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TORONTO'S CITIZENS CAN CONTROL TORONTO'S AFFAIRS ONLY THROUGH FREQUENT, PROMPT, ACCURATE AND PERTINENT INFORMATION WITH REGARD TO TORONTO'S BUSINESS.

ISSUED BY THE
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White Paper No. 41 *July 2, 1920*

Would Motor Buses Solve or Help to Solve Toronto's Transportation Problems?

The Old Stage Coach

which served our fathers and grandfathers, is with us again —in the guise of the motor-bus. The motor-bus has all the advantages of its prototype and none of the disadvantages. It has the obvious advantage of mobility over the street-car; but

Is it feasible in our climate?

Can it supplant street-cars or only supplement or feed them?

Can it serve the suburbs only?

Or, will street-cars retain their hold on the suburbs, while the motor-bus serves the down-town districts, at least for local traffic?

What have been the actual results of operation elsewhere?

While much has been said about the theory of motor-bus transportation, comparatively little has been said about its actual operation. To make a beginning in this direction, the Bureau has made inquiries in various quarters. While information was not available in many instances, the material received has been tabulated and is presented herewith.

A Summary of Information Received Regarding Motor Bus Operation in American Cities.

CITY	Character of District Served	Length of Journey (Miles)	Class of Pavements	Fares Charged	Capacity of Buses—Passengers seated	Type of Bus	Number of Operators per Bus	Length of Time in Operation
AKRON	Business and Residential	1 to 3 miles	Brick—poor	5c. cash	30	Single deck open	One	Several years (3 plus)
CHICAGO	Business and Residential	? ? ?	Asphalt	10c. cash	——	Double deck	Two	2 years
DETROIT	Business and Residential	4¾ miles	Asphalt—poor	10c. cash	48	Double deck open & closed	Two	13 days
HUNTINGDON Indiana	Interurban	? ? ?	Various and Earth & Gravel	5c. cash and up	20 to 30	Single deck closed	One	2 years
HOUSTON Texas	City and Suburban	Up to 50 m's	Various and Earth & Gravel	5c. cash and up	5 to 7	"Jitney"	One	? ? ?
KANSAS CITY	Business and Residential	2 miles	Asphalt and Gravel	5c. and 10c. cash	20	Observation	One	3 years
MILWAUKEE	Residential	3 miles	Brick	Buses are Feeders to Street Cars*	20	Single deck closed	One	Few months
MINNEAPOLIS	Business and Interurban	10-28 miles	Various and Earth & Gravel	Various	14 to 26	Single deck closed	One	6 years
NEW YORK†	Business and Residential	6½ miles	Asphalt	10c. cash	40	Double deck open & closed	Two	13 years
LOS ANGELES	Residential sparsely settled	3 to 7 miles	Asphalt and Earth	5c. - 20c.	15	Converted trucks	One	——
	Interurban sparsely settled	30 to 130 m's	Asphalt and Earth	3c. per mile	12 to 28	Single deck	One	——
PASADENA	Principally Suburban and Interurban	25 to 35 m's	Asphalt and Concrete	Various—less than electrics	14 to 20	Single deck open	One	5 years
SAN FRANCISCO	Residential	? ? ?	Asphalt	5c. fare*	30	Single deck closed	One	4 years
TOLEDO	Business and Residential, Crosstown	3 to 4 miles	Brick and Wood	5c. - 6c. cash	15	Single deck closed	One	——

*Transfers issued to and from street cars.

†The privately-owned Fifth Avenue Line.

What Is the Cost of Operation ?

The only systems with regard to which the Bureau could obtain authoritative data on the cost of operation, were those of San Francisco, municipally owned, and Akron and New York, both privately owned.

San Francisco, with 6 buses operating as feeders to the street railway system at a cost of 23.6c per bus mile, reports a deficit of 11.6 cents per bus mile, on a five-cent fare.

The Akron line, with 8 buses, reports a total cost of 36.78 cents per bus mile, which includes overhead. Being operated by an industrial concern, principally for the benefit of its employees, the buses are managed so as to produce no profit and no loss. These buses charge a five-cent fare for a run of from one to three miles, the average journey per passenger being about 1¾ miles. The cost per passenger in 1919 was about 4 1/6 cents.

The cost of operation, per bus mile, on the privately-owned Fifth Avenue line (New York), with 300 buses, is given at 41.55 cents—not including certain unstated overhead charges. The fare is ten cents, and the venture is said to be profitable, although no statement of profit and loss was obtained from the company.

From a study of the replies received it was obvious that these figures are not closely comparable, as the headings for the different items entering into the total costs were not uniform.

What Our Correspondents Say About the Service Given

AKRON:

"Our own experience here at Akron with the Goodyear Heights Line is proving very successful from the standpoint of being able to move the residents, who are practically all Goodyear employees, to and from work."

DETROIT:

"The buses run over a regular route and on schedule as regular as that of an electric railway."

LOS ANGELES:

"The interurban motor service has become an important element in transportation and is in competition with the interurban and steam railways throughout southern California. There are three classes of motor-bus service, viz.: local service in competition with street cars; local service not competing with street cars; and interurban service competing with both steam and electric lines. The types of machines used are converted touring cars, or one-ton trucks with special fifteen-passenger bodies. Certain bus lines issue transfers to other bus lines, with no extra charge. There are approximately 300,000 passengers hauled out of the Union Stage Depot here each month."

MINNEAPOLIS:

"Each bus averages 100 miles per day, with an average of 100 minutes per round trip (of 20 miles). Each bus will average 150 passengers per day. The operators of the cars are paid a per diem rate, plus a commission. This provides an incentive for overloading the buses at times."

NEW YORK (The Municipally-owned Line):

"Certain trolley lines . . . ceased rendering to the public the service required by their franchise. . . . The bus was introduced as a makeshift. However, on Sept. 21st, 1919, the operation of motor-buses was commenced under the supervision of the Department of Plant and Structures. . . . There are now operating on 25 routes, 400 buses, each carrying passengers at the same five-cent fare, but twice as quickly as the abandoned trolley lines. About 300,000 passengers are carried each day. I confidently estimate a net profit of $540,128 per annum."

Would an Experiment in Motor-Buses for Toronto Be Justifiable ?

The profitable operation of a motor-bus line in any section of a city depends upon the relation of the number of passengers, and the fares charged, to the cost of operation.

It is impossible to estimate, without detailed study, how many people would patronize the motor-bus, if installed as an auxiliary to the Street Railway in any particular section of Toronto, but the cost of operation can be estimated and the number of passengers required in order to meet expenses at a five or ten-cent fare can be determined.

Taking the maximum unit costs reported as a basis for computation, the cost per mile per bus in Toronto would be 45.61 cents. This cost might prove to be even greater, due to the higher cost of gasoline and also to climatic conditions. Assuming these costs to be approximately correct for Toronto, at a 5-cent rate at least 10 fares per mile would be necessary in order to make the system profitable. At a 10-cent rate, 5 fares per mile would be necessary.

Would an Experimental Bus Line in North Toronto be Worth While as an Attempt to Solve its Transportation Problems?

North Toronto has, according to the Assessment Department figures, a population of about 12,110 persons. This is an increase of 40% over that of 1914.

The Civic Transportation Committee reported, in 1914, that the passenger movement into North Toronto, from street-cars and jitneys, was about 4,000 persons in one day. If this be increased by 40% (the rate of growth of population), there will be at least 5,600 people now requiring daily transportation to and from North Toronto.

Eight buses in Akron carried at the rate of about 5,600 persons per day for 312 days in 1919. These buses cost about $48,000, and are operated on a "no profit, no loss" policy at a five-cent fare. They travelled over brick-paved streets which were "in bad condition as a rule." North Yonge Street is macadam, in fair condition, and there are several cross streets paved with asphalt and concrete.

NOTES:—It must be noted that in every city in which buses are being operated, with any degree of success, they supplement rather than supplant street cars and rapid transit systems.

All material received in connection herewith may be seen at the Bureau's offices, 189½ Church Street.