

to trolley and motor bus operation. There were 35,147,070 passengers carried by the Toronto Subway in 1955, a figure included in the 398,439,820 electric car total for the year. Passenger revenue was down from \$120,238,281 in 1954 to \$120,143,866 in 1955 despite fare increases in Montreal, Vancouver, Winnipeg, Windsor and Saskatoon.

16.—Summary Statistics of Urban Transit Systems 1954 and 1955

Item		1954	1955
Passengers Carried	No.	1,264,434,239	1,211,577,619
Electric car.....	"	456,854,386 ¹	398,439,820 ²
Trolley bus.....	"	241,920,385	241,401,062
Motor bus.....	"	563,869,403	568,010,451
Chartered.....	"	1,790,065	3,726,286
Vehicle-Miles Run	No.	211,643,384	209,786,992
Electric car.....	"	61,134,226 ²	53,951,724 ²
Trolley bus.....	"	36,879,180	38,003,904
Motor bus.....	"	112,608,880	115,960,648
Chartered.....	"	1,021,098	1,870,716
Fuel Consumed—			
Gasoline.....	gal.	19,389,124	17,696,431
Propane gas.....	"		352,229
Diesel oil.....	"		6,435,627
Revenue	\$	120,238,281	120,143,866

¹ Includes 27,690 passengers carried by the Toronto subway in 1954 and 35,147,070 passengers in 1955. ² Includes 4,734,443 miles run by the Toronto subway cars in 1954 and 5,597,500 miles in 1955.

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 22 systems in service in 1953, six 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. The latter two perform switching operations for railways.

17.—Equipment of Electric Railways 1951-53

Equipment	1951	1952	1953	Equipment	1951	1952	1953
	No.	No.	No.		No.	No.	No.
Passenger Vehicles	5,545	5,581	5,602	Other Vehicles	574	590	661
Closed cars.....	2,399	2,307	2,212	Baggage, express and mail cars.....	12	11	10
Open cars.....	4	4	4	Freight cars.....	86	82	82
Combination passenger and baggage cars.....	5	5	5	Locomotives.....	54	55	56
Cars without electrical equipment.....	123	108	91	Snow ploughs.....	51	47	46
Motor buses.....	1,979	2,090	2,177	Sweepers.....	74	65	65
Trackless trolley buses....	1,035	1,067	1,113	Trucks.....	139	153	221
				Miscellaneous.....	158	177	181

The financial statistics of electric railways given in Table 18 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