

increase of 138% in freight ton miles and 266% in passenger miles for the same period (1938-43).

As with equipment, the number of employees of the railways had been greatly reduced during the years of the depression. For example, the staff required to patrol the right-of-way along the tracks had been reduced to a minimum for safety and speed; but with the tremendous increase in traffic after the outbreak of war, a very much greater number of maintenance of way men was required. Similarly, in the round houses and shops, staffs had been severely reduced and were completely inadequate to handle the sudden emergency.

All railway companies, reporting on their war activities, make mention of the co-operation received from their personnel. Employees who would ordinarily have retired have been retained in service; others who had already retired have been called back to work. In certain fields much more than the usual proportion of unskilled labour has been employed under the supervision of experienced men.

The part taken by women in replacing men has been important. Car cleaning draws most female labour, but in addition women have been engaged in engine wiping, station snow clearance, track work, coach cleaning, yard checking and telegraph messenger work. They have also been hired as baggage porters, janitors, gardeners, pumpmen, crew clerks, ticket clerks, telegraph operators and assistant agents. By October, 1943, women replacing men in Canadian railways numbered 1,400.

Both the Canadian National Railways and the Canadian Pacific Railway report larger staffs in the war period, but the increases were very inadequate compared with large increases in freight and passenger traffic. The following table shows the number of employees in various representative years for all Canadian railways and for both the main systems. The average number of employees for the Canadian Pacific in the war years has not yet reached the average for any year from 1926 to 1930. The average number of employees for the Canadian National in 1943 reached the average for the year 1930, but is less than all preceding years from 1923 to 1929, with the exception of the year 1925, when the average number was 98,382.

Employees on Canadian Railways

Year	All Canadian Railways	Canadian National	Canadian Pacific
1943	169,663	101,126	64,387
1942	157,740	94,592	59,947
1938	127,747	74,953	50,155
1933	121,923	70,625	49,412
1929	187,846	109,096	74,274

Enlistments in Armed Services

To December 31, 1944, the Canadian Pacific Railway reported that 20,716 employees had enlisted with the armed services, while the Canadian National Railways at December 1944 reported 20,000 employees in the armed services. Overseas it was reported that the First Canadian Army Railway Operating Group consists almost entirely of Canadian ex-railroaders who are using their expert knowledge to operate French and German locomotives. Technical men, experts in various fields, and administrators have also been taken from the railways in large numbers by the government to assist in the prosecution of the war. For example, Canadian railway officials were summoned to Ottawa to assist with the formation of the Defence Purchasing Board, which was the forerunner of the Department of Munitions and Supply.

To help compensate for the shortage of technicians, Canadian railways inaugurated travelling schools. Railway cars were fitted as "classrooms on