

A \$13-million hump-retarder freight-yard, the first of its kind in Canada, was built in Montreal as a major step in the modernization of Canadian Pacific marshalling-yards. Automatic switching and braking enable the cars in a train to be sorted out swiftly and efficiently. A second such yard was subsequently built in the Toronto area.

Trucking Service

Canadian Pacific has experienced an increasing demand on its "piggyback" service, by means of which highway trailers are carried from city to city on flatcars. This service was begun for the purpose of hauling the Company's own trailers; in 1957 it was made available to licensed "for-hire" truck operators. The increasing importance of this type of traffic was recognized in 1957 by the creation of a separate piggyback department. In Western Canada, the Canadian Pacific Transport Company has been operating an integrated piggyback service since 1954.

Containers - a further refinement of the piggyback service - are finding growing acceptance, particularly standardized (or "intermodal") units. A prototype refrigerated container has been in use in the frozen-food trade between Canada and Britain.

In 1958, Canadian Pacific acquired a controlling interest in Smithsons Holdings Limited, owners of Smith Transport Limited, the largest trucking company in Canada, whose highway-transport operations and affiliations extend in Eastern Canada from Nova Scotia to Manitoba. In Western Canada, the CP Transport Co., a wholly-owned subsidiary of the CPR, has operated a highway-trucking service since 1947.

A new idea in transportation is Canadian Pacific's Merchandise Services. Started in 1959 on the West Coast, this service provides for the integrated handling, under one management, of less-than-carload freight, truck and express operations.

The first main Merchandise Services terminal, constructed in Vancouver, the Western terminus of the CP transcontinental railway line, went into operation in 1959. This specially-equipped structure, built at a cost of \$840,000, served as the model for other large terminals at Calgary and Edmonton, Alberta, and Regina, Saskatchewan.

Automatic teletype-recorder car-tracing systems have been installed to record the flow and improve the efficiency of freight-train movements over busy sections of the line.

The application by the CPR of integrated data-processing (IDP) is more extensive than that of any other railway in the world. IDP involves collecting information from widely-separate points and transmitting it to a central location where the large electronic processing-units are installed. Canadian Pacific's unit -- the IBM 705 -- began operating early in 1957. Since then, the IBM 705 Model I has been replaced by the 705 Model II and 705 Model III and, in September 1961, Canadian Pacific acquired the IBM 7080 electronic computer and related components.