

Dhananjayrao Gadgil Library



GIPE-PUNE-009730

ROAD VERSUS RAIL

**The Case
for Motor Transport**

**by
CHRISTOPHER T. BRUNNER, M.A.**

**1 9 2 9
ERNEST BENN LIMITED
LONDON: BOUVERIE HOUSE, E.C.4**

X413.3

F9

9730



*Printed and Made in Great Britain by
Hazell, Watson & Viney Ltd. London and Aylesbury*

PREFACE

IN response to the demand for a plain statement of the facts of the development of motor transport, its relations with the railways and its present importance in the national economy, I have written this little book. A more detailed treatment of the subject may be found in my book, *The Problem of Motor Transport: An Economic Analysis*, by those who may wish to make a more thorough study of the subject.

The adjustments necessary in our transport system as a result of the rapid development of motor transport of recent years are one of the most important aspects of the gradual reorganisation of the economic life of Great Britain to meet the changed conditions and markets of the post-war world. Those of us who believe as I do that the future prosperity of the country will depend largely on the transport facilities available and their efficient working, feel that the time has come to cry halt to the tendency for Chancellors of the Exchequer to look on the motor interests as fair game for any increase in taxation, and for Governments to mete out different treatment to the two most important agents in inland transportation, railways and motor transport.

The days of unadulterated *laissez-faire* are over, and nobody would wish to see their return. There is, however, a great danger in ignorant or partisan

interference in the economic system. The country frankly cannot afford to neglect any possible improvement in economic organisation, and any action calculated to delay the introduction of improved processes or technique is bound to act as a brake on a return to prosperity, and to aggravate the national menace of Unemployment.

C. T. BRUNNER.

February, 1929.

CONTENTS

CHAPTER I

	PAGE
THE PRE-WAR SITUATION	9

CHAPTER II

MOTOR TRANSPORT AND THE WAR	20
---------------------------------------	----

CHAPTER III

MOTOR TRANSPORT AFTER THE WAR	27
---	----

CHAPTER IV

POST-WAR DEVELOPMENTS ON THE RAILWAYS	43
---	----

CHAPTER V

THE INCREASING BURDEN ON MOTOR TRANSPORT	55
--	----

CHAPTER VI

ROAD POWERS FOR RAILWAYS	67
------------------------------------	----

CHAPTER VII

ECONOMICS OF ROAD AND RAIL TRANSPORT	79
--	----

CHAPTER VIII

EFFECT OF EXCESSIVE MOTOR TAXATION	91
--	----

CONTENTS

CHAPTER IX

	PAGE
MOTOR TRANSPORT AND THE UNEMPLOYMENT PROBLEM	104

CHAPTER X

MOTOR TRANSPORT A NATIONAL ASSET	116
--	-----

APPENDIX	128
--------------------	-----

APPENDIX

In the following table the comparative motor-vehicle taxes (State and Municipal) are given for various types of vehicles for Great Britain, France, Germany, Italy, and the U.S.A. :

MOTOR-VEHICLE TAXES (STATE AND MUNICIPAL), 1928

Private Cars.	Treasury H.P. Rating.	Great Britain.	France.	Germany.	Italy.	U.S.A. (Indiana)
Austin " 7 " .	7-9	£ 2 4	£ 2 4	£ 2 4	£ 2 4	£ 2 4
Fiat " 12 " .	10-48	8 0 0	3 7 11	6 5 0	4 18 11	1 0 10
Chrysler " 65 " .	23-5	11 0 0	6 15 10	11 14 0	9 4 4	1 0 10
Renault " 45 " .	45-0	24 0 0	16 16 3	31 2 0	30 3 6	1 0 10
		45 0 0	43 6 2	77 15 0	99 4 0	1 13 4
Commercial Goods Vehicles (Pneumatic Tyres).	Capacity in Tons.					
Morris . . .	1	20 0 0	8 13 3	9 4 4	4 2 10	4 3 4
Thornycroft . .	3	38 8 0	19 0 5	23 5 8	10 9 11	7 5 10
Scammell . . .	12	48 0 0	27 6 11	40 8 10	13 14 7	41 13 4
Commercial Passenger Vehicles (Pneumatic Tyres).	Seating Capacity.					
Dennis . . .	20	36 0 0	11 14 4	18 7 8	21 18 5	25 0 0
Lancia . . .	28-30	57 12 0	16 16 3	22 1 2	3 13 6	37 10 0
Leyland . . .	31	86 8 0	26 3 11	23 5 8	5 16 6	63 15 0

Franc at 124 to £. Mark at 204 to £. Lira at 925 to £. Dollar at 41. 24.

ERRATUM

In the above Table the Italian tax on a Dennis passenger vehicle should have been given as £1 18s. 5d.—not £21 18s. 5d.