

### *Rolling Stock*

The company continued to improve the quality of its transportation equipment by adding new units and by modernizing and renovating older cars. A total of 6,439 new freight cars was taken into service during the year. The net addition to the railway's equipment, allowing for retirements and conversions, amounted to 4,155 cars.

New acquisitions of freight equipment by Canadian National over the past ten years represent just under 40% of the current inventory.

During 1957, eighty-nine units of passenger train equipment were placed in service, consisting of fourteen self-propelled diesel Railiners, five dinette cars, twenty baggage cars and fifty express refrigerator cars.

### *Service Improvements*

A reduction of one hour and 15 minutes was made in the schedule of the Super Continental westbound from Montreal and one hour and 30 minutes westbound from Toronto. The eastbound schedule from Vancouver to Montreal and Toronto was reduced by half an hour.

Improvements were also made in passenger train schedules between Montreal-Toronto-Chicago, Halifax-Montreal and Halifax-Sydney.

Self-propelled Railiners were placed in operation on the following inter-city runs: Truro-Sydney, Moncton-Campbellton, Quebec-Edmundston, Montreal-La Tuque, Montreal Sherbrooke-Island Pond, Regina-Saskatoon-Prince Albert, and Fort Frances-Duluth. These changes in service produced operating economies and in most cases permitted worthwhile reductions in running times.

Following a special survey made by railway officers, a number of improvements were put into effect in Newfoundland rail and coastal operations, and budget submissions were prepared for other improvements involving capital expenditures.

### *Montreal Terminal Development*

A master plan for the development of the 21-acre terminal area surrounding Central Station Montreal was formally accepted by the company in August. The plan, formulated by Webb & Knapp (Canada) Ltd., calls for the construction of a 40-storey, cruciform-shaped office building on Place Ville-Marie. Surrounding the main building will be a multilevel complex of shops, restaurants, a theatre, transportation and parking facilities and other office buildings.

On January 1, 1958, a lease covering 5.9 acres was concluded with Place Ville-Marie Corporation, a fully-owned subsidiary of Webb & Knapp (Canada) Ltd. The agreement provides that a major part of the development is to be completed within five years of the signing of the lease.

During 1957, plans progressed for the construction of a new CNR headquarters office building to be located in the terminal area.

### *Hotels*

The new Queen Elizabeth hotel in Montreal was near completion at the end of 1957, with the official opening planned for mid-April 1958. It is expected that this 21-storey hotel, with its 1,216 rooms, will attract many visitors and convention groups to Montreal.

Plans were also made during the year for a 165-room addition to the Nova Scotian hotel in Halifax.

### *Communications*

The demand for commercial communications service continued to grow during 1957 and Canadian National Communications facilities were again