

and train-to-wayside radio communications have been in use for the past several years. Direct radio communication between locomotive and caboose has reduced the frequency of stops, reduced accidents and eliminated the possibility of errors caused by communication difficulties.

One of the most important and extensive of recent CN modernization projects is its program of visual re-design. Starting with a new company symbol, a new colour scheme is being applied progressively to every item of equipment and every building used by the railway. In addition, the new design is being applied to forms, letterheads, time-tables, tickets, signs, printed advertisements and even to uniforms for employees who meet the public.

The program of redevelopment of CN real estate holdings, of which the *Place Ville Marie* complex in the Central Station area in Montreal is a prime example, is continuing to many parts of the country. The first commercial office tower building in the master plan for downtown Edmonton redevelopment is under construction and is scheduled for completion in 1966. CN facilities in downtown Saskatoon are being re-located on the outskirts of the city. *Place Bonaventure*, an imaginative trade, exhibition and convention centre, will be built over the railway tracks into Central Station in Montreal.

The CN work force numbers 92,000 and the total labour cost in 1963 was \$519,000,000. The labour relations department negotiates 178 contracts with 35 separate unions which bargain for 85,000 employees.

In all, the company maintains and operates more than 34,000 miles of railway track, over 1,100 miles of which are in the United States. It operates approximately 2,100 diesel-electric locomotives, 27 electric locomotives, 107,000 units of freight equipment and 3,000 passenger cars. In addition, it operates six car ferries on Canada's East Coast, 13 coastal steamers operating around the coasts of Newfoundland and Labrador, a luxury cruise ship, *Prince George*, that plies the inland passage from Vancouver to Alaska, and train ferries across the Great Lakes.

Passenger Services.—The CN has declared that it is in the passenger business to stay and the company accordingly is actively seeking passenger business with service, speed, comfort, convenience and low fares.

Public acceptance of the Red, White and Blue fare plan, introduced on an experimental basis in the Maritime Provinces in 1962 and later extended to every area of Canada, was reflected in a 9.3-p.c. increase in the number of passengers in 1963 over the previous year. Fifty-nine days of the year are standard fare days during which Blue tickets are used; these are peak travel times, holidays and weekends when space is at a premium. Economy fares, issued on White tickets, are used for trips beginning on Mondays, Tuesdays, Wednesdays, Thursdays and Saturdays from June 1 to Sept. 30, and for trips beginning Fridays and Sundays between Oct. 1 and Apr. 30, for a total of 144 days. The Red bargain fare is the cheapest and is in effect for 163 days of the year during the months of October to May, except on Fridays, Sundays and holidays. With Red, White and Blue fares, passengers occupying sleeping or parlour car space are provided with complimentary meals.

To meet the increasing demand for meal service, nine buffet-sleeper-lounge cars were converted in 1964 to modern dining cars. In addition, the railway began testing microwave cooking and the results may influence the type of meals and service on a number of short intercity runs across Canada. Meals for passengers are pre-cooked and refrigerated. With microwave energy, the oven on the train brings the food to serving temperature within a matter of seconds.

The increased passenger load has created a demand for additional railway service and prompted inauguration of the *Panorama*, the first new Montreal/Toronto-Vancouver train to be introduced into service in more than ten years. By 1964, the running time between Montreal/Toronto and Vancouver had been reduced by seven hours. In addition, passenger train schedules have been integrated in many parts of Canada to ensure convenient connections at main terminals. A summer train, the *Chaleur*, was brought into service,