

National tourism plan for Canada slated for 1982

A national tourism plan for Canada is expected to be ready by 1982, Charles Lapointe, Minister of State for Small Business and the federal minister responsible for tourism has announced.

Mr. Lapointe's announcement followed his meeting with provincial and territorial ministers of tours in Saskatoon, Saskatchewan at the thirty-fifth annual Federal-Provincial Conference on Tourism.

At the conference, the ministers directed that steps be taken to begin implementation of the plan, an amalgam of federal and provincial/territorial tourism plans, each to reflect discussions with respective tourism industry representatives and to which both levels of government and the private sector can relate their respective activities. While mid-1982 was seen by the ministers as a reasonable date by which most provinces/territories would be in a position to provide input, Quebec, Newfoundland and the Northwest Territories indicated that they were already in a position to submit their plans for incorporation.

The ministers agreed that the Canadian Government Office of Tourism (CGOT) should be responsible for receipt of pro-

vincial input into the plan and publication of a compendium.

Also discussed at the conference was the impact of energy on tourism at the 1979 conference in St. John's, Newfoundland, the ministers had directed that a federal-provincial task force be established to "examine all aspects of the energy crisis as it affects the tourism industry in Canada with a view to bringing forward proposals, recommendations and suggestions leading to solutions, remedies and strategies to relieve the problem".

After reviewing a report responding to the issues they had raised, the ministers expressed the need for programs to respond to energy contingencies which might arise. They deemed it essential that tourism authorities be consulted in advance on any energy constraints which would affect tourism and that the importance of tourism be fully recognized by the Department of Energy, Mines and Resources in any allocation system.

The ministers agreed that urgent transportation problems relating to air, rail, highway, cruiseship and ferry services were such that a meeting was required with the federal Minister of Transport.

Energy priorities established

Energy, Mines and Resources Minister Marc Lalonde has announced that primary food production, including commercial fishing and the processing of essential perishable food products, will be given the highest priority rating by the Energy Supplies Allocation Board (ESAB) for the supply of petroleum products in the event of an emergency.

The new classification was recently approved by the board last week. There are three categories under the ESAB proposed program. Category "A" covers the use of petroleum products relating to the health, welfare and security of Canadians. Uses relating to the economic stability of the country generally fall under category "B", and category "C" applies to uses relating to the maintenance of the standard of living.

The program calls for allocation factors to be set by the board for each category assuring a greater relative security of supply of petroleum products to category "A" than to category "B"; category "C" being the last in the order of priority. Primary food production includes livestock, crop, fruit and vegetable farming and commercial fishing.

Specially-designed vehicle plows snow from tracks

This winter, CN Rail is testing a newly designed snow removal vehicle specifically created for clearing snow from tracks in railway yards.

Snow removal in yards has always been a problem, requiring both time and the use of many pieces of equipment.

CN Rail's *Snow Fighter* is a switch engine equipped with adjustable plow type blades and wings on one end and a two-stage blower/loader on the other end, all controlled from the cab. It moves progressively from one track to the next, alternately plowing and blowing the snow to one side. When enough snow has accumulated, the *Snow Fighter* will blow it into gondola cars positioned on an adjacent track.

For quick unloading of the gondola cars another CN Rail innovation is being used. A front end loader equipped with a powerful blower attachment moves down the cars, passing from one to the other on the drop ends which have been specially



CN Rail's new snow removal vehicle, the Snow Fighter.

adapted for the purpose.

CN Rail designed the prototype and it was built jointly by SMI Québec, in Montreal, and Industech Incorporated in

Victoriaville. If testing this winter proves successful, the *Snow Fighter* will be introduced in other CN Rail yards across the system.