

THIRTY-FIRST
ANNUAL REPORT

of the

Montreal Tramways Commission

to the

City of Montreal

•
1948

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THE MONTREAL TRAMWAYS COMMISSION

THIRTY-FIRST 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-first annual report on the Company's Capital Value and other accounts relative to Maintenance and Renewals and Reserves, for the year 1948. Additional tabulations and statistics will be found in an appendix.

The number of passengers carried in 1948 was slightly lower than in 1947. The figures are:

Passengers 1948	—	398,271,535
“ 1947	—	398,349,773

Decrease 78,238 or 0.02%

Vehicles travelled 51,335,643 miles in 1948 as against 51,247,404 miles in 1947; an increase of 88,239 miles.

During the year, forty new gasoline buses were received.

**GENERAL STATEMENT OF REVENUE
AND EXPENDITURE**

1948	Tramways	Autobuses and Trolleybuses	Total
1. Gross Receipts	\$ 18,329,281.87	\$ 6,185,619.31	\$ 24,514,901.18
EXPENSES AND CHARGES:			
2. Operating Expenses and Taxes	12,152,453.38	4,371,225.45	16,523,678.83
3. Operating Profit	56,341.79	10,534.23	66,876.02
Maintenance and Renewals			
Fund (a)	4,544,333.84		
4. Maintenance and Depreciation		2,278,899.64	6,823,233.48
5. Interest on Fixed Assets ..	2,704,405.76	505,643.06	3,210,048.82
6. Interest on Working Capital	50,748.78	28,025.83	78,774.61
7. Financing Allowance	153,618.02	27,813.45	181,431.47
8. City Rental	390,000.00	110,000.00	500,000.00
9. Contingent Reserve Fund	183,292.82	61,856.19	245,149.01
Total	\$ 20,235,194.39	\$ 7,393,997.85	\$ 27,629,192.24
Deficit	\$ 1,905,912.52	\$ 1,208,378.54	\$ 3,114,291.06

(a) Maintenance Allowance (see p. 5)

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

The operations for the year 1948 thus resulted in a deficit of \$3,114,291.06.

The deficit of the operations for the year 1947 was \$1,273,456.32 which was reduced to \$964,456.32 by the transfer to Gross Receipts of \$309,000. being the balance in the Contingent Reserve Fund. On December 31st, 1947, the accumulated deficit under the Contract amounted to \$5,458,389.35.

Estimates for the year 1948 indicated that the operations of the year would result in a deficit which would greatly exceed that of 1947. Under these conditions, the Commission was obliged under Article 92 Paragraph 6 of the Contract to forthwith increase the tolls to the extent necessary to provide at least sufficient gross revenues to meet all the payments provided under the Contract.

In its budget for 1948, the Commission estimated the cost of operations at \$30,907,412.00. In this cost was included an amount of \$1,048,736.00 to amortize over a period of five years the deficit accumulated as of December 31st, 1947. As the estimated revenue for 1948 calculated on the basis of the existing tariffs, account being taken of the anticipated decrease in the number of passengers which accompanies an increase in tariffs, amounted only to \$23,260,153.00, the difference of \$7,647,259.00 had to be obtained through the raise in tariffs.

The Commission, by decision dated January 30, 1948, raised the tariffs to produce an increase in revenue of approximately \$7,150,000. per year.

The City of Montreal and the other interested municipalities appealed the decision of the Commission. By Act 12 Geo. VI Chap. 50, a special tribunal was established to hear this appeal. No decision has yet been rendered.

By reason of this appeal, the increase in tariffs as ordered by the Commission on January 30, 1948, could not be put into force. As a result the Gross Receipts were insufficient to provide for the payment of \$2,369,142.05 to the Company for its return on Capital Value and Financing Allowance, of \$500,000. to the City of Montreal for City Rental, of \$245,149.01 to the Contingent Reserve Fund and of any portion of the accumulated deficit. Besides, betterments in the service provided in the budget had to be curtailed.

The Commission had estimated the deficit for 1948 at \$7,647,259. On account of the Act 12 Geo. VI. Ch. 50 which was subsequently passed, the Commission was of the opinion that the amount provided for Income Tax should be disallowed, thus reducing the estimated deficit to \$6,829,637. The difference between this estimated deficit of \$6,829,637. and the actual deficit of \$3,114,291.06 is accounted as follows:

a) *Passenger Revenue:*

The budget of 1948 provided for an increase in tariffs which according to past experience has the effect of lowering by a certain percentage the number of passengers. As the tariffs were not changed this anticipated decrease did not take place.
Difference:

\$ 1,254,748.

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

b) <i>Amortization of accumulated deficit:</i>		
	The budget of 1948 provided for a payment of \$1,048,786. on the accumulated deficit to December 31st, 1947. As the operations for 1948 resulted in deficit, this amount could not be paid.	1,048,786.
c) <i>Snow and Ice Expenses:</i>		
	Snow precipitation in 1948 was greatly below average, consequently the anticipated expenses exceeded the actual cost.	290,680.
d) <i>Taxes:</i>		
	An adjustment of taxes for the current year and for the previous year made in 1948 resulted in a reduction of taxes.	145,908.
e) <i>Mileage:</i>		
	On account of large deficit accruing during 1948, betterments in service provided in the budget had to be curtailed and also twenty new autobuses which were expected early in the year were delivered only in 1949. This resulted in a decrease of 1,341,854 in the number of miles provided in the budget.	402,556.
f) <i>Interest and Depreciation:</i>		
	As the twenty autobuses referred to in "e" were not received in 1948, the anticipated expense under this heading was not incurred.	55,800.
g) <i>Contingent Reserve Fund:</i>		
	As the increase in tariffs was not put in force, the revenue did not reach the amount anticipated and the 1% of Gross Revenues payable to this Fund was reduced proportionately.	54,630
h) <i>Training School, Uniforms and Holidays of Platform men (Tramways only):</i>		
	Decrease in anticipated cost.	101,000.
i) <i>Injuries and Damages:</i>		
	Decrease in anticipated cost.	77,284.
j) <i>Gasoline and Tires for Autobuses:</i>		
	Decrease due to reduction in the anticipated purchase price of gasoline and tires, and to better quality of tires.	154,396.
k) <i>General:</i>		
	Net decrease in anticipated cost of other items of expense.	129,558.
	The accumulated deficit of the operations under the Contract thus reached on December 31st, 1948, the sum of \$8,572,680.41	

1. SUMMARY OF GROSS RECEIPTS:—

TRAMWAYS:			
Passenger Receipts	\$ 17,982,881.33		
Car Advertising	147,953.45		
Miscellaneous Receipts (Rentals, letter-carriers' fares, etc.).....	198,447.09	\$ 18,329,281.87	
Autobus and Trolleybus Service (see p. 7)....		6,185,619.31	
Total Gross Revenue.....		\$ 24,514,901.18	

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

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

To provide for these items, during the year 1948, the allowances per car and bus miles given hereunder, were set by the Commission:

ALLOWANCES:

TRAMWAYS:

Cars	Miles	×	Cents	=	\$	
Two-man:	21,724,849	×	43.07	=	\$ 9,356,892.46	
One-man:	12,190,544	×	31.64	=	3,857,088.12	
Trailers:	838,160	×	31.74	=	266,031.98	
						\$ 13,480,012.56
Less: Provision for Income Tax						* 654,404.00
						\$ 12,825,608.56

AUTOBUS AND TROLLEYBUS

15,773,875	×	37.06	=	\$ 5,845,798.08	
808,215	×	32.70	=	264,286.31	
					\$ 6,110,084.39
					* 163,218.00
					5,946,866.39
Total Allowances					\$ 18,772,474.95

EXPENSES:

TRAMWAYS

Car Service	\$ 7,704,379.24	
Car House Expenses	469,664.43	
Tracks, Cleaning and Sanding	77,813.56	
Snow and Ice Expenses	413,203.59	
Motive Power	1,238,970.49	
Administration and Office Expenses ...	409,195.65	
Stationery and Printing	20,362.79	
Store Expenses	81,445.84	
Garage Expenses	7,573.33	
Miscellaneous Expenses	209,429.67	
Injuries and Damages (a)	408,121.27	
General Legal Expenses	65,521.00	
Insurance	113,032.52	
Mutual Benefit Association	261,300.00	
Taxes	670,900.36	
Freight Expenses	1,539.64	
		\$ 12,152,453.38
AUTOBUS AND TROLLEYBUSES (see page 7) -----		5,775,572.09
Total Expenses		\$ 17,928,025.47

* By reason of Article 2 of the "Act relating to the matter of the Montreal Tramways" assented to on February 6, 1948, the Commission is of the opinion that from the amount of the allowances must be deducted \$817,622 included in said allowances as provision for Income Tax.

(a) The provision for liability for claims and suits for damages not settled on December 31, 1948 is set at \$825,000.

THE MONTREAL TRAMWAYS COMMISSION

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": \$66,876.02, being 1/8 of 1% of the average Capital Value during the year, \$53,500,816. This amount has been paid.

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:	33,915,393	×	13.10	= \$ 4,442,916.48
Trailers:	838,160	×	12.10	= <u>101,417.36</u>
Total Allowances for Maintenance (a).....				<u>\$ 4,544,333.84</u>

EXPENSES:

Maintenance Track and Roadway.....	\$ 556,333.64
“ Electric Line	169,068.60
“ Buildings	223,818.07
“ Stations and Platforms.....	4,965.61
“ Steam Plants	19,740.85
“ Electric Plants	62,322.97
“ Cars (Body and Trucks).....	1,145,745.32
“ Cars (Electrical Equipment).....	685,640.25
Miscellaneous Equipment	59,424.81
Shop Expenses	125,290.93
Renewals, Discarded Properties, etc.....	1,394,634.37
Total Expenses (b).....	<u>\$ 4,446,985.42</u>

The account now stands as follows:

Reserve at December 31, 1947.....	\$ 317,855.36
Maintenance Allowances for 1948 (a) ...	4,544,333.84
Interest accrued	18,494.69
Proceeds of Sales, Real Estate, Scrap Material, etc	* 81,158.58
	<u>\$ 4,799,525.31</u>
Expenses for Maintenance, Renewals, etc (b).....	4,446,985.42
RESERVE in Maintenance and Renewals Fund at December 31, 1948	<u>\$ 352,539.89</u>

* Deduction

THE MONTREAL TRAMWAYS COMMISSION

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

Fixed Assets at December 31, 1947..... \$ 53,296,909.02

Tramways:

DEDUCTIONS in 1948:

Bonding and Electric Line	\$	68,703.52	
Land and Buildings		86,255.81	
Rolling Stock		554,793.87	
Power House Equipment		412,667.06	
			\$ 1,122,420.26

ADDITIONS in 1948:

Tracks	\$	110,829.95	
Miscellaneous Equipment		42,598.83	
Tools and Machinery		3,241.94	
Office Furniture and Fixtures		5,740.80	
			\$ 162,411.52
			\$ 960,008.74
			\$ 52,336,900.28

Autobus:

ADDITIONS in 1948:

Land and Buildings	\$	660,923.46	
Miscellaneous Equipment		3,737.55	
Tools and Machinery		24,264.76	
Office Furniture and Fixtures		8,487.87	
			\$ 697,413.64

DEDUCTIONS in 1948:

Rolling Stock		150,688.53	546,725.11
			\$ 52,883,625.39

Trolleybus:

ADDITIONS in 1948:

Electric Line	\$	119,397.73	
Rolling Stock		6,498.78	
Miscellaneous Equipment		2,203.19	
			\$ 128,099.70

DEDUCTIONS in 1948:

Tools and Machinery		10.20	128,089.50
			\$ 53,011,714.89
Total Value on December 31, 1948			\$ 53,011,714.89

THE MONTREAL TRAMWAYS COMMISSION

WORKING CAPITAL:

The average value of Working Capital supplied was \$ 1,312,910.16

5 & 6. RETURN UPON THE CAPITAL VALUE:—

1. 6% on Fixed Assets.....	\$ 3,210,048.82
2. 6% on Working Capital.....	78,774.61
	\$ 3,288,823.43

The Company was entitled to receive the above mentioned sums. However, on account of insufficient revenue, the total amount paid was only \$1,101,112.85.

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 1948, 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 1948, the revenue was not sufficient to provide for this payment.

AUTOBUS AND TROLLEYBUS

REVENUE:

Passenger Receipts	\$ 5,997,632.33	
Miscellaneous	47,326.53	
Rent of Buses	66,159.33	
Publicity	27,252.17	
Interest on Depreciation Reserve	47,248.95	
		\$ 6,185,619.31

EXPENSES AND CHARGES:—

Maintenance	\$ 1,404,346.64	
Chauffeurs, Gasoline, Electricity	3,687,648.81	
General Expenses and Administration	468,671.04	
Taxes	214,905.60	
		\$ 5,775,572.09
Operating Profit	10,534.23	
Depreciation	874,553.00	
Interest on Fixed Assets	505,643.06	
Interest on Working Capital.....	28,025.83	
Financing Allowance	27,813.45	
City Rental	110,000.00	
Contingent Reserve Fund.....	61,856.19	
		\$ 7,393,997.85
Deficit		\$ 1,208,378.54

The reserve for depreciation of the fixed assets of the autobus and trolleybus services amounted, on December 31, 1948, to \$1,663,820.03.

THE MONTREAL TRAMWAYS COMMISSION

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 1948 the amount to be paid was \$245,149.01. 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

1948

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

City of Montreal:

Snow Removal, Taxes and Annual

Rental \$ 1,509,657.48

Other Municipalities:

Snow Removal and Taxes..... 75,488.22

Federal Government:

Gasoline Tax, etc..... 196.00

Provincial Government:

Corporation Tax, Sales Tax (2%)

Gasoline Tax 713,263.25

\$ 2,298,604.95

The operations of the Company from 1918 to December 31, 1948, have provided the following amounts for the City of Montreal:

Snow Removal \$ 7,076,905.67

Annual Rental 10,736,711.60*

Taxes 14,193,325.99

\$ 32,006,943.26

Expended by the Company for Maintenance of Street Pavement.....

4,993,307.04

\$ 37,000,250.30

* 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

Delorimier: January 5, a new rush hour service was inaugurated between Masson and Atwater, via Delorimier and St. Catherine. During the morning rush, cars leave Masson as "St. Catherine-Atwater, No. 15" or "St. Catherine-Victoria, No. 3X"; during the afternoon rush they leave Atwater as "Delorimier, No. 10".

Frontenac, Nos. 94-95: Since January 26, cars of route No. 95 turn all day at Notre-Dame and Harbour and cars of route No. 94 (rush hours only) run from Iberville and Belanger to Place d'Armes.

THE MONTREAL TRAMWAYS COMMISSION

Papineau, No. 44: Since October 31, after 8 P.M. cars on this line change to No. 45 and turn at Craig and Papineau instead of Craig Street Terminus.

Park Ave. No. 43: January 26, the cars on this line were rerouted to Querbes and Ogilvy instead of Mile End loop.

Park Ave.—Snowdon, No. 41: January 26, service on this line was discontinued.

Rosemount, No. 54: August 2, cars on this route, between Laurier and Craig, were rerouted via Papineau instead of Amherst.

St. Catherine, No. 3A: December 20, rush hour service to Somerled and Walkley was changed to an all day service, given by cars of route St. Catherine-Monkland, No. 3A.

St. Denis, No. 35: September 5, cars of this line were rerouted via St. Denis to Jean-Talon instead of DeFleurimont and Christophe-Colomb.

Van Horne Extension: January 26, this line was extended from Hillsdale to Mile End loop, via Van Horne, Outremont and Bernard, as Van Horne Route No. 61.

AUTOBUS AND TROLLEYBUS

Amherst-Christophe-Colomb, Nos. 1 and 35: Car service was discontinued on Amherst August 2 and on Christophe-Colomb September 8.

A bus service was substituted thereto, pending the completion of the electric line for the operation of trolleybuses.

Buses run from Villeray and Christophe-Colomb to St. Denis and Craig, via Villeray, Boyer, Everett, Christophe-Colomb, DeFleurimont, St. Hubert, St. Grégoire, Brebeuf, Laurier, Delaroche, Rachel, Amherst and Craig.

Beaubien, No. 26: February 8, extension of the Beaubien trolleybus line from 6th Avenue to 12th Avenue.

Val Royal: March 6, a continuous morning service was provided until 1 P.M. on Saturdays.

Victoria, No. 13: January 12, inauguration of a rush hour bus route via Troie, Cote-des-Neiges, Swail, Decelles, Cote St. Catherine Road, Victoria, Lacombe, Mountain Sights, Westbury, Queen Mary Road and Trans-Island to Lacombe. Return via same route.

September 7, hours of service were extended: buses now run all day until 8.30 P.M.

CONSTRUCTION WORK

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

I. TRACKWORK:—

a) Reconstruction:

	<i>Length of single track in feet</i>
Intersection: St. James-Convent: curves	492
“ St. James-Rose de Lima: plain curves	433
“ St. Lawrence-Mount-Royal: Part of special work layout	464
“ Peel-St. Catherine:	1,068
Craig: St. Lawrence to St. Denis	2,735
St. Catherine: St. Denis to Amherst	2,911
St. Denis Barn No. 3: Tracks No. 29 - 32	615
St. Denis Yard: South of DeFleurimont	970
St. Henry Car Barns Nos. 1 & 3: Ladder track, Tracks No. 1 - 17, opposite Glen Avenue	2,043

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b) *Renewal of paving surface only:*

St. Henry Car Barn No. 4: Track No. 36 adjoining St. Henry Car Barn No. 4 to the North; also ladder track	1,190
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c) *Removals:*

Amherst: Craig to Rachel	14,814
Rachel: Amherst to Delaroche	139
Delaroche: Rachel to Gilford	6,115
Gilford: Delaroche to Chambord	635
Chambord: Gilford to Laurier	2,251
Laurier: Chambord to Papineau	2,781
DeFleurimont: St. Denis to Christophe-Colomb	4,171
Christophe-Colomb: DeFleurimont to Villeray	15,194
Villeray Siding:	1,049
Villeray "Y":	532
Cartierville Line: Passing siding at Blue Bonnets race " " track	566
" " Crossover opposite St. Laurent sub- station	127
" " Freight connection at junction with C.N.R. — Town of St. Laurent	163
Catelli Siding: Bellechasse and Drolet Streets ...	340
St. Denis Yards:	1,517

d) *Switches:*

Installation of electric switching devices at the intersection of:

- Craig-Papineau: Eastbound to Northbound
- Craig-Papineau: Southbound to Westbound
- Dorchester-University: Southbound to Westbound
- St. Lawrence-Mount-Royal: Northbound to Eastbound

Removal of electric switching devices at the intersection of:

- Amherst-Rachel: Westbound to Southbound
- Amherst-Craig: Eastbound to Northbound
- DeFleurimont-St-Denis: Northbound to Eastbound
- Delaroche-Rachel: Eastbound to Northbound
- Laurier-Papineau: Southbound to Westbound
- St. Catherine-Peel: Northbound to Eastbound
- St. Catherine-Peel: Westbound to Southbound

II. **POWER:**

Electric lines:

a) *Extensions:*

Construction of electric line for trolleybuses on Amherst-Christophe-Colomb route.

On said construction, part of the electric line on Amherst and Christophe-Colomb tramway routes has been left in place. (To be completed in 1949).

Replacement of wooden poles by steel ones at various locations on the system, during the year 1948.

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:

1948

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 1948.
 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 1948 and current year.
 8. Daily average of passengers, transfers, etc. 1948.

Respectfully submitted,

VICTOR CUSSON, Chairman

P. A. LAFLEUR, Vice-Chairman

C. C. LINDSAY, Commissioner.

Montreal, March 23, 1949.

Montreal, March 22, 1949

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, 1948, 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 Company.

Yours truly,

MARCEL CAZAVAN, C. A.
Accountant.

THE MONTREAL TRAMWAYS COMMISSION

DIGEST OF PASSENGER REVENUE

(Tramways) 1948 Table No. 1

Uniform Tariff Territory			Outside Uniform Tariff Territory		
Passengers	at	Receipts	Passengers	at	Receipts
194,018	25¢	\$ 48,504	1,215,183	5¢	\$ 60,759
20,908,353	7¢ (a)	1,463,585	190,769	2¢	3,815
252,216,470	6¼¢	15,763,529	3,784,514	4½¢	157,688
11,538,576	3½¢	412,092	64,950	3½¢	2,320
86,145	8½¢	7,179	1,176,318	3½¢	36,760
			1,579,846	1¾¢	26,331
			38,345	5/6¢	320
284,943,562		\$17,694,889	8,049,925		\$ 287,993

(a) Since March 1922, the system of collecting night fares has been changed and the receipts from those fares are included in the receipts for cash fares (7¢).

SUMMARY	Uniform Tariff Territory	Outside Uniform Tariff Territory	Total
Receipts (passengers).....	\$ 17,694,888.82	\$ 287,992.51	\$ 17,982,881.33
Revenue Passengers.....	284,943,562	8,049,925	292,993,487
Transfers.....	123,953,607	785,934	124,739,541
Total Passengers.....	408,897,169	8,835,859	417,733,028
Average Fare.....	6.21 cts	3.58 cts	6.14 cts

(Tramways) SUNDRY STATISTICS Table No. 2

1948	Car Receipts	Car Miles	Revenue Passengers	Transfers
January.....	\$ 1,517,562.11	2,997,881	24,820,716	10,506,971
February.....	1,479,455.81	2,817,616	24,220,653	10,431,612
March.....	1,589,703.09	3,007,737	25,997,998	11,245,994
April.....	1,556,347.05	2,929,013	25,434,399	11,109,951
May.....	1,541,795.13	2,973,404	25,165,528	10,958,402
June.....	1,490,022.83	2,931,094	24,218,979	10,560,360
July.....	1,344,719.02	2,898,052	21,615,662	9,345,609
August.....	1,386,821.36	2,864,160	22,288,559	9,654,967
September.....	1,468,961.28	2,785,751	23,900,299	9,982,712
October.....	1,542,126.10	2,848,349	25,206,741	10,211,058
November.....	1,531,295.33	2,811,639	25,058,162	10,379,215
December.....	1,534,072.22	2,888,857	25,065,791	10,352,690
Total.....	\$17,982,881.33	34,753,553	292,993,487	124,739,541

Average number of passengers per day..... 800,529
 Average number of transfers per day..... 340,818
 Average number of total passengers transported . 1,141,347
 292,993,487 passengers ÷ 34,753,553 car-miles = 8.43 Density.

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

1948	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	312,358.12	1,831,777	1,018,566	76,646	5,406.07	50,307	20,077	508
February	293,612.21	1,715,792	963,695	71,867	5,053.47	48,349	17,341	572
March	313,889.04	1,834,740	1,026,846	75,150	5,416.04	51,018	19,313	670
April	305,513.33	1,785,052	1,000,937	73,808	5,279.20	50,289	18,225	702
May	308,200.25	1,794,598	1,036,209	71,541	5,403.45	51,084	19,400	572
June	304,186.43	1,769,050	1,020,733	71,976	5,274.33	50,461	17,970	904
July	297,508.11	1,733,133	1,034,564	58,372	5,461.56	51,934	18,197	1,852
August	295,143.20	1,730,444	1,001,781	59,773	5,479.04	52,717	17,454	1,991
September	290,040.17	1,696,218	957,475	63,504	5,221.43	48,837	19,282	435
October	296,385.00	1,733,928	978,895	64,791	5,377.24	50,380	19,960	395
November	294,989.53	1,726,119	945,657	70,221	5,302.07	50,197	18,992	453
December	302,332.08	1,766,539	978,547	71,012	5,499.43	51,886	20,428	445
Total	3,614,159.07	21,117,390	11,963,905	828,661	64,175.33	607,459	226,639	9,499

Average speed:— { Uniform Tariff Territory 9.38 Miles
 { Outside Uniform Tariff Territory . 13.15 "
 { Combined 9.45 "

AMOUNTS PAID TO THE CITY OF MONTREAL

From 1918 to 1948

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
Total	\$ 7,076,905.67	\$14,193,325.99	\$10,736,711.60	\$249,015.92	\$32,255,959.18

(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

Table No. 5

CAR MILES AND PASSENGERS STATISTICS SINCE FEBRUARY 10, 1918

Period	Tramways		Autobuses (d)		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	69,744,151	33.21
1920-21	21,803,871	190,212,799	.....	.....	21,803,871	190,212,799	63,335,426	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	287,694	1,026,630	12,108,365	101,760,290	44,751,520	44.43
1926	24,934,224	207,754,983	1,543,632	5,370,475	26,477,856	213,125,458	92,440,444	44.49
1927	26,101,169	211,789,557	2,868,886	10,728,326	28,970,955	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	22,135,369	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	35,296,665	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	398,497,773	129,072,001	42.72
1948	34,753,553	292,993,487	16,582,090	105,278,048	51,335,643	398,271,535	124,739,541	42.57

(a) From February 10th, 1918, to June 30th, 1919. (c) From July 1st to December 31st.
 (b) Until June 30th, 1925, the fiscal year starts on July 1st. (d) The autobus service was inaugurated on August 6th, 1925.

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

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	\$ 7,750,144.08	\$ 3,859,949.20	\$	\$ 663,918.91 (b)
"	1,417,106.85	1,319,340.65	108,182.34		10,416.14 (b)
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	188,129.21	32,279.91	
1937	11,381,398.95	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	1,603,358.05	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	266,205.75	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		165,219.39
"	3,504,109.82	3,277,997.77	391,331.44	226,674.88	
1943	18,041,352.62	14,271,381.60	3,504,318.52		265,652.50
"	3,848,812.94	3,696,297.97	45,235.72	580,696.41	
1944	18,276,771.80	14,211,497.32	3,484,573.07		262,720.75
"	4,043,428.77	4,126,525.33	430,777.89	513,874.45	
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	18,885,917.22	15,791,520.56	3,337,153.96		292,757.30
"	5,627,991.28	6,064,818.58	543,871.72	1,905,912.52	
1948	18,329,281.87	16,753,129.01	3,482,065.38		1,208,378.54
"	6,185,619.31	6,660,659.32	733,338.53		
	\$ 268,618,321.93	\$ 218,311,666.97	\$ 59,269,483.97	\$ 2,128,671.40	\$ 11,091,000.41

N.B. Payable to the Company when earned	\$ 8,962,329.01
Payable to the City when earned	\$ 80,648.60
Payable to the Contingent Reserve Fund	309,000.00
	\$ 389,648.60
	\$ 8,572,680.41

(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, 1948

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
Total and %	\$56,908,354.15	\$54,884,598.24	96.44	\$5,824,542.98	10.23	*3,800,787.07

1948	Bus Receipts (Passengers)	Bus-Miles	Revenue Passengers	Transfers	Bus Hours
January	\$ 440,844.65	1,285,501	7,751,081	3,246,992	117,015.08
February	434,256.71	1,206,577	7,650,161	3,270,977	110,031.21
March	461,833.41	1,293,425	8,141,247	3,535,953	117,907.47
April	448,782.71	1,265,322	7,899,649	3,424,451	115,213.42
May	445,479.81	1,308,881	7,900,759	3,424,232	119,116.44
June	431,199.71	1,292,025	7,747,589	3,300,223	117,724.45
July	399,509.29	1,314,829	7,338,707	2,971,176	120,103.42
August	430,999.76	1,358,383	7,810,661	3,227,388	125,138.18
September	472,213.73	1,338,897	8,378,112	3,387,248	123,041.17
October	504,571.13	1,365,796	8,880,947	3,485,976	125,393.07
November	506,122.29	1,353,273	8,874,335	3,698,990	124,524.36
December	519,767.09	1,390,966	9,057,816	3,707,591	128,042.38
Special	20,477.50				
Autobuses	\$5,516,057.79	15,773,875	97,431,064	40,681,197	1,443,253.05
Trolleybuses	481,574.54	808,215	7,846,984	4,392,144	97,636.16
TOTAL	\$5,997,632.33	16,582,090	105,278,048	45,073,341	1,540,889.21

Average speed:— Autobus and Trolleybus 10.76 miles
 105,278,048 passengers ÷ 16,582,090 bus miles = 6.35 density.

DAILY AVERAGE OF PASSENGERS

(Tramways and Buses)

Table No. 8

1948	Tramways	%	Buses and Trolleybuses	%	Total	%
Revenue Passengers	800,529	70.14	287,645	70.02	1,088,174	70.11
Transfers	340,818	29.86	123,151	29.98	463,969	29.89
Total Average	1,141,347	73.53	410,796	26.47	1,552,143	100.00

