

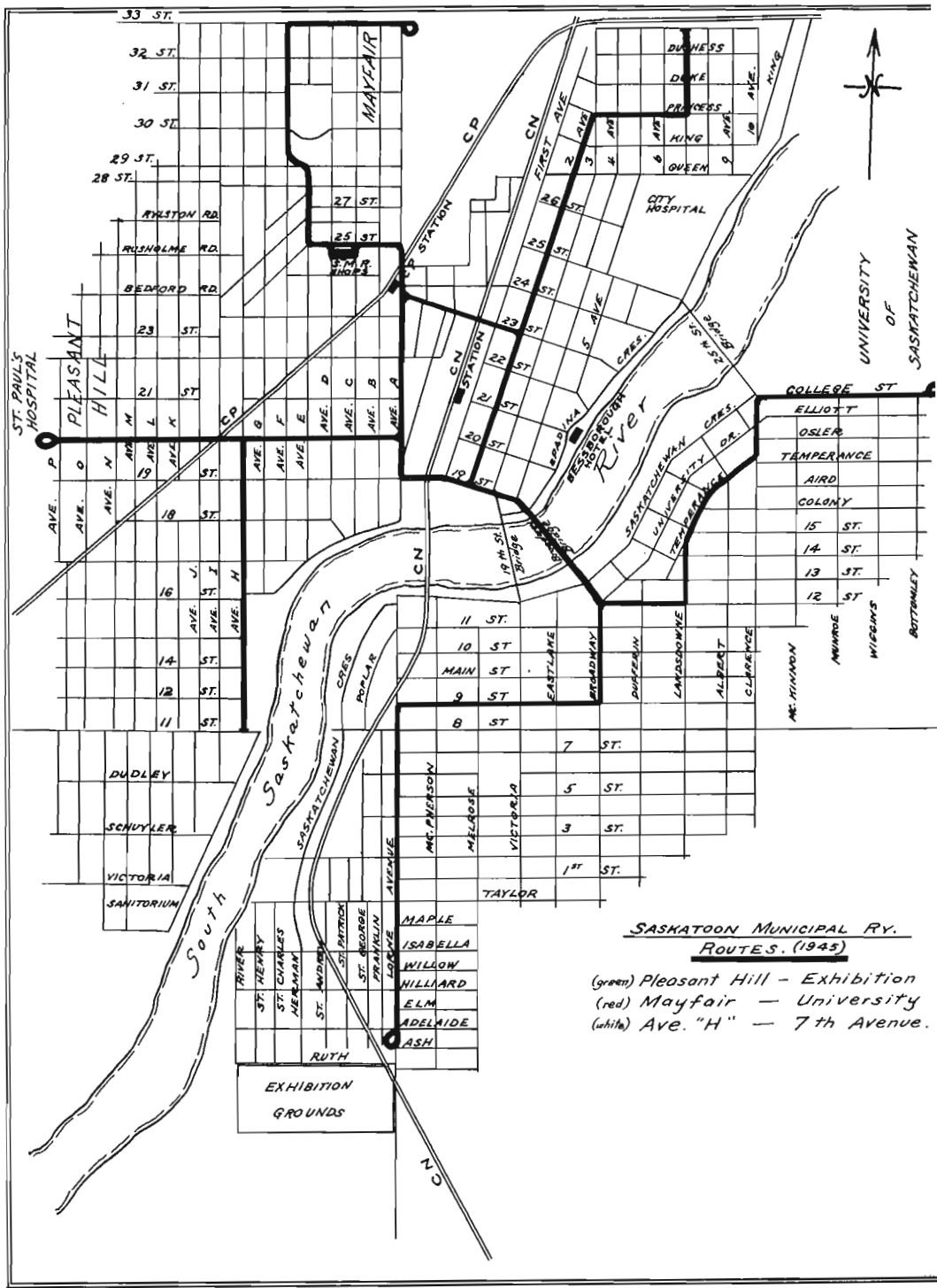
Canadian Rail



Number 161 / December 1964



Dr. R. V. V. Nicholls, (left), President of the Association, is shown accepting the brake valve handle of diesel-electric car 15824 from Mr. J. A. McDonald, Vice President of C.N.'s St. Lawrence Region, as Mr. Bruce Kelly, Engineer, looks on from the cab. The Canadian National presented the self-propelled unit to the C.R.H.A. at a brief ceremony at Central Station, Montreal, on November 12th last. (See also P.266).



**SASKATOON MUNICIPAL RY.
ROUTES. (1945)**

(green) Pleasant Hill - Exhibition
 (red) Mayfair - University
 (white) Ave. "H" - 7th Avenue.

- ST. NEXRY
- ST. CHARLES
- ST. NEWMAN
- ST. ANDREW
- ST. PATRICK
- ST. GEORGE
- FRANKLIN
- LOURANCE
- RUTH
- EXHIBITION GROUNDS
- MAPLE
- ISABELLA
- WILLIARD
- ELM
- ADELAIDE
- ASH



Saskatoon Municipal Railway

Saskatoon, in the heart of the Canadian prairies, is one of the cleanest and best-planned cities in the country. Until the year 1951, it also had the distinction of possessing one of the finest street railway systems on the continent.* While in size the Saskatoon Municipal Ry. placed far down on the list of the Dominion's transit organizations, it equalled the largest in respect to maintenance of equipment and quality of service.

The historical background of the S. M. R. is not lengthy, for but fifty years ago the Saskatoon area was only just beginning to play a major role in the story of Canadian development. In 1912, the population of the young city numbered about 15,000 persons, and it was during that year that the Saskatoon tramway system had its beginnings.

The previous year, a franchise had been granted to a Mr. H. M. Evans to install a street railway system but nothing had been done, and this franchise was revoked on May 15th, 1912. The administration of the municipality then received a report from Stone and Webster, transit consultants of Boston, Mass., recommending that the City enter the civic transportation field, operating electric rail cars as a municipal enterprise. This recommendation was approved, and in 1912, seventeen miles of single track were constructed.

This trackage was laid on the following routes: Sutherland, via Broadway and 8th Street; Mayfair-University from Avenue F and 33rd Street to 12th Street and Lansdowne; Exhibition-Pleasant Hill, from the Exhibition Grounds to Avenue P and 20th Street; Avenue H, a stub line from 20th Street to the pumping station; 7th Ave. from 2nd Avenue and 23rd Street to 7th Ave. and Princess Street.

On the following New Year's Day, January 1st, 1913, the Saskatoon Municipal Railway, with an initial rolling stock roster of twelve single-truck cars built by the St. Louis Car Co., commenced operations.

It is recorded that a near blizzard was blowing on the morning of January 1st, 1913, but neither weather conditions nor power and mechanical difficulties marred the success of the New Year's Day inauguration. The eleven unheated single-truck trams in operation on that first day carried some fifty-two hundred passengers and grossed two hundred and sixty dollars in five-cent fares.

The transportation arrangement was as follows: 4 cars on the Pleasant Hill - Exhibition route, 4 cars on Mayfair-University, 2 cars from 2nd Avenue and 23rd St. to 7th Avenue and Princess Street and one car on the Avenue H stub.

There was no heat nor storm sash on the Saskatoon trams at

* Saskatoon still possesses one of the finest transit systems with main services operated by electric trolleycoaches.

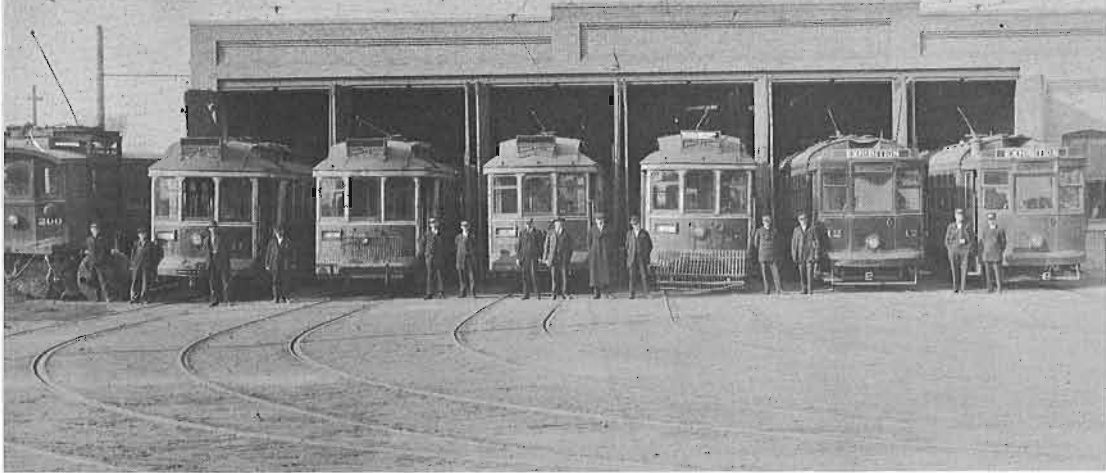


Photo courtesy Mr. B. Scharfe, S.T.S.

Help the Service by Having Fare Ready	1	0											155537	HOK. N. WEST EAST SOUTH	A.M.	P.M.
	2	5													EXH:	P.R.
	3	10													UNIVERSITY	
	4	15													MAYFAIR	
	5	20													Pleasant Hill	
	6	25													7th AVE.	
	7	30													AVE. H	
	8	35													SUTHERLAND	
	9	40													EMERGENCY	
	10	45														
11	50															
12	55															
SASKATOON MUNICIPAL RAILWAY TRANSFER FREE TRANSFER NOT A STOP OVER CHECK NOT TRANSFERABLE																
<small>Good only for a continuous trip via first connecting car. 20 minutes after time cancelled. The day and time punched must be verified and accepted by passenger when they receive this Ticket, and in case of difference between passenger and Conductor on transfer car, the passenger must (if Conductor demands it) pay fare and present this Ticket with application for redress at the Superintendent's office. G. D. ARCHIBALD, Supt.</small>																
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
31	30	29	28	27	26	25	24	23	22	21	20	19	18	17		

first, but during the following year they were equipped with coal oil stoves: in 1915 electric coil heaters were added for supplementary heating. Between 1914 and 1917, six additional trams were placed in service. These consisted of three second-hand single-truckers known as "Carolina's" and three large double-truck cars from Ontario. (Either from the Preston Car and Coach Co. or from Ottawa Car Mfg. Co.) These eighteen units remained in daily use until the year 1919, serving the community during the period of its most spectacular growth.

During 1919, however, the 3 large cars, which had proved too heavy for operations over the 19th Street Bridge, were sent to Calgary in exchange for 5 single-

truck cars of lighter construction.

The following year there was a long and heated debate over the merits of one or two-man operation. The question was finally resolved in favour of one man per car, and this more economical method of operation was introduced in 1921.

One of the few major accidents involving trams of the Saskatoon Municipal Railway occurred March 4th, 1922, when #4* jumped the tracks at the foot of the Long Hill and went over the river bank at the south end of the 19th Street Bridge. The car stopped short of the water's edge however and fortunately no one was seriously injured.

* Other reports give the date as May 3rd, and the car number as #3.

Between the years 1927 and 1930, thirteen new double-truck cars of the most modern design were purchased from the National Steel Car Co, Hamilton, and the Ottawa Car Manufacturing Co. to replace older trams which were retired. During this same period, extra services using rented buses were inaugurated to supplement the tramway services; but until 1945 the management of the Saskatoon Municipal Railway did not abandon electric railway services in favour of buses.

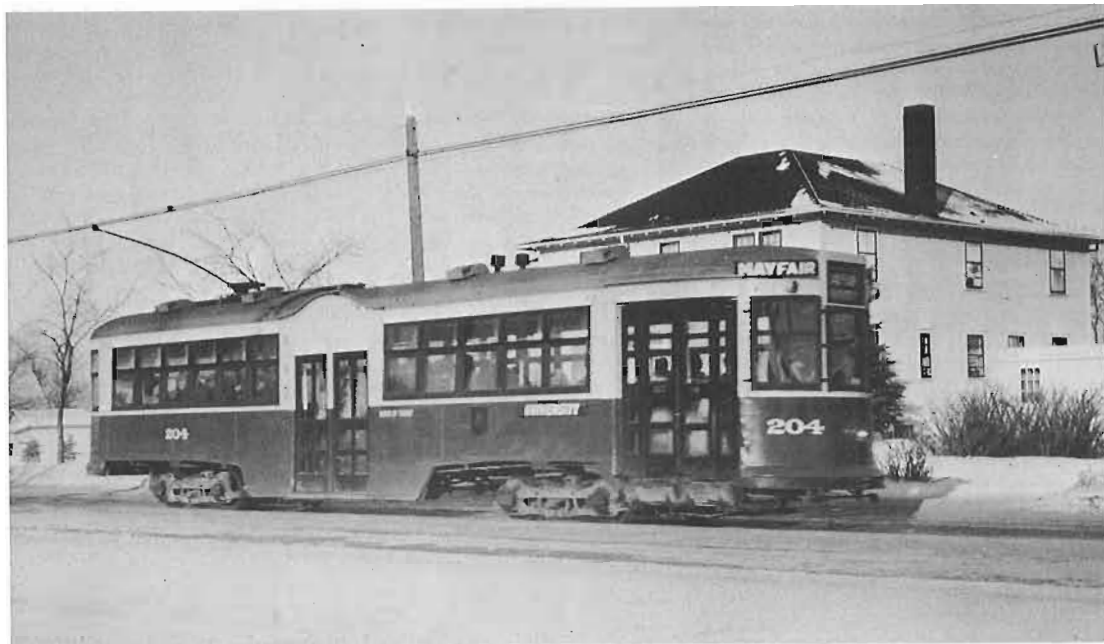
There were a number of revisions to routings during this period. The first bus run was inaugurated in 1931. It operated from Westmount to the Armouries at 19th St. and 3rd Ave. On July 1st of this same year the 19th Street Subway was opened for 7th Avenue and Avenue H cars. On July 21, 1933, use of the 19th Street Bridge was discontinued, and the trams commenced operating over the new Broadway Bridge.

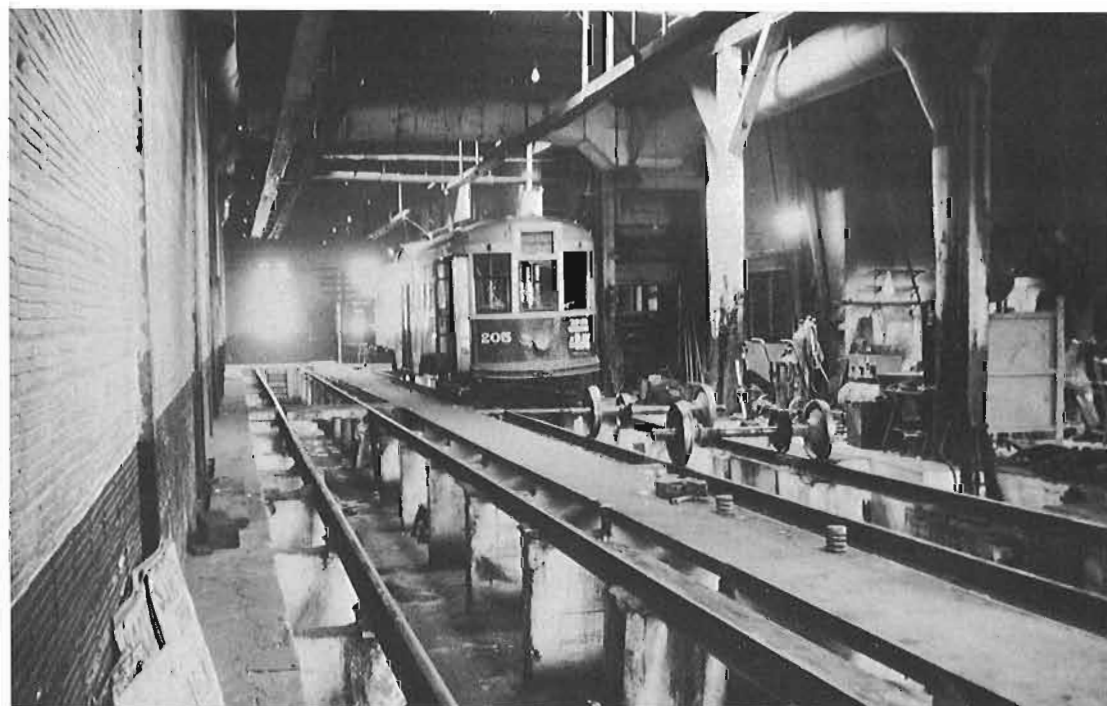
In 1941, the City of Saskatoon purchased five additional trams for its Municipal Railway, to fulfil the transit needs of a city geared to a wartime economy.

These were one-man Peter Witt type cars, acquired second-hand from London, Ontario.

Passenger rolling stock of the S.M.R. at the end of the year 1946 consisted of twenty-eight trams (10 single-truck and 18 double-truck units) all equipped with air and for one-man operation. Also included in the equipment roster were two work cars, five buses, and two autotrucks (one equipped for overhead line work). The rail rolling stock operated over three electric car routes, consisting of 19.8 miles of track, with a base headway of approximately ten minutes. The buses were used on auxiliary feeder routes to outlying suburban districts.

The end came swiftly for the attractive green and silver trams of the S.M.R. On December 12th, 1946 an extensive report was presented, outlining plans for the conversion of the Saskatoon System from trams to buses and trolleycoaches. A change in management in 1947 was another step in the move, climaxed by the final streetcar trip on November 10th, 1951.





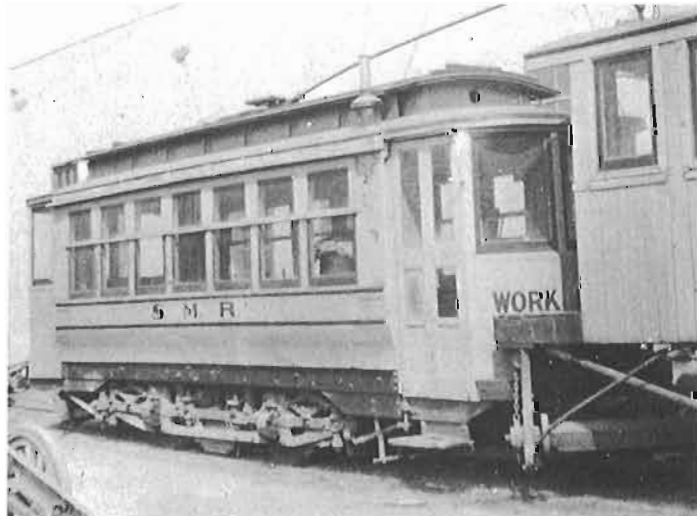
Help the Service by Having Fare Ready	A.M. 10	1	2	3	4	5	6	7	8	9	10	11	12	117011 WEST SOUTH EAST NORTH	A.M. 10				
	AIRPORT	10	15	20	25	30	35	40	45	50	55	EXHIBITION							
	HAULAGE	SASKATOON MUNICIPAL RAILWAY TRANSFER													UNIVERSITY				
	SANATEL	FREE TRANSFER NOT A STOP OVER CHECK NOT TRANSFERABLE													MAYFAIR				
	WESTMOORE	Good only for a continuous trip via first connecting car, 45 minutes after time cancelled. The day and time punched must be verified and accepted by passengers when they receive this Ticket and in case of difference between passenger and Conductor on transfer car, the passenger must (if Conductor demands it) pay fare and present this ticket with application for redress at the Superintendent's office A. G. Mills, Asst. Supt.													Please				
	8th ST	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		7th AVE				
	11th ST	1	2	3	4	5	6	7	8	9	10	11	12		13	14	15	16	AVE
	33rd ST	31	30	29	28	27	26	25	24	23	22	21	20		19	18	17	SUTHERLAND	
																			EMERGENCY

Photographs.



- Page 256 - Cars and crews lined up outside S. M. R. shops, during the early years of operation.
- 257 - #204, wartime import from London Ontario, near University of Saskatoon.
- 258 - (upper) Original single-truck cars were used as 'crush-hour' spares during latter years.
(lower) Interior of repair shops of Saskatoon Municipal Railway.
- 259 - (below) S.M.R. #33 - work car rebuilt from former single-truck, "Carolina" passenger car.
- 260 - Both trams and trolleycoaches were used on the Exhibition Route during the last year or so of railway operation.

Saskatoon Transit System							
Route 4							
DATE OF ISSUE							
1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	
No Stopover Not Transferable This transfer will not be accepted unless presented before expiry of time limit indicated hereon. Not good unless numbered portion is attached. In case of dispute, pay fare and report facts to Superintendent's Office.							
N	EMERGENCY						S
E	177801						W
5 AM							0
6 AM							15
7 AM							30
8 AM							45
9 AM							0
10 AM							15
11 AM							30
12 NOON							45
1 PM							0
2 PM							15
3 PM							30
4 PM							45

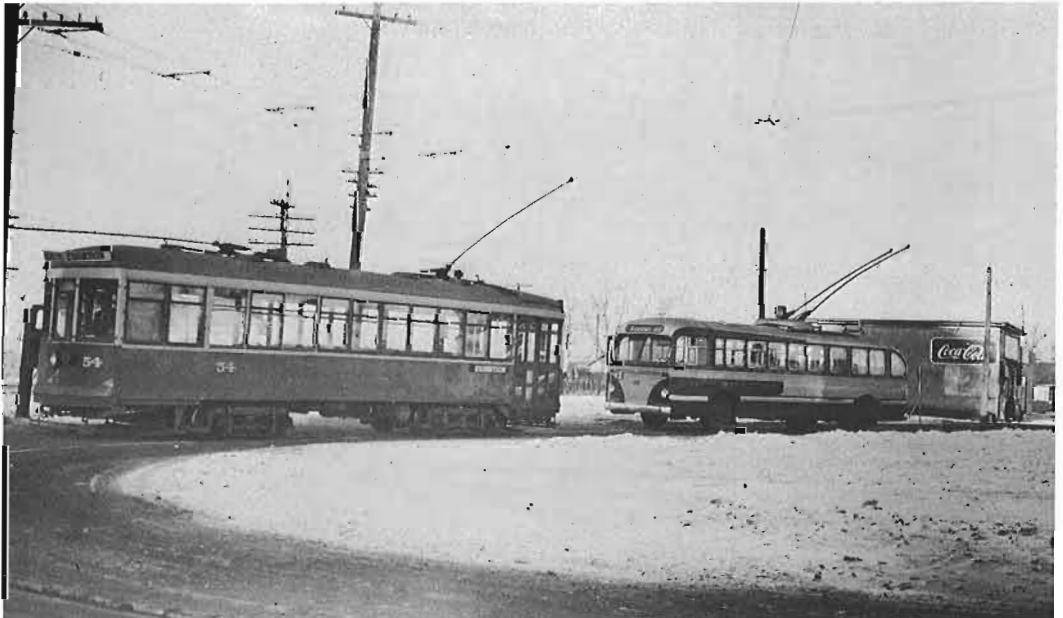


On October 1, 1947, the 7th Ave.-Avenue H route was converted to autobuses, while on Nov. 22nd 1948, this route became "trolley-coach". The following September trolleycoaches replaced trams on the Pleasant Hill section of the Pleasant Hill - Exhibition route. On August 15th, 1949, the name, "Saskatoon Municipal Railway" was officially changed to "Saskatoon Transit System" while on July 14, 1950, the use of the City's Coat-of-Arms on the transit vehicles was discontinued, the letters STS replacing the crest.

During the last year or so of tramway operation, trolley coaches and trams were often used interchangeably on the electrified lines, and it seemed pretty much up to the individual operator to decide which type of vehicle to choose. Rubber tyres, however, took over the transit chores completely on November, 11th, 1951, and most of the trams were scrapped.

Three of the S.M.R. - S.T.S. units, however, have had a kinder fate. Tram #61 and Line-car/plow #200 now form part of the famous exhibition of machinery and equipment at the Western Development Museum, in Saskatoon. Another Saskatoon tram, #12 (one of the original St.Louis-built cars, dating from 1912) has returned to the U.S.A. --- to Oakland, Cal., as the property of the Bay Area Railway Ass'n. These cars have been preserved as historical relics of a by-gone era, when every self-respecting town and city boasted of its electric street railway, and municipal progress was synonymous with improvements to public transit.

By A. Clegg, from information supplied in 1945 by the late Mr. G.D.Archibald, Saskatoon Municipal Railway, and in 1964 by Mr. B.Scharfe, Saskatoon Transit System.



SASKATOON MUNICIPAL RAILWAY.

Car Numbers	No. of units.	Builder and Date	Type	Remarks.
<u>PASSENGER CARS</u>				
%% 1 - 12	12	St. Louis 1912	Single truck Double end	Original cars. #12 to Bay Area Railway Ass'n.
("20" class)	3	Freston or Ottawa.	Double truck Double end	To Calgary in 1919.
("30" class)	3		Single truck Double end	Second-hand from Carolina. (one to #33 work car)
("40" class) ***	5	Freston	Single truck Single end	Second-hand from Calgary in 1919.
£ 50 - 53	4	Nat. Steel 1927 Car Co., Hamilton	Double truck Double end	
£ 54 - 57	4	Ottawa. 1928-29	Double truck Double end	
£ 58 - 62	5	Ottawa. 1929	Double truck Double end	#61 to West'n. Dev. Museum, Saskatoon.
£ 201 - 205	5		Double truck Single end	Second-hand from London, Ont. in 1941.
<u>WORK EQUIPMENT</u>				
£ 33	1		Single truck Double end	Work car, ex. "Carolina" psgr. car.
£ 200	1		Single truck Double end	Line car and plow. To W.D. Museum, Sask.

- (£ All cars in class existing in 1945.)
- (*** Numbers 40, 41, 45 existing in 1945.)
- (%% Numbers 2, 3, 7, 8, 9, 10, 12, existing in 1945.)



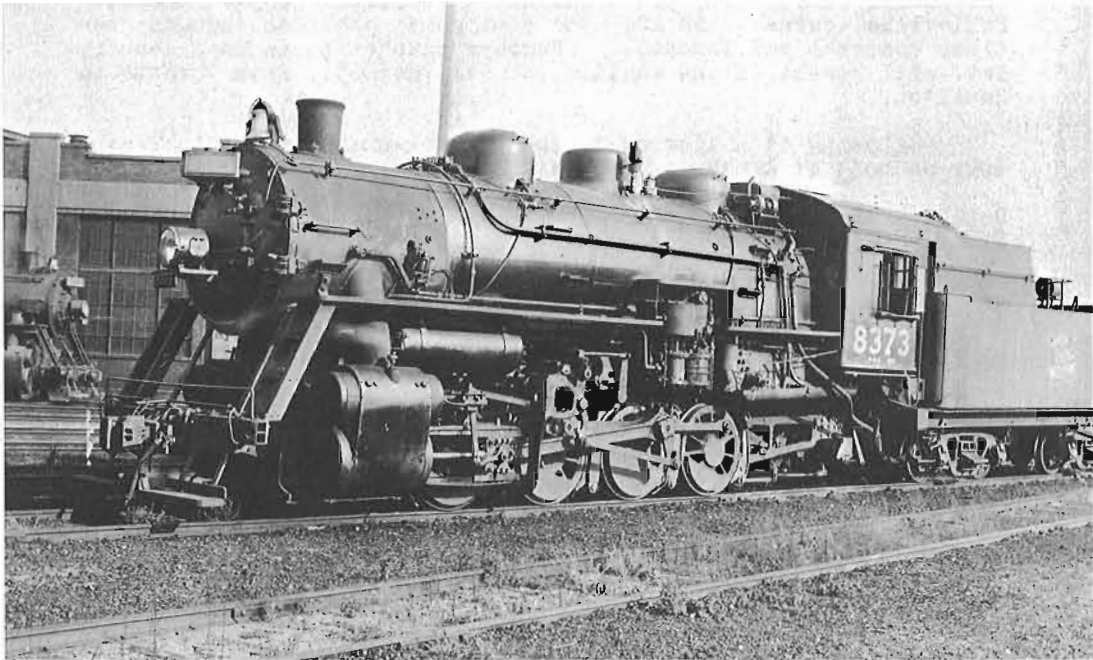
By A. Clegg, from information supplied in 1945 by the late Mr. G.D. Archibald, Saskatoon Municipal Railway, and in 1964 by Mr. B. Scharfe, Saskatoon Transit System. Illustrations by the author, except Page 256, courtesy of the Saskatoon Transit System.

DIAGRAM

CANADIAN NATIONAL class P-5-g
Locomotive numbers GRAND TRUNK WESTERN 8370-8381.

Constructed by the Baldwin Locomotive Company in 1929, the P-5-g class had 22x28" cylinders, 51" diam. driving wheels and a boiler pressure of 220# per sq.in. They carried Baldwin Builder's Numbers 61001 to 61012 inclusive. All were scrapped or sold as "scrap on wheels" during 1960 and 1961. Number 8373, pictured below (#61004) was completed in September 1929 and was sold for scrap in May 1960 to the Luria Steel and Trading Corp., Chicago.

(Photograph - R.White, Pontiac, Mich., October 1935.)



SHAUGHNESSY MINES

Supplementing the information on the 4-6-0 pictured on Page 226, Mr.Ray Corley informs us that the locomotive was built in October 1913 as Western Coal Co.#1. (Montreal Locomotive Works #53632). The engine has been a landmark for about 50 years at Western Coal - Lethbridge Collieries - and Shaughnessy Mines.

The WINTER Timetables

PASSENGER TRAINS STILL DISAPPEARING,
AS CANADIAN RAILWAYS ISSUE NEW SCHEDULES

--F.A.Kemp.

October 25th was Change-of-Time day this autumn, and, as usual, several passenger trains made their last runs on the preceding days. Only one line was completely removed from the public folders, the Toronto-Markham, Ont. one-way commuter train No. 900. To make up for this, service was restored between Listowel and Palmerston, Ont., after several years' absence.

Two new trains were added to the schedules: Canadian Pacific Nos. 280-281 are Montreal - Vaudreuil commuter trains, while Canadian National Nos. 25-26 are Montreal - Belleville locals to relieve Nos. 5 and 14 of their increasing burden of mail and express and to permit a speed-up to 6 hours and 15 minutes between Montreal and Toronto. Nos. 25-26, although bearing the numbers of the former "Moccasin", are actually a continuation of Toronto-Belleville trains 9 and 10, and equipment operates through between Montreal and Toronto. Further changes to be made January 1st. will result in the addition of Railiner 651, from Toronto to Hamilton.

Following is a list of trains withdrawn or reduced in frequency on both of Canada's main railways.

Canadian National

Train No.	Former terminals	Former frequency
9 - 10	Toronto - Windsor	6 days weekly
77 - 18	Toronto - London	6 days weekly - to be discontinued Jan. 1.
90	Hamilton to Toronto	Daily - to be discontinued Jan. 1 and replaced by 650.
26 - 39	Toronto - London via Stratford	6 days weekly
27-36-136	Toronto - Stratford	6 days weekly
209 - 210	Mixed Pembroke-Brent	Twice weekly
213 - 214	Mixed Brent - Capreol	Twice weekly
213 - 214	Mixed Sioux Lookout-Redditt	Twice weekly
53 - 54	Toronto - Capreol	Daily
231 - 232	Mixed North Battleford - Medstead	Twice weekly reduced to weekly service.

Canadian Pacific

This Company announced its intention to withdraw or curtail a total of twenty-four passenger runs more than a month prior to the effective date, but subsequently reconsidered some of the service cuts. The timetables, as published, show the following changes:

Train No.	Terminals	Former frequency	Present frequency
DAR 12	Kentville-Halifax	Sunday	Withdrawn
DAR 13	Halifax-Kentville	Daily	"
DAR 14	Kentville-Halifax	Ex. Sun	"
DAR 15	Halifax-Kentville	Sunday	"
DAR 16	Yarmouth-Halifax	Sunday	"
DAR 17	Kentville-Yarmouth	Fri. & Sun.	"
DAR 20	Yarmouth-Kentville	Saturday	"

<u>Train No.</u>	<u>Terminals</u>	<u>Former frequency</u>	<u>Present frequency</u>
202 - 203	Montreal-Megantic	Daily	Withdrawn
167	Montreal-Mt.Laurier	Ex.Sun.	Mon,Wed,Fri.
164	Mt.Laurier-Montreal	Ex.Sun.& Mon.	Tue. & Thur.
307	Toronto - Owen Sound	Ex.Sun.	Mon,Wed,Fri.
306	Owen Sound-Toronto	Ex.Sun.	Tue. & Thur.
313	Toronto-Owen Sound	Sunday	Withdrawn
307	Medicine Hat-Lethbridge	Daily	Tue,Thur,Sat.
308	Lethbridge-Medicine Hat	Daily	Mon,Wed, Fri.
309 - 310	Calgary-Lethbridge via Ft.Macleod	Tue,Thur, & Sat.	Wed. & Sat.
311 - 312	Calgary-Lethbridge via Vulcan	Mon,Wed, & Sun.	Thur.& Sun.

Other changes of interest

- On the Canadian National, Railiners Nos.631-632 (Saskatoon-Hudson Bay, Sask) have been extended to The Pas, Man., a one-time terminal of their predecessor trains Nos.31 and 32.
- The Jasper-Prince Rupert service has reverted to its former pattern for the winter, but the train numbers have not changed. The overnight trains 5 and 6 run Jasper-Prince George six days weekly while Railiners 605-606 provide tri-weekly service between Prince George and Prince Rupert. Mixed trains 289, 290 and 206 have been restored to their tri-weekly run between Prince George and Mc. Bride.
- Twice-weekly service between Levis and Edmundston will re-commence on December 16th, when Trains Nos.68-69 and 67-70 make their first runs of the season. The sleeping cars normally operated on these trains will run between Montreal and Riviere du Loup until that date.
- Mixed train service in Prince Edward Island will follow the same schedules as last year, with seasonal trains beginning operation on December 15th.
- All C.N.trains in the Montreal commutation services have been re-numbered between 901 and 996. Trains 995-996 (formerly 37-38) now run to and from St.Hyacinthe instead of St.Rosalie Jct., while Trains 942 to 945 run to and from St.Gertrude instead of Montreal Nord.
- Sceneramic Lounge cars are now shown in the equipment tables for trains 1 and 2 "Super Continental" and 9 and 10 "Panorama". They operate between Edmonton and Vancouver on trains 9 and 2, and between Jasper and Vancouver on trains 1 and 10.
- The Delaware and Hudson Road's Montreal-New York service provided by D. & H. trains 34 and 35 "The Laurentian" was supposed to have been replaced by Budd RDC units, leased from the Boston and Maine RR., with a transfer to New York Central trains at Albany, but the conventional trains (with Parlor Observation cars) have continued to operate, apparently by order of the New York State Public Service Commission.
- The Toronto - Boston sleeping car, formerly carried on CPR trains 321-322 and T.H.& B.-N.Y.C. trains 371-376 have been discontinued.
- The Christmas - New Year's holiday period has been given considerable attention by the C.N., and will see the operation of a Holiday Special between Montreal (Central Station) and Toronto in 5 hours, 45 minutes, the fastest schedule ever advertised between Canada's largest cities. The Montreal - Campbellton "Chaleur" Nos. 61 and 62, and its Gaspé connection, 29 and 30, will operate December 16th to January 8th, and the Newfoundland express "The Cariboo" will run daily during the holiday period.



15824, the last survivor of the nine experimental self-propelled cars which the CNR acquired in 1925-26. The famed 15820, which established a 67 hour record between Montreal and Vancouver in the mid 1920's, was a sister unit, similar in most essential characteristics. 15824 which for many years operated the Tower Car service in the Montreal electrified territory, is shown at Central Station November 12th, 1964, during the ceremony at which the historic vehicle was presented to the C.R.H.A for preservation.

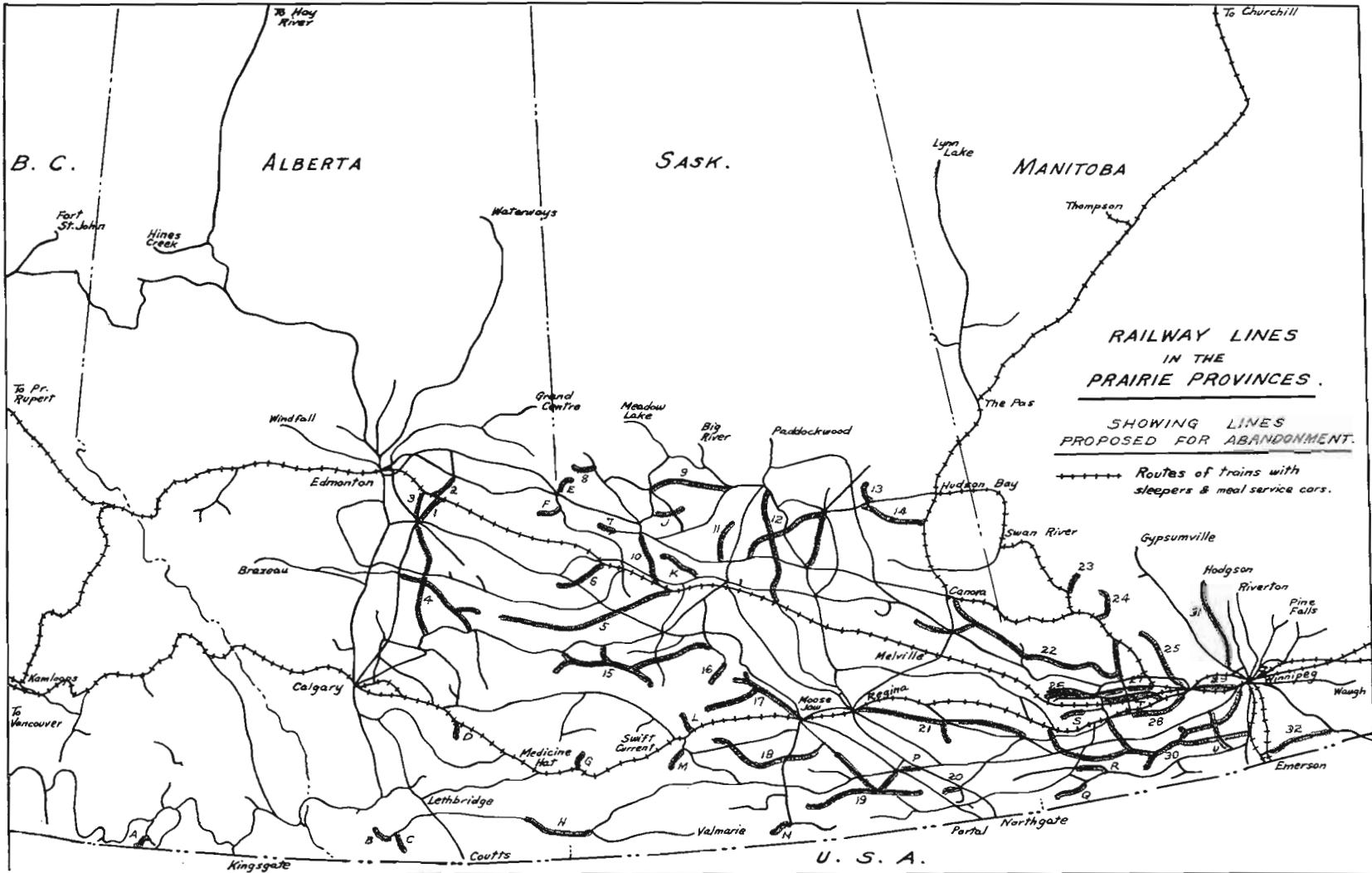
(Above photo and cover photo courtesy Canadian National Railways & J.N.Lowe)

Rails Redundant ?

During the past three years, the Canadian railways have filed abandonment applications with the Board of Transport Commissioners, for a total of about 3800 miles of track, by far the greater part in Alberta, Saskatchewan and Manitoba. Upon most of the applications no action has yet been taken, but it is expected that decisions will be rendered in many cases during the next few years. The sketch map of railways in the Prairie Provinces on the following page, (compiled from the list of applications submitted to the Board to September 25th last), outlines where some of the possible rail cuts may be made.

Following is a list of the lines affected:

<u>MARITIME PROVINCES</u>		<u>From</u>	<u>To</u>	<u>Miles</u>
CN				
	Buctouche	Moncton	Buctouche	29.7
	Caledonia	Caledonia	Caledonia Jct.	21.9
	Oxford	Scotsburn	Tatamagouche	24.4
	St.Peters	St.Peters	St.Peters Jct.	25.5
	Sunny Brae	Ferrona Jct.	End of track	25.4
<u>QUEBEC & ONTARIO</u>				
CN				
	Alvinston	Glencoe	Alvinston	10.5
	Hemmingford	St.Remi	Hemmingford	14.8
	Hickson	Woodstock	Hickson	6.9
	Maynooth	Bird's Creek	Wallace	27.4
	"	Bessemer	Childs Mine	7.3
	Penetang	Colwell	Penetang	31.8
	Simcoe	Simcoe	Port Rowan	16.9
CP				
	Orford	Eastman	Valcourt	15.3
L&PS				
	complete ry.	London	Port Stanley	24.0
<u>WESTERN CANADA</u>				
(No. on map)				
CN				
1.	Demay	Camrose Jct.	Ryley	24.9
2.	Haight	Vegreville	Haight Jct.	21.8
3.	Kingman	Tofield	Barlee Jct.	23.4
4.	Stettler	Ferlow Jct.	Dinosaur	108.0
	Endiang	Nevis	Hanna	74.9
	Spondin	Scapa	Spondin	17.7
5.	Dodsland	Hemaruka	Loverna Jct.	154.1
6.	Bodo	Bodo	Unity	51.5
7.	Cutknife	Rosemound	Carruthers	17.0
8.	Bolney	Spruce Lake	Jc. Frenchman	28.2
9.	Amiens	Amiens Jct.	England ^{Futte}	75.0
10.	Porter	Oban Jct.	Battleford	47.6
11.	Carlton	Dalmeny	Carlton	35.9
12.	Cudworth	Young Jct.	Cudworth Jct.	108.0
	Meskanaw	Melfort	Lannow	89.4
	St.Brieux	Thatch	Humboldt Jct.	52.2
13.	Arborfield	Crane	Arborfield	19.4
14.	Chelan	Reserve	Crooked River	60.1



B. C.

ALBERTA

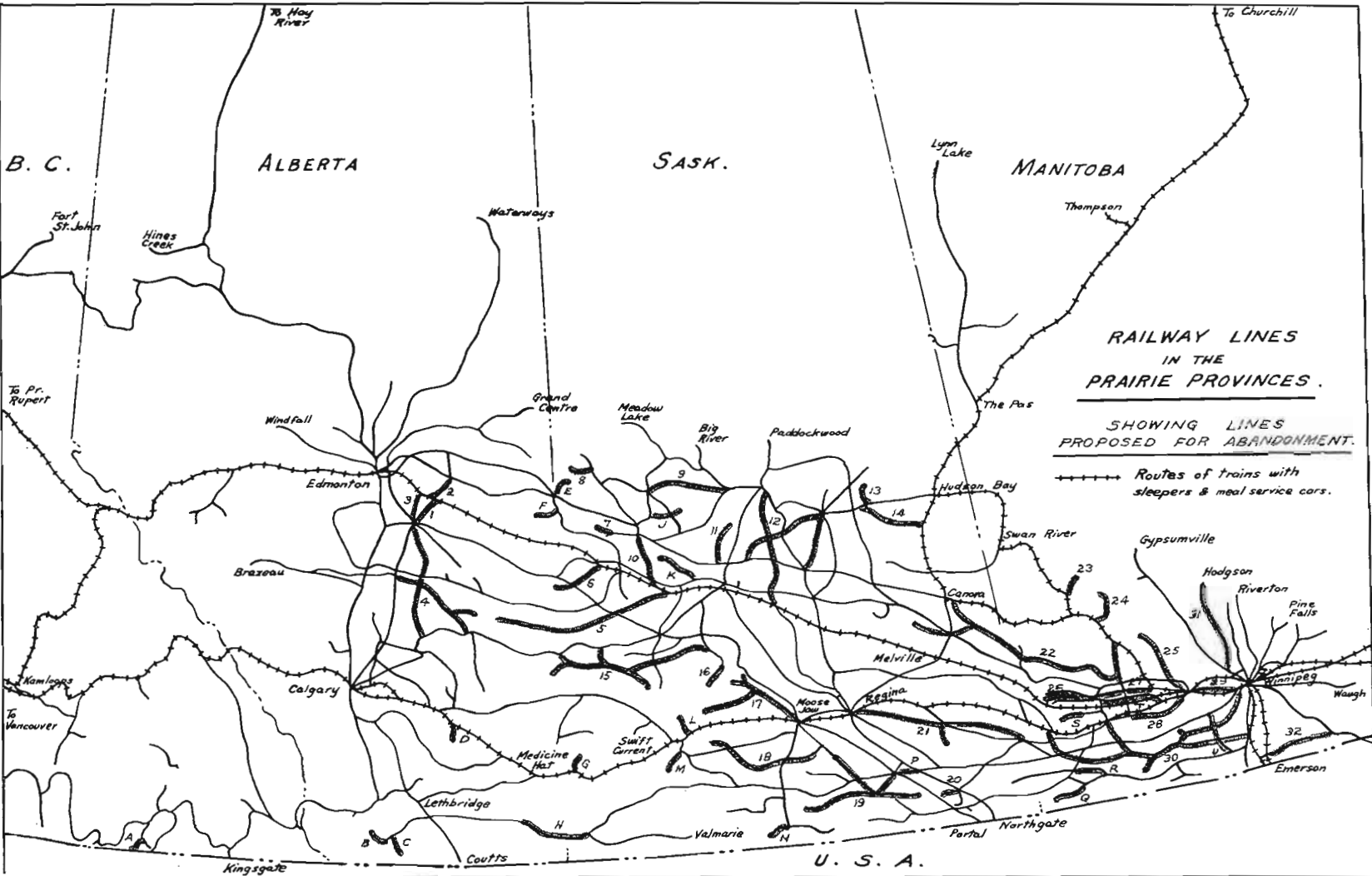
SASK.

MANITOBA

**RAILWAY LINES
IN THE
PRAIRIE PROVINCES.**

SHOWING LINES
PROPOSED FOR ABANDONMENT.

Routes of trains with
sleepers & meal service cars.



B. C.

ALBERTA

SASK.

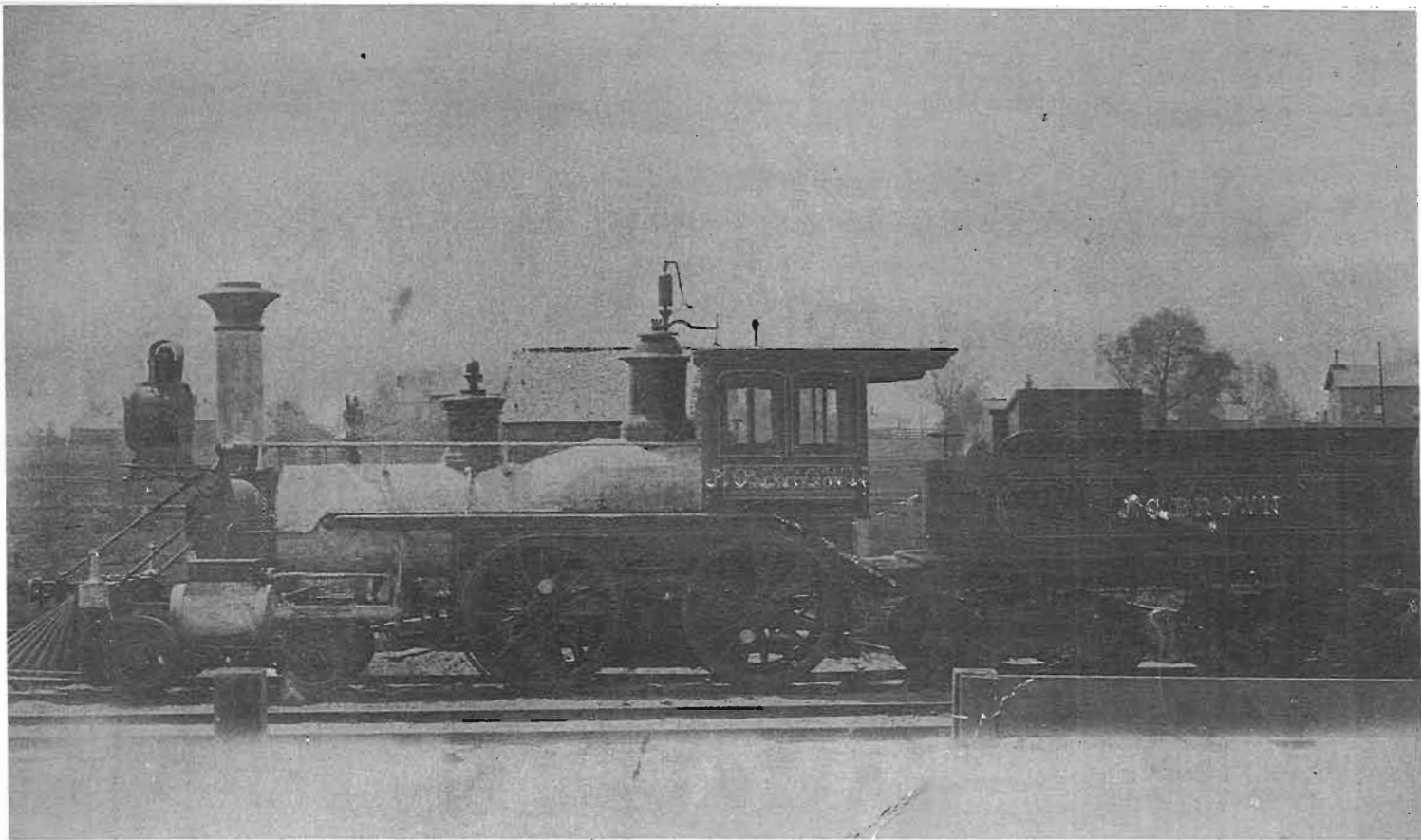
MANITOBA

**RAILWAY LINES
IN THE
PRAIRIE PROVINCES.**

SHOWING LINES
PROPOSED FOR ABANDONMENT.

Routes of trains with
sleepers & meal service cars.

	<u>Subdivision</u>	<u>From</u>	<u>To</u>	<u>Miles</u>
15.	Elrose	Tichfield	Kindersley	120.6
	White Bear	Eston	White Bear	34.3
	Mantario	Glidden	Alsask	43.8
	Acadia Valley	Acadia Valley	Eyre	23.7
16.	Beechy	Dunblane	Beechy	34.7
17.	Main Centre	Mawer	Main Centre	48.6
	Riverhurst	Riverhurst	Central Butte	18.0
	Central Butte	Grainland	Moose Jaw Jct.	66.6
18.	Gravelbourg	Claybank	Burnham	125.3
19.	Avonlea	Radville	Avonlea	51.9
	Weyburn	Radville	Weyburn	25.1
	Bengough	Willowbunch	Bengough Jct.	71.4
	Goodwater	Radville Jct.	Goodwater	26.8
20.	Elewett	Luxton	Elewett	20.8
21.	Glenavon	Regina	Kipling	91.8
	Cromer	Kipling	Maryfield	52.4
	Corning	Peebles	Handsworth	22.3
22.	Tonkin	Parkerview	Russell	109.3
	Rosburn	Russell	Rosburn Jct.	104.3
	Rhein	Ross Jct.	Wroxton	37.8
	Neepawa	Neepawa Jct.	Rosburn Jct.	32.8
	"	Rosburn Jct.	Neepawa	4.2
23.	Winnipegosis	Sifton Jct.	Winnipegosis	21.2
24.	Ste. Rose	Ochre River	Rorketon	37.1
25.	Oakland	Portage	Amaranth	52.7
26.	Rapid City	Beulah	Hallboro	74.4
27.	Neepawa	Carberry Jct.	Muir	23.5
28.	Pleasant Point	Brandon Jct.	Portage	51.8
29.	Cabot	Portage	Winnipeg	46.6
30.	Carman	Carman Jct.	Belmont	118.8
	Notre Dame	N.D. Jct.	N.D. de Lourdes	2.6
	Miami	Morris	Somerset	61.9
	Wakopa	Greenway	Neelin	17.8
	Hartney	Belmont	Virde	91.4
	Wawanesa	Hartney Jct.	Brandon	37.5
31.	Inwood	Grosse Isle	Hodgson	80.9
32.	Ridgeville	South Jct.	Emerson	70.0
CP				
A.	Rossland	Warfield	Rossland	7.5
B.	Cardston	Cardston	Glenwood	26.7
C.	Woolford	Raley	Whiskey Gap	21.0
D.	Cassils	Cassils	Scandia	23.4
E.	Big Gully	Lloydminster	Hillmond	24.4
F.	Furness	Epping	Paradise Valley	19.3
G.	Hatton	Hatton	Golden Prairie	17.1
H.	Altawan	Notukeu	Manyberries	54.5
J.	Whitkow	Pierard	Redfield	14.2
K.	Asquith	Urban	Baljennie	43.8
L.	Stewart Valley	Baird	Stewart Valley	20.4
M.	Dunelm	Player	Simmie	24.6
N.	Colony	Rockglen	Killdeer	24.6
P.	Kisbey	Stoughton	Weyburn	35.5
Q.	Lyleton	Waskada	Lyleton	19.9
R.	Boissevain	Boissevain	Lauder	35.3
S.	Lenore	Kenton	Lenore	6.2
T.	Varcoe	McGregor	Varcoe	54.9
U.	Carman	Carman	Plum Coulee	25.6



The "F.M.Wilson" or the "P.M.Wilson".

Who can tell us anything about the above photograph or the locomotive pictured? Notation on the back of the old print shows "Edwin W. Brown"-"Sold at Port Dover".


canrailpass

To stimulate rail travel in Canada by visitors from abroad, and with a view to the 1967 centennial year, Canadian National Railways is introducing the "Canrailpass". Mr. Pierre Delagrave, CN's Vice-president of Passenger Sales and Services announced that "Canrailpass", the first of its kind to be offered by a North American railroad, will be available December 1.

The pass will give travelers from Great Britain, Ireland and continental Europe unlimited travel in Canada for a period of 30 consecutive days on all CN-operated and Pool trains. The cost will be \$99 for adults and \$50 for children between 5 and 12. The pass will cover rail transportation only, but holders may purchase sleeping or parlour car accommodation in Canada, if desired. As in CN's Red, White and Blue fare plan, parlour or sleeping car space held by "Canrailpass" holders will entitle them to complimentary meals on trains providing these services. In addition the pass will cover the customary free checking of 150 pounds of baggage for each adult, 75 pounds for each child.

"Canrailpass" will be available through CN's own offices in Great Britain and Paris, as well as through authorized sales agencies throughout continental Europe. Canadians may also purchase it here for use by friends or relatives planning visits to this country. On boarding a train the passenger need only show the conductor his "Canrailpass" and passport.

"We have devised 'Canrailpass' to encourage more Europeans to travel in Canada", said Mr. Delagrave, "and it is our hope that the pass will be an incentive for travelers from abroad to visit Canada during the 1967 Centennial Year". (CN evidently must have plans for increasing its inventory of equipment to cope with what on the surface would appear destined to create further aggravation of its summer peak problems. Canadian Rail will report on any passenger equipment additions. --W.L.P.)

		honoured from		to		train		date		conductors initials		canrailpass 	
												valid one month from	
												valido un mois à dater du gültig für einen Monat, ab	
												country paese paese pays land land passport passeport	
												signatore firma Unterschrift	
												form 8 child enfant bambino no. 14 kind kind	



Another paint scheme for C.P.
Budd R.D.C. cars ?

CP 9106, photographed at Quebec City by Mr. Roger Boisvert, is shown carrying a somewhat complicated front-end pattern of orange and silver stripes & triangles, different from the colour scheme on the same car, as shown on Page 201. (September)

The two-unit train, en route to Montreal, was being serviced at the CP roundhouse near de la Couronne St., October 17, 1964. The cars are not fuelled at Palais Station, but the train is stopped when it passes the shop.

-- R. Boisvert.

C. P., as used in Canadian Rail, generally refers to the "World's Largest Travel System", the Canadian Pacific, whose railway lines constitute something in the order of 40% of Canada's rail network. In other parts, however, the initials, C. P. stand for another railway organization, Cia. dos Caminhos de Ferro Portugueses (Portuguese Railways). British Railways use the obvious initials B. R., but some of the letters used to designate other European railways are not so well known or obvious to English-speaking people.

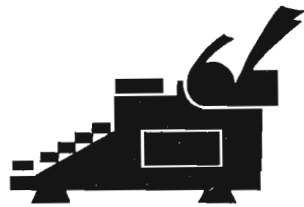
The initial "S" in the S. J. used to indicate the Swedish State Railways refers neither to Swedish nor Svenska (Swedish in Swedish) but to Statens as in Statens Järnvägar (The State Iron-way).

For those whose interest in railways is global, below is a list of some of the standard abbreviations used in Europe to designate ownership of passenger and freight rolling stock, etc.

- B. L. S. - Bern-Lötschberg-Simplon (Berner Alpenbahn Ges.)
- C. F. R. - Caille Ferate Romane (Roumanian State Railways)
- C. F. L. - Chemins de fer Luxembourgeois (Luxembourg Rys.)
- C. I. E. - Coras Iompair Eireann (Irish National Transport)
- C. F. F. - Chemins de fer Federaux (Swiss Federal Rys.)
- S. B. B. - Schweizerische Bundesbahnen " " "
- F. S. S. - Ferrovie dello Stato Svizzera " " "
- D. B. - Deutsche Bundesbahn (German Federal Railway)
- D. R. - Deutsche Reichsbahn (German State Ry. (East G.))
- F. S. - Ferrovie dello Stato (Italian State Ry.)
- J. Z. - Jugoslovenske Drzavne Zeleznice (Jugoslav State
- M. A. V. - Magyar Allamvasutak (Hungarian Rys.)
State Railways.)
- O. B. B. - Oesterreichische Bundesbahnen (Austrian Federal
- P. K. P. - Polska Koleje Panstwowe (Polish State Rys.)
Railways.)
- R.E.N.F.E. - Red Nacional de los Ferrocarriles Españoles
(Spanish National Railways)
- V. R. - Valtionrautatiet (Finnish State Railways).

Notes and News

-- P. A. Ganley



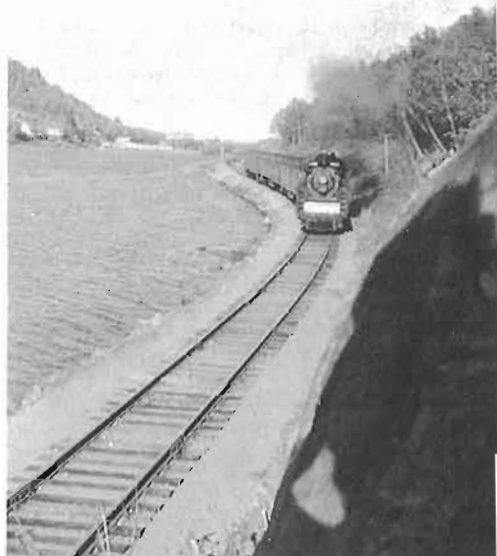
The Board of Transport Commissioners has authorized CNR to abandon three of its branch lines in Canada. The first is the 29.7-mile branch line from Buctouche Junction to Buctouche in New Brunswick. The railway may end its service after January 1, 1965. The other two lines involved are in Ontario. They are the 22½-mile branch line between Lorneville and Cobocok, Ontario, where service may stop after April 1, 1965; and a 17-mile branch line between Simcoe and Port Rowan in southwestern Ontario.

The city of London, Ontario, has appealed to the Board of Transport Commissioners for permission to abandon the money-losing London and Port Stanley Railway. Five years ago, the City received an offer of \$1 million by Canadian National to purchase the L&PS, but the offer was rejected. Now the CNR has again expressed an interest in buying it. There is no other potential buyer in sight. The CNR is mainly interested in the line's local facilities, which service industries in Westminster Township.

Canadian Pacific has placed an order of approximately \$9 million with both Montreal Locomotive Works Limited and General Motors Diesel Limited to renew 42 units of the company's diesel locomotive fleet in 1965. Each unit will produce 2,400 horsepower. The new units will utilize a number of components salvaged from 42 of the company's oldest diesels of about 1,500 horsepower which will be withdrawn from service and replaced by the new locomotives.

The Grand Trunk Western Railroad has ordered 80 "high cube" boxcars from Thrall Car Manufacturing Co., Chicago Heights, Ill. The cars are 86½ feet long and rise 17 feet above the rails and can hold 70 tons of cargo. They will be used to carry automobile parts.

CNR's Cabot Subdivision between "Pacific Jct.", Winnipeg and "East Tower", Portage la Prairie - the former Grand Trunk Pacific main line, and more recently known as the Harte Subdivision (part) is to be abandoned and the right of way used for widening the Trans-Canada Highway between the two Manitoba cities. Approval of the Board of Transport Commissioners is expected to be a mere formality as the Province of Manitoba and the communities served by the 46-mile line have offered no opposition. This arrangement would be similar to that covering the abandonment two years ago of part of the National's picturesque Montfort Subdivision in Quebec. The adjacent photograph shows a passenger train following the shores of Lac St. Francois Xavier between the villages of Montfort and Newaygo.



Continued on Page 275

Photo - P. Ganley

Felo de se.

....by Ferro

With lukewarm boiler and lethargic crew, Government of Canada Bill C-120, designed to inject new virility into Canada's railways, is again running low on steam. Her rails buried under the ubiquitous red maple leaves which are heralding Fall on Parliament Hill, Bill C-120 has "lost her feet" during the ascent toward second and third reading and will almost surely not reach Summit during the current session of Parliament.

However, another important, if smaller, railway matter has of late received most vociferous and urgent attention from several of this Nation's guardians. Bill C-120 will have a marked effect on all Canadians. This other matter, though, will even more directly affect the convenience of Parliamentarians themselves, and the battle cry has been sounded. However, even with several of Canada's M.P.'s sounding the alarm, the cause will almost certainly be lost -- a case of too little too late. A pity!

The railway crisis which has been brought to the fore is this: those responsible for re-arranging the esthetics of the City of Ottawa have, in their wisdom, decided that railway passenger trains serving the nation's capital will terminate at its outskirts instead of at the present downtown Union Station. Members of Parliament, and others, will have to use alternate transportation to complete their journey to downtown Ottawa. Incidentally, an identical situation will arise in Saskatoon where CN will trade its present modern downtown terminal for one located at the perimeter of that city.

Both Saskatoon and Ottawa have, in our opinion, sounded the death knell to their present healthy rail passenger service. CN's Pierre Delagrave not long ago heartened many in this land with his "explosion of innovation" in railway passenger travel. However, even Mr. Delagrave's effervescent optimism was directed at relatively short intercity runs -- runs which can compete with airlines and automobiles because of ever-increasing metropolitan traffic congestion. Mr. Delagrave wasn't as confident in longer distance runs where metropolitan delay is a much less important factor in relation to total travel time.

The main advantage of rail travel, then, appears to be swift access to and from business districts -- the ability to transport from downtown to downtown without change of vehicle. As concerns Ottawa and Saskatoon, rails' big gun will be rendered impotent. Bus companies which are now forced to an extremely low fare between Montreal and Ottawa will be able to increase fares and will thrive. They will continue to offer the convenience of downtown to downtown service. Travellers who want speed and can pay for it will fly. The inconvenience will be no greater than if travelling by train. Railways, then, will be caught in the middle. They will offer airline inconvenience without airline speed; they may offer autobus prices, but not autobus convenience. Short distance travel by private auto to and from these two cities will become more attractive.

Railways have little choice concerning the Ottawa move, and in Saskatoon CN stands to reap other benefits which will no doubt more than compensate for the inevitable decline in passenger traffic. We speak only for those who welcome Canada's revitalized rail passenger service when we lament the willful destruction of this service's main selling point in two important Canadian cities. Let us fervently hope that this trend toward suburbia will go no further. It is largely because of their excellent downtown access that Canada's passenger trains have a hope for a rosy future. To surrender this access in very many cities would make continuance of rail passenger service an extremely marginal proposition indeed.



NOTES & NEWS - Continued from
Page 273.

Construction of the \$75 million Place Bonaventure south of CN's Central Station in Montreal has begun, with ground-breaking ceremonies scheduled for December 3. Workers have begun digging caissons between the railway tracks which will go 20 feet into the ground. Pillars will then be built into the 400 caissons covering the site. CN's old express building at the corner of Lagachetiere and Inspector Streets has been razed, thus clearing way for construction.

The three-mile section of track between Quebec City and Cadorna has been converted to CTC signalling. Originally this section was governed by the old electric staff block system. CN has extended the CTC system as far as Wabamun, Alberta, about 45 miles west of Edmonton. Before the end of the year the system should reach Edson, Alberta.

CN's new skyview cars (8 double bedrooms and a lounge), recently purchased from the Milwaukee Road, will be named the Mahone, Malpeque, Fundy, Trinity, Beddeck, and Gaspe. They are numbered 1900-1905. The cars are now being refurbished in CN's Point St. Charles Yard in Montreal, and should be ready for service on The Ocean Limited and The Scotian early in 1965.

Construction of the proposed Northumberland Strait causeway between New Brunswick and Prince Edward Island is expected to get underway in 1966. There is now some concern because it has been reported that the causeway will not include a rail line. The Charlottetown Evening Patriot comments in an editorial: "If a sizable portion of our people feel that this is unthinkable, they should seek early and definite action to reverse that situation".

The Baltimore and Ohio Railroad now shows full-color first-run movies at no extra charge on its main routes as a part of its most recent effort to lure more passengers. The dining car will be converted into a theatre car for sleeping car passengers. Coach passengers will also be treated to free movies as two cars will be designated as 'movie cars'. This might be an idea for CNR to look at as part of their vigorous effort to bring back passengers to the rails. CN now converts their dining cars in the evenings to "bingo" cars.



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