

**12.—Persons Killed or Injured on Steam Railways, by Specified Cause, 1949-51**  
—concluded

Class of Person	1949		1950		1951	
	Killed	Injured	Killed	Injured	Killed	Injured
	<b>ALL OTHER ACCIDENTS</b>					
	No.	No.	No.	No.	No.	No.
<b>Class of Person—</b>						
Stationmen.....	3	772	1	756	1	773
Shopmen.....	4	2,440	6	2,218	4	1,885
Trackmen.....	11	2,434	2	2,266	7	1,993
Other employees.....	1	730	4	624	3	659
Passengers.....	—	48	—	35	1	30
Others.....	8	185	5	152	12	128
<b>Totals.....</b>	<b>27</b>	<b>6,609</b>	<b>18</b>	<b>6,051</b>	<b>28</b>	<b>5,468</b>

**Subsection 4.—The Canadian National Railway System**

A description of the origin and growth of Government-owned railways in Canada is given in the 1926 Year Book, pp. 601-603, in an article recording their consolidation under the Canadian National Railways in 1923. The Hudson Bay Railway is a direct liability of the Federal Government and has been operated by the Canadian National Railways for the Government since Apr. 1, 1935, but is not included in the data for Canadian National Railways; to Mar. 31, 1951, the total capital expenditure on this account was \$33,466,861, exclusive of the expenditure of \$6,240,096 on the terminal at Port Nelson, Man., and a cumulative loss of \$5,208,585 on the Railway operation. The operating deficit for the year ended Mar. 31, 1951, was \$228,420.

On Apr. 1, 1949, the Canadian National Railways took over the operation of the Newfoundland Railway embracing its 705 miles of line, 14 coastal steamers and a dry dock at St. John's; communications services of the Newfoundland Government Posts and Telegraphs were also transferred for operation to the Canadian National Railways. (The Newfoundland Hotel was consigned towards the end of the year.)

Effective Jan. 1, 1950, the Canadian National Railways took over the operation of the Témiscouata Railway which was purchased by the Government in 1949, thus adding about 69 miles of line.

The Quebec Railway, Light and Power Company (Montmorency Division), having 25.7 miles of single track, was purchased and incorporated as part of the System, Nov. 1, 1951.

The major portion of Federal Government investment in railways consists of construction costs of the Intercolonial System, the National Transcontinental Railway and the Hudson Bay Railway, and the purchase price of small railways in the eastern provinces.

In view of the interest in the publicly owned railway system, the following salient statistics are presented showing the assets, debt, operating accounts, mileage and traffic for the Canadian National Railway System. More detail is available from DBS report, *Canadian National Railways, 1923-52*.