

## 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, ran between Windsor and Walkerville and 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, some electric street railways are still operated by private companies under city franchises, while in a considerable number of cities in Ontario and the West the electric railways are owned and operated by the municipalities. The number of electric railways in operation declines each year as motor buses replace electric trams.

Statistics presented cover the urban and interurban operations of the electric railway systems.

**Equipment.**—The single overhead-trolley system is used by all electric railways, but Montreal, Toronto, Winnipeg, Vancouver and several other municipalities have begun to use trackless trolley-buses (710 of these buses being in service in 1949). Of the 25 systems, 16 operated both electric cars and motor-buses in 1949, the buses numbering 1,775. The main advantage of the bus is that it is not confined to a fixed route and, in the case of both motor-buses and trolley-buses, the expense of track maintenance is eliminated.

18.—Equipment of Electric Railways, 1946-49

Equipment	1946	1947	1948	1949	Equipment	1946	1947	1948	1949
	No.	No.	No.	No.		No.	No.	No.	No.
<b>Passenger Vehicles—</b>					<b>Other Vehicles—</b>				
Closed cars.....	3,358	3,192	2,961	2,769	Baggage, express and mail cars.....	17	17	17	17
Open cars.....	4	8	6	6	Freight cars.....	154	118	118	104
Combination passenger and baggage.....	7	6	5	6	Locomotives.....	56	56	56	49
Cars without electrical equipment.....	133	139	133	130	Snow ploughs.....	71	61	51	48
Motor-buses.....	1,491	1,949	1,981	1,775	Sweepers.....	148	143	118	103
Trackless trolley-buses	77	379	518	710	Trucks.....	162	172	151	149
					Miscellaneous.....	207	216	212	173
<b>Totals, Passenger Vehicles.....</b>	<b>5,070</b>	<b>5,673</b>	<b>5,604</b>	<b>5,396</b>	<b>Totals, Other Vehicles.....</b>	<b>815</b>	<b>783</b>	<b>723</b>	<b>643</b>

**Finances.**—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 Table 19. 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 continued to increase since the low point reached in 1933, and very marked increases were shown from 1940 to 1945. The ratio of expenses to receipts rose from a low of less than 63 p.c. in 1942 to 98 p.c. in 1949.

\* For further details see "Electric Railways of Canada, 1949" published by the Dominion Bureau of Statistics.