

In an effort to save rail and ocean space, packaging sizes were cut down. Orders were also issued to compel the carrying of greater loads of fruits, vegetables and other produce in refrigerator cars, and penalties for holding such cars longer than necessary were increased. In 1943 a maximum carloading order was issued which provided that every freight car must be loaded to capacity on every trip. This saving in space added several thousand cars a week to available carrying capacity.

The increased use of tranship stations has helped to conserve much-needed space, equipment, fuel and motive power. At certain selected points shipments are transferred and consolidated into cars headed for common destinations. This offsets the cost of handling incomplete loads and reduces switching operations to a minimum.

Cars which carry parcel freight on shipment to several consignees must be so loaded and unloaded as to produce no delays to other cars en route and to avoid duplicate handling. Each class of goods and each size of freight car has its maximum loading specified. These regulations of course increase the work of supervising the loading of freight trains considerably, but as a result the average loading per car has increased 35% from the years 1939 to 1944. The following table shows the average carload for the month of April for the last five years:

April, 1939	24.16 tons
" 1940	27.65 "
" 1941	28.84 "
" 1942	30.89 "
" 1943	32.83 "
" 1944	32.50 "

The office of the transport controller also arranges for the orderly movement of the armed forces to various training camps, to the United Kingdom, to Newfoundland, Labrador, etc. Special train services are organized to handle the traffic to and from the hundreds of camps scattered throughout Canada.

The transport controller has curtailed civilian passenger traffic by the abolition of cheap fares for excursions, holidays, week ends and large parties. Efforts have been made to induce employers to arrange staff vacations in mid-week so that the stress of this travel is more evenly distributed. On certain routes chair cars, dining cars and sleeping cars have been removed or limited. Chair cars have been removed on the heavily travelled routes between Toronto and Ottawa, Toronto and Montreal and Montreal and Ottawa.

FREIGHT

In the pre-war period Canadian railways suffered severely from the loss of freight earnings. Depressed economic conditions were accentuated by the diversion of short-haul traffic to the highway public carrier, plus a widening use of the private automobile. The outbreak of war brought an enormous increase in freight traffic. Expanding Canadian industry required adequate transportation by rail of both raw materials and manufactured products. The war at sea diverted to railways thousands of tons of traffic formerly moved by water. Lumber which had moved to the United Kingdom by way of the Panama Canal now went across the continent by rail. Newsprint from Quebec which once moved by water to the United States changed to rail. Bauxite, formerly brought from British Guiana to Arvida by boat, now came by rail from Arkansas. Munitions of war had to be transported long additional distances by rail to shorten the ocean haul, instead of moving to the nearest seaport as in peacetime. Coastal shipping was also subject to severe restrictions, and the number of vessels on inland lakes and rivers was greatly reduced. Gasoline rationing, scarcity of rubber and the resulting regulations limiting truck operations diverted to the railways much of the traffic which in recent years moved by highway. This necessitated the restoration of many abandoned local railway services and facilities, as it was largely short haul