

Canada's Railway Magazine

\$1.75

Rail and Transit

MAY-JUNE 1976

FORMERLY U. C. R. S. NEWSLETTER



"The reports of our death are greatly exaggerated."

You've probably heard all kinds of rumours, theories, stories. Most of which have one depressingly recurrent theme: CN wants out of the passenger train business. Out of the business? Out of the question!

Today, in 1976, CN is more committed than ever to one basic belief: a country as big as Canada needs to count the train high up among the various means of moving people from one place to another.

That's why CN is actually increasing the number of passenger trains operating in many areas. Not in every area, but in those where more trains are needed. Like in the Toronto-Ottawa-Montreal triangle. And southwestern Ontario.

At the same time, CN is dramatizing its overall commitment by the introduction of a new concept in Canadian passenger train travel: VIA.

VIA is a spectacular visual symbol, in blue and yellow, that sets CN passenger trains apart from all other rail operations. The big, bold new look of VIA is now appearing on our Turbo; soon VIA will be as familiar a symbol across Canada as the CN logo is now. But VIA means more than a new coat of paint. It stands for a renewed dynamism in passenger train service as a whole.

Moreover, CN has added Passenger Service Assistants to the staff of some trains. Not every train, but on longer-distance trains, where it makes sense. Like the Transcontinental and Maritimes service.

Also, CN is continuing to do everything possible to keep train fares at a reasonable, affordable level. And the famous Red, White and Blue fare system, along with such things as the 65-Plus plan, mean that train travel is still a relative bargain for Canadians.

Finally, and most importantly, CN is scheduling and deploying every single functioning piece of passenger equipment—engines, coaches, Rapidos, Tempos, Turbos—so that we can increase our service to the travelling public. And at the same time help reduce CN's current deficit in passenger operations.

In short, the CN story for 1976 is this. More trains where trains make sense. More service where it makes sense. And fair fares everywhere. Because at CN, the passenger train business is alive. And well.

Garth Campbell
Vice President
Passenger Marketing

The logo consists of the word "VIA" in a stylized, bold, sans-serif font, followed by the letters "CN" in a similar but slightly different bold, sans-serif font.

We're going all out
to get you where you're going.





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RAIL AND TRANSIT is published bi-monthly by the Upper Canada Railway Society and subscriptions may be obtained from the publisher at P.O. Box 122, Postal Station "A", Toronto Ontario M5W 1A2. The Upper Canada Railway Society has been engaged in publishing railway material since its conception in 1941 and that of its predecessor is 1935.



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FAREWELL

It has been great, hard work, fun, long hours, wonderful and even sometimes discouraging, but all in all it has been fantastic being your Editor and Publication Co-ordinator Director of the Upper Canada Railway Society. Even though it seems longer, it has been only three years since I took over the operation of the U.C.R.S. Newsletter. (Remember it was June 1974 before a September-October 1973 issue was mailed.)

I took over in March of 1974 with little help and very little knowledge of producing a magazine. Times have changed. Background work and articles are now being readied for the rest of this year and a good staff has been formed. The full time job, however, of Publication Director has finally caught up with me.

My five year old son Jason asked me a couple of weeks ago "Daddy will you quit the Railway Club." Puzzled I asked why. "So you can take Joe (my oldest boy) and me to our baseball games, and you can be home because I never hardly see you." What could I say. He was right.

I have thought about this long and hard and I must say farewell although I hate to. My family and my job have suffered from the long hours. I wish I could afford to volunteer my time. I have personally enjoyed being your elected officer.

The changes have been many since I took over as Editor -- colour, new departments and, of course, the name change to Rail and Transit are only a few. My memories (ask another member aboard) of the private car trips are a story in themselves. The new friends made, the places and things I've had the opportunity to do will now all be fond memories.

This, however, doesn't mean I will not help the new Publication Co-ordinator or Rail and Transit Editor or even be the new Director's Editor only. No matter what, I will help the new man (not like past Editors). He will not have to learn everything by himself as I did. I will most certainly be a contributor to Rail and Transit.

A special May issue - my last issue - a new challenge for a new co-ordinator. This my last issue I dedicate it to, as always, all my friends who have helped to make Rail and Transit, Canada's Railway Magazine. My staff - Mike, Dave, Ron, Ted, Pierre, Dave, Robin and John; my secretary who is my sister Bev Ryan; my brother Mike; the greatest Canadian railway man ever, my grandad, retired C.N.R. engineer Tom Wakeling of Lindsay, Ontario; the memory of my mother and her mother who have both departed us since I've taken over as editor; my boys and my wife, Joe, Jason and Mary; and, of course, the man who used to take me to watch trains as early as I can remember, my dad, J. A. Robbie.

Thank you and farewell. -30-



Turbo

RIGHT:

Personally, I do not believe that I will ever receive another slip of paper with so much meaning. The document was issued to everyone who had the honour to be a passenger aboard the Turbo when this record speed was reached. It was the first time that a Canadian speed record was recorded both in miles and kilometres per hour with passengers aboard. (J.T. Robbie)



BELOW:

CN passengers are happily ushered aboard Club St. Denis by a helpfully energetic CN trainman at Ottawa's beautiful new Union Station. Cars such as this are to be painted in the new Blue with yellow trim paint scheme in the near future, as normal maintenance require them to be overhauled. (CN Public Relations, Toronto)



Official Canadian Railway Speed Record

22 April 1976

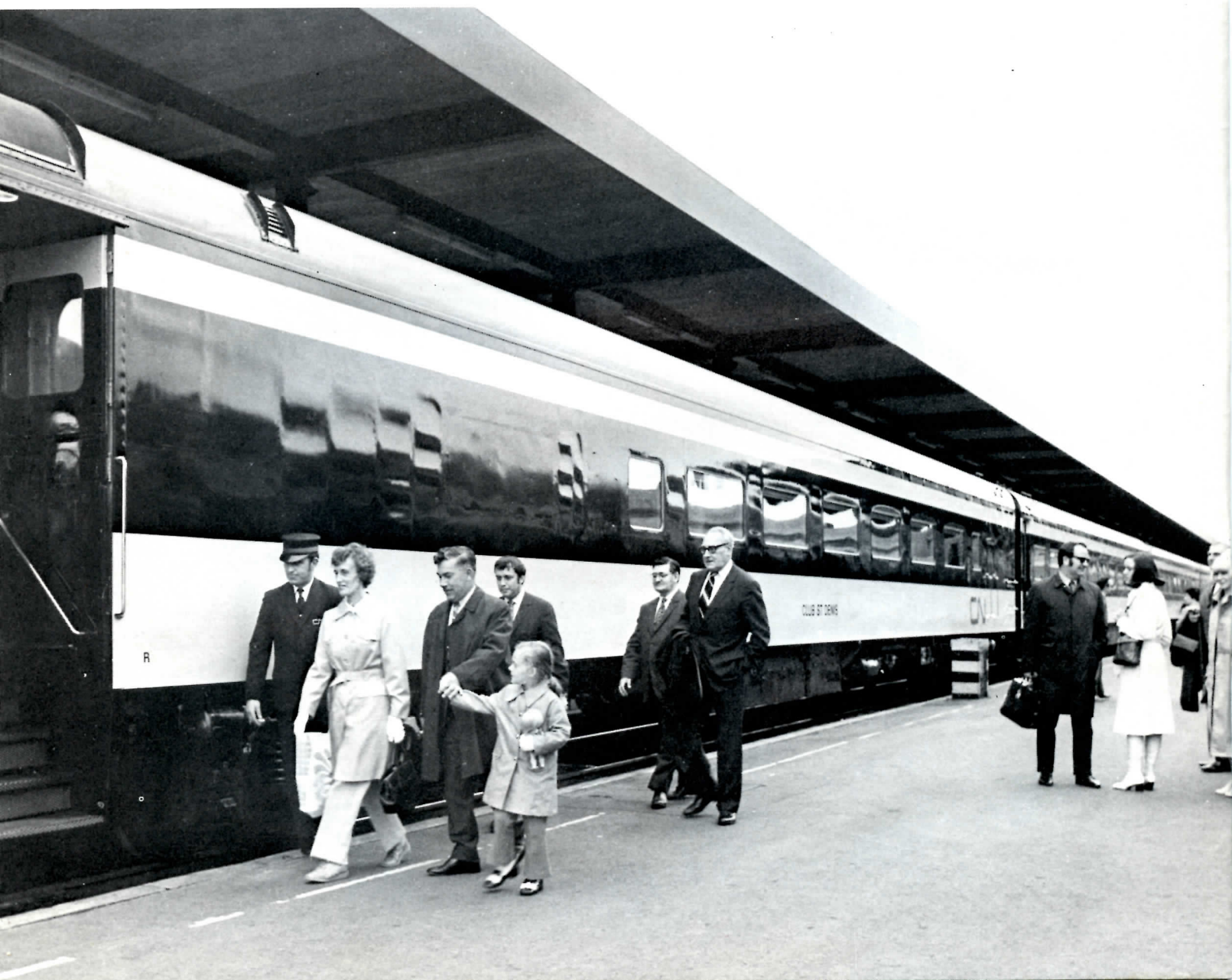
J. T. Robbie

was aboard Turbo when a new Canadian railway speed record was established, while operating as Passenger Extra 153 East between miles 104 and 84 on CN's Kingston Subdivision.

Speed attained: 140 mph 225 km/h

P. R. Borden

President and Chief Executive Officer





I ' M A B E L I E V E R

"If God had intended man to fly, he wouldn't have given us the railroad" was a statement of Norman Depoe from the Canadian Broadcasting Corporation in the observation deck of the leading end of the special Canadian National Turbo on 22 April 1976. The special run of the Turbo had just reached a speed of 140.6 miles per hour.

Earlier in the morning, before boarding the special train in Toronto, I remember having great optimism about the future of rail passenger service in Canada, especially as far as the Canadian National is concerned. However, I had never expected the CN to go as far as, or take as giant a step towards improving and promoting passenger service as they have now done. At first sight of Turbo's new paint scheme, I was momentarily breathless, knowing that the news conference ahead would have to be of immense importance.

As we departed Toronto Union Station, the event seemed to me like departing from the past and heading towards the future of Canadian railway passenger travel. At the press conference in the rear of the train with CN President, Dr. Robert A. Bandeen and Garth C. Campbell, Vice-President of Passenger Marketing, CN's whole new future image was explained to us in full detail.

A whole new company working within the CNR had been formed, solely in charge of passenger services - VIA - heralding the birth of a new era at CN. A new name, new colours; a lively and dynamic project starting now on the Turbos, VIA will progressively appear on all CN passenger equipment. The new image means more trains, improved service, along with the yellow and blue VIA colours.

After the press conference and a delicious full course meal, we arrived at Kingston (now a regular stop for the Turbos), where the majority of the Toronto reporters disembarked on their way back home to meet news deadlines. Kingston and Montreal reporters and press people boarded the train at the new station here, less than two years old. We were then moved up to the front end of the train, where a closed circuit TV system had been installed to show everyone the speedometer reading. Approaching Mile 104 on the Kingston Subdivision, I moved to the front observation deck as we increased speed tremendously. There was an aura of excitement everywhere with all the switches spiked closed and every level crossing personally guarded, passenger extra 153 East reached a Canadian railway speed record of 140.6 miles per hour, what a feeling! As the Turbo's velocity slowly eased down to its normal 95 m.p.h., Norman Depoe, in the excitement which followed, knowing all aboard were now part of Canadian history, stated "If God had intended man to fly, he wouldn't have given us the railroad". Taking part in an episode of Canadian history with the Montrealers aboard made it that much more enjoyable as there was almost a carnival air aboard the train. One man even pulled a mouth organ from his suit pocket to play a rousing version of the Wabash Cannonball.

Later that evening, returning on the overnight train to Toronto, the excitement was still present as the crew (completely different from that on the Turbo) seemed to sense the start of a new image when they saw the "VIA" button I was still wearing.

Yes CN, yes VIA, I am a believer! A believer in the new image of passenger service, a believer in Garth Campbell, CN Vice President, Passenger Marketing and feel that if railways are going to succeed, Garth Campbell will see that they do.



**REMARKS BY
ROBERT A. BANDEEN
PRESIDENT and
CHIEF EXECUTIVE
OFFICER
CANADIAN NATIONAL**

APRIL 25th, 1976

The passenger service developments and improvements which came into effect April 25th, 1976, represent CN's latest attempt to solve some of the many problems currently facing the rail passenger business in Canada.

CN has historically taken a positive approach to this side of its business, even in the days when it wasn't particularly fashionable -- or financially rewarding -- to do so.

Beginning in the early sixties -- and carrying through for a decade -- our progressiveness in the rail passenger field was tempered somewhat by large annual operating losses. The millions of dollars which were expended on such modernization programs as Turbo trains, computerized ticketing, customer-oriented fare plans and refurbished equipment, were only marginally successful in increasing traffic, while costs rose progressively. In retrospect, however, these huge expenditures proved worthwhile, if for the only reason that we helped to establish that passenger services cannot be provided on a profit-making basis under North American conditions. The huge subsidies extended to competitive modes of transport, without direct charges being made to the user, prevent us from charging

passenger fares which come near to covering the total costs involved in providing the service.

As a result of this experience CN placed several suggestions before the Federal government, all of them based on the premise that passenger trains can only continue to be operated if there is substantial government subsidy.

The validity of our position was accepted to some degree in 1967 with the passage of the National Transportation Act. The Act recognized that government had a responsibility to bear some of the financial burden and ruled that the Federal government should pay up to 80 per cent of our passenger service operating loss.

While the 80 per cent subsidy program did reduce our losses considerably, we remain at a disadvantage when competing with other modes. The partial subsidy also serves as a disincentive -- inhibiting us from expanding and developing passenger services on our own initiative. And while several positive proposals were contained in the government's recently-announced rail passenger policy, we still face severe financial restrictions -- not only in the day-to-day operation of existing trains but also in planning for the equipment needs of the future. The fact remains that the factor which will decide the extent of rail passenger services in the future will be the degree to which the Federal government is prepared to provide financial support.

When taking into account the severe financial restraints under which we are currently

operating, the improvements and developments we have announced April 25th, 1976, represent a major step forward. The most noticeable of these improvements is, of course, the new identification program and related colour scheme. But we are also introducing major service changes in the densely-populated Quebec City-Windsor corridor. Six new train services are being introduced and on-board service will be improved.

It is important to note that many of these changes would not have been brought about were it not for the collaboration of our labour unions. Through negotiation they agreed to do away with some crew stops between Montreal and Toronto, thereby shortening schedules.

I would like to briefly draw your attention to one other recent development at Canadian National, which while not as noticeable as our new identification program, will certainly have as much impact on the passenger side of our business.

As most of you know, in January of this year CN's management structure was re-organized into five groups or profit centres. Passenger service constitutes the most important division of one of these groups, to become operative early this Fall.

This management change is expressly designed to improve the efficiency and profitability of our passenger services and ensure every possible improvement in services to the public.

The expertise and dedication of Canadian National's passenger service employees is of long standing and well recognized throughout the North American railway industry. Bringing

them together as a separate division and vesting in them greater authority to take decisions in those areas for which they are qualified is as important to the future of the rail passenger business as are the improvements and developments announced today.

VIA

MONTREAL -- On April 25th, 1976, Canadian National reaffirmed its commitment to the rail passenger business with the unveiling of a striking new logo and colour scheme for its passenger trains and the announcement of major train service improvements in the Quebec-Ontario "corridor".

The logo -VIA- is a distinctive visual symbol which CN hopes will become as well known across Canada as the CN logo. It stands for a renewed dynamism in CN passenger train services and incorporates a bold new blue and yellow colour scheme for all passenger trains.

Improvements in "corridor" train services, which are operated in the densely-populated area stretching from Quebec City to Windsor, Ontario, comprise six new train services, more sensitive schedules, faster running times and improved on-board services. These changes become effective April 25.

Robert Bandeen, president and chief executive officer of CN, said the developments represent a major attempt "to solve some of the many problems currently facing the rail passenger business in Canada."

The CN president described the Federal government's current subsidy program, which supports the railways for up to 80 per cent of their passenger losses as a disincentive - "inhibiting us from expanding and developing passenger services on our own initiative".

"When taking into account the severe financial restraints under which we are currently operating, the improvements

and developments which we have announced today represent a major step forward," he said.

Implementation of the colour scheme has already begun. Canadian National Turbo trains are being painted a striking yellow, trimmed with dark blue accent markings and letters. The colours will be reversed for conventional passenger equipment with blue the predominant colour and yellow the trim. The equipment will be painted as it comes in to CN repair shops for regular maintenance.

Garth Campbell, CN's vice-president of passenger marketing said the new logo and colour scheme means more than a new coat of paint. "The program dramatizes our commitment to the rail passenger business and encompasses several improvements in passenger amenities," he said. "VIA stands, quite simply, for the way to go overland -- via CN," he added.

Highlights of the corridor changes are:

- an additional afternoon Toronto-Montreal Rapido service;
- substantial improvement in service to, from and through Kingston;
- improved Ottawa-Toronto service with an additional mid-day service;
- an increase from three to four trains a day between Toronto and Sarnia with improved main-line service through London;
- an increase from three to five trains a day between Toronto-Kitchener-Stratford;
- improved Toronto-Chicago connections with Amtrak trains at Detroit;
- improved club car service throughout the corridor, with new Tempoclub service between Toronto-London-Sarnia and Windsor in southwestern Ontario;
- an additional train between Montreal and Ottawa;
- a new bus service at Ottawa connecting with most CN trains, providing direct service to downtown Ottawa and Hull;
- upgraded club-car service be-

tween Montreal and Quebec City.

CN'S RECORD OF CREATIVE CHANGE

MONTREAL--Improvements in rail passenger service are not a new phenomena at Canadian National.

The company's record of creative changes in equipment, scheduling, rates, accommodations and other on-board services is generally known. Past progress, however, does indicate the range of change which has taken place.

Over the years, fare structures have been revised, extra trains added, major advertising programs launched and passenger staff training intensified.

As part of the program, a computer reservations system was introduced with the now-familiar horizontal ticket.

In the past few years, CN has spent more than \$10 million in refurbishing various passenger cars, including Sceneramic dome cars for operation across the Prairies and through the Rockies, cafe lounge cars, cafe bar lounges, club galleys and Dayneters.

Last fall, CN introduced major changes to the red, white and blue plan with the promotion of travel during off-peak periods still the basis.

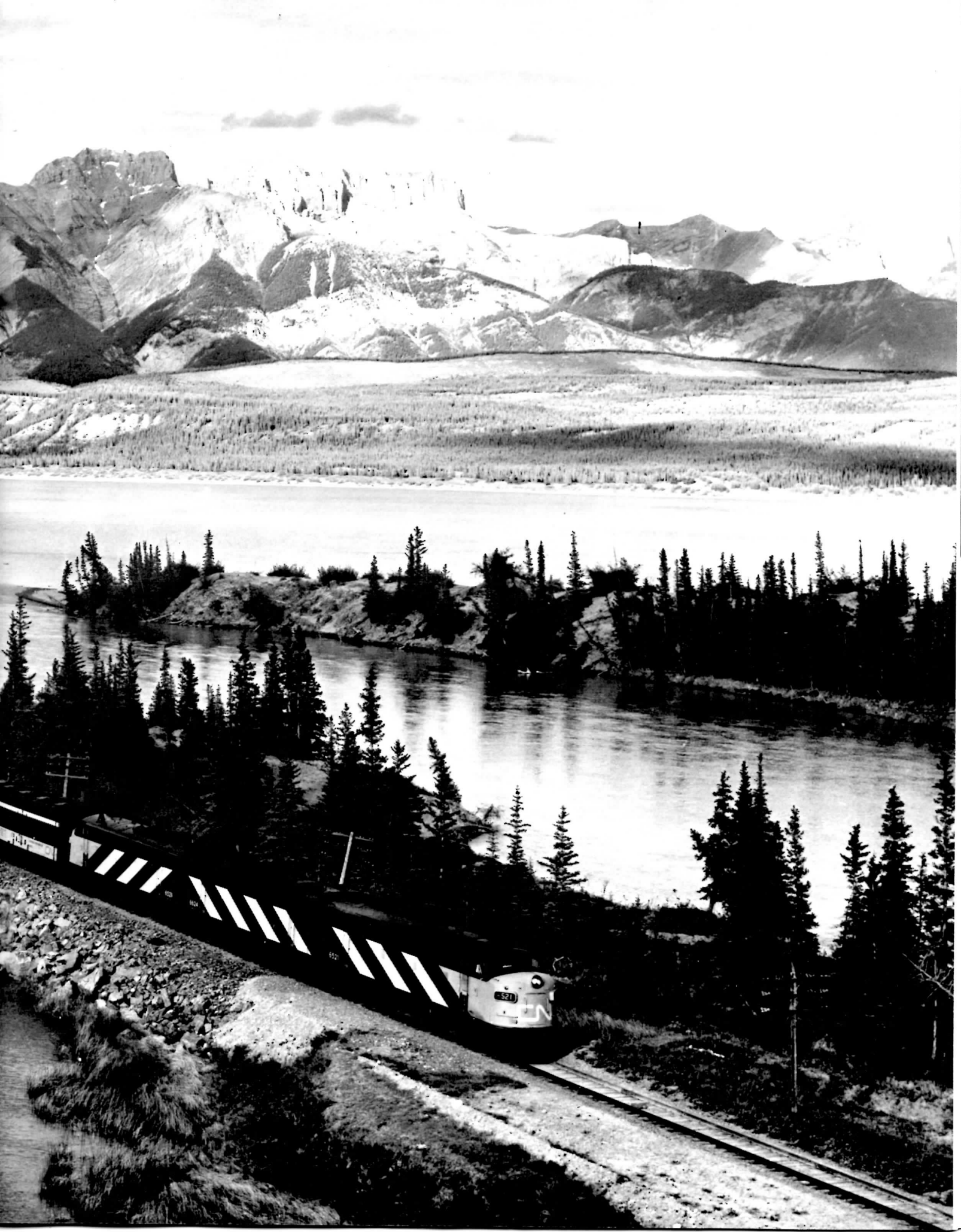
CN has discounts for senior citizens and group travel.

Food services, ranging from take-out snacks to full dinners, now give more passengers a choice of dining options.

U.S. and European residents can purchase Canrail passes which allow up to a month's travel time.









CN's 42 tour packages, tailored to the traveller, reach into most regions of Canada.

Year-round, CN offers Car-Go-Rail service where autos are transported in fast freights while the traveller boards his cross-country train.

An interline agreement between Canadian National and Amtrak allows rail travellers from either the United States or Canada to purchase transportation on both national rail lines in a single transaction to any American or Canadian city served by Amtrak or CN.

Passenger service assistants on CN trains provide an additional measure of service in French and English, particularly for the young and old, and for those unfamiliar with train travel or in need for special assistance.

The Turbos, the only high speed passenger trains in service in Canada, are the focal point of CN's new identity program for the company's passenger operations.

The three nine-car turbine-powered trains run the 335 miles between Montreal and Toronto at an average speed of 80 miles an hour, carrying 368 passengers each.

The pendulum-like suspension system of the Turbos permits cars to bank inwards on curves and allows a 30 per cent faster speed on curves than conventional trains. The same suspension system, with its low centre of gravity, allows greater passenger comfort at higher speeds.

Still a main attraction of Turbo travel is the "upfront" travel experience of riding in Turbo domes with an unrestricted view of the countryside.

The Turbo's new colour scheme will be adapted to other passenger equipment. That, coupled with the new name for CN passenger services and increased frequency of corridor service, is just the latest in a series of CN innovations in passenger service over the years.

The company's track record suggests it won't be the last.

CN IMPROVES OTTAWA SERVICE

OTTAWA - A new bus / rail link to Toronto, an extra train to Montreal and a new local bus service to Ottawa's station were service improvements introduced by Canadian National for Ottawa area residents.

Effective April 25, a charter bus now leaves the Ottawa station at 1330 hours daily except Saturday and runs non-stop to Kingston where it connects with a new Kingston-Toronto CN railiner service.

A similar service operates in the reverse direction. The CN

railiner arrives in Kingston from Toronto at 1542, and the bus leaves the Kingston Station non-stop for Ottawa at 1610.

The new road-rail service is designed to provide passengers with better connections to and from southwestern Ontario. It brings to four the number of opportunities to travel via CN between Ottawa and Toronto. CN operates overnight trains as well as the Capital and the Exec between the two cities. The morning Capital provides club galley service to Lakeshore points and Toronto, similar to that on the Exec.

The Montreal-Ottawa schedule also increased by one train a day to provide an evening departure for Montreal



"It's new. It's fast. It's the Train-bus to Ottawa."

CN announces increased service to the places you're most likely to go.

Ottawa, for instance. Now four departures a day from Toronto.* Including a whole new way of getting from Toronto to Ottawa. The train-bus. Here's how it works: You depart at 13:10 for Ottawa by train. Zip to Kingston and board the modern, comfortable bus at Kingston station at 16:10. Arrive in Ottawa 18:40. All reserved.

Our new, improved services make it more convenient than ever for you to enjoy all the advantages of CN travel. The comfort. The roominess. The friendly service. And, best of all, the economy. So call your Travel Agent or CN Passenger Sales Office. Because, with CN's Red, White and Blue Plan, train travel is still the comfortable bargain.

Departure for Ottawa 09:30, 13:10 (exc. Sat.), 16:30, 23:30 (exc. Sat.). Red Bargain Fare, one-way in coaches to Ottawa, only \$12.50. Free parking at Guildwood. At Ottawa station, there is a bus service to Confederation Square and Place de Ville in downtown Ottawa or to Place du Portage in Hull. 50 cents bus fare, one-way.



We're going all out
to get you where you're going. **WMCN**

Jules Quesnel
Stationmaster

at 1935. CN previously operated five trains a day in each direction between the two cities. The increased schedule permits better connections with other CN trains to Quebec City and the Maritimes.

Also effective April 25, was a new charter bus service implemented to link Ottawa's station with the Chateau. Laurier and Place de Ville in downtown Ottawa, as well as with Place du Portage in Hull, for a one-way fare of 50 cents.

CN TURBOS, RAPIDO

STOP AT KINGSTON

KINGSTON - CN's crack Turbos and morning Rapido began making regular stops at Kingston on April 25th 1976.

The new stops, together with establishment of a new railiner service between Kingston and

Toronto, will mean that eight westbound and eight eastbound trains will be serving CN's modern Kingston station.

Kingston previously was served by five westbound and five eastbound trains.

J.R. Burns, manager of CN's Rideau area, said the improvements in service reflect an awareness of the potential travel market in the Kingston area. He noted that 140,000 people reside within a 30-mile radius of the city, which is mid-way between Montreal and Toronto.

Expectations of increased rail travel to and from Kingston during the Olympics sailing events were another factor in the decision, Mr. Burns said.

The new timetable calls for a Montreal-bound Turbo to leave Kingston at 1000 hours daily

except Sunday, and another at 1950 hours daily except Saturday. Arrival in Montreal will be 1215 hours and 2205 respectively.

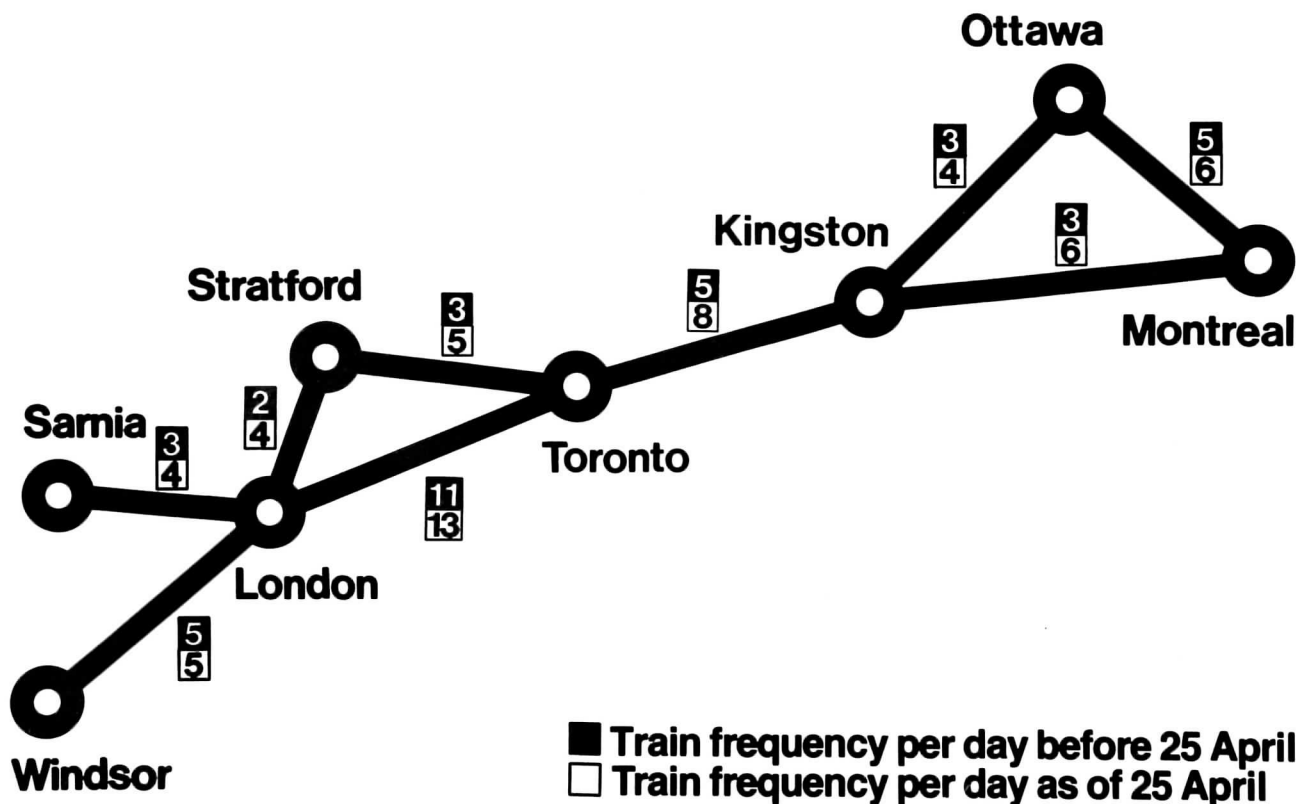
Westbound to Toronto, the Turbo leaves Kingston at 1010 hours daily except Sunday, and 2010 hours daily except Saturday. Arrival in Toronto is two hours and five minutes later.

Departure time for CN's Rapido to Montreal is 1300 hours daily, with arrival in Montreal at 1540. Westbound, the Rapido leaves Kingston station at 1315 daily and arrive in Toronto at 1540.

The new railiner service between Kingston and Toronto now operates six days a week, augmenting the popular local service provided by an existing railiner service.

Railiners leave Kingston for

Corridor Train Service Frequency



Toronto at 0705 daily except Sunday, and 1610 hours daily except Saturday. These trains service intermediate points and arrive in Toronto some 2¼ hours later.

Railiners leave Toronto for Kingston at 1310 and 1930 hours, arriving at Kingston station at 1542 and 2211, respectively.

CN's Toronto-Ottawa trains and the overnight Cavalier train between Toronto and Montreal continue to stop at Kingston, giving travellers a wide choice of convenient arrivals and departures.

BUS-TURBO CONNECTION FOR BELLEVILLE TRAVELLERS

BELLEVILLE - Residents of Belleville and area are accustomed to seeing CN's Turbo zip by on its way to Montreal or Toronto, but now they will be able to take the Turbo themselves.

A new bus service was established between Belleville and Kingston to provide direct connections with CN's Turbos to and from Montreal.

J.R. Burns, manager of CN's Rideau area, announced that the Turbos are now stopping at Kingston effective April 25, and that bus service was instituted at that time to provide Belleville area residents with two additional train connections.

Chartered by CN, the fully air-conditioned and washroom-equipped bus operates between the Belleville and Kingston CN stations and will meet all Turbos at Kingston.

Seats on the bus and Turbo must be reserved in advance. Purchase of a Belleville-Montreal rail ticket is the passenger's admission to the bus.

CN's eastbound Turbos stop at Kingston at 1000 hours daily except Sunday, and 1950 hours daily except Saturday. The chartered bus will leave the Belleville station at 0845 and 1830 respectively, arriving in Kingston a few minutes before train time.

Westbound from Montreal, the Turbo stops at Kingston at 1010 daily except Sunday, and 2010 daily except Saturday. The bus will meet these trains and transport Belleville passengers to the CN station at Belleville.

The new bus-Turbo connection means it is now possible for Belleville residents to make the Turbo in the morning, spend nearly a full day in Montreal and be back home by nightfall. In addition, they now have four other opportunities to travel by rail to Montreal on any given day.

CN ADDS NEW RAPIDO SERVICE FOR TORONTO-MONTREAL TRAVELLERS

TORONTO -- A new daily Rapido train made its appearance April 25, giving CN passengers a choice of four fast through-trains between Toronto and Montreal.

Canadian National until then operated two Turbos and one Rapido in each direction. The additional Rapido leaves the two cities every afternoon at 1550 hours.

Turbo makes the 335-mile, downtown-to-downtown run in four hours and fifteen minutes. Rapido schedule is four hours, fifty minutes.

Effective April 25, CN's fast train schedule is as follows:

Turbo departs Toronto and Montreal at 0800 daily except Sunday, stopping at Guildwood, Kingston and Dorval enroute:

Rapido departs Toronto and Montreal at 1045 daily, with stops at Guildwood, Kingston and Dorval:

Rapido departs Toronto and Montreal at 1550 daily, stopping at Guildwood and Dorval:

Turbo departs Toronto at 1750 and Montreal at 1800 daily except Saturday, stopping at Guildwood, Kingston and Dorval.

In addition to the minimum-stop Turbos and Rapidos, CN still continues its overnight Cavalier trains which provide local service enroute. The Cavalier trains arrive in Tor-

onto and Montreal each morning at 0730.

Additional CN passenger train service to cities between Montreal and Toronto will also be available.

THREE RAILINER SERVICES RESULT IN FAST SCHEDULES, EASY CONNECTIONS

BROCKVILLE--Canadian National established two new railiner services between Brockville and Montreal, and another between Kingston and Toronto, to accommodate local passengers in the two territories.

Railiners are self-propelled rail diesel cars.

Effective April 25, a CN railiner leaves Brockville at 1315 hours daily, stopping at Prescott, Cornwall and Dorval on its way to Montreal. It will arrive at Montreal's Central Station at 1520 hours.

Also effective April 25, a daily railiner service leaves Brockville at 2030 hours, arriving in Montreal at 2230 with stops at Prescott, Cornwall and Dorval.

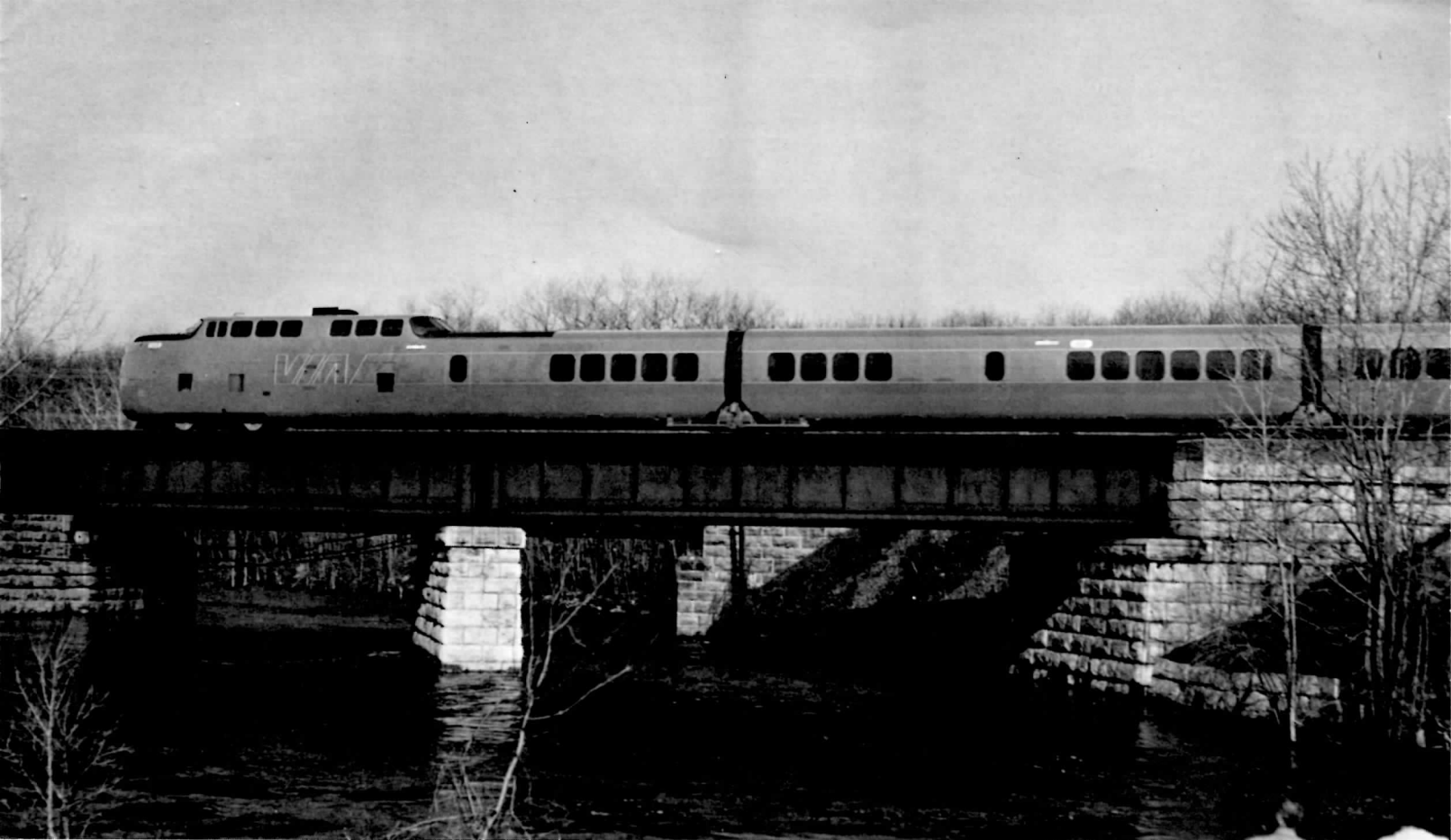
Westbound from Montreal, A CN railiner leaves daily at 0820, stopping at Dorval, Cornwall and Prescott before terminating its run at Brockville at 1030.

Another westbound railiner operates daily from Montreal to Brockville at 1615 hours.

The schedules of the two westbound railiners provide good connections at Brockville for passengers travelling on to Kingston, Belleville, Cobourg and Oshawa.

In the Toronto-Kingston territory, CN previously operated a railiner service six days a week in addition to numerous conventional trains. The new railiner service was added with the change in time.

Railiners now leave Toronto at 1310 hours and 1930 hours, with arrival in Kingston some 2¼ hours later. These trains will serve Guildwood, Oshawa, Cobourg, Trenton Junction and Belleville enroute.



Toronto-bound passengers from Kingston now have railiner service departing at 0705 and 1610, six days a week. The trains will serve the intermediate points before arriving at Toronto's Union Station at 0950 and 1845, respectively.

KITCHENER, GUELPH GET ADDITIONAL CN SERVICE

TORONTO - Passenger train service through Guelph, Kitchener and Stratford was improved when Canadian National introduced its new timetable on April 25th 1976.

To and from Toronto there will be four daily trains and another that operates six days a week. This compared with the old assignment of four trains westbound and three eastbound.

The new schedule has westbound railiners from Toronto arriving in Guelph at 0903, 1228, 1723, 2134 and 0024 hours: in Kitchener at 0928, 1253, 1748,

2158 and 0048 hours: and in Stratford at 0958, 1323, 1818, 2228 and 0120.

Eastbound to Toronto, CN trains now leave Stratford at 0650, 0955, 1250, 1655 and 2050: Kitchener at 0718, 1027, 1323, 1723, and 2118: and Guelph at 0740, 1050, 1345, 1750 and 2142. Arrival times in Toronto are 0855, 1205, 1500, 1905 and 2300, respectively.

CN'S SARNIA-TORONTO SERVICE GETS NEW TRAIN, CLUB BAR

SARNIA--A new train and a new style car service are two of the features which were introduced by CN on its Sarnia-Toronto route, effective April 25. It marks the return of club car service after an absence of several years between these two cities.

The additional train brought to eight the number of CN trains operating daily between Sarnia and Toronto. The revised schedules offer rail passengers more convenient

TURBO - PROTOTYPE

Once again, the Turbo is used to introduce an entirely new concept in passenger travel to Canadians. Turbo, in its new yellow paint scheme with blue trim, will herald the opposite colours of the conventional equipment, which will have a blue paint scheme with yellow trim. (photo courtesy Canadian National Public Relations, Toronto)

departure times and better train connections with other parts of Canada.

The new club car service, called Tempoclub, was introduced on the train leaving Sarnia at 0540 daily except Sunday, and the train from Toronto to Sarnia at 1835 daily except Saturday.

Departure times of trains from Sarnia are 0540, 0900, 1350 and 1831 with arrivals in Toronto of 0855, 1230, 1714 and 2140 respectively. In the opposite direction, trains leave Toronto at 0915, 1415, 1835, and 2015, arriving Sarnia at 1230, 1730, 2200 and 0015. Intermediate stops are made at major cities enroute.

Snack and refreshment service will still be available to all passengers on trains between Sarnia and Toronto.

NEW TRAINS, AMENITIES BOOST LONDON SERVICE

LONDON—Residents of the London area now have one of the best rail services available to any city in Canada with the introduction of CN's new passenger train timetable as of April 25th, 1976.

On weekdays during daylight hours, virtually an hourly CN service will be available between London and Toronto. There will be good connections with trains to and from other parts of Canada.

A new train service between Toronto and Sarnia, and a new train service between Toronto and London via Stratford are included in the new timetable.

From 0640 to 2005 hours, five days a week, a total of 13 trains will run in each direction between London and Toronto. Five of these trains will offer a

new-style club car service called Tempoclub.

Tempoclub, arranged through advance reservations, will be lower priced than conventional club car space because it doesn't include the cost of a meal. "At the seat" food and beverage service is available on a cash basis. There will be complimentary tea or coffee.

Trains leaving London at 0640, 0805, 0900, 1600 and 2000 hours will provide Tempoclub accommodation at least five days a week. Similar accommodations are available on west-bound trains leaving Toronto at 0830, 1215, 1515, 1700 and 1835.

Snack and refreshment service still continue to be available to all passengers on trains between London and Toronto.

WINDSOR-TORONTO CLUB CAR SERVICE EXPANDED

WINDSOR - Eight of the ten passenger trains operating between Windsor and Toronto now feature club car service effective with CNR's new timetable of April 25th 1976.

Changes in time for departure and arrival of trains were also made to provide more convenient schedules for local and long-distance level.

The new club car service, called Tempoclub, was inaugurated at least five days a week on trains leaving Windsor at 0610, 0800, 1405 and 1805 hours. In the opposite direction, during the week club cars are now available on trains departing Toronto at 0830, 1215, 1515 and 1700 hours.

This picture was chosen to end the special VIA issue since the sky above the train is as dramatic as the project into which cn is embarking.
(Canadian National)



"More Tempo trains. New Tempoclub car service with new, lower fares."



Montréal 1976



Marie Campbell
Steward-Waitress



CN announces increased service Toronto-Sarnia with the addition of more of the popular Tempo trains.

10 trains a day from Toronto to London (9 on Saturday). 5 trains a day to Windsor. 4 to Sarnia.

All scheduled with your convenience in mind, whether you're a business traveller, a student or a housewife on a shopping trip. What's more, CN has increased club car service and reduced all Tempoclub fares by making at-your-seat meal and snack service optional.

Now, it's more convenient than ever for you to enjoy all the advantages of CN travel. The comfort. The roominess. The friendly service. And, best of all, Tempo luxury at economy prices. Because with CN's Red, White and Blue plan, train travel is still the comfortable bargain.

Departures for Windsor at 08:30, 12:15, 15:15 (exc. Sat.), 17:00, 19:15; for Sarnia at 09:15, 14:15, 18:20, 20:15; for London at 08:30, 09:15, 12:15, 14:15, 15:15 (exc. Sat.), 17:00, 18:20, 19:15, 20:15, 23:15. Red Bargain Fares, one-way in club cars: to Windsor \$17.75, to Sarnia \$15.50, to London \$10.25. Even less in coaches.

Call your Travel Agent or CN Passenger Sales Office.

We're going all out to get you where you're going. 

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Canada's Railway Magazine