

Today, the state-of-the-art contract facility is successfully competing for locomotive and rolling stock repair, remanufacturing, retooling and manufacturing orders from all over North America and even within CN itself. One recent contract, for example, was an \$18-million order from the U.S. Army for flatbed railcars.

1994 sees AMF expanding its product line with the launch of a 47- to 49-passenger bus known as the AMF Invader. This follows the acquisition of a small shop in Salado, Texas, which AMF bought in 1993 and moved to Montréal.

While the vehicle is in fact a remanufacture of a bus in existence for many years, it has been rebuilt and changed enough that it qualifies for financing and warranties as a new bus. The price tag is about \$184,000 U.S. compared with \$235,000 to \$240,000 U.S.

Assembly line production began early in the year with the company having bought 12 MC-8 buses originally made by Motor Coach Industries. Others will follow as orders build.

The remade buses have new interiors, a larger toilet, new or rebuilt motors, components and electrical parts. In addition, some stainless-steel parts are being replaced with lighter, non-corroding composite materials.

Specializing in innovations for the railway industry, and with numerous "firsts" to its credit, is **CN North America's Technical Research Centre**. Now a commercial high tech business resource for the industry in North America and abroad, the centre is marketed by

CANAC International Inc., CN's consulting and technology transfer business unit.

Such innovations, which have saved railways millions of dollars, have included Positive Traction Control which is now installed on thousands of locomotives in North America. Also inertial systems to measure track parameters which are now standard railway equipment. Electronic weigh scales monitor overloading of doublestack container shipments.

Another innovation known as Super Therm provides for reliable temperature control in six-day shipments across the country and more than 30 Yard Inventory data systems are in use in locations as far away as China.

More recently, engineering work in the past several years has generated a new Process Control System for hump yards and a Locomotive Control System to be marketed internationally.

Contributing immeasurably to CANAC's international reputation for excellence is one of its five divisions, **Railroad Technologies** which employs some 50 scientists and specialists in virtually every engineering discipline, who have a long history of success in transportation-related research and development.

Resources include a 42,000 square foot main research building and a 5,500 square foot locomotive and car research building, adjacent to an inclined impact track.

Always looking to the future, **Bombardier Inc.**, the corporation that gave the world the snowmobile,

confirmed in late 1993 that it is forging ahead with another international-first. This time, the longest-range executive jet ever built.

Named the Global Express, and costing about \$800 million to develop and build excluding the engines, it is designed specifically for corporate and government leaders who, given the increasingly global economy, now have to travel unprecedented long distances.

On target for first flight in late 1996, the jet offers a new dimension in passenger comfort and productivity on trips in excess of 14 hours. Carrying a four-member crew and eight passengers, it is being sold for \$29.5 million U.S., plus the cost of interior finishing which may include an office in the sky, a conference room, and a large stateroom with shower.

And in May 1994, when French President Mitterand and Queen Elizabeth II officially inaugurate the Eurotunnel linking Britain to France, passengers will be carried under the English Channel on coaches signed Bombardier.

DARING TO BE DIFFERENT

Personifying the entrepreneurial spirit are two Montréalers, both of whom thoroughly researched the marketplace, created a unique product and, in the conviction that they would one day succeed, devoted virtually every waking hour to building their companies.

They are Peter McAuslan, Founder and President of **McAuslan Brewing**, which has grown in five short years to become Québec's foremost micro-brewery. And Paul Gallant, President and Founder of