

Equipment.—The single overhead-trolley system is used by all electric street railways. Many municipalities have begun to use trackless trolley-buses, 1,035 of which were in service in 1951. Of the 22 systems, six operated electric cars, motor-buses and trolley-buses; nine operated trolley-buses and motor-buses; three electric cars only; two electric cars and motor-buses; and one system operated trolley-buses only. There were 1,979 motor-buses in service during 1951.

17.—Equipment of Electric Railways, 1949-51

Equipment	1949	1950	1951	Equipment	1949	1950	1951
	No.	No.	No.		No.	No.	No.
Passenger Vehicles—				Other Vehicles—			
Closed cars.....	2,829	2,594	2,399	Baggage, express and mail cars.....	17	16	12
Open cars.....	6	6	4	Freight cars.....	104	88	86
Combination passenger and baggage cars.....	6	5	5	Locomotives.....	58	57	54
Cars without electrical equipment.....	130	130	123	Snow ploughs.....	48	53	51
Motor-buses.....	1,817	1,927	1,979	Sweepers.....	104	81	74
Trackless trolley-buses.....	726	909	1,035	Trucks.....	150	137	139
				Miscellaneous.....	177	176	158
Totals, Passenger Vehicles.....	5,514	5,571	5,545	Totals, Other Vehicles.....	658	608	574

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 18. Consequently, fluctuations in revenue, etc., have been affected by variations in traffic and by changes in the mode of local transportation. Despite these changing conditions, the gross revenue of electric railways continued to increase from 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 99 p.c. in 1951. Much of the decline in the value of stocks and the increase in funded debt during the past few years has been the result of the change in a number of systems from private to public ownership.

18.—Financial Statistics of Electric Railways, 1942-51

NOTE.—Figures for 1901-41 are given in the corresponding table of previous Year Books beginning with the 1926 edition.

Year	Capital Liability			Investment in Road and Equipment	Gross Earnings	Operating Expenses	Ratio of Expenses to Receipts	Employees	Salaries and Wages
	Stocks	Funded Debt	Total						
	\$	\$	\$						
1942.....	37,616,432	151,523,248	189,139,680	205,989,595	69,034,130	43,473,516	62.97	16,051	27,923,343
1943.....	37,492,392	147,433,845	184,926,237	204,586,208	80,027,414	54,548,335	68.16	17,896	33,975,281
1944.....	37,540,432	142,364,766	179,905,198	202,666,204	84,730,173	58,202,151	68.69	19,034	36,846,152
1945.....	37,329,194	142,384,083	179,713,277	205,026,475	88,939,451	64,533,940	72.56	20,091	39,364,771
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

Traffic.—The passenger mileage travelled by electric cars in 1951 amounted to 78,324,430, by trackless trolley-buses 31,167,485 and by motor-buses 57,825,006. The number of passengers carried by electric railways in the years since 1939 showed