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The establishing of intermediate points between Toronto and Windsor would follow, as is suggested for the area between Toronto and Montreal. The selection of these intermediate points would require study, keeping in mind that branch line junctions, serving remunerative territory, must be considered as must connecting links between the two railway lines.

Keeping in mind the fact that the two railways do not run parallel, through freight between the three major terminal points, Montreal-Toronto-Windsor, could be run over one selected double track line. The intermediate tonnage could be taken care of by the Canadian National Railway and special local freights could be handled by the Canadian Pacific Railway over its own roadbed.

Electrification of this trunk line would permit faster, smaller and more frequent units and would make possible the amenities desired in passenger traffic.

It is not proposed, herein, to develop or enunciate a definite plan but rather to present a general thought as only the railways themselves with their detailed knowledge of specific facts are competent to state how the plan might be carried out.

As amalgamation is unlikely and as co-operation to eliminate duplication is essential, some means to allow economies in operation, while still retaining the element of competition, must be found. As truck competition has reached such alarming proportions, both railways must submerge their pride and independence in their effort to work out a common salvation.

Both the Reading Railroad and the St. Louis Southwestern Railroad in the United States, have adopted a unit container car with co-ordinated truck system, with very satisfactory results. The St. Louis Railroad operation between St. Louis and Shreveport, a distance of 590 miles, offers a comparison to the 562 miles between Montreal and Windsor.

In the territory of the St. Louis Southwestern Railroad, referred to above, trucks had captured 75% of all L.C.L. traffic and almost the entire express business. Upon the commencement of this service, and as the trucks could not compete where the element of speed was concerned, railway tonnage immediately responded.

In the case of Montreal to Windsor, the Railway Right-of-Way Company could operate all terminal facilities at Montreal, Toronto and Windsor to the benefit of both railways.

While it is undoubtedly possible to improve the present service with the standard equipment already possessed by the railways, the benefits would not approach those which would accrue if container car and truck equipment were used.

The special container car and road truck equipment, necessary
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W.L.M. King Papers, Memoranda and Notes, 1933-1939
 (M.P. 26, J 4, volume 220, pages C149883-C150385)

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