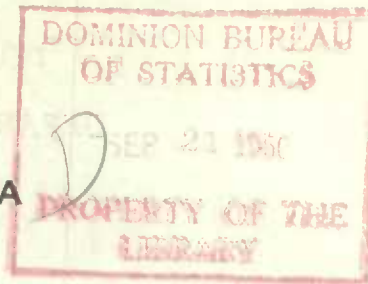


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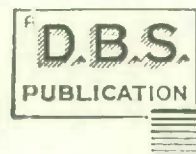
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GOVERNMENT OF CANADA



**PRELIMINARY REPORT**  
**ON**  
**STATISTICS OF STEAM RAILWAYS**  
**1949**



**DOMINION BUREAU OF STATISTICS**  
**DEPARTMENT OF TRADE AND COMMERCE**

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Published by Authority of the Rt. Hon. C. D. Howe  
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Prepared in the Public Finance and Transportation Division,  
Dominion Bureau of Statistics, Ottawa

PRELIMINARY REPORT

ON STATISTICS OF

STEAM RAILWAYS

1 9 4 9

Operating revenues of Canadian railways during 1949 climbed to a record \$894,397,264, a gain of some \$18,565,000 or 2.1 p.c. over the previous high of \$875,832,290 recorded for 1948. An interim increase of 8 p.c. in freight rates accorded on September 24th more than offset the removal of the Mountain Differential on April 25th, as well as reductions in revenue freight and passenger traffic from 1948 levels. Compared with revenues of \$367,179,095 in 1939, the total for the year under review was nearly 2.44 times that earned in 1939. In a similar comparison the Net National Income of Canada for 1949 was double that for 1939, indicating that the railways are sharing more fully in the encouraging national development registered during the past decade. The advance of 2.1 p.c. in Canadian rail earnings contrasts with a decline of 11.9 p.c. from 1948 shown for Class 1 railways in the United States where strikes in coal and steel reduced freight movement and passenger receipts were down sharply.

Operating expenses again outstripped the increase in revenues and rose from \$808,126,455 in 1948 to a record \$831,456,446, up 2.9 p.c., or by nearly \$23,330,000, as against the gain of \$18,565,000 in operating revenues. Net operating revenues were consequently reduced from \$67,705,855 in 1948 to \$62,940,818 for 1949. Higher material costs were largely responsible for the proportionately greater increase in operating expenses. Price indexes for practically everything the railways use tended to average higher in 1949. The wholesale coal price index stood at 162.2 against 157.0 in 1948 on the 1926 = 100 base. Cement was up from 123.2 to 127.5. Building and construction materials rose from 195.7 to 201.5 while iron and non-ferrous metals and products advanced from 156.0 to 162.8. With a lower net, railway tax accruals eased from \$19,695,531 to \$18,160,336 and compare with \$10,034,157 in 1939 when net operating revenues were \$62,805,810. The percentage of the net going to railway tax accruals thus rose from nearly 16 p.c. in 1939 to 29 p.c. in 1949. Hire of equipment and joint facilities rentals were \$14,221,664 for the year, down \$625,964 from 1948.

The resulting net operating income for 1949 was \$30,558,818, a reduction of \$2,603,858 or 7.3 p.c. from the preceding year's net. Non-operating income, largely dividends and subsidiary earnings, was \$39,632,404 for the year, off nearly \$5 millions from the \$42,612,827 shown for 1948. Interest payments on funded and unfunded debt were heavier at \$66,688,057 compared with \$65,901,400 in 1948. All other non-operating expenses increased from \$12,169,840 to \$15,948,905. The net corporate income for all Canadian railways was thus a deficit of \$12,445,720 on 1949 operations compared with a debit of \$2,295,757 in 1948, a worsening, despite record revenues, of nearly \$10,150,000. Sixteen of the 32 railways reported deficits. The Canadian National lines with an interest burden of \$46,122,028, had a deficit of \$42,478,912 of which a portion was due to the addition of the Newfoundland lines where a deficit of \$2,584,000 was shown in net operating revenues and to which must be added, taxes, interest and other charges.

The trend of net corporate income is illustrated by the following:

1939:	-	\$27,298,993
1940:	+	3,759,598
1941:	+	40,403,934
1942:	+	73,288,955
1943:	+	84,062,527
1944:	+	61,691,665
1945:	+	51,941,093
1946:	+	13,212,314
1947:	+	18,149,697
1948:	-	2,295,737
1949:	-	12,445,720

During 1949 United States lines operating in Canada reported credits of \$4,389,430 and debits of \$1,842,445 or a net corporate income of \$2,546,985 compared with \$6,085,415 in 1948. The United States lines of the Canadian National System had a minor debit of \$334 against one of \$21,857 for 1948.

Single track mileage operated at the end of the year totalled nearly 42,979 miles, a net increase of 730 miles, due mainly to the incorporation of the Newfoundland Railway in the Canadian National System upon Confederation, April 1, 1949. Both revenue freight and passenger train mileages were reduced from 1948 levels, with the former down 2.1 p.c. and the latter 0.9 p.c.

Revenue freight tons carried during 1949, excluding duplications, declined 7.9 p.c. from 154,932,804 to 142,719,431 tons, but ton miles were down only 4.6 p.c., as average length of haul increased over 1948 to about 361 miles compared with 347 miles in the latter year.

Revenue passenger traffic continued the steady decline from the wartime peaks and 34,883,803 fares were reported for 1949, off 8.9 p.c. or 3,396,178 from the preceding year's total. Passenger mileage eased 8.2 p.c. in a similar comparison with average passenger journey little changed at 97 miles. The considerable advance of 11.7 p.c. in passenger motor car registrations over 1948, as well as increased motor bus competition, naturally affected railway passenger volume. There is one passenger motor car for every 8 persons in Canada and sufficient motor vehicles to lift the entire population at one time. This motorization of the economy over the past thirty years, as well as the advent of air travel, has offered increasing competition to the railways in the passenger field.

The ratio of loaded freight car miles to empty car miles registered a decline from 2.370 to 1 in 1948 to 2.223.

Table 3 classifies railway employees by divisions with their compensation and shows a total of 192,366 on the payroll, including some express, communication and outside operations staff, compared with 189,963 in 1948. The net increase of 2,403 was due mainly to the addition of Newfoundland personnel to the National System. Total salaries and wages reached \$523,453,375, up \$11,398,580 over the payments for 1948. Average annual earnings, covering all classes from water boy to executive, rose from \$2,696 in 1948 to \$2,721 and compare favourably with 1949 average earnings in other industries and services. The number of employees is the average based on counts made each month, and represents approximately the number of full-time positions and not merely the count of all persons whose names appeared on the payrolls during the year. Thus, an employee working only half a year is counted as half an employee. Total payroll, however, is the total money paid, including retroactive pay, but is



exclusive of commissions paid to some express and telegraph employees. It does not include the value of meals, accommodation, uniforms and other supplies, services and pass privileges extended to employees. The express facilities of the Canadian Pacific Railway Company are separately incorporated and employees are not included with railway employees.

Average yearly wages paid in each class appearing in Table 3 were calculated by dividing total wages paid for the class by the average of the counts of employees made monthly. For classes which fluctuate considerably, counts were made by the larger systems four times each month. The daily or hourly averages were computed by dividing the total wages for the group by total time worked, and consequently are true weighted averages. Rates were calculated to the nearest cent, while annual earnings were to the nearest dollar.

Average earnings of the general and miscellaneous group improved from \$2,787 in 1946 to \$2,865, up 2.8 p.c., while the number employed rose 355 to 26,835. Maintenance of way and structures employees earned an average of \$2,224 compared with \$2,187 one year earlier, and employees numbered 39,521, up 297 over 1946. Average hours worked declined from 2,530 to 2,480 and average hourly earnings were up from 86 to 89 cents, heavily weighted by labourers' rates, which class represented 46.4 p.c. of the total hourly rated employees in this group.

Employees engaged in maintenance of equipment earned an average of \$2,615 against \$2,562 in 1946 while numbers rose from 46,585 to 47,192, and average hourly rates were up 3 cents to \$1.09. Transportation division employees averaged \$3,191 compared with \$3,236 in 1946, due to a drop in working hours from 2,534 to an average of 2,419 hours. Hourly rates were up from \$1.31 to \$1.35. Employees numbered 59,564 in this group compared with 58,615 in 1946 when Newfoundland lines were not included. Increases were also shown in the number of express and communication department employees while outside operations declined. Average earnings for all three classes were up over 1946. Female employees added 1 during the year to average 10,100. Total payroll charged to operating expenses was \$473,340,736 compared with \$464,532,896 one year earlier, to represent 92.4 p.c. of total payroll and nearly 57 p.c. of total operating expenses. Pullman, bridge and tunnel company employees received substantial wage increases over 1946.

Encouraging improvement was indicated over 1946 in the safety performance of the railways. No serious train collisions occurred during the year and only one passenger was killed, compared with 15 in 1946 and 34 in 1947 resulting from the movement of trains. Employee deaths numbered 52 against 76 in 1946 and 77 one year earlier in the same category. Passengers injured totalled 268 compared with 284 in 1946 while employees reported were 2,418, a decided betterment over the 2,906 suffering injuries in train movements during 1946. The improved record is all the more noteworthy considering the increase of 730 miles in single track mileage added by the entry of Newfoundland. Non-train accidents claimed the lives of 19 employees and 8 others compared with 23 and 10 respectively, in 1946. Injured were reduced in numbers in this class from 7,315 to 6,609 with employees numbering 6,376 against 7,074 for 1946. Time lost by employees through injuries reflected steadily better awareness of safety precautions and totalled 245,153 days compared with 259,057 days in 1946 despite the increase of 2,403 in the average number employed. Average time lost per employee was thus 1.27 days against 1.36 days in 1946 and 1.43 days in 1947.

Accidents at railway crossings took 153 lives compared with 141 in 1946. The number of motor vehicles registered increased 12.7 p.c. in the same comparison and motorists constituted the majority of crossing victims. Unprotected crossings set the scene for most fatalities. In addition 521 persons were seriously injured at crossings compared with 501 in 1946. The 1949 totals are subject to revision.

TABLE 1

INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1949

No.	Name of Railway	Total Operating Revenues	Total Operating Expenses	Net Operating Revenues	Railway Tax Accruals	Hire of Equipment and Rent of Joint Facilities
		\$	\$	\$	\$	\$
1.	Algoma Central and Hudson Bay	6,959,560	6,426,259	513,121	78,713	Cr. 94,411
2.	Alma and Jonquieres	283,298	200,492	82,806	15,951	38,704
3.	British Yukon	747,044	526,094	220,950	8,811	-
4.	Canada Gulf and Terminal	511,687	244,976	66,711	4,428	23,262
5.	Canada Southern (Lessee N.Y.C.)	26,250,687	18,296,422	7,934,265	1,062,631	2,699,444
5A.	Canada Southern (Lessor)	-	-	-	45,382	-
6.	Canadian National	438,407,729	424,762,819	13,644,910	7,087,041	3,036,822
7.	Canadian Pacific	363,252,094	333,646,392	29,605,702	6,615,460	2,358,273
8.	Central Vermont	9,985	83,585	Dr. 73,600	1,513	580
9.	Chesapeake & Ohio (Pere Marquette Div.)	10,667,341	5,549,608	5,117,733	1,203,495	1,361,504
10.	Cumberland	204,737	254,537	Dr. 49,800	3,215	5,567
11.	Essex Terminal	631,425	394,883	236,542	101,284	14,293
12.	Great Northern	1,206,962	1,688,954	Dr. 481,992	200,205	Cr. 82,790
13.	Greater Winnipeg Water District	124,470	181,463	Dr. 56,993	-	2,776
14.	Hudson Bay	1,575,921	1,470,333	103,588	7,481	285,991
15.	Maine Central	21,628	30,765	Dr. 9,137	Cr. 1,056	220
16.	Maritime Coal, Railway and Power	117,444	81,282	36,162	9,140	19,665
17.	Midland Railway of Manitoba	655,110	772,121	Dr. 117,011	58,207	160,142
18.	Morrissey, Fernie and Michel	94,393	90,959	3,434	573	3,721
19.	Napierville Junction	1,142,516	762,071	380,445	41,609	205,115
20.	Northern Alberta	7,141,760	6,507,938	633,822	105,417	1,004,040
21.	Ontario Northland	10,640,363	9,665,388	974,975	8,920	Cr. 21,952
22.	Ottawa and New York	197,935	416,342	Dr. 218,407	31,963	28,101
23.	Pacific Great Eastern	1,903,339	2,497,164	Dr. 593,825	10,400	78,239
24.	Quebec Railway, Light and Power	966,168	882,893	83,275	19,016	34,298
25.	Roberval and Saguenay	2,265,711	968,631	1,297,080	374,950	79,249
26.	St. Lawrence and Adirondack	1,090,091	1,271,504	Dr. 181,413	41,492	248,896
27.	Sydney and Louisburg	2,311,245	1,899,393	411,852	9,979	511,646
28.	Temiscouata	330,186	325,831	4,355	4,368	16,039
29.	Thousand Islands	55,972	66,915	Dr. 10,943	619	-
30.	Toronto, Hamilton and Buffalo	4,947,228	3,195,238	1,751,990	597,847	53,354
31.	Toronto Terminals	871,432	1,890,761	Dr. 1,019,329	187,842	-
32.	Wabash (in Canada)	9,054,003	6,404,453	2,649,550	223,460	2,150,876
33.	Total - 1949	894,397,264	851,456,446	62,940,818	18,160,356	14,221,664
34.	Total - 1948	875,832,290	808,126,455	67,705,835	19,695,531	14,847,628
35.	Canadian National (Canada & U.S.)	500,723,386	478,501,660	22,221,726	11,192,273	5,482,636

∧ Amounts do not include taxes on the Lake Erie and Detroit River Railway Company amounting to \$46,711 in 1949, and \$42,366 in 1948, which are classified as "Rents for Leased Roads" of the Chesapeake and Ohio Railway (Pere Marquette Division) and are included in "All Other Non-operating Expenses".



INCOME ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1949

No.	Net Operating Income	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.	528,819	49,155	577,974	542,620	145,581	688,201	Dr. 110,227
2.	28,171	3,549	31,720	-	-	-	31,720
3.	212,139	-	212,139	111,221	10,899	122,120	90,019
4.	39,021	4,574	43,695	20,000	2,931	22,931	20,764
5.	4,172,190	41,879	4,214,069	1,749	2,175,082	2,176,831	2,037,238
5A.	Dr. 45,382	2,084,043	2,038,661	1,461,750	1,308	1,463,058	575,603
6.	3,521,047	≠ 7,600,200	11,121,247	¢ 46,122,028	7,478,131	53,600,159	Dr. 42,478,912
7.	20,631,969	26,220,665	46,852,634	11,713,042	5,414,787	17,127,829	29,724,805
8.	Dr. 75,693	112,254	36,561	35,061	1,500	36,561	-
9.	2,552,734	Dr. 7,978	2,544,756	125,618	145,043	270,661	2,274,095
10.	Dr. 58,582	-	Dr. 58,582	-	-	-	Dr. 58,582
11.	120,965	51,866	172,831	13,800	-	13,800	158,831
12.	Dr. 599,407	134,947	Dr. 464,460	130,771	88,310	219,081	Dr. 683,541
13.	Dr. 59,769	-	Dr. 59,769	-	-	-	Dr. 59,769
14.	Dr. 189,984	471	Dr. 189,413	-	-	-	Dr. 189,413
15.	Dr. 8,301	-	Dr. 8,301	-	-	-	Dr. 8,301
16.	7,357	8,448	15,805	-	-	-	15,805
17.	Dr. 335,360	20,526	Dr. 314,834	-	29,071	29,071	Dr. 343,905
18.	Dr. 860	70	Dr. 790	-	-	-	Dr. 790
19.	133,721	64,321	198,042	10	48,217	48,227	149,815
20.	Dr. 475,535	460,189	Dr. 15,446	-	-	-	Dr. 15,446
21.	988,007	23,819	1,011,826	250,459	199	250,658	761,168
22.	Dr. 278,471	6,659	Dr. 271,812	11	2,672	2,683	Dr. 274,495
23.	Dr. 582,464	23,956	Dr. 658,508	4,637,242	19,199	4,656,441	Dr. 5,514,949
24.	29,961	6,125	36,086	-	-	-	36,086
25.	842,881	2,499	845,380	93,100	100	93,200	752,180
26.	Dr. 471,801	912	Dr. 470,889	48,989	20,626	69,615	Dr. 540,504
27.	Dr. 109,773	-	Dr. 109,773	-	-	-	Dr. 109,773
28.	Dr. 16,052	8,586	Dr. 7,466	-	-	-	Dr. 7,466
29.	Dr. 11,562	793	Dr. 10,769	-	-	-	Dr. 10,769
30.	1,100,789	110,423	1,211,212	68,417	87,899	156,316	1,054,896
31.	Dr. 1,207,171	2,599,555	1,392,382	1,296,569	95,813	1,392,382	-
32.	275,214	-	275,214	15,580	181,537	197,117	78,097
33.	30,558,818	39,632,404	70,191,222	66,688,037	15,948,905	82,636,942	Dr. 12,445,720
34.	33,162,676	42,612,827	75,775,503	65,901,400	12,169,840	78,071,240	Dr. 2,295,737
35.	5,546,817	6,071,344	11,618,161	46,434,928	7,662,479	54,097,407	Dr. 42,479,246

¢ Includes \$21,798,283 interest on Dominion Government Loans of \$726,889,181.

≠ Includes net operating results of U. S. lines.

TRAIN MILEAGE FOR THE YEAR ENDED DECEMBER 31, 1949

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 /	Average during Year				
1.	Algoma Central and Hudson Bay	520.8	521.8	757,661	27,288	764,949	46,829
2.	Alma and Jonquières	10.6	10.6	22,559	-	22,559	-
3.	British Yukon	90.5	90.5	48,856	6,462	55,318	1,302
4.	Canada and Gulf Terminal	56.2	56.2	20,000	51,080	71,080	-
5.	Canada Southern (Lessee N.Y.C.)	569.7	570.1	1,449,665	1,455,441	2,885,104	54,964
6.	Canadian National	22,212.4	22,289.8	58,947,926	21,956,567	60,884,295	1,435,371
7.	Canadian Pacific	16,605.2	17,031.2	55,656,927	20,117,297	55,754,224	853,982
8.	Central Vermont	25.3	25.3	5,058	22,151	27,189	48
9.	Chesapeake & Ohio (Pere Marquette Div.)	198.8	318.9	826,260	-	826,260	1,904
10.	Cumberland	51.5	51.5	29,759	-	29,759	-
11.	Essex Terminal	21.5	21.5	20,145	-	20,145	-
12.	Great Northern	140.8	147.8	65,177	75,200	136,377	6,505
13.	Greater Winnipeg Water District	92.0	92.0	50,045	-	50,045	-
14.	Hudson Bay	510.1	510.1	242,654	4,080	246,714	16,568
14A.	International Bridge and Terminal	1.1	-	-	-	-	-
15.	Maine Central	5.1	5.1	3,784	-	3,784	60
16.	Maritime Coal, Railway and Power	12.2	12.0	13,918	1,080	14,998	-
17.	Midland Railway of Manitoba	5.7	75.5	51,634	97,592	149,226	-
18.	Morrissey, Fernie and Michel	4.8	4.8	9,532	6,999	16,531	-
19.	Napierville Junction	27.1	41.7	46,304	97,190	143,494	247
20.	Northern Alberta	925.0	927.9	811,615	396,575	1,208,188	52,020
21.	Ontario Northland	573.7	574.5	959,085	574,569	1,533,454	42,655
22.	Ottawa and New York	57.5	58.0	56,580	56,954	75,514	-
23.	Pacific Great Eastern	549.8	547.0	202,349	109,057	511,406	20,796
24.	Quebec Railway, Light and Power	25.7	25.0	53,778	542,320	576,098	744
25.	Roberval and Saguenay	29.0	29.0	104,510	-	104,510	62
26.	St. Lawrence and Adirondack	46.5	60.9	83,304	121,308	204,610	512
27.	Sydney and Louisburg	70.5	70.5	125,547	54,956	158,285	-
28.	Temiscouata	101.1	115.0	64,601	13,680	78,281	2,152
29.	Thousand Islands	4.5	4.5	4,950	14,517	19,467	-
30.	Toronto, Hamilton and Buffalo	105.6	111.0	169,458	162,088	331,525	5,770
31.	Toronto Terminals	3.2	3.2	-	-	-	-
31A.	Van Buren Bridge	0.5	0.5	-	-	-	-
32.	Wabash (in Canada)	-	245.4	849,098	-	849,098	-
33.	Total - 1949	42,978.7	44,005.6	81,648,055	45,680,009	127,328,062	2,519,889
34.	Total - 1948	42,248.5	43,448.8	83,398,617	46,101,568	129,500,185	5,008,015
35.	Canadian National (Canada and U.S.)	25,827.9	23,902.0	45,180,657	25,740,578	66,901,055	1,491,904

/ Track operated under trackage rights excluded.



TONS AND PASSENGERS CARRIED AND CAR MILEAGE FOR THE YEAR ENDED DECEMBER 31, 1949

No.	Revenue Freight		Revenue Passengers		Freight Car Miles (Revenue and Non-revenue)				Total Passenger Train Car Miles
	Tons Carried	Tons Carried One Mile	Number Carried	Passengers Carried One Mile	Freight Loaded	Freight Empty	Caboose	Total	
1.	2,300,027	336,378,701	54,702	4,543,801	8,238,489	5,129,024	621,965	2/ 14,844,337	557,451
2.	393,174	4,324,914	41	451	141,943	132,465	-	274,408	2,002
3.	46,752	4,120,325	17,539	1,056,653	337,808	245,897	1,230	584,985	172,599
4.	166,410	5,137,173	53,169	1,123,616	339,320	108,901	20,000	468,221	113,240
5.	8,852,243	1,277,896,253	1,037,406	155,913,025	58,843,028	32,911,554	1,501,339	93,255,919	17,726,453
6.	85,303,758	27,529,332,000	17,494,105	1,577,466,000	1,034,094,532	430,798,912	40,233,239	1,505,126,683	198,371,734
7.	56,445,684	24,321,589,000	11,959,457	1,389,395,000	873,443,029	415,658,281	38,048,562	1,327,149,872	176,751,470
8.	18,668	270,925	7,036	130,700	13,756	17,617	5,086	36,459	27,551
9.	4,220,105	726,112,095	-	-	27,070,398	13,133,724	858,796	41,042,908	27,936
10.	524,561	2,998,237	559	9,391	48,800	48,800	6,719	104,319	23,234
11.	1,096,451	5,482,255	-	-	241,330	162,315	19,400	423,045	-
12.	632,816	20,495,001	140,846	4,736,972	766,473	540,054	63,713	1,370,240	466,193
13.	143,649	-	8,363	446,033	-	-	-	-	22,570
14.	251,065	119,971,101	21,067	5,958,439	3,637,742	2,875,349	263,893	6,776,984	784,161
14A.	-	-	-	-	-	-	-	-	-
15.	226,710	1,156,221	-	-	34,310	30,590	4,168	69,066	-
16.	134,366	1,407,711	3,271	22,218	47,937	35,493	-	83,430	1,080
17.	170,954	12,137,734	73,269	4,309,580	657,936	469,319	53,967	1,181,222	691,726
18.	311,009	1,505,284	163,700	816,508	33,449	33,449	-	66,898	20,997
19.	1,990,844	53,642,855	281,689	11,118,218	1,387,696	1,040,682	46,412	2,474,790	884,908
20.	1,258,774	349,124,080	161,402	16,974,081	14,942,166	6,674,421	793,840	22,410,427	3,019,937
21.	2,316,284	477,643,641	329,609	38,575,724	19,015,997	9,478,391	959,085	29,453,473	4,262,784
22.	163,075	7,158,059	26,885	701,076	211,841	226,855	36,580	475,276	113,577
23.	239,237	50,923,402	59,127	3,917,676	2,024,748	1,111,827	183,827	3,320,402	738,010
24.	433,669	9,342,755	2,094,010	21,015,796	349,378	257,102	32,016	638,496	703,655
25.	2,337,489	49,317,760	129	2,590	918,513	855,418	72,167	1,846,098	11,772
26.	928,007	30,646,119	401,132	8,034,967	1,012,318	1,102,827	83,312	2,198,457	573,600
27.	4,079,164	50,991,836	8,372	138,086	1,184,428	1,177,095	94,167	2,455,690	132,118
28.	135,286	4,944,689	3,525	130,934	227,821	138,048	31,349	397,218	69,657
29.	1/	151,423	5,433	24,393	12,110	4,660	-	16,770	14,517
30.	3,565,201	133,851,703	462,940	16,612,209	3,802,414	1,993,694	167,352	5,963,460	1,082,290
31.	-	-	-	-	-	-	-	-	-
31A.	-	-	-	-	-	-	-	-	-
32.	3,416,794	749,977,745	1/	1/	31,079,416	11,367,459	820,057	43,266,932	54,047
33.	3/142,719,431	56,338,230,997	34,883,803	3,193,174,337	2,084,159,124	937,760,223	85,002,279	3,107,776,485	407,421,229
34.	3/154,932,804	59,080,323,337	38,279,981	3,477,273,260	2,144,892,938	905,255,224	87,197,972	3,138,717,607	410,689,409
35.	76,845,970	30,921,807,529	18,678,371	1,620,839,960	1,159,626,726	500,419,392	43,334,539	1,706,613,122	214,207,457

1/ Included with Canadian National.

3/ Duplications excluded.

2/ Includes 854,859 miles in non-revenue service - undistributed.

Table 5

## EMPLOYEES AND THEIR COMPENSATION FOR THE YEAR ENDED DECEMBER 31, 1949

No.	Division	Average Number of Employees (1)	Total Hours on Duty (D - Days)	Total Salaries and Wages	Average Hours Worked (D - Days)	Average Salaries & Wages	
						Per Hour (D - Days)	Per Year
<b>GENERAL AND MISCELLANEOUS</b>							
1.	Executives, General Officers and Assistants	590	D 179,857	5,441,587	D 305	D 30.26	9,225
2.	Division Officers	1,111	D 346,585	5,650,584	D 312	D 16.50	5,086
3.	Assistant Engineers and Draftsmen	861	D 263,852	2,837,632	D 306	D 10.75	3,296
4.	Other Miscellaneous Officials	1,450	D 442,194	6,125,535	D 305	D 13.85	4,225
5.	Clerks	19,591	D 5,998,207	50,694,962	D 306	D 8.45	2,588
6.	Telephone Switchboard Operators	247	D 70,775	484,201	D 287	D 6.84	1,960
7.	Office Boys, Messengers, Attendants & Miscellaneous Trade Workers	1,880	D 557,399	3,514,024	D 296	D 6.50	1,869
8.	Janitors and Cleaners	1,105	D 327,308	2,120,516	D 296	D 6.49	1,919
	Total ..... (Daily basis)	26,835	D 8,186,177	76,869,041	D 305	D 9.79	2,865
<b>MAINTENANCE OF WAY AND STRUCTURES</b>							
9.	Bridge and Building Department Foremen	577	D 181,237	1,719,977	D 314	D 9.49	2,981
10.	Carpenters and Bridgemen	2,618	6,365,797	6,591,613	2,432	1.04	2,518
11.	Blacksmiths, Pipe Fitters, Plumbers, Tinsmiths & Pump Repairers	410	1,039,093	1,232,268	2,534	1.19	3,006
12.	Masons, Bricklayers, Plasterers and Painters	494	1,185,984	1,269,848	2,401	1.07	2,571
13.	Helpers, B. and B. Department	475	1,142,157	1,077,077	2,405	0.94	2,268
14.	Apprentices, B. and B. Department	-	-	-	-	-	-
15.	Pile Driver, Ditching, Hoist and Steam Shovel Employees	750	2,112,934	2,400,826	2,817	1.14	3,201
16.	Pumpmen	369	1,019,956	970,701	2,764	0.95	2,631
17.	Extra Gang and Snow Plough Foremen	464	1,161,098	1,396,521	2,502	1.20	3,010
18.	Signal Foremen	59	D 18,455	249,628	D 313	D 13.53	4,231
19.	Section Foremen	6,110	15,813,741	16,437,029	2,588	1.04	2,690
20.	Sectionmen	18,039	44,148,464	58,570,342	2,447	0.87	2,138
21.	Labourers	8,290	20,161,836	13,380,429	2,432	0.66	1,614
22.	Foremen, Linemen	38	D 13,249	144,511	D 349	D 10.91	3,803
23.	Telegraph and Telephone Linemen and Groundmen	71	153,322	183,210	2,159	1.19	2,580
24.	Signal and Interlocker Maintainers and Repairmen	757	2,038,192	2,251,956	2,692	1.10	2,975
	Total ..... (Daily basis)	674	D 212,941	2,114,116	D 316	D 9.93	3,137
	(Hourly basis)	38,847	96,342,594	85,761,820	2,480	0.89	2,208
	Total	39,521	-	87,875,936	-	-	2,224
<b>MAINTENANCE OF EQUIPMENT</b>							
25.	General Foremen	99	D 28,618	399,664	D 289	D 13.97	4,037
26.	Department and Gang Foremen	2,709	D 859,470	9,777,591	D 317	D 11.38	3,609
27.	Blacksmiths	748	1,690,858	2,113,762	2,261	1.25	2,826
28.	Boilermakers	1,516	3,462,816	4,381,043	2,284	1.27	2,890
29.	Carmen (A)	2,760	6,192,147	7,843,645	2,244	1.27	2,842
30.	Carmen (B)	582	1,293,339	1,634,546	2,222	1.26	2,808
31.	Carmen (C)	7,415	17,747,430	21,058,463	2,393	1.19	2,840
32.	Carmen (D)	240	519,510	628,318	2,165	1.21	2,618
33.	Electrical Workers	1,214	2,910,312	3,566,653	2,397	1.23	2,938
34.	Machinists	5,447	12,684,411	15,830,308	2,329	1.25	2,907
35.	Moulders	135	299,036	381,734	2,215	1.28	2,828
36.	Pipe Fitters and Sheet Metal Workers	1,519	3,405,532	4,334,650	2,242	1.27	2,854
37.	Helpers to Mechanics	9,872	22,634,680	23,158,222	2,340	1.02	2,594
38.	Helper Apprentices	33	68,039	66,449	2,062	0.98	2,014
39.	Regular Apprentices	2,112	4,645,422	4,620,214	2,200	0.99	2,188



40.	Car Cleaners	2,059	5,088,394	4,475,652	2,471	0.88	2,174
41.	Other Unskilled Employees	4,757	11,646,223	10,413,206	2,448	0.89	2,189
42.	Unclassified Labourers	3,560	7,593,916	6,526,231	2,260	0.86	1,942
43.	Stationary Engineers, Firemen and Oilers	815	2,102,029	2,193,434	2,579	1.04	2,691
	Total ..... (Daily basis)	2,808	D 888,088	10,177,255	D 516	D 11.46	3,624
	(Hourly basis)	44,384	103,984,094	113,232,530	2,343	1.09	2,551
	Total	47,192	-	123,409,821	-	-	2,615
	<u>TRANSPORTATION</u>						
44.	Inspectors and Sergeants of Police	217	D 65,876	761,060	D 306	D 11.55	3,507
45.	Constables and Policemen	761	D 230,891	2,098,144	D 303	D 9.09	2,757
46.	Storekeepers	268	D 82,697	852,883	D 309	D 10.31	3,182
47.	Storemen	2,183	4,993,610	4,769,435	2,287	0.96	2,185
48.	Train Despatchers and Traffic Supervisors	642	1,603,189	2,881,664	2,497	1.80	4,489
49.	Supervisory Agents and Assistants	566	1,426,932	1,978,414	2,521	1.39	3,495
50.	Station Agents Non-telegraphers (small station)	151	368,294	319,627	2,439	0.87	2,117
51.	Station Agents, Telegraphers and Telephoners	6,038	15,445,524	18,445,755	2,558	1.19	3,055
52.	Signalmen (Non-telegraphers) at Interlockers	232	581,229	617,147	2,505	1.06	2,660
53.	Foremen in Freight Sheds	580	1,388,632	1,629,906	2,394	1.17	2,810
54.	Freight Handlers and other Station Employees	7,255	16,444,310	15,746,662	2,287	0.96	2,170
55.	Labourers	1,067	2,612,554	2,292,999	2,449	0.88	2,149
56.	Dining Car and Restaurant Inspectors, Conductors & Stewards	348	D 113,084	1,084,547	D 325	D 9.59	3,117
57.	Dining Car and Restaurant Helpers & Attendants	2,238	D 691,268	4,726,871	D 309	D 6.84	2,112
58.	News Agents	197	D 57,315	389,623	D 291	D 6.80	1,978
59.	Floating Equipment Employees	1,422	3,253,792	2,751,469	2,288	0.85	1,935
60.	Sleeping and Parlour Car Inspectors and Conductors	250	D 82,095	791,558	D 328	D 9.64	3,166
61.	Sleeping and Parlour Car Porters	1,375	D 446,435	3,120,542	D 325	D 6.99	2,269
62.	Drawbridge Operators	102	273,426	286,067	2,681	1.05	2,805
63.	Signal or Watchmen at Crossings, non-interlocked	539	1,426,886	1,200,455	2,647	0.84	2,227
64.	Yardmasters and Assistants	713	D 219,164	2,841,611	D 307	D 12.97	3,985
65.	Switch Tenders	398	D 137,271	1,137,555	D 345	D 8.29	2,858
66.	Hostlers	682	D 233,903	2,124,431	D 343	D 9.08	3,115
67.	Road Passenger Conductors	862	2,092,149	4,015,821	2,427	1.92	4,659
68.	Road Freight Conductors	2,710	7,226,761	12,190,023	2,667	1.69	4,498
69.	Road Passenger Brakemen, Baggage-men and Flagmen	2,009	4,674,522	7,291,288	2,327	1.56	3,629
70.	Road Freight Brakemen and Flagmen	6,446	14,572,515	21,013,325	2,261	1.44	3,260
71.	Yard Conductors and Yard Foremen	1,819	4,896,933	6,733,244	2,692	1.37	3,702
72.	Yard Brakemen and Helpers	4,225	10,234,291	12,879,334	2,422	1.26	3,048
73.	Road Passenger Engineers and Motormen	1,085	2,375,752	5,908,301	2,190	2.49	5,445
74.	Road Freight Engineers and Motormen	3,589	9,020,073	16,402,625	2,513	1.82	4,570
75.	Yard Engineers and Motormen	1,745	4,943,770	6,851,698	2,833	1.39	3,926
76.	Road Passenger Firemen and Helpers	1,075	2,262,332	4,866,674	2,104	2.15	4,527
77.	Road Freight Firemen and Helpers	3,270	9,053,474	13,497,988	2,280	1.49	3,400
78.	Yard Firemen and Helpers	1,805	4,889,856	5,582,823	2,709	1.14	3,093
	Total ..... (Daily basis)	7,447	D 2,359,999	19,928,825	D 317	D 8.44	2,676
	(Hourly basis)	52,117	126,060,806	170,152,744	2,419	1.35	3,265
	Total	59,564	-	190,081,569	-	-	3,191
79.	Express Department	4,730	D 1,528,608	12,717,556	D 323	D 8.32	2,689
80.	Communication Department	8,076	19,237,431	19,168,808	2,382	1.00	2,374
81.	Employees Engaged in Outside Operations	6,448	15,812,558	13,330,680	2,452	0.84	2,007
	GRAND TOTAL .... (Daily basis)	42,494	13,175,813	121,806,793	D 310	D 9.24	2,866
	(Hourly basis)	149,872	361,437,483	401,646,582	2,412	1.11	2,680
	Total - 1949 (2)	192,366	-	523,453,375	-	-	2,721
82.	Total number of Female Employees (monthly average)	10,100	-	-	-	-	-
83.	Total payroll charged to operating expenses	-	-	473,340,736	-	-	-
84.	Pullman, Bridge and Tunnel Companies (Daily basis)	142	D 51,629	498,686	D 564	D 9.66	3,512
	(Hourly basis)	78	221,684	249,287	2,842	1.12	3,196
	Total	220	-	747,973	-	-	3,400

(1) Average of counts made each month.

(2) Includes \$7,881,930 for employees domiciled outside of Canada.



