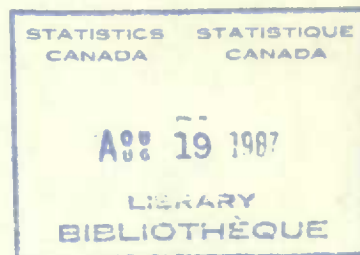


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URBAN TRANSIT 1956

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INTRODUCTION

This report presents for the first time annual statistics on the urban transit industry in Canada as a whole. The seventy-one companies included here represent more than ninety per cent of the industry and include all local passenger transportation agencies except taxicab, suburban railroads, ferries and school buses as well as all companies whose annual gross revenues are less than \$20,000.

Statistics of urban transit operations were previously contained in three statistical series, the monthly "Transit Report" and the annual "Electric Railways" and "Motor Carriers, Freight-Passenger" reports. During a review of these series in 1954, it became apparent that the three then current reports dealt largely with two distinct and separate industries; the intercity and rural passenger bus or motor coach industry and the urban transit industry.

Arrangements were subsequently made to meet with representatives of the Canadian Transit Association and to discuss with them monthly and annual publications in the urban transit field. As a result, it was possible to revise reporting schedules to collect more useful information and to produce a new monthly and annual "Urban Transit" series commencing with January 1955 on a monthly basis, and with this report for the year 1956 on an annual basis.

As a first step in the revision, companies reporting 1954 statistics for the monthly "Transit Report" were divided into two groups on the basis of predominant type of operation, i.e. either urban transit or passenger bus (intercity and rural). The method of accomplishing this was as follows: companies which received more than half of their revenues from urban transit operations were classified as urban transit and those receiving more than 50 per cent from intercity and rural passenger bus traffic were classified as passenger bus (intercity and rural). Commencing with January 1955, separate monthly reports were produced for each of the "Urban Transit" and the "Passenger Bus" industries.

During the year 1955 the review was continued and a similar examination made of companies reporting statistics for the annual reports "Electric

Railways" and "Motor Carriers, Freight and Passenger".

The "Electric Railways" annual report presented data for companies which operated or had at one time operated electric rail lines including urban streetcars. Most of the companies comprising the "Electric Railways" annual report had become strictly urban transit carriers using trolley coaches or motor buses. Once again companies were examined and classified on the basis of the predominant characteristic of their operations i.e. either urban transit or electric railway (intercity and rural). The latter group, which for 1955 numbered 5, are included in the 1956 series on "Railway Transport" while those which were predominantly urban in character are included in the monthly and annual series on urban transit statistics. The "Electric Railways" report was discontinued with the 1955 publication.

The companies reporting to the "Motor Carriers, Freight-Passenger" series included those engaged in passenger bus operations, both urban and intercity and rural. The operations of those companies are now being reported in either the passenger bus (intercity and rural) series or the urban transit series depending upon the predominant characteristic of their operations. Thus the annual "Urban Transit" report for 1956 contains for the first time, statistics for the industry as a whole on a separate basis.

It is to be noted that some of the passenger bus companies and certain of the electric railways which have been classified as intercity and rural also operate urban services and vice versa. Where this occurs, it is often impossible to obtain complete and separate data for each type of service with the result that it is sometimes necessary to include total operations of such companies in the proper statistical series determined by the predominant nature of their operations. In most cases, however, certain traffic details such as number of passengers carried can be obtained. Where this is possible these data are shown in a separate table, but as the number of such instances is limited, these data have not been included in the total.

Review of 1956 Operations

Balance Sheet

Total assets in the industry at the end of 1956 amounted to \$412,670,989 of which \$135,347,880 or 32.8 per cent was invested in revenue vehicles. Investment in land and buildings, electric cars, trolley coaches, motor buses, and other transit

operating property amounted to \$299,350,538, and the depreciation accumulated to date totalled \$126,616,122, leaving 57.7 per cent undepreciated. Total current assets were \$52,914,394 compared with total current liabilities of \$52,111,708.

Income Account

Operating revenues of urban transit systems in 1956 amounted to \$129,213,139, of which 96.3 per cent was obtained from regular passenger service. Operating expenses totalled \$124,532,196, resulting in a net operating revenue of \$4,680,943.

Traffic

The number of revenue passengers carried in urban transit service during 1956 totalled 1,151,928,811 as compared with 1,178,952,495 in 1955, a decline of 2.3 per cent. A breakdown of the 1956 total shows that 49.1 per cent was transported by motor bus, 26.7 per cent by electric street car, 21.1 per cent by trolley coach and 3.1 per cent by subway car.

Mileage, Equipment and Fuel Consumption

Revenue vehicle miles operated during 1956 amounted to 203,888,474 while revenue vehicle hours totalled 20,299,039, an average speed of operation of 10.0 miles per hour. Total seating capacity offered to the public aggregated 8,569,030,924 seat miles along 2,817 one way route miles. This service was provided by 1,493 electric cars, 1,199 trolley coaches, 4,102 motor buses and 134 subway cars, a total of 6,928 vehicles. The number of electric passenger cars in service at the end of 1956 was 1,493 compared with 1,743 a year earlier. Trolley coaches increased in number from

1,143 to 1,199. There was also an increase in motor buses, 4,102 as against 3,713 the previous year. The Toronto Transit Commission added 28 subway cars bringing the total to 134 from 106 in the previous year. During 1956, motor buses consumed 15,420,219 gallons of gasoline, 8,670,913 gallons of diesel oil and 337,383 gallons of propane gas.

Employees, Salaries and Wages

Total salaries and wages paid to the 19,758 employees in the urban transit industry amounted to \$74,511,149, an average of \$3,771 per employee and an increase of 4.4 per cent over the 1955 average of \$3,612. Salaries and wages for the industry amounted to 59.8 per cent of total operating expenses. Of the total 19,758 employees 53.7 per cent were operators and conductors.

Accidents, Deaths and Injuries

Accidents during 1956 resulted in the death of 37 persons including 1 employee, 2 passengers, 22 pedestrians, 8 persons riding in other motor vehicles and 4 other persons. Total persons injured were 5,205 including 442 employees, 3,868 passengers, 542 pedestrians, 285 persons riding in other motor vehicles and 68 other persons. During the year under review, 1,208 persons were injured as a result of collisions. There were 24,148 collisions with motor vehicles and 694 collisions between urban transit passenger cars. In all there were 30,917 accidents of which 30,316 were transportation accidents.

Major Urban Transit Systems

On an individual company basis, the Nova Scotia Light and Power in Halifax grossed a revenue of \$1,810,779 as compared with \$1,796,269 in 1955 while their net operating revenue dropped to \$19,195 from \$78,856; the Montreal Transportation Commission increased its operating revenue to \$35,258,335, from \$30,427,590 while the net operating revenue increased to \$2,558,686 from \$419,437; the Toronto Transit Commission increased its operating revenue to \$34,924,938 from \$30,892,342 which resulted in an improved net operating revenue of \$3,203,936 as compared with \$62,987 in 1955; the Greater Winnipeg Transit Commission showed operating revenue rising to \$8,001,110 from \$7,154,635 while the operating deficit advanced to \$182,981 from \$162,067; the Edmonton Transit System reported a decrease in operating revenue from \$3,188,859 to \$3,185,756 with a deficit of \$115,865 in contrast to a net operating revenue of

\$195,089 in 1955. Operating revenue of the British Columbia Electric Railway which services the metropolitan areas of Vancouver and Victoria, amounted to \$12,478,087 a decrease from \$17,112,566 reported in 1955. This decline was due mainly to the exclusion in 1956 of railway freight revenue and intercity railway passenger revenue.

The thirteen companies, for which statistics are shown individually account for approximately 86 per cent of the total passenger traffic reported. Almost without exception the number of revenue passengers carried by the major urban transit systems was lower than that reported for 1955, declining an average of 3.9 per cent. From the standpoint of service, there was no overall significant change in revenue vehicle miles although some individual companies reported a decrease.

TABLE 1. Historical Summary

		1954 ¹	1955 ¹	1956
Total operating revenue	\$	127,238,090	125,419,886	129,213,139
Total operating expenses	\$	126,621,829	124,829,043	124,532,196
Net operating revenue	\$	616,261	590,843	4,680,943
Passengers carried	No.	1,236,965,743	1,178,952,495	1,151,928,811
Vehicle miles run	No.	205,271,859	198,885,300	203,888,474
Vehicles in service - Electric car	No.	2,033	1,743	1,493
Trolley coach	No.	1,144	1,143	1,199
Motor bus	No.	3,604	3,713	4,102
Subway car	No.	104	106	134

1. Includes urban passenger operations reported in the urban section of the "Motor Carriers-Freight and Passenger" report along with the statistics formerly reported in the "Electric Railways" report.

TABLE 2. Balance Sheet

Assets	\$	Liabilities	\$
Current assets:		Current liabilities:	
Cash on hand and in bank	11,564,486	Accounts payable and accrued	33,452,197
Temporary investments	8,111,368	Loans and notes payable	3,613,484
Accounts receivable (less reserve)	12,097,191	Interest accrued	1,392,711
Inventories (material and supplies - less reserve)	15,874,177	Deferred credit	6,481,849
Deferred debits	2,478,977	Other current liabilities	7,171,467
Other current assets	2,788,195	Total current liabilities	52,111,708
Total current assets	52,914,394	Advances payable	88,081,172
Fixed assets:		Long term debt	126,586,525
Transit operating property:		Reserves:	
Land and buildings	52,653,058	Insurance reserves	2,981,149
Electric cars	45,450,650	Public liability and property damage reserve	3,346,481
Trolley coaches	29,437,286	Workmen's compensation reserve	122,486
Motor buses	60,459,944	Other reserves	6,332,275
Other transit operating property	111,349,600	Maintenance reserves	1,156,340
Total gross cost	299,350,538	Total reserves	13,938,731
Less depreciation accumulated to date	126,616,122	Capital stock and surplus:	
Total gross cost less depreciation	172,734,416	Capital stock - issued and paid-up	100,528,303
Non-transit operating property	200,444,355	Capital surplus	3,619,252
Less depreciation accumulated to date	37,120,507	Earned surplus (or deficit)	27,805,298
Total non-transit operating property less depreciation	163,323,848	Total capital stock and surplus	131,952,853
Non-operating property	234,964	Total liabilities	412,670,989
Less depreciation accumulated to date	85,870		
Total non-operating property less depreciation	149,094		
Investments and advances	10,774,361		
Special funds	2,228,673		
Other assets	10,546,203		
Total assets	412,670,989		

TABLE 3. Income Account

	\$
Transportation revenue:	
Passenger revenue	124,459,585
Other transportation revenue (chartered, etc.)	3,264,118
Other operating revenue	1,489,436
Total operating revenue	129,213,139
Operating expenses:	
Operators' and conductors' wages and bonuses	40,176,723
Maintenance and repair expense	27,169,963
Fuel for revenue equipment	5,674,092
Power purchased for revenue equipment	3,953,263
Insurance and safety expense	3,380,285
Franchise expense	759,932
Operating taxes and licenses	4,881,619
Non-recurring expenses	15,548
Operating rents (net)	117,191
All other operating expenses	25,544,083
Depreciation expense	11,991,149
Amortization of transit operating property	853,495
Property gain or loss chargeable to operations	13,963
Total operating expenses	124,532,196
Net operating revenue (or deficit)	4,680,943
Rent for lease of transit property — debit	15,958
Income from lease of transit property — credit	7,150
Net transit operating income (or loss)	4,672,135
Other income:	
Net income from non-operating property	D. 139,412
Net income from other operations	18,858,163
Interest and dividend income	1,044,671
Other income	1,017,805
Total	20,781,227
Gross income (or loss)	25,453,362
Deductions:	
Interest on long term debt	8,789,755
Other interest deductions	52,512
Amortization of debt discount and expense	401,955
Amortization of premium on debt — credit	11,416
Other deductions	718,641
Total deductions	9,974,309
Net income or loss before income tax	15,479,053¹
Provision for income tax	6,977,827
Net income	8,447,221

1. Includes earned surplus of \$54,005 for Toronto Transit Commission on North Yonge Bus to be paid to Municipalities of Richmond Hill, Twp. of Markham and Twp. of Vaughan.

TABLE 4. Traffic Statistics

	Revenue passengers	Revenue vehicle miles	Revenue vehicle hours	Seat miles available	Route miles one way
Electric car	307,415,194	42,347,516	4,978,227	2,081,665,547	185.90
Trolley coach	242,795,718	37,811,429	3,976,312	1,687,310,046	401.41
Motor bus	557,154,740	115,055,001	11,009,038	4,362,730,837	2,229.66
Subway car	36,224,003	6,152,164	1	381,434,168	1
Total	1,143,589,655	201,366,110	19,963,577	8,513,140,598	2,816.99
Chartered	8,339,156	2,522,364	335,462	55,890,326	—
Grand total	1,151,928,811	203,888,474	20,299,039	8,569,030,924	2,816.99

1. Included with electric car.

TABLE 5. Passenger Equipment Owned by Type of Vehicle, by Seating Capacity

	29 seats or less	30-39 seats	40-45 seats	46-50 seats	51-55 seats	56 seats or over	Total
Electric cars	—	—	294	789	300	110	1,493
Trolley coaches	—	—	870	329	—	—	1,199
Motor buses	433	2,223	1,234	39	164	9	4,102 ¹
Subway cars	—	—	—	—	—	134	134
Total	433	2,223	2,398	1,157	464	253	6,928

1. Includes 1,429 diesel type buses and 34 propane gas buses.

TABLE 6. Fuel Consumption

	Gasoline	Diesel oil	Propane gas
	gal.	gal.	gal.
Fuel consumed.....	15,420,219	8,670,913	337,383

TABLE 7. Employees, Salaries and Wages

	Number of employees (monthly average)	Salaries and wages
		\$
Owners and partners	23	87,890
General officers, executives, etc.	300	1,912,329
Other salary rated employees	3,237	12,350,925
Conductors and passenger equipment operators	10,605	40,238,154
Other hourly rated employees	5,593	19,921,851
Total	19,758	74,511,149

TABLE 8. Number of Accidents

	Electric car	Trolley coach	Motor bus	Other company vehicle	Total accidents
Transportation accidents:					
Collision with motor vehicles	10,432	3,944	9,676	96	24,148
Collision with pedestrians	257	106	245	—	608
Collision between:					
Electric car and	212	—	55	1	268
Trolley coach and	1	66	53	19	138
Motor bus and	1	1	250	38	288
Collision with fixed or other object	126	308	953	3	1,390
Other transportation accidents	1,092	699	1,685	—	3,476
Total transportation accidents	12,119	5,123	12,917	157	30,316
Non-transportation accidents	352	87	76	86	601
Total accidents	12,471	5,210	12,993	243	30,917

1. Not applicable.

TABLE 9. Persons Killed and Injured in Accidents

	Persons Killed					
	Employees	Passengers	Pedes- trians	Persons riding in motor vehicles	Other persons	Total
	No.	No.	No.	No.	No.	No.
Cause of accident:						
Collision	1	2	22	8	4	37
Boarding (excluding door accidents)	—	—	1	1	—	—
Alighting (excluding door accidents)	—	—	1	1	—	—
Caught/struck by doors	—	—	1	1	—	—
Accidents on board	—	—	1	1	—	—
Total.....	1	2	22	8	4	37
Class of equipment involved:						
Electric car	—	2	12	1	—	15
Trolley coach	1	—	2	1	1	5
Motor bus or coach	—	—	7	6	3	16
Other company equipment	—	—	1	—	—	1
Total.....	1	2	22	8	4	37
	Persons Injured					
	Employees	Passengers	Pedes- trians	Persons riding in motor vehicles	Other persons	Total
	No.	No.	No.	No.	No.	No.
Cause of accident:						
Collision	45	341	491	285	46	1,208
Boarding (excluding door accidents)	9	388	1	1	—	397
Alighting (excluding door accidents)	29	792	1	1	1	822
Caught/struck by doors	—	479	1	1	—	479
Accidents on board	33	1,832	1	1	—	1,865
Other	326	36	51	—	21	434
Total.....	442	3,868	542	285	68	5,205
Class of equipment involved:						
Electric car	50	1,123	261	96	24	1,554
Trolley coach	43	608	56	65	3	775
Motor bus or coach	86	2,118	192	120	34	2,550
Other company equipment	18	3	1	4	2	28
No vehicle	245	16	32	—	5	298
Total.....	442	3,868	542	285	68	5,205

1. Not applicable.

TABLE 10. Urban Transit Operations of Intercity and Rural Passenger and Freight Carriers¹

	1955	1956
Passenger revenue	\$ 1,455,193	1,342,989
Passengers carried	No. 13,894,511	9,167,942
Vehicle miles run	No. 2,930,581	3,149,299

1. Carriers whose main source of revenue is derived from intercity passenger and freight operations. These data are not included in preceding tables.

TABLE 11. Balance Sheet of Major Urban Transit Systems

No.		Capital Coach Lines St. John's	Nova Scotia Light & Power Halifax	City Transit Saint John	Quebec Railway Light & Power Quebec City	Montreal Transportation Commission
		\$	\$	\$	\$	\$
	Assets					
	Current assets:					
1	Cash on hand and in bank	11,408	124,869	10,525	381,150	544,366
2	Temporary investments	—	2,366,897	—	196,955	2,700,000
3	Accounts receivable (less reserve)	1,566	895,092	17,934	32,157	164,260
4	Inventories (material and supplies—less reserve)	45,361	1,215,112	32,111	87,845	1,717,629
5	Deferred debits	5,622	134,055	21,700	46,237	302,828
6	Other current assets	—	16,114	—	—	365,409
7	Total current assets	63,957	4,752,139	82,270	744,344	6,094,492
	Fixed assets:					
	Transit operating property:					
8	Land and buildings	—	613,113	—	1,344,839	18,722,964
9	Electric cars	—	—	—	—	8,017,526
10	Trolley coaches	—	1,842,353	—	—	1,599,104
11	Motor buses	503,666	—	969,357	3,025,688	17,815,360
12	Other transit operating property	25,417	722,708	50,319	64,629	18,482,671
13	Total gross cost	529,083	3,178,174	1,019,676	4,435,156	64,637,625
14	Less depreciation accumulated to date	294,377	1,617,890	904,506	2,374,615	24,598,541
15	Total gross cost less depreciation	234,706	1,560,284	115,170	2,060,541	40,039,084
16	Non-transit operating property	—	49,732,288	—	369,912	—
17	Less depreciation accumulated to date	—	10,546,589	—	148,524	—
18	Total non-transit operating property less depreciation	—	39,185,699	—	221,388	—
19	Non-operating property	—	64,016	—	40,567	—
20	Less depreciation accumulated to date	—	27,426	—	21,233	—
21	Total non-operating property less depreciation	—	36,590	—	19,334	—
22	Investments and advances	—	822,925	—	—	4,470,529
23	Special funds	7,251	49,876	—	—	—
24	Other assets	5,317	468,171	—	1,114,030	2,345,133
25	Total assets	311,231	46,875,684	197,440	4,159,637	52,949,238
	Liabilities					
	Current liabilities:					
26	Accounts payable and accrued	44,342	1,848,187	104,256	210,625	1,791,700
27	Loans and notes payable	51,188	—	19,272	—	118,500
28	Interest accrued	—	207,374	—	1,625	545,341
29	Deferred credit	—	22,455	—	83,636	—
30	Other current liabilities	18,299	274,423	15,400	—	—
31	Total current liabilities	113,828	2,352,439	138,928	295,886	2,455,541
32	Advances payable	—	211,655	—	—	—
33	Long term debt	—	19,640,000	—	325,000	—
	Reserves:					
34	Insurance reserves	—	—	—	—	—
35	Public liability and property damage reserve	—	78,005	—	—	1,000,000
36	Workmen's compensation reserve	—	—	—	27,486	—
37	Other reserves	11,800	1,421,740	27,841	20,000	759,799
38	Maintenance reserves	—	—	—	91,265	5,380
39	Total reserves	11,800	1,499,745	27,841	138,751	1,765,178
	Capital stock and surplus:					
40	Capital stock—issued and paid-up	8,920	18,456,635	100,500	3,400,000	50,546,500
41	Capital surplus	157,300	381,816	—	—	—
42	Earned surplus (or deficit)	19,383	4,333,394	D. 69,829	—	D. 1,817,981
43	Total capital stock and surplus	185,603	23,171,845	30,671	3,400,000	48,728,519
44	Total liabilities	311,231	46,875,684	197,440	4,159,637	52,949,238

1. Effective January 1, 1957, this company is known as Quebec Autobus Ltd.

2. Municipally owned.

TABLE 11. Balance Sheet of Major Urban Transit Systems

Ottawa ² Transportation Commission	Toronto ² Transit Commission	Hamilton Street Railway	Greater ² Winnipeg Transit Commission	Regina ² Transit System	Edmonton ² Transit System	Calgary ² Transit System	British ³ Columbia Electric Railway	No.
\$	\$	\$	\$	\$	\$	\$	\$	
167,090	3,692,289	219,639	344,546	—	638,217	575,635	1,865,075	1
—	896,399	—	—	159,000	—	99,198	—	2
62,195	1,472,847	74,544	35,844	5,412	7,540	7,838	8,664,247	3
344,495	2,210,939	223,885	270,993	46,561	306,907	278,082	8,301,661	4
8,253	1,545,480	31,146	121,207	—	1,555	17,286	—	5
33,240	431,995	50,549	67,911	—	1,605,559	—	74,687	6
615,273	10,249,949	599,763	840,501	210,973	2,559,778	978,039	18,905,670	7
1,641,332	19,924,644	574,424	1,830,762	—	696,212	494,696	3,521,490	8
1,451,564	35,919,009 ⁴	—	—	—	—	—	—	9
342,855	3,000,671	1,241,619	1,613,185	5,163,609	1,628,293	3,208,528	8,237,293	10
2,349,033	9,839,998	2,170,188	4,196,694	—	—	1,331,125	6,334,863	11
2,250,513	77,136,467	1,047,232	1,475,570	—	438,778	121,506	7,636,543	12
3,135,297	145,820,809	5,033,463	9,116,211	—	2,763,283	5,155,855	25,730,189	13
2,961,987	55,946,893	3,339,882	1,757,393	4,309,794	1,252,346	3,890,085	11,326,651	14
4,173,310	89,873,916	1,693,581	7,358,828	853,815	1,510,937	1,265,770	14,403,538	15
8,858	435,885	—	—	—	—	119,231	147,059,783	16
1,688	182,648	—	—	—	—	—	25,351,696	17
7,170	253,237	—	—	—	—	119,231	121,708,087	18
—	—	—	—	—	—	11,598	—	19
—	—	—	—	—	—	—	—	20
—	—	—	—	—	—	11,598	—	21
—	2,059,459	1,250,000	—	—	—	—	1,529,271	22
19,041	—	—	—	—	—	—	2,032,132	23
5,048,529	—	—	182,991	27,307	—	—	224,454	24
9,863,323	102,436,561	3,543,344	8,382,310	1,092,095	4,070,715	2,374,638	158,803,152	25
17,676	4,121,470	243,407	303,105	—	—	598,652	22,893,142	26
—	1,897,656	269,098	341,000	—	—	—	24,320	27
—	374,123	38,051	101,840	—	—	—	18,066	28
—	197,275	—	—	20,108	—	—	6,106,575	29
100,133	—	27,199	2,531,836	—	—	—	3,779,924	30
117,809	6,590,524	577,755	3,277,781	20,108	—	598,652	32,822,027	31
—	—	—	—	—	—	—	87,797,309	32
9,229,009	69,767,824	2,347,000	4,751,000	966,000	1,510,937	1,385,000	9,862,288	33
19,041	—	—	—	—	—	—	2,961,997	34
—	1,500,000	—	89,714	137,736	225,708	114,068	—	35
35,000	—	—	—	—	—	—	—	36
75,000	350,000	—	—	15,485	2,334,070	182,149	161,198	37
377,735	—	—	—	52,766	—	94,769	467,571	38
506,776	1,850,000	—	69,714	205,987	2,559,778	390,986	3,590,764	39
—	—	400,000	—	—	—	—	23,807,246	40
—	—	—	263,815	—	—	—	923,520	41
9,729	24,228,213	218,539	—	—	—	—	—	42
9,729	24,228,213	618,589	263,815	—	—	—	24,730,766	43
9,863,323	102,436,561	3,543,344	8,382,310	1,092,095	4,070,715	2,374,638	158,803,152	44

3. Consolidated report for Vancouver, North Vancouver, Victoria and New Westminster.

4. Includes subway cars.

TABLE 12. Income Account of Major Urban Transit Systems

No.		Capital Coach Lines St. John's	Nova Scotia Light & Power Halifax	City Transit Saint John	Quebec Railway Light & Power Quebec City	Montreal Transportation Commission
		\$	\$	\$	\$	\$
	Transportation revenue:					
1	Passenger revenue	711,326	1,803,579	855,223	3,314,918	23,984,199
2	Other transportation revenue (chartered etc.)	2,159	784	8,189	210,119	886,158
3	Other operating revenue	—	6,416	4,821	—	387,876
4	Total operating revenue	713,485	1,810,779	868,233	3,525,036	25,258,233
	Operating expenses:					
5	Operators' and conductors' wages and bonuses	350,197	531,224	247,608	922,966	10,307,369
6	Maintenance and repair expense	90,158	174,335	221,527	596,754	6,915,796
7	Fuel for revenue equipment	135,975	—	140,169	352,205	901,333
8	Power purchased for revenue equipment	—	227,942	—	—	796,425
9	Insurance and safety expense	32,735	20,047	23,006	83,867	1,034,196
10	Franchise expense	14,634	—	30,020	—	—
11	Operating taxes and licenses	8,025	82,398	20,326	237,933	1,446,635
12	Non-recurring expenses	8,738	—	—	—	—
13	Operating rent (net)	840	—	5,400	—	—
14	All other operating expenses	47,454	602,105	41,674	886,862	7,616,330
15	Depreciation expense	51,389	153,533	120,347	285,184	3,381,379
16	Amortization of transit operating property	—	—	10,000	22,245	—
17	Property gain or loss chargeable to operations	—	—	—	—	—
18	Total operating expenses	740,145	1,791,584	860,077	3,388,016	32,699,649
19	Net operating revenue (or deficit)	D. 26,660	19,195	8,156	137,017	2,558,686
20	Rent for lease of transit property—debit	—	—	—	—	—
21	Income from lease of transit property—credit	—	—	—	—	—
22	Net transit operating income (or loss)	D. 26,660	19,195	8,156	137,017	2,558,686
23	Total other income	—	3,736,684	—	15,594	188,949
24	Gross income (or loss)	D. 26,660	3,755,879	8,156	152,611	2,747,625
25	Total deductions	—	822,387	—	11,206	1,999,262
26	Net income or loss before income tax	D. 26,660	2,933,492	8,156	141,405	748,363
27	Provision for income tax	—	1,206,672	—	72,511	—
28	Net income	D. 26,660	1,726,820	8,156	68,894	748,363

1. Includes earned surplus of \$54,005 of North Yonge Bus to be paid by Municipalities of Richmond Hill, Twp. of Markham and Twp. of Vaughan.

TABLE 12. Income Account of Major Urban Transit Systems

Ottawa Transportation Commission	Toronto Transit Commission	Hamilton Street Railway	Greater Winnipeg Transit Commission	Regina Transit System	Edmonton Transit System	Calgary Transit System	British Columbia Electric Railway	No.
\$	\$	\$	\$	\$	\$	\$	\$	
4,644,375	33,735,471	3,300,088	7,848,115	1,008,678	3,055,369	2,460,543	12,248,864	1
130,305	711,498	62,005	58,220	4,633	106,567	55,515	229,223	2
54,073	477,969	—	94,775	17,251	23,820	—	—	3
4,828,753	34,924,938	3,362,093	8,001,110	1,030,562	3,185,756	2,516,058	12,478,087	4
1,441,508	9,207,380	1,056,784	2,605,200	425,990	1,154,947	949,191	4,864,578	5
1,342,951	7,917,988	642,779	1,932,201	206,380	806,646	519,387	2,087,290	6
134,683	776,460	253,906	262,053	29,306	85,440	104,768	387,587	7
120,768	1,823,251	64,685	325,564	56,084	97,492	103,186	259,969	8
138,970	723,244	149,987	186,088	18,345	14,325	43,835	369,546	9
—	53,391	—	—	—	—	—	627,087	10
214,368	891,147	62,632	523,269	23,606	228,156	77,398	606,328	11
—	—	—	—	—	—	—	—	12
26,186	C. 105,651	C. 6,233	—	—	—	—	C. 7,328	13
954,327	6,712,849	488,157	1,353,954	150,496	467,527	619,398	3,143,409	14
—	3,720,943	368,224	779,962	35,679	276,026	60,000	1,442,997	15
—	—	—	204,422	149,269	171,062	190,000	—	16
—	—	C. 2,772	11,378	—	—	—	—	17
4,253,661	31,721,002	3,078,149	8,184,091	1,095,155	3,301,621	2,667,161	13,781,463	18
575,092	3,203,936	283,944	D. 182,981	D. 64,593	D. 115,865	D. 151,103	D. 1,303,376	19
—	—	—	—	—	—	D. 1,764	—	20
—	—	—	—	—	—	—	—	21
575,092	3,203,936	283,944	D. 182,981	D. 64,593	D. 115,865	D. 152,867	D. 1,303,376	22
12,039	75,906	3,364	—	—	—	71,622	15,926,014	23
587,131	3,279,842	287,308	D. 182,981	D. 64,593	D. 115,865	D. 81,245	14,622,638	24
520,932	2,388,090	124,509	—	—	63,217	49,586	3,392,943	25
66,323	691,752 ¹	162,799	D. 182,981	D. 64,593	D. 179,062	D. 130,831	11,229,695	26
24,502	—	100,241	—	—	—	—	5,352,000	27
41,727	837,747	62,558	D. 182,981	D. 64,593	D. 179,082	D. 136,831	5,577,695	28

TABLE 13. Traffic Statistics of Major Urban Transit Systems

No.		Capital Coach Lines St. John's	Nova Scotia Light and Power Halifax	City Transit Saint John	Quebec Railway Light and Power Quebec City	Montreal Transportation Commission
Revenue passengers						
1	Electric car	—	—	—	—	110,715,094
2	Trolley coach	—	23,698,122	—	—	20,815,066
3	Motor bus	7,055,617	—	9,072,026	36,094,955	163,912,504
4	Subway car	—	—	—	—	—
5	Total	7,055,617	23,698,122	9,072,026	36,094,955	295,442,624
6	Chartered	—	—	—	115,040	2,948,392
7	Grand total	7,055,617	23,698,122	9,072,026	36,209,995	298,391,016
Revenue vehicle miles						
8	Electric car	—	—	—	—	16,208,484
9	Trolley coach	—	2,786,130	—	—	2,958,580
10	Motor bus	1,393,419	—	1,765,645	4,836,505	30,069,537
11	Subway car	—	—	—	—	—
12	Total	1,393,419	2,786,130	1,765,645	4,836,505	49,236,901
13	Chartered	—	700	3,985	81,490	507,584
14	Grand total	1,393,419	2,786,830	1,769,630	4,917,995	49,744,405
Revenue vehicle hours						
15	Electric car	—	—	—	—	1,881,047
16	Trolley coach	—	310,787	—	—	346,121
17	Motor bus	178,485	—	160,513	560,889	3,034,547
18	Subway car	—	—	—	—	—
19	Total	178,485	310,787	160,513	560,889	5,261,715
20	Chartered	—	80	362	7,094	98,280
21	Grand total	178,485	310,867	160,875	567,983	5,359,975
Seat miles available						
22	Electric car	—	—	—	—	747,220,332
23	Trolley coach	—	122,589,720	—	—	130,177,520
24	Motor bus	45,982,827	—	64,092,914	181,552,200	1,158,883,810
25	Subway car	—	—	—	—	—
26	Total	45,982,827	122,589,720	64,092,914	181,552,200	2,036,281,662
27	Chartered	—	30,800	144,656	3,058,890	—
28	Grand total	45,982,827	122,620,520	64,237,570	184,611,090	2,036,281,662
Route miles one way						
29	Electric car	—	—	—	—	81.10
30	Trolley coach	—	39.90	—	—	16.14
31	Motor bus	76.00	—	32.00	79.90	226.75
32	Subway car	—	—	—	—	—
33	Total	76.00	39.90	32.00	79.90	323.99
34	Chartered	—	—	—	—	—
35	Grand total	76.00	39.90	32.00	79.90	323.99

1. Included with electric cars.

TABLE 13. Traffic Statistics of Major Urban Transit Systems

Ottawa Transportation Commission	Toronto Transit Commission	Hamilton Street Railway	Greater Winnipeg Transit Commission	Regina Transit System	Edmonton Transit System	Calgary Transit System	British Columbia Electric Railway	No.
Revenue passengers								
15,940,296	176,759,844	—	—	—	—	—	—	1
1,555,218	25,203,016	13,652,423	29,114,535	8,105,936	21,173,904	20,371,301	59,599,185	2
11,317,650	65,631,611	19,284,322	40,321,514	3,131,746	13,360,596	6,488,785	40,782,993	3
—	36,224,003	—	—	—	—	—	—	4
28,813,164	303,818,474	32,936,745	69,436,049	11,237,682	34,534,500	26,860,086	100,382,178	5
200,811	3,379,496	82,184	—	—	—	2	—	6
28,813,975	307,197,970	33,018,929	69,436,049	11,237,682	34,534,500	26,860,086	100,382,178	7
Revenue vehicle miles								
3,673,750	23,465,082	—	—	—	—	—	—	8
250,299	3,790,353	1,594,752	4,759,549	1,195,294	2,819,898	2,936,326	11,796,426	9
3,934,050	12,793,004	4,346,197	8,422,263	674,578	2,608,733	1,738,754	11,386,985	10
—	6,152,164	—	—	—	—	—	—	11
4,858,099	46,200,603	5,940,949	13,181,812	1,869,872	5,428,631	4,675,080	23,183,411	12
85,463	824,651	24,792	59,911	3,405	58,185	2	—	13
6,943,562	47,025,254	5,965,741	13,241,723	1,873,277	5,486,816	4,675,080	23,183,411	14
Revenue vehicle hours								
335,522	2,761,658	—	—	—	—	—	—	15
34,374	382,023	164,069	509,061	126,662	281,989	323,996	1,183,388	16
417,478	1,192,361	407,420	839,056	71,864	289,859	169,622	1,130,778	17
—	1	—	—	—	—	—	—	18
787,374	4,336,042	571,489	1,348,117	198,526	571,846	493,618	2,314,164	19
12,501	89,734	2,337	8,588	—	4,849	2	—	20
789,875	4,425,776	573,826	1,356,705	198,526	576,697	493,618	2,314,164	21
Seat miles available								
128,340,000	1,206,105,215	—	—	—	—	—	—	22
17,014,352	174,356,238	76,548,096	212,275,885	53,549,171	124,921,480	129,198,344	523,761,000	23
161,296,050	511,720,160	163,546,190	373,215,656	28,602,107	109,586,786	74,766,422	446,121,000	24
—	381,434,168	—	—	—	—	—	—	25
361,650,402	2,273,615,781	240,094,286	585,491,541	82,151,278	234,488,266	203,964,766	969,882,000	26
3,503,983	32,670,554	939,617	—	—	—	2	—	27
361,654,385	2,306,286,335	241,033,903	585,491,541	82,151,278	234,488,266	203,964,766	969,882,000	28
Route miles one way								
21.30	83.50	—	—	—	—	—	—	29
2.40	22.90	12.60	40.87	16.27	28.70	82.00	101.38	30
93.30	218.77	85.10	129.68	11.95	52.30	90.90	284.95	31
—	1	—	—	—	—	—	—	32
117.00	325.17	97.70	170.55	28.22	81.00	172.90	386.33	33
—	—	—	—	—	—	—	—	34
117.00	325.17	97.70	170.55	28.22	81.00	172.90	386.33	35

2. Included with trolley coaches and motor buses.

TABLE 14. Fares Charged by Major Urban Transit Systems

No.		Capital Coach Lines St. John's	Nova Scotia Light & Power Halifax	City Transit Saint John	Quebec Railway Light & Power Quebec City	Montreal Transportation Commission
1	Adult—cash fare .....	.10	.10	.10	.12	.15
2	ticket fare	10/1.00	11/1.00	10/1.00	3/.30	1/.35
3	off-peak tickets	—	—	—	10/.95	—
4	Children—cash fare .....	.05	.05	.05	.05	.06
5	ticket fare	7/.25	11/.50	6/.25	—	5/.25
6	off-peak tickets	—	—	—	—	—
7	Students—cash fare .....	.05	—	.05	—	—
8	ticket fare .....	.05	—	6/.25	7/.25	—
9	off-peak tickets	—	—	—	—	—

TABLE 15. Revenue Equipment of Major Urban Transit Systems

No.		Capital Coach Lines St. John's	Nova Scotia Light & Power Halifax	City Transit Saint John	Quebec Railway Light & Power Quebec City	Montreal Transportation Commission
1	Electric cars	—	—	—	—	507
2	Trolley coaches	—	87	—	—	105
3	Motor buses—gasoline	37	—	—	71	402
4	diesel oil	—	—	47	81	732
5	propane gas	—	—	—	—	—
6	Subway cars	—	—	—	—	—

TABLE 16. Fuel Consumption of Major Urban Transit Systems

No.		Capital Coach Lines St. John's	Nova Scotia Light & Power Halifax	City Transit Saint John	Quebec Railway Light & Power Quebec City	Montreal Transportation Commission
1	Gasoline gals.	323,880	—	—	663,113	2,363,201
2	Diesel oil "	—	—	362,598	503,476	3,750,235
3	Propane gas "	—	—	—	—	—

TABLE 14. Fares Charged by Major Urban Transit Systems

Ottawa Transportation Commission	Toronto Transit Commission	Hamilton Street Railway	Greater Winnipeg Transit Commission	Regina Transit System	Edmonton Transit System	Calgary Transit System	British Columbia Electric Railway	No.
.15	.15	.10	.15	.10	.10	.10	.13	1
2/.25	2/.25	5/.50	2/.25	10/1.00	11/1.00	10/1.00	4/.50	2
9/1.00	—	—	—	—	—	—	4/.45	3
.10	.05	.05	.05	.05	.05	.05	.05	4
4/.25	—	6/.25	5/.25	5/.25	8/.25	24/1.00	5/.25	5
—	—	—	—	—	—	—	—	6
.10	—	.05	.05	.05	—	.05	—	7
3/.25	.07½	6/.25	5/.25	5/.25	—	24/1.00	—	8
—	—	—	—	—	—	—	—	9

TABLE 15. Revenue Equipment of Major Urban Transit Systems

Ottawa Transportation Commission	Toronto Transit Commission	Hamilton Street Railway	Greater Winnipeg Transit Commission	Regina Transit System	Edmonton Transit System	Calgary Transit System	British Columbia Electric Railway	No.
104	882	—	—	—	—	—	—	1
10	140	48	162	38	93	85	349	2
84	309	103	90	14	52	34	323	3
59	158	43	174	14	21	28	—	4
—	—	—	—	—	33	—	—	5
—	134	—	—	—	—	—	—	6

TABLE 16. Fuel Consumption of Major Urban Transit Systems

Ottawa Transportation Commission	Toronto Transit Commission	Hamilton Street Railway	Greater Winnipeg Transit Commission	Regina Transit System	Edmonton Transit System	Calgary Transit System	British Columbia Electric Railway	No.
231,259	1,639,422	621,000	595,852	97,460	281,217	292,775	2,445,848	1
330,482	1,312,982	345,712	980,583	45,639	140,783	94,388	—	2
—	—	—	—	—	327,062	—	—	3

TABLE 17. Revenue Passenger Traffic of Major Urban Transit Systems, 1956 Compared with 1955

Name of Company	Revenue passengers carried 1956	Percentage of Canada total 1956	Revenue passengers carried 1955	Percentage of Canada total 1955	Increase + Decrease - Passengers carried 1956 over 1955	
					Number	Percentage
Toronto Transit Commission	307,197,970	26.7	315,319,565	26.7	- 8,121,595	- 2.6
Montreal Transportation Commission	298,391,016	25.9	316,442,441	26.8	- 18,051,425	- 5.7
British Columbia Electric Railway	100,382,178	8.7	101,136,397	8.6	- 754,219	- 0.7
Greater Winnipeg Transit Commission	69,436,049	6.0	70,968,682	6.0	- 1,532,633	- 2.2
Ottawa Transportation Commission	39,013,975	3.4	42,823,357	3.6	- 3,809,382	- 8.9
Quebec Railway Light & Power (Quebec City)	36,209,995	3.1	38,241,295 ¹	3.2	- 2,031,300	- 5.3
Bimonton Transit System	34,534,500	3.0	34,666,598	2.9	- 132,098	- 0.4
Hamilton Street Railway	33,018,929	2.9	32,853,109	2.8	+ 165,820	+ 0.5
Calgary Transit System	26,360,086	2.3	27,070,794	2.3	- 210,708	- 0.8
Nova Scotia Light & Power	23,698,122	2.1	27,737,449	2.4	- 4,039,327	- 14.6
Regina Transit System	11,237,682	1.0	11,530,330	1.0	- 292,648	- 2.5
City Transit (Saint John)	9,072,026	0.8	9,111,780 ¹	0.8	- 39,754	- 0.4
Capital Coach Lines (St. John's)	7,055,617	0.6	8,523,651 ¹	0.7	- 1,468,034	- 17.2

1. Included in 1955 "Motor Carriers-Freight and Passengers" report.

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