

17.—Persons Killed or Injured on Steam Railways, 1940-42

Class of Person and Description of Accidents	In Accidents Resulting from Movement of Trains, Locomotives or Cars					
	1940		1941		1942	
	Killed	Injured	Killed	Injured	Killed	Injured
	No.	No.	No.	No.	No.	No.
Class of Person—						
Passengers.....	5	277	10	485	43	639
Employees.....	49	1,278	88	1,556	103	2,163
Trespassers.....	95	106	130	137	117	125
Non-trespassers.....	124	377	147	472	148	463
Postal clerks, expressmen, etc.....	2	32	1	106	Nil	40
Totals.....	275	2,070	376	2,756	411	3,430
Description of Accidents (Employees and Passengers only)—						
Coupling and uncoupling.....	5	69	4	92	5	120
Collisions.....	2	115	30	305	67	419
Derailments.....	5	35	10	132	4	58
Locomotives or cars breaking down.....	Nil	Nil	Nil	1	Nil	2
Falling from trains or cars.....	7	144	7	137	9	197
Getting on or off trains.....	6	285	5	380	4	543
Struck by trains, etc.....	25	45	17	31	26	46
Overhead and other obstruction.....	Nil	19	1	19	1	17
Other causes.....	4	842	24	944	30	1,400
Totals.....	54	1,555	98	2,041	146	2,802
	In Accidents Other Than Those Resulting from Movement of Trains, Locomotives or Cars					
Class of Person—						
Stationmen.....	2	668	2	959	Nil	1,219
Shopmen.....	2	1,563	5	2,067	6	2,877
Trainmen and trackmen.....	5	2,191	10	2,682	9	2,670
Other employees.....	1	531	1	735	2	1,079
Passengers.....	1	101	Nil	167	1	140
Others.....	14	91	9	180	14	115
Totals.....	25	5,145	27	6,790	32	8,100

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

* Revised and checked by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics. The annual report on "Electric Railways in Canada" published by this Branch, gives details of the operations of the individual railways, which are no longer published in the Year Book.