

The schedule of the "International Limited", operating between Chicago and Toronto, was improved by one hour and 45 minutes in 1962, and faster railiner schedules were established in Nova Scotia and New Brunswick.

New Construction

Continuing to play its part in the development of the country, CN pushed forward with the construction of the 430-mile Great Slave Lake Railway. Starting near Roma, Alberta, and leading to Pine Point Mines in the Northwest Territories, the new line will, in addition to general transportation, bring to market the products of the huge lead-zinc deposits of the region. Construction progress on the 60-mile line to the Matagami Lake zinc and copper deposits in northern Quebec continued in 1962 and culminated with the opening of the line in October 1963.

CN's physical assets were improved during the year with the opening of the \$23-million Symington Hump Yard at Winnipeg, a flat-type marshalling yard at Calgary and a new yard at Cornerbrook, Newfoundland.

The railway's rolling stock was bolstered by the purchase of 150 tri-level automobile transporters, 210 cylindrical aluminum-covered hopper cars, 612 box-cars and 140 steel-covered hopper cars. In addition, 600 box-cars, flat-cars and gondola cars were modified to suit new types of traffic.

Across the country 580 miles of track were relaid, and in Western Canada 452 miles of roadbed were upgraded by applying high-quality ballast. More than 280 miles of track were placed under Centralized Traffic Control, and a system-wide programme of train-radio installation neared completion.

Two new vessels went into service, one a cargo ship and the other a car ferry.

To provide a more extensive transportation service, integration of all express and freight non-carload merchandise services progressed during 1962, particularly at key points in Ontario and Quebec.

New accommodation facilities and refurnishing of various CN hotels continued during the year, leading up to a five-year modernization programme, which started in 1963, for the nation-wide hotel chain.

Canadian National's faith in the future has been manifested by an investment in new facilities and equipment of more than \$2 billion since 1950. This amount has been spent on modernization and technological innovation, including complete dieselization of motive power, new shops and electronic classification yards across the CN system. The railroad has also carried out a system-wide reorganization of company administrative policy to streamline decision-making, and is well advanced in a complete face-lifting through visual redesign. New research and marketing methods also have been introduced.

The record of CN's achievements -- including its active and continuing role in resource development, its improvements and innovations in new technology and services, coupled with its fresh approach to sales, marketing and research methods -- testify that the railway is being imaginative and aggressive in the transportation market, confident that it will continue to play an important part in the country's economy and development.