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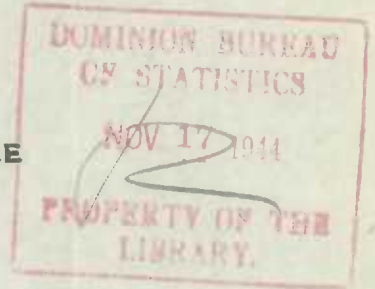
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CANADA

DEPARTMENT OF TRADE AND COMMERCE

DOMINION BUREAU OF STATISTICS

TRANSPORTATION BRANCH



PRELIMINARY REPORT

ON

STATISTICS OF STEAM RAILWAYS

IN

CANADA

1943



**OTTAWA
1944**

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DOMINION BUREAU OF STATISTICS
TRANSPORTATION AND PUBLIC UTILITIES BRANCH
OTTAWA

Dominion Statistician, S. A. CUDMORE, M.A. (Oxon.), F.S.S., F.R.S.C.

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

PRELIMINARY REPORT

ON

STATISTICS OF STEAM RAILWAYS

1 9 4 5

The revenues earned by railways continued to increase, rising to a new high record in 1943 of \$778,914,565. The increase in freight revenue was \$65,396,112 or 12.9 per cent and in passenger revenue \$52,328,484 or 35.3 per cent. Other services also showed substantial increases making the total increase over 1942 revenues, the previous high record, \$115,303,995 or 17.4 per cent. Comparisons with 1939 revenues show increases in freight revenues of 98.6 per cent, in passenger revenues of 242 per cent and in total revenues of 112 per cent. Monthly reports show that the revenues continued to increase in 1944 but at a considerably lessened rate, the increase for the first seven months being only 4.5 per cent over 1943 revenues.

Operating expenses also increased to a new high record at \$560,597,204 as compared with \$485,783,584 for 1942 and \$304,373,285 for 1939. These 1944 expenses included charges for maintenance which was considered accrued but not performed because of lack of materials and labour. For deferred maintenance of way and structures the charge was \$12,616,223 and for equipment \$5,770,000, a total of \$18,386,223 as compared with a total of like charges in 1942 of \$16,985,000. To the end of July, 1944 the railways had accumulated over \$50,000,000 for deferred maintenance work. This represents between 25,000 and 30,000 man years of work, in addition to ordinary maintenance work. Railway tax accruals increased from \$34,893,404 in 1942 to \$44,414,192, of which the Canadian Pacific Railway Company paid \$31,548,645 or 71 per cent. This was exclusive of the refundable portion of the income and excess profits' tax. Interest on funded debt decreased from \$61,827,851 in 1942 and \$77,457,971 in 1940 to \$56,864,564. Interest on Dominion Government loans to the Canadian National Railways increased to \$18,664,848, making the total interest on funded and unfunded debt for all railways \$75,660,048 as compared with \$76,185,590 in 1942 and \$79,786,267 in 1940. This saving of over 4 million dollars since

1940 is an improvement which will affect future years' accounts. These Dominion Government loans to the Canadian National Railways were temporary loans for capital purposes pending the sale of railway debentures. The large increases in 1942 and 1943 were due to the repatriation through the Dominion and United Kingdom Governments of Canadian National securities held in the United Kingdom.

The Canadian National railways reported a cash surplus of \$35,639,412 as against \$25,063,268 for 1942. This was used to repay Dominion Government loans and included the net corporate income shown in this report and cash profit and loss debits and credits.

There was little change in the single track mileage during the year, the net increase being only 4.1 miles.

Freight traffic reached a new high record with an increase of 13.8 per cent in tons of revenue freight carried and in ton miles. This was accomplished with an increase over 1942 of only 5.7 per cent in freight train miles, 5.5 per cent in loaded car miles and also in empty freight car miles. Passenger traffic showed a still better record, passengers carried increasing by 20.1 per cent, passenger miles increasing by 30.8 per cent for an increase in passenger train miles of only 5.7 per cent, and passenger train car miles increasing by 9.8 per cent. These results were due to heavier average loading of trains and heavier loading of cars.

The number of employees, which is the average of counts made each month, increased from 157,740 in 1942 to 169,663 or by 7.6 per cent, and the pay roll increased from \$291,416,755 to \$323,801,645 or by 11.1 per cent. Pay roll charged to operating expenses increased to \$294,075,723 from \$262,981,536 in 1942 or by 11.8 per cent.

Comparisons with 1939 show an increase in the number of employees of 51 per cent, in operating pay roll of 59 per cent, in operating revenues of 112 per cent, in revenue ton miles of 103 per cent and in passenger miles of 272 per cent.

During the year 4,348 freight cars were retired from service and 7,637 were added, making a net increase of 3,291 cars. There was a net increase in passenger equipment of 23 first class coaches, 14 second class and 10 immigrant cars. No parlour cars were added but 36 were retired and there was a net decrease of 13 sleeping cars; some of these parlour and sleeping cars were converted into coaches. Baggage, express and postal cars increased by 83 and there was a net increase of 69 in all passenger train cars. Including leased locomotives there was a net increase of 16 passenger, 35 freight, 5 switching and 3 electric switching, and the capacity of all locomotives owned by the railways increased by 2.3 per cent. The fuel consumed by locomotives increased by 11.3 per cent in freight service, by 15.5 per cent in passenger service and 15.9 per cent in switching service over 1942 consumption. Motor unit cars showed a decrease in miles run under their own power of 16 per cent and a reduction in fuel consumption of approximately 12 per cent. Ties renewed in track amounted to 8,448,245, of which 49 per cent were treated ties, as

compared with 9,088,925 renewals for 1942. Ties placed in new track amounted to 267,755, making the total cross tie consumption 8,716,000 as compared with the average for 1935-1939 of 10,961,000 ties.

During the year 112 employees were killed in train accidents as against 103 in 1942. The number of passengers killed was reduced from 43 in 1942 to 9 and other persons killed amounted to 197, including 82 trespassers and 96 motorists, making a total of 318 deaths from train accidents. The persons injured in train accidents included 2,942 employees, 417 passengers and 586 other persons, making a total of 3,945 persons. This was an increase over 1942 of 779 employees and a decrease of 222 passengers and 42 other persons. During the war years the number of employees killed and injured has increased each year at a greater rate than the number of persons employed. The average for the four years 1940-43 was 88 employees killed and 1,985 injured as compared with the average for 1935-39 of 55 killed and 1,056 injured and a total of 345 persons killed and 3,050 injured in 1940-43 as against 316 killed and 2,047 injured in 1935-39.

Trainmen are subjected to greater hazards in train accidents than other employees and the numbers killed and injured have shown continuous increases for each of the war years. For 1935-39 the average number of trainmen killed was 30.2 and of injured was 887 per year. In 1940-43 the averages increased to 53 and 1,744 respectively. For 1943, the year with the heaviest accident record, the numbers were 78 killed and 2,649 injured. A greater number of trainmen were employed and they were working a greater number of hours than in the prewar years, but on a man hour basis the 1940-43 records showed an increase over 1935-39 of 23 per cent for killed and 38 per cent for injured, and for 1943 the increases were 51.7 and 75.6 per cent respectively. On an employee basis, ignoring the difference in the average time worked, the increases were larger. For 1940-43 the increases were 55.4 per cent for killed and 52 per cent for injured, and for 1943 they were 75.7 and 103.6 per cent respectively.

These accidents include all accidents connected with the movement of trains, locomotives or cars.

In non train accidents, such as in warehouses, shops, etc., 18 employees were killed and 9,725 were injured, and 5 other persons were killed and 249 were injured. These compare with 32 employees killed and 8,100 injured, and 15 other persons killed and 255 injured in 1942. Of the persons reported as injured in both classes of accidents, 18 employees and 3 other persons subsequently died from their injuries.

The number of days employees were absent from duty due to both types of accidents was 321,391 as compared with 255,949 in 1942 and an average of 154,110 for 1935-39. Non train accidents were responsible for the greater part of the time lost.

TABLE 1.

INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1943.

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	4,584,958	3,896,839	688,119	133,960	554,159
2.	Alma and Jonquiere	156,411	136,402	20,009	5,745	14,264
4.	Canada and Gulf Terminal	263,391	142,976	120,415	37,731	82,684
5.	Canada Southern (Lessee N.Y.C.)	27,625,006	16,298,817	11,326,189	3,650,061	7,676,128
6.	Canadian National	391,084,435	288,335,053	102,749,382	3,604,124	99,145,258
7.	Canadian Pacific	299,023,042	216,347,579	82,675,463	31,548,645	51,126,818
8.	Central Vermont	511,038	279,255	231,783	580	231,403
9.	Cumberland	188,300	148,251	40,049	2,645	37,404
10.	Essex Terminal	641,978	426,742	215,236	11,946	203,290
11.	Greater Winnipeg Water District	55,948	73,681	Dr. 17,713	-	Dr. 17,713
12.	Hudson Bay	759,506	794,150	Dr. 34,644	2,986	Dr. 31,658
13.	Maine Central	16,249	17,730	Dr. 1,481	949	Dr. 2,430
14.	Maritime Coal, Railway and Power Co.	166,981	85,003	81,978	22,789	59,189
15.	Midland Railway of Manitoba	573,887	492,088	81,799	23,082	58,717
16.	Morrissey, Fernie and Michel	55,787	65,371	Dr. 9,604	Cr. 638	Dr. 8,966
17.	Napierville Junction	1,008,823	477,773	530,850	287,986	242,864
18.	Nelson and Fort Sheppard	28,113	144,508	Dr. 116,395	5,523	Dr. 121,918
19.	Northern Alberta	11,177,033	6,258,964	4,918,069	56,777	4,861,292
20.	Ottawa and New York	230,220	351,987	Dr. 121,767	19,363	Dr. 141,130
21.	Pacific Great Eastern	690,305	716,418	Dr. 26,113	1,506	Dr. 27,619
22.	Pere Marquette	10,591,937	5,554,385	5,037,552	2,311,458	2,726,094
23.	Quebec Railway, Light and Power Co.	706,134	697,046	9,088	16,391	Dr. 7,303
24.	Roberval and Saguenay	2,844,362	995,676	1,848,686	1,089,234	759,452
25.	St. Lawrence and Adirondack	1,137,335	1,053,937	83,398	9,585	73,813
26.	Sydney and Louisburg	1,430,150	1,319,032	111,118	6,661	104,457
27.	Temiscouata	319,092	304,361	14,731	4,523	10,208
28.	Temiskaming and Northern Ontario	6,350,816	4,843,530	1,507,286	1,315	1,505,971
29.	Thousand Islands	64,559	82,751	1,808	357	1,451
30.	Toronto, Hamilton and Buffalo	4,076,228	2,113,856	1,962,370	1,169,588	792,782
31.	Toronto Terminals	715,819	1,089,753	Dr. 373,934	201,643	Dr. 575,577
32.	Vancouver, Victoria and Eastern	1,213,202	961,335	251,867	146,283	105,584
33.	Wabash (in Canada)	10,623,742	6,111,975	4,511,767	41,594	4,470,173
34.	Total 1943	778,914,565	560,597,204	218,317,361	44,429,545	173,905,169
35.	Total 1942	663,610,570	485,783,584	177,826,986	34,886,660	142,955,582
36.	Canadian National (Canada & U.S.)	440,615,955	324,475,670	116,140,285	8,390,678	107,749,607

† Includes taxes on the Lake Erie and Detroit River Railway Company amounting to \$15,353.

* Includes interest on \$537,323,765 Dominion Government Loans \$18,664,848.

INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1943,

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.	-	554,159	642,997	515,425	128,098	643,518	Dr. 521
2.	-	14,264	25,286	-	17,336	17,336	7,950
4.	-	82,684	86,517	57,000	14,635	71,635	14,882
5.	-	7,675,128	8,359,506	73,058	5,153,599	5,226,657	3,132,849
6.	1,030,034	100,175,292	117,752,193	x49,436,899	32,669,010	82,105,909	35,646,284
7.	3,578,567	54,705,385	69,262,530	18,078,064	8,201,748	26,279,612	42,982,718
8.	-	231,403	250,197	35,422	33,053	68,475	181,722
9.	-	37,404	37,404	-	3,103	3,103	34,301
10.	-	203,290	208,928	13,800	33,873	47,673	161,255
11.	-	Dr. 17,713	Dr. 17,713	-	1,184	1,184	Dr. 18,897
12.	-	Dr. 37,630	Dr. 25,440	-	183,185	183,185	Dr. 208,625
13.	-	Dr. 2,430	Dr. 2,329	-	95	95	Dr. 2,424
14.	-	59,189	59,457	6	11,051	11,057	48,400
15.	-	58,717	82,007	-	121,694	121,694	Dr. 39,887
16.	-	Dr. 8,966	Dr. 8,966	-	-	-	Dr. 8,966
17.	-	242,864	269,124	433	158,991	159,424	109,700
18.	-	Dr. 121,918	Dr. 121,655	-	6,962	6,962	Dr. 128,617
19.	958	4,862,250	5,113,197	1,472,666	3,643,579	5,116,245	Dr. 3,048
20.	-	Dr. 141,130	Dr. 132,597	559	26,608	27,167	Dr. 159,764
21.	6,892	Dr. 20,727	Dr. 5,798	3,941,396	31,491	3,972,887	Dr. 3,978,685
22.	-	2,726,094	2,890,890	181,866	1,761,745	1,943,611	947,279
23.	-	Dr. 7,303	11,997	-	11,997	11,997	-
24.	-	759,452	767,017	95,100	252,501	347,601	421,416
25.	-	73,813	92,172	51,709	229,448	281,157	Dr. 188,985
26.	-	104,457	104,457	-	571,655	571,655	Dr. 467,198
27.	-	10,208	13,108	-	12,900	12,900	208
28.	-	1,505,971	1,574,128	217,257	270,876	488,133	1,085,995
29.	-	1,451	2,009	513	-	513	1,496
30.	-	792,782	1,152,206	204,411	262,387	466,798	685,408
31.	-	Dr. 575,577	1,317,487	1,286,464	31,023	1,317,487	-
32.	-	105,584	386,503	-	351,500	351,500	35,003
33.	-	4,470,173	4,470,173	-	698,895	698,895	3,771,278
34.	4,616,451	178,519,620	214,616,992	75,660,048	54,894,417	130,554,465	84,062,527
35.	4,199,588	147,152,968	178,853,189	76,185,590	29,358,644	105,544,234	73,288,955
36.	1,050,034	108,779,641	117,664,170	x49,882,556	32,112,066	81,994,622	35,669,548

TABLE 2

TRAIN MILEAGE FOR THE YEAR ENDED DECEMBER 31, 1945.

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 December 31 X	Average during Year /				
1.	Algoma Central and Hudson Bay	520.8	521.8	614,679	-	614,679	16,898
2.	Alma and Jonquiere	10.6	10.6	16,610	-	16,610	-
3.	British Yukon	90.3	90.3	-	-	-	-
4.	Canada and Gulf Terminal	58.1	58.1	20,160	40,646	60,806	-
5.	Canada Southern (Lessee N.Y.C.)	569.7	570.0	2,469,646	1,661,595	4,151,259	60,600
6.	Canadian National	21,684.9	21,768.9	59,673,181	21,871,388	61,544,519	1,604,178
7.	Canadian Pacific	16,566.9	17,054.6	52,846,480	20,014,889	52,861,569	861,495
8.	Central Vermont	25.3	25.3	50,384	56,956	67,320	425
9.	Cumberland	51.5	51.5	27,678	-	27,678	-
10.	Essex Terminal	21.3	21.3	25,040	-	25,040	-
11.	Greater Winnipeg Water District	92.0	92.0	-	-	-	-
12.	Hudson Bay	510.1	510.1	109,158	54,580	163,558	24,451
12a.	International Bridge and Terminal Co.	1.1	1.1	-	-	-	-
13.	Maine Central	5.1	5.1	5,414	-	5,414	-
14.	Maritime Coal, Railway and Power Co.	12.2	12.2	19,814	2,208	22,022	-
15.	Midland Railway of Manitoba	5.7	75.5	49,520	107,525	156,845	-
16.	Morrissey, Fernie and Michel	5.0	5.0	18,886	-	18,886	-
17.	Napierville Junction	27.1	41.7	54,945	98,464	148,409	1,082
18.	Nelson and Fort Sheppard	54.8	60.9	18,455	-	18,455	240
19.	Northern Alberta	922.7	927.6	1,070,930	462,455	1,555,565	59,845
20.	Ottawa and New York	57.5	58.0	55,289	56,462	71,751	2,542
21.	Pacific Great Eastern	547.8	547.8	98,512	41,785	140,095	21,076
22.	Pere Marquette	198.8	519.0	1,495,287	599	1,495,686	21,513
23.	Quebec Railway, Light and Power Co.	25.4	25.4	28,411	301,170	329,581	4,490
24.	Roberval and Saguenay	29.0	29.0	66,590	-	66,590	-
25.	St. Lawrence and Adirondack	46.5	60.9	71,851	122,708	194,559	4,100
26.	Sydney and Louisburg	70.3	70.3	150,712	45,506	176,218	-
27.	Temiscouata	101.1	112.8	50,245	49,077	99,520	2,584
28.	Temiskaming and Northern Ontario	574.0	574.0	789,600	570,484	1,560,084	45,794
29.	Thousand Islands	4.5	4.5	4,950	14,399	19,529	-
30.	Toronto, Hamilton and Buffalo	105.6	111.0	168,925	164,065	332,988	4,528
31.	Toronto Terminals	3.2	3.2	-	-	-	-
31a.	Van Buren Bridge	0.3	0.3	-	-	-	-
32.	Vancouver, Victoria and Eastern	85.9	86.9	58,455	53,524	111,979	702
33.	Wabash (in Canada)	-	245.4	1,375,968	-	1,375,968	566
34.	Total 1945	42,542.7	42,556.8	81,445,279	45,745,039	127,188,518	2,956,807
35.	Total 1942	42,358.6	42,379.5	77,080,637	43,271,994	120,552,651	2,414,958
36.	Canadian National (Canada and U.S.)	25,269.0	25,525.0	44,871,187	25,819,952	49,064,919	1,865,186

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.

TABLE 5.

EMPLOYEES AND THEIR COMPENSATION FOR THE YEAR ENDED DECEMBER 31, 1943.

No.	Division	Average Number of (1) Employees	Total Hours on Duty (D - Days)	Total Salaries and Wages	Hours Worked (D - Days)	Salaries and Wages	
						Per Hour (D - Days)	Per Year
GENERAL AND MISCELLANEOUS							
1.	Executives, general officers and assistants	522	D 159,005	5,707,372	D 305	D 23.316	7,102
2.	Division officers	1,004	D 523,638	3,760,637	D 322	D 11.620	3,746
5.	Assistant engineers and draftsmen	580	D 177,372	1,444,534	D 306	D 8.144	2,491
4.	Other miscellaneous officials	1,249	D 580,210	3,906,535	D 304	D 10.275	3,128
5.	Clerks	17,272	D 5,430,050	30,379,773	D 314	D 5.595	1,759
6.	Telephone switchboard operators	238	D 72,437	280,176	D 305	D 3.865	1,177
7.	Office boys, messengers, attendants & Misc. trades workers	1,334	D 404,636	1,264,961	D 303	D 3.126	948
8.	Janitors and cleaners	1,177	D 364,320	1,335,656	D 310	D 3.666	1,135
	Total (Daily basis)	23,376	D 7,311,726	46,079,644	D 313	D 6.302	1,971
MAINTENANCE OF WAY AND STRUCTURES							
9.	Bridge and Building department foremen	535	D 167,051	1,167,529	D 312	D 6.989	2,182
10.	Carpenters and bridgemen	2,467	6,071,483	4,209,118	2,461	0.693	1,706
11.	Blacksmiths, pipe fitters, plumbers, tinmiths & pump repairers	345	861,591	735,313	2,497	0.853	2,131
12.	Masons, bricklayers, plasterers and painters	437	1,023,002	738,126	2,341	0.722	1,689
13.	Helpers, B. and B. department	273	648,433	388,361	2,375	0.599	1,423
14.	Apprentices, B. and B. department	-	-	-	-	-	-
15.	Pile driver, ditching, hoist and steam shovel employees	438	1,343,251	1,024,609	3,080	0.759	2,339
16.	Pumpmen	423	1,190,295	683,205	2,814	0.574	1,615
17.	Extra gang and snow plough foremen	453	1,293,815	1,079,053	2,856	0.834	2,382
18.	Signal foremen	54	D 17,155	163,031	D 318	D 9.503	3,019
19.	Section foremen	5,865	15,697,277	10,948,109	2,676	0.697	1,867
20.	Sectionmen	17,715	44,411,616	23,123,558	2,507	0.521	1,305
21.	Labourers	9,383	24,577,869	11,408,250	2,619	0.464	1,216
22.	Foremen - Linemen	40	D 15,199	97,753	D 330	D 7.406	2,444
23.	Telegraph and telephone linemen and groundmen	57	130,664	98,519	2,292	0.754	1,728
24.	Signal and interlocker maintainers and repairmen	633	1,739,555	1,267,700	2,748	0.729	2,003
	Total (Hourly basis)	58,489	98,994,851	55,703,921	2,572	0.563	1,447
	(Daily basis)	629	D 197,405	1,428,313	D 314	D 7.235	2,271
	Total	59,118	-	57,132,234	-	-	1,461
MAINTENANCE OF EQUIPMENT							
25.	General foremen	64	D 19,984	216,945	D 312	D 10.856	3,390
26.	Department and gang foremen	2,292	D 737,233	6,219,895	D 322	D 8.437	2,714
27.	Blacksmiths	690	1,597,974	1,449,532	2,316	0.907	2,101
28.	Boilermakers	1,173	2,945,672	2,737,395	2,511	0.929	2,334
29.	Carmen (a)	2,146	4,951,410	4,656,366	2,307	0.940	2,170
30.	Carmen (b)	513	1,183,908	1,114,264	2,308	0.941	2,172
31.	Carmen (c)	6,073	15,147,360	12,679,106	2,494	0.837	2,088
32.	Carmen (d)	225	508,410	433,720	2,260	0.853	1,928
33.	Electrical workers	916	2,288,655	1,979,520	2,499	0.865	2,161
34.	Machinists	4,421	11,001,717	10,113,084	2,489	0.919	2,288
35.	Moulders	128	295,422	290,383	2,308	0.883	2,269
36.	Pipe Fitters and sheet metal workers	1,088	2,559,357	2,416,455	2,352	0.944	2,221
37.	Helpers to mechanics	7,589	18,753,495	12,711,966	-	-	1,375

38.	Helper apprentices	5		5,879	4,002	1,980	0.681	1,354
39.	Regular apprentices	1,304		2,966,960	1,325,660	2,275	0.447	1,017
40.	Car cleaners	1,828		4,349,311	2,326,433	2,379	0.535	1,273
41.	Other unskilled employees	4,250		10,516,957	5,602,476	2,475	0.533	1,318
42.	Unclassified labourers	2,784		6,550,202	3,179,989	2,346	0.487	1,142
43.	Stationary engineers, firemen and oilers	914		2,410,412	1,616,680	2,637	0.671	1,769
	Total (Hourly basis)	56,045		88,013,141	64,637,031	2,442	0.734	1,793
	(Daily basis)	2,556	D	757,217	6,436,840	D 321	D 8.501	2,732
	Total	58,401		-	71,073,871	-	-	1,851
TRANSPORTATION								
44.	Inspectors and sergeants of police	204	D	66,231	512,825	D 325	D 7.743	2,514
45.	Constables and policemen	1,175	D	395,697	1,933,666	D 337	D 4.887	1,646
46.	Storekeepers	179	D	55,436	410,817	D 310	D 7.411	2,295
47.	Storemen	1,827		4,315,126	2,589,066	2,362	0.600	1,417
48.	Train despatchers and traffic supervisors	618		1,610,812	2,156,146	2,606	1.359	3,499
49.	Supervisory agents and assistants	565		1,471,946	1,398,742	2,605	0.950	2,476
50.	Station agents - non-telegraphers (small stations)	134		332,793	163,899	2,484	0.492	1,223
51.	Station agents - telegraphers and telephoners	5,503		15,131,624	12,369,816	2,730	0.817	2,248
52.	Signalmen (non-telegraphers) at interlockers	256		686,274	439,772	2,603	0.660	1,718
53.	Foremen in freight sheds	495		1,276,479	1,022,351	2,579	0.801	2,065
54.	Freight handlers and other station employees	5,515		13,256,465	7,980,218	2,404	0.602	1,447
55.	Labourers	1,035		2,757,751	1,407,662	2,670	0.510	1,565
56.	Dining car and restaurant inspectors, conductors & stewards	404	D	121,291	923,258	D 500	D 7.612	2,285
57.	Dining car and restaurant helpers and attendants	2,983	D	886,920	3,800,580	D 297	D 4.285	1,274
58.	News agents	177	D	50,557	379,408	D 286	D 7.505	2,144
59.	Floating equipment employees	765		2,529,242	1,247,370	3,506	0.493	1,631
60.	Sleeping and parlour car inspectors and conductors	239	D	79,560	571,834	D 333	D 7.187	2,395
61.	Sleeping and parlour car porters	1,295	D	421,822	1,844,766	D 326	D 4.375	1,425
62.	Drawbridge operators	94		240,279	162,757	2,556	0.677	1,751
63.	Signalmen or watchmen at crossings (non-interlocked)	557		1,424,354	702,788	2,557	0.493	1,262
64.	Yardmasters and assistants	557	D	188,882	1,822,565	D 339	D 9.649	3,272
65.	Switch tenders	422	D	142,452	785,173	D 338	D 5.512	1,861
66.	Hostlers	562	D	202,442	1,254,976	D 360	D 6.199	2,235
67.	Road passenger conductors	890		2,163,602	3,028,597	2,451	1.400	3,405
68.	Road freight conductors	2,472		7,237,750	8,397,213	2,928	1.160	3,397
69.	Road passenger brakemen, baggagemen and flagmen	1,912		4,620,615	4,776,773	2,417	1.054	2,498
70.	Road freight brakemen and flagmen	5,378		14,882,884	13,622,320	2,767	0.915	2,533
71.	Yard conductors and yard foremen	1,630		4,611,613	4,378,822	2,829	0.950	2,686
72.	Yard brakemen and helpers	3,458		9,437,950	8,526,972	2,745	0.882	2,422
73.	Road passenger engineers and motormen	1,067		2,395,348	4,199,010	2,245	1.753	3,935
74.	Road freight engineers and motormen	3,226		9,189,071	12,007,578	2,848	1.307	3,722
75.	Yard engineers and motormen	1,467		4,561,812	4,455,601	3,110	0.972	3,024
76.	Road passenger firemen and helpers	1,083		2,317,126	3,201,511	2,140	1.382	2,956
77.	Road freight firemen and helpers	3,520		9,161,051	9,298,644	2,603	1.015	2,642
78.	Yard firemen and helpers	1,494		4,542,425	3,530,665	3,040	0.777	2,363
	Total (Hourly basis)	44,939		120,154,372	110,844,593	2,673	0.923	2,467
	(Daily basis)	8,197	D	2,611,290	14,239,868	D 319	D 5.453	1,737
	Total	53,136		-	125,084,261	-	-	2,534
79.	Express department	3,192	D	998,620	5,663,194	D 313	D 5.671	1,774
80.	Communication department	6,759		16,636,660	10,757,805	2,461	0.647	1,592
81.	Employees engaged in outside operations	5,681		15,379,479	8,010,338	2,707	0.521	1,410
	GRAND TOTAL (Hourly basis)	131,915		359,158,503	249,955,786	2,571	0.737	1,895
	(Daily basis)	37,750	D	11,876,258	73,847,859	D 315	D 6.218	1,956
	Total 1943	169,665		-	323,801,645	-	-	1,908
82.	Total number of female employees (monthly average)	10,051		-	-	-	-	-
83.	Total pay roll charged to operating expenses	-		-	294,075,723	-	-	-
84.	Pullman, bridge and tunnel companies (Hourly basis)	65		187,121	105,356	2,879	0.563	1,621
	(Daily basis)	121	D	44,207	228,797	D 365	D 5.176	1,891
	Total	186		-	334,153	-	-	1,797

(1) Average of counts made each month.

^ Includes \$5,087,004 for 2,375 employees domiciled outside of Canada.

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