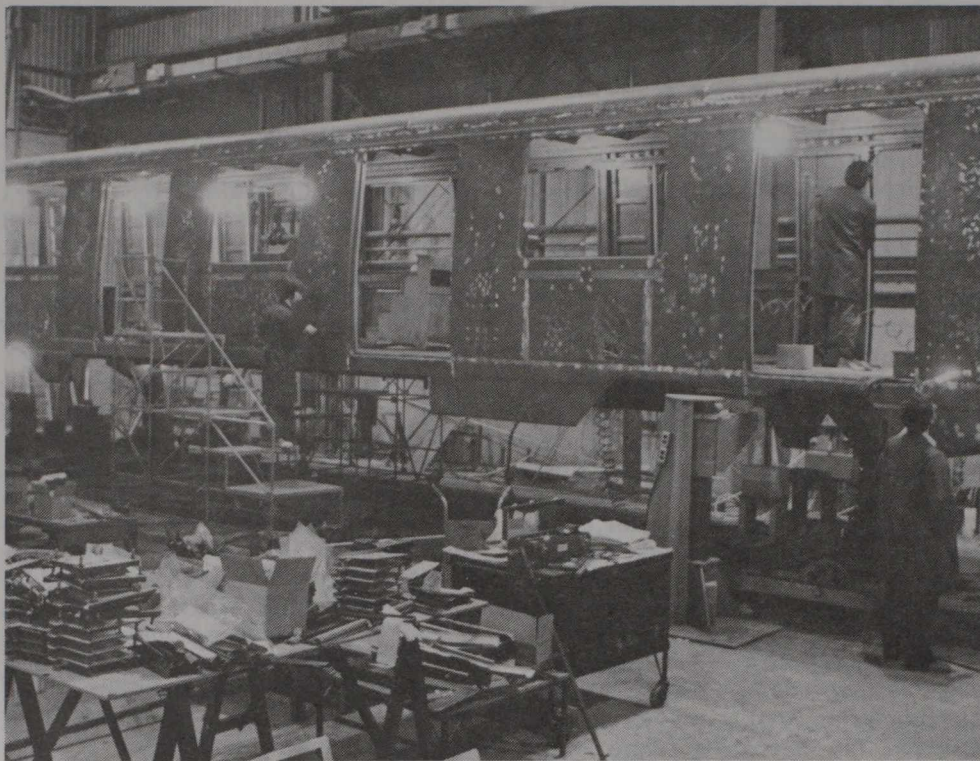




Careful attention is given to the vehicle finish. Each car shell is meticulously worked to provide a base for the finished process. Above is one of the cars destined for use in the Montreal metro undergoing this process. These vehicles were the first to be produced by the Mass Transit Division in 1974.

license, instead of losing precious time duplicating already existing research and development. Bombardier's innovation would consist in adapting its resources and know-how to the application of a new technology and solving all the technical problems that stemmed from a new type of production and assembly line, so as to furnish a quality product that would meet the specific needs of its customers.

After the Montreal metro contract for the supply of 423 rubber-tired subway cars, Bombardier undertook the production of 36 bi-level commuter cars for the Chicago suburban transit network. The contracts that followed included one with the New Jersey Transit Corporation for the supply of 117 passenger cars for the state's suburban network, another for light rail vehicles (the modern version of the streetcar) for the City of Portland, Oregon, and a contract for 180 rubber-tired subway cars for Mexico City. All these contracts that Bombardier is currently executing placed the company in an excellent position to obtain the order for the New York subway.

Birth of the LRC train

To consolidate its position in the transportation field, Bombardier in 1976 acquired MLW-Worthington, a firm which manufactured locomotive and rail equipment; the company had always been located in Montreal, but was held by

American interests.

The MLW plant enabled Bombardier to hoist itself into third position among world producers of diesel electric locomotives and to become the only Canadian manufacturer of large diesel motors. There are more than 3,000 Bombardier locomotives currently in use in thirty countries around the world.

The presence of Bombardier in the rail transport sector led to an important development: the production of the LRC train (light, rapid, comfortable), a new type of high-speed passenger train designed and produced by Bombardier in collaboration with Alcan and Dofasco and with the support of the Canadian government.

The LRC train is expected to revolutionize inter-city passenger transport. It was developed expressly to provide a new type of high-speed inter-city transport designed for North American needs. Because the LRC train can be adapted to existing rail facilities, the cost of implementing its use was considerably reduced. It was developed from existing technologies and tested, then reviewed and corrected at the time of application, by incorporating new techniques (including a new revolutionary coach-incline system for curves) and by maximizing the possibilities of aluminium for lightness and design.

In 1981, Bombardier delivered twenty-one locomotives and fifty LRC coaches

to Via Rail Canada, which subsequently placed an order for ten additional trains comprising ten locomotives and fifty coaches. There are LRC trains in service now between Quebec City, Montreal, Ottawa, Toronto and Windsor.

Since the start of Bombardier's involvement in the area of mass transit in 1974, the company has acquired an international reputation which places it among North America's largest manufacturers of rolling rail stock and marks it as the sole manufacturer to offer the complete range of this type of vehicle.

Logistics equipment

Everything Bombardier produces is related to transportation, as can be noted in the table accompanying this article. Besides its recreational, industrial, mass-transit, rail and diesel products, Bombardier is also involved in logistics equipment.

After having successfully completed its product and market diversification in the area of mass transit, Bombardier is now employing similar methods in the manufacture of logistics equipment. However, the company has had some experience in that area. For several years, certain snowmobile, motorcycle and other off-road vehicle models have been modified to meet military needs. A Canadian government order for 2,767 military trucks for the Canadian Armed Forces led to the creation at Bombardier of a Logistics Equipment Division which no doubt will expand in future.

Once again the company was able to meet demand through a licensing agreement, this time with AM General Corporation, an American company.

Another license agreement, this one with Volkswagen of Germany, enabled Bombardier to manufacture the 4 x 4 ILTIS vehicle for the Belgian army.

Bombardier International

Although for a number of years its *Ski-Doo* and *Moto-Ski* snowmobiles had been sold in the United States and certain other countries as sports and commercial vehicles, Bombardier really gained access to the international market of industrial transport through its contract with the Montreal Metro.

Today, Bombardier operates plants in Canada, the United States, Austria, and the Republic of Ireland where, along with an American partner, it manufactures buses intended mainly for Ireland but which undoubtedly could reach European markets later.

In short, Bombardier became international in stature through numerous licensing agreements. In addition to the aforementioned technologies acquired from France, Belgium and Germany,