

## 16.—Equipment of Electric Railways, 1950-52

Equipment	1950	1951	1952	Equipment	1950	1951	1952
	No.	No.	No.		No.	No.	No.
<b>Passenger Vehicles—</b>				<b>Other Vehicles—</b>			
Closed cars.....	2,594	2,399	2,307	Baggage, express and mail cars.....	16	12	11
Open cars.....	6	4	4	Freight cars.....	88	86	82
Combination passenger and baggage cars.....	5	5	5	Locomotives.....	57	54	55
Cars without electrical equipment.....	130	123	108	Snow ploughs.....	53	51	47
Motor-buses.....	1,927	1,979	2,090	Sweepers.....	81	74	65
Trackless trolley-buses.....	909	1,035	1,067	Trucks.....	137	139	153
				Miscellaneous.....	176	158	177
<b>Totals, Passenger Vehicles.....</b>	<b>5,571</b>	<b>5,545</b>	<b>5,581</b>	<b>Totals, Other Vehicles.....</b>	<b>608</b>	<b>574</b>	<b>590</b>

**Finances.**—The financial statistics of electric railways given in Table 17 have been greatly affected by variations in traffic and by changes in mode of local transportation. When electric railways have ceased operation because of decline in 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 increased each year from a low point reached in 1933; very marked increases were shown from 1940 to 1945. The ratio of expenses to receipts rose from a low of 68 p.c. in 1943 to 97 p.c. in 1952. Many systems have changed over 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.

## 17.—Financial Statistics of Electric Railways, 1943-52

NOTE.—Figures for 1901-42 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	Em- ployees	Salaries and Wages
	Stocks	Funded Debt	Total						
	\$	\$	\$	\$	\$	\$	p.c.	No.	\$
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	36,845,152
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	223,224,566	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 <sup>1</sup>	53,516,177	260,037,852	104,028,691	101,110,712	97.20	20,268	67,252,025

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

**Traffic.**—In 1952, electric cars travelled 73,165,934 miles in passenger service, trackless trolley-buses operated by electric-railway companies travelled 34,117,476 miles and motor-buses 59,148,827 miles. Although most of the urban centres in which transit services operate have greatly extended their populated areas in the post-war years, electric cars and buses travelled fewer passenger miles each year since 1948 and the number of fare passengers carried declined each year since 1946.