

C54p.

THIRTY-SECOND
ANNUAL REPORT

of the

Montreal Tramways Commission

to the

City of Montreal

•

1949

FURVIS HALL
SERVICES
APR 25 1950
MCGILL UNIVERSITY

THIRTY-SECOND REPORT
of the
MONTREAL TRAMWAYS COMMISSION
to the
CITY OF MONTREAL

Gentlemen,

In accordance with Article 19 of the Contract, between the City and the Montreal Tramways Company, we submit herewith our thirty-second annual report on the Company's Capital Value and other accounts relative to Maintenance and Renewals and Reserves, for the year 1949. Additional tabulations and statistics will be found in an appendix.

The number of passengers carried in 1949 was slightly lower than in 1948.

The figures are:

Passengers 1948	—	398,271,535
Passengers 1949	—	396,087,032
		<hr/>
Decrease		2,184,503 or 0.55%

Vehicles travelled 50,643,565 miles in 1949 as against 51,335,643 miles in 1948; a decrease of 692,078 miles.

During the year, twenty new buses were received. In January 1950, an order was placed for fifty buses and forty trolleybuses.

The special tribunal established by Act 12, Geo VI, Chap. 50 and composed of Honourable Judge Thomas Tremblay, President, Honourable Lucien H. Gendron K.C. and Mr. Aimé Parent rendered judgment August 30, 1949 on the decision of the Commission dated January 30, 1948 establishing a scale of new tariffs affecting the whole system. This judgment confirmed the decision of the Commission with the exception of the tariffs on the autobus routes St. Hubert, Westmount, Notre-Dame-de-Grâces and Outremont which were not increased. The tariffs for these routes are now the same as those for the Uniform Tariff Territory.

In accordance with the decision of the above mentioned tribunal, the new tariffs were put into effect on October 1st, 1949.

T H E M O N T R E A L T R A M W A Y S C O M M I S S I O N

GENERAL STATEMENT OF REVENUE
AND EXPENDITURE

1949	Tramways	Autobuses and Trolleybuses	Total
1. Gross Receipts	\$ 19,092,832.14	\$ 7,271,181.39	\$ 26,364,013.53
EXPENSES AND CHARGES:			
2. Operating Expenses and Taxes	12,705,747.02	5,059,639.16	17,765,386.18
3. Operating Profit	55,025.93	11,060.35	66,086.28
4. { Maintenance and Renewals Fund (a)	4,364,810.64		
{ Maintenance and Depreciation		2,597,769.29	6,962,579.93
5. Interest on Fixed Assets..	2,641,244.41	530,897.05	3,172,141.46
6. Interest on Working Capital	53,008.55	34,496.12	87,504.67
7. Financing Allowance	151,567.85	29,863.62	181,431.47
8. City Rental	375,000.00	125,000.00	500,000.00
9. Contingent Reserve Fund	190,928.32	72,711.81	263,640.13
Total	\$ 20,537,332.72	\$ 8,461,437.40	\$ 28,998,770.12
Deficit	\$ 1,444,500.58	\$ 1,190,256.01	\$ 2,634,756.59
(a) Maintenance Allowance (see p. 4)			

1. SUMMARY OF GROSS RECEIPTS:—

TRAMWAYS:			
Passenger Receipts	\$ 18,688,837.32		
Car Advertising	169,702.98		
Miscellaneous Receipts (Rentals, letter-carriers' fares, etc.).....	234,291.84		\$ 19,092,832.14
			7,271,181.39
Autobus and Trolleybus Service (see p. 6)....			7,271,181.39
Total Gross Revenue.....			\$ 26,364,013.53

2. OPERATING EXPENSES AND TAXES:— (Art. 92, par 1)

To provide for these items, during the year 1949, the allowances per car and bus miles given hereunder, were set by the Commission :

ALLOWANCES:					
TRAMWAYS:					
Cars	Miles	×	Cents	=	\$
Two-man :	20,553,623	×	40.92	=	\$ 8,410,542.53
One-man :	11,628,786	×	29.51	=	3,431,654.75
Trailers :	745,182	×	29.14	=	217,146.03
					\$ 12,059,343.31
Plus 2½% authorized by the Contract.....					301,483.58
					\$ 12,360,826.89

T H E M O N T R E A L T R A M W A Y S C O M M I S S I O N

AUTOBUS AND TROLLEYBUS

16,005,852	×	35.77	=	\$ 5,725,293.26	
1,710,122	×	31.28	=	534,926.16	
					\$ 6,260,219.42
Plus 2½% authorized by the Contract.....					156,505.49
					6,416,724.91
Total Allowances.....					\$ 18,777,551.80

EXPENSES:

TRAMWAYS

Car Service	\$ 8,333,982.27	
Car House Expenses	495,900.10	
Tracks, Cleaning and Sanding.....	98,928.91	
Snow and Ice Expenses.....	515,091.71	
Motive Power	1,218,831.14	
Administration and Office Expenses....	420,290.15	
Stationery and Printing.....	18,352.17	
Store Expenses	87,415.36	
Garage Expenses	8,176.11	
Miscellaneous Expenses	190,955.58	
Injuries and Damages (a).....	454,698.91	
General Legal Expenses	29,650.80	
Insurance	124,569.10	
Mutual Benefit Association.....	251,250.00	
Taxes	456,248.73	
Freight Expenses	1,405.98	
		\$ 12,705,747.02
AUTOBUS AND TROLLEYBUS (see p. 6)		6,752,556.28
Total Expenses :		\$ 19,458,303.30
Excess Expenditure :		\$ 680,751.50

The following factor was responsible for the increase in operating costs for the year; the cost of Living Bonus paid in 1949 and retroactive to October 1st 1948, vide decision by Arbitration Board rendered June 30, 1949.

This excess expenditure which could not be foreseen was necessary and unavoidable. Consequently, and in conformity with the Contract (Art. 92, par. 1) the Company was authorized to take the amount of \$680,751.50 mentioned above out of Gross Revenue.

(a) The provision for liability for claims and suits for damages not settled on December 31, 1949 is set at \$825,000.

3. OPERATING PROFIT:— (Art. 92, par. 1)

The Company, having fulfilled the conditions provided by the Contract is entitled, under the terms of said Contract, to the "Operating Profit" : \$66,086.28 being ⅛ of 1% of the average Capital Value during the year \$52,869,024. This amount has been paid.

T H E M O N T R E A L T R A M W A Y S C O M M I S S I O N

4. MAINTENANCE AND RENEWALS FUND:—(Art. 92, par. 2)

In order to provide for maintenance, renewals, substitutions, etc., the Commission had set the following allowances:

Cars	Miles	×	Cents	=	
1 and 2 man :	32,182,409	×	13.28	=	\$ 4,273,823.92
Trailers :	745,182	×	12.21	=	<u>90,986.72</u>

Total Allowances for Maintenance (a)..... \$ 4,364,810.64

EXPENSES:

Maintenance Track and Roadway.....	\$ 655,676.09
“ Electric Line	185,099.45
“ Buildings	272,612.88
“ Stations and Platforms.....	8,009.81
“ Steam Plants	21,487.85
“ Electric Plants	71,804.26
“ Cars (Body and Trucks).....	1,248,470.08
“ Cars (Electrical Equipment).....	745,155.47
Miscellaneous Equipment	74,190.98
Shop Expenses	136,085.39
Renewals, Discarded Properties, etc.....	<u>720,676.56</u>
Total Expenses (b).....	<u>\$ 4,139,268.82</u>

THE ACCOUNT NOW STANDS AS FOLLOWS :

Reserve at December 31, 1948	\$ 352,539.89
Maintenance Allowances for 1949 (a) ...	4,364,810.64
Interest accrued	17,969.82
Proceeds of Sales, Real Estate, Scrap Material, etc.....	<u>72,940.80</u>
	\$ 4,808,261.15
Expenses for Maintenance, Renewals, etc (b).....	4,139,268.82
RESERVE in Maintenance and Renewals Fund at December 31, 1949	<u>\$ 668,992.33</u>

THE MONTREAL TRAMWAYS COMMISSION

CAPITAL VALUE (Art. 1, par. E and Art. 92, par. 3)

Fixed Assets as at December 31, 1948..... \$ 53,011,714.89

Tramways:

DEDUCTIONS in 1949:

Land and Buildings	\$	50,268.03	
Rolling Stock		233,088.82	
Miscellaneous Equipment ...		3,278.03	
Power House Equipment ...		206,333.53	
		\$	492,968.41

ADDITIONS in 1949:

Tracks	\$	122,857.16	
Bonding and Electric Line ..		6,697.60	
Tools and Machinery		2,001.44	
		\$	131,556.20
			\$ 361,412.21
			\$ 52,650,302.68

Autobus:

DEDUCTIONS in 1949:

Rolling Stock	\$	440,105.08	
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ADDITIONS in 1949:

Land and Buildings	\$	3,946.65	
Tools and Machinery		196.86	
Miscellaneous Equipment ...		18,948.65	
Office Furniture & Fixtures		1,048.05	
		\$	24,140.21
			415,964.87
			\$ 52,234,337.81

Trolleybus:

ADDITIONS in 1949:

Electric Line	\$	134,642.33	
Rolling Stock		1,000.11	
Tools and Machinery		659.81	
Miscellaneous Equipment		4,256.69	
		\$	140,558.94

Fixed Assets as at December 31, 1949 ...			\$ 52,374,896.75
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WORKING CAPITAL:

The average value of Working Capital supplied was			\$ 1,458,411.18
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5 & 6. RETURN UPON THE CAPITAL VALUE:—

1. 6% on Fixed Assets			\$ 3,172,141.46
2. 6% on Working Capital			87,504.67
			\$ 3,259,646.13

The Company was entitled to receive the above mentioned sums. However, on account of insufficient revenue, the total amount paid was only \$1,569,961.14.

T H E M O N T R E A L T R A M W A Y S C O M M I S S I O N

7. FINANCING ALLOWANCE:—

According to the Contract, (Art. 92, par. 3) the Company is entitled to receive annually a fixed amount of \$181,431.47 for this purpose. In 1949, the revenue was not sufficient to provide for this payment.

8. CITY RENTAL:— (Art. 92, par. 4)

According to the Contract, the City is entitled to receive an amount of \$500,000. In 1949, the revenue was not sufficient to provide for this payment.

AUTOBUS AND TROLLEYBUS

REVENUE:

Passenger Receipts	\$ 6,986,851.41	
Miscellaneous	103,621.74	
Rent of Buses	101,846.33	
Publicity	33,810.46	
Interest on Depreciation Reserve	45,051.45	
		\$ 7,271,181.39

EXPENSES AND CHARGES:—

Maintenance	\$ 1,692,917.12	
Chauffeurs, Gasoline, Electricity	4,282,502.48	
General Expenses and Administration	595,786.73	
Taxes	181,349.95	
		\$ 6,752,556.28
Operating Profit	11,060.35	
Depreciation	904,852.17	
Interest on Fixed Assets	530,897.05	
Interest on Working Capital	34,496.12	
Financing Allowance	29,863.62	
City Rental	125,000.00	
Contingent Reserve Fund	72,711.81	
		\$ 8,461,437.40
Deficit		\$ 1,190,256.01

The reserve for depreciation of the fixed assets of the autobus and trolleybus services amounted, on December 31, 1949, to \$1,742,873.87.

T H E M O N T R E A L T R A M W A Y S C O M M I S S I O N

CONTINGENT RESERVE FUND

According to the Contract (Art. 92, par. 5) a sum equal to one per cent of the gross revenues shall be paid annually into the fund until such fund, with its accretions, shall amount to \$500,000. For 1949 the amount to be paid was \$263,640.13. The revenue was not sufficient to provide for this payment.

GUARANTEE FUND

The Guarantee Fund of \$500,000 is deposited in a Trust Company.

TAXES, SNOW REMOVAL AND CITY RENTAL
1949

Included in the Operating Costs for the year are the following:

City of Montreal:

Snow Removal, Taxes and Annual Rental	\$ 1,341,929.80	
Other Municipalities:		
Snow Removal and Taxes.....	61,551.51	
Federal Government:	147.00	
Provincial Government:		
Corporation Tax, Sales Tax Gasoline Tax	689,973.92	
		<u>\$ 2,093,602.23</u>

The operations of the Company from 1918 to December 1949, have provided the following amounts for the City of Montreal:

Snow Removal	\$ 7,354,978.73	
Annual Rental	10,736,711.60*	
Taxes	14,931,336.58	
		<u>\$ 33,023,026.91</u>

Expended by the Company for Maintenance of Street Pavement.....	5,200,578.04
	<u>\$ 38,223,604.95</u>

* This amount does not include a sum of \$1,000,000 paid by virtue of an Act sanctioned May 20, 1937, and a sum of \$250,000 paid on September 1st, 1938, by virtue of 2 Geo. VI, chap. 105, s.27. (1938).

SERVICE

During the year, the Commission ordered the Company to make the following changes in service:

TRAMWAYS

Cote-des-Neiges, No. 65: May 1st, extension of this line to Garland Place, new transfer station due to the abandonment of Snowdon Junction as a turning point.

Outremont, No. 29: May 1st, this line was extended to Garland Place.

Windsor, No. 83: May 1st, extension of this line to Garland Place.

Cartierville, No. 17: May 1st, cars are running from Cartierville Station to Garland Place.

Observation Car Routes: May 24, inauguration of the new Eastern route and continuation of the previously existing Western route.

West Route: From St. Catherine and Peel Streets Via: St. Catherine St. Park Ave. Laurier Ave. Cote St. Catherine Road, Bellingham Road, Maplewood Ave. Decelles Ave. Queen Mary Road, Girouard Ave. Sherbrooke St, Atwater Ave. St. Luke St. Closse St. St. Catherine St.

East Route: From St. Catherine and Peel Streets Via: St. Catherine St. Delorimier Ave. Ontario St. Papineau Ave. Rachel St. St. Lawrence Blvd. Mount-Royal Ave. Park Ave. Laurier Ave. Cote St. Catherine Road, Bellingham Road, Maplewood Ave. Decelles Ave. Queen Mary Road, Cote des Neiges Road, Guy St. St. Catherine.

St. Denis - Jean-Talon, No. 35: June 27, becomes a supplementary line.

Ontario, No. 5A: Since September 19, this line operates from Monday to Friday, on Saturday sufficient equipment is added to the regular route No. 5 to look after the requirements on Ontario St. proper.

AUTOBUS AND TROLLEYBUS

Amherst-St-Grégoire, No. 1A: January 29, inauguration of a new trolleybus line, leaving present Northern terminus St. Gregoire and St. Hubert via St. Gregoire, Garnier, Laurier, Delaroche, Rachel, Lafontaine Park, Amherst and Craig to St. Denis. Return via St. Denis, Viger, Berri, Craig and thence via same route to the intersection of St. Gregoire and St. Hubert.

Crawford Park, No. 53A: January 31, service was increased by the addition of one bus and buses on this route were rerouted from Wellington and Woodland via LaSalle Blvd. Crawford Bridge, Champlain Blvd. Fayolle, Ouimet and Clemencau instead of LaSalle Blvd. Lloyd George, Ouimet and Foch. Return via LaSalle Blvd.

Crawford Park, No. 53A: November 28, additional service was provided as follows :

- (a) Weekdays — 6.00 a.m. to 6.45 a.m. 12 minutes service
8.30 a.m. to 4.30 p.m. 30 minutes service
7.30 p.m. to 12.30 a.m. 30 minutes service
- (b) Saturdays — 6.00 a.m. to 6.45 a.m. 12 minutes service
8.30 a.m. to 11.30 a.m. 30 minutes service
2.00 p.m. to 12.30 a.m. 30 minutes service

Beaubien, No. 26: Since February 21, a supplementary bus line operates at rush hours only, from Iberville to Park, and vice versa.

Bannantyne, No. 8A: April 18, busses on this route, between Bannantyne and Verdun were rerouted via Hickson in place of Galt.

Cremazie Park, No. 88: Since May 17, at the Southern terminus, busses are looping via Ogilvie, Hutchison, Jean-Talon and Querbes instead of Ogilvie, Durocher, Jean-Talon and Querbes.

Amherst-Christophe-Colomb, No. 1: April 25, inauguration of a new trolleybus line, leaving present Northern Terminus Christophe-Colomb and Villeray Sts. via

THE MONTREAL TRAMWAYS COMMISSION

Christophe-Colomb, DeFleurimont, St. Hubert, St. Gregoire, Garnier, Laurier, DeLaroche, Rachel, Lafontaine, Park, Amherst and Craig to St. Denis. Return via St. Denis, Viger, Berri, Craig and thence via same route to the intersection of Christophe-Colomb and Villera.

Val Royal : May 30, this line was rerouted as follows: From Bois Franc Terminal via de Londres, Laval Road, Cléroux, O'Brien Blvd, Eight Ave. St. Germain, St. Matthew, and looping at Ouimet, MacDonald and Monkland. Return via same route.

Somerled: November 28, inauguration of a new bus line leaving present tramway terminus Walkley and Somerled via Somerled to Patricia, South Patricia to Sherbrooke and north Westmore to Somerled and Walkley.

Service on a 10 minute headway is provided as follows:

- (a) Weekdays : 7.00 a.m. to 9.20 a.m. — 4.00 p.m. to 7.00 p.m.
- (b) Saturdays: 7.00 a.m. to 9.20 a.m. — 11.30 a.m. to 2.30 p.m.

Ahuntsic-Cartierville, No. 69: Since December 18, busses on this line are running via Gouin Blvd. Esplanade Ave. and Kelly St. instead of Gouin Blvd. St. Lawrence Blvd. and Kelly.

CONSTRUCTION WORK

The construction work carried out during the year included the following important items:

I. TRACKWORK:—	<i>Length of single track in feet</i>
<i>a) New Construction :</i>	
Cartierville line: New loops at Garland Place and Newman Place....	1,029
Intersection : Bernard - St. Lawrence - one curve eastbound to westbound	173
 <i>b) Reconstruction:</i>	
Cartierville line : South of Van Horne to Plamondon.....	1816
Craig : McGill to Bleury	582
Dorchester: Guy to Windsor (Westbound track).....	1,968
Guy: Burnside to Sherbrooke.....	1,139
Intersection: Notre-Dame — St. Clement.....	660
Letourneux: Notre-Dame to St. Catherine.....	965
Mount Royal Barn: On Fullum Street.....	324
Notre-Dame: Fulford to Seigneurs.....	2,425
Park Ave.: Bernard to Laurier.....	5,034
St. Antoine: Glen to Convent.....	2,328
St. Catherine: Atwater to Greene.....	2,550
St. Catherine: West of Glen — two curves eastbound and westbound	385
St. Denis Barn No. 3D: Tracks Nos. 27 - 28 - 29.....	838
St. Denis Barn No. 2A: North end of tracks Nos. 15 - 16 - 17.....	1,276
St. Henry Barn No. 4: Track No. 36	541
St. Patrick: Dominion Textiles	131
Windsor: St. Antoine to Osborne.....	684

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c) Partial renewals:

Craig:	Coté to Chenneville - resurfacing.....	358
Intersection:	Bellechasse — St. Dominique — connecting straight track on Bellechasse	116
“	Mount Royal - Franchere - special trackwork layout	411
“	Mount Royal - Fullum - special trackwork layout...	411
“	Ontario - Papineau - diamond crossing and intermediate rails	419
“	St. Catherine - University - eastbound main line pieces and intermediate rails.....	115
“	St. Catherine - Closse - one curve southbound to eastbound	130
“	St. James - Atwater - main line on St. James.....	754
“	Wellington - Centre - special work on Wellington....	233
Mount Royal:	Franchere to Fullum - tangent track	157
St. Catherine-Hochelaga:	One curve eastbound to northbound.....	236
St. Henry Barn No. 4:	Track No. 35 - renewal of rails	191

d) Removals:

Intersection:	Bellechasse - St. Dominique - two curves (eastbound to southbound and westbound to southbound).....	617
St. Denis Barn No. 2A:	On track No. 18.....	374

e) Switches :

Installation of electric switching devices at the intersection of : Atwater - St. James - south to east — Atwater - St. James - west to north.

II. POWER:

Electric lines:

a) *Extensions:*

Cartierville line: new loops at Newman Place and Garland Place.
Intersection: St. Lawrence Blvd. - Bernard - one additional curve.

b) *Renewals :*

Cartierville line: south of Van Horne to Plamondon. Replacement of wooden poles by steel ones at various locations on the system during the year.

c) *Removals :*

Cartierville line: south of Van Horne to Plamondon - center poles and bracket suspension.

Intersection: Bellechasse - St. Dominique - two curves (eastbound to southbound and westbound to southbound).

III. BUILDINGS :

Cartierville line: Garland Place - erection of a passenger's shelter and construction of platforms and autobus roadway.

Mount Royal Depot: Installation of exterior fire Escape.

Villeray Garage: Rearrangement of conduits and electric wiring to provide power service facilities in tire repair shop.

Youville Shops: Installation of one infra-Red drying unit.

T H E M O N T R E A L T R A M W A Y S C O M M I S S I O N

STATISTICS

The statistics are given in tabulations in the appendix. These show a summary of the operations since the beginning of the Contract, February 10, 1918, as well as those of the current year. The list follows:

1949

TRAMWAYS:

1. Passenger traffic report. Details of tickets collected and average fare.
 2. Passenger receipts, car-miles, passengers, transfers and density.
 3. Hours and car-miles. Average speed.
-
4. Amounts paid to the City of Montreal. From 1918 to 1949.
 5. Car-miles and Passengers statistics since 1918.
 6. Summary of Operations under the Contract since 1918.
 7. Autobus Service - Operations and Statistics. From 1925 to 1949 and current year.
 8. Daily average of passengers, transfers, etc. 1949.

Respectfully submitted,

VICTOR CUSSON, Chairman

P. A. LAFLEUR, Vice-Chairman

C. C. LINDSAY, Commissioner.

Montreal, March 20, 1950.

Montreal, March 17, 1950

THE MONTREAL TRAMWAYS COMMISSION,
MONTREAL.

Gentlemen,

I have examined the accounts of the Montreal Tramways Company concerning the operations under the Contract in force between the City of Montreal and the Company. In this connection, I made a test check of the operating expenses and taxes, maintenance and renewal expenses and depreciation together with contributions and appropriations to the various reserves under the Contract and I verified the amount of return upon the Capital Value due to the Company under the Contract. I have satisfied myself that the internal control exercised over the Gross Receipts is adequate.

I have obtained all the information and explanations which I have required. In my opinion the attached General Statement of Revenue and Expenditure for the year ended December 31, 1949 is correct according to the best of my knowledge and belief and the explanations given to me and as shown by the books of the Montreal Tramways and in conformity with the resolutions of the Commission.

Yours truly,

MARCEL CAZAVAN, C. A.
Accountant.

THE MONTREAL TRAMWAYS COMMISSION

DIGEST OF PASSENGER REVENUE

(Tramways)

1949

Table No. 1

Uniform Tariff Territory			Outside Uniform Tariff Territory		
Passengers	at	Receipts	Passengers	at	Receipts
167,254	25¢	\$ 41,813.50	191,180	7¢	\$ 13,382.60
3,606,321	10¢	360,631.96	921,429	5¢	46,071.45
15,621,920	7¢	1,093,534.59	34,992	3¢	1,049.76
60,851,840	8½¢	5,070,986.53	143,700	2¢	2,874.00
182,459,686	6¼¢	11,403,730.30	750,111	5⅝¢	41,672.82
11,927,429	3⅞¢	425,979.50	3,077,483	4⅛¢	128,228.51
			898,023	3⅞¢	28,063.23
			59,432	3⅞¢	2,122.56
			384,315	2⅝¢	8,540.32
			1,187,324	1⅝¢	19,788.75
			44,040	⅝¢	366.97
274,634,450		\$ 18,396,676.38	7,692,029		\$ 292,160.97

SUMMARY	Uniform Tariff Territory	Outside Uniform Tariff Territory	Total
Receipts (passengers).....	\$ 18,396,676.38	\$ 292,160.97	\$ 18,688,837.35
Revenue Passengers.....	274,634,450	7,692,029	282,326,479
Transfers.....	115,603,897	802,618	116,406,515
Total Passengers.....	390,238,347	8,494,647	398,732,994
Average Fare.....	6.70 cts	3.80 cts	6.62 cts

(Tramways)

SUNDRY STATISTICS

Table No. 2

1949	Car Receipts	Car Miles	Revenue Passengers	Transfers
January.....	\$ 1,506,282.68	2,858,067	24,621,968	10,055,023
February.....	1,417,265.62	2,604,611	23,189,187	9,425,611
March.....	1,579,731.03	2,856,055	25,836,148	10,546,459
April.....	1,487,775.67	2,712,345	24,309,932	9,870,878
May.....	1,511,113.41	2,814,124	24,684,826	10,243,696
June.....	1,441,996.87	2,754,540	23,441,182	9,876,546
July.....	1,277,101.51	2,687,922	20,509,505	8,740,496
August.....	1,364,932.45	2,734,893	21,944,949	9,327,184
September.....	1,441,569.45	2,665,149	23,479,527	9,444,049
October.....	1,893,762.40	2,737,047	23,522,028	9,693,321
November.....	1,891,004.44	2,718,644	23,497,344	9,687,278
December.....	1,876,301.82	2,784,194	23,289,883	9,495,974
Total.....	\$18,688,837.35	32,927,591	282,326,479	116,406,515

Average number of passengers per day..... 773,497
 Average number of transfers per day..... 318,922
 Average number of total passengers transported . 1,092,419
 282,326,479 passengers ÷ 32,927,591 miles = Density: 8.57.

T H E M O N T R E A L T R A M W A Y S C O M M I S S I O N

CAR HOURS AND CAR MILEAGE

(Tramways)

Table No. 3

1949	Uniform Tariff Territory				Outside Territory			
	Car hours	Car-Miles			Car hours	Car-Miles		
		2-Man Cars	1-Man Cars	Trailers		2-Man Cars	1-Man Cars	Trailers
January	298,770.31	1,740,072	975,148	71,290	5,432.24	50,862	20,242	453
February	273,249.37	1,593,107	882,476	64,079	4,943.24	46,321	18,152	476
March	302,878.31	1,741,304	970,335	72,207	5,455.19	51,641	20,024	544
April	286,241.08	1,649,298	929,190	64,386	5,250.15	49,573	19,420	478
May	296,972.36	1,705,829	970,011	67,447	5,437.49	50,383	20,046	408
June	291,140.15	1,665,446	956,205	64,046	5,298.53	49,602	18,640	601
July	281,469.59	1,596,882	971,215	48,500	5,486.24	49,272	20,222	1,831
August	288,578.19	1,638,527	975,155	50,085	5,493.45	50,549	19,750	827
September	281,183.12	1,610,947	931,688	55,408	5,176.14	48,483	18,214	409
October	288,321.47	1,655,982	954,349	57,700	5,308.08	49,258	19,388	370
November	288,109.04	1,659,634	929,150	62,573	5,205.16	48,208	18,640	439
December	294,450.18	1,702,665	951,679	60,236	5,371.23	49,778	19,447	389
Total	3,471,365.17	19,959,693	11,396,601	737,957	63,859.14	593,930	232,185	7,225

Average speed:— { Uniform Tariff Territory 9.24 Miles
 { Outside Uniform Tariff Territory . 13.05 "
 { Combined 9.31 "

AMOUNTS PAID TO THE CITY OF MONTREAL

From 1918 to 1949

Table No. 4

Period	Snow Removal	Taxes, Permits, etc.	Rental	Share of Surplus	Total
1918-1933	\$ 3,143,616.14	\$ 5,180,763.68	\$ 7,942,694.05	\$249,015.92	\$16,516,089.79
1934	281,830.23	440,195.52	.....	.....	722,025.75
1935	205,112.45	466,053.12	.....	.....	671,165.57
1936	282,540.43	487,837.00	.....	.....	770,377.43
1937	211,149.50	484,902.08	.....	.....	696,051.58
1938	157,417.54	481,649.21	.....	.....	(a) 639,066.75
1939	270,618.62	540,947.57	.....	.....	(b) 811,566.19
1940	270,115.27	490,293.93	.....	.....	760,409.20
1941	195,950.38	505,707.54	.....	.....	701,657.92
1942	201,841.20	588,314.36	669,017.55	.....	1,459,173.11
1943	301,129.46	553,436.25	500,000.00	.....	1,354,565.71
1944	346,809.31	536,555.25	500,000.00	.....	1,383,364.56
1945	251,939.45	1,311,623.32	500,000.00	.....	2,063,562.77
1946	321,255.68	668,969.49	500,000.00	.....	1,490,225.17
1947	418,561.04	723,541.88	125,000.00	.....	1,267,102.92
1948	217,018.97	732,535.79	.....	.....	949,554.76
1949	278,073.06	738,010.59	.....	.....	1,016,083.65
Total	\$ 7,354,978.73	\$14,931,336.58	\$10,736,711.60	\$249,015.92	\$33,272,042.83

(a) Besides this amount the Company paid \$750,000, in virtue of a provincial act sanctioned on May 20, 1937.

(b) In accordance with the provincial act of May 20, 1937, the Company paid \$250,000 on March 1st 1938; moreover, on September 1st 1938, the Company paid \$250,000, in virtue of another provincial act sanctioned on April 12, 1938. These amounts do not appear in the table.

THE MONTREAL TRAMWAYS COMMISSION

CAR MILES AND PASSENGERS STATISTICS SINCE FEBRUARY 10, 1918 Table No. 5

Period	Tramways		Autobus and Trolleybus		Total		(A)	(A)
	Car-Miles	(A) Passengers	Bus-miles	Passengers	Miles	Passengers	Transfers (Tramway Passengers)	% Transfers
1918-19 (a).....	32,090,612	254,139,121	.....	.....	32,090,612	254,139,121	91,214,080	35.89
1919-20 (b).....	22,888,670	191,941,835	.....	.....	22,888,670	191,941,835	63,744,151	33.21
1920-21.....	21,803,871	190,212,799	.....	.....	21,803,871	190,212,799	69,335,426	36.45
1921-22.....	21,547,345	188,201,367	.....	.....	21,547,345	188,201,367	73,851,859	39.24
1922-23.....	22,318,701	193,519,038	.....	.....	22,318,701	193,519,038	79,123,158	40.89
1923-24.....	23,306,067	200,035,062	.....	.....	23,306,067	200,035,062	84,785,435	42.39
1924-25 (b).....	23,348,171	200,338,484	.....	.....	23,348,171	200,338,484	87,874,165	43.86
6 months 1925 (c).....	11,820,671	100,733,660	.....	.....	12,108,365	101,760,290	44,751,520	44.43
1926.....	24,934,224	207,754,983	1,543,632	1,026,630	26,477,856	213,125,458	92,440,444	44.49
1927.....	26,101,169	211,789,557	2,868,886	10,728,326	28,970,055	222,517,883	95,137,843	44.92
1928.....	28,104,171	223,355,996	3,716,843	14,150,625	31,821,014	237,506,621	101,405,910	45.40
1929.....	29,628,936	234,251,565	4,163,085	16,424,948	33,792,021	250,676,513	106,115,038	45.30
1930.....	29,305,545	227,136,581	4,559,274	18,050,923	33,864,819	245,187,504	103,456,331	45.55
1931.....	27,759,325	211,458,523	5,565,794	20,682,580	33,325,119	232,141,103	98,017,388	46.35
1932.....	26,449,278	189,364,556	5,969,280	21,442,573	32,418,558	210,807,129	88,724,028	46.85
1933.....	25,681,491	176,342,540	5,555,275	19,798,563	31,236,766	196,141,103	84,165,354	47.73
1934.....	25,379,861	177,183,586	5,683,901	20,436,590	31,063,762	197,620,176	85,054,357	48.00
1935.....	25,405,787	175,114,739	5,757,230	20,776,032	31,163,017	195,890,771	84,150,244	48.05
1936.....	25,695,173	176,491,538	5,926,951	22,155,369	31,622,124	198,626,907	85,524,394	48.46
1937.....	25,935,262	180,736,531	6,705,208	27,472,262	32,640,470	208,208,793	88,643,862	49.05
1938.....	25,427,504	178,161,067	7,027,960	30,100,140	32,455,464	208,261,207	88,484,682	49.67
1939.....	25,279,912	177,308,720	7,229,709	31,619,709	32,509,621	208,928,429	88,768,931	50.06
1940.....	25,897,097	189,440,726	7,836,371	36,323,325	33,733,468	225,764,051	94,363,240	49.81
1941.....	27,934,925	214,909,555	9,877,566	48,662,233	37,812,491	263,571,788	105,929,182	49.29
1942.....	32,277,347	260,218,074	10,564,111	59,180,250	42,841,458	319,398,324	124,567,977	47.87
1943.....	34,257,089	288,327,630	10,970,297	66,031,925	45,227,386	354,359,555	132,089,570	45.81
1944.....	34,256,665	292,126,858	11,330,446	68,916,083	45,587,111	361,042,941	128,868,535	44.11
1945.....	35,296,492	309,785,950	12,573,706	75,789,091	47,870,198	385,575,041	134,903,325	43.55
1946.....	36,062,955	309,582,701	14,152,333	86,897,788	50,215,288	396,480,489	136,028,982	43.94
1947.....	35,617,890	302,113,278	15,629,514	96,236,495	51,247,404	398,349,773	129,072,001	42.57
1948.....	34,753,553	292,993,487	16,582,090	105,278,048	51,335,643	398,271,535	124,739,541	42.57
1949.....	32,927,591	282,326,479	17,715,974	113,760,553	50,643,565	396,087,032	116,406,515	41.23

(a) From February 10th, 1918, to June 30th, 1919. (b) Until June 30th, 1925, the fiscal year starts on July 1st.
 (c) From July 1st to December 31st.

SUMMARY OF OPERATIONS UNDER THE CONTRACT
(TRAMWAYS AND AUTOBUSES)

Table No. 6

Summary of deficit	Gross Receipts	Operating Expenses	Fixed Charges	Surplus	Deficit
1934	\$ 10,946,174.32	\$ 7,750,144.03	\$ 3,859,949.20	\$	\$ 668,918.91
"	1,417,106.85	1,319,340.65	108,182.34		10,416.14
1935	10,917,802.51	7,686,133.32	3,826,579.47		594,910.28
"	1,446,728.63	1,319,605.95	179,504.37		52,381.69
1936	11,001,295.44	7,828,567.46	3,806,473.49		633,745.51
"	1,504,534.64	1,284,125.52	188,189.21	32,879.91	
1937	11,381,898.95	7,926,595.55	3,778,155.72		322,852.32
"	1,738,564.38	1,520,465.50	225,009.90		6,911.02
1938	11,236,184.49	8,192,421.44	3,745,195.54		701,432.49
"	1,852,314.50	1,608,358.05	247,777.01	1,179.44	
1939	11,220,943.03	8,472,276.18	3,700,818.65		952,151.80
"	1,979,325.42	1,704,644.27	251,690.19	22,990.96	
1940	11,959,027.74	8,875,900.41	3,668,573.41		585,446.08
"	2,246,769.00	1,862,779.47	265,205.75	118,783.78	
1941	13,517,454.84	10,308,040.17	3,619,518.56		410,103.89
"	2,947,597.80	2,576,349.07	325,464.99	45,783.74	
1942	16,333,249.22	12,558,789.14	3,547,785.20		226,674.88
"	3,504,109.82	3,277,997.77	391,331.44		165,219.39
1943	18,041,352.62	14,271,381.60	3,504,318.52		262,720.75
"	3,848,812.94	3,696,297.97	415,235.72		
1944	18,276,771.80	14,211,497.32	3,484,578.07		513,874.45
"	4,043,428.77	4,126,525.33	430,777.89		
1945	19,377,753.95	15,502,042.29	3,425,383.77		448,811.63
"	4,392,963.48	4,431,308.86	410,466.25	450,327.89	
1946	19,444,626.25	15,680,773.68	3,379,550.68		378,356.68
"	5,063,220.86	5,054,178.50	387,399.04	384,301.89	
1947	18,835,917.22	15,791,520.56	3,337,153.96		292,757.30
"	5,627,991.28	6,064,818.58	543,871.72		980,699.02
1948	18,329,281.87	16,753,129.01	3,482,065.38		1,905,912.52
"	6,185,619.31	6,660,659.32	733,338.53		1,208,378.54
1949	19,092,832.14	17,125,583.59	3,411,749.13		1,444,500.58
"	7,271,181.39	7,668,468.30	792,968.60		1,190,256.01
	\$ 294,982,835.46	\$ 243,105,719.36	\$ 63,474,201.70	\$ 2,128,671.40	\$ 13,725,757.00

	Difference	Net Deficit
N.B. Payable to the Company	\$ 5,492,665.41	\$ 11,597,085.60
Payable to the City when earned (c)	5,205,982.45	8,789.14
Payable to the Cotinent Reserve Fund	500,000.00	\$ 11,588,296.46
	\$ 11,198,647.86	\$ 80,648.60
		309,000.00
		389,648.60
		\$ 11,198,647.86

(c) Out of this \$1,250,000 has been paid by the Company to the City, in virtue of special acts of the Legislature sanctioned in 1937 and 1938.

T H E M O N T R E A L T R A M W A Y S C O M M I S S I O N

STATISTICS — AUTOBUS AND TROLLEYBUS SERVICE

From August 6, 1925 to December 31, 1949

Table No. 7

Period	Gross Receipts	Operating Maintenance and Renewal Expenses	Operating Ratio	Fixed Charges	% on Receipts	Surplus or *Deficit
Aug. 6, 1925, to Dec 31, 1933	\$ 9,109,266.47	\$ 8,382,143.43	92.02	\$ 721,158.63	7.92	\$ 5,964.41
1934	1,417,106.85	1,319,340.65	93.10	108,182.34	7.63	* 10,416.14
1935	1,446,728.63	1,319,605.95	91.21	179,504.37	12.41	* 52,381.69
1936	1,504,534.64	1,284,125.52	85.35	188,129.21	12.50	32,279.91
1937	1,738,564.38	1,520,465.50	87.46	225,009.90	12.94	* 6,911.02
1938	1,852,314.50	1,603,358.05	86.56	247,777.01	13.34	1,179.44
1939	1,979,325.42	1,704,644.27	86.12	251,690.19	12.72	22,990.96
1940	2,246,769.00	1,862,779.47	82.91	265,205.75	11.50	118,783.78
1941	2,947,597.80	2,576,349.07	87.40	325,464.99	11.04	45,783.74
1942	3,504,109.82	3,277,997.77	93.55	391,331.44	11.17	*165,219.39
1943	3,848,812.94	3,696,297.97	96.04	415,235.72	10.79	*262,720.75
1944	4,043,428.77	4,126,525.33	102.06	430,777.89	10.65	*513,874.45
1945	4,392,963.48	4,431,308.86	100.87	410,466.25	9.34	*448,811.63
1946	5,063,220.86	5,054,178.50	99.82	387,399.04	7.65	*378,356.68
1947	5,627,991.28	6,064,818.58	107.76	543,871.72	9.66	*980,699.02
1948	6,185,619.31	6,660,659.32	107.68	733,338.53	11.86	*1,208,378.54
1949	7,271,181.39	7,668,468.80	105.46	792,968.60	10.91	*1,190,256.01
Total and %	\$64,179,535.54	\$62,553,067.04	97.47	\$6,617,511.58	10.31	*4,991,043.08

1949	Bus Receipts (Passengers)	Bus-Miles	Revenue Passengers	Transfers	Bus Hours
January	\$ 509,645.20	1,375,004	8,924,367	3,578,635	126,063.00
February	459,571.11	1,209,354	8,083,263	3,216,098	111,117.48
March	510,116.39	1,356,873	8,968,413	3,740,438	124,862.58
April	483,419.74	1,303,333	8,493,344	3,518,627	119,561.43
May	489,187.40	1,344,194	8,645,936	3,618,863	123,389.45
June	469,409.62	1,333,834	8,382,876	3,429,969	122,535.31
July	415,375.62	1,351,903	7,594,277	3,135,042	122,721.37
August	436,248.04	1,369,587	7,833,200	3,481,475	124,937.02
September	486,502.70	1,337,620	8,569,175	3,557,030	123,296.30
October	580,724.66	1,328,863	7,849,289	3,562,166	121,542.28
November	576,679.48	1,318,811	7,799,464	3,532,921	121,224.25
December	581,258.65	1,376,476	7,828,849	3,509,031	126,262.59
Special	20,068.80				
Autobuses	\$6,018,207.41	16,005,852	98,972,453	41,880,295	1,467,515.46
Trolleybuses	988,712.80	1,710,122	14,788,100	7,725,564	190,316.46
TOTAL	\$7,006,920.21	17,715,974	113,760,553	49,605,859	1,657,832.32

Average speed : — Autobus and Trolleybus 10.69 miles
 113,760,553 passengers ÷ 17,715,974 bus miles = 6.49 density.

DAILY AVERAGE OF PASSENGERS

(Tramways and Buses)

Table No. 8

1949	Tramways	%	Buses and Trolleybuses	%	Total	%
Revenue Passengers	773,497	70.81	311,686	69.64	1,085,183	70.47
Transfers	318,922	29.19	135,906	30.36	454,828	29.53
Total Average	1,092,419	70.94	447,592	29.06	1,540,011	100.00

