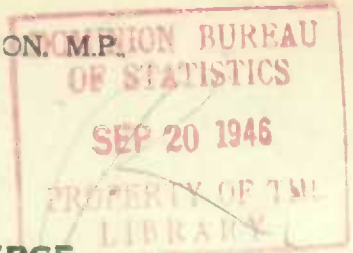


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CANADA

DEPARTMENT OF TRADE AND COMMERCE

DOMINION BUREAU OF STATISTICS

TRANSPORTATION BRANCH

PRELIMINARY REPORT

CN

STATISTICS OF STEAM RAILWAYS

IN

CANADA

1945



**OTTAWA
1946**

Price 10 cents

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CANADA

DEPARTMENT OF TRADE AND COMMERCE

COMMISSION DES BREVETS D'INVENTION

INTERNATIONAL BUREAU

PRELIMINARY REPORT

NO. 1

ESTABLISHED BY THE PARLIAMENT OF CANADA

1911

CANADA

1911



OTTAWA
1911

DOMINION BUREAU OF STATISTICS
TRANSPORTATION AND PUBLIC UTILITIES BRANCH
OTTAWA

Dominion Statistician, HERBERT MARSHALL, O.B.E., B.A., F.S.S.

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

20-1110

PRELIMINARY REPORT
ON
STATISTICS OF STEAM RAILWAYS
1 9 4 5

Operating revenues of steam railways in Canada in 1945 totalled \$774,971,360, a decrease of 2.7 per cent from the record total of \$796,636,786 in 1944. Freight revenues decreased by 3.3 per cent, passenger revenues by 4.9 per cent, but all other revenues increased by 4.7 per cent. Operating expenses amounted to \$631,497,562, compared with \$634,774,021 in 1944, a decrease of 0.5 per cent. Small increases occurred in transportation, traffic, miscellaneous and general expenses, which were offset by decrease in maintenance of way and structures and maintenance of equipment expenses. The decline of \$7,971,635 or 2.8 per cent in all maintenance expenses can be accounted for by the drop in deferred maintenance appropriations to \$10,155,566, compared with \$16,848,799 in 1944. Net operating revenues were \$143,473,798 in 1945, compared with \$161,862,765 in 1944.

Railway tax accruals were \$30,777,455 compared with \$35,092,157 in the previous year. This represents a decline of nearly one-third from the high record of \$44,414,192 in 1943. The continued reduction in railway debt outstanding was reflected in a further drop in interest charges on debt, which amounted to \$71,838,531 in 1945, compared with \$74,177,422 in the previous year. Other non-operating expenses were \$28,443,803, against \$30,727,761 in 1944, leaving net corporate income of \$51,941,093 before dividends and other profit and loss charges, against \$61,691,665 in 1944. Dividend payments during the year were the largest since 1931 at \$22,577,695, compared with \$19,398,278 in the previous year. Dividends on the ordinary and preference stocks of the Canadian Pacific accounted for \$21,781,500 of this total. The cash surplus of the Canadian National, paid to the Dominion Government and applied in reducing loans from the Government, amounted to \$24,756,130 during the year, compared with \$23,026,924 in 1944. Since 1941, the operations of the Canadian National have realized surpluses totalling \$112,502,061.

Important features of the improvement in the financial positions of Canadian railways during the last few years have been the increases in the various reserves built up for depreciation, deferred maintenance and other contingencies. In 1939 reserves of all types amounted to \$127,328,702, compared with \$493,963,692 at the end of 1945. Of this increase in reserves of \$366,634,990, the amount of \$243,772,264 was created through charges to operating expenses, the remainder through adjustments in asset values at the time of initiating depreciation accounting for road and equipment.

The number of employees, based on the average of counts made each month, increased from 175,095 in 1944 to 180,603 in 1945, which is the highest since 1929. Salaries and wages paid amounted to \$371,814,379, a slight decline from the \$372,064,613 paid in 1944. The latter year, however, includes approximately \$10,000,000 back pay from 1943. The increase in the number of employees over 1944 was concentrated largely in the unskilled categories of maintenance employees. The two factors just mentioned account for the decline in the average hourly wage for all employees from 83.4 cents to 81.9 cents. The highest average yearly wage, other than for executives, was \$4,330 for road passenger engineers, which compares with \$4,271 for this class of employees in 1944.

The average yearly wages paid in any class are calculated by dividing the total wages paid by the average of counts of employees made each month. The counts on some roads are made four times a month and on some once each month, and include all such employees on the roster or assigned list on the day of the count whether or not they are actually working on that day. Labourers and other classes whose numbers fluctuate frequently are also counted in this manner; all other employees are counted only once in the middle of each month. The averages are thus full year positions and not the total number receiving wages. By this method of computing employees, 4 employees working 9 months each would be included in the average as 3 employees and the actual wage received by each would be correspondingly less than the average shown in the report as wages paid by the railways. This method of computation also increases the average time worked over the actual average per individual but has no effect on the average rate per hour or day, which is actual time worked divided into the total wages paid.

In train accidents during 1945, 10 passengers were killed and 360 injured, compared with 8 killed and 416 injured in 1944. The averages per 1,000,000,000 passenger miles were: killed 1945 - 1.57; 1944 - 1.16; 1943 - 1.38; injured 1945 - 56; 1944 - 61; 1943 - 64. Employees killed in train accidents numbered 71, compared with 81 in 1944 and 112 in 1943, while the number injured numbered 2,665, compared with 2,637 in 1944 and 2,942 in 1943.

In non-train accidents, which include accidents in handling traffic, machinery, supplies, etc., the number of employees killed increased to 27, compared with 22 in 1944 and 18 in 1943. The number injured was slightly less at 10,482, against 10,550 in 1944 and 9,725 in 1943. Time lost through injuries was 331,667 days, compared with 333,163 days in 1944 and 321,391 days in 1943.

The number of persons killed at highway crossings in train accidents decreased in 1945 from previous year, there being only 121 fatalities, compared with 138 in 1944. The number injured increased sharply from 360 to 470. The abandonment of gasoline rationing and the consequent increase in the use of motor vehicles may have contributed to this result. On the other hand, the trend of highway crossing accidents during the war period was upward to a peak in 1942, in spite of the restrictions on motor travel. The trend appears to have shown a closer correlation with the volume of railway traffic than with highway traffic.

Freight traffic tonnage showed a decline from the previous year for the first time since 1938. Tons originating on Canadian railways and received from foreign connections totalled 147,348,566 in 1945, compared with 155,326,332 tons in 1944. The 1938 total was 76,175,305 tons, indicating that the physical volume of traffic had doubled by the end of the wartime period. The greater part of the decline in tonnage from 1944 occurred in products of mines and manufactures.

There was a net increase of 15 in the number of locomotives of all types in service on Canadian railways over last year, the total now standing at 4,431; the number of passenger cars in service decreased 50 to 6,213; in freight cars in service additions exceeded retirements by 702, the number at the end of 1945 being 164,769.

Consumption of bituminous coal by Canadian railways for locomotives and other purposes amounted to 12,799,307 tons, compared with 12,640,142 tons in 1945. The consumption of Canadian coal, which had dropped to only 33 per cent of the total consumption in 1944 was back to more nearly normal proportions in 1945 at 65 per cent of the total.

TABLE 1.

INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1945.

| 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 | 5,020,129 | 4,580,631 | 439,498 | 30,476 | 409,022 |
| 2. | Alma and Jonquiere | 187,668 | 149,975 | 37,693 | 10,165 | 27,528 |
| 4. | Canada and Gulf Terminal | 279,727 | 164,724 | 115,003 | 37,594 | 77,409 |
| 5. | Canada Southern (Lessee N.Y.C.) | 22,992,477 | 18,922,332 | 4,070,145 | 2,399,922 | 1,670,223 |
| 5a. | Canada Southern (Lessor) | - | - | - | 35,102 | Dr. 35,102 |
| 6. | Canadian National | 383,899,990 | 313,682,619 | 70,217,471 | 3,759,216 | 66,458,255 |
| 7. | Canadian Pacific | 317,406,710 | 268,121,827 | 59,284,883 | 21,933,197 | 37,351,686 |
| 8. | Central Vermont | 359,182 | 287,645 | 71,537 | 414 | 71,123 |
| 9. | Cumberland | 169,051 | 168,947 | 104 | 2,767 | Dr. 2,663 |
| 10. | Essex Terminal | 470,409 | 316,891 | 153,518 | 36,419 | 117,099 |
| 11. | Great Northern Railway Co. | 1,191,867 | 2,068,563 | Dr. 876,696 | 159,950 | Dr. 1,036,646 |
| 12. | Greater Winnipeg Water District | 55,936 | 90,034 | Dr. 34,098 | - | Dr. 34,098 |
| 13. | Hudson Bay | 213,348 | 641,542 | Dr. 428,194 | 3,216 | Dr. 431,410 |
| 14. | Maine Central | 16,346 | 16,246 | Dr. 900 | - | Dr. 900 |
| 15. | Maritime Coal, Railway and Power Co. | 171,080 | 106,799 | 64,281 | 16,037 | 49,244 |
| 16. | Midland Railway of Manitoba | 524,269 | 522,518 | 1,741 | 31,532 | Dr. 29,791 |
| 17. | Morrissey, Fernie and Michel | 64,795 | 68,438 | Dr. 3,643 | 348 | Dr. 3,991 |
| 18. | Napierville Junction | 1,002,879 | 620,077 | 382,802 | 170,953 | 211,849 |
| 19. | Northern Alberta | 5,337,712 | 4,116,862 | 1,220,850 | 68,762 | 1,152,098 |
| 20. | Ottawa and New York | 197,529 | 402,005 | Dr. 204,476 | 21,116 | Dr. 225,592 |
| 21. | Pacific Great Eastern | 876,357 | 896,063 | Dr. 19,706 | 3,217 | Dr. 22,923 |
| 22. | Pere Marquette | 9,553,196 | 6,821,567 | 3,531,638 | 733,533 | 2,798,105 |
| 23. | Quebec Railway, Light and Power Co. | 795,498 | 773,515 | 21,983 | 16,474 | 5,509 |
| 24. | Roberval and Saguenay | 1,156,513 | 500,480 | 656,033 | 306,829 | 349,204 |
| 25. | St. Lawrence and Adirondack | 850,531 | 995,633 | Dr. 145,102 | 10,300 | Dr. 155,402 |
| 26. | Sydney and Louisburg | 1,113,505 | 1,202,364 | Dr. 89,059 | 6,534 | Dr. 95,593 |
| 27. | Temiscouata | 351,676 | 331,299 | 20,377 | 4,982 | 15,395 |
| 28. | Temiskaming and Northern Ontario | 7,350,340 | 5,646,485 | 1,703,855 | 2,161 | 1,701,694 |
| 29. | Thousand Islands | 55,356 | 52,085 | 3,271 | 432 | 2,839 |
| 30. | Toronto, Hamilton and Buffalo | 3,819,334 | 2,324,358 | 1,494,976 | 710,720 | 784,256 |
| 31. | Toronto Terminals | 873,528 | 1,454,561 | Dr. 581,033 | 201,798 | Dr. 782,831 |
| 32. | Wabash (in Canada) | 8,815,633 | 6,450,587 | 2,365,046 | 64,299 | 2,300,747 |
| 33. | Total 1945 | 774,971,360 | 631,497,562 | 143,473,798 | +30,777,456 | 112,696,343 |
| 34. | Total 1944 | 796,636,786 | 634,774,021 | 161,862,765 | +35,092,167 | 126,770,608 |
| 35. | Canadian National (Canada & U.S.) | 433,773,394 | 356,294,049 | 78,479,345 | 6,476,981 | 72,002,364 |

+ Amounts do not include taxes on the Lake Erie and Detroit River Railway Company amounting to \$15,244 in 1945, and \$14,741 in 1944, which are classified as "Rent for Leased Roads" of the Pere Marquette Railway and included in "All Other Non-Operating Expenses".

INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1945.

| 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. | - | 409,022 | 454,629 | 515,425 | 68,626 | 584,051 | Dr. 129,422 |
| 2. | - | 27,528 | 35,148 | - | 18,239 | 18,239 | 16,907 |
| 4. | - | 77,409 | 84,507 | 57,000 | 17,654 | 74,654 | 9,853 |
| 5. | - | 1,670,223 | 2,703,703 | 122,454 | 4,726,455 | 4,848,909 | Dr. 2,145,206 |
| 5a. | - | Dr. 35,102 | 2,009,381 | 1,465,650 | 2,409 | 1,468,059 | 541,322 |
| 6. | 1,235,851 | 67,694,106 | 81,701,446 | x 46,346,205 | 10,855,368 | 57,201,573 | 24,499,873 |
| 7. | 4,440,628 | 41,792,314 | 54,475,498 | 15,387,177 | 7,474,157 | 22,861,334 | 31,614,162 |
| 8. | - | 71,123 | 90,037 | 35,019 | 38,101 | 73,120 | 16,917 |
| 9. | - | Dr. 2,663 | Dr. 2,663 | - | 6,010 | 6,010 | Dr. 8,673 |
| 10. | - | 117,099 | 134,108 | 13,800 | 27,963 | 41,783 | 92,325 |
| 11. | - | Dr. 1,036,646 | Dr. 784,730 | 195,647 | 282,439 | 478,088 | Dr. 1,262,816 |
| 12. | - | Dr. 34,098 | Dr. 34,098 | - | 1,664 | 1,664 | Dr. 35,762 |
| 13. | - | Dr. 431,410 | Dr. 419,763 | - | 93,205 | 93,205 | Dr. 512,968 |
| 14. | - | Dr. 900 | Dr. 827 | - | 211 | 211 | Dr. 1,038 |
| 15. | - | 49,244 | 51,930 | - | 15,741 | 15,741 | 36,189 |
| 16. | - | Dr. 29,791 | Dr. 12,906 | - | 141,870 | 141,870 | Dr. 154,776 |
| 17. | - | Dr. 3,991 | Dr. 3,997 | - | - | - | Dr. 3,997 |
| 18. | - | 211,849 | 303,362 | 2 | 226,135 | 226,137 | 77,225 |
| 19. | 1,895 | 1,153,993 | 2,095,654 | 1,572,790 | 524,766 | 2,097,556 | Dr. 1,902 |
| 20. | - | Dr. 225,592 | Dr. 215,750 | 20 | 27,097 | 27,117 | Dr. 242,867 |
| 21. | 3,248 | Dr. 19,675 | Dr. 3,171 | 4,131,136 | 40,338 | 4,171,474 | Dr. 4,174,645 |
| 22. | - | 2,798,105 | 2,814,212 | 145,662 | 1,657,305 | 1,802,957 | 1,011,255 |
| 23. | - | 5,509 | 19,758 | - | 19,758 | 19,758 | - |
| 24. | - | 349,204 | 360,503 | 93,100 | 56,928 | 150,026 | 210,477 |
| 25. | - | Dr. 155,402 | Dr. 129,667 | 49,027 | 202,721 | 251,748 | Dr. 381,416 |
| 26. | - | Dr. 95,693 | Dr. 95,593 | - | 525,972 | 525,972 | Dr. 621,565 |
| 27. | - | 15,395 | 18,834 | - | 19,106 | 19,106 | Dr. 272 |
| 28. | - | 1,701,694 | 1,825,989 | 206,654 | 374,717 | 581,371 | 1,244,618 |
| 29. | - | 2,839 | 3,479 | 3,006 | 473 | 3,479 | - |
| 30. | - | 784,256 | 1,126,154 | 204,240 | 259,331 | 463,571 | 662,583 |
| 31. | Dr. 8,117 | Dr. 790,948 | 1,317,517 | 1,294,527 | 22,990 | 1,317,517 | - |
| 32. | - | 2,300,747 | 2,300,747 | - | 716,036 | 716,036 | 1,684,711 |
| 33. | 5,673,505 | 118,369,848 | 162,223,427 | 71,838,531 | 28,443,803 | 100,282,334 | 51,941,093 |
| 34. | 3,854,885 | 130,625,493 | 166,596,848 | 74,177,422 | 30,727,761 | 104,905,183 | 61,691,665 |
| 35. | 1,235,851 | 73,238,215 | 79,523,218 | 46,715,658 | 8,295,882 | 55,011,540 | 24,511,678 |

x Includes interest on \$674,201,613 Dominion Government Loans, \$20,306,358.

TABLE 2

TRAIN MILEAGE FOR THE YEAR ENDED DECEMBER 31, 1945.

| No. | Name of Railway | Miles of Road Operated | | Mileage of Revenue Freight Trains ϕ | Mileage of Revenue Passenger Trains ϕ | Total Revenue Train Mileage ϕ | Mileage of Non-revenue Trains ϕ |
|------|---------------------------------------|------------------------|---------------------|--|--|----------------------------------|------------------------------------|
| | | At December 31 | Average during Year | | | | |
| | | X | + | | | | |
| 1. | Algoma Central and Hudson Bay | 320.8 | 321.8 | 693,467 | - | 693,467 | 46,259 |
| 2. | Alma and Jonquiere | 10.6 | 10.6 | 20,581 | - | 20,581 | - |
| 3. | British Yukon | 90.3 | 90.3 | - | - | - | - |
| 4. | Canada and Gulf Terminal | 58.1 | 56.0 | 19,040 | 49,402 | 68,442 | - |
| 5. | Canada Southern (Lessee N.Y.C.) | 369.7 | 370.0 | 1,809,915 | 1,645,514 | 3,455,429 | 105,998 |
| 6. | Canadian National | 21,557.2 | 21,769.3 | 38,481,780 | 22,583,857 | 61,065,637 | 1,636,557 |
| 7. | Canadian Pacific | 16,604.0 | 17,029.2 | 55,016,268 | 20,794,392 | 55,810,660 | 901,911 |
| 8. | Central Vermont | 25.3 | 25.3 | 24,888 | 35,808 | 60,696 | 1,419 |
| 9. | Cumberland | 31.3 | 31.3 | 26,602 | - | 26,602 | - |
| 10. | Essex Terminal | 21.3 | 21.3 | 25,040 | - | 25,040 | - |
| 11. | Great Northern Railway Co. | 140.7 | 147.7 | 79,531 | 52,936 | 132,467 | 2,154 |
| 12. | Greater Winnipeg Water District | 92.0 | 92.0 | - | - | - | - |
| 13. | Hudson Bay | 510.1 | 510.1 | 56,880 | 2,734 | 59,614 | 12,282 |
| 13a. | International Bridge and Terminal Co. | 1.1 | 1.1 | - | - | - | - |
| 14. | Maine Central | 5.1 | 5.1 | 3,352 | - | 3,352 | - |
| 15. | Maritime Coal, Railway & Power Co. | 12.2 | 12.0 | 19,772 | 2,001 | 21,773 | - |
| 16. | Midland Railway of Manitoba | 5.7 | 75.5 | 48,910 | 97,570 | 146,480 | - |
| 17. | Morrissey, Fernie and Michel | 5.0 | 5.0 | 25,700 | 954 | 26,654 | 7,710 |
| 18. | Napierville Junction | 27.1 | 41.7 | 55,881 | 83,116 | 138,997 | 2,042 |
| 19. | Northern Alberta | 922.7 | 927.6 | 694,484 | 352,046 | 1,046,530 | 36,424 |
| 20. | Ottawa and New York | 57.3 | 58.0 | 36,816 | 37,052 | 73,868 | - |
| 21. | Pacific Great Eastern | 347.8 | 347.0 | 110,498 | 43,905 | 154,403 | 27,683 |
| 22. | Pere Marquette | 198.8 | 318.9 | 1,123,072 | 246 | 1,123,318 | 18,064 |
| 23. | Quebec Railway, Light and Power Co. | 25.4 | 25.0 | 25,190 | 321,249 | 346,439 | 3,731 |
| 24. | Roberval and Saguenay | 29.0 | 29.0 | 41,025 | - | 41,025 | - |
| 25. | St. Lawrence and Adirondack | 46.5 | 60.9 | 66,312 | 122,040 | 188,352 | 2,211 |
| 26. | Sydney and Louisburg | 70.3 | 70.3 | 112,152 | 43,477 | 155,629 | - |
| 27. | Temiscouata | 101.1 | 113.0 | 49,824 | 54,858 | 104,682 | 2,551 |
| 28. | Temiskaming and Northern Ontario | 574.3 | 574.3 | 892,613 | 565,311 | 1,394,924 | 39,055 |
| 29. | Thousand Islands | 4.5 | 4.5 | 3,303 | 14,070 | 17,373 | - |
| 30. | Toronto, Hamilton and Buffalo | 103.6 | 111.0 | 159,448 | 165,089 | 324,537 | 3,729 |
| 31. | Toronto Terminals | 3.2 | 3.2 | - | - | - | - |
| 31a. | Van Buren Bridge | 0.3 | 0.3 | - | - | - | - |
| 32. | Wabash (in Canada) | - | 245.4 | 1,053,265 | - | 1,053,265 | 720 |
| 33. | Total 1946 | 42,352.4 | 42,394.6 | 80,712,589 | 47,067,607 | 127,780,196 | 2,860,470 |
| 34. | Total 1944 | 42,332.7 | 42,360.8 | 83,564,629 | 46,575,706 | 130,140,335 | 2,432,387 |
| 35. | Canadian National (Canada and U.S.) | 23,241.3 | 23,498.4 | 43,381,957 | 24,600,264 | 67,982,221 | 1,732,082 |

X Track operated under trackage rights excluded.

+ Track operated under trackage rights included for each railway but excluded from total

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

TONS AND PASSENGERS CARRIED AND CAR MILEAGE FOR THE YEAR ENDED DECEMBER 31, 1946.

| No. | Revenue Freight | | Revenue Passengers | | Freight Car Miles (Revenue and Non-Revenue) | | | | 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. | 2,059,886 | 311,945,689 | 50,999 | 3,742,061 | 7,806,340 | 6,290,466 | 562,061 | 3/ 14,447,440 | 457,585 |
| 2. | 261,198 | 2,873,178 | 4,523 | 49,753 | 92,092 | 67,595 | - | 159,687 | 6,830 |
| 3. | - | - | - | - | - | - | - | - | - |
| 4. | 189,818 | 4,834,026 | 58,866 | 1,180,243 | 235,373 | 109,454 | 19,040 | 363,867 | 83,947 |
| 5. | 10,928,132 | 1,838,875,706 | 1,650,672 | 268,930,308 | 73,250,043 | 44,170,226 | 1,808,931 | 119,229,199 | 19,828,106 |
| 6. | 67,827,212 | 30,349,111,000 | 28,462,362 | 3,068,702,000 | 1,029,105,623 | 462,982,837 | 40,404,463 | 1,532,492,923 | 221,186,678 |
| 7. | 54,822,012 | 27,323,999,000 | 17,740,684 | 2,868,906,000 | 872,638,068 | 444,521,672 | 38,916,080 | 1,356,075,710 | 193,431,418 |
| 8. | 1,230,432 | 29,386,488 | 180,842 | 4,277,648 | 1,032,032 | 510,529 | 25,992 | 1,568,553 | 324,990 |
| 9. | 490,309 | 3,047,341 | 3,238 | 56,079 | 45,065 | 45,065 | 6,372 | 96,482 | 23,252 |
| 10. | 1,041,684 | 5,208,420 | - | - | 185,000 | 130,215 | 18,100 | 333,315 | - |
| 11. | 771,326 | 23,938,733 | 157,008 | 6,234,413 | 836,333 | 680,041 | 74,289 | 1,590,663 | 380,360 |
| 12. | 116,696 | - | 10,445 | 534,289 | - | - | - | - | 28,797 |
| 13. | 21,737 | 6,717,379 | 9,192 | 1,385,951 | 564,850 | 307,627 | 75,186 | 967,663 | 258,652 |
| 13a. | - | - | - | - | - | - | - | - | - |
| 14. | 173,383 | 884,253 | 91 | 464 | 27,213 | 21,312 | 76 | 48,601 | - |
| 15. | 284,648 | 2,931,795 | 11,766 | 84,154 | 88,240 | 72,089 | - | 160,329 | 2,001 |
| 16. | 184,374 | 13,090,104 | 94,910 | 6,224,580 | 567,666 | 249,526 | 48,984 | 866,175 | 641,446 |
| 17. | 287,257 | 1,427,667 | 198,840 | 988,234 | 36,178 | 36,178 | - | 72,356 | 16,374 |
| 18. | 2,697,373 | 72,633,836 | 271,859 | 9,239,373 | 1,700,151 | 1,075,312 | 56,100 | 2,831,563 | 588,565 |
| 19. | 959,330 | 267,803,530 | 227,730 | 28,427,448 | 11,204,464 | 5,596,498 | 672,338 | 17,473,300 | 2,949,638 |
| 20. | 170,344 | 7,760,078 | 67,549 | 1,967,644 | 236,226 | 205,990 | 36,816 | 479,032 | 124,506 |
| 21. | 121,454 | 20,072,930 | 38,067 | 2,996,179 | 978,795 | 591,750 | 55,263 | 1,623,808 | 446,516 |
| 22. | 6,482,210 | 1,263,303,316 | 3,066 | 57,107 | 42,698,060 | 18,643,312 | 1,158,332 | 62,398,204 | 70,567 |
| 23. | 368,368 | 7,690,797 | 2,440,866 | 24,342,438 | 271,944 | 174,714 | 24,948 | 471,606 | 689,658 |
| 24. | 904,208 | 17,432,361 | 74 | 1,422 | 431,094 | 382,058 | 43,238 | 856,390 | 6,520 |
| 25. | 1,024,134 | 33,394,366 | 538,672 | 10,625,518 | 1,021,641 | 852,238 | 66,320 | 1,940,199 | 597,149 |
| 26. | 3,002,253 | 40,464,374 | 17,493 | 271,117 | 930,494 | 922,513 | 82,624 | 1,936,631 | 151,895 |
| 27. | 189,497 | 6,837,465 | 45,432 | 1,429,924 | 301,806 | 184,425 | 36,028 | 522,268 | 171,528 |
| 28. | 2,110,780 | 421,807,000 | 509,268 | 50,465,000 | 16,177,566 | 8,244,459 | 829,609 | 25,251,634 | 4,290,139 |
| 29. | 2/ | 162,937 | 15,483 | 69,828 | 9,267 | 4,305 | - | 14,072 | 14,750 |
| 30. | 3,593,964 | 133,261,695 | 598,068 | 20,965,974 | 3,719,122 | 1,494,207 | 160,991 | 5,374,320 | 992,538 |
| 31. | - | - | - | - | - | - | - | - | - |
| 31a. | - | - | - | - | - | - | - | - | - |
| 32. | 6,443,438 | 1,138,338,576 | 2/ | 2/ | 41,689,045 | 13,360,563 | 1,030,327 | 56,580,435 | 69,323 |
| 33. | 4/147,348,566 | 63,349,094,913 | 53,407,845 | 6,380,154,949 | 2,107,797,769 | 1,011,428,064 | 86,200,998 | 3,206,225,415 | 1/ 447,822,527 |
| 34. | 4/155,326,332 | 65,928,078,992 | 60,335,950 | 6,873,137,712 | 2,187,136,964 | 1,056,505,035 | 87,793,926 | 3,311,060,822 | 450,042,986 |
| 35. | 79,941,296 | 34,599,518,473 | 30,370,880 | 3,338,197,658 | 1,174,010,548 | 528,632,862 | 44,159,917 ^{5/} | 1,750,793,314 | 239,382,999 |

1/ Includes Motor Unit Car Miles - 1,702,565 miles as motive power and 571 miles in locomotive drawn trains.

2/ Included in Canadian National Railway.

4/ Duplications excluded.

3/ Includes 798,684 miles in non-revenue service.

5/ Includes 3,989,997 miles in non-revenue service.

TABLE 3.

EMPLOYEES AND THEIR COMPENSATION FOR THE YEAR ENDED DECEMBER 31, 1945.

| 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 |
| <u>GENERAL AND MISCELLANEOUS</u> | | | | | | | |
| 1. | Executives, General Officers and Assistants | 548 | D 165,312 | 3,938,770 | D 302 | D 23.826 | 7,188 |
| 2. | Division Officers | 1,060 | D 338,591 | 4,283,397 | D 319 | D 12.651 | 4,041 |
| 3. | Assistant Engineers and Craftsmen | 615 | D 189,144 | 1,654,528 | D 308 | D 8.747 | 2,690 |
| 4. | Other Miscellaneous Officials | 1,337 | D 404,904 | 4,359,120 | D 303 | D 10.766 | 3,260 |
| 5. | Clerks | 18,542 | D 5,706,668 | 35,059,334 | D 308 | D 6.284 | 1,934 |
| 6. | Telephone Switchboard Operators | 241 | D 74,395 | 329,775 | D 309 | D 4.453 | 1,368 |
| 7. | Office Boys, Messengers, Attendants & Miscellaneous Trade Workers | 1,408 | D 411,971 | 1,572,793 | D 293 | D 3.818 | 1,117 |
| 8. | Janitors and Cleaners | 1,006 | D 306,615 | 1,352,774 | D 305 | D 4.412 | 1,345 |
| Total | | 24,757 | D 7,597,600 | 53,350,497 | D 307 | D 7.022 | 2,155 |
| <u>MAINTENANCE OF WAY AND STRUCTURES</u> | | | | | | | |
| 9. | Bridge and Building Department Foremen | 562 | D 175,423 | 1,294,280 | D 312 | D 7.378 | 2,303 |
| 10. | Carpenters and Bridgemen | 2,565 | 6,211,697 | 4,738,125 | 2,422 | 0.763 | 1,847 |
| 11. | Blacksmiths, Pipe Fitters, Plumbers, Tinmiths & Pump Repairers | 342 | 847,497 | 784,638 | 2,478 | 0.926 | 2,294 |
| 12. | Masons, Bricklayers, Plasterers and Painters | 479 | 1,146,825 | 907,433 | 2,394 | 0.791 | 1,894 |
| 13. | Helpers, B. and B. Department | 340 | 827,507 | 554,050 | 2,434 | 0.670 | 1,630 |
| 14. | Apprentices, B. and B. Department | - | - | - | - | - | - |
| 15. | Pile Driver, Ditching, Hoist and Steam Shovel Employees | 479 | 1,437,437 | 1,257,174 | 3,001 | 0.875 | 2,625 |
| 16. | Pumpmen | 405 | 1,123,371 | 736,705 | 2,774 | 0.656 | 1,619 |
| 17. | Extra Gang and Snow Plough Foremen | 526 | 1,323,767 | 1,233,614 | 2,517 | 0.932 | 2,345 |
| 18. | Signal Foremen | 58 | D 18,028 | 163,195 | D 311 | D 10.162 | 3,159 |
| 19. | Section Foremen | 5,955 | 15,608,826 | 12,011,143 | 2,621 | 0.769 | 2,017 |
| 20. | Sectionmen | 16,060 | 43,973,782 | 26,306,157 | 2,435 | 0.598 | 1,457 |
| 21. | Labourers | 9,873 | 23,676,498 | 12,457,307 | 2,398 | 0.520 | 1,262 |
| 22. | Foremen, Linemen | 46 | D 15,517 | 126,232 | D 337 | D 8.135 | 2,744 |
| 23. | Telegraph and Telephone Linemen and Groundmen | 60 | 134,154 | 110,685 | 2,236 | 0.825 | 1,845 |
| 24. | Signal and Interlocker Maintainers and Repairmen | 663 | 1,755,365 | 1,433,974 | 2,648 | 0.817 | 2,163 |
| Total | | 39,747 | 98,066,726 | 62,531,005 | 2,467 | 0.638 | 1,573 |
| | | 666 | D 208,968 | 1,603,707 | D 314 | D 7.674 | 2,408 |
| Total | | 40,413 | - | 64,134,712 | - | - | 1,587 |
| <u>MAINTENANCE OF EQUIPMENT</u> | | | | | | | |
| 25. | General Foremen | 65 | D 21,074 | 246,583 | D 324 | D 11.701 | 3,794 |
| 26. | Department and Gang Foremen | 2,420 | D 781,279 | 6,999,430 | D 323 | D 8.946 | 2,886 |
| 27. | Blacksmiths | 727 | 1,653,358 | 1,606,215 | 2,274 | 0.971 | 2,209 |
| 28. | Boilermakers | 1,395 | 3,279,405 | 3,247,715 | 2,351 | 0.990 | 2,328 |
| 29. | Carmen (a) | 2,160 | 4,820,757 | 4,754,009 | 2,232 | 0.936 | 2,201 |
| 30. | Carmen (b) | 555 | 1,195,191 | 1,181,211 | 2,153 | 0.938 | 2,128 |
| 31. | Carmen (c) | 6,608 | 15,940,347 | 14,476,122 | 2,412 | 0.908 | 2,191 |
| 32. | Carmen (d) | 222 | 481,791 | 443,329 | 2,170 | 0.920 | 1,997 |
| 33. | Electrical workers | 1,041 | 2,535,346 | 2,376,206 | 2,455 | 0.937 | 2,283 |
| 34. | Mechanists | 5,117 | 11,992,664 | 11,748,226 | 2,344 | 0.930 | 2,236 |
| 35. | Moulders | 128 | 282,478 | 297,869 | 2,207 | 1.054 | 2,327 |
| 36. | Pipe Fitters and Sheet Metal Workers | 1,275 | 2,861,695 | 2,850,768 | 2,248 | 0.996 | 2,239 |
| 37. | Helpers to Mechanics | 8,993 | 21,181,493 | 15,931,372 | 2,355 | 0.752 | 1,772 |
| 38. | Helper Apprentices | 7 | 16,364 | 13,919 | 2,423 | 0.821 | 1,988 |
| 39. | Regular Apprentices | 1,306 | 2,854,077 | 1,743,558 | 2,185 | 0.613 | 1,339 |

| | | | | | | | | |
|---|----------------|---|------------|-------------|-------------|----------|---------|-------|
| 40. Car Cleaners | 1,921 | | 4,654,672 | 2,841,647 | 2,423 | 0.610 | 1,479 | |
| 41. Other Unskilled Employees | 4,500 | | 11,023,846 | 6,782,088 | 2,450 | 0.615 | 1,507 | |
| 42. Unclassified Labourers | 3,176 | | 7,343,279 | 4,275,602 | 2,312 | 0.582 | 1,346 | |
| 43. Stationary Engineers, Firemen and Oilers | 909 | | 2,366,301 | 1,777,882 | 2,603 | 0.751 | 1,956 | |
| Total | (Hourly basis) | | 40,038 | 94,485,634 | 76,353,338 | 2,360 | 0.808 | 1,307 |
| | (Daily basis) | D | 2,485 | 802,353 | 7,236,013 | D 323 | D 9.018 | 2,912 |
| Total | | | 42,523 | - | 83,589,351 | - | - | 1,366 |
| <u>TRANSPORTATION</u> | | | | | | | | |
| 44. Inspectors and Sergeants of Police | 210 | D | 68,849 | 598,138 | D 328 | D 8.398 | 2,948 | |
| 45. Constables and Policemen | 948 | D | 312,394 | 2,002,601 | D 330 | D 6.410 | 2,112 | |
| 46. Storekeepers | 228 | D | 69,983 | 566,467 | D 307 | D 8.034 | 2,485 | |
| 47. Storemen | 1,956 | | 4,523,111 | 3,116,879 | 2,312 | 0.689 | 1,593 | |
| 48. Train Dispatchers and Traffic Supervisors | 630 | | 1,592,829 | 2,268,719 | 2,528 | 1.424 | 3,601 | |
| 49. Supervisory Agents and Assistants | 675 | | 1,751,172 | 1,710,270 | 2,565 | 0.988 | 2,534 | |
| 50. Station Agents, Non-telegraphers (small station) | 132 | | 335,940 | 184,616 | 2,545 | 0.550 | 1,339 | |
| 51. Station Agents, Telegraphers and Telephoners | 5,603 | | 14,939,137 | 13,515,906 | 2,666 | 0.905 | 2,412 | |
| 52. Signalmen (Non-telegraphers) at Interlockers | 251 | | 652,336 | 484,285 | 2,600 | 0.742 | 1,923 | |
| 53. Foremen in Freight Sheds | 588 | | 1,458,090 | 1,313,470 | 2,480 | 0.901 | 2,234 | |
| 54. Freight Handlers and other Station Employees | 6,204 | | 14,691,765 | 10,278,735 | 2,368 | 0.700 | 1,657 | |
| 55. Labourers | 1,169 | | 2,943,326 | 1,894,600 | 2,518 | 0.644 | 1,621 | |
| 56. Dining Car and Restaurant Inspectors, Conductors & Stewards | 474 | D | 139,546 | 1,188,609 | D 294 | D 8.374 | 2,465 | |
| 57. Dining Car and Restaurant Helpers and Attendants | 3,373 | D | 1,006,085 | 5,165,433 | D 298 | D 5.134 | 1,531 | |
| 58. News Agents | 197 | D | 51,045 | 437,439 | D 259 | D 8.570 | 2,221 | |
| 59. Floating Equipment Employees | 746 | | 2,424,021 | 1,311,924 | 3,249 | 0.541 | 1,753 | |
| 60. Sleeping and Parlour Car Inspectors and Conductors | 283 | D | 90,830 | 732,260 | D 321 | D 8.032 | 2,587 | |
| 61. Sleeping and Parlour Car Porters | 1,506 | D | 458,906 | 2,333,270 | D 305 | D 5.084 | 1,549 | |
| 62. Drawbridge Operators | 99 | | 259,571 | 192,895 | 2,622 | 0.743 | 1,948 | |
| 63. Signalmen or Watchmen at Crossings, non-interlocked | 562 | | 1,459,189 | 826,023 | 2,596 | 0.566 | 1,470 | |
| 64. Yardmasters and Assistants | 669 | D | 211,645 | 2,205,235 | D 316 | D 10.419 | 3,296 | |
| 65. Switch Tenders | 407 | D | 134,463 | 822,716 | D 330 | D 6.119 | 2,021 | |
| 66. Hostlers | 634 | D | 216,317 | 1,430,713 | D 341 | D 6.891 | 2,351 | |
| 67. Road Passenger Conductors | 1,205 | | 3,155,513 | 4,594,359 | 2,619 | 1.456 | 3,613 | |
| 68. Road Freight Conductors | 2,271 | | 6,441,740 | 7,971,353 | 2,837 | 1.237 | 3,510 | |
| 69. Road Passenger Brakemen, Baggage-men and Flagmen | 1,989 | | 4,752,315 | 5,504,827 | 2,389 | 1.158 | 2,768 | |
| 70. Road Freight Brakemen and Flagmen | 5,663 | | 14,803,483 | 15,248,331 | 2,614 | 1.030 | 2,693 | |
| 71. Yard Conductors and Yard Foremen | 1,696 | | 4,668,883 | 4,326,809 | 2,753 | 1.034 | 2,846 | |
| 72. Yard Brakemen and Helpers | 3,580 | | 9,775,737 | 9,480,378 | 2,731 | 0.970 | 2,648 | |
| 73. Road Passenger Engineers and Motormen | 1,078 | | 2,482,901 | 4,667,652 | 2,303 | 1.980 | 4,330 | |
| 74. Road Freight Engineers and Motormen | 3,291 | | 9,079,991 | 12,837,598 | 2,759 | 1.414 | 3,901 | |
| 75. Yard Engineers and Motormen | 1,509 | | 4,642,346 | 4,895,151 | 3,095 | 1.054 | 3,263 | |
| 76. Road Passenger Firemen and Helpers | 1,054 | | 2,336,101 | 3,603,594 | 2,216 | 1.343 | 3,419 | |
| 77. Road Freight Firemen and Helpers | 3,588 | | 9,114,927 | 10,067,160 | 2,540 | 1.104 | 2,806 | |
| 78. Yard Firemen and Helpers | 1,513 | | 4,589,227 | 3,944,280 | 3,033 | 0.859 | 2,607 | |
| Total | (Hourly basis) | | 47,043 | 122,853,851 | 124,739,872 | 2,612 | 1.015 | 2,651 |
| | (Daily basis) | D | 8,929 | 2,760,063 | 17,522,981 | D 309 | D 6.349 | 1,962 |
| Total | | | 55,972 | - | 142,262,753 | - | - | 2,542 |
| 79. Express Department | 3,837 | D | 1,161,785 | 7,400,202 | D 303 | D 6.370 | 1,929 | |
| 80. Communication Department | 6,382 | | 16,270,173 | 12,063,331 | 2,364 | 0.741 | 1,753 | |
| 81. Employees Engaged in Outside Operations | 6,213 | | 16,015,035 | 9,013,473 | 2,575 | 0.563 | 1,449 | |
| GRAND TOTAL | (Hourly basis) | | 139,929 | 347,689,449 | 284,701,079 | 2,485 | 0.819 | 2,035 |
| | (Daily basis) | D | 40,674 | 12,530,769 | 87,113,300 | D 308 | D 6.952 | 2,142 |
| Total 1945 (2) | | | 180,603 | - | 371,814,379 | - | - | 2,059 |
| 82. Total number of Female Employees (monthly average) | 13,640 | | - | - | - | - | - | |
| 83. Total pay roll charged to operating expenses | - | | - | 339,048,197 | - | - | - | |
| 84. Pullman, Bridge and Tunnel Companies (Hourly basis) | 88 | | 253,337 | 152,112 | 2,879 | 0.600 | 1,729 | |
| | (Daily basis) | D | 130 | 47,578 | 291,799 | D 366 | D 6.133 | 2,245 |
| Total | | | 218 | - | 443,911 | - | - | 2,036 |

(1) Average of counts made each month.

(2) Includes \$8,790,171 for employees domiciled outside of Canada.

