

5.—Earnings and Operating Expenses of Steam Railways, 1943-52

Note.—Gross earnings and operating expenses for 1875 to 1914 are given in the 1916-17 Year Book, p. 434; those for 1915-25 in the 1941 Year Book, p. 550; for 1926-39 in the 1942 Year Book, p. 585; and for 1940-42 in the 1951 Year Book, p. 722. Figures for Newfoundland are included from Apr. 1, 1949.

| Year | Gross Earnings | Operating Expenses | Ratio of Expenses to Receipts | Per Mile of Line | | | Freight Train Revenue per Freight Train Mile | Passenger Train Revenue per Passenger Train Mile |
|-----------|----------------|--------------------|-------------------------------|------------------|--------------------|--------------|--|--|
| | | | | Gross Earnings | Operating Expenses | Net Earnings | | |
| | \$ | \$ | p.c. | \$ | \$ | \$ | \$ | \$ |
| 1943..... | 778,914,565 | 560,597,204 | 71.98 | 18,398 | 13,241 | 5,157 | 6.98 | 3.68 |
| 1944..... | 796,636,786 | 634,774,021 | 79.68 | 18,861 | 15,029 | 3,832 | 6.91 | 3.82 |
| 1945..... | 774,971,360 | 631,497,562 | 81.49 | 18,331 | 14,937 | 3,394 | 6.92 | 3.70 |
| 1946..... | 718,501,764 | 623,529,472 | 86.79 | 16,967 | 14,724 | 2,243 | 6.83 | 3.21 |
| 1947..... | 785,177,920 | 690,821,047 | 87.98 | 18,556 | 16,326 | 2,230 | 7.38 | 3.01 |
| 1948..... | 875,832,290 | 808,126,455 | 92.27 | 20,702 | 19,102 | 1,600 | 8.38 | 2.92 |
| 1949..... | 894,397,264 | 831,456,446 | 92.96 | 20,866 | 19,398 | 1,468 | 8.66 | 3.10 |
| 1950..... | 958,985,751 | 833,726,562 | 86.94 | 22,311 | 19,397 | 2,914 | 9.45 | 3.19 |
| 1951..... | 1,088,583,789 | 977,577,062 | 89.80 | 25,348 | 22,763 | 2,585 | 10.05 | 3.36 |
| 1952..... | 1,172,158,665 | 1,057,186,304 | 90.19 | 27,272 | 24,597 | 2,675 | 10.56 | 3.50 |

6.—Distribution of Operating Expenses of Steam Railways, 1949-52

| Item | 1949 ¹ | | 1950 | | 1951 | | 1952 | |
|----------------------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|----------------------|--------------|
| | \$ | p.c. | \$ | p.c. | \$ | p.c. | \$ | p.c. |
| Way and structures..... | 164,891,364 | 19.8 | 163,998,704 | 19.7 | 202,490,988 | 20.7 | 215,411,186 | 20.4 |
| Equipment..... | 186,067,026 | 22.4 | 189,507,197 | 22.7 | 224,184,671 | 22.9 | 243,341,926 | 23.0 |
| Traffic..... | 17,612,056 | 2.1 | 18,591,724 | 2.2 | 19,958,080 | 2.1 | 21,297,453 | 2.0 |
| Transportation..... | 406,033,445 | 48.8 | 403,994,207 | 48.5 | 468,653,237 | 47.9 | 504,034,668 | 47.7 |
| General and miscellaneous. | 56,852,555 | 6.9 | 57,634,730 | 6.9 | 62,290,086 | 6.4 | 73,101,071 | 6.9 |
| Totals..... | 831,456,446 | 100.0 | 833,726,562 | 100.0 | 977,577,062 | 100.0 | 1,057,186,304 | 100.0 |

¹ Includes Newfoundland railways from Apr. 1.

Employment and Salaries and Wages.—The number of railway employees increased in 1952 by 66 p.c. over 1939, and salaries and wages increased by about 234 p.c. Maintenance-of-equipment employees, on hourly rates, worked about 3 p.c. fewer hours and were paid 119 p.c. more wages per hour; average hours worked by transportation employees were 4 p.c. fewer than the 1939 average and their pay was increased by about 105 p.c. These figures reflect salary and wage increases received in 1950 and 1952 and the conversion to the five-day week in 1951.