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- 18 -

of transportation and service, has made an exhaustive study of the possibilities of better equipment. He has given a description of "the ideal freight car" which Eastman pronounced a classic. It follows:

"It is light enough to carry five times its own weight; strong enough to drag one thousand times its weight, versatile enough to handle any commodity in any weather or temperature; insulated, coolable and heatable; adaptable in size to present day sales unit requirements; providing security for person and property; dependably speedy in terminals as well as on the road; accessible for loading and unloading from any one of its six sides; and finally, attaining mobility and utility by being cheaply and quickly transferable from rail to truck chassis, vertically, longitudinally and laterally."

The last suggestion - that of a freight car constructed in units, each of which could be slid off the rail chassis unto a truck chassis - has found a special favour with Commissioner Eastman, who considers it the only device through which the railroads can compete with the door-to-door service afforded by commercial trucks."

And again -

"It is in the carrying of package freight, or less-than-carload lots, Eastman added, that the railroads have suffered their heaviest loss to the highway carriers. He has a plan where-by the roads may meet this competition.

"I shall propose, he said, the establishment of two nationwide agencies, owned by the railroads and patterned after the Railway Express Company, handling all less than carload shipments and competing with each other at all major points. The trains would travel at express train speed, and carry from 20 to 30 tons a car. Loadings would be concentrated at a few hundred points, instead of several thousands, the service to be supplemented by that of trucks operated by these agencies."

"The rail carriers, he added have come to the realization that they have a great deal to learn from the automobile and airplane industries."

Also -

"Car pooling, he went on, is imperative to eliminate waste motion. He mentioned the depressing sight of long strings of empties crawling back across the country to their original destinations, at a dead loss which can only be made up at the expense of the shippers. Car pooling, to be effective, he said, called for the adoption of all-purpose cars, as contrasted with such highly specialized types as tank and refrigerator cars. He pointed to the closed-top hopper-bottom gondolas now in use as an example of a principle which should be extended and elaborated.

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