

21.—Persons Killed or Injured on Steam Railways, 1938-40—concluded

Class of Person and Description of Accidents	In Accidents Other Than Those Resulting from Movement of Trains, Locomotives or Cars					
	1938		1939		1940	
	Killed	Injured	Killed	Injured	Killed	Injured
	No.	No.	No.	No.	No.	No.
Class of Person—						
Stationmen.....	1	569	1	522	2	668
Shopmen.....	4	1,336	4	1,359	2	1,563
Trainmen and trackmen.....	2	1,807	9	1,872	5	2,191
Other employees.....	2	351	1	538	1	531
Passengers.....	Nil	37	Nil	40	1	101
Others.....	2	39	1	42	14	91
Totals.....	11	4,139	16	4,373	25	5,145

Section 2.—Electric Railways*

Replacing the horse-car systems, used in Montreal and Toronto as early as 1861, electric street railways were first seen in operation in Canada in 1885, when a successful experimental railway was constructed and operated at the Toronto Exhibition Grounds. Before many years their safety and convenience resulted in the discarding of the older systems. The first electric railway line in Canada and probably the first in North America, which ran between Windsor and Walkerville, was established early in June, 1886 (it is recorded that it was in active operation before June 11).

The cheap and reasonably rapid conveyance of human beings is a necessity of modern urban life. In the cities of Eastern Canada, electric street railways are generally operated by private companies under city franchises, while in a considerable number of cities in Ontario and the West the street railways are owned and operated by the municipalities.

The single overhead-trolley system is used by all electric railways but Edmonton, Montreal and Winnipeg have begun using also a double overhead trolley and trackless trolley-buses (29 of these buses being in service in 1940). Of the 35 systems 20 operated both electric cars and motor-buses in 1940, the increase in buses for these systems being 121, exclusive of the buses of the Brantford municipal system (8 in 1939 and 17 in 1940). Advantages of motor-buses are that the cars are not restricted to routes and there are no expenses for tracks. The capacity of each bus, however, is considerably less than that of an electric car. During 1940 the railways in Brantford and London ceased to operate and in Oshawa the railway continued only as a freight line. Motor-buses were substituted for passenger business by these three railways.

Subsection 1.—Equipment of Electric Railways

As stated above, electric street cars are being displaced by motor-buses and in many municipalities they have been displaced entirely. For this reason statistics of total track mileage of electric railways have been omitted from this edition of the Year Book, but lengths of main track are given in Tables 24 and 25. The figures in these tables do not include the lengths of city streets or suburban roads on which bus lines are operated.

* Revised and checked by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics. This Branch publishes an annual report on "Electric Railways in Canada".