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THIRTIETH
ANNUAL REPORT

of the

Montreal Tramways Commission

to the

City of Montreal

•

1947

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THIRTIETH 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 thirtieth annual report on the Company's Capital Value and other accounts relative to Maintenance and Renewals and Reserves, for the year 1947. Additional tabulations and statistics will be found in an appendix.

The number of passengers carried in 1947 was slightly greater than in 1946. The figures are:

Passengers	1947	—	398,349,773
“	1946	—	396,480,489
Increase			1,869,284 or 0.47%

The gross revenue for 1947 is \$24,463,908.50; a decrease of \$34,938.61 as compared with 1946. This decrease in the gross revenue, notwithstanding the increase in the number of passengers carried, is due to the fact that the difference between tickets sold and tickets collected, which is added to the revenue, was less in 1947 than in 1946.

Total expenses for 1947, as shown in the following statements, amount to \$25,737,364.82; an increase of \$1,235,462.92 over 1946.

The operations of the year resulted therefore in a deficit of \$1,273,456.32 which is reduced to \$964,456.32 by the transfer to Cross Receipts of \$309,000 from the Contingent Reserve Fund.

Vehicles travelled 51,247,404 miles in 1947 against 50,215,288 miles in 1946; an increase of 1,032,116 miles.

During the year, ninety gasoline buses and forty trolley buses were received.

GENERAL STATEMENT OF REVENUE
AND EXPENDITURE

1947	Tramways	Autobuses and Trolleybuses	Total
1. Gross Receipts	\$ 18,835,917.22	\$ 5,627,991.28	\$ 24,463,908.50
EXPENSES AND CHARGES:			
2. Operating Expenses and Taxes	12,290,002.34	3,820,245.61	16,110,247.95
3. Operating Profit	57,008.31	8,389.21	65,397.52

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 (a)	3,444,509.91		5,680,693.67
	Maintenance and Depreciation		2,236,183.76	
5.	Interest on Fixed Assets .	2,736,399.07	402,682.04	3,139,081.11
6.	Interest on Working Capital	39,153.87	21,359.23	60,513.10
7.	Financing Allowance	161,601.02	19,830.45	181,431.47
8.	City Rental	400,000.00	100,000.00	500,000.09
	Total	\$ 19,128,674.52	\$ 6,608,690.30	\$ 25,737,364.82
	Deficit	\$ 292,757.30	\$ 980,699.02	\$ 1,273,456.32
	Appropriated from Contingent Reserve Fund			309,000.00
	Net Deficit			\$ 964,456.32

a) Maintenance Allowance (see p. 4)

1. SUMMARY OF GROSS RECEIPTS:—

TRAMWAYS:

Passenger Receipts	\$ 18,539,217.52	
Car Advertising	132,821.38	
Miscellaneous Receipts (Rentals, letter-carriers' fares, etc.) ..	163,878.32	\$ 18,835,917.22
Autobus and Trolleybus Service (see p. 5)		5,627,991.28
Total Gross Revenue		\$ 24,463,908.50

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

To provide for these items, during the year 1947, the allowances per car and bus miles given hereunder, were set by the Commission:

ALLOWANCES:

TRAMWAYS:

Cars	Miles	Cents	=	\$	
Two-man:	22,502,361	×	37.25	=	\$ 8,382,129.47
One-man:	12,298,430	×	26.79	=	3,294,749.40
Trailers:	817,099	×	26.77	=	218,737.40
					\$ 11,895,616.27
					* 203,000.00
					\$ 11,692,616.27
					292,315.41
					\$ 11,984,931.68

AUTOBUS:

15,299,537 × 30.01 = \$ 4,591,391.05

THE MONTREAL TRAMWAYS COMMISSION

TROLLEYBUSES:

329,977 × 37.88 =	124,995.29	\$ 4,716,386.34
Less: Provision for Income Tax		* 51,400.00
		\$ 4,664,986.34
Plus 2½% authorized by the Contract		116,624.66
		\$ 4,781,611.00
		\$ 16,766,542.68

EXPENSES:

TRAMWAYS		
Car Service	\$ 7,501,154.51	
Car House Expenses	449,897.49	
Tracks, Cleaning and Sanding	63,804.31	
Snow and Ice Expenses	696,579.32	
Motive Power	1,253,301.58	
Administration and Office Expenses ...	410,057.54	
Stationery and Printing	18,028.17	
Stores Expenses	79,295.60	
Garage Expenses	6,567.84	
Miscellaneous Expenses	211,873.96	
Injuries and Damages (a)	519,072.92	
General Legal Expenses	19,378.61	
Insurance	107,143.20	
Mutual Benefit Association	268,000.00	
Taxes (b)	684,456.32	
Freight Expenses	1,390.97	
		\$ 12,290,002.34
AUTOBUSES AND TROLLEYBUSES (see page 6) ...		5,136,710.01
		\$ 17,426,712.35
		\$ 660,169.67

* 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 \$254,400 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 1947 is set at \$775,000.

(b) By reason of Article 2 of the Act aforesaid, the Commission has excluded from this item \$39,027.31 for Income Tax.

The following factors were responsible for the increase in operating costs for the year: increase in the cost of wages due to the new labor agreement effective from July 1st, 1947; higher cost for injuries and damages and for snow removal; the reestablishment of the Provincial Corporation Tax from May 10, 1947; the imposition of a Provincial Tax on gasoline equivalent to the Federal Tax abolished March 31, 1947, no allowance had been made for this tax for the nine last months of the year.

These excess expenditures which could not be foreseen, were necessary and unavoidable. Consequently, and in conformity with the Contract (Art. 92, par. 1), the Company was authorized to take the amount of \$660,169.67 mentioned above out of Gross Revenue.

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

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": \$65,397.52, being $\frac{1}{8}$ of 1% of the average Capital Value during the year, \$52,318,016. 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:	34,800,791	×	9.69	= \$ 3,372,196.65
Trailers:	817,099	×	8.85	= 72,313.26

Total Allowances for Maintenance (a)..... \$ 3,444,509.91

EXPENSES:

Maintenance Track and Roadway.....	\$ 515,167.84
" Electric Line	162,667.73
" Buildings	219,408.42
" Stations and Platforms.....	9,052.41
" Steam Plants	25,958.15
" Electric Plants	54,777.99
" Cars (Body and Trucks).....	1,014,148.25
" Cars (Electrical Equipment).....	639,758.77
Miscellaneous Equipment	84,787.42
Shop Expenses	109,132.44
Renewals, Discarded Properties, etc.....	693,307.21

Total Expenses (b)..... \$ 3,528,166.63

The account now stands as follows:

Reserve at December 31, 1946.....	\$ 374,222.29	
Maintenance Allowances for 1947 (a) ...	3,444,509.91	
Interest accrued	19,064.15	
Proceeds of Sales, Real Estate, Scrap Material, etc	8,225.64	
	\$ 3,846,021.99	
Expenses for Maintenance, Renewals, etc (b).....	3,528,166.63	
RESERVE in Maintenance and Renewals Fund at December 31, 1947	\$ 317,855.36	
CAPITAL VALUE (Art. 1, par. E and Art. 92, par. 3)		
Fixed Assets at December 31, 1946.....	\$ 51,073,232.64	

Tramways:

DEDUCTIONS in 1947:

Tracks	\$ 106,716.86	
Bonding and Electric Line .	9,657.40	
Rolling Stock	136,295.24	
	\$ 252,669.50	

ADDITIONS in 1947:

Land and Buildings	\$ 28,618.48	
Miscellaneous Equipment ..	31,838.30	
Tools and Machinery	23,931.12	
Office Furniture and Fixtures	14,077.70	
	\$ 98,465.60	

Net deductions

\$ 154,203.90

\$ 50,919,028.74

THE MONTREAL TRAMWAYS COMMISSION

Autobus:

ADDITIONS in 1947:

Land and Buildings.....	\$	831,223.88	
Rolling Stock		602,222.67	
Miscellaneous Equipment		19,971.51	
Tools and Machinery		60,901.87	
Office Furniture and Fixtures.....		2,393.28	
			1,516,713.21
			\$ 52,435,741.95

Trolleybus:

ADDITIONS in 1947:

Land and Buildings.....	\$	52.85	
Electric Line		4,848.00	
Rolling Stock		856,110.41	
Miscellaneous Equipment ...		358.00	
			\$ 861,369.26

DEDUCTIONS in 1947:

Tools and Machinery.....		202.19	
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Net Additions: 861,167.07

Total Value on December 31, 1947..... \$ 53,296,909.02

WORKING CAPITAL:

The average value of Working Capital supplied was \$ 1,008,551.67

5 & 6. RETURN UPON THE CAPITAL VALUE:—

1. 6% on Fixed Assets.....	\$	3,139,081.11	
2. 6% on Working Capital.....		60,513.10	
			\$ 3,199,594.21

The Company was entitled to receive the above mentioned sums. However, on account of insufficient revenue, the total amount paid was only \$2,791,569.36.

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 1947, the revenue was not sufficient to provide for this payment.

8. CITY RENTAL:— (Art. 92, par. 4)

A sum of \$125,000 was paid to the City.

AUTOBUSES AND TROLLEYBUSES

REVENUE:

Passenger Receipts	\$	5,463,268.81	
Miscellaneous		32,077.91	
Rent of Buses		51,193.60	
Publicity		20,118.97	
Interest on Depreciation Reserve		61,331.99	
			\$ 5,627,991.28

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

EXPENSES AND CHARGES:—

Maintenance	\$ 1,316,464.40	
Chauffeurs, Gasoline, Electricity	3,225,445.02	
General Expenses and Administration	400,444.68	
Taxes (a)	194,355.91	
		\$ 5,136,710.01
Operating Profit		8,389.21
Depreciation		919,719.36
Interest on Fixed Assets		402,682.04
Interest on Working Capital		21,359.23
Financing Allowance (see page 2)		19,830.45
City Rental (see page 2)		100,000.00
		6,608,690.30
Deficit		\$ 980,699.02

(a) By reason of Article 2 of the "Act relating to the matter of the Montreal Tramways" assented to on February 6, 1948, the Commission has excluded from this item \$9,760.58 for Income Tax.

The reserve for depreciation of the fixed assets of the autobus and trolleybus services amounted, on December 31, 1947, to \$1,718,015.25.

CONTINGENT RESERVE FUND

At the end of the year, the Commission transferred to Gross Receipts the balance of \$309,000 existing in the Contingent Reserve Fund to cover part of the year's deficit.

GUARANTEE FUND

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

TAXES, SNOW REMOVAL AND CITY RENTAL
1947

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

City of Montreal:		
Snow Removal, Taxes and Annual Rental	\$ 1,642,102.92	
Other Municipalities:		
Snow Removal and Taxes	65,990.73	
Federal Government:		
Gasoline Tax, etc	28,365.99	
Provincial Government:		
Corporation Tax, Sales Tax (2%) Gasoline Tax	758,834.08	
		\$ 2,495,293.72

The operations of the Company from 1918 to December 31, 1947, have provided the following amounts for the City of Montreal:

Snow Removal	\$ 6,859,886.70	
Annual Rental	10,736,711.60*	
Taxes	13,460,790.20	
		\$ 31,057,388.50

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

Expended by the Company for Maintenance of Street Pavement.....	4,733,976.04
	\$ 35,791,364.54

* 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

Côte des Neiges, No. 65: March 3rd, the extension of this line to Victoria Square at rush hours was abolished.

Cote des Neiges, No. 66: March 3rd, a rush hour belt line was inaugurated to supplement route No. 65, via the following route: A. M. Rush: North Girouard, East Queen Mary, South Cote des Neiges, South Guy, East Dorchester, South Beaver Hall, West St. James, North Girouard. P. M. Rush: same route in reverse direction.

Park Avenue-Snowdon, No. 41: Since March 3rd, cars of this line, during p.m. rush hours, instead of looping at Snowdon Junction and returning via Girouard and Sherbrooke, continue eastward on Queen Mary, South on Cote des Neiges and Guy and East on St. Catherine to Park Avenue and to Mile End station.

Delorimier, No. 12: October 27th, this line was extended North of Belanger to Bon Air loop.

St. Antoine—Westmount Blvd. No. 47: May 5th, this line was designated "Guy-Beaver Hall, No. 14".

Guy—Beaver Hall, No. 14: Since May 5th, this line is operated as an all day belt line, in both directions, via Guy, Dorchester, Beaver Hall, St. James, Atwater, Sherbrooke, Claremont, Westmount Ave. Lansdowne, Westmount Blvd. Cote des Neiges and Guy.

Cars still loop at Victoria and St. Catherine on weekday evenings, on Saturday afternoons and evenings and all day on Sundays and Holidays.

St. Henry—Snowdon, No. 48: May 5th, cars were rerouted via St. Antoine instead of St. James, to replace the rush hour service previously given on St. Antoine St. by the cars of route No. 47.

University, No. 76: May 5th, a new off-peak hour service was inaugurated between Place d'Armes and Atwater via Beaver Hall Hill, Dorchester, University and St. Catherine. Return via the same route. This line replaces routes Nos. 14 and 47 to Place d'Armes during off-peak hours.

Windsor—Montreal West, No. 70: November 22nd, the Saturday afternoon service was discontinued and replaced by added service on St. Catherine N.D.G. No. 3 and Windsor—Snowdon, No. 83.

AUTOBUSES

Broadway: Since February 12th, some buses of this line make special trips, at rush hours, along Sherbrooke St. to St. Jean Baptiste St. in Pointe-aux-Trembles.

October 6th, an evening service up to midnight was provided from Notre Dame to Sherbrooke.

St. Hubert: March 31st, the south terminal was changed from St. Catherine and St. Hubert to Craig and St. Hubert on weekday evenings, Saturday afternoons and evenings and all day on Sundays and Holidays.

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

August 4th, this new south terminal was shifted to Craig and St. Denis.

St. Joseph Blvd: November 24th, this line was extended to the end of the St. Joseph Blvd. subway, east of Iberville street.

St. Michel: March 17th, one bus was added during the afternoon rush hours. This bus operates on Belanger street only, between Iberville and Montee St. Michel.

June 17th, the regular St. Michel bus line was extended northwards to 36th Avenue.

Papineau: December 10th, a new bus route was inaugurated on Papineau street, from Belanger to Perras Blvd.

Pie IX Blvd: September 8th, this line was extended from Beaubien to Belanger.

Rosemount Blvd: Since September 15th, the Rosemount Extension operates from 26th Avenue to Dixon all day.

Terrebonne: October 6th, hours of service were extended from 8.30 p.m. to midnight on weekdays and Saturdays.

Val Royal: June 2nd, a new shuttle bus service was established from Bois Franc Station. Cartierville line, to Val Royal Community Development, via Bois Franc, de Londres, Laval, de Londres, Laval Crescent, de Londres and Bois Franc.

CONSTRUCTION WORK

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

	<i>Length of single track in feet</i>
1. TRACKWORK:—	
a) Extensions:	
Intersection Ste-Catherine—Guy: one additional curve, eastbound to northbound	163
“ Craig—St-Urbain: one curve, eastbound to northbound	131
Delorimier: Belanger to Everett, including loop at Bon Air.....	4,462
Perras Blvd, “Sault” line: loop, west of Emile Street.....	462
b) Reconstruction:	
Intersection: St. Catherine-Delorimier: main line on St. Catherine.....	879
“ St. Catherine-Guy	2,273
“ St. Catherine-Letourneux	1,146
“ Claremont-Sherbrooke: main line on Sherbrooke.....	440
“ Monkland-C.N.R. on Cartierville line: diamonds.....	70
Cote St. Catherine Road: Laurier to Bellingham	9,270
Cote des Neiges Road: Sherbrooke to MacGregor	2,012
Sherbrooke: Roslyn to Grey	3,379
St. James: Windsor to Little Craig.....	1,997
c) Partial renewals:	
Lachine line: Avion to Marchand: leveling of track	6,000
Ontario: Delorimier to Parthenais: replacement of rail on westbound track	308
<i>Renewal of paving surface only:</i>	
Belanger: between Christophe Colomb and Molson.....	2,015
Centre: between Wellington and Atwater.....	2,983
Notre Dame: between Bercy and Viau.....	3,296
Rosemount Blvd: between Papineau and 8th Ave.....	1,128
Sherbrooke: between Mayfair and Hampton.....	2,295
Masson: between 13th Ave. and Pie IX Blvd.....	2,869

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

- d) *Removals:*
 Craig-Place d'Armes Hill intersection: one curve northbound to eastbound 105
 Perras Blvd. "Sault" line: wye at Emile St..... 504
- e) *Switches:*
 Installation of electric switching devices at the intersection of:
 St. James — Little Craig: eastbound to northbound
 Perras Blvd. — Loop west of Emile St.: westbound to southbound
 Removal of electric switching device at the intersection of:
 St. Catherine—Guy: southbound to eastbound
- II. **POWER:**
 Electric lines:
- a) *Extensions:*
 Beaubien: Sixth Ave. to Twelfth Ave. — electric line and feeders for extension of trolley coach line, including loop at new eastern terminus of line.
 St. Catherine—Guy intersection: one additional curve.
 Craig—St. Urbain intersection: one curve.
 Delorimierd: Belanger to Everett, including loop at Bon Air.
 Perras Blvd. "Sault" line: loop west of Emile St.
- b) *Renewals:*
 Replacement of wooden poles by steel ones at various locations on the system, during the year 1947.
- c) *Removals:*
 Craig—Place d'Armes Hill intersection: curve northbound to eastbound.
 Perras Blvd. "Sault" line: wye at Emile St.
- III. **BUILDINGS:**
- Cote St. Autobus Garage: Demolition of brick chimney stack and base.
- Cremazie Shop: The construction of a Repair Shop at Youville, started in 1946, was continued in 1947.
- St. Denis Car Barns: Alterations to buildings in barns Nos. 1, 2 and 5, resurfacing and alterations to roadways to accomodate storage and maintenance services for trolley coach operations.
- St. Denis Car Barns: Removal of two brick stacks.
- Hochelaga Power House: Replacement of funnel shaped steel smoke stack.
- Mount Royal Car Barns: Supply and erection of twenty power operators for rolling doors at barns Nos. 1, 2, 5 and 6.
- Villeray Garage: Completion of the new autobus garage, capacity of 120 buses.
- Wellington Tunnel: Purchase and installation of block signals for rear and protection of cars.
- Youville Shops: Extension to the existing boiler room and installation of a 530 H. P. B & W. Boiler.

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

IV. ROLLING STOCK:

TRAMWAYS:

- | | |
|-----------------------------------|--|
| Plows Nos. 100, 101, 102,
103: | Reconstruction and addition of power
operation for main snow wings. |
| Welding Trucks Nos.
8 and 17: | Construction and installation of special
body. |

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 those of the current year. The list follows:

1947

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 1947.
 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 1947 and current year.
 8. Daily average of passengers, transfers, etc. 1947.

Respectfully submitted,

VICTOR CUSSON, Chairman
Henry L. AUGER, Vice Chairman.
C. C. LINDSAY, Commissioner.

Montreal, March 19, 1948.

Montreal, March 18, 1948.

THE MONTREAL TRAMWAYS COMMISSION,
MONTREAL.

Gentlemen,

I have audited the "Contract" books of the Montreal Tramways Company covering: the operating expenses and taxes accounts; the capital value and maintenance and renewals accounts and also the reserve accounts. I have received for that purpose all the necessary information.

I certify that the figures of these different accounts, which appear in this report, are correct and in accordance with the orders of the Commission.

Yours respectfully,

ROGER DUSSAULT, C.A.,
Accountant.

APPENDIX

THE MONTREAL TRAMWAYS COMMISSION

DIGEST OF PASSENGER REVENUE

(Tramways)

1947

Table No. 1

Uniform Tariff Territory			Outside Uniform Tariff Territory		
Passengers	at	Receipts	Passengers	at	Receipts
182,748	25¢	\$ 45,687	1,201,191	5¢	\$ 60,060
20,886,601	7¢ (a)	1,462,063	173,972	2¢	3,479
260,936,134	6¼¢	16,308,508	3,835,634	4½¢	159,818
11,935,896	3½¢	426,282	47,518	3¼¢	1,697
89,109	8½¢	7,426	1,197,238	3⅛¢	37,414
			1,586,855	1½¢	26,448
			40,382	⅝¢	336
294,030,488		\$18,249,966	8,082,790		\$ 289,252

(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).....	\$ 18,249,965.63	\$ 289,251.89	\$ 18,539,217.52
Revenue Passengers.....	294,030,488	8,082,790	302,113,278
Transfers.....	128,293,050	778,951	129,072,001
Total Passengers.....	422,323,538	8,861,741	431,185,279
Average Fare.....	6.21 cts	3.58 cts	6.14 cts

(Tramways)

SUNDRY STATISTICS

Table No. 2

1947	Car Receipts	Car Miles	Revenue Passengers	Transfers
January.....	\$ 1,610,983.77	3,089,121	26,331,400	11,288,625
February.....	1,491,862.32	2,810,405	24,413,454	10,308,206
March.....	1,650,434.32	3,109,941	26,985,998	11,471,701
April.....	1,568,898.46	2,970,617	25,637,265	10,912,607
May.....	1,617,409.99	3,085,780	26,406,500	11,325,070
June.....	1,488,158.06	2,976,639	24,211,690	10,491,497
July.....	1,406,536.16	2,935,859	22,632,239	9,964,676
August.....	1,424,924.15	2,901,562	22,895,420	10,097,167
September.....	1,504,615.18	2,844,943	24,524,064	10,395,081
October.....	1,625,401.14	2,963,350	26,570,332	11,212,632
November.....	1,575,273.37	2,895,478	25,770,978	10,944,909
December.....	1,574,720.60	3,034,195	25,733,938	10,659,830
Total.....	\$18,539,217.52	35,617,890	302,113,278	129,072,001

Average number of passengers per day..... 827,708
 Average number of transfers per day..... 353,622
 Average number of total passengers transported 1,181,330
 302,113,278 passengers ÷ 35,617.890 car-miles = 8.48 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

1947	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	321,577.38	1,925,603	1,018,169	76,196	5,232.51	49,643	19,510	.....
February	293,625.51	1,761,681	915,964	69,953	4,749.35	45,234	17,573	.....
March	324,461.07	1,939,280	1,024,855	76,446	5,313.49	49,855	19,505	.....
April	309,792.09	1,847,886	984,481	71,404	5,127.01	48,092	18,754	.....
May	320,545.21	1,895,903	1,050,785	69,429	5,332.25	50,198	19,465	.....
June	307,980.32	1,818,818	1,023,820	66,609	5,160.09	48,069	19,323	.....
July	300,343.18	1,778,710	1,026,378	59,691	5,429.22	51,105	19,975	.....
August	296,282.12	1,759,664	1,018,876	51,593	5,433.27	51,625	19,804	.....
September . . .	294,229.43	1,744,702	973,867	59,224	5,155.55	48,301	18,849	.....
October	306,760.53	1,814,534	1,012,128	67,296	5,334.08	50,033	19,359	.....
November	300,700.03	1,769,132	986,340	72,482	5,183.03	48,577	18,947	.....
December	316,232.30	1,854,957	1,031,802	76,668	5,430.09	50,759	19,901	108
Total	3,692,531.17	21,910,870	12,067,465	816,991	62,881.54	591,491	230,965	108

Average speed:— { Uniform Tariff Territory 9.42 Miles
 { Outside Uniform Tariff Territory . . . 13.08 "
 { Combined 9.48 " }

AMOUNTS PAID TO THE CITY OF MONTREAL

From 1918 to 1947

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
Total	\$ 6,859,886.70	\$13,460,790.20	\$10,736,711.60	\$249,015.92	\$31,306,404.42

(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 10th, 1918

Period	Tramways		Autobuses (d)		Total		(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	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	28,970,055	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	18,030,923	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	59,180,230	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	42.72

(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	\$ 7,750,144.03	\$ 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	179,504.97		52,381.69
1936	11,001,285.44	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	11,381,898.95	7,926,595.55	3,778,155.72		322,852.32
"	1,738,564.38	1,520,465.50	225,099.90		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	22,990.96	952,151.80
"	1,979,325.42	1,704,644.27	251,690.19		
1940	11,959,027.74	8,875,900.41	3,668,573.41	118,783.78	585,446.08
"	2,246,769.00	1,862,779.47	265,205.75		
1941	13,517,454.84	10,308,040.17	3,619,518.56	45,783.74	410,103.89
"	2,947,597.80	2,576,349.07	325,464.99		
1942	16,333,249.22	12,558,789.14	3,547,785.20	226,674.88	
"	3,504,109.32	3,277,997.77	391,331.44		165,219.39
1943	18,041,352.62	14,271,381.60	3,504,318.52	265,652.50	
"	3,848,812.94	3,696,297.97	415,235.72		262,720.75
1944	18,276,771.80	14,211,497.32	3,484,578.07	580,696.41	
"	4,043,428.77	4,126,525.33	430,777.89		513,874.45
1945	19,377,753.95	15,502,042.29	3,425,353.77	450,327.89	
"	4,392,963.48	4,431,308.86	410,466.25		448,811.63
1946	19,444,626.25	15,680,773.68	3,379,550.68	384,301.89	
"	5,063,220.86	5,054,178.50	387,399.04		378,356.68
1947	18,835,917.22	15,791,520.56	3,337,153.96		292,757.30
"	5,627,991.28	6,064,318.58	543,871.72		980,699.02
	\$ 244,103,920.75	\$ 194,897,878.64	\$ 55,054,080.06	\$ 2,128,671.40	\$ 7,976,709.35

N.B. Payable to the Company when earned	\$ 1,252,406.90		Net Deficit	\$ 5,848,037.95
Payable to the City when earned	(c) 4,205,982.45	Less: Appropriated from Contingent Reserve Fund, in 1934 in 1947	\$ 80,648.60	389,648.60
	<u>\$ 5,458,389.35</u>	Actual Deficit	<u>\$ 5,458,389.35</u>	

(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, 1947

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
Total and %	\$50,722,734.84	\$48,223,938.92	95.07	5,091,204.45	10.04	*2,592,408.53

1947	Bus Receipts (Passengers)	Bus-Miles	Revenue Passengers	Transfers	Bus Hours
January	\$ 439,218.05	1,260,022	7,713,123	3,266,163	116,106.14
February	406,468.90	1,155,238	7,137,826	2,990,201	107,138.08
March	460,320.70	1,289,626	8,078,609	3,428,459	119,039.54
April	439,607.16	1,263,260	7,699,602	3,260,902	116,492.08
May	460,465.42	1,332,830	8,117,204	3,383,251	122,965.50
June	422,572.45	1,256,526	7,590,845	3,219,599	115,848.03
July	402,485.29	1,307,706	7,381,047	2,954,498	120,473.58
August	410,215.17	1,302,006	7,493,835	3,118,698	119,842.57
September	431,789.04	1,260,120	7,673,159	3,153,233	115,447.21
October	467,847.59	1,308,339	8,243,466	3,571,507	120,276.46
November	454,873.13	1,266,265	7,999,662	3,283,724	116,782.07
December	452,306.21	1,297,599	7,939,829	3,123,976	118,455.02
Special	20,550.24				
Autobuses	\$5,268,719.35	15,299,537	93,068,207	38,754,211	1,408,868.28
Trolleybuses	194,549.46	329,977	3,168,288	1,862,715	41,226.14
TOTALS	\$5,463,268.81	15,629,514	96,236,495	40,616,926	1,450,094.42

Average speed:— Autobus and Trolleybus 10.78 miles
 96,236,495 passengers ÷ 15,629,514 bus miles = 6.16 Density.

DAILY AVERAGE OF PASSENGERS

(Tramways and Buses)

Table No. 8

1947	Tramways	%	Buses and Trolleybuses	%	Total	%
Revenue Passengers	827,708	70.07	263,662	70.32	1,091,370	70.13
Transfers	353,622	29.93	111,279	29.68	464,901	29.87
Total Average	1,181,330	75.91	374,941	24.09	1,556,271	100.00

