

Between Montreal and Windsor lies the most densely populated district in the Dominion. In this area is found the greatest traffic density and from it comes the largest proportion of more remunerative passenger and freight business. This territory is also responsible for the greatest loss in revenue, for the simple reason that the railways are paralleled by paved roads carrying motor truck and bus competition.

The two great Canadian railways are fortunate in that they can attack their problem within a definite area, whereas in the United States the problem is nation wide.

In this particular area L.C.L. service requires from two to three days for delivery. In some districts there is only a tri-weekly service. This by comparison gives road truck service a decided advantage as it is obvious that a truck can make the trip from Montreal to Windsor within 24 hours and need not run on any particular schedule.

It, therefore, would appear that the railways must supply a service equal to, or better than, their competitors.

This involves the coordination of motor truck and rail haul with a view to reducing the elapsed time in order to give door-to-door service at less cost and in less time than motor trucks now render this service.

Investigation develops the fact that tonnage east of Toronto, except between the two large terminal cities of Toronto and Montreal, is extremely small. This would suggest the possibility of fast through freights east and west between these points. If intermediate zone terminals were established, say at Prescott, Kingston, Belleville and Port Hope, and a through train dispatched from Montreal, with cars made up in sequence, it is obvious that the only delay would be the time required to pick up new cars going west and drop the rear cars. With the container carry system, the same train equipment would pick up and drop cars on the return trip as no great time is required to transfer containers from car to truck. From all zone terminals, motor trucks would make door, pick-up and delivery in a radius of say, 50 miles.

We have said that the old Grand Trunk line taps the better traffic producing territory. Could we not consider Mr. Eastman's suggestion and establish an agency controlled by both railways to operate over this trackage with pooled trains, particularly as most of the traffic consists of through freight ?

In the Memorandum of Jan. 25, 1933, it was suggested that a Railway Right-of-Way Company be formed to take over certain, or all, roadbeds, and that both railways operate over the same trackage. Volume of tonnage would dictate whether pooled trains or separate trains would be run, or whether cars to intermediate points would be carried by other tractor units than these of through trains.

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