

In recent years, fast freight trains have been introduced in transcontinental service. The first of these was the *Highballer* that went into service in 1961 between Montreal/Toronto and the West Coast. A similar east-bound freight train was inaugurated in 1962 which improved the Vancouver-to-Montreal/Toronto schedule by 24 hours. Incentive freight rates, designed to encourage full-carload traffic, were introduced in 1961 in the central provinces of Quebec and Ontario on all classes of goods except those not suitable for pickup and delivery, and were later extended to the Maritimes and then to Western Canada.

Since the end of World War II, CN has constructed some 1,500 miles of branch lines, more than any other railway in North America; most of the new line is in the northern part of the country, primarily to serve mineral extraction developments. The largest current project is the 430-mile Great Slave Lake Railway being built from Roma in Alberta to Hay River in the Northwest Territories to provide market access for the zinc and lead resources of the Pine Point mine. Steel was being laid across the Alberta-Northwest Territories border during the summer of 1964 and the railway is scheduled for completion in 1965.

A rail-car-barge service from Prince Rupert, B.C., to southwestern Alaska, connecting at Whittier with the Alaska Railroad, has been in operation for two years. The trip from Prince Rupert to Whittier is one of the world's longest regularly scheduled barge tows.

Canadian Pacific Railway Company*

To meet the challenge of today's fast-changing transportation markets, few industries have had to refine their methods to the same degree as Canada's railways, and few have been as successful.

In the realm of passenger service, Canadian Pacific's stainless steel, scenic dome streamliner *The Canadian* is one of the most advanced types of railway passenger equipment in North America. With its appearance in 1955 came the first extensive use on the Continent of plastic panelling on the interiors of passenger equipment; it was the first passenger train in Canada to feature stainless steel exteriors. Canadian Pacific is now one of the world's largest operators of stainless steel, self-propelled rail diesel passenger cars—rapid, smooth-riding vehicles, specifically tailored for the transport of passengers in lower density areas.

Although the railway completed its tremendous dieselization program only four years ago, it has already begun to renew the older elements of its diesel fleet by re-equipping with locomotives of more advanced design, greater reliability, greatly increased horsepower and lower maintenance costs per horsepower. It is the first railway in Canada to implement a major up-grading program in this area of operations.

Throughout its vast transportation system, Canadian Pacific has made many advances, taking immediate advantage of progressive electronic technological innovations. Electronic controls now govern the movement of trains across the country and through the newer terminal freight yards; computers facilitate research, operating, costing and marketing procedures; and an intricate telecommunications network speeds service.

To implement the new and faster handling methods available, additional customer services have been introduced, such as the freight movement concept by which package freight is handled by rail, road, water and air through the same organization (Merchandise Services), using the most economical mode or combination of modes of transport. Also, an aggressive sales approach takes the railway to the customer through industry service representatives who know transportation problems and how to alleviate them.

Freight Services.—Canadian Pacific has made many contributions to the development and expediting of freight-handling methods in Canada. Since the beginning of 1964, technological achievements have been recorded in almost every segment of the system through the co-operation of transportation suppliers, co-ordinated teamwork within the corporation and, in some instances, the National Research Council.

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