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 were omitted from the 1942 edition of the Year Book, but lengths of main track are given in Table **20**. The figures in these tables do not include the lengths of city streets or suburban roads on which bus lines are operated.

18.—Equipment of Electric Railways, 1939-42

Item	1939	1940	1941	1942	Item	1939	1940	1941	1942
	No.	No.	No.	No.		No.	No.	No.	No.
PASSENGER VEHICLES—									
Closed cars	3,261	3,197	3,209	3,294	Baggage, express and mail cars	21	21	19	20
Open cars	8	10	9	8	Freight cars	187	186	156	150
Combination passenger and baggage	11	10	6	8	Locomotives	46	46	49	51
Cars without electrical equipment	180	141	138	139	Snow ploughs	73	71	69	72
Buses	803	926	1,117	1,282	Sweepers	152	148	147	147
Trackless trolley-cars	28	29	30	38	Trucks	66	63	80	123
					Miscellaneous	226	206	203	209
TOTALS, PASSENGER VEHICLES	4,291	4,313	4,509	4,769					

Subsection 2.—Finances of Electric Railways

When electric railways have ceased to operate because of either a decline in traffic or the substitution of motor-buses, their statistics have been excluded from the following tables. Consequently, fluctuations in revenues, etc., have been affected by variations in traffic and also by changes in the mode of local transportation. Despite these changing conditions the gross revenues of electric railways have continued to increase since the low point reached in 1933, and very marked increases have been shown in 1940, 1941, and 1942.

19.—Financial Statistics of Electric Railways, 1936-42

NOTE.—Available figures for the years 1901 to 1907 are given at pp. 608 and 609 of the 1926 Year Book; for the years 1908 to 1918 at pp. 681 and 682 of the 1936 Year Book; and for 1919 to 1935 at p. 665 of the 1938 Year Book.

Year	Capital Liability			Investment in Road and Equipment	Gross Earnings	Operating Expenses	Ratio of Expenses to Receipts	Employees	Salaries and Wages
	Stocks	Funded Debt	Total						
	$	$	$	$	$	$	p.c.	No.	$
1936	36,727,740	168,334,613	205,062,353	214,820,798	41,391,927	28,807,311	69·60	14,280	18,958,831
1937	36,727,740	169,045,069	205,772,809	208,938,656	42,991,444	29,545,641	68·72	14,347	19,778,118
1938	36,727,740	167,878,751	204,606,491	212,643,544	42,537,767	29,683,131	69·78	14,323	20,100,533
1939	39,668,660	164,912,746	204,581,406	198,481,728	42,864,150	29,605,328	69·07	14,061	19,716,985
1940	38,786,423	161,396,724	200,183,147	203,869,891	47,311,009	32,624,012	68·96	14,204	20,649,358
1941	37,665,091	155,867,823	193,532,914	201,279,871	55,334,647	37,030,823	66·92	14,801	23,193,704
1942	37,616,432	151,523,248	189,139,680	205,989,595	69,034,130	43,473,516	62·97	16,051	27,923,343