RAPID TRANSIT

Canadians have acquired a broad range of rapid transit experience which spans the steel wheel/ steel rail in Toronto and the rubber-tire technology of Montreal.

The first of 126 H-6 subway cars that will eventually complete the replacement of the TTC's original red Gloucester cars, rolled off the assembly line earlier this year at Can-Car Rail Inc., Thunder Bay, a member of the UTDC group of companies.

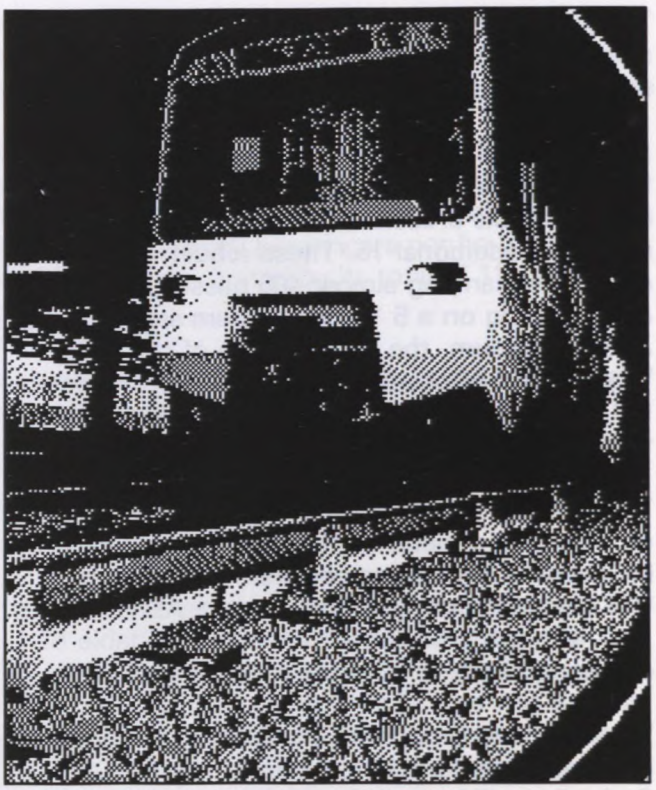
The new air-conditioned H-6 is the fifth generation of subway cars built for the TTC by Can-Car since 1966. Upon completion of the order, the TTC fleet of H-series cars built by the company will total 586. The entire current contract is worth about $160 million.

The lightweight 75-ft. aluminum carbody and the low alloy steel underframe make the vehicle about half the weight of a comparably sized steel car. Moreover, the lightness of the vehicle helps reduce TTC's operating costs by lowering the train's energy requirements. Additional energy savings are also realized by the modern propulsion equipment. Like its predecessor the H-5, the H-6 also employs a propulsion system which harvests some of the energy generated in braking. Other trains can then use this power for accelleration.

The UTDC Group is also building 52 articulated light rail vehicles (streetcars) for the TTC. Designed in close concert with the TTC, the first will be delivered by the end of 1986.

By the end of 1987, Bombardier will have delivered over 1,428 rapid transit cars to operating authorities in three major metropolitan areas. And each is offering efficient, reliable and safe service to between 20,000 and 47,000 passengers per hour in each direction.

In addition to Montreal, Mexico City operates the company's rubber-tired vehicles in nine-car trains comprising three trailer and six powered cars. The Mexican operating authority (STC) reports a high degree of satisfaction with the performance and reliability of the 180 cars built in 1981.



New York City's Transit Authority opted for the stainless steel high-capacity, steel-wheeled design built by Bombardier. This 825-car order represented the highest value contract in the history of the mass transit industry.

Both designs use service-proven on board sub systems to assure reliability under extremely harsh operating conditions. For example, short schedule headways, heavy usage, as well as grades up to 8%, and an extremely demanding climate in Mexico City.

Melamine and fiberglass interiors in the rubber-tired vehicles, and stainless steel interior and exteriors in the steel-wheeled design, reduce maintenance costs while providing an attractive environment for daily riders.