

## 17.—Persons Killed or Injured on Steam Railways, 1941-43

Class of Person and Description of Accident	In Accidents Resulting from Movement of Trains, Locomotives or Cars					
	1941		1942		1943	
	Killed	Injured	Killed	Injured	Killed	Injured
<b>Class of Person—</b>	No.	No.	No.	No.	No.	No.
Passengers.....	10	485	43	639	9	417
Employees.....	88	1,556	103	2,163	112	2,942
Trepassers.....	130	137	117	125	82	106
Non-trepassers.....	147	472	148	463	115	447
Postal clerks, expressmen, etc.....	1	106	Nil	40	Nil	33
<b>Totals.....</b>	<b>376</b>	<b>2,756</b>	<b>411</b>	<b>3,430</b>	<b>318</b>	<b>3,945</b>
<b>Description of Accidents (Employees and Passengers only)—</b>						
Coupling and uncoupling.....	4	92	5	120	7	132
Collisions.....	30	305	67	419	31	226
Derailments.....	10	132	4	58	6	147
Locomotives or cars breaking down.....	Nil	1	Nil	2	3	8
Falling from trains or cars.....	7	137	9	197	19	259
Getting on or off trains.....	5	380	4	543	6	666
Struck by trains, etc.....	17	31	26	46	27	72
Overhead and other obstruction.....	1	19	1	17	Nil	37
Other causes.....	24	944	30	1,400	22	1,762
<b>Totals.....</b>	<b>98</b>	<b>2,041</b>	<b>146</b>	<b>2,802</b>	<b>121</b>	<b>3,359</b>
	<b>In Accidents Other Than Those Resulting from Movement of Trains, Locomotives or Cars</b>					
<b>Class of Person—</b>						
Stationmen.....	2	959	Nil	1,219	2	1,409
Shopmen.....	5	2,067	6	2,877	5	3,770
Trainmen and trackmen.....	10	2,682	9	2,670	8	3,212
Other employees.....	1	735	2	1,079	3	1,334
Passengers.....	Nil	167	1	140	Nil	129
Others.....	9	180	14	115	5	120
<b>Totals.....</b>	<b>27</b>	<b>6,790</b>	<b>32</b>	<b>8,100</b>	<b>23</b>	<b>9,974</b>

## 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 (41 of these buses being in service in 1943). Of the 34 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 that Branch, gives details of the operations of the individual railways.