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Each container car will, if efficient use is made of it, release at least two box cars for service elsewhere. Putting it another way, a container car will in a given time move more than twice as much freight as a box car. This is not a question of car capacity but one of greater car movement. This releases equipment for use in other territory and would temporarily relieve the necessity of buying new equipment of this type which, in turn, would form a credit towards the cost of container car installation.

A list of some railways using container equipment is given below:

1. New York Central Railroad
2. Pennsylvania Railroad
3. Lehigh Valley Railroad
4. Boston & Maine Railroad
5. Chicago and N.W. Ry.  
(Chicago, N. Shore & Milwaukee Elec. Ry.)
6. Missouri Pacific Railroad
7. Cincinnati Terminal Co.
8. Cincinnati & Lake Erie Ry. Co.
9. Wabash Railway
10. St. Louis & South Western Ry.
11. Reading Railroad
12. London Midland & Scottish

It is interesting to know what is being done in the United States to remedy the situation. The U.S. Government has established the office of Federal Co-ordinator of Transportation, a post temporarily occupied by Mr. Joseph B. Eastman, under whom Mr. J.R. Turney, previously Vice-President of the St. Louis & S.W. Ry., heads the section on transportation and service.

In the St. Louis Post-Despatch for Nov. 15, 1934, Mr. Paul Y. Anderson interviews both of these authorities.

Mr. Eastman says -

"The difficulty of obtaining full co-operation among competing lines, the prohibitive cost of sorely needed replacements, and the suffocating burden of debt under which the roads labor, are among the major obstacles."

"However, by the application of certain drastic reforms, which I am preparing to recommend, the condition of the industry may be appreciably improved. Among these reforms the elimination of waste and duplicating services would come first."

Quoting Mr. Anderson -

"Commissioner Eastman supports the principle of Government

W.L.M. King Papers, Memoranda and Notes, 1933-1939  
(M.P. 26, J 4, volume 220, pages C149883-C150385)

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