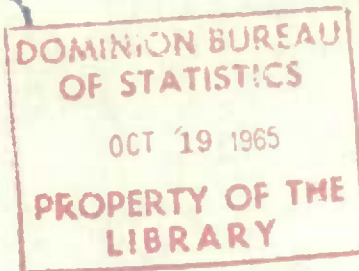


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URBAN TRANSIT

1964

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SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- p preliminary figures.
- r revised figures.

URBAN TRANSIT

1964

INTRODUCTION

This publication presents the statistics of firms earning a gross annual operating revenue of \$20,000 or more, primarily from urban transit activities. These companies provide public passenger service by means of motor buses, trolley coaches, street cars and subway cars, in the following areas:

- (a) Major urban and metropolitan areas,
- (b) Cities with populations of 5,000 or more,
- (c) Towns and adjoining areas, within a range of three miles, containing total populations of 5,000 or more.

Firms having both urban transit and inter-city and rural passenger bus operations are allocated either to the "Urban Transit" or "Passenger Bus Statistics" (Catalogue No. 53-215) reports, according to the predominant source of their gross annual operating revenues. In previous years, information relating to the inter-city and rural services provided by predominantly urban transit firms could not be separated from their urban services data; however, beginning with the 1963 issue, breakdowns are now provided in Tables 3 and 4 for operating revenues, initial revenue passenger fares, revenue vehicle miles and hours and seat and route miles for this portion of the services provided by the urban transit firms covered by this report.

As this publication is intended to cover only the operations of urban transit systems, the following are excluded:

- (a) Railway commutation services,
- (b) Ferry companies,
- (c) Taxi, limousine and airport service firms, and
- (d) Firms engaged primarily in charter and school bus operations.

Although not all the firms deriving revenue from urban transit activities are included in this report, the coverage is considered representative of the industry. Among the factors which cause fluctuations in the data and the number of firms covered by the report are:

- (a) Amalgamations,
- (b) Births and deaths in the industry,
- (c) Expansions and contractions due to business conditions, and
- (d) Improvements in response due to intensive follow-up and tracer programmes.

The net increase of two firms between 1963 and 1964 was due to: the addition of the reports of three firms not previously included: one in New Brunswick, one in Ontario, and one in Alberta, and the loss of one firm in Quebec whose annual gross revenue dropped below \$20,000 in 1964.

A sharp decrease in "Fixed assets" of the Canada total shown in this report, (Tables 1 and 2) is mainly due to the assumption by the municipality of Metropolitan Toronto of capital contributions towards subway construction cost amounting to \$49,351,239 after depreciation. As this is a cost sharing arrangement between the Toronto Transit Commission and the municipality of Metropolitan Toronto, this amount has decreased the "fixed assets" reported by the Toronto Transit Commission for 1964. This arrangement also provides for the assumption by the municipality of Metropolitan Toronto of \$49,351,239 of outstanding debentures, a factor which is also reflected in this report by a decrease of "long term debt" reported in the Canada total.

For the combined municipal and private fields, the income account in Table 3 shows an increase of approximately 9.4 million dollars in operating revenues, with increases being reported in all provinces. Operating expenses also increased generally with the largest increases between years showing for "operators' and conductors' wages and bonuses", and "maintenance and repair expense". Another item reporting a substantial increase was "property loss chargeable to operations". Total operating expenses showed an increase to 151.4 million dollars in 1964 from the 146.3 million dollars shown in 1963.

SUMMARY

The following highlights of the urban transit industry are presented to provide a concise comparison of all systems reporting for 1963 and 1964.

| | | 1963 | 1964 |
|--|-----|---------------|-------------|
| <i>Systems reporting</i> | No. | 95 | 87 |
| Transit operating property account (after depreciation)..... | \$ | 205,332,935 | 155,431,092 |
| Total operating revenue | \$ | 142,451,128 | 151,851,962 |
| Total operating expenses | \$ | 146,230,067 | 151,389,907 |
| Net operating revenue | \$ | Dr. 3,828,939 | 462,055 |
| Initial revenue passenger fares | No. | 988,147,638 | 994,239,184 |
| Revenue equipment: | | | |
| Motor buses | No. | 5,432 | 5,609 |
| Trolley coaches | " | 1,167 | 1,122 |
| Street cars | " | 740 | 740 |
| Subway cars | " | 170 | 170 |

There were 68 systems which reported in both 1963 and 1964. A comparison is presented below of the main features of these reports which will

probably give a better indication of how the industry fared in this period.

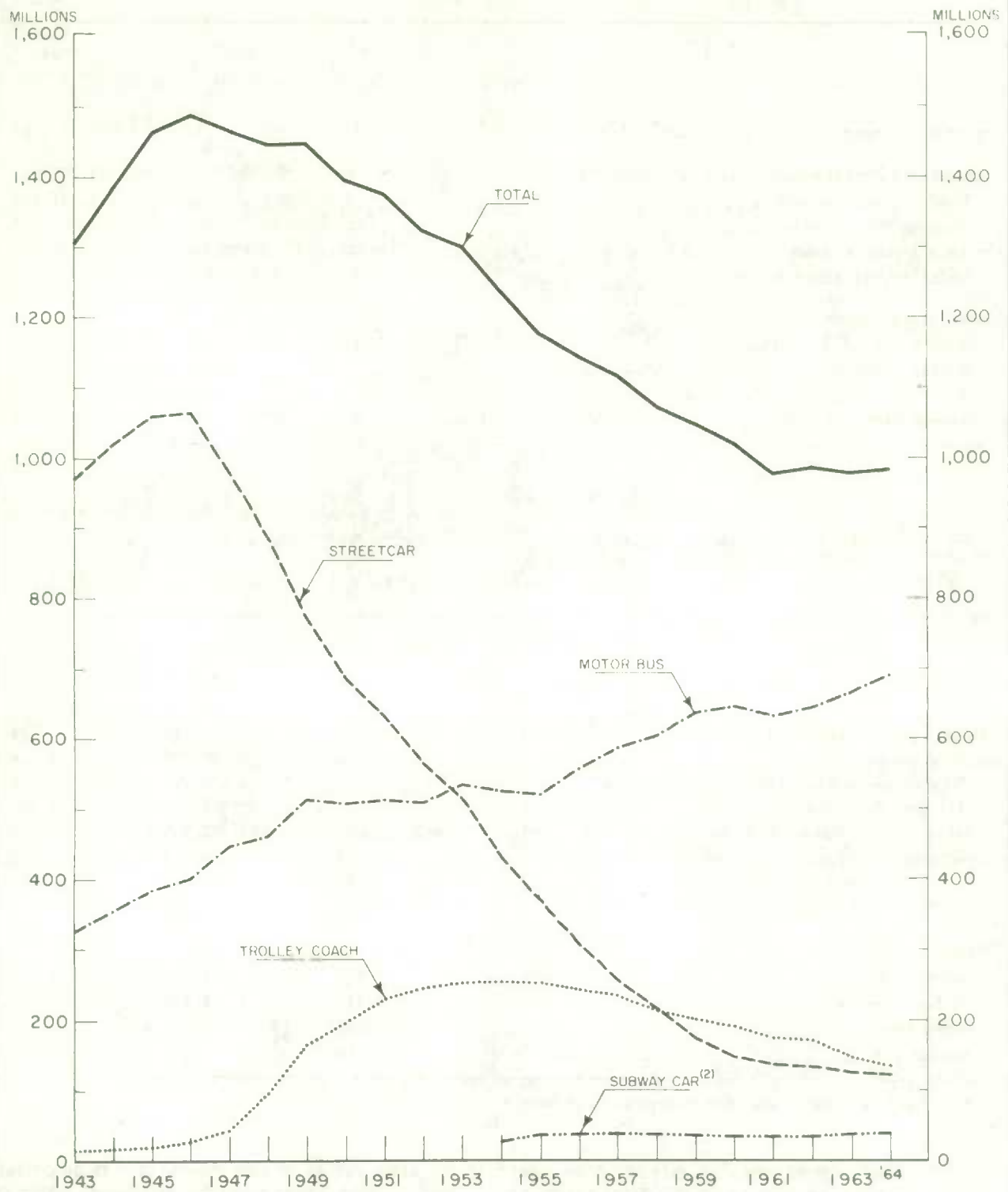
| | | 1963 | 1964 | Percentage change |
|--|-----|---------------|-------------|-------------------|
| Transit operating property account (after depreciation) \$ | | 204,591,921 | 154,591,396 | - 24.4 |
| Total operating revenue | \$ | 140,211,511 | 149,167,678 | + 6.4 |
| Total operating expenses | \$ | 144,031,605 | 148,776,281 | + 3.3 |
| Net operating revenue | \$ | Dr. 3,320,094 | 391,397 | + 110.2 |
| Initial revenue passenger fares | No. | 962,522,897 | 968,203,581 | + 0.6 |
| Revenue per initial fare ¹ | \$ | 0.14 | 0.15 | + 7.1 |
| " " vehicle mile | \$ | 0.66 | 0.70 | + 6.1 |
| " " vehicle | \$ | 18,246 | 19,200 | + 5.2 |
| Revenue equipment: | | | | |
| Motor buses | No. | 5,209 | 5,361 | + 2.9 |
| Trolley coaches | " | 1,167 | 1,122 | - 3.9 |
| Street cars | " | 740 | 740 | - |
| Subway cars | " | 170 | 170 | - |

¹ Excludes charter and other transportation revenues.

To obtain a more complete picture of the total number of initial revenue passenger fares collected in urban operations and the revenue derived from this activity, reference should be made to Table 10. In addition to the statistics of firms included in

the other tables of this report, this table contains data of firms whose revenues are earned either predominantly from intercity passenger bus or railway commutation operations. This information is not included in the other tables throughout this report.

INITIAL REVENUE PASSENGER FARES BY TYPE OF VEHICLE⁽¹⁾
1943-1964
URBAN TRANSIT SYSTEMS



(1) INCLUDES CHARTER SERVICE PRIOR TO 1956.

(2) SUBWAY OPERATIONS COMMENCED MARCH 1954.

TABLE 1. Comparative Summary 1963 and 1964

| | Municipally owned ¹ | | Privately owned | | Total | |
|---|--------------------------------|---------------|-----------------|-------------|---------------|-------------|
| | 1963 | 1964 | 1963 | 1964 | 1963 | 1964 |
| Systems reporting No. | 30 | 31 | 55 | 56 | 85 | 87 |
| Property account (after depreciation) \$ | 196,679,985 | 147,280,455 | 8,652,849 | 8,150,837 | 205,332,834 | 155,431,092 |
| Operating revenues \$ | 125,853,336 | 134,768,044 | 16,597,792 | 17,083,918 | 142,451,128 | 151,851,962 |
| Operating expenses \$ | 129,959,206 | 134,643,999 | 16,320,861 | 16,745,906 | 146,280,067 | 151,389,907 |
| Net operating revenues \$ | Dr. 4,105,870 | 124,045 | 276,931 | 338,010 | Dr. 3,828,939 | 462,055 |
| Net transit operating income (or loss) \$ | Dr. 4,109,389 | 116,290 | 370,219 | 399,371 | Dr. 3,739,170 | 515,661 |
| Other income \$ | 1,565,935 | 2,259,854 | 8,035,253 | 8,351,210 | 9,601,188 | 10,611,063 |
| Gross income \$ | Dr. 2,543,454 | 2,376,144 | 8,405,472 | 8,750,581 | 5,862,018 | 11,126,725 |
| Deductions \$ | 5,498,909 | 6,450,459 | 1,720,236 | 1,998,690 | 7,219,145 | 8,449,149 |
| Net income (or loss) before income tax \$ | Dr. 8,042,363 | Dr. 4,074,315 | 6,685,236 | 6,751,891 | Dr. 1,357,127 | 2,677,576 |
| Provision for income tax \$ | — | — | 2,971,129 | 2,970,033 | 2,971,129 | 2,970,033 |
| Net income \$ | Dr. 8,042,363 | Dr. 4,074,315 | 3,714,107 | 3,781,858 | Dr. 4,328,256 | Dr. 292,437 |
| Initial revenue passenger fares No. | 868,822,950 | 878,102,490 | 119,324,688 | 116,136,694 | 988,147,638 | 994,239,184 |
| Revenue vehicle miles run " | 180,321,124 | 184,424,627 | 27,799,983 | 28,380,282 | 208,121,107 | 212,804,909 |
| Revenue averages: ² | | | | | | |
| Revenue per initial fare \$ | 0.14 | 0.15 | 0.12 | 0.13 | 0.14 | 0.15 |
| Revenue per vehicle mile \$ | 0.68 | 0.71 | 0.55 | 0.56 | 0.66 | 0.69 |
| Revenue per vehicle \$ | 18,874 | 20,011 | 12,771 | 12,578 | 17,949 | 18,858 |
| Revenue equipment: | | | | | | |
| Motor buses No. | 4,397 | 4,518 | 1,035 | 1,091 | 5,432 | 5,609 |
| Trolley coaches " | 1,064 | 1,027 | 103 | 95 | 1,167 | 1,122 |
| Street cars " | 740 | 740 | — | — | 740 | 740 |
| Subway cars " | 170 | 170 | — | — | 170 | 170 |
| Fuel consumption: | | | | | | |
| Diesel oil gal. | 17,587,568 | 18,365,080 | 2,233,392 | 2,348,690 | 19,820,960 | 20,713,770 |
| Gasoline " | 6,654,847 | 6,164,883 | 2,733,961 | 2,710,101 | 9,388,808 | 8,874,984 |
| Average number of employees No. | 16,122 | 15,888 | 2,060 | 2,073 | 18,182 | 17,961 |
| Total salaries and wages \$ | 82,682,530 | 87,278,510 | 8,157,274 | 8,480,887 | 90,839,804 | 95,759,397 |

¹ Includes one provincially owned transit system.² Excludes "charter" and "other transportation" revenues.

TABLE 2. Balance Sheet, 1964

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|---|--------------------|-----------------------|-------------------|--------------------|----------------------|------------------------|------------------------|---------------------|
| | dollars | | | | | | | |
| Systems reporting No. | 87 | 10 | 27 | 28 | 2 | 4 | 6 | 10 |
| Assets | | | | | | | | |
| Current assets: | | | | | | | | |
| Cash on hand and in bank | 5,759,384 | 130,181 | 2,416,870 | 2,667,531 | 96,460 | 22,256 | 356,625 | 69,461 |
| Temporary investments | 13,976,381 | 2,499,109 | 10,781,718 | 452,453 | 45,058 | 173,691 | — | 24,352 |
| Accounts receivable (less reserve) | 4,476,509 | 1,876,251 | 881,996 | 1,625,255 | 28,430 | 12,788 | 32,446 | 19,143 |
| Inventories (material and supplies less re- serve) | 6,565,303 | 1,599,046 | 1,159,314 | 2,771,007 | 228,737 | 97,805 | 658,498 | 50,896 |
| Deferred debits | 2,086,729 | 180,661 | 544,269 | 1,230,348 | 28,006 | 60,553 | 27,978 | 14,914 |
| Other current assets | 1,402,477 | 13,311 | 350,517 | 577,755 | 356,592 | 23,641 | 71,528 | 9,133 |
| Total current assets | 34,266,783 | 6,298,559 | 16,134,684 | 9,324,349 | 783,483 | 390,734 | 1,147,075 | 187,899 |
| Fixed assets: | | | | | | | | |
| Transit operating property: | | | | | | | | |
| Land and buildings | 60,874,977 | 1,025,931 | 25,088,238 | 29,717,003 | 2,120,486 | 348,283 | 2,335,593 | 39,443 |
| Motor buses | 113,162,357 | 3,089,894 | 54,943,693 | 39,717,275 | 8,030,067 | 1,220,424 | 5,187,645 ¹ | 993,359 |
| Trolley coaches | 21,784,740 | 1,844,254 | 2,417,273 | 5,424,381 | 1,802,249 | 6,975,723 ¹ | 3,320,860 | — |
| Street cars and subway cars | 38,229,110 | — | — | 38,229,110 | — | — | — | — |
| Other transit operating property | 81,504,563 | 929,084 | 9,634,459 | 66,199,951 | 1,246,939 | 262,679 | 3,208,741 | 22,710 |
| Total gross cost | 315,355,747 | 6,889,163 | 92,083,663 | 179,287,720 | 13,199,741 | 8,807,109 | 14,032,839 | 1,055,512 |
| Depreciation accumulated to date | 172,513,578 | 4,868,632 | 53,934,147 | 95,204,782 | 7,249,374 | 6,299,209 | 4,359,177 | 598,257 |
| Total gross cost less depreciation | 142,842,169 | 2,020,531 | 38,149,516 | 84,082,938 | 5,950,367 | 2,507,900 | 9,673,662 | 457,255 |
| Non-transit operating property | 102,202,825 | 97,846,060 | 275,054 | 3,978,777 | — | — | 102,296 | 638 |
| Depreciation accumulated to date | 29,489,958 | 27,564,415 | 163,660 | 1,761,066 | — | — | 462 | 355 |
| Total non-transit operating property less depreciation | 72,712,867 | 70,281,645 | 111,394 | 2,217,711 | — | — | 101,834 | 283 |
| Non-operating property | 250,859 | 104,112 | 11,505 | 31,206 | — | 6,892 | 86,351 | 10,793 |
| Depreciation accumulated to date | 94,933 | 9,315 | 475 | 16,852 | — | — | 63,042 | 5,249 |
| Total non-operating property less de- preciation | 155,926 | 94,797 | 11,030 | 14,354 | — | 6,892 | 23,309 | 5,544 |
| Investments and advances | 4,671,864 | 160,187 | 257,034 | 3,878,682 | — | 288,368 | 32,595 | 54,998 |
| Special funds | 2,646,964 | 114,500 | — | 2,347,509 | 142,481 | 12,000 | 30,215 | 259 |
| Other assets | 4,781,591 | 391,990 | 3,096,303 | 341,525 | — | 821,775 | 38,795 | 91,203 |
| Total assets | 262,078,164 | 79,362,209 | 57,759,961 | 102,207,068 | 6,676,331 | 4,027,669 | 11,047,485 | 797,441 |
| Liabilities | | | | | | | | |
| Current liabilities: | | | | | | | | |
| Accounts payable and accrued | 12,291,746 | 3,448,929 | 3,005,380 | 5,251,522 | 385,908 | 123,666 | 50,356 | 25,985 |
| Loans and notes payable | 3,414,122 | 386,741 | 576,489 | 762,660 | 1,600,960 | 10,500 | 13,948 | 62,824 |
| Interest accrued | 1,187,645 | 360,737 | 553,188 | 267,384 | 5,100 | 1,100 | 136 | — |
| Deferred credits | 923,263 | 68,093 | 26,156 | 787,271 | 11,909 | 1,653 | 9,873 | 18,308 |
| Other current liabilities | 1,677,968 | 559,286 | 412,977 | 573,627 | 86,776 | — | 21,159 | 24,143 |
| Total current liabilities | 19,494,744 | 4,823,786 | 4,574,190 | 7,642,464 | 2,090,653 | 136,919 | 95,472 | 131,260 |
| Advances payable | 1,594,507 | 498,648 | 75,954 | 55,277 | 648,601 | — | 248,213 | 67,814 |
| Long term debt | 145,993,895 | 35,597,269 | 49,393,674 | 49,714,633 | 5,078,091 | 1,449,342 | 4,723,786 | 37,100 |
| Reserves: | | | | | | | | |
| Insurance reserves | 1,700 | — | 1,700 | — | — | — | — | — |
| Public liability and property damage re- serve | 3,466,588 | 70,791 | 1,020,000 | 1,577,449 | 150,000 | 217,357 | 430,991 | — |
| Workmen's compensation reserve | 200,047 | 47 | — | 200,000 | — | — | — | — |
| Other reserves | 8,373,418 | 3,625,058 | 981,304 | 2,074,100 | 360,586 | 874,194 | 416,225 | 41,951 |
| Maintenance reserve | 2,129,029 | — | — | 226,527 | — | 37,893 | 1,864,609 | — |
| Total reserves | 14,170,782 | 3,695,896 | 2,003,004 | 4,078,076 | 510,586 | 1,129,444 | 2,711,825 | 41,951 |
| Capital stock and surplus: | | | | | | | | |
| Capital stock-issued and paid-up | 29,574,278 | 23,232,833 | 2,688,028 | 3,257,800 | — | 9,220 | 4,004 | 382,393 |
| Capital surplus | 6,279,688 | 535,157 | 147,683 | 1,037,265 | — | 1,302,744 | 3,219,964 | 36,875 |
| Earned surplus | 44,970,270 | 10,978,820 | Dr. 1,122,572 | 36,421,553 | Dr. 1,451,600 | — | 44,221 | 100,048 |
| Total capital stock and surplus | 80,824,236 | 34,746,610 | 1,713,139 | 40,716,618 | Dr. 1,451,600 | 1,311,964 | 3,268,189 | 519,316 |
| Total liabilities | 262,078,164 | 79,362,209 | 57,759,961 | 102,207,068 | 6,676,331 | 4,027,669 | 11,047,485 | 797,441 |

¹ Excludes the assets and liabilities of the British Columbia Hydro and Power Authority. Fixed assets data available for this company are as follows: land and buildings, \$4,532,645; motor buses, \$7,617,532; trolley coaches, \$7,731,353; other transit operating property, including acquisition adjustment, \$13,306,184; depreciation, \$20,598,791; total gross cost less depreciation, \$12,588,923.

² Includes trolley coaches for which no breakdown is available.

³ Includes land, buildings, trolley coaches, motor buses and other transit operating property of The Regina Transit System for which no breakdown is available.

TABLE 3. Income Account, 1964

| | Canada ¹ | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia ¹ |
|---|----------------------------|-----------------------|----------------------|-------------------|----------------------|--------------------|----------------------|----------------------------------|
| | dollars | | | | | | | |
| Operating revenues: | | | | | | | | |
| Passenger revenues: | | | | | | | | |
| Regular and extra urban service | 144,091,443 | 3,942,664 | 46,151,448 | 64,320,881 | 7,825,945 | 2,238,785 | 6,950,234 | 12,661,506 |
| Regular intercity and rural service | 216,167 | 47,356 | 12,443 | 101,336 | — | — | 39,566 | 15,466 |
| Other transportation revenue (char- tered, etc.) | 4,871,484 | 46,342 | 1,965,522 | 1,810,151 | 102,435 | 53,374 | 294,422 | 599,238 |
| Other operating revenue | 2,672,868 | 33,317 | 1,206,475 | 849,586 | 239,311 | 43,078 | 295,890 | 5,211 |
| Total operating revenues | 151,851,962 | 4,069,679 | 49,335,888 | 67,061,954 | 8,167,691 | 2,335,217 | 7,580,112 | 13,281,421 |
| Operating expenses: | | | | | | | | |
| Operators' and conductors' wages and bonuses | 54,810,818 | 1,555,747 | 16,618,703 | 21,688,858 | 3,751,104 | 1,195,245 | 3,372,213 | 6,628,946 |
| Maintenance and repair expense | 34,441,656 | 806,508 | 7,823,096 | 18,571,067 | 2,098,584 | 532,633 | 2,116,118 | 2,493,650 |
| Fuel for revenue equipment | 4,404,662 | 229,817 | 1,770,178 | 1,464,592 | 261,812 | 76,492 | 216,632 | 385,139 |
| Fuel tax | 5,031,018 | 179,347 | 2,404,405 | 1,762,153 | 321,074 | 4,760 | 18,639 | 340,640 |
| Power purchased for revenue equip- ment | 3,706,960 | 154,489 | 79,288 | 2,334,244 | 276,768 | 98,681 | 164,810 | 598,680 |
| Insurance and safety expense | 2,247,036 | 140,334 | 362,896 | 1,373,152 | 23,766 | 52,205 | 67,015 | 227,668 |
| Franchise expense | 581,271 | 14,337 | 7,575 | 30,675 | — | 250 | — | 528,434 |
| Operating taxes and licenses | 3,793,952 | 43,505 | 1,377,652 | 1,747,005 | 101,513 | 21,488 | 83,062 | 419,727 |
| Non-recurring expenses | 48,810 | 5,283 | 25,358 | 17,142 | — | — | — | 1,027 |
| Rentals | 546,018 | 22,088 | 437,579 | 59,382 | — | 8,139 | 16,771 | 2,059 |
| All other operating expenses | 21,319,151 | 587,751 | 10,680,703 | 5,095,204 | 1,306,459 | 359,603 | 1,160,427 | 2,129,004 |
| Depreciation expense | 12,205,302 | 426,596 | 4,169,430 | 5,235,652 | 744,559 | 151,732 | 357,877 | 1,119,456 |
| Amortization of transit operating prop- erty | 925,825 | — | 225,856 | 117,715 | — | 187,611 | 394,643 | — |
| Property loss chargeable to opera- tions | 67,101 | — | 15,831 | 51,270 | — | — | — | — |
| Pensions, welfare and medical schemes | 7,260,329 | 231,419 | 2,004,595 | 2,793,433 | 500,690 | 132,805 | 636,489 | 960,334 |
| Total operating expenses | 151,389,907 | 4,397,221 | 48,003,145 | 62,341,544 | 9,386,329 | 2,821,644 | 8,604,696 | 15,835,328 |
| Net operating revenue | 462,055² | Dr. 327,542 | 1,332,743 | 4,740,410 | Dr. 1,218,638 | Dr. 486,427 | Dr. 1,024,584 | Dr. 2,553,907 |
| Rent for lease of transit property — Debit | 47,341 | 12,600 | 2,579 | 32,157 | — | 5 | — | — |
| Income from lease of transit property — Credit | 100,947 | 13,573 | — | 80,774 | — | — | — | 6,600 |
| Net transit operating income | 515,661 | Dr. 326,569 | 1,330,164 | 4,789,027 | Dr. 1,218,638 | Dr. 486,432 | Dr. 1,024,584 | Dr. 2,547,307 |
| Other income: | | | | | | | | |
| Net income from non-operating prop- erty | 21,088 | 12,458 | 7,194 | 1,032 | — | — | — | 404 |
| Net income from other operations | 7,857,146 | 6,845,891 | 107,600 | 881,530 | — | — | 1,435 | 20,690 |
| Interest and dividend income | 1,465,070 | 566,608 | 392,272 | 489,800 | — | — | 15,894 | 496 |
| Other income | 1,267,760 | — | 70 | 697,613 | 57,639 | 8,000 | 422,333 | 82,105 |
| Total other income | 10,611,064 | 7,424,957 | 507,136 | 2,069,975 | 57,639 | 8,000 | 439,662 | 103,695 |
| Gross income | 11,126,725 | 7,098,388 | 1,837,300 | 6,859,002 | Dr. 1,160,999 | Dr. 478,432 | Dr. 584,922 | Dr. 2,443,612 |
| Deductions: | | | | | | | | |
| Interest on long term debt | 6,527,694 | 1,425,207 | 2,176,684 | 1,781,668 | 283,597 | 18,617 | 214,808 | 627,113 ³ |
| Other interest deduction | 77,886 | 21,303 | 6,753 | 48,438 | 877 | 107 | 408 | — |
| Amortization of debt—Net | 843,924 | Dr. 7,877 | 245,836 | 595,056 | 10,909 | — | — | — |
| Other deductions | 999,645 | 226,289 | 239,521 | 475,161 | — | 42,084 | 738 | 15,852 |
| Total deductions | 8,449,149 | 1,664,922 | 2,668,794 | 2,900,323 | 295,383 | 60,806 | 215,954 | 642,965 |
| Net income before income tax | 2,677,576 | 5,433,466 | Dr. 831,494 | 3,958,679 | Dr. 1,456,382 | Dr. 539,240 | Dr. 800,676 | Dr. 3,086,577 |
| Provision for income tax | 2,970,033 | 2,539,929 | 229,878 | 188,359 | — | 456 | 2,563 | 8,848 |
| Net income | Dr. 292,457 | 2,893,537 | Dr. 1,061,372 | 3,770,320 | Dr. 1,456,382 | Dr. 539,696 | Dr. 803,439 | Dr. 3,095,425 |

¹ Includes operating revenues, \$12,406,104, operating expenses, \$14,889,480 and interest on long term debt, \$624,348 of the British Columbia Hydro and Power Authority.

² Includes a \$5,581 profit of the Toronto Transit Commission for the Richmond Hill run to be shared by the municipality of Richmond Hill and the townships of Markham and Vaughan.

³ "Interest on long term debt" for the British Columbia Hydro and Power Authority shown as "Amortization of debt" in previous reports. Current report for this firm reflects changes in accounting procedure.

TABLE 4. Traffic Statistics,¹ 1964

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|---|----------------------|-----------------------|----------------------|----------------------|--------------------|--------------------|-------------------------|---------------------|
| | number | | | | | | | |
| Initial revenue passenger fares: | | | | | | | | |
| Motor bus | 690,881,295 | 19,583,410 | 332,824,871 | 203,763,570 | 38,647,683 | 12,409,704 | 51,562,148 ² | 32,089,909 |
| Trolley coach | 133,197,665 | 13,185,294 | 12,956,263 | 38,484,017 | 20,203,157 | 4,453,449 | .. | 43,915,485 |
| Street car | 122,023,961 | — | — | 122,023,961 | — | — | — | — |
| Subway car | 38,055,729 | — | — | 38,055,729 | — | — | — | — |
| Totals | 984,158,650 | 32,768,704 | 345,781,134 | 402,327,277 | 58,850,840 | 16,863,153 | 51,562,148 | 76,005,394 |
| Intercity and rural services (all types of vehicles) | 418,380 | — | 418,380 | — | — | — | — | — |
| Chartered | 9,662,154 | — | 4,513,546 | 4,484,955 | 30,720 | 38,015 | — | 594,918 |
| Grand totals | 994,239,184 | 32,768,704 | 350,713,060 | 406,812,232 | 58,881,560 | 16,901,168 | 51,562,148 | 76,600,312 |
| Revenue vehicle miles: | | | | | | | | |
| Motor bus | 150,113,461 | 5,218,218 | 59,358,264 | 50,287,426 | 10,179,145 | 2,583,721 | 10,530,299 | 11,956,388 |
| Trolley coach | 28,748,408 | 1,632,957 | 1,790,238 | 7,100,219 | 3,979,626 | 1,686,607 | 2,701,418 | 9,857,343 |
| Street car | 20,118,497 | — | — | 20,118,497 | — | — | — | — |
| Subway car | 9,474,168 | — | — | 9,474,168 | — | — | — | — |
| Totals | 208,454,534 | 6,851,175 | 61,148,502 | 86,980,310 | 14,158,771 | 4,270,328 | 13,231,717 | 21,813,731 |
| Intercity and rural services (all types of vehicles) | 721,656 | — | 125,115 | 596,541 | — | — | — | — |
| Chartered | 3,628,719 | 21,850 | 1,644,814 | 1,441,857 | 94,809 | 23,916 | — | 401,473 |
| Grand totals | 212,804,909 | 6,873,025 | 62,918,431 | 89,018,708 | 14,253,580 | 4,294,244 | 13,231,717 | 22,215,204 |
| Revenue vehicle hours: | | | | | | | | |
| Motor bus | 15,129,962 | 675,954 | 6,613,799 | 4,595,672 | 929,888 | 233,474 | 1,059,156 | 1,022,039 |
| Trolley coach | 2,758,559 | 228,005 | .. | 689,008 | 405,602 | 195,277 | 270,142 | 970,525 |
| Street car | 1,982,602 | — | — | 1,982,602 | — | — | — | — |
| Subway car | 621,784 | — | — | 621,784 | — | — | — | — |
| Totals | 20,492,927 | 903,959 | 6,613,799 | 7,889,066 | 1,335,490 | 428,751 | 1,329,298 | 1,982,564 |
| Intercity and rural services (all types of vehicles) | 88,154 | — | 28,500 | 59,654 | — | — | — | — |
| Chartered | 352,028 | 260 | 166,723 | 148,240 | 11,208 | 120 | — | 25,477 |
| Grand totals | 20,933,109 | 904,219 | 6,809,022 | 8,096,960 | 1,346,898 | 428,871 | 1,329,298 | 2,018,041 |
| Seat miles available: | | | | | | | | |
| Motor bus | 6,246,696,799 | 146,509,496 | 2,435,671,106 | 2,042,612,234 | 490,242,948 | 116,007,931 | 484,184,846 | 531,488,238 |
| Trolley coach | 1,299,091,654 | 71,850,108 | 74,432,215 | 322,862,334 | 180,277,058 | 75,165,564 | 129,938,206 | 444,566,169 |
| Street car | 1,046,161,844 | — | — | 1,046,161,844 | — | — | — | — |
| Subway car | 634,769,256 | — | — | 634,769,256 | — | — | — | — |
| Totals | 9,226,719,553 | 218,359,604 | 2,510,103,321 | 4,046,405,668 | 670,520,006 | 191,173,495 | 614,103,052 | 976,054,407 |
| Intercity and rural services (all types of vehicles) | 26,986,245 | — | 5,467,525 | 21,518,720 | — | — | — | — |
| Chartered | 150,404,122 | 114,400 | 70,279,809 | 58,580,791 | 3,961,716 | 42,067 | — | 17,425,339 |
| Grand totals | 9,404,109,920 | 218,474,004 | 2,585,850,655 | 4,126,505,179 | 674,481,722 | 191,215,562 | 614,103,052 | 993,479,746 |
| Route miles one way at December 31: | | | | | | | | |
| Motor bus | 4,122.65 | 301.06 | 1,042.35 | 1,529.21 | 192.46 | 79.00 | 420.25 | 558.32 |
| trolley coach | 364.08 | 37.75 | 16.25 | 77.31 | 42.12 | 44.20 | 37.00 | 109.45 |
| Street car | 72.57 | — | — | 72.57 | — | — | — | — |
| Subway car | 6.67 | — | — | 6.67 | — | — | — | — |
| Totals | 4,565.97 | 338.81 | 1,058.60 | 1,685.76 | 234.58 | 123.20 | 457.25 | 667.77 |
| Intercity and rural services (all types of vehicles) | ... | ... | ... | ... | ... | ... | ... | ... |
| Chartered | ... | ... | ... | ... | ... | ... | ... | ... |
| Grand totals | 4,565.97 | 338.81 | 1,058.60 | 1,685.76 | 234.58 | 123.20 | 457.25 | 667.77 |
| Revenue averages: ³ | | | | | | | | |
| Revenue per initial passen- ger fare | \$ 0.15 | 0.12 | 0.13 | 0.16 | 0.13 | 0.13 | 0.13 | 0.17 |
| Revenue per vehicle mile | \$ 0.69 | 0.58 | 0.75 | 0.74 | 0.55 | 0.52 | 0.53 | 0.61 |
| Revenue per vehicle | \$ 18,858 | 14,934 | 17,812 | 21,915 | 17,276 | 14,169 | 13,064 | 17,883 |

¹ Charter data incomplete.² Includes trolley coaches for which no breakdown is available.³ Excludes charter and other transportation revenue.

TABLE 5. Revenue Equipment operated at December 31, 1964

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|------------------------|--------|-----------------------|--------|---------|----------|-------------------|------------------|---------------------|
| | number | | | | | | | |
| Motor buses: | | | | | | | | |
| Diesel engine: | | | | | | | | |
| 29 seats or less | 36 | 1 | 31 | 4 | — | — | — | — |
| 30-39 seats | 806 | 47 | 575 | 122 | 16 | 13 | 33 | — |
| 40-45 " | 2,243 | 47 | 1,210 | 839 | 78 | 16 | 3 | 50 |
| 46-50 " | 57 | 5 | 8 | 23 | — | 19 | — | 2 |
| 51-55 " | 465 | — | 11 | 58 | 204 | 29 | 145 | 18 |
| 56 seats or over | 2 | — | — | 2 | — | — | — | — |
| Totals | 3,609 | 100 | 1,835 | 1,048 | 298 | 77 | 181 | 70 |
| Gasoline engine: | | | | | | | | |
| 29 seats or less | 164 | 5 | 47 | 89 | — | 4 | 8 | 11 |
| 30-39 seats | 1,227 | 69 | 432 | 456 | 15 | 24 | 61 | 170 |
| 40-45 " | 519 | 7 | 128 | 171 | — | — | 53 | 160 |
| 46-50 " | 18 | 2 | 11 | 2 | — | — | 2 | 1 |
| 51-55 " | 22 | — | 3 | 3 | — | — | 16 | — |
| 56 seats or over | 30 | — | 30 | — | — | — | — | — |
| Totals | 1,980 | 83 | 651 | 721 | 15 | 28 | 140 | 342 |
| Total buses: | | | | | | | | |
| 29 seats or less | 200 | 6 | 78 | 93 | — | 4 | 8 | 11 |
| 30-39 seats | 2,034 | 116 | 1,007 | 578 | 31 | 37 | 95 | 170 |
| 40-45 " | 2,775 | 54 | 1,338 | 1,010 | 78 | 16 | 69 | 210 |
| 46-50 " | 75 | 7 | 19 | 25 | — | 19 | 2 | 3 |
| 51-55 " | 493 | — | 14 | 61 | 204 | 29 | 167 | 18 |
| 56 seats or over | 32 | — | 30 | 2 | — | — | — | — |
| Totals | 5,609 | 183 | 2,486 | 1,769 | 313 | 105 | 341 ¹ | 412 |
| Trolley coaches: | | | | | | | | |
| 30-39 seats | 8 | — | — | 8 | — | — | — | — |
| 40-45 " | 742 | 81 | 105 | 123 | 90 | 28 | 163 | 154 |
| 46-50 " | 372 | — | — | 125 | 50 | 27 | 28 | 142 |
| Totals | 1,122 | 81 | 105 | 256 | 140 | 53 | 191 | 296 |
| Street cars: | | | | | | | | |
| 46-50 seats | 55 | — | — | 55 | — | — | — | — |
| 51-55 " | 660 | — | — | 660 | — | — | — | — |
| 56 seats or over | 25 | — | — | 25 | — | — | — | — |
| Totals | 740 | — | — | 740 | — | — | — | — |
| Subway cars: | | | | | | | | |
| 56 seats or over | 170 | — | — | 170 | — | — | — | — |
| Totals | 170 | — | — | 170 | — | — | — | — |

¹ Includes 20 buses burning liquefied petroleum gases.

TABLE 6. Fuel Consumption, 1964

| | Canada | Atlantic Provinces | Quebec | Ontario | Manitoba | Saskat- chewan | Alberta | British Columbia |
|---------------------------------|--------------|-----------------------|--------|---------|----------|-------------------|---------|---------------------|
| | '000 gallons | | | | | | | |
| Diesel oil | 20,713 | 703 | 10,095 | 6,497 | 1,706 | 325 | 904 | 483 |
| Gasoline | 8,875 | 332 | 2,460 | 3,271 | 82 | 136 | 531 | 2,063 |
| Liquefied petroleum gases | 278 | — | 5 | — | — | — | 273 | — |

TABLE 7. Employees, Salaries and Wages, 1964

| | Canada | | Atlantic Provinces | | Quebec | | Ontario | |
|---|--------------------------------------|--------------------|--------------------------------------|--------------------|--------------------------------------|--------------------|--------------------------------------|--------------------|
| | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages | Average number employed ¹ | Salaries and wages |
| | | \$ | | \$ | | \$ | | \$ |
| Owners and partners | 5 | 28,712 | — | — | 4 | 19,612 | 1 | 9,100 |
| General officers, executives, etc. | 319 | 2,627,897 | 20 | 103,120 | 119 | 1,039,693 | 136 | 1,175,801 |
| Other salary rated employees | 2,907 | 15,364,814 | 77 | 275,727 | 917 | 4,940,326 | 1,411 | 7,250,862 |
| Operators and conductors | 10,171 | 54,772,161 | 366 | 1,555,747 | 3,134 | 16,580,048 | 3,893 | 21,688,858 |
| Other hourly rated employees | 4,559 | 22,965,813 | 74 | 312,745 | 1,190 | 6,135,821 | 2,531 | 12,423,488 |
| Totals | 17,961 | 85,759,397 | 537 | 2,247,339 | 5,364 | 28,715,500 | 7,972 | 42,548,109 |
| | Manitoba | | Saskatchewan | | Alberta | | British Columbia | |
| | | \$ | | \$ | | \$ | | \$ |
| Owners and partners | — | — | — | — | — | — | — | — |
| General officers, executives, etc. | 8 | 92,799 | 8 | 51,724 | 18 | 127,363 | 10 | 37,397 |
| Other salary rated employees | 108 | 608,700 | 42 | 217,920 | 79 | 410,238 | 273 | 1,661,041 |
| Operators and conductors | 750 | 3,751,104 | 239 | 1,195,245 | 708 | 3,372,213 | 1,081 | 6,628,946 |
| Other hourly rated employees | 254 | 1,206,394 | 77 | 391,332 | 162 | 845,912 | 271 | 1,650,121 |
| Totals | 1,120 | 5,658,997 | 366 | 1,856,221 | 967 | 4,755,726 | 1,635 | 9,977,505 |

¹ Represents average of 12 monthly counts.

TABLE 8. Number of Accidents, 1964

| | Motor bus | Trolley coach | Street car | Other company vehicle | Total accidents |
|---|---------------|---------------|--------------|-----------------------|-----------------|
| | number | | | | |
| Transportation accidents: | | | | | |
| Collision with motor vehicles | 8,831 | 2,236 | 2,164 | 50 | 13,281 |
| Pedestrians struck by | 288 | 48 | 73 | 1 | 410 |
| Collision between: | | | | | |
| Motor bus and | 169 | 20 | — | 6 | 195 |
| Trolley coach and | ... | 46 | 3 | 5 | 54 |
| Street car and | ... | ... | 27 | 2 | 29 |
| Collision with fixed or other object | 955 | 178 | 25 | 4 | 1,162 |
| Other transportation accidents | 3,266 | 900 | 302 | — | 4,488 |
| Total transportation accidents | 13,509 | 3,428 | 2,594 | 68 | 19,599 |
| Non-transportation accidents | 88 | 1 | — | 173 | 262 |
| Total accidents | 13,597 | 3,429 | 2,594 | 241 | 19,861 |

TABLE 9. Persons Killed and Injured, 1964

| | Employees | Passengers | Pedestrians | Persons riding in motor vehicles | Other persons | Total |
|--|------------|--------------|-------------|----------------------------------|---------------|--------------|
| Persons killed | | | | | | |
| number | | | | | | |
| Type of accident: | | | | | | |
| Collision | — | — | 12 | 6 | 5 | 23 |
| Boarding (excluding door accidents) | — | 2 | ... | ... | — | 2 |
| Alighting (excluding door accidents) | — | 3 | ... | ... | — | 3 |
| Caught/struck by doors | — | 1 | ... | ... | — | 1 |
| Accidents on board | — | 3 | ... | ... | — | 3 |
| Other | — | — | 1 | — | — | 1 |
| Totals | — | 9 | 13 | 6 | 5 | 33 |
| Class of equipment involved: | | | | | | |
| Motor bus | — | 9 | 8 | 1 | — | 18 |
| Trolley coach | — | — | 1 | 2 | — | 4 |
| Street car | — | — | 4 | 3 | — | 7 |
| Other company equipment | — | — | — | — | 4 | 4 |
| No vehicle | — | ... | — | — | 1 | 1 |
| Totals | — | 9 | 13 | 6 | 5 | 33 |
| Persons injured | | | | | | |
| number | | | | | | |
| Type of accident: | | | | | | |
| Collision | 57 | 198 | 386 | 127 | 25 | 793 |
| Boarding (excluding door accidents) | 12 | 347 | — | — | 6 | 365 |
| Alighting (excluding door accidents) | 39 | 623 | — | — | 7 | 669 |
| Caught/struck by doors | — | 377 | — | — | — | 377 |
| Accidents on board | 54 | 2,119 | — | — | 6 | 2,179 |
| Other | 292 | 21 | 2 | — | 247 | 562 |
| Totals | 454 | 3,685 | 388 | 127 | 291 | 4,945 |
| Class of equipment involved: | | | | | | |
| Motor bus | 151 | 2,545 | 259 | 85 | 34 | 3,074 |
| Trolley coach | 40 | 506 | 33 | 17 | — | 596 |
| Street car | 34 | 563 | 86 | 25 | — | 708 |
| Other company equipment | 32 | 71 | 10 | — | — | 113 |
| No vehicle | 197 | ... | — | ... | 257 | 454 |
| Totals | 454 | 3,685 | 388 | 127 | 291 | 4,945 |

TABLE 10. Summary of Urban Operations,¹ 1963 and 1964

| | | Urban transit systems 1964 | Passenger bus firms ² 1964 | Railway commutation services 1964 | Total | |
|----------------------------------|-----|----------------------------|---------------------------------------|-----------------------------------|--------------------------|--------------------------|
| | | | | | 1963 | 1964 |
| Passenger revenue | \$ | 144,091,443 | 752,507 | 3,389,416 | 138,701,782 | 148,233,366 |
| Revenue passengers carried | No. | 984,158,650 | 4,571,884 | 11,009,356 | 993,005,752 | 999,739,890 |
| Revenue vehicle miles run | " | 208,454,534 | 1,710,594 | .. | 206,321,881 ³ | 210,165,138 ³ |

¹ Excludes charter service.² Carriers whose main source of revenue is derived from intercity passenger bus operations. These data are not included in preceding tables.³ Excludes railway commutation data.

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