employees on the pay roll irrespective of time worked.

The employees reported are those domiciled in Canada except that the Canadian Pacific included 1,725 employees with \$3,379,926 wages and the Canadian National included 643 with \$970,225 wages who were domiciled outside of Canada. The United States railways operating in Canada charge certain labour expenses to the Canadian operations but the employee schedule includes only employees domiciled in Canada.

During the year 275 persons were killed in train accidents as against 283 in 1939 and 2,070 persons were injured compared with 1,742 in 1939. Of the injured 30 subsequently died as a result of their injuries as against 25 in 1939. The main factor in this decrease in persons killed was a decrease of 35 trespassers killed, which was undoubtedly the result of higher employment and consequently fewer persons stealing rides on trains, walking on the tracks, etc. There also was a decrease of 85 trespassers injured, a drop from 191 in 1939 to 106 in 1940. The number of motorists involved in train accidents at highway crossings increased from 90 killed and 269 injured in 1939 to 93 killed and 358 injured. The ratio of killed to injured at urban crossings was 15.8 per cent, whereas at rural crossings it was 58.4 per cent, the higher speeds of both trains and motor vehicles at rural crossings undoubtedly being the cause of the higher ratio. There were 11 trackmen riding on work motor cars struck and injured by automobiles at highway crossings. In non-train accidents such as occur in machine shops, unloading and handling rails, etc., 25 persons were killed and 5,145 were injured. Injuries range all the way from slight cuts to very serious injuries, consequently only the number of persons injured is not enough to measure the increased or decreased hazards. For employees the time absent from work because of accidents is also compiled. During 1940 employees lost 166,288 days because of injuries as compared with 136,637 days in 1939 or an increase of 21.7 p.c.

The instructions on reporting accidents are to count as deaths persons dying from the results within 24 hours of the accident. All other serious injuries are to be reported as injuries. Injuries to employees include employees who are absent more than three days in the aggregate during the ten days immediately following the accident and for other persons those whose injuries prevent them from following his or her customary mode of living for more than one day. During the year 12 persons committed suicide and 2 persons attempted to commit suicide which were not included in the above statistics.

TABLE 1.

INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1940.

No.	Name of Railway	Total Operating Revenues	Total Operating Expenses	Net Operating Revenues	Railway Tax Accruals	Net Operating Income
		\$	\$	\$	\$	\$
1.	Algoma Central and Hudson Bay	2,647,321	2,041,738	605,583	20,807	584,776
2.	Alma and Jonquières	156,279	108,206	48,073	20,263	27,810
3.	British Yukon	197,304	144,681	52,623	9,069	43,554
4.	Canada and Gulf Terminal	109,100	79,679	29,421	2,686	26,735
5.	Canada Southern (Lessee N.Y.C.)	14,155,169	9,023,815	5,131,354	970,035	4,161,319
6.	Canadian National	212,300,711	175,718,566	36,582,145	4,232,545	32,349,600
7.	Canadian Pacific	171,535,475	127,559,593	43,975,882	7,765,866	36,210,016
8.	Central Vermont	255,721	193,673	62,048	1,958	60,090
9.	Cumberland	166,486	123,963	42,523	3,500	39,023
10.	Essex Terminal	313,536	206,824	106,712	11,183	95,529
11.	Greater Winnipeg Water District	92,466	85,396	7,070	...	7,070
12.	Hudson Bay	115,479	470,257	- 354,778	195	- 354,973
13.	Maine Central	13,957	14,385	- 428	677	- 1,105
14.	Maritime Coal, Railway & Power Company	124,862	58,070	66,792	16,914	49,878
15.	Midland Railway of Manitoba	316,522	386,582	- 70,060	31,681	- 101,741
16.	Morrissey, Fernie and Michel	35,677	25,115	10,562	5,359	5,203
17.	Napierville Junction	485,816	350,061	135,755	15,641	120,114
18.	Nelson and Fort Sheppard	63,342	115,900	- 52,558	13,298	- 65,856
19.	Nipiasing Central	450,593	457,731	- 7,138	1,423	- 8,561
20.	Northern Alberta	2,517,430	1,737,422	780,008	84,578	695,430
21.	Ottawa and New York	112,985	160,203	- 47,218	17,692	- 64,910
22.	Pacific Great Eastern	542,346	564,680	- 22,334	...	- 22,334
23.	Père Marquette	4,686,622	2,853,422	1,833,200	207,301	1,625,899
24.	Quebec Railway, Light & Power Company	433,840	365,148	68,692	16,000	52,692
25.	Roberval and Saguenay	937,521	378,261	559,260	229,347	329,913
26.	St. Lawrence and Adirondack	580,952	643,111	- 62,159	8,828	- 70,987
27.	Sydney and Louisburg	1,719,695	1,123,095	596,600	4,710	591,890
28.	Témiscouata	214,092	203,647	10,445	3,004	7,441
29.	Tewiskaming and Northern Ontario	5,351,691	3,629,423	1,722,268	...	1,722,268
30.	Thousand Islands	36,894	29,839	7,055	199	6,856
31.	Toronto, Hamilton and Buffalo	2,397,511	1,463,843	933,668	421,563	512,105
32.	Toronto Terminals	323,361	574,600	- 251,239	229,548	- 480,787
33.	Vancouver, Victoria and Eastern	510,555	349,319	161,236	114,100	47,136
34.	Wabash (in Canada)	5,241,348	4,047,255	1,194,093	727	1,193,366
	Total 1940	429,142,659	335,287,503	93,855,156	14,514,436	79,394,459
35.	Total 1939	367,179,095	304,373,285	62,805,810	10,002,284	52,803,526
36.	Canadian National (Canada & U.S.)	247,527,225	202,519,813	45,007,412	6,245,956	38,761,456

∧ Includes taxes of the Lake Erie and Detroit River Railway Company amounting to \$53,739.

x Includes interest on \$113,882,334 Dominion Government Loans \$1,737,963.

xx Represents all divisions of the company.

INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1940.

No.	Net Income from Outside Operations	Total Net Operating Income	Gross Corporate Income	Interest on Funded and Unfunded Debt	All other Non-operating Expenses	Total Non-operating Expenses	Net Corporate Income
	\$	\$	\$	\$	\$	\$	\$
1.	...	584,776	667,304	515,425	221,184	736,609	- 69,305
2.	...	27,810	32,310	...	13,177	13,177	19,133
3.	...	43,554	63,787	85,990	...	85,990	- 22,203
4.	...	26,735	28,852	57,000	4,275	61,275	- 32,423
5.	...	4,161,319	4,457,721	150,919	3,301,125	3,452,044	1,005,677
6.	502,186	32,851,786	45,469,507	x 50,091,224	10,762,853	60,854,077	- 15,384,570
7.	3,412,159	39,622,175	49,212,517	21,481,106	7,586,355	29,067,461	20,145,056
8.	...	60,090	54,255	35,617	18,638	54,255	...
9.	...	39,023	39,023	...	1,061	1,061	37,962
10.	...	95,529	126,792	13,800	22,434	36,234	90,558
11.	...	7,070	7,070	...	337	337	6,733
12.	...	- 354,973	- 344,063	...	79,785	79,785	- 423,848
13.	...	- 1,105	- 1,044	...	174	174	- 1,218
14.	...	49,878	50,151	8,908	7,935	16,843	xx 33,308
15.	...	- 101,741	- 77,938	...	128,051	128,051	- 205,989
16.	...	5,203	5,203	...	...	...	5,203
17.	...	120,114	121,466	...	91,686	91,686	29,780
18.	...	- 65,856	- 65,248	...	16,399	16,399	- 81,647
19.	...	- 8,561	- 6,509	...	36,217	36,217	- 42,726
20.	295	695,725	1,646,994	1,403,900	208,718	1,612,618	34,376
21.	...	- 64,910	- 58,664	1,077	26,057	27,134	- 85,798
22.	5,874	- 16,460	- 6,927	3,785,075	93,226	3,878,301	- 3,885,228
23.	...	1,625,899	1,785,585	181,866	1,313,604	1,495,470	290,115
24.	...	52,692	72,912	xx 833	13,414	14,247	58,665
25.	...	329,913	335,950	93,100	30,126	123,226	212,724
26.	...	- 70,987	- 68,934	54,474	177,370	231,844	- 500,778
27.	...	591,890	591,890	...	483,926	483,926	107,964
28.	...	7,441	7,609	1,099	6,510	7,609	...
29.	...	1,722,268	1,757,595	306,610	194,463	501,073	1,256,522
30.	...	6,856	7,407	7,407	...	7,407	...
31.	...	512,105	811,935	204,370	237,628	441,998	369,937
32.	...	- 480,787	1,344,611	1,306,467	38,144	1,344,611	...
33.	...	47,136	320,840	...	316,660	316,660	4,180
34.	...	1,193,366	1,193,366	...	605,928	605,928	587,438
35.	3,920,514	83,314,973	109,583,325	79,786,267	26,037,460	106,823,727	3,759,598
	173,699	52,977,225	79,015,513	79,022,934	27,291,572	106,314,506	- 27,298,993
36.	502,186	39,263,642	47,062,563	x 50,736,878	11,710,255	62,447,133	- 15,384,570

TABLE 2.

TRAIN MILEAGE FOR THE YEAR ENDED DECEMBER 31, 1940.

No.	Name of Railway	Miles of Road Operated		Mileage of Revenue Freight Trains ♢	Mileage of Revenue Passenger Trains ♢	Total Revenue Train Mileage ♢	Mileage of Non-revenue Trains ♢
		At Dec.31st X	Average during Year /				
1.	Algoma Central and Hudson Bay	320.8	321.8	374,861	...	374,861	22,729
2.	Alma and Jonquières	10.6	10.6	21,713	6,017	27,730	...
3.	British Yukon	90.3	90.3	26,937	12,274	39,211	1,184
4.	Canada and Gulf Terminal	38.1	38.1	13,452	40,140	53,592	...
5.	Canada Southern (Lessee N.Y.C.)	380.3	380.6	1,292,933	1,690,709	2,983,642	18,222
6.	Canadian National	21,667.8	21,878.1	30,282,401	17,158,936	47,441,337	1,146,168
7.	Canadian Pacific	16,684.2	17,158.7	23,379,054	16,622,171	40,001,225	498,741
8.	Central Vermont	25.3	25.3	19,464	35,376	54,840	854
9.	Cumberland	31.3	31.3	30,300	...	30,300	...
10.	Essex Terminal	21.3	21.3	15,417	...	15,417	...
11.	Greater Winnipeg Water District	92.0	92.0	...	...	...	...
12.	Hudson Bay	510.1	510.1	61,837	5,410	67,247	8,016
12a.	International Bridge & Terminal Co.	1.1	1.1	...	...	...	...
13.	Maine Central	5.1	5.1	3,232	...	3,232	20
14.	Maritime Coal, Railway & Power Co.	12.2	12.2	16,020	2,765	18,785	...
15.	Midland Railway of Manitoba	5.7	75.5	48,376	98,099	146,475	...
16.	Morrissey, Fernie and Michel	5.4	5.4	7,775	...	7,775	...
17.	Napierville Junction	27.1	41.7	27,652	96,266	123,918	3,598
18.	Nelson and Fort Sheppard	54.8	60.8	18,720	34,541	53,261	2,410
19.	Nipissing Central	59.7	59.7	71,848	102,546	174,394	2,024
20.	Northern Alberta	922.6	927.5	394,647	131,250	525,897	27,960
21.	Ottawa and New York	56.8	58.7	19,487	37,288	56,775	60
22.	Pacific Great Eastern	347.8	347.8	86,786	34,398	121,184	16,700
23.	Père Marquette	198.8	319.0	1,021,024	46	1,021,070	10,055
24.	Quebec Railway, Light & Power Co.	25.4	25.4	23,719	281,831	305,550	5,105
25.	Roberval and Saguenay	29.0	29.0	49,824	...	49,824	...
26.	St. Lawrence and Adirondack	46.5	60.6	48,246	153,276	201,522	684
27.	Sydney and Louisburg	70.3	70.3	153,308	12,773	166,081	...
28.	Témiscouata	113.0	113.0	39,204	56,846	96,050	1,621
29.	Temiskaming and Northern Ontario	514.0	514.0	649,337	469,426	1,118,763	21,322
30.	Thousand Islands	4.5	4.5	5,810	14,660	20,470	...
31.	Toronto, Hamilton and Buffalo	103.6	111.0	111,094	163,669	274,763	5,624
32.	Toronto Terminals	3.2	3.2	...	...	...	...
32a.	Van Buren Bridge	0.3	0.3	...	...	...	...
33.	Vancouver, Victoria and Eastern	85.9	86.8	32,618	53,008	85,626	2,840
34.	Wabash (in Canada)	...	245.4	1,091,130	...	1,091,130	400
	Total 1940	42,564.9	42,601.0	59,438,226	37,293,721	96,731,947	1,796,337
35.	Total 1939	42,636.9	42,676.4	52,231,620	36,526,808	88,758,428	1,708,894
36.	Canadian National (Canada and U.S.)	23,406.4	23,603.4	34,570,862	19,171,839	53,742,701	1,192,967

X - Track operated under trackage rights excluded.

/ - Track operated under trackage rights included for each railway but excluded in total.

♢ - Includes mileage of both locomotive and motor unit car drawn trains.

TONS AND PASSENGERS CARRIED AND CAR MILEAGE FOR THE YEAR ENDED DECEMBER 31, 1940.

No.	Revenue Freight		Revenue Passengers		Freight Car Miles				Total Passenger Train Car Miles (1)
	Tons Carried	Tons Carried One Mile	Number Carried	Passengers Carried One Mile	Freight Loaded	Freight Empty	Caboose	Total	
1.	1,105,233	146,373,037	34,530	2,410,107	4,325,982	2,322,204	304,196	(5)7,591,363	573,165
2.	248,820	2,737,020	22,842	251,232	96,032	77,112	...	173,144	6,017
3.	18,740	1,610,612	13,411	653,230	155,374	88,981	1,218	245,573	145,257
4.	77,636	1,346,342	30,204	623,837	68,582	40,968	13,452	123,002	40,140
5.	6,227,430	864,622,863	713,005	106,187,814	50,501,731	26,666,821	1,317,806	78,486,558	17,196,658
6.	44,028,614	18,815,800,802	10,590,772	1,058,394,536	746,994,192	360,722,277	30,321,270	1,138,037,739	141,996,047
7.	36,745,946	16,203,942,242	7,781,227	925,331,787	588,309,479	303,585,169	24,852,781	916,747,429	125,847,673
8.	842,430	20,027,485	68,797	1,599,076	838,807	279,839	20,432	1,139,078	261,912
9.	596,080	3,172,856	3,408	31,081	63,570	63,570	5,594	132,734	26,576
10.	786,118	3,930,580	...	...	159,425	148,910	12,000	320,335	...
11.	161,896	...	7,480	370,824	...	...	...	...	...
12.	12,303	4,499,865	4,620	796,323	463,622	325,636	75,025	864,285	261,625
12a.	...	...	...	...	...	...	...	...	...
13.	159,491	813,404	144	734	27,404	24,777	71	52,252	3,161
14.	223,132	1,847,992	5,201	36,758	64,472	41,272	...	105,744	4,148
15.	98,112	7,049,064	35,684	1,968,613	440,858	352,822	48,520	842,200	541,562
16.	135,129	725,642	...	...	24,165	24,165	...	48,330	...
17.	872,574	23,502,254	122,157	4,151,218	752,672	637,397	26,321	1,416,390	637,018
18.	33,930	1,462,495	10,822	249,002	69,669	53,720	20,583	143,952	64,482
19.	349,184	13,464,295	81,847	2,973,430	746,552	358,006	71,848	1,176,406	553,553
20.	620,306	172,302,577	81,304	9,372,047	7,456,110	3,459,309	473,960	11,389,379	1,370,163
21.	117,306	5,447,569	27,596	781,481	182,654	119,230	19,817	321,501	89,739
22.	47,401	8,210,999	20,656	1,335,290	564,668	348,582	21,617	(4)1,064,164	371,258
23.	2,737,805	473,279,299	570	10,941	25,401,237	15,535,677	1,047,014	41,983,928	67,026
24.	264,511	5,460,812	1,268,641	11,792,996	198,634	166,012	21,717	396,363	468,548
25.	919,284	19,379,241	415	6,685	409,137	368,237	37,166	814,540	13,581
26.	687,278	21,995,089	408,620	7,281,988	849,558	940,718	52,637	1,842,913	553,199
27.	5,011,116	70,185,877	7,694	118,689	1,766,569	1,742,565	...	3,509,134	76,146
28.	124,445	5,374,697	18,486	621,649	234,963	147,806	25,519	408,288	164,658
29.	1,591,668	318,651,617	322,004	29,326,506	14,230,679	5,049,461	644,447	19,984,587	3,586,986
30.	(2)	120,159	3,249	14,620	10,880	4,120	...	15,000	14,660
31.	2,411,412	90,541,795	223,366	7,982,126	2,930,390	1,878,360	116,718	4,925,468	865,039
32.	...	...	...	...	...	...	...	...	...
32a.	...	...	...	...	...	...	...	...	...
33.	345,762	9,655,797	61,059	1,733,328	448,348	330,639	26,925	805,912	349,356
34.	2,752,603	581,661,779	...	...	33,653,964	15,738,020	1,067,118	50,459,102	108,139
35.	(5)97,947,541	37,898,196,157	21,969,871	2,176,467,876	1,482,500,377	741,642,382	60,645,552	2,285,356,591	(1)296,077,068
36.	(5)84,631,122	31,464,991,270	20,482,296	1,751,973,333	1,283,888,090	616,779,026	53,276,960	1,954,297,819	284,259,591
36.	55,060,232	21,532,161,524	11,204,289	1,124,820,121	870,370,678	430,179,766	33,737,942	1,344,288,386	159,112,972

(1) Includes Motor Unit Car Miles - 2,454,485 miles as motive power, 47,050 miles as trailers in motor unit car trains and 51,823 miles in locomotive drawn trains.
 (2) Included in Canadian National Railways.
 (3) Includes 438,981 miles in Non-revenue Service.
 (4) Includes 129,299 " " " " "
 (5) Duplications excluded.

TABLE 5.

EMPLOYEES AND THEIR COMPENSATION FOR THE YEAR ENDED DECEMBER 31, 1940.

No.	Division	Average Number of Employees	Total Days on Duty	Total Hours on Duty	Compensation		
					Total For Year	Average Daily Compensation	Average Hourly Compensation
<u>GENERAL AND MISCELLANEOUS</u>							
1.	Executives, general officers and assistants	508	153,013	...	3,421,633	22.362	...
2.	Division officers	843	268,677	...	3,014,410	11.219	...
3.	Assistant engineers and draftsmen	572	173,707	...	1,254,093	7.220	...
4.	Other miscellaneous officials	1,193	360,584	...	3,508,669	9.721	...
5.	Clerks	13,401	4,153,594	...	20,795,508	5.007	...
6.	Telephone switchboard operators	181	52,307	...	185,498	3.546	...
7.	Office boys, messengers, attendants & misc. trades workers	1,086	329,055	...	838,296	2.548	...
8.	Janitors and cleaners	1,606	434,854	...	1,249,149	2.873	...
	Total (Daily Basis)	19,390	5,925,791	...	34,270,256	5.783	...
<u>MAINTENANCE OF WAY AND STRUCTURES</u>							
9.	Bridge and building department foremen	382	119,198	...	713,642	5.987	...
10.	Carpenters and bridgemen	1,682	...	4,088,245	2,508,631	...	.614
11.	Blacksmiths, pipe fitters, plumbers, tinmiths, and pump repairers	286	...	721,921	523,503	...	.725
12.	Masons, bricklayers, plasterers and painters	246	...	581,107	362,829	...	.624
13.	Helpers, B. and B. department	191	...	462,910	227,564	...	.492
14.	Apprentices, B. and B. department	...	...	...	...	...	...
15.	Pile driver, ditching, hoist and steam shovel employees	306	...	881,557	570,793	...	.647
16.	Pumpmen	377	...	1,012,207	484,846	...	.479
17.	Extra gang and snow plough foremen	316	...	659,106	483,413	...	.733
18.	Signal foremen	34	11,307	...	97,619	8.634	...
19.	Section foremen	5,732	...	14,740,237	8,806,372	...	.597
20.	Sectionmen	14,611	...	35,771,988	15,298,031	...	.428
21.	Labourers	6,896	...	16,655,768	5,349,955	...	.321
22.	Foremen - Linemen	31	9,876	...	66,732	6.757	...
23.	Telegraph and telephone linemen and groundmen	55	...	123,627	72,674	...	.588
24.	Signal and interlocker maintainers and repairmen	396	...	1,069,560	738,756	...	.691
	Total (Hourly Basis)	30,994	...	76,768,233	35,427,377	...	.461
	Total (Daily Basis)	447	140,381	...	877,993	6.254	...
	Total	31,441	140,381	76,768,233	36,305,370	6.254	.461
<u>MAINTENANCE OF EQUIPMENT</u>							
25.	General foremen	55	17,227	...	185,537	10.770	...
26.	Department and gang foremen	2,039	651,799	...	4,990,100	7.656	...
27.	Blacksmiths	609	...	1,327,995	1,046,475	...	.788
28.	Boilermakers	1,103	...	2,423,375	1,973,915	...	.815
29.	Carmen (a)	1,834	...	3,812,892	3,106,708	...	.815
30.	Carmen (b)	418	...	848,647	708,616	...	.835
31.	Carmen (c)	5,061	...	11,006,464	8,073,986	...	.734
32.	Carmen (d)	203	...	412,128	305,774	...	.742
33.	Electrical workers	782	...	1,759,915	1,355,540	...	.770
34.	Machinists	3,764	...	8,224,717	6,633,098	...	.806
35.	Moulders	97	...	204,802	169,694	...	.829
36.	Pipe fitters and sheet metal workers	991	...	2,084,898	1,695,716	...	.813

37.	Helpers to mechanics	6,080	...	13,264,829	7,212,833	...	.581
38.	Helper apprentices	8	...	17,941	7,916	...	.441
39.	Regular apprentices	1,537	...	3,151,321	1,559,268	...	.495
40.	Car cleaners	1,222	...	3,034,416	1,327,307	...	.437
41.	Other unskilled employees	2,850	...	7,021,069	3,013,817	...	.429
42.	Unclassified labourers	2,553	...	5,409,188	2,190,939	...	.405
43.	Stationary engineers, firemen and oilers	822	...	2,070,740	1,216,539	...	.587
	Total	29,714	...	66,075,337	42,097,941	...	.637
	(Hourly Basis)	2,094	669,026	...	5,175,637	7.736	...
	(Daily Basis)	31,808	669,026	66,075,337	47,273,578	7.736	.637
	Total						
	<u>TRANSPORTATION</u>						
44.	Inspectors and sergeants of police	166	53,785	...	385,076	7.160	...
45.	Constables and policemen	718	234,942	...	1,103,808	4.698	...
46.	Storekeepers	256	78,567	...	515,178	6.557	...
47.	Storemen	1,565	...	3,453,595	1,716,443	...	.497
48.	Train despatchers and traffic supervisors	455	...	1,187,360	1,471,196	...	1.239
49.	Supervisory agents and assistants	484	...	1,231,120	1,159,240	...	.942
50.	Station agents - non-telegraphers (small station)	160	...	392,565	150,385	...	.383
51.	Station agents - telegraphers and telephoners	4,779	...	12,521,601	9,093,729	...	.727
52.	Signalmen (non-telegraphers) at interlockers	262	...	696,800	386,574	...	.555
53.	Foremen in freight sheds	399	...	1,009,906	709,278	...	.702
54.	Freight handlers and other station employees	4,502	...	10,257,013	5,280,413	...	.515
55.	Labourers	553	...	1,349,548	553,112	...	.410
56.	Dining car and restaurant inspectors, conductors & stewards	244	...	737,292	440,765	...	.598
57.	Dining car and restaurant helpers and attendants	1,325	...	3,940,591	1,449,789	...	.368
58.	News agents	168	50,909	...	137,021	2.691	...
59.	Floating equipment employees	600	...	1,945,562	771,392	...	.396
60.	Sleeping and parlour car inspectors and conductors	150	...	420,678	296,748	...	.705
61.	Sleeping and parlour car porters	814	...	2,384,671	903,542	...	.379
62.	Drawbridge operators	88	...	231,872	127,996	...	.552
63.	Signalmen or watchmen at crossings (non-interlocked)	549	...	1,430,177	573,614	...	.401
64.	Yardmasters and assistants	342	114,378	...	1,032,873	9.030	...
65.	Switch tenders	355	108,229	...	522,221	4.825	...
66.	Hostlers	377	130,427	...	710,087	5.444	...
67.	Road passenger conductors	660	...	1,504,070	1,984,423	...	1.219
68.	Road freight conductors	1,819	...	4,870,095	5,311,511	...	1.091
69.	Road passenger brakemen, baggagemen and flagmen	1,477	...	3,202,375	3,094,389	...	.966
70.	Road freight brakemen and flagmen	4,205	...	9,931,100	8,574,327	...	.863
71.	Yard conductors and yard foremen	1,116	...	3,003,811	2,581,305	...	.859
72.	Yard brakemen and helpers	2,455	...	6,097,008	4,843,990	...	.794
73.	Road passenger engineers and motormen	824	...	1,787,536	3,013,533	...	1.686
74.	Road freight engineers and motormen	2,388	...	6,107,150	7,601,143	...	1.245
75.	Yard engineers and motormen	970	...	2,955,629	2,649,646	...	.896
76.	Road passenger firemen and helpers	808	...	1,672,909	2,190,917	...	1.310
77.	Road freight firemen and helpers	2,639	...	6,056,252	5,752,730	...	.950
78.	Yard firemen and helpers	1,025	...	2,931,528	2,064,749	...	.704
	Total	37,316	...	93,309,812	74,752,867	...	.801
	(Hourly Basis)	2,362	771,237	...	4,406,264	5.713	...
	(Daily Basis)	39,678	771,237	93,309,812	79,159,131	5.713	.801
	Total						
79.	Express department	2,467	743,461	...	3,811,451	5.127	...
80.	Communication department	5,350	...	13,348,794	7,326,440	...	.549
81.	Employees engaged in outside operations	5,566	...	14,593,853	6,558,937	...	.436
	GRAND TOTAL	108,940	...	264,096,029	165,963,562	...	.628
	(Hourly Basis)	26,760	8,249,896	...	48,541,601	5.884	...
	(Daily Basis)	135,700	8,249,896	264,096,029	214,505,163	5.884	.628
	Total 1940	129,362	7,978,507	245,266,019	200,373,668	...	...
	Total 1939	6,229	...	...	...	...	...
82.	Total number of female employees (monthly average)	...	...	...	...	...	...
83.	Total pay roll charged to operating expenses	...	...	...	192,944,479	...	...
84.	Pullman, bridge and tunnel companies	160	...	465,512	222,118	...	.477
	(Hourly Basis)	16	5,940	...	36,195	6.093	...
	(Daily Basis)	176	5,940	465,512	258,308	6.093	.477
	Total						

(1) Average of counts made each month.

RAILWAY ACCIDENTS

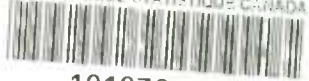
TABLE 4.

1940

Train Accidents Resulting from the Movement of Trains, Locomotives or Cars.

Cause of Accident	PASSENGERS		EMPLOYEES		POSTAL CLERKS & OTHER PERSONS		TOTAL	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Coupling or uncoupling	-	-	5	69	-	-	5	69
Collisions	-	54	2	61	100	356	102	471
Derailments	-	18	5	17	-	2	5	37
Getting on or off trains	2	51	4	235	8	28	14	314
Locomotives or cars breaking down	-	-	-	-	-	-	-	-
Falling from trains, locomotives or cars	3	7	4	137	19	30	26	174
Struck by trains, locomotives or cars	-	1	25	44	91	48	116	93
Overhead obstructions	-	-	-	19	-	1	-	20
Other causes	-	146	4	696	3	50	7	892
Total	5	277	49	1,278	✓ 221	✓ 515	275	2,070
✓ Postal clerks					2	32		
Other persons - trespassing					95	106		
not trespassing					124	377		
Total					221	515		
Struck at Highway Crossings -								
Trainmen and passengers					-	15		
Pedestrians					13	8		
Motorists					93	338		
In Other vehicles					6	9		
Total					112	370		
Class of Person	TRAIN ACCIDENTS		NON TRAIN ACCIDENTS		DAYS ABSENT BECAUSE OF INJURY			
	Killed	Injured	Killed	Injured				
	No.	No.	No.	No.				
Trainmen	22	1,059	-	229	40,865			
Switchtenders, crossing tenders, watchmen..	2	16	1	38	1,127			
Stationmen	-	14	2	668	16,817			
Shopmen	8	36	2	1,563	42,238			
Trackmen	14	90	5	2,191	57,979			
Telegraph employees	1	4	-	64	2,038			
Other employees	2	59	-	200	5,226			
Total Employees	49	1,278	10	4,953	166,288			
Passengers			1	101				
Postal clerks.....			1	16				
Other persons			13	75				
Total All Persons			25	5,145				
Cause of Accident								
Handling traffic			-	439				
Handling tools, machinery etc.			1	1,219				
Getting on and off locomotives or cars at rest			1	166				
Other causes			23	3,321				
Total			25	5,145				

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