

**Electric Railway Systems.**—The statistics given here cover the urban and inter-urban operations of electric railway systems. Almost all the urban systems are now municipally owned, the largest privately owned system being the British Columbia Electric Railway Company; most of the interurban firms are controlled either by the Canadian National or Canadian Pacific Railways. The number of electric railways declines each year as motor and trolley buses replace electric cars. Of the 21 systems in service in 1955, five operated electric cars, motor buses and trolley buses; nine operated trolley buses and motor buses; three operated electric cars only; one operated electric cars and motor buses; one, trolley buses only; one, motor buses only; and one reported no electric cars, motor buses or trolley buses.

**20.—Equipment of Electric Railways 1953-55**

Equipment	1953	1954	1955	Equipment	1953	1954	1955
	No.	No.	No.		No.	No.	No.
<b>Passenger Vehicles</b> .....	<b>5,602</b>	<b>5,629</b>	<b>5,648</b>	<b>Other Vehicles</b> .....	<b>661</b>	<b>648</b>	<b>642</b>
Closed cars .....	2,212	2,112	1,837	Baggage, express and mail cars .....	10	7	4
Open cars .....	4	4	4	Freight cars .....	82	89	87
Combination passenger and baggage cars .....	5	5	2	Locomotives .....	56	56	55
Cars without electrical equipment .....	91	16	6	Snow ploughs .....	46	42	34
Motor buses .....	2,177	2,348	2,656	Sweepers .....	65	54	38
Trackless trolley buses .....	1,113	1,144	1,143	Trucks .....	221	224	254
				Miscellaneous .....	181	176	170

The financial statistics of electric railways given in Table 21 have been greatly affected by variations in traffic and by changes in mode of local transportation. When electric railways have ceased operation because of declining traffic or have substituted other types of rolling-stock their figures have been dropped from the tabulation. Despite changing conditions, however, the gross revenue of electric railways has continued to rise in the postwar years. The ratio of expenses to receipts advanced from 86.3 p.c. in 1946 to 99.9 p.c. in 1955. Many systems have changed from private to public ownership in the past few years which accounts for much of the recorded decline in the value of stocks and the increase in funded debt.

**21.—Financial Statistics of Electric Railways 1946-55**

*Note.*—Figures for 1901-45 are given in the corresponding table of previous Year Books beginning with the 1926 edition.

Year	Capital Liability			Investment in Road and Equipment	Operating Revenues	Operating Expenses	Ratio of Expenses to Revenues	Em- ployees	Salaries and Wages
	Stocks	Funded Debt	Total						
	\$	\$	\$	\$	\$	\$	p.c.	No.	\$
1946 .....	35,656,763	132,042,089	167,698,852	203,537,797	87,515,721	75,550,821	86.33	21,700	45,675,363
1947 .....	33,915,932	138,246,540	172,162,472	218,439,361	86,519,712	81,787,723	94.53	22,627	50,117,441
1948 .....	28,138,481	140,692,280	168,830,761	217,385,299	89,310,215	88,024,727	98.56	22,593	55,268,083
1949 .....	27,425,491	143,944,716	171,370,207	242,095,483	95,596,394	92,378,848	96.63	21,661	59,155,605
1950 .....	27,252,391	159,192,587	186,444,978	223,224,556	91,034,058	89,414,380	98.22	21,869	57,645,574
1951 .....	20,252,391	179,159,159	199,411,550	255,057,250	99,114,548	97,880,959	98.76	21,052	64,188,551
1952 .....	5,535,795 <sup>1</sup>	147,980,382	153,516,177	260,037,852	104,028,691	101,110,712	97.20	20,268	67,252,025
1953 .....	4,336,065	181,781,857	186,117,922	283,256,339	107,990,692	105,027,443	97.26	20,408	68,638,778
1954 .....	4,336,065	188,560,830	192,896,895	291,138,722	109,334,662	109,006,301	99.70	20,318	70,109,414
1955 .....	3,893,725	180,906,824	184,800,549	294,095,916	109,617,497	109,576,378	99.96	19,280	69,632,464

<sup>1</sup> Decrease from 1951 accounted for by the re-capitalization of the Winnipeg Electric Company; transit facilities that Company were transferred to the Greater Winnipeg Transit Company.