

Yeas—Councilmen Connor, Edgecomb, Garlick, Kronk, Miriani, Smith and the President—7.

Nays—None.

Department of Street Railways

December 16, 1949.

To the Honorable, the Common Council:

Gentlemen—We respectfully submit the financial statement of the Department of Street Railways for the month of November, 1949:

Revenue and Expenses:

Gross revenue for the month amounted to \$3,331,995.24. Of this, \$3,325,014.65 is recorded as operating revenue. Total expenses amounted to \$3-730,937.25, of which \$3,233,588.53 represents operating expenses. The remaining \$497,378.72 represents fixed charges, including depreciation, taxes, and interest.

Compared with November, 1948, the operating revenue for November, 1949, shows a decrease of \$717,281.88, while the operating expenses show a decrease of \$444,005.23.

Profit or Loss:

The operation showed a loss of \$398,942.01 for the month. The loss for November, 1948, was \$93,478.20.

Passengers Carried:

38,181,809 passengers were carried. Of these 27,382,751 were revenue passengers and 10,799,058 transfer passengers.

Revenue per Passenger:

Average revenue per revenue passenger amounted to 12.17c with about 60% of these passengers paying the 12½c ticket fare. Operating expenses and fixed charges were 13.63c per passenger, resulting in a loss of 1.46c per revenue passenger.

Explanatory Notes:

As indicated above, the net loss for November amounted to \$398,942.01 or \$259,309.00 more than the loss for the month of October.

This deficit is attributable mainly to the unprecedented decline in patronage and this in turn is a reflection of the drop in Detroit industrial activity resulting from the coal and steel strikes. The impact of these factors on the local scene produced a revenue of \$292,093.00 below that of the preceding month. Because of the time-lag inherent in public transit, it was impossible to cut back operation fast enough to meet the decline in patronage.

The maintenance of the minimum service standards adopted by the Department also precluded the drastic reduction which would have been necessary had service been cut by an amount equivalent to the drop in patronage. This, of course, also kept costs at a relatively high level.

Meantime unit basic costs showed an increase chargeable to the 4½ cent

per hour raise granted Transportation Equipment Operators by the Board of Arbitrators. Operational savings which should result from revision of certain clauses in the Division 26 work agreement did not materialize in November. These should show up in December and January as revision of schedules and retraining of terminal personnel take advantage of the increased efficiency which the new agreement permits.

Also adding to overall costs was the program set up to train employes to operate the new trolley coaches and PCC cars.

In comparing November, 1949, with the same month in 1948, it should be borne in mind that the Department's contribution to the employe's retirement fund now amounts to \$209,423 monthly, an increase of \$40,000 per month over last year. In addition, the Department's tax payments now require \$103,577 per month, an increase of \$4,979 over last year's monthly obligation. Thus, in these two items alone, the Department finds its monthly expenses increased by \$45,000.

At the same time, the number of people using the Department's facilities continues to decline. The system carried 5,388,970 fewer revenue passengers last month than it did in November, 1948.

The decline in riding is reflected in the operating revenue figures which show a decrease of \$717,281.88 from November, 1948.

COMPARATIVE STATISTICS

Total Revenue, Nov., 1949, \$3,331,995.24; Nov., 1948, \$4,067,275.68.
 Total Expenses, Nov., 1949, \$3,730,937.25; Nov., 1948, \$4,160,753.88.
 Net Loss, Nov., 1949, \$398,942.01; Nov., 1948, \$93,478.20.
 Operating Revenue, Nov., 1949, \$3,325,014.65; Nov., 1948, \$4,042,296.53.
 Total Passengers, Nov., 1949, 38,181,809; Nov., 1948, 45,939,588.
 Revenue Passengers, Nov., 1949, 27,382,751; Nov., 1948, 32,771,721.
 Transfer Passengers, Nov., 1949, 10,799,058; Nov., 1948, 13,167,867.

Respectfully submitted,

LEO J. NOWICKI,
 General Manager.

Received and placed on file.

Recorder's Court

To the Honorable, the Common Council:

Gentlemen—I respectfully report to your Honorable Body that Paul E. Krause in the Recorder's Court, in the matter of Opening and Widening of Strathmoor Avenue between Chipewa and Norfolk Avenue Extended, and also the opening of Norfolk Avenue between Mark Twain and Hubbell Avenues, where not already

opened and widened as a public street and highway rendered a verdict in favor of said acquisition Nov. 30, 1949, which was confirmed by the Court Dec. 14, 1949.

In accordance with the statute, I herewith transmit a certified copy of said verdict, and of the judgment of confirmation.

Respectfully submitted,
E. BURKE MONTGOMERY,
Clerk.

Received and placed on file.

Traffic Engineering Bureau

November 23, 1949.

To the Honorable, the Common Council:

Gentlemen—The following traffic regulatory signs have been installed in accordance with the provisions of Ordinance 61-D, and are listed under the caption "Signs Installed." In this respect, we request that all restrictions in conflict with these installations be rescinded.

Traffic regulatory signs which have been discontinued are listed under the caption "Signs Discontinued."

We request that the signs installed and discontinued be confirmed by resolution.

Signs and Dates Installed

- Adelaide, S.S., Woodward to 107 ft. E. of Woodward, "No Parking," 11-4-49.
- Adelaide, S.S., 273 ft. and 311 ft.; 497 ft. and 627 ft. E. of Woodward, "No Standing, Building Entrance," 11-4-49.
- Beaubien, E.S., 201 ft. S. of Division; 165 ft. S. of Brady; 161 ft. S. of Leland; 183 ft. S. of Superior, "Drivers Stop with Street Car," 11-13-49.
- Bellevue, W.S., Benson to 40 ft. S.; 163 ft. and 227 ft. S. of Benson, "Parking One Hour, 7 a.m.-6 p.m.," 2-8-49.
- Bellevue, W.S., 90 ft. to 163 ft. S. of Benson, "No Parking," 2-8-49.
- Chicago, N.S., 58 ft. to 108 ft. W. of Wyoming, "No Standing Here to Cor.," 11-4-49.
- Clayburn, E.S., 141 ft. to 185 ft. N. of Warren, "No Parking," 11-4-49.
- Clinton, S.S., 314 ft. to 419 ft. E. of Russell, "No Parking, 7a.m.-6p.m.," 2-1-49.
- Forest, E., S.S., 69 ft. to 208 ft. E. of E. Ellery, "No Parking, 5a.m.-9a.m., Parking One Hour, 9a.m.-6p.m.," 11-15-49.
- Forest, W., S.S., 110 ft. E. of Hamilton to Lodge Expressway, "No Stdg.," 10-3-49.
- Frederick, N.S. 99 ft. E. of Riopelle to Riopelle, "Loading Zone, Commercial Vehicles Only, 7a.m.-7p.m.," 11-3-49.
- Frederick, N.S., 141 ft. W. of W. Jos. Campau, "No Parking in Driveway," 11-15-49.

- Frederick, S.S. Riopelle to 87 ft. E., "Parking One Hour 7a.m.-6p.m.," 11-3-49.
- Frederick, S.S., 366 ft. to 254 ft. W. of W. GTRR near St. Aubin, "No Parking," 11-3-49.
- Frederick, S.S., 50 ft. to 128 ft. E. of E. Canton Pl., "Po Parking 7 a.m.-6 p.m.," 11-15-49.
- Greenfield, E.S., Schoolcraft to Keibler, "No Stdg. 3 p.m.-7 p.m.," 2-9-49.
- Kelly Rd., W.S., Cedargrove to 32 ft. S. of Cedargrove, "No Parking Here to Corner," 2-7-49.
- Lafayette, W., N.S., Dragoon to 75 ft. W., "No Stdg. 4-6 p.m.," 11-15-49.
- Larned E., S.S., 36 ft. to 83 ft. E. of McDougall, "No Stdg. Coach Stop," 2-11-49.
- Livernois, W.S., 70 ft. S. of Barr to Gd. River, "No Stdg. 7-9," 2-11-49.
- Lothrop, S.S., 370 ft. W. of 2nd to 2nd, "No Stdg. 4-6 p.m., No Parking Anytime," 11-3-49.
- Mack N.S., 160 ft. to 213 ft. W. of Hastings, "No Stdg. Bldg. Entrance," 2-11-49.
- Mack, N.S., 50 ft. W. of Barham and Lakepointe, "Parking One Hour 7 a.m.-6 p.m.," 11-3-49.
- Macomb, S.S., 37 ft. to 354 ft. E. of Beaubien "Parking One Hour 7 a.m.-6 p.m.," 10-24-49.
- Monica, E.S., Seven Mile and 27 ft. S. of Seven, "Loading Zone Commercial Vehicles Only 7 a.m.-7 p.m.," 2-3-49.
- Orleans, E.S., 100 ft. to 150 ft. N. of Trombly, "No Parking," 2-11-49.
- Parker, W.S., 74 ft. N. of Agnes to Agnes, "No Stdg. Bldg. Entrance," 2-11-49.
- Piedmont, E.S., Joy to Dover, "Commercial Vehicles Keep Off," 11-15-49.
- Piedmont, W.S., Chicago to Catherine, "Commercial Vehicles Keep Off," 11-15-49.
- Puritan, S.S., 55 ft. to 140 ft. E. of Wyoming, "No Standing," 11-3-49.
- St. Antoine, E.S., Forest to 84 ft. N. of Forest, "Taxicab Stand 3 Veh. Permit No. 349," 11-13-49.
- St. Antoine, W.S., 95 ft. N. of Canfield to Garfield, "No Parking," 11-13-49.
- Schoolcraft, S.S., Heyden to Vaughn, "No Parking," 2-10-49.
- Second, W.S., 275 ft. N. of Hazelwood Pl., "Keep Cross Street Clear," 2-11-49.
- Second, W.S., 65 ft. to 117 ft. N. of Blaine, "No Stdg. Bldg. Entrance," 2-11-49.
- Second, W.S., 177 ft. to 207 ft. N. of Philadelphia, "No Stdg. Bldg. Entrance," 2-11-49.
- Second, W.S., 150 ft. N. of Larned-Alley eastbound, 5-5-37.
- Twelfth, W.S., 115 ft. to 149 ft. S. of Seward, "No Stdg. 7-9 a.m. Parking One Hour 9 a.m.-6 p.m.," 11-3-49.
- Twenty-second, W.S., Bagley to 117