

ROUTES

At December 31, 1951, Trans-Canada Air Lines was providing service for passenger, mail and commodity traffic over 8,641 miles of North American routes and 8,688 miles of overseas routes. This was an aggregate increase of 490 miles or 3 per cent over 1950. Over this system, encompassing 45 communities, were scheduled a daily average of 65,320 aircraft miles and 2,039,157 available passenger miles. The route map on pages 12 and 13 illustrates the comprehensive nature of the Company's present services.

PERSONNEL

On December 31, total staff numbered 5,512, as compared with 4,904 a year before, the increase being due to greater operational and traffic-handling requirements and to a shortening of the work week from 44 to 40 hours. This enlargement of the Company's working force reflected in no way on the performance of staff, without whose concentrated efforts the year's record production would not have been possible. Indeed, the 12 per cent employee increase, when compared with the 15 per cent growth of available ton miles and the 20 per cent increase in passenger traffic, indicates a further advance in personnel efficiency.

A general increase in employee remuneration became effective on October 1.

In September, Mr. W. G. Wood was appointed Vice-President, Traffic, succeeding Mr. A. C. McKim, resigned.

PROPERTY AND EQUIPMENT

The enlarged scale of 1951 operations was achieved with the existing fleet of 20 North Stars and 27 DC-3 aircraft. By mid-summer, the North Stars were performing efficiently at a utilization rate in excess of 9 $\frac{3}{4}$ hours a day on domestic services, a figure which has not been exceeded by any other carrier with so diversified a route pattern. The DC-3's also operated in an entirely satisfactory manner on the many inter-city routes where they were employed.

It became apparent, however, that further transport demands upon the airline could only be met by an enlargement of the fleet capacity. Accordingly, the Company purchased three more North Stars to be put into service early in 1952. These will enable the airline to make 20 per cent more seat miles available to the travelling public on transcontinental and inter-city services.

At the same time, orders were placed for five Lockheed Super Constellations to be delivered in 1953. This decision was made after a long and thorough engineering investigation of the types of aircraft then on the market. The Super Constellations were selected because they incorporate both proven performance and a major advance in commercial power plant design. It is planned to use them on the overseas services. The new aircraft will be powered with Wright 3350 "Compound" engines developing over 3,000 horsepower apiece.

Company engineers continued to make detailed technical economic examinations of all current developments of turbo-propeller and turbo-jet power plants and both current and planned types of aircraft in which the newer engine forms may be used.

In June, TCA began the maintenance of military training aircraft from the Manitoba and eastern Saskatchewan areas. Under an agreement with the Department of Defence Production, the Company undertook this work at its Winnipeg Overhaul Base for the purpose of relieving trained Air Force ground staffs for operational duties. By year end, over 215 aircraft had been reconditioned.