

17.—Train Traffic Statistics¹ of the Canadian National Railways (Canadian and United States Lines), 1950 and 1951—concluded

Mileage and Traffic	1950	1951
Freight-Train Car Mileage—		
Loaded freight-car miles..... miles	1,226,527,761	1,314,101,690
Empty freight-car miles..... "	531,072,795	562,171,410
Caboose miles..... "	45,543,687	48,539,588
Totals, Freight-Train Car Miles..... No.	1,803,144,243	1,924,812,688
Passenger Traffic—		
Passengers carried (earning revenue)..... No.	16,819,857	17,322,723
Passengers carried (earning revenue) one mile..... "	1,407,724,037	1,611,153,281
Passenger-train miles per mile of road..... "	925	1,010
Average passenger journey..... miles	83.69	93.01
Average amount received per passenger..... \$	2.37155	2.74066
Average amount received per passenger mile..... \$	0.02834	0.02947
Average passengers per train mile..... No.	62.88	66.00
Average passengers per car mile..... "	12.31	12.82
Total passenger-train earnings per train mile..... \$	3.50	3.72
Total passenger-train revenue per mile of road..... \$	3,246.62	3,761.04
Freight Traffic—		
Revenue freight carried..... tons	81,364,658	89,618,436
Revenue freight carried one mile..... "	31,988,269,548	36,434,821,058
Revenue freight carried one mile per mile of road..... "	1,317,500	1,501,578
Total (all classes) freight carried one mile per mile of road.. "	1,451,268	1,624,019
Average tons revenue freight per train mile..... No.	704	754
Average tons (all classes) freight per loaded car mile..... "	28.64	29.88
Average hauls revenue freight..... miles	393.15	406.55
Freight revenue per train mile..... \$	9.81	10.32
Freight revenue per mile of road..... \$	18,429.50	20,632
Freight revenue per ton..... \$	5.48	5.57
Freight revenue per ton mile..... \$	0.01394	0.01369

¹ Excludes electric lines.

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 some cities of Eastern Canada, 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 in this Section cover the urban and interurban operations of the electric railway systems.

Equipment.—The single overhead-trolley system is used by all electric street railways. Montreal, Toronto, Winnipeg, Vancouver, Ottawa and several other municipalities have begun to use trackless trolley-buses, 909 of which were in service

* For further details see D.B.S. publication, *Electric Railways of Canada, 1950.*