15.—Train Traffic Statistics of the Canadian National Railways (Canadian and United States Lines), 1952 and 1953—concluded

Milage and Traffic		1952	1953
Freight-Train Car Milage—			
Loaded freight-car	miles	1,348,655,134	1,308,501,856
Empty freight-car	"	636,815,274	632,418,375
Caboose	"	48,778,742	46,399,773
Totals, Freight-Train Car Miles	**No.**	**2,034,249,150**	**1,987,320,004**
Passenger Traffic—			
Passengers carried (earning revenue)	No.	18,832,815	18,080,958
Passengers carried (earning revenue) one mile	"	1,635,201,983	1,538,832,219
Passenger-train miles per mile of road	"	1,056	1,033
Average passenger journey	miles	86·83	85·11
Average amount received per passenger	$	2·57349	2·53948
Average amount received per passenger mile	$	0·02964	0·02984
Average passengers per train mile	No.	64·04	61·68
Average passengers per car mile	"	12·75	12·40
Total passenger-train earnings per train mile	$	3·86	3·98
Total passenger-train revenue per mile of road	$	4,076·82	4,113·98
Freight Traffic—			
Revenue freight carried	tons	90,053,919	86,523,327
Revenue freight carried one mile	"	38,430,494,637	36,677,980,252
Revenue freight carried one mile per mile of road	"	1,584,763	1,513,672
Total (all classes) freight carried one mile per mile of road	"	1,708,033	1,626,843
Average tons revenue freight per train mile	No.	776	782
Average tons (all classes) freight per loaded car mile	"	30·64	30·03
Average hauls revenue freight	miles	426·75	423·91
Freight revenue per train mile	$	10·83	11·81
Freight revenue per mile of road	$	22,187·81	22,921·32
Freight revenue per ton	$	5·96	6·40
Freight revenue per ton mile	$	0·01397	0·01501

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. The first electric railway line in Canada, and probably the first in North America, ran between Windsor and Walkerville, Ont. and was established early in June 1886 (it is recorded that it was in active operation before June 11).

Cheap and reasonably rapid passenger conveyance is a necessity of modern urban life. In some cities of Eastern Canada, electric railways are still operated by private companies under city franchises, but in a number of cities in Ontario and Western Canada the electric railways are owned and operated by the municipalities. The number of electric railways in operation declines each year as motor- and trolley-buses replace electric trams. Of the 22 systems in service in 1952, six operated electric cars, motor-buses and trolley-buses; nine operated trolley-buses and motor-buses; three operated electric cars only; one, electric cars and motor-buses; and one, trolley-buses only. Equipment of electric railways is shown in Table 16.

* Statistics presented in this Section cover the urban and inter-urban operations of the electric railway systems. More detailed information is given in DBS publication, *Electric Railways of Canada, 1952.*