

Some Suggestions

As a step towards reduction of expense and increase of efficiency, the Bureau suggests:

(1) That the Toronto City Hall courtyard might be used as a taxi-stand for a number of the civic passenger cars now assigned to departments, but not in constant use. These, when wanted, might be despatched from a central office in the City Hall, driven either by one of the staff of chauffeurs, or by the civic official requiring transportation, and returned to the stand on completion of the run, ready for the next call. Such a plan might at least provide some departments with the motor transportation of which they are now in need, without reducing that of other departments. This taxi service should, of course, be restricted to important public business.

(2) That the present departmental garages and machine shops could perhaps be used as the framework on which gradually to build up, under central management, a more fully co-ordinated system. This does not mean that the operation of all motor equipment should be centrally controlled, nor that equipment need be brought to one central garage for repair or storage.

The Police Department should probably retain full control of the operation of police vehicles. Minor repairs and adjustments to Fire Department equipment should usually be made at the Fire Halls.

Suggestions Cont'd

(3) That all equipment, wherever held, should be subject to inspection from fully qualified motor mechanics operating from a central division.

(4) That major repairs should be made by, or under, the supervision of this division; and

(5) That requests for replacement of, or additions to, a department's motor equipment should be referred to this central division for a report as to whether equipment already owned by the city was available.

(6) That the head of this division should set standards of quality before purchase and pass on quality after delivery and before acceptance by the city.

Is it not probable that, with centralized management of civic garages and motor equipment, subject to modifications above mentioned, and with adequate records of cost, service, etc., a less sum than \$275,000 would be required for the city's motor fleet? Is it not likely that more effective use of the city's motor equipment would result from centralized management?

EFFECTIVE CITIZEN CO-OPERATION

WHAT IS EVERYBODY'S BUSINESS SHOULD
BE EACH BODY'S BUSINESS

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CITY BUDGET STORY No. 2

THE CITY OF TORONTO AS A CAR OWNER

According to information available about \$275,000 is the estimated expenditure out of current funds of the City on its motor-cars, trucks, ambulances, etc. for 1921.

How Many Miles on a Gallon of Gas ?

and

How Many Cents Cost Per Car or Ton-Mile ?

Two Hundred and Twenty-five Thousand Dollars

was spent in 1920 and it is expected that

Two Hundred and Seventy-five Thousand Dollars

will be spent in 1921 on the
City of Toronto's Motor Fleet.

According to the best information available to
the Bureau, this fleet is made up as follows :

- 38 Motor Cycles
- 67 Passenger Cars
- 43 Commercial Trucks
- 12 Ambulances, etc,
- 26 pieces of Fire Department Apparatus

One department keeps detailed records of cost
and of mileage travelled for all forms of motor
equipment ; one other keeps such records for
trucks only. How do other departments
know that they are getting mileage value from
their equipment ?

Has Toronto yet worked out the most econom-
ical system for the use of her motor equip-
ment, or for the most effective control of
expenditures for motor transportation ?

How Some Cities are Controlling their Motor Fleets.

NEW YORK found the old method of depart-
mental control of motor cars extravagant of
equipment and wasteful of time and money. A
municipal garage was established in 1916, but
it was found that the system of assigning cars
was objectionable, owing to the time wasted in
waiting for cars, and on August 3rd, 1920, a new
system was inaugurated with approximately 25
taxicabs. The service is operated just like a
private company, the taxicab stand being just
outside the municipal building, and cars are
despatched from the head of the line. It is
claimed that the result of this innovation is a
more economic and efficient system.

OAKLAND, as an efficiency measure, to pro-
vide needed transportation for her employees at
minimum cost to the taxpayer, established a
municipal garage in 1913, under the supervision
of the Commissioner of Streets. He says of it:—
“The operation of our garage has exceeded the
expectations of this department, and while we do
not consider it 100% efficient, it is as near so as
could be expected, when consideration is given
to the variety of makes of cars that are han-
dled.” All motor apparatus owned by this city,
including Fire Apparatus and Board of Educa-
tion equipment, is repaired by the Municipal
Garage.

DETROIT has organized its motor service
under a Superintendent of Transportation, who
reports directly to the Mayor. The equipment
of the Board of Education and of the Fire Com-
mission are not controlled by the Superintendent
of Transportation. The amount of saving to the
city has not been computed, but it is believed
that the economy effected is substantial.

WINNIPEG: Strictly speaking, does not op-
erate a municipal garage, but the Hydro-Electric
System there built and operates a garage in
which vehicles belonging to other city depart-
ments are garaged and repairs executed at cost,
plus a percentage to cover the upkeep of the
building.

CLEVELAND thinks that the Municipal Gar-
age has reduced costs, but is not certain.

SAN FRANCISCO, with over 100 city-owned
cars, has no municipal garage, but is considering
the establishment of one.

TORONTO has experimented with the Muni-
cipal Garage idea. The city recently rented floor
space in a privately-owned garage at 37 Dundas
Street West, and, under the supervision of the
Commissioner of Property, cares for 31 passenger
cars, 13 motor-cycles and two trucks. Records
of cost, mileage travelled, etc., are not kept for
each car, nor for the fleet.