

Equipment and facilities

Canadian National became the first major Canadian railway to be completely dieselized; it now possesses a fleet of more than 2,400 diesel-electric locomotives. The system also has more than 112,000 freight-cars, many of which are designed to carry specific products. In addition, CN has more than 1,200 units of passenger equipment in service.

CN's main transcontinental track is under centralized traffic control. This increases operating efficiency and adds to the already enviable safety record of railway transport.

Great strides in modernization have been made in the marshalling of trains in CN's automatic electronic freight-classification yards at Moncton, Montreal, Toronto, Winnipeg and Edmonton. Significant improvements have also become possible in the use of freight-cars and diesel engines with the introduction of new computerized information systems to assist in freight-car distribution and the centralization of motive-power control in Montreal.

Freight services

CN has made considerable progress in redeploying regional marketing forces to take full advantage of new technology and to reach new marketing goals through its computer-based Traffic Reporting and Control System. The TRACS project made it possible for shippers using Telex to obtain instant information from a computer about freight-cars, trailers and containers on CN lines.

CN's Waybill Information Network (WIN) reduces the paperwork associated with the production of waybills for both the company and its customers, while a door-to-door export bill of lading helps rationalize the documentation systems.

Marketing managers have been appointed for each of CN's five regions in Canada to attract and maintain the maximum amount of profitable business.

CN trucking and express

CN augments its rail system and provides door-to-door service for shippers with its own fleet of trucks, "piggyback" trailers and containers, as well as wholly-owned trucking subsidiaries. The express