Annual Report

AS AT NOVEMBER 30,

1960

MONTREAL TRANSPORTATION COMMISSION

MONTREAL TRANSPORTATION

COMMISSION

COMMISSIONERS

Chairman and General Manager	:	J. Guy Gauvreau
Commissioners	:	Robert Hainault
		R. Marcel Lafaille

MONTREAL TRANSPORTATION COMMISSION

REPORT OF THE COMMISSIONERS

For the period ended November 30, 1960

We have the honour to submit to the authorities of the City of Montreal and of the Cities and Towns of the Metropolitan district the Annual Report of the Montreal Transportation Commission covering the period from December 1, 1959 to November 30, 1960.

BRIGADIER J. GUY GAUVREAU, B.Comm., D.S.O., E.D.,
CHAIRMAN AND GENERAL MANAGER

On November 13, 1960, the term of office of Mr. Arthur Duperron, P.Eng., D.Sc., Chairman and General Manager, of Mr. Jean Constantin, Vice-Chairman, and of Mr. Léonard Léger, N.P., Commissioner, came to an end.

We wish to pay homage to Mr. Duperron for the distinguished services which he has rendered to the population of Montreal and the metropolitan district during his career of thirty-three years in the transportation field, and to reiterate to him our heartfelt thanks and best wishes. We also wish to express our thanks to Messrs. Constantin and Léger for the services which they have rendered during their term of office.

On November 4, 1960, the Lieutenant-Governor in Council appointed Brigadier J. Guy Gauvreau, B.Comm., D.S.O., E.D., Chairman and General Manager of the Commission to replace Mr. Duperron. Mr. Gauvreau took the oath of office on November 14th and assumed his new functions on the same day.

From 1945 to 1951 Mr. Gauvreau held the position of Executive Assistant with the Montreal Tramways Company. At the time of his appointement to the Chairmanship of the Commission he was a Vice-President of Dow Brewery Limited.

STATEMENT OF REVENUE AND EXPENSES
(Statement No.4)

The gross revenue amounted to $40,387,247 for the year ended November 30, 1960. The number of passengers carried during the first nine months of the year was substantially greater than forecast. However, this trend was reversed during the last three months resulting in only a slight increase in the passenger revenue for the year.

The expenses for the year amounted to $39,233,899, including a net amount of $964,424 additional depreciation, which the Commission had to provide pursuant to its 1955 decision to accelerate its modernization programme.

The operations for the year ended November 30, 1960 show an excess of revenue over expenses of $1,153,348.

BALANCE SHEET AS OF NOVEMBER 30, 1960
(Statement No.1)

Since its inception and including the

year under review, the Commission has satisfied all its obligations with respect to the sinking fund of each of its debenture issues.

During the year ended November 30, 1960, the Commission has satisfied its obligations with respect to the following sinking fund instalments due in 1960, 1961 and 1962 by purchasing debentures, and after cancellation, depositing them with the Director of Finance of the City of Montreal:

Issue	Sinking Fund Instalment Due Date	Redeemed and Cancelled
4-1/4% Debentures due January 1, 1973	January 1, 1961	$315,000
	July 1, 1961	315,000
	January 1, 1962	315,000
3-3/4% Debentures due May 1, 1974	May 1, 1961	$810,000
	May 1, 1962	810,000
4-3/8% Debentures due July 1, 1976	July 1, 1960	$402,000
	July 1, 1961	403,000
	July 1, 1962	402,000
5-1/4% Debentures due March 15, 1977	March 15, 1961	$315,000
	March 15, 1962	315,000
4-5/8% Debentures due February 15, 1978	February 15, 1961	$473,000
	February 15, 1962	472,000

LABOUR AGREEMENT

During the 1960 fiscal year, the contractual relations of the Commission with those of its employees who belong to the union, have been governed by the Collective Labour Agreement which was signed by the Commission and the Canadian Brotherhood of Railway, Transport and General Workers, on May 14, 1958, for a period of three years commencing July 12, 1958.

This Collective Agreement provided for the following general increases in wages:

on July 12, 1958 . . . . . 10¢ per hour
on July 12, 1959 . . . . . 10¢ " "
on July 12, 1960 . . . . . 8¢ " "

It also provided for the reduction, during the year 1959, of the regular or average work week from forty-five to forty-two and one-half hours, as well as paid holidays, a three week vacation after fifteen instead of twenty years of service, and a certain accumulation of sick benefit days.

Under the terms of this Collective Agreement, a general wage increase of eight cents per hour came into force on July 12 last.

The said Collective Labour Agreement will terminate on July 11, 1961.

ROLLING STOCK

During the course of the year 1960, the Commission purchased 75 new autobuses at a cost of $2,396,645. These autobuses were all of the 50-seat type and of the most modern design.

The purchase of these autobuses, of which 18 only had been received on November 30, 1960, will enable the Commission to further improve its service and to replace certain autobuses which have been discarded.

PLANT MAINTENANCE AND IMPROVEMENTS

During the year 1960, the Commission, has executed all the work necessary to maintain all its properties in excellent condition.

The Commission completed the work of converting Mount-Royal Car Barns into an Autobus Garage, and also converted the old maintenance garage fronting on Gilford Street. The storage capacity of the buildings now known as Mount-Royal garage has been increased to 171 buses.

The Commission also completed the work of converting St. Henry Car Barns. The buildings now known as St. Henry Garage have a total storage capacity of 258 units.

The Commission has also proceeded with the construction of a new terminus at the intersection of Henri-Bourassa Boulevard and Millen Street.

IMPROVED SERVICE PROVIDED BY NEW ROUTES AND EXTENSIONS DURING 1960

It is the Commission's aim to provide the best possible service for the citizens of Montreal and other municipalities within its territory. To this end a continuous study is made of possible improvements in routing and services in an effort to meet the changing requirements of the population. During 1960, numerous

service adjustments were made, three new bus routes were established totalling 19 miles round trip and fourteen existing routes were extended representing an additional round trip mileage of 12.8.

Following are the details of new routes and extensions:

NEW AUTOBUS ROUTES

1.
Mountain No.11: - In order to provide access to recreation areas on the Mountain, from the east and north-east parts of the city, formerly provided by the Mountain tramway line, the Commission inaugurated a bus service on Camillien-Houde Boulevard and Remembrance Road on June 11th. This service is operated between Park Avenue and Cote-des-Neiges Road daily during summer months, and on weekends during Spring and Fall.

2.
Lachine Express:
Nos. 2E - 3E - 4E: - On July 4th an "express" service established between the City of Lachine and Victoria Square in Montreal. Service is provided on three routes, each of which serves a particular area of Lachine. Buses operate inbound to Montreal during the morning rush hour and outbound during the afternoon rush hour.

3.
Lille No. 147: - On September 6th, 1960, a new service was established, during rush hours, on Charland and Lille Streets between Papineau Avenue and Henri-Bourassa Boulevard.

ROUTES EXTENDED

1.
Bordeaux No. 163: - On December 19th, 1959, extended west to Pasteur and Persilliers via Henri-Bourassa Boulevard.

2.
Victoria No. 124: - Extended north on Victoria from MacKenzie to Jean-Talon on January 30th, 1960.

3.
Bois Franc No. 167: - Extended east on Bois Franc from de la Sorbonne to Dépatie on February 15th, 1960, with period of operation extended to include P.M. rush hour.

4.
Metropolitan No. 100: - Extended west on February 15th, 1960, to a loop situated at 6265 Cote de Liesse Road.

5.
Boulevard Mt.Royal No. 50: - On March 28th, 1960, this route was extended from Bellingham Road to the main entrance to the Université de Montréal.

6.
St. Hubert No. 6: - On May 1st, 1960, extended from Legendre to Henri-Boursssa Boulevard, and St. Denis No. 68 operated via Lajeunesse and Berri Streets. This change provided two north-

south lines instead of one in the area between Metropolitan Boulevard and Henri-Bourassa Boulevard, thus giving a much more convenient service to the population in that area.

7.
Legendre No. 98: - Extended east from St. Lawrence Boulevard to St. Hubert Street on May 28th, 1960.

8.
Paré No. 115: - Extended east from Decarie Boulevard to the intersection of Jean Talon and de la Savanne Streets on June 13th, 1960.

9.
St. Joseph No. 27: - On June 26th, 1960, service outside of rush hours extended from 9th Avenue to Boulevard Pie IX.

10.
Boulevard Toupin No. 167: - On August 1st, 1960, a new service was established on Boulevard Toupin by joining the former routes Bois

Franc 167 and Cartierville West 169.

11.
Decarie No. 116: - Extended east to Muir Street on September 4, 1960.

12.
Monkland No. 103 - Extended north on Grand Boulevard from Somerled to Cote St. Luc Road on September 4, 1960.

13.
Upper Lachine Road No. 106: - On September 4th, 1960, all-day service was inagurated between Girouard Avenue and Elmhurst Avenue - Route No. 107 discontinued.

14.
Belanger No. 195: - Extended east to the limits of St. Leonard-de-Port-Maurice, on September 28th, 1960.

15.
Jarry No. 99 - On October 9th, 1960, extended north on de l'Acadie Boulevard to Metropolitan Boulevard.

RAPID MASS TRANSPORTATION SYSTEM

The question of rapid mass transportation has been in the limelight all year long in our metropolitan region. Newspapers dealt frequently with this question and time and again, in news columns and editorials, advocated the construction of a subway in Montreal stressing the advantages which the population would derive from its construction. Radio and Television did likewise.

The Commission on its part was busy bringing up to date the data which had been used in the preparation of its report submitted to the Montreal municipal authorities on October 23, 1953. It is pursuing the revision of the plans and specifications attached to that report; in this way it will be able to proceed without delay in the event of the construction of a subway.

The Commission is still convinced of the pressing need for a subway in Montreal and it is ready to devote itself to this task.

During the year under review, the Provincial Legislature directed the Montreal Metropolitan Corporation and the Montreal Transportation Commission to make a joint study of all matters relating to mass transportation on the Island of Montreal in order to arrive at a definite plan for the establishment of a rapid transit system. This could not be undertaken before the City of Montreal had been invited to take part on the same basis as the above named organizations. The Commission has taken a very active part in this study.

ACKNOWLEDGEMENT

The Commissioners wish to thank the authorities of the City of Montreal and of the Cities and Towns of the Metropolitan District for the effective collaboration received from them. They also wish to express to the officers and employees of the Commission their sincere appreciation and thanks for the loyal

and efficient services rendered by them.

RESPECTFULLY SUBMITTED,

(Signed) J. G. Gauvreau

Chairman and General Manager.

(Signed) Robert Hainault

Commissioner.

(Signed) R. Marcel Lafaille

Commissioner.

Montreal, January 30, 1961.

FINANCIAL STATEMENTS

MONTREAL TRANSPORTATION COMMISSION*

BALANCE SHEET

AS AT

NOVEMBER 30, 1960

ASSETS

CURRENT ASSETS:		
Cash	$ 1,050,075	
Call Loans and Accrued Interest	5,826,830	
Marketable Securities at cost and Accrued Interest (Market Value $4,545,000)	4,474,977	
Accounts Receivable	314,594	
Materials and Supplies at cost, less Allowance for Obsolescence	1,206,384	$12,872,860
FIXED ASSETS:		
Property, Plant and Equipment	$72,334,601	
Less: Accumulated Depreciation (2)	22,373,045	49,961,556
OTHER ASSETS:		
Advances to Ticket Offices and Chauffeurs	$ 340,967	
Prepaid Expenses and Deferred Charges	395,861	
Debenture Discount and Expenses less Amortization	2,956,985	3,693,813
		$66,528,229

* Under the Act 14 Geo. VI, Chap. 79, as amended, all property of the Commission is declared to be the property of The City of Montreal.

NOTES:

(1) These debentures are guaranteed unconditionally as to principal, interest and sinking fund retirements by The City of Montreal.

(2) Under the accelerated modernization programme, certain Tramway Assets having an approximate net book value of $11,200,000 as at November 30, 1954 were to be retired during the eight years ending in 1962 an average of $1,400,000 per year.

These assets are depreciated by the Commission at certain fixed rates and for the year ended November 30, 1960 an additional amount of $964,424 has been charged to operations as special depreciation, after allowing for the salvage value of assets written off, to provide the said $1,400,000.

Although the programme of substituting autobuses for tramways was completed in 1959, the net book value of these Tramway Assets still to be depreciated amounts to $2,858,000.

(3) The above figures do not include commitments for purchase of equipment and construction contracts amounting to approximately $1,877,000.

Approved on behalf of the Commission.

J. Guy Gauvreau
Chairman

R. Marcel Lafaille Robt. Hainault
Commissioners

Montreal, January 19, 1961.

MONTREAL TRANSPORTATION COMMISSION*

BALANCE SHEET

AS AT

NOVEMBER 30, 1960

LIABILITIES

CURRENT LIABILITIES:		
Accounts Payable and Accrued Liabilities	$2,034,240	
Accrued Interest on Debentures	680,556	
Provision for Claims for Injuries and Damages	1,000,000	$ 3,714,796
PROVISION for Unpresented Tickets		500,000
FUNDED DEBT (1) (Statement No. 2)		60,300,000
ACCUMULATED SURPLUS (Statement No. 3)		2,013,433
		$66,528,229

This is the Balance Sheet referred to in our report of even date.

Rosaire Courtois, C. A.
of
Courtois, Frédette & Cie.
Chartered Accountants.

McDonald, Currie & Co.
Chartered Accountants.

MONTREAL TRANSPORTATION COMMISSION

STATEMENT OF FUNDED DEBT AS AT NOVEMBER 30, 1960

*Sinking Fund Debentures	Authorized and Issued	Redeemed and Cancelled	Balance
4-1/4% due January 1, 1973 (Payable at Holder's option in Canadian or U. S. currency)	$18,000,000	$ 5,355,000	$12,645,000
3-3/4% due May 1, 1974 (Payable in Canadian currency)	27,000,000	6,480,000	20,520,000
4-3/8% due July 1, 1976 (Payable in U. S. currency)	11,500,000	2,415,000	9,085,000
5-1/4% due March 15, 1977 (Payable in U. S. currency)	9,000,000	1,575,000	7,425,000
4-5/8% due February 15, 1978 (Payable in U. S. currency)	13,500,000	1,890,000	11,610,000
	$79,000,000	$17,715,000	$61,285,000

Less: Principal amount of Debentures purchased in anticipation of Sinking Funds:		
4-1/4% due January 1, 1973	$ 171,000	
3-3/4% " May 1, 1974	259,000	
4-3/8% " July 1, 1976	54,000	
5-1/4% " March 15, 1977	254,000	
4-5/8% " February 15, 1978	247,000	985,000
Funded Debt		$60,300,000

*See Note (1) on Balance Sheet

MONTREAL TRANSPORTATION COMMISSION

STATEMENT OF ACCUMULATED SURPLUS FOR THE YEAR ENDED NOVEMBER 30, 1960

Accumulated Deficit - November 30, 1959		$ 112,622
Deduct:		
Discount on Debentures purchased for Sinking Fund	$496,079	
Profit on disposal of properties	393,573	
Write-up of Marketable Securities to cost	82,178	
Net Profit on Marketable Securities redeemed or sold	877	972,707
		$ 860,085
Add:		
Excess of Revenue over Expenses for the year (Statement No. 4)		1,153,348
Accumulated Surplus - November 30, 1960		$2,013,433

Statement No. 4

MONTREAL TRANSPORTATION COMMISSION

STATEMENT OF REVENUE AND EXPENSES FOR THE YEAR ENDED NOVEMBER 30, 1960

REVENUE			
Passenger Revenue		$38,973,789	
Miscellaneous Revenue, including Charter Service, Advertising and Rentals		1,413,458	
			$40,387,247
EXPENSES			
Operating Expenses and Taxes		$26,027,856	
Maintenance		5,542,014	
Depreciation	$4,182,230		
*Special Depreciation due to accelerated modernization programme (after deducting an amount of $235,018 equivalent to the salvage value of Tramway Assets written off during the year)	964,424	5,146,654	
		$36,716,524	
Debenture Interest and Expense	$2,695,343		
Amortization of Debenture Discount and Expenses	293,309		
	$2,988,652		
Less: Income from Investments	471,277	2,517,375	
			39,233,899
Excess of Revenue over Expenses for the year			$ 1,153,348

*See Note (2) on Balance Sheet

MONTREAL TRANSPORTATION COMMISSION

AUDITORS' REPORT

We have examined the balance sheet of Montreal Transportation Commission as at November 30, 1960 and the statements of revenue and expenses and of accumulated surplus for the year ended on that date. Our examination included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statements of revenue and expenses and of accumulated surplus present fairly the financial position of the Commission as at November 30, 1960 and the results of its operations for the year ended on that date, in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Rosaire Courtois, C. A.
of
Courtois, Frédette & Cie.
Chartered Accountants.

McDonald, Currie & Co.
Chartered Accountants.

Montreal, January 19, 1961.

- S T A T I S T I C S -

MONTREAL TRANSPORTATION COMMISSION

Year ending November 30	Revenue Passengers	Passenger Revenue
1951[X]	165,554,244	$ 13,154,986
1952	368,394,827	30,093,012
1953	342,893,777	32,187,264
1954	327,515,022	30,660,691
1955	316,442,441	29,635,901
1956	295,442,624	34,301,695
1957	292,908,434	33,969,778
1958	285,818,614	34,882,830
1959	280,495,114	38,761,340
1960	284,522,820	38,973,789

X - period June 16 to November 30, 1951, only

NUMBER OF MILES OPERATED

	Tramways		Autobus		Trolleybus		Total
Year ending November 30	Number	% of Total	Number	% of Total	Number	% of Total	Number
1951[X]	14,140,735	60%	8,195,520	35%	1,276,139	5%	23,612,394
1952	30,265,378	57%	19,462,565	37%	3,013,930	6%	52,741,873
1953	25,377,895	49%	22,507,735	44%	3,474,139	7%	51,359,769
1954	21,910,406	44%	24,988,379	50%	3,285,900	6%	50,184,685
1955	19,582,368	40%	26,567,102	54%	3,123,356	6%	49,272,826
1956	16,208,684	33%	30,069,637	61%	2,958,580	6%	49,236,901
1957	10,877,029	22%	35,161,922	72%	2,726,113	6%	48,765,064
1958	6,243,176	13%	38,773,279	82%	2,177,723	5%	47,194,178
1959	1,818,877	4%	43,223,217	91%	2,186,971	5%	47,229,065
1960	-	-	45,469,692	96%	2,109,040	4%	47,578,732

X - period June 16 to November 30, 1951, only

NUMBER OF VEHICLES

	Tramways		Autobus		Trolleybus		Total
	Number	% of Total	Number	% of Total	Number	% of Total	Number
As at June 16, 1951	939	61%	522	34%	82	5%	1543
As at Nov. 30, 1951	939	60%	555	35%	80	5%	1574
As at Nov. 30, 1952	892	53%	678	41%	105	6%	1675
As at Nov. 30, 1953	819	49%	766	45%	105	6%	1690
As at Nov. 30, 1954	789	48%	764	46%	105	6%	1658
As at Nov. 30, 1955	690	40%	931	54%	105	6%	1726
As at Nov. 30, 1956	507	28%	1171	66%	105	6%	1783
As at Nov. 30, 1957	314	17%	1457	78%	105	5%	1876
As at Nov. 30, 1958	144	8%	1670	87%	105	5%	1919
As at Nov. 30, 1959	-	-	1830	95%	105	5%	1935
As at Nov. 30, 1960	-	-	1847	95%	105	5%	1952

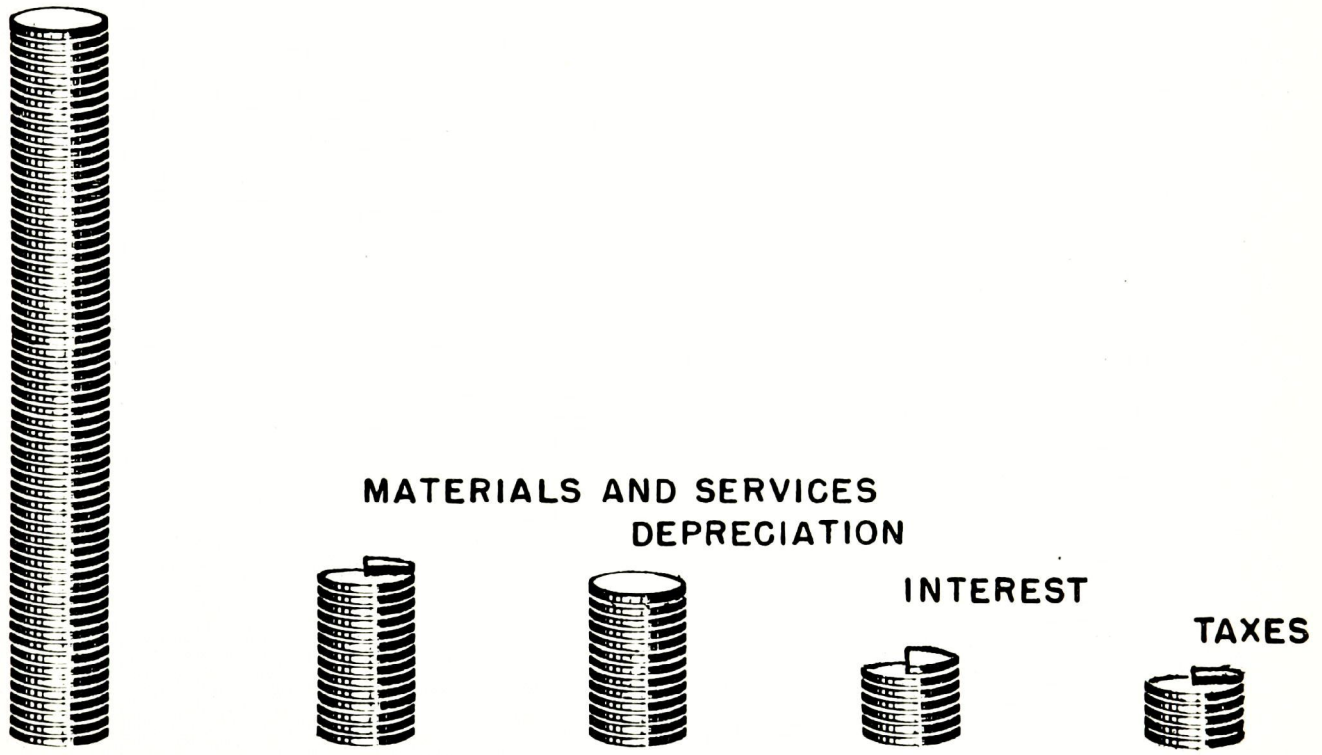
MILEAGE OF STREETS USED BY THE COMMISSION'S VEHICLES

As at June 16, 1951	238.94 miles
As at Nov. 30, 1951	241.24 "
As at Nov. 30, 1952	243.51 "
As at Nov. 30, 1953	253.35 "
As at Nov. 30, 1954	265.99 "
As at Nov. 30, 1955	283.74 "
As at Nov. 30, 1956	295.72 "
As at Nov. 30, 1957	306.84 "
As at Nov. 30, 1958	309.30 "
As at Nov. 30, 1959	342.20 "
As at Nov. 30, 1960	355.30 "

Electricity consumed in 1960 (in K.W. Hours)	12,082,290 K. W. Hours
Gasoline consumed in 1960 (in Gallons)	973,700 Gallons
Diesel Oil consumed in 1960 (in Gallons)	7,995,468 Gallons
Area served in 1960	91 Square Miles
Population in area served, 1960	1,546,000 approx.

DISTRIBUTION OF OPERATING EXPENSES FOR THE FINANCIAL YEAR 1960

TOTAL: $ 39,233,899



$ 23,957,909	5,540,436	5,146,654	2,517,375	2,071,525
61%	14 1/4 %	13%	6 1/2 %	5 1/4 %