

## II. The Electrification of Railways (Excluding Light Railways).

In the following table an attempt is made to show the position and development of the electric operation of trains on the main railways. Here again it was found that the statistical data relating to the length of electrically operated track were by no means complete. It was therefore necessary in the case of certain countries (see footnotes to the table) to make use of figures from private sources connected with this branch of the industry.

The figures obtainable relating to the different countries show wide discrepancies. In many cases no distinction is made between main and light railways. Furthermore, in some cases, lines which are still under construction were included with those actually in operation.

Except in the case of Switzerland and the United States of America, the figures given in Columns 2 and 3 of the following table probably do not vary to a great extent from the figures relating to the period immediately prior to the war, since, during the war and the years following it, the work of railway electrification was practically at a standstill.

To sum up it is found that in 1921/22 of a total length of railways in Europe amounting to about 370 000 km, about 2200 km, or 0,6 %, and in 1926 of a total of 380 000 km, about 6000 km, or 1,6 % were electrified.

In America (North and South), in 1926, out of a total length of 598 600 km, about 3850 km, or 0,7 %, were electrified.

