

# Trucking in Canada



*It's been 100 years since the first motor truck traveled down a Canadian road. And now, in 1998, we offer a look at many of the landmarks that shaped our nation's trucking industry.*

**1700s**     **First Electric Vehicle is Built in Late 1700s**

**1897**     **World's First Truck Goes on Sale in Germany**

**1898**     **First Commercial Truck Used in Canada**

The Robert Simpson Company of Toronto buys the first commercial delivery wagon used in Canada. The electric Number 2 Coach Delivery Wagon built by the Fischer Equipment Company in Chicago, Ill. has a maximum payload of about 200 lb. And it's hardly a comfortable trip for the driver, who sits high up at front, fully exposed to the elements. Starting, stopping and everything else is regulated by an electric controller gear with a large switch unit used to regulate speed. Movement of the controller increases voltage to the motor by cutting in more battery cells for extra power. Four tray-mounted batteries, connected in series, produce a maximum of 80 volts, allowing the wagon to move at a whopping 14 mph. Speed limits in the city are no higher than 10 mph. Although it can travel 35 miles between charges when on a smoothly paved road, there are few such roads to be found in 1898 Toronto. Some historians claim the vehicle wasn't practical and was probably partly a publicity stunt.

**1899**     **First Commercial Vehicle Built in Canada**

Toronto's Still Motor Company builds an electric wagon for Parker's Dye Works in Toronto. A belt from a mid-mounted motor is used to drive the rear wheels. The vehicle turns with Ackerman-type steering and, much to the envy of the driver of the Fischer, the driver of this truck sits lower and under the protection of a roof.

**1901**     **First Road Legislation in Ontario**

First true road legislation is passed in Ontario, when the province's population was 221,583. The legislation was rather sketchy, but the following year the Ontario Legislature established a Railway Committee which, through a process of metamorphosis, emerged eventually as the Ontario Municipal Board (OMB). The OMB was to have great influence on the trucking industry.

### **Cab-Over-Engine**

Early cab-over-engine (COE) design Winton (known today as Detroit Diesel) builds Parker's Dye Works a van on a car chassis, featuring a two-cylinder flat or horizontally opposed underseat engine that drives through a two-speed transmission.

**1902**     **Number of Trucks**

There were 178 horseless carriages in Ontario, mostly passenger cars. The speed limit was 10 miles-an-hour.

- 1904 Ontario Requires First Licences**  
Ontario introduces Canada's first licensing law, requiring the registration of motor vehicles. Commercial vehicles won't be registered separately until 1915.
- 1906-10 Trucking Develops**  
Truck development continues with gasoline. Gasoline-powered trucks begin to look less like cars. While Europeans favor conventional models, North Americans prefer COEs. But it's a rough ride in North America. About 30 per cent of the cabover's weight is on the front axle, and power steering still doesn't exist.
- Wages**  
Canadian truck drivers are making about \$12 a week.
- Wheels**  
Michelin develops the first demountable wheel rim, as a predecessor to the Budd wheel.
- 1908 Dual Tire Introduced**  
Michelin releases a dual tire.
- 1909 Motor Truck Comes to Manitoba Fleet**  
The Safety Storage and Forwarding Company becomes the first partially motorized dray fleet in Winnipeg.
- 1911 First Cross-Continent Trip**  
The first coast-to-coast truck trip in North America is made by a Swiss-built Saurer, which travels from Los Angeles to New York. A year later, a Packard truck hauls a three-ton load from New York to San Francisco in 46 days.
- 1912 Three-Ton Choices Limited**  
Three-ton truck buyers are limited in choice, with most manufacturers producing just one model. Although they can handle grades, the vehicles only have a top speed of 10 to 12 mph, but can carry between three and five tons. Big-bore (four- to five-inch) four-cylinder engines peak at around 1,000 rpm. A flat performance curve offers constant torque from 250 to 300 rpm but offers very little speed.
- Conventional Styles Gain Popularity**  
Conventional-type trucks quickly come into vogue in Canada with White, Peerless, Pierce-Arrow and Packard offering them along with Commer, Saurer and Albion.
- 1913 First Long-Distance Run in Western Canada**  
Two representatives of the Canadian Motor Company drive a Federal truck from Winnipeg to Regina, marking the first commercial truck to make a long-distance run in Western Canada. It's also the first recorded interprovincial truck shipment, delivering a load of bedding and springs. The trip is completed in four days.
- BCTA is Formed**  
The General Cartage and Storage Association -- the forerunner of the British Columbia Trucking Association -- is formed, with membership including Merchants Cartage, Johnston National Storage and Mainland Transfer.
- 1914 World War I Revolutionizes Trucking**  
The shift from horse to truck came after World War I. The Great War revolutionized trucking in Ontario, as it did elsewhere. Motor transport was one of the greatest developments of the war -- which started with hoofpower and ended with horsepower on wheels. Thousands of men

learned to drive and love the new mode of transport. After the war, war-surplus trucks of many makes were available to anyone who wanted to get into trucking.

### **Good Roads Congress**

The first Canadian Good Roads Congress was held in Montreal. At this time, some \$60 million a year was being spent on roads across Canada, which was considered "a large sum."

### **Number of Trucks**

In Ontario, commercial vehicle registrations hit 384.

#### **1915 Automatic Fifth Wheel Unveiled**

The Martin Rocking Fifth Wheel allows drivers to simply back tractors under trailers and lock up with upper fifth wheel pins. When coupling with an earlier fifth wheel design, a driver has to position the tractor ahead of a trailer, leave the cab to elevate the trailer, get back in the truck to back it under the trailer, and get out to make sure the coupler is locked.

#### **1917 Six-Cylinder Engine With Electric Starter Unveiled**

Stegeman, an American manufacturer, brings a truck with a six-cylinder engine into Ontario. Buyers are skeptical of the engine's power, and won't even consider electric starting as a viable option.

#### **1918 Reo Speed Wagon Moves Freight Faster**

The Reo Speed Wagon offers a two-tonne Model J that breaks many previous speed barriers by traveling 30 mph.

### **Model T Ford Now a Truck**

Model T Fords take their place among the most popular trucks in North America even though Ford doesn't actually produce a truck. As many as 25 to 30 manufacturers sell one-ton conversion kits for the mass-produced cars, adding new and heavier frame rails and extra cross members.

### **Society of Automotive Engineers (SAE)**

SAE standards begin to gain acceptance.

#### **1919 Federal Funding**

Under the Canada Highways Act, the federal government agreed to pump \$20 million into road-building over the next five years, with nine provinces being given grants – this, in addition to what was being spent by counties and municipalities.

### **Pneumatic Tires**

Pneumatic tires are introduced to replace the rough-riding solid rubber tires of earlier days, even though they have been offered on light and medium-duty vehicles since 1912. Still, pressures on the early tires are as high as 200 psi, and the "giant pneumatics" increase frame and body heights. A 1920 Packard 3-tonner needs 44x10s pneumatics, compared to 36x5 tires made of solid rubber. What they do allow is more speed, doubling that of most heavy units to 30 mph and leading to burnt-out bearings, thrown rods and engine seizures. Trucks are actually spec'd around the early tires, with such makers as Packard selling a larger engine for their use.

### **Tandem truck**

Goodyear introduces tandem truck. The Goodyear Tire and Rubber Co. produces a six-wheel truck, with three axles rated at five tons and fitted with 40x8-inch tires (small for the time). Oversized engines with a bore and stroke of 5x6 inches and 3x7.25-inch frames ensure it's

heavy-duty truck, but it is considered too specialized. Tandems eventually become an industry norm.

**1923 Air Brakes Are Unveiled**

Westinghouse introduces automotive air brakes for the two-wheel braking of a Pierce-Arrow, offering more stopping power than a foot can apply through a traditional mechanical linkage. With the air system, brakes are applied through an air circuit maintained by an engine-mounted compressor. Brakes are activated by a line that offers more flexibility than straight linkages. Perhaps most important, though, is the possibility of introducing brakes on trailers.

**Manitoba Begins Registering Trucks**

Manitoba officially begins registering trucks, replacing horsepower ratings with tonnage figures.

**Diesel Use Grows in Europe**

Benz installs the first pre-combustion chamber diesel engine on a five-ton truck. The first diesel engine had been developed by Rudolf Diesel in 1892, although Herbert Ackroyd-Stuart is also credited with producing a similar engine design in England at the same time.

**1925 Aerodynamics**

Aerodynamics considered in truck design. J. B. Baillargeon Express introduces Canada's first aerodynamic rig. The truck and trailer cost about \$250,000 to build and boasts an engine with approximately 400 hp. In 1998 money, that's equivalent to a price tag of about \$2 million.

**Four-Wheel Brakes Come Into Use**

GMC offers two units with four-wheel brakes, offering quicker stops. But rear-end collisions became so common because of their sudden stops, Ontario requires a red triangle displaying the words "four-wheel brakes" to be posted at the rear of the vehicles.

**Dump Trucks**

Dump truck bodies are introduced with underbody hoists to replace vertical chain or hydraulic hoists.

**1926 Ontario Trucking Association is Formed**

Industry visionaries identified a need for a unified voice of the trucking industry. The Automotive Transport Association of Ontario meets in Hamilton in August, with Frederick Foy -- who acts as manager of the Ontario Transport Company -- assuming the role of chairman. The group eventually becomes Canada's largest and most influential trucking group, known as the Ontario Trucking Association.

**1927 Regulation**

Truck regulation begins in Ontario. With 43,442 commercial vehicles -- more than any other Canadian province -- Ontario passes the PCV (Public Commercial Vehicle) Act.

**Speed Limit**

Ontario speed limits were raised to 35 miles-an-hour.

**Prestone**

Prestone is introduced as pure ethylene glycol in cans, with charts showing protection as it relates to specific concentrations. Unlike water, this coolant won't boil away.

- 1928 Stock Market Crash**  
The stock market crashes, signaling the beginning of the Great Depression. This would have a deep and lasting impression on the trucking industry.
- Tandem Trailers**  
The tandem trailer begins seeing limited use, but becomes more accepted in the late 1930s when new weight regulations are introduced.
- Electric Light**  
Electric light use still limited. They are an expensive option and filaments are unreliable. Acetylene lamps are still preferred, although many drivers lose eyebrows when lighting them.
- 1929 Windshield Wipers**  
Changes in the Ontario Highway Traffic Act required motor vehicles to have “a device for cleaning rain, snow and other moisture from the windshield,” and to have a rear-view mirror.
- Engines**  
International advances engine design with the introduction of the HS series of heavy-duty trucks with a Hall-Scott engine featuring both overhead valves and an overhead camshaft.
- 1930s Balloon Tires**  
Firestone advances tire design with the development of the balloon tire, leading to fewer blowouts in a design that requires less air pressure than previous balloon tires.
- Refrigerated Trucks**  
Refrigerated trucks were coming into use. Where once cargos had been kept cool by wet tarpaulins, and later by ordinary ice packing, dry ice became available for the first time.
- Trailers**  
Trailer use becomes more popular. Trailer-making Freuhauf promotes that you can pull more than you carry.
- 1931 Railways Worry About Trucks**  
Railway unions mount a national campaign complaining that trucks are endangering their jobs.
- Chain Drives Begin to Disappear**  
Chain drives begin to disappear on over-the-road trucks, but some slow speed applications will continue to use them into the 1950s.
- 1932 Diesel Trucks**  
While Cummins introduces the U.S. to diesel power in a White truck, the Canadian diesel experience is driven by Leyland, a British truck maker. But Canadian bus owners are quicker to accept the engines than their trucking counterparts. Gasoline is selling at a cost of about 25 cents per gallon.
- Manitoba Forms Association**  
The Manitoba Automotive Transport Association -- later to become the Manitoba Trucking Association -- is formed.
- National Regulation Plan Unveiled**  
A growing anti-truck lobby -- headed by the railways -- rears its head as they feel business slip away. The Duff Commission releases a report recommending the general regulation of

motor transportation in Canada, forming the basis of future regulation by the provinces. One of the recommendations is that schedules and charges should be published.

**1933 COE Design Returns to Vogue**

The COE moves back into the mainstream with the EUS Autocar, for carriers who want a shorter truck.

**1934 B.C. Forms Association**

The Motor Carrier Association of B.C. is born at a time when the province is forming its first weight and load restrictions.

**1935 Manitoba Committee Calls for Regulation**

Traffic congestion in Manitoba spur the provincial government to consider legislation to curb these problems. By the end of the year, public concern has grown to the point where Transport Minister Clarence Decatur Howe and his committee are forced to come up with 11 recommendations for the regulation of PSV carriers. These include: that motor carriers have risk insurance; the imposition of vehicle fitness standards; and provincial legislation to limit hours of service for drivers. It would be years before such recommendations are adopted.

**1936/37 B.C. Licenses Trucks**

Provincial truck licensing comes into full effect in B.C. Interior truckers are commanding 3.5 cents per mile.

**Number of Trucks**

There were some 70,000 commercial vehicles in Ontario, if you include fire trucks and road machines.

**1937 National Trucking Association Formed**

George Parke, a founder of the Ontario Trucking Association, who had started a truck line between Toronto and St. Catharines, Ont., becomes founding president of the Canadian Automotive Transportation Association (now called Canadian Trucking Alliance). The CTA is formed to speak with a national voice for truckers on issues such as regulation, and to stand united against a strong anti-truck rail lobby. During that year, the Transport Bill to federally regulate trucking is killed when the provinces refuse to give up their own highway regulation powers. Peeved, the railways begin offering free pick-up and delivery service on less-than-carload shipments at all open stations in B.C., Alberta, Saskatchewan, Manitoba and Western Ontario.

**Saskatchewan Carriers Organize**

The Saskatchewan Motor Transport Association is formed at a time when the province boasts 132 miles of blacktop and 2,402 miles of gravel highways.

**1938 Alberta Association Forms**

The Alberta Motor Transport Association is formed with Jack Taylor at the helm as general manager. The owner of a Calgary print shop has the idea that if he can get truckers to agree to a common bill of lading, he can increase the length of his print run and save them money.

**1939 Outbreak of World War II**

The importance of trucks in the war effort soon became apparent. Trucks carried soldiers, supplies and war materials to the front, wherever it was. Behind the lines trucks carried materials to build war factories, raw materials for the new factories to work on, and finished war material to waiting ships.

### **COE Engine Access Improves**

White's 3000-Series COE boasts a cab that lifts hydraulically in 30 seconds to ease maintenance. Although the concept traces back to 1912, it's one of the first to sell in considerable volume.

### **Québec Association is Formed**

A 21-year-old Camille Archambault founds the Syndicat des Camionneurs de la Province de Québec and assumes the role of president. The group will go through several incarnations and mergers before becoming the Trucking Association of Québec in 1953.

## **1940 Big Business**

There were 278,777 trucks registered in Canada, representing, with associated plant and equipment, an industry value of \$599 million and employing more than 450,000 people – more than all other forms of powered transportation put together. Many communities in Ontario were served only by truck.

### **Advertising on Trucks**

Trucks began to be used as traveling billboards, a means of communicating the war message as well as transporting goods for it. Their signs advertised war savings stamps and recruitment.

### **First-Aid Training**

First-aid training for transport drivers is offered through the OTA to equip drivers with skills to assist during roadside emergencies.

## **1941 First Drivers Shortage in Canada**

Canada's trucking industry faces its first driver shortage. The federal government says truckers can't be conscripted, and trucking is deemed "essential to the successful prosecution of the war." The shortage of employees remains until the end of the war.

## **1942 Industry Deals With War Rations**

Facing rations, the trucking industry pools shipments to save gasoline. Commercial vehicles are issued two ration books, each good for 320 gallons of gasoline.

### **Québec Drops Tolls**

The Québec government begins to abolish the numerous tolls charged to use that province's bridges and highways. This process is largely complete in 1961 with the removal of charges at the Terrebonne Bridge.

## **1944 Two-Way Radios Come to Trucks**

Forward-thinking fleets begin experimenting with two-way radios in trucks.

### **Detergent Oils Come to Civilian Trucks**

The trucking industry begins to use the detergent oil introduced in U.S. army trucks.

## **1947 Truck Rodeo**

One of the most important events pioneered by the OTA was the first Canadian Truck Rodeo. It took place in December at the Automotive Building of Toronto's Canadian National Exhibition, with 5,000 spectators attending. Future rodeos would serve as a positive and constructive force in rousing enthusiasm among drivers for safety and efficiency.

## **1948 Number of Trucks**

There were 165,137 commercial vehicles registered in Ontario.

- 1950 Rail Strike Proves Trucking Industry Role**  
The 1950s ushered in the first national strike of the railway unions. Many believed the country would shut down, and that cities couldn't be fed if the strike lasted more than a few days - it lasted nine, and the OTA helped avert a crisis by organizing its members in pooling freight shipments. After the strike, many shippers switched permanently to truck transport.
- Atlantic Provinces Association is Formed.**  
The Atlantic Provinces Trucking Association is founded in under the leadership of C. W. Moffatt.
- 1951-57 Alberta Livestock Moves to Trucks**  
The entire Alberta livestock transportation industry shifts to truck from rail, partly because of the railways' lack of interest in investing in new rolling stock.
- 1950s Mechanical Refrigeration Comes to Trailers**  
Thermo King and Universal are among pioneers of mechanical refrigeration for long-haul vehicles. Ice and holdover plates are on the way out.
- 1951 Common Connector Standards Released**  
The SAE launches the standard for a J560 connector, offering a common electrical link between tractors and trailers.
- 1952 Railways Introduce Intermodal Service**  
To compete with trucks, both CNR and CPR begin piggy-back services, using semi-trailers loaded on flat-cars. The railways begin this service between Montreal and Toronto. Truckers do not oppose the move. It was to be another five years before the railways extended this service to the trucking industry at large.
- Québec Introduces Transport Ministry**  
Québec became the first province to institute a distinct ministry of Transportation and Communications. The first provincial minister to hold the portfolio is Antoine Rivard.
- 1953 Fluid Milk**  
Trucks use was still developing in new ways. Ideal Dairies of Oshawa moved the first fluid milk by tank truck in the province.
- 1954 Trucks Move an Entire Industrial Plant**  
Trucks moved an entire industrial plant from Windsor to Barrie, the first time that trucks had attempted such a thing in Ontario. The move required 300 tractor-trailer loads in low-bed floats, open semi-trailers and van-type trailers. The operation was carried out without a hitch.
- 1955 In-Bond Cargo Shipment Made**  
The first "in-bond" cargo is picked up by a truck in Vancouver with a shipment from the Orient going to Midcontinent Truck terminals in Toronto. Without waiting for customs clearance in Vancouver, it doesn't have to clear customs until Toronto.
- 1958 Education Foundation Started**  
OTA established Trucking Industry Educational Foundation Inc. In the first 16 years of operation of the foundation, 3,000 students were aided through bursaries, at a cost of \$650,000.

- 1959 Air Pollution**  
OTA launched a campaign against air pollution, long before government gave serious thought to such programs. The association formed an Air Pollution Committee to work on ways of preventing pollution of the atmosphere by commercial vehicles, especially diesel trucks.
- 1960s Road Salt Use is on the Rise**  
The increasing use of road salt to control icing on highways wreaks havoc on wiring systems and rots out trailer floors, forcing manufacturers to offer improvements such as better-sealed headlamps and brake drums, and more robust exhaust systems.
- Tipping Hoods Introduced**  
Mack, GMC and International are among the first to offer tipping hoods on conventional trucks.
- 1962 CB Radios Begin to Emerge**  
CB radios begin to emerge in Canada, although they gain their greatest popularity in the 1970s.
- Trans-Canada Highway Opens July 30**  
The Trans-Canada highway opens at Roger's Pass in B.C., creating the longest highway in the world at 7,821 km. But almost 3,000 km remain unpaved. It is completed in 1967, by which time it had cost about \$1 billion and spanned 4860 miles.
- 1963 Deregulation Worries Aired**  
The MacPherson Report on the Royal Commission on Transportation worries that complete deregulation of the trucking industry will lead to fly-by-night operators, unsafe equipment and lower wages. Bill 231 establishes the Canadian Transportation Commission with promises of national objectives for transportation policy. Proclaimed in 1967, the bill accomplishes little, but the National Transportation Act forms the national Provincial Standards Council.
- Canadian Fleet Maintenance Seminar**  
The first Canadian Fleet Maintenance Seminar is held at Toronto's Inn on the Park. Ontario had 326,556 commercial vehicles – about 30% of all the commercial vehicles in Canada.
- 1964 First Woman as Transportation Minister**  
Claire Kirkland-Casgrain becomes the nation's first female transportation minister. She holds the cabinet post in the Quebec government until 1966.
- 1965 Trucking Recognized as Branch of Canadian Transportation Industry**  
Trucking is recognized by the federal government as a branch of the Canadian transportation industry through the creation of the Motor Vehicle Transportation Act.
- 1966 Feds Take Over Extra-Provincial Trucking**  
The federal government takes control of extra-provincial trucking. The controlling body is the new Canadian Transport Commission.
- 1968 National Transportation Act Bogged Down**  
The federal government enacts the National Transportation Act, with promises that it won't restrict long-distance trucking in favor of trunk railway operations. Implementation is bogged down in a bureaucratic tangle.

### **Late '60s B-Trains**

B-trains begin to emerge as a truck configuration in B.C. and Ontario. According to some experts they now make up 3/4 of all the doubles on Canadian highways.

### **1970 Feds Introduce Safety Standards**

The federal government introduces its own safety standards for trucks, and introduces legislation giving it power to regulate truckers operating between provinces.

### **Trans-Canada Highway Completed**

The Trans-Canada highway is completed at a final cost of \$1 billion, creating the longest highway in the world, measuring 7,821 km.

### **Tractor-Trailer Train Comes to Maritimes**

Day and Ross introduced the first tractor trailer train in the Maritimes in 1970. Driven by William Stapleton of Victoria Corner, N.B., the first outward trip moves a load of sardines from Black's Harbor, N.B. to Toronto.

### **1972 Sunday Trucking is Allowed**

Sunday trucking is allowed in most provinces, although some jurisdictions maintain restrictions against trucking on the Lord's Day. For example, Quebec truckers face jail time if they operate a commercial vehicle on Sunday.

### **1975 Trucks Move Into Grain Transportation**

Truckers in Saskatchewan profit from the railway abandonment of rural branch lines, taking over the delivery of grain once hauled by rail.

### **1977 The Order of Canada**

The Order of Canada is presented to Joseph O. Goodman, the longest serving general manager of the OTA. Goodman was a trailblazer in the industry.

### **1979 Canada Balks at Problematic Air Brakes**

Saskatchewan trucking industry pioneer John Larochelle convinces the Canadian Trucking Association to push for a delay in implementing inconsistent FMVSS 121 brake system emerging in the U.S.

### **1980 U.S. Deregulates**

The U.S. passes the Motor Vehicle Carrier Act, implementing deregulation, with many Canadian companies acquiring 48-state authorities.

### **Oil Crisis Means Focus on Energy Efficiency**

The oil crisis leads to increased fuel prices and shortages, turning the trucking industry's focus on energy efficiency issues, addressed in conjunction with the Canadian Trucking Association.

### **1981 Alberta Joins Safety Alliance**

Alberta becomes the first Canadian jurisdiction to join the Commercial Vehicle Safety Alliance.

### **1982 Rocky Mountain Doubles**

Rocky Mountain doubles are being tested on Alberta highways

### **CVSA Unveils Out-of-Service Criteria**

The Commercial Vehicle Safety Alliance develops its first out-of-service criteria, offering a common inspection standard.

- 1985 Turnpike Doubles**  
Turnpike doubles are tested between Calgary and Edmonton.
- Electronic Engine on the Market.**  
Detroit Diesel Allison markets an electronically controlled fuel injection system known as the Detroit Diesel Electronic Control.
- Kenworth Unveils Aerodynamic Cab**  
Kenworth introduces the T600A. Its release is widely credited for a new focus on aerodynamic designs of trucks. It eventually receives the U.S. Department of Transportation's National Award for the Advancement of Motor Vehicle Research and Development.
- Cell Phones**  
The cellular phone is introduced to Canada.
- 1986 Canada Deregulation Regulation is Unveiled**  
Federal Transport Minister Don Mazankowski introduces legislation to deregulate Canada's trucking industry. The process is expected to be completed by the year 2001, when B.C. and Quebec are to deregulate their bulk hauling industries.
- Ontario Tracks Defects**  
Ontario introduces its Commercial Vehicle Operating Record, tracking problem vehicles and other convictions for fleets.
- 1987 MVTA is Passed**  
The Motor Vehicle Transport Act is passed, as a first step to deregulation of Canada's trucking industry.
- CanRoads Calls for Common Weights and Dimensions**  
The Road Transport Association of Canada and the Canadian Council of Motor Transport Administrators form the CanRoads Transportation Research Corporation, pushing for common weights and dimensions. There still isn't a common standard, but it's from this report that Canada sees 53-foot trailers introduced.
- Hours of Service Regulation**  
Transport Canada calls for hours of service regulations with logbook enforcement.
- 1988 Two-Way Satellites**  
Schneider National Carriers becomes first North-American fleet to introduce two-way satellite system in trucks.
- Deregulation**  
Canada's extra-provincial trucking industry is deregulated.
- Logbooks**  
Ontario begins to enforce the use of logbooks.
- Weights and Dimensions**  
Council of Ministers Responsible for Transportation and Highway Safety sign a memorandum calling for standardized weights and dimensions.
- 1990 Semi-Automatic Transmissions**  
Eaton plans semi-automatic transmissions for trucks.

- 1993 Inspection Blitzes**  
The first international Roadcheck inspection blitz is held.
- 1994 NAFTA Signed**  
North American Free Trade Agreement is signed, bringing Mexico into the trade pact. On Oct. 7, a truck owned by Cambridge, Ont.-based Challenger Motor Freight drives into Mexico under a Memorandum of Understanding that gives Canadian carriers a freedom still not enjoyed by U.S. trucks.
- Intra-Provincial Deregulation Begins**  
The federal-provincial agreement on Internal Trade is signed, beginning intra-provincial deregulation in B.C., Saskatchewan and Alberta.
- 1995 AVION Allows Bypassing of Scales**  
Ontario launches Automated Vehicle Identification Ontario (AVION), using trucks-based transponders that identify trucks allowed to bypass weigh scales because of exemplary safety records. It's linked with the U.S.-based I-75 system.
- Rail Subsidies End for Grain**  
Canada abandons the Crow Rate -- officially known as the Western Grain Stabilization Subsidy -- which for 98 years had subsidized the transportation of western grain by rail. The move opens new business opportunities for trucks.
- Air Bags Come to Trucks**  
Freightliner and Volvo become the first truck makers to announce air bags as an option in trucks.
- 1996 Drug Testing Comes to Canada**  
As of July 1, fleets with more than 50 drivers need to comply with random drug testing rules imposed by the U.S. Department of Transportation if they want to travel to the U.S. Smaller fleets have to comply as of 1997.
- Consortium Formed**  
Well before the July 1 implementation date, the Canadian Motor Carrier Consortium is developed by Canada's trucking associations to assist the Canadian road transportation industry in developing and implementing corporate drug and alcohol programs.
- 1997 Trucking Becomes Top Job**  
Trucking becomes the Number 1 employer of Canadian men according to information released by Census Canada.
- 1998 100<sup>th</sup> Anniversary of Canada's Trucking Industry**
- 1999 100<sup>th</sup> Anniversary of First Truck Built in Canada.**

*Source: Ontario Trucking Association archives and Truck News.*