

## REGION 6

## LEGEND

**Basic Network, Guaranteed to Jan. 1, 2000**

### Commission Recommendations

### To be added to the Basic Network

**To be transferred to The Prairie Rail Authority**

**To be abandoned, 1977-1981**

### New construction

## Transfer from CP Rail to CNR

### Transfer from CNR to CP Rail

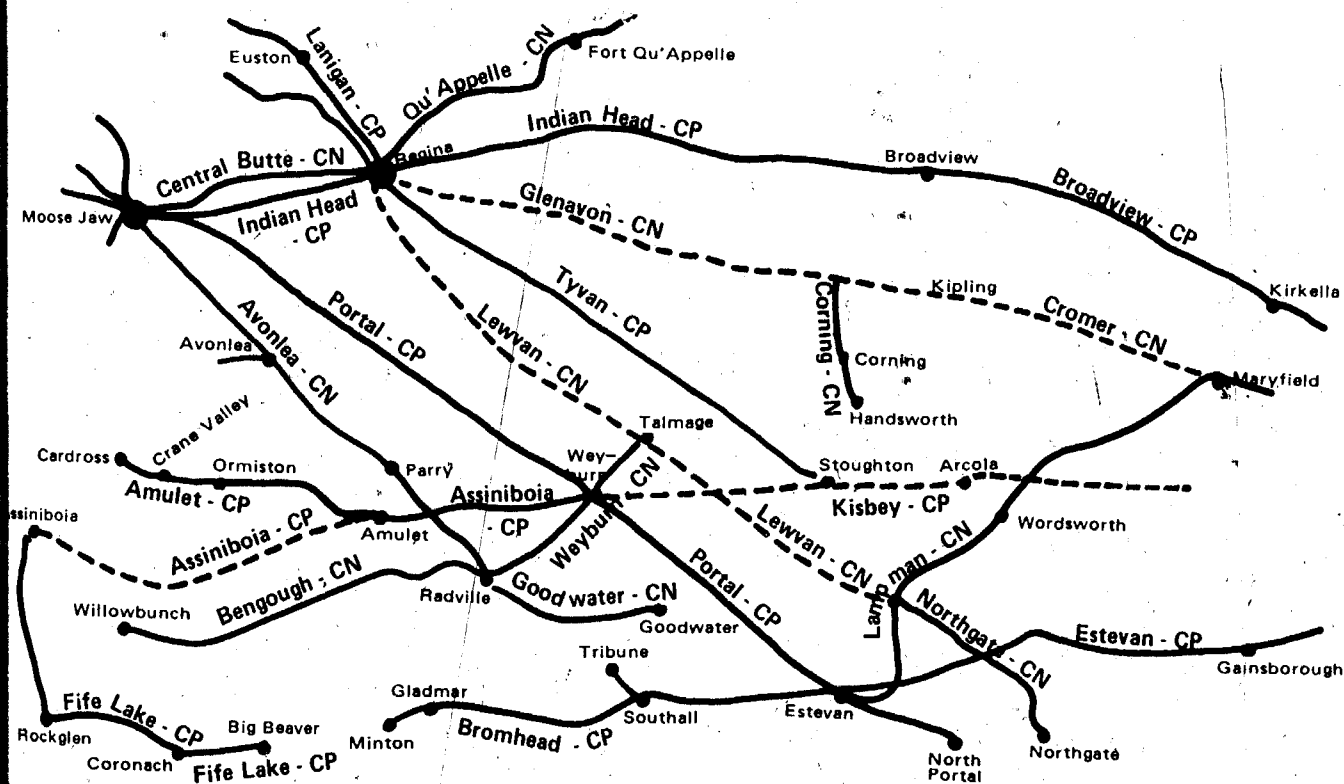


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## REGION 6

### CP Rail Assiniboia Subdivision

- From Amulet to Assiniboia, Saskatchewan - 64.2 miles

This line was built in 1911-12. It is constructed with 80 and 85 pound steel and has a gross carrying capacity of 220 thousand pounds.

There are seven grain delivery points on the subdivision. These are at Willows, Readlyn, Verwood, Viceroy, Horizon, Glasnevin and Ogema.

Ten year average grain receipts (1965-75) were 2.8 million bushels, representing 44 thousand bushels per mile of track.

This subdivision forms a part of a continuing secondary line through the southern prairies, providing a "bridge" between Southern Alberta, Southern Saskatchewan and the Lakehead.

The Commission recommends that the portion of the Assiniboia Subdivision between Amulet and Assiniboia be retained and placed in the basic network guaranteed until January 1, 2000.

### CP Rail Fife Lake Subdivision

- From Coronach to Big Beaver, Saskatchewan - 19.8 miles

This line was constructed in 1929 with 80 pound steel. It has a carrying capacity of 220 thousand pounds.

There are two grain delivery points on the subdivision: Big Beaver and East Poplar.

Average grain receipts for the ten year period ending 1974-75 were 738 thousand bushels, representing 37 thousand bushels per mile of track.

⇒ The area serviced by this line is bordered on the south by the United States boundary, and is 20 to 25 miles south of the Canadian National Bengough Subdivision. The Big Muddy Lake to the north and east restricts alternative delivery points.

The Commission recommends that the Fife Lake Subdivision, from Coronach to Big Beaver, be retained and placed under the jurisdiction of the Prairie Rail Authority.

CP Rail - Amulet Subdivision

- From Ormiston to Cardross, Saskatchewan - 13.1 miles

This line was constructed in 1926 with a mixture of 80 to 85 pound steel and has a gross carrying capacity of 220 thousand pounds.

There are two grain delivery points on this subdivision, Cardross and Crane Valley.

The ten year average grain receipts for the period ending 1974-75, on this portion of the subdivision, were 576 thousand bushels, representing 44 thousand bushels per mile of track.

The Commission recommends that:

- 1) The portion of the Amulet Subdivision between Ormiston and Crane Valley be retained and placed under the jurisdiction of the Prairie Rail Authority.

- 2) The portion of the Amulet Subdivision between Crane Valley and Cardross be abandoned

December 31, 1977.

Canadian National - Bengough Subdivision

- From Bengough Junction to Willowbunch, Saskatchewan - 71.5 miles

This subdivision was constructed in two parts. The first 43 miles were built in 1910-11, and the latter 29 miles in 1925/26. It was constructed of a mixture of 60, 80 and 85 pound steel, and has a gross carrying capacity of 177 thousand pounds.

There are five grain delivery points on the subdivision. These are at Willowbunch, Harptree, Bengough, Hardy and Ceylon.

This subdivision serves an area between the CP Rail Assiniboia Subdivision and the CP Rail Fife Lake Subdivision. The Big Muddy Lake inhibits easy access to the South and Willowbunch Lake and Missouri Couteau provide barriers to the north and east.

Average grain receipts in the ten year period ending 1974-75 were 2.6 million bushels, representing 36 thousand bushels per mile of track.

The Commission recommends that the Bengough Subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

Canadian National - Goodwater Subdivision

- From Radville Junction to Goodwater, Saskatchewan - 26.8 miles

This line was built in 1910. It is constructed with 60

pound steel, and has a gross carrying capacity of 177 thousand pounds.

There are two grain delivery points of the subdivision, Colgate and Goodwater.

The grain traffic on the line for the ten year period ending 1974-75 averaged 704 thousand bushels, representing 26 thousand bushels per mile of track.

Alternate delivery points on the Portal Subdivision of CP Rail, the CP Rail Bromhead Subdivision or on the Canadian National Weyburn Subdivision will create additional distances of between 6.8 and 11.0 miles.

The Commission recommends that the Goodwater Subdivision between Radville Junction and Goodwater be abandoned December 31, 1977.

#### Canadian National - Avonlea Subdivision

- From Radville to a point near Moose Jaw, Saskatchewan - 88.3 miles

The line was built between the years 1910 and 1918. It is constructed with a mixture of 60, 80 and 85 pound steel and had a gross carrying capacity of 177 thousand pounds.

This subdivision has seven grain delivery points. These are at Tilney, Briercrest, Hearne, Avonlea, Truax, Dummer and Parry. There are no grain delivery points in the 28.8 miles between Parry and the Canadian National Bengough Subdivision.

The ten year average grain receipts for the period ending

1974-75 were 3.2 million bushels, representing 37 thousand bushels per mile of track.

The Commission recommends that:

- 1) The portion between Parry and Moose Jaw be retained and placed under the jurisdiction of the Prairie Rail Authority.
- 2) The portion between Radville and Mile 1.4 (Junction with the Bengough Subdivision) be retained and placed under the jurisdiction of the Prairie Rail Authority.
- 3) The portion between Parry and Mile 1.4 be abandoned June 30, 1977.

Canadian National - Weyburn Subdivision

- From Talmage to Radville, Saskatchewan - 38.0 miles

This line was built in various stages between 1910 and 1928. It is constructed with 60, 80 and 85 pound steel, and has a gross carrying capacity of 177 thousand pounds.

The three delivery points on the subdivision are Radville, Grassdale and Weyburn. Weyburn is also served by the CP Rail Portal Subdivision. This subdivision serves as a link between the Bengough and Goodwater Subdivisions to the Lewvan Subdivision for movement to Regina for furtherance. With the closing of the southern portion of the Avonlea Subdivision it provides the only link for grain off the Bengough Subdivision.

The ten year average grain receipts for the period ending 1974-75 were 2.2 million bushels per year. This equals 57 thousand bushels per mile of track.

The Commission recommends that the portion of the Weyburn Subdivision between Talmage and Radville be retained and placed under the jurisdiction of the Prairie Rail Authority.

CP Rail - Bromhead Subdivision

- From Gladmar to Minton, Saskatchewan - 6.4 miles

This portion of the Bromhead Subdivision was constructed by Canadian Pacific Railways. It is constructed with 85 pound steel and has a gross carrying capacity of 220 thousand pounds.

This line has one delivery point at Minton. This subdivision is located 21 miles south of the Canadian National Bengough Subdivision. The area serviced by Minton is bordered on the south by the United States boundary and on the west by the Big Muddy. The only alternate delivery point within a reasonable distance is Gladmar.

The ten year average grain receipts for the period ending 1974-75 were 445 thousand bushels, representing 70 thousand bushels per mile of track.

The Commission recommends that the Gladmar to Minton portion of the Bromhead Subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

#### CP Rail - Bromhead Subdivision

##### The Tribune Spur

- From Southall to Tribune, Saskatchewan - 7.0 miles

This line was constructed in 1913. It has 80 pound steel, and has a carrying capacity of 220 thousand pounds.

Tribune is the only delivery point on this Spur. It serves a large grain producing area.

Average grain receipts for the ten year period ending 1974-75 were 717 thousand bushels, representing 102 thousand bushels per mile of track.

The Commission recommends that the Tribune Spur, from Southall to Tribune, be retained and placed under the jurisdiction of the Prairie Rail Authority.

#### Canadian National - Lewvan Subdivision

- From Minard Junction to North Regina, Saskatchewan - 116.8 miles

This line was constructed in 1912-13 and has a mixture of 60, 80 and 85 pound steel, with a gross carrying capacity of 177 thousand pounds.

This subdivision provides Canadian National Railways with a direct route from Regina through Northgate to the United States. Approximately 50 percent of the traffic on this subdivision is "bridge" traffic, originating or terminating on other lines, and in or for the United States. The Nortgate crossing is Canadian National's only access to the United States, in the prairie.



provinces, west of Emerson, Manitoba.

The subdivision serves 12 grain delivery points; Rowatt, Estlin, Gray, Riceton, Bechard, Lewvan, Colfax, Cedoux, Talmage, Griffin, Huntoon and Benson.

The 10 year average grain receipts for the period ending 1974-75 was 6.2 million bushels, representing 53 thousand bushels per mile of track. Non-grain and overhead traffic represents 50 percent of the total traffic volume over this line.

The Commission recommends that the Canadian National Lewvan Subdivision from Minard Junction to Regina be retained and added to the basic network, guaranteed until January 1, 2000.

Upon approval of the Regina rail relocation plan, the north end of this subdivision can be rerouted from Rowatt to connect with the CP Rail Tyvan Subdivision near Richardson for access to the Regina Canadian National yards.

#### CP Rail - Tyvan Subdivision

- From Stoughton to Regina, Saskatchewan - 87.2 miles

This line was constructed in 1903-04. It is laid with a mixture of 80, 85 and 100 pound steel, and has a gross carrying capacity of 220 thousand pounds.

Ten grain delivery points serve the subdivision. They are at Richardson, Kronau, Lajord, Sedley, Francis, Tyvan, Osage, Fillmore, Creelman and Heward.

The ten year average grain receipts for the period ending

1974-75 were 5.8 million bushels, representing 66 thousand bushels per mile of track. Non-grain traffic and "bridge" traffic represents a large percentage of the traffic on this line.

The Commission recommends that the Tyvan Subdivision of CP Rail from Stoughton to Regan be retained and placed under the jurisdiction of the Prairie Rail Authority.

CP Rail - Kisbey Subdivision

- From Arcola to Weyburn, Saskatchewan - 61.8 miles

This line was constructed by Canadian Pacific Railways in 1904-08. It has a mixture of 85 and 100 pound steel, with a gross carrying capacity of 220 thousand pounds.

There are five grain delivery points on the subdivision. These are at Kisbey, Forget, Stoughton, Froude and Griffin.

The 10 year average grain receipts for the period ending 1974-75 were 2.2 million bushels, representing 35 thousand bushels per mile of track.

This subdivision forms a part of a continuing secondary line through the Southern Prairies, providing a "bridge" between Southern Alberta, Southern Saskatchewan and the Lakehead.

The Commission recommends that the Kisbey subdivision be retained and placed in the basic network guaranteed until January 1, 2000.

#### Canadian National - Glenavon Subdivision

- From Kipling to McCallum, Saskatchewan - 87.4 miles

This line was constructed in 1907 with 85 pound steel and has a gross carrying capacity of 220 thousand pounds.

There are nine grain delivery points on this subdivision, Davin, Vibank, Odessa, Kendal, Montmartre, Candiack, Glenavon, Peebles and Dalzel.

The 10 year average grain receipts on the subdivision for the period ending 1974-75 are 4.4 million bushels representing 50 thousand bushels per mile of track.

This subdivision, along with the Canadian National Cromer Subdivision, forms a portion of the Canadian National Railway through line from Winnipeg to Regina.

The Commission recommends that the Canadian National Glenavon Subdivision be retained and added to the basic network guaranteed until January 1, 2000.

#### Canadian National - Cromer Subdivision

- From Maryfield to Kipling, Saskatchewan - 52.8 miles

This line was constructed in 1907. It is constructed with 85 pound steel and has a gross carrying capacity of 220 thousand pounds.

There are seven delivery points on this subdivision, Kipling, Inchkeith, Langbank, Vandura, Kelso, Fairlight and Maryfield.

Average grain receipts for the 10 year period ending 1974-75

were 4.1 million bushels, equal to 77 thousand bushels per mile of track.

This subdivision, along with the Canadian National Glenavon, forms part of an east-west Canadian National Railway line between Regina and Winnipeg.

The Commission recommends that the Canadian National Cromer Subdivision be retained and added to the basic network guaranteed until January 1, 2000.

Canadian National - Corning Subdivision

- From Peebles to Handsworth, Saskatchewan - 22.3 miles

This line was constructed in 1924. It is laid with 60, 70 and 80 pound steel, and has a gross carrying capacity of 177 thousand pounds.

There are two delivery points on this subdivision. Corning is served by two elevator companies. Handsworth is served by one elevator company.

The average grain receipts for the 10 year period ending 1974-75 were 911 thousand bushels, representing 41 thousand bushels per mile of track.

The Commission recommends that:

- 1) The portion of the Corning Subdivision between Peebles and Corning be retained and placed under the jurisdiction of the Prairie Rail Authority.
- 2) The portion of the Corning Subdivision from Corning to Handsworth be abandoned in 1978.

TABLE XI.6  
Commission Recommendations For Category "B" Branch Lines  
REGION 6

SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED					
						1977		1978	1979	1980	1981
						JUNE 30	DEC. 31				
CN GLENAYON	KIPLING	McCALLUM	87.4	87.4							
CN CROMER	MARYFIELD	KIPLING	52.8	52.8							
CN CORNING	HANDSWORTH	CORNING	7.9					7.9			
	CORNING	PEEBLES	14.4		14.4						
CN GOODWATER	RADVILLE JCT.	GOODWATER	26.8				26.8				
CN BENGOUGH	BENGOUGH JCT.	WILLOWBUNCH	71.5		71.5						
CN WEYBURN	WEYBURN	RADVILLE	25.1		25.1						
	TALMAGE	WEYBURN	12.9		12.9						
CN AVONLEA	BENGOUGH JCT.	RADVILLE	1.4		1.4						
	BENGOUGH JCT.	PARRY	28.8			28.8					
	PARRY	MOOSE JAW	58.1		58.1						
CP ASSINIBOIA	AMULET	ASSINIBOIA	64.2	64.2							
CP KISBEY	ARCOLA	WEYBURN	61.8	61.8							
CP BROMHEAD	MINTON	GLADMAR	6.4		6.4						
	TRIBUNE	SOUTHALL	7.0		7.0						
CP FIFE LAKE	BIG BEAVER	CORONACH	19.8		19.8						
CP AMULET	ORNISTON	CRANE VALLEY	6.3		6.3						
	CRANE VALLEY	CARDROSS	6.8				6.8				
CP TYVAN	STOUGHTON	REGINA	87.2		87.2						
CN LEWVAN	MINARD JCT.	REGINA	116.8	116.8							
TOTAL REGION 6			763.4	383.0	310.1	28.8	33.6	7.9			

# REGION 7

## LEGEND

———— Basic Network, Guaranteed to Jan. 1, 2000

### Commission Recommendations

----- To be added to the Basic Network

===== To be transferred to The Prairie Rail Authority

===== To be abandoned, 1977-1981

===== New construction

----- Transfer from CP Rail to CNR

+++++ Transfer from CNR to CP Rail

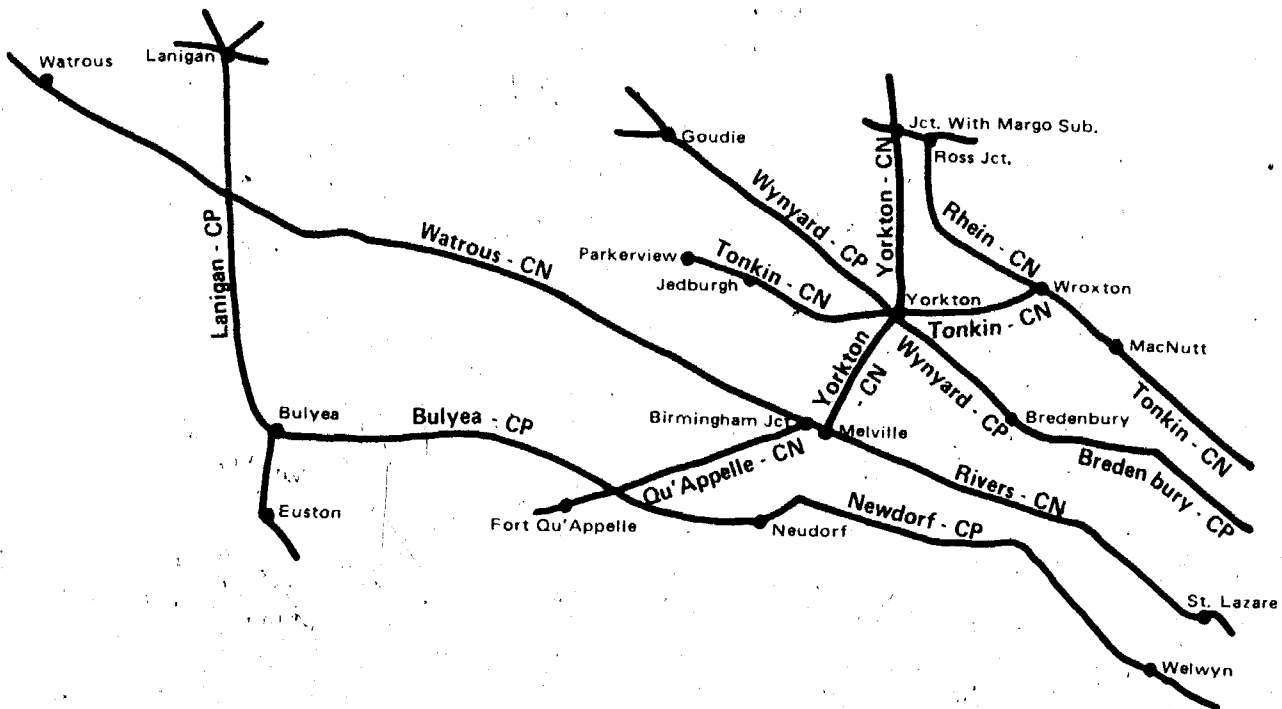


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## REGION 7

### Canadian National - Tonkin Subdivision

- From Wroxton to Parkerview, Saskatchewan - 63.7 miles

This line was built by the Canadian Northern Railway Company between 1908 and 1928. It is constructed with 60 pound steel and has a gross carrying capacity of 177 thousand pounds. The total subdivision extends from Russell, Manitoba. That portion from Russell to Wroxton is dealt with in Region 5.

The section of this subdivision between Wroxton and Fonehill Junction (Yorkton) has one delivery point, at Tonkin. The ten year average grain deliveries on this section of the subdivision for the period ending 1974-75 is 257 thousand bushels, equal to 10 thousand bushels per mile of track.

The section from Yorkton to Jedburgh serves two delivery points, Willowbrook and Jedburgh. The ten year average handle on this portion of the subdivision is 900 thousand bushels, equal to 34 thousand bushels per mile of track.

Elevators at Parkerview have closed. There is no traffic on this subdivision west of Jedburgh.

The Commission recommends that;

- 1) The 10.9 mile section of this subdivision between Jedburgh and Parkerview be abandoned June 30, 1977.
- 2) the 26.8 mile section of this subdivision between Fonehill Junction (Yorkton) and Wroxton be abandoned December 31st, 1977;

- 3) the 26.0 mile section of this subdivision between Yorkton and Jeddburgh be abandoned in 1981.

Canadian National - Rhein Subdivision

- From Ross Junction to Wroxtton, Saskatchewan - 37.8 miles

This line was constructed in 1909 to 1911. The rail is 60 pound steel. Gross carrying capacity of this line is 177 thousand pounds.

This subdivision is located east of the Yorkton Subdivision and approximately 23 miles north of the Wynard Subdivision, and serves as a link between the Tonkin Subdivision and the Margo Subdivision. The Assiniboia River and its tributary system to the east creates a natural barrier.

There are three delivery points on the subdivision, Hampton, Rhein and Stornoway. Ten elevators are operated on the line by four grain companies. One point has a population exceeding 100.

Grain traffic on the line averages 1.6 million bushels (1967-75) representing 42 thousand bushels per mile of track.

The Commission recommends that the Rhein Subdivision between Ross Junction and Wroxtton be retained, and placed under the jurisdiction of the Prairie Rail Authority.



TABLE XI.7

Commission Recommendations For Category "B" Branch Lines

REGION 7

SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED				
						1977 JUNE 30	1977 DEC. 31	1978	1979	1980
CN TONKIN	YORKTON	JEDBURGH	26.0							
	YORKTON	WROXTON	26.8							
	JEDBURGH	PARKVIEW	10.9			10.9	26.8			
CN RHEIN	WROXTON	ROSS JCT.	37.8		37.8					
TOTAL REGION 7			101.5		37.8	10.9	26.8			26.0

# REGION 8

## LEGEND

———— Basic Network, Guaranteed to Jan. 1, 2000

### Commission Recommendations

----- To be added to the Basic Network

===== To be transferred to The Prairie Rail Authority

===== To be abandoned, 1977-1981

===== New construction

----- Transfer from CP Rail to CNR

+++++ Transfer from CNR to CP Rail

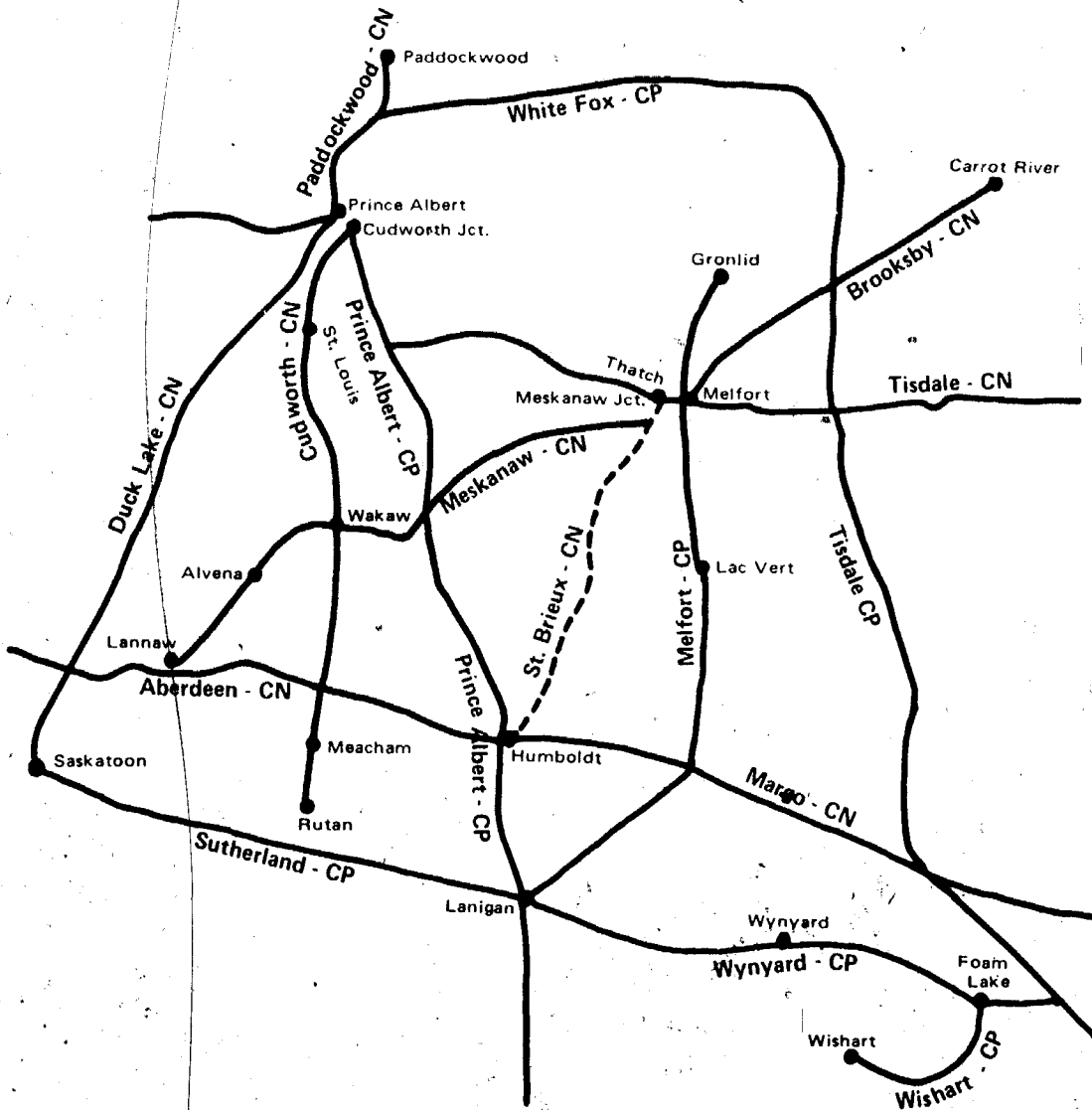


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## REGION 8

### CP Rail - Wishart Subdivision

- From Foam Lake to Wishart, Saskatchewan - 26.9 miles.

The line was built by the Northwestern Railway Company in the period 1927 to 1929. It was apparently constructed to cut off what is now the Canadian National Tonkin subdivision which had reached Parkerview in 1928 on its way to Watrous. The great depression intervened and construction was halted at Parkerview on the Canadian National and Wishart on the Canadian Pacific.

The rail consists of a mixture of 72 and 85 pound steel with a gross carrying capacity of 220 thousand pounds.

This subdivision serves three grain delivery points: West Bend, Bankend and Wishart.

Grain receipts in the ten crop years ending in 1974-75 averaged 1.7 million bushels per year, equal to 64 thousand bushels per mile of track.

There are ten licensed elevators on the subdivision. Nine of them are rated as being in fair condition and one of them is rated poor. The newest elevator was built in 1947, all of the others were built in the year 1928.

Wishart and West Bend have the heaviest handlings on the line with ten year average receipts (1965-75) of 846 thousand and 511 thousand bushels respectively. Bankend receipts averaged 373 thousand bushels in the same period.

The Commission recommends that the Wishart subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

CP Rail - Melfort Subdivision

- From Lanigan to Gronlid, Saskatchewan - 101.4 miles.

The Melfort subdivision begins at Lanigan, the junction point with the Sutherland subdivision. It continues in a north easterly direction to Watson where it crosses the Canadian National Margo subdivision. It extends northward to Melfort with running rights over 1.14 miles of the Canadian National Tisdale subdivision, to gain access to Melfort. The line ends at Gronlid.

This line was constructed between the years 1920 and 1927. It is constructed with a mixture of 80 and 85 pound steel and has a gross carrying capacity of 220 thousand pounds. There are seven bridges on the subdivision over 50 feet in length. A major structure (329 feet) over the Carrot River will need replacement soon at an estimated cost of \$108 thousand.

This subdivision serves eight grain delivery points: Sinnett, Leroy, Spalding, Naicam, Lac Vert, Melfort, Fairy Glen and Gronlid.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 4.5 million bushels per year. Average receipts are 45 thousand bushels per mile of track. In the same period receipts on the Lanigan to Lac Vert portion averaged 56.5 thousand bushels per mile of track. On the Melfort to Gronlid section receipts averaged 35 thousand bushels per mile of track. No traffic is generated between Lac Vert and Melfort.

Elevators on the line are better than average. Out of a total of 23 elevators, 15 are rated good and three are rated fair.

Melfort (CP Rail) with 1975-76 receipts of over two million bushels had the largest handling on the subdivision. Naicam and Spalding with receipts of over one million and Leroy with receipts of almost 700 thousand bushels are important grain stations. Sinnett, Lac Vert, Fairy Glen and Gronlid had receipts ranging from approximately 200 thousand to 300 thousand bushels.

Ten year average receipts at Melfort on both Canadian National and CP Rail delivery points of just over one million bushels, compared with receipts of 3.15 million bushels in 1975-76 indicates the increasing importance of Melfort as a grain assembly point.

Saskatchewan Wheat Pool operate two elevators at Fairy Glen and two at Gronlid. One of the plants at Gronlid was built in 1949 and is in good condition. No plans exist for renovation or rebuilding any of the elevators on the Melfort to Gronlid section of the subdivision.

Alternate delivery points for producers on the Melfort to Gronlid portion of the line exist at Melfort, or Brooksby and Ridgedale on the Canadian National Brooksby subdivision. If rail service was discontinued on this section, the estimated average increase in hauling distance for producers would be 9.9 miles.

The Commission recommends that:

- 1) the 55.2 miles between Lanigan and Lac Vert be retained and placed under the jurisdiction of the Prairie Rail Authority;

- 2) the 19.1 miles between Melfort and Gronlid be abandoned in 1980; except that portion of track now serving the elevators at Melfort which is to be retained. Railway service from Melfort to Gronlid, until abandonment, to be provided by Canadian National. After abandonment of the Melfort to Gronlid section, rail service to the elevators now located on the CP Rail track be provided by Canadian National; and,
- 3) the 27.1 miles between Lac Vert and Melfort be abandoned on June 30, 1977.

The Commission has recommended that the grain elevator company at Gronlid, and the Prairie Rail Authority, give priority to the establishment of an off-line elevator at the point. See page 144 of Chapter 5.

#### Canadian National - St. Brieux Subdivision

- From Thatch to Humboldt Junction, Saskatchewan - 52.2 miles

The line was constructed between the years 1912 and 1920. The rail consists of a mixture of 60 and 80 pound steel with a gross carrying capacity of 177 thousand pounds.

This subdivision serves six grain delivery points: Lipsett, Pathlow, St. Brieux, Daylesford, Lake Lenore and Moseley. It also serves Canadian National's gravel pit near St. Brieux, out of which 1,627 carloads of pit run gravel and crushed rock ballast were shipped in 1975.

Grain receipts in the ten crop years ending in 1974-75 averaged 3.1 million bushels per year, equal to 59 thousand bushels per mile of track.

There are 17 operating elevators on the subdivision. Of these six are rated as being in good condition, six are fair and five are in poor condition. These elevators were constructed in the period from 1921 to 1957. Many of them will require upgrading if they are to remain in service.

Lake Lenore with 1975-76 receipts of over one million bushels and St. Brieux with 780 thousand bushels had the largest handlings on the subdivision. Moseley, Pathlow and Lipsett had receipts ranging from 257 thousand to 396 thousand bushels.

Continental grain operate two elevators at Daylesford which had been closed by the original owners. These elevators can be described as specialty elevators since they handled 348 thousand bushels of rapeseed out of a total handling of 402 thousand bushels.

The Commission recommends that the St. Brieux subdivision be retained and placed in the basic network guaranteed until January 1, 2000.

#### Canadian National - Meskanaw Subdivision

- From Meskanaw Junction to Lannaw Junction, Saskatchewan - 89.1 miles.

The line was constructed between the years 1912 and 1929. The rail used at the time of construction is a mixture of 80 and 85 pound steel. Gross carrying capacity on the line is 220 thousand pounds.

A railliner operates over this subdivision and provides passenger service three days a week between Saskatoon, Saskatchewan and The Pas, Manitoba. If passenger service is to be maintained between Saskatoon and The Pas, it could operate over the Aberdeen and St. Brieux subdivisions if any of the Meskanaw Subdivision is abandoned.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 1.6 million bushels per year, giving a traffic density of only 18.5 thousand bushels per mile of track.

This subdivision is a prime example of the effects of elevator rationalization. Originally, there were ten stations with operating elevators on the line. Currently, there are four delivery points at Alvena, Yellow Creek, Meskanaw and Ethelton.

There are 11 operating elevators on the line. Only two are rated as being in good condition, one at Alvena and one at Yellow Creek.

Alvena with grain receipts of 470 thousand bushels had the largest handling on the subdivision. The future of Yellow Creek, Meskanaw and Ethelton (with 1975-76 receipts of 382 thousand bushels, 331 thousand bushels and 369 thousand bushels) as parts of the permanent grain handling system is doubtful.

Considering the poor condition of the elevators on the line and the low receipts, it would not appear prudent to inject capital for rail rehabilitation. The railway estimated cost of rehabilitation of the subdivision using the old rail was \$6.5 million.

Alternate delivery points within reasonable distances for most producers (8 to 17 miles) exist on the Canadian National Aberdeen, Cudworth, St. Brieux and Tisdale subdivisions and on the CP Rail Prince Albert Subdivision.



A new highway paralleling the railroad is being constructed between Alvena and Wakaw. It is expected that this highway will eventually extend to Melfort, serving the communities of Yellow Creek, Meskanaw and Ethelton.

The Commission recommends that:

- 1) the 1.9 miles from Meskanaw Junction to Thatch be retained and placed in the basic network, guaranteed until January 1, 2000,
- 2) the 26.8 miles from Thatch to Yellow Creek be abandoned in 1980,
- 3) the 26.8 miles from Yellow Creek to Wakaw be abandoned on December 31, 1977,
- 4) the 15.1 miles from Wakaw to Alvena be abandoned in 1980, and
- 5) the 18.5 miles from Alvena to Lannaw Junction be abandoned on June 30, 1977.

Canadian National - Cudworth Subdivision

- From Rutan to Cudworth Junction, Saskatchewan - 90.6 miles.

This subdivision was built in the years between 1910 and 1917.

It is constructed with a mixture of 60, 65, 79 and .1 mile of 85 pound rail, that is in poor condition. Gross carrying capacity is limited to 177 thousand pounds.

This subdivision serves nine delivery points: Meacham, Peterson, Bremen, Cudworth, Wakaw, Domremy, Hoey, St. Louis and Red Deer Hill.

Grain receipts on the line averaged 4.3 million bushels per year, in the ten year period ending 1974-75. Average receipts equal 48 thousand bushels per mile of track. On 62.3 miles between Meacham and St. Louis receipts averaged 67 thousand bushels per mile of track. On 21.6 miles between St. Louis and Cudworth Junction receipts averaged seven thousand bushels per mile of track. No traffic is generated between Rutan and Meacham.

Four companies operate 25 elevators on the subdivision. Of these, seven are rated as being in good condition, seven are fair, while 11 are in poor condition.

The Commission recommends that:

- 1) the 62.3 miles between Meacham and St. Louis be retained and placed under the jurisdiction of the Prairie Rail Authority,
- 2) the 6.7 miles of the Cudworth subdivision between Rutan and Meacham be abandoned on June 30, 1977, and
- 3) the 21.6 miles of the Cudworth subdivision between St. Louis and Cudworth Junction be abandoned on December 31, 1977.

TABLE XI.8  
Commission Recommendations For Category "B" Branch Lines  
REGION 8

SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED				
						1977 JUNE 30    Dec. 31		1978	1979	1980
CP WISHART	FOAM LAKE	WISHART	26.9	52.2	26.9	6.7	21.6		15.1	
CH ST. BRIEUX	HUMBOLDT	THATCH	52.2							
CH CUDNORTH	RUTAN	MEACHAM	6.7							
	MEACHAM	ST. LOUIS	62.3		62.3					
	ST. LOUIS	CUDNORTH JCT.	21.6							
CH MESKANAW	WAKAM	ALVENA	15.1							
	ABERDEEN	ALVENA	18.5	1.9		18.5				
	MESKANAW JCT.	THATCH	1.9							
	THATCH	YELLOW CREEK	26.8							
	WAKAM	YELLOW CREEK	26.8			26.8				26.8
CP MELFORT	LANIGAN	LAC VERT	55.2	55.2	27.1					
	LAC VERT	MELFORT	27.1							
	MELFORT	GRONLID	19.1							
TOTAL REGION 8			360.2	54.1	144.4	52.3	48.4			61.0

# REGION 9

## LEGEND

———— Basic Network, Guaranteed to Jan. 1, 2000

### Commission Recommendations

----- To be added to the Basic Network

===== To be transferred to The Prairie Rail Authority

===== To be abandoned, 1977-1981

===== New construction

----- Transfer from CP Rail to CNR

+++++ Transfer from CNR to CP Rail

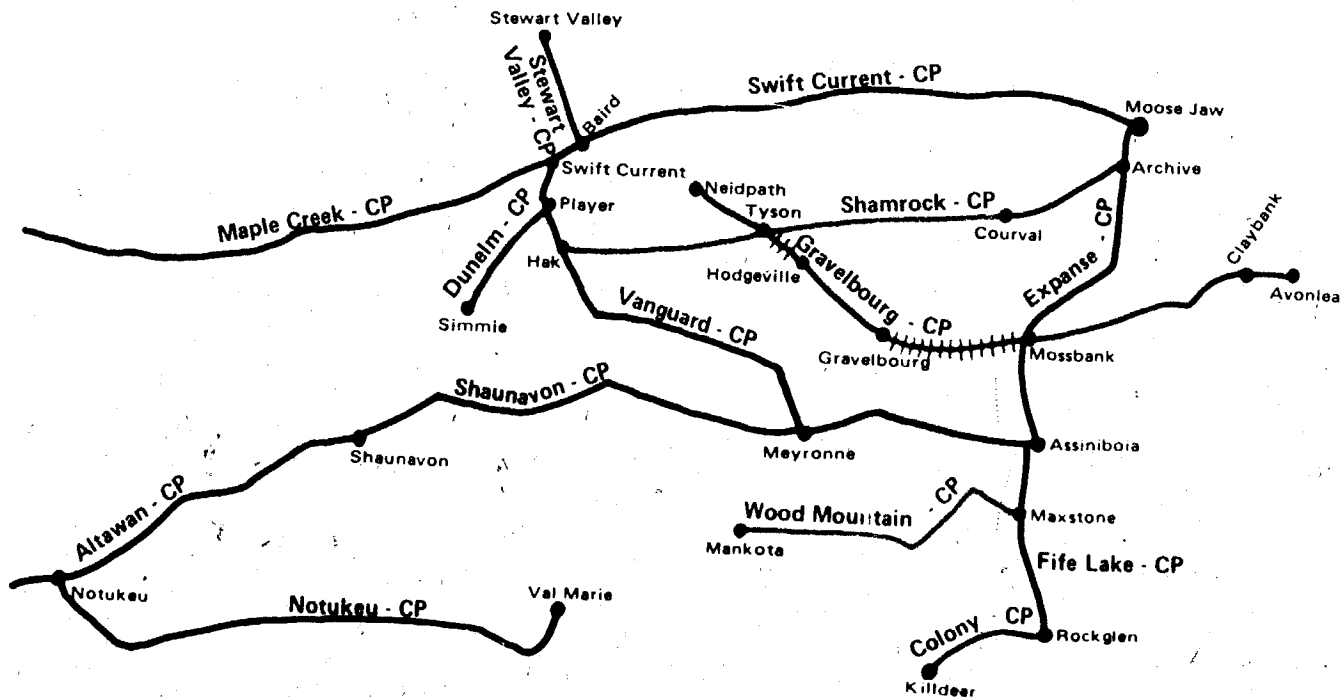


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## REGION 9

### CP Rail Colony Subdivision

- From Rockglen to Killdeer, Saskatchewan - 25.0 miles

This line was constructed in 1931. It is laid with 73, 80 and 85 pound steel, and has a gross carrying capacity of 220 thousand pounds.

There are two grain delivery points on this subdivision, Killdeer and Canopus.

Average grain receipts on this subdivision for the ten year period ending 1974-75 were 449 thousand bushels, representing 18 thousand bushels per mile of track. This line serves a grain and livestock producing area that is bordered on the south by the United States boundary. Barriers to easy access are created by the drainage valleys of the West Poplar and East Poplar rivers, numerous benches, depressions and the divide to the north of the line.

Alternate delivery points are on the CP Rail Wood Mountain and Fife Lake Subdivisions will result in truck hauls of up to 40 miles when this line is abandoned.

There are large reserves of lignite coal in the area traversed by this subdivision. Helium resources, high grade pottery clay deposits are also located adjacent to this line. In view of the possibility of the development of these resources, the Commission recommends that the Colony Subdivision between

Rockglen and Killdeer not be abandoned before 1981, and that it be placed under the jurisdiction of the Prairie Rail Authority.

CP Rail - Wood Mountain Subdivision

- From Ogle to Mankota, Saskatchewan - 64.9 miles

This line was constructed by the Canadian Pacific Railway in 1929. It is constructed with a mixture of 70, 72, 80 and 85 pound steel, and has a gross carrying capacity of 220 thousand pounds.

There are eight grain delivery points on this subdivision, Stonehenge, Flintoft, Wood Mountain, Fir Mountain, Glentworth, McCord, Ferland and Mankota. This has been an important line for non-grain commodities. In 1974 there were 194 cars of cattle, 136 cars of clay and 34 cars of other items shipped off the line.

Grain receipts for the ten year period ending 1974-75 averaged 3.6 million bushels per year. This equals 55 thousand bushels per mile of track.

The Commission recommends that the CP Rail Wood Mountain Subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

Canadian National - Gravelbourg Subdivision

- From Gravelbourg Junction to Neidpath, Saskatchewan - 118.9 miles.

This line was constructed between 1912 and 1924. It is constructed with 56, 60 and 85 pound steel, and has a gross

carrying capacity of 177 thousand pounds.

There are two delivery points on the Avonlea to Mossbank portion of this subdivision, Spring Valley and Mitchellton. Grain receipts on this portion of the subdivision averaged 406 thousand bushels per year in the 10 year period ending 1974-75, equal to eight thousand bushels per mile of track. Alternate delivery points are at Avonlea, Tilney, Briercrest, Crane Valley and Ormiston. Additional hauling distances of 9.7 and 11.2 miles will be experienced following abandonment.

There are three delivery points on the Mossbank to Gravelbourg portion of the subdivision. They are Mazenod, Palmer and Gravelbourg. Grain receipts in the 10 year period ending 1974-75 were 2.7 million bushels per year equal to 88 thousand bushels per mile of track.

On the Gravelbourg to Hodgeville portion of this subdivision there is one delivery point at Bateman. Ten year average grain receipts at Bateman totalled 458 thousand bushels, equal to 18 thousand bushels per mile of track.

On the Hodgeville to Tyson portion of the subdivision, there is one delivery point at Hodgeville. Grain receipts at Hodgeville in the 10 year period ending 1974-75 totalled 640 thousand bushels per year, equal to 145 thousand bushels per mile of track.

Neidpath is the only delivery point on the portion of this subdivision between Tyson and Neidpath. Grain receipts on this portion of the line in the 10 year period ending 1974-75 averaged 415 thousand bushels per year. Receipts are equal to 40 thousand

bushels per mile of track.

Additional trucking distances of approximately five miles will be incurred following abandonment of the Tyson-Neidpath section and Gravelbourg-Hodgeville sections as producers truck to delivery points on the CP Rail Swift Current, Shamrock and Gravelbourg subdivisions.

The Commission recommends that the portion of the line

- 1) from Avonlea to Claybank be retained and placed under the jurisdiction of the Prairie Rail Authority;
- 2) from Claybank to Mossbank be abandoned, December 31, 1977;
- 3) from Mossbank to Gravelbourg be transferred to CP Rail, retained and placed under the jurisdiction of the Prairie Rail Authority;
- 4) from Gravelbourg to Hodgeville abandoned in 1979;
- 5) from Hodgeville to Tyson be transferred to CP Rail retained and placed under the jurisdiction of the Prairie Rail Authority;
- 6) from Tyson to Neidpath be abandoned December 31, 1977.

CP Rail - Shamrock Subdivision

- From Archive to Hak, Saskatchewan - 103.0 miles

The Shamrock Subdivision was constructed by the Canadian Pacific Railway during the period 1924-30. The line has 65.72,



73, 80 and 85 pound steel with a gross carrying capacity of 220 thousand pounds.

Seven grain delivery points are served by this subdivision. These are, Courval, Coderre, Shamrock, Kelstern, Vogel, Hallonquist and McMahon. There are no grain delivery points between Courval and Archive.

Ten year average grain receipts for the period ending 1974-75 were 3.1 million bushels per year. This is equivalent to 30 thousand bushels per mile of track. During 1974 there were 2,244 carloads of crushed stone and gravel which originated at the Redi-Mix spur at Old Wives.

The Commission recommends that:

- 1) The portion of the Shamrock Subdivision between Courval and Hak be retained and placed under the jurisdiction of the Prairie Rail Authority.
- 2) The portion of the Shamrock Subdivision between Courval and Archive be abandoned December 31, 1977.

CP Rail - Dunelm Subdivision

- From Player to Simmie, Saskatchewan - 25.2 miles

The line was constructed by Canadian Pacific Railway in 1932. It has 65, 80 and 85 pound steel and has a gross carrying capacity of 220 thousand pounds.

Three delivery points, Simmie, Vesper and Duncairn are served by this subdivision.

The ten year average grain receipts for the period ending 1974-75 are 1.1 million bushels per year, equal to 44 thousand bushels per mile of track. The line serves a large area bordered by the CP Rail Maple Creek Subdivision on the north, CP Rail Shaunavon Subdivision to the east and the Vanguard Subdivision to the east. Lateral barriers are formed by the Duncairn Dam, Reid Lake, Swift Current River inhibit easy access to alternate lines.

The Commission recommends that the Dunelm Subdivision of CP Rail from Player to Simmie be retained and placed under the jurisdiction of the Prairie Rail Authority.

CP Rail - Stewart Valley Subdivision

- From Baird to Stewart Valley, Saskatchewan - 20.4 miles

This line was constructed by the Canadian Pacific Railway in 1929. It is laid with 80 and 85 pound steel and has a gross carrying capacity of 220 thousand pounds.

There are two grain delivery points, Stewart Valley and Leinan.

Ten year average grain receipts for the period ending 1974-75 were 819 thousand bushels per year, equivalent to 40 thousand bushels per mile of track.

The grain companies have no plans to rebuild or renovate

plants on this line. Alternate delivery points are on the CP Rail Swift Current Subdivision and the Empress Subdivision. Average additional grain hauling distances to these lines has been calculated at 10.4 and 15.1 miles, when the rail service is discontinued. Stewart Valley is located on Number 4 highway, a paved road, directly north of Swift Current.

The Commission recommends that the Stewart Valley Subdivision between Baird and Stewart Valley be abandoned December 31, 1977.

The Commission has recommended that the elevator companies at Stewart Valley, and the Prairie Rail Authority, give priority to the establishment of an off-line elevator at the point. See page 144, chapter 5.

TABLE XI.9  
Commission Recommendations For Category "B" Branch Lines  
REGION 9

SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED					
						1977		1978	1979	1980	1981
						JUNE 30	DEC. 31				
CP COLONY	ROCKGLEN	KILLDEER	25.0								25.0(2)
CP WOOD MOUNTAIN	MAXSTONE	MANKOTA	64.9		64.9						
CH GRAVELBOURG	AVONLEA	CLAYBANK	7.3		7.3						
	CLAYBANK	MOSSBANK	40.9				40.9				
	MOSSBANK	GRAVELBOURG	30.3		30.3(1)						
	GRAVELBOURG	HODGEVILLE	25.5						25.5		
	HODGEVILLE	TYSON	4.4		4.4(1)						
	TYSON	HEIDPATH	10.5				10.5				
CP SHAMROCK	COURVAL	HAK	70.0		70.0						
	ARCHIVE	COURVAL	33.0				33.0				
CP STEWART VALLEY	BAIRD	STEWART VALLEY	20.4				20.4				
CP DUNELM	PLAYER	SIMMIE	25.2		25.2						
TOTAL REGION 9			357.4		202.1		104.8		25.5		25.0

(1) TO BE TRANSFERRED TO CP RAIL.

(2) RETAIN UNTIL 1981, WHEN COAL, CLAY AND HELIUM POTENTIAL WILL BE REVIEWED.

# REGION 10

## LEGEND

———— Basic Network, Guaranteed to Jan. 1, 2000

### Commission Recommendations

----- To be added to the Basic Network

===== To be transferred to The Prairie Rail Authority

===== To be abandoned, 1977-1981

===== New construction

----- Transfer from CP Rail to CNR

+++++ Transfer from CNR to CP Rail

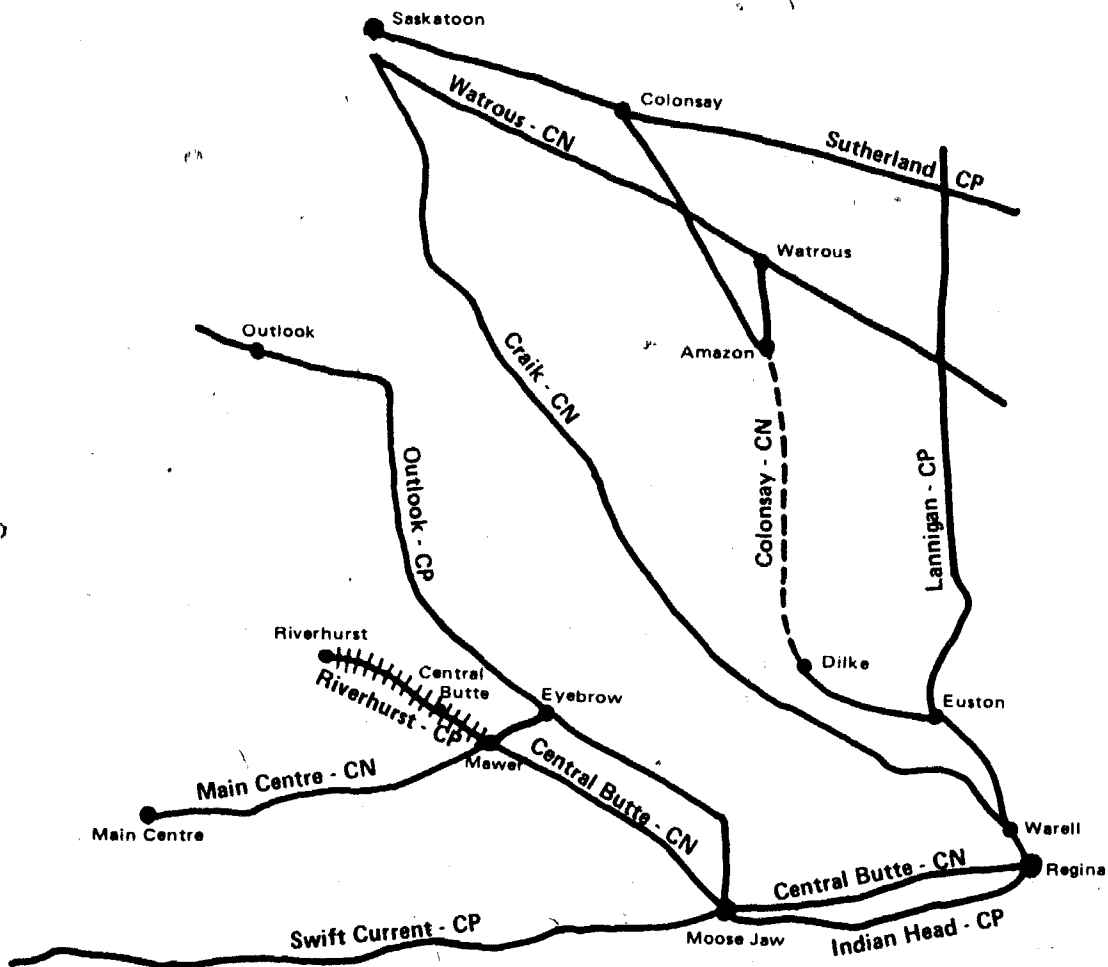


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## REGION 10

### CP Rail - Colonsay Subdivision

- From Euston Junction to Colonsay, Saskatchewan - 108.5 miles.

This line was built in 1911. It is constructed of 65 and 85 pound steel and has a gross carrying capacity of 220 thousand pounds.

The south end of the subdivision is in deplorable condition. A 3,020 foot causeway between mile 0.7 and 1.3 over Last Mountain Lake was washed out in the spring of 1974, and remains out to this day. There are also three bridges at mile 0.7, mile 10.0 and mile 12.5 which are either eroded or washed out. This is not the first time these structures have been washed out. Any attempt to rebuild this trackage in its present location would be a complete waste of money, as it would only be washed out again by high water levels and winds on Last Mountain Lake. At a hearing in Regina on October 20, 1975, CP Rail estimated it would cost in the neighbourhood of five to six million dollars to restore the south end of this line and to rebuild the causeway.

There are eight delivery points on the Colonsay Subdivision, Dilke, Holdfast, Penzance, Liberty, Stalwart, Imperial, Simpson and Amazon.

CP Rail has, since the wash-out, operated this line from the north end of Colonsay. There are no delivery points on this line between Colonsay and Amazon, meaning trains deadhead 33 miles before beginning to pick up or drop cars.

This subdivision crosses the Canadian National main line west of Young. CP Rail are required to maintain a "Diamond" at that crossing. Maintenance of the Diamond costs approximately nine thousand dollars per year, including removal of the diamond each winter and replacement in the spring, as the line is out of operation from mid-December to mid-April.

The Commission examined a variety of options for this line. This is a heavy grain line with receipts of 5.1 million bushels per year. This line is required for grain service. Alternate trucking distances of up to 35 miles are unreasonable. Construction of an eight mile link between Amazon and Young is the most logical solution to provide this service. The line will be shortened from 108.5 miles to 59.4 miles. The terrain between Amazon and Watrous is flat with no physical barriers. It will be operated by the Canadian National Railways out of Watrous.

The Commission recommends:

- 1) that the 51.4 mile section between Amazon and Dilke be retained and placed under the jurisdiction of the Prairie Rail Authority.
- 2) that a new 8.0 mile link be constructed between Amazon and Watrous, and the 33.3 miles between Amazon and Colonsay be abandoned in 1978.
- 3) That the Colonsay Subdivision between Dilke and Watrous be transferred to Canadian National Railways.
- 4) that the 21.8 mile section between Euston and Dilke be abandoned June 30, 1977.

#### Canadian National Railways - Main Centre Subdivision

- From Mawer to Main Centre, Saskatchewan - 48.6 miles

This line was constructed in 1929 and 1930 with 60 pound steel and has a gross carrying capacity of 177 thousand pounds.

There are five grain delivery points on the subdivision, Main Centre, Goultdtown, Calderbank, Halvorgate and Thunder Creek.

The ten year average grain receipts for the period ending 1974-75 were 1.0 million bushels per year, average receipts equal 21 thousand bushels per mile of track.

Goultdtown, Calderbank, Halvorgate and Thunder Creek are all low volume delivery points, having average receipts of below 200 thousand bushels. Alternate delivery points are on the Swift Current Subdivision of CP Rail, and the retained portion of the Central Butte Subdivision. Abandonment will create additional hauling distances of between 8.8 and 10.4 miles.

The Commission recommends that the Main Centre Subdivision be abandoned in 1979.

The Commission has recommended that the elevator companies at Main Centre and the Prairie Rail Authority give priority to the establishment of an off-line elevator at the point. See page 144, Chapter 5.

#### Canadian National - Central Butte Subdivision

- From Moose Jaw Junction to Central Butte, Saskatchewan - 53.3 miles.

This line was constructed in 1913. It has a mixture of 60 and 85 pound steel and has a gross carrying capacity of 177 thousand pounds.

There are six delivery points on the subdivision, Central Butte, Mawer, Darmody, Lake Valley, Rowletta and Grayburn.

The ten year average receipts for the period ending 1974-75 were 1.7 million bushels per year. Average annual receipts equal 31 thousand bushels per mile of track.

The four delivery points between Mawer and Moose Jaw are all low volume points. The ten year average handle at Lake Valley and Rowletta is below 200 thousand bushels. Darmody and Grayburn has an average handle of 217 thousand bushels and 214 thousand respectively. The 45.9 miles of line between Moose Jaw and Mawer has receipts equal to only 18 thousand bushels per mile of track. Good roads exist to alternate delivery points, and trucking distances are reasonable.

The Commission recommends that;

- 1) an 11.0 mile link be constructed between Mawer and Eyebrow on the Outlook Subdivision of CP Rail;
- 2) the 7.4 mile section between Mawer and Central Butte be retained, transferred to CP Rail, and placed under the jurisdiction of the Prairie Rail Authority.
- 3) the 45.9 miles between Moose Jaw and Mawer be abandoned in 1979, following construction of the link.

#### Canadian National - Riverhurst Subdivision

- From Central Butte to Riverhurst, Saskatchewan - 18.0 miles

This line was constructed between 1914 and 1916 with 60 pound steel and has a gross carrying capacity of 177 thousand pounds.

There are two delivery points, Riverhurst and Lawson.



The ten year average grain receipts for the period ending 1974-75 were 967 thousand bushels, representing 54 thousand bushels per mile of track.

The Commission recommends that the line between Central Butte and Riverhurst be retained, transferred to CP Rail and placed under the jurisdiction of the Prairie Rail Authority.

TABLE XI.10  
Commission Recommendations For Category "B" Branch Lines  
REGION 10

SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED					
						1977 JUNE 30    DEC. 31		1978	1979	1980	1981
CN CENTRAL BUTTE	MOOSE JAW	MAWER	45.9						45.9		
	MAWER	CENTRAL BUTTE	7.4		7.4(1)						
	MAWER	EYEBROW (CP)			11.0(1)						
CN RIVERHURST	CENTRAL BUTTE	RIVERHURST	18.0		18.0(1)						
CN MAIN CENTRE	MAWER	MAIN CENTRE	48.6						48.6		
CP COLONSAY	EUSTON	DILKE	21.8			21.8					
	DILKE	AMAZON	51.4		51.4(2)						
	AMAZON	WATROUS			8.0(2)						
	AMAZON	COLONSAY	33.3					33.3			
TOTAL REGION 10			226.4		95.8	21.8		33.3	94.5		


(1) TRANSFER TO CP RAIL FOLLOWING CONSTRUCTION OF LINK - MAWER TO EYEBROW (11.0 MILES).  
(2) TRANSFER TO CNR FOLLOWING CONSTRUCTION OF LINK - AMAZON TO WATROUS (8.0 MILES).

## REGION 11

## LEGEND

**Basic Network, Guaranteed to Jan. 1, 2000**

## Commission Recommendations

- |       |   |  |
|-------|---|--|
| ----  | To be added to the Basic Network                |  |
| ===== | To be transferred to The Prairie Rail Authority |  |
| ===== | To be abandoned, 1977-1981                      |  |
| ===== | New construction                                |  |
| ----  | Transfer from CP Rail to CNR                    |  Government of Canada |
| +++++ | Transfer from CNR to CP Rail                    | Hall Commission  |

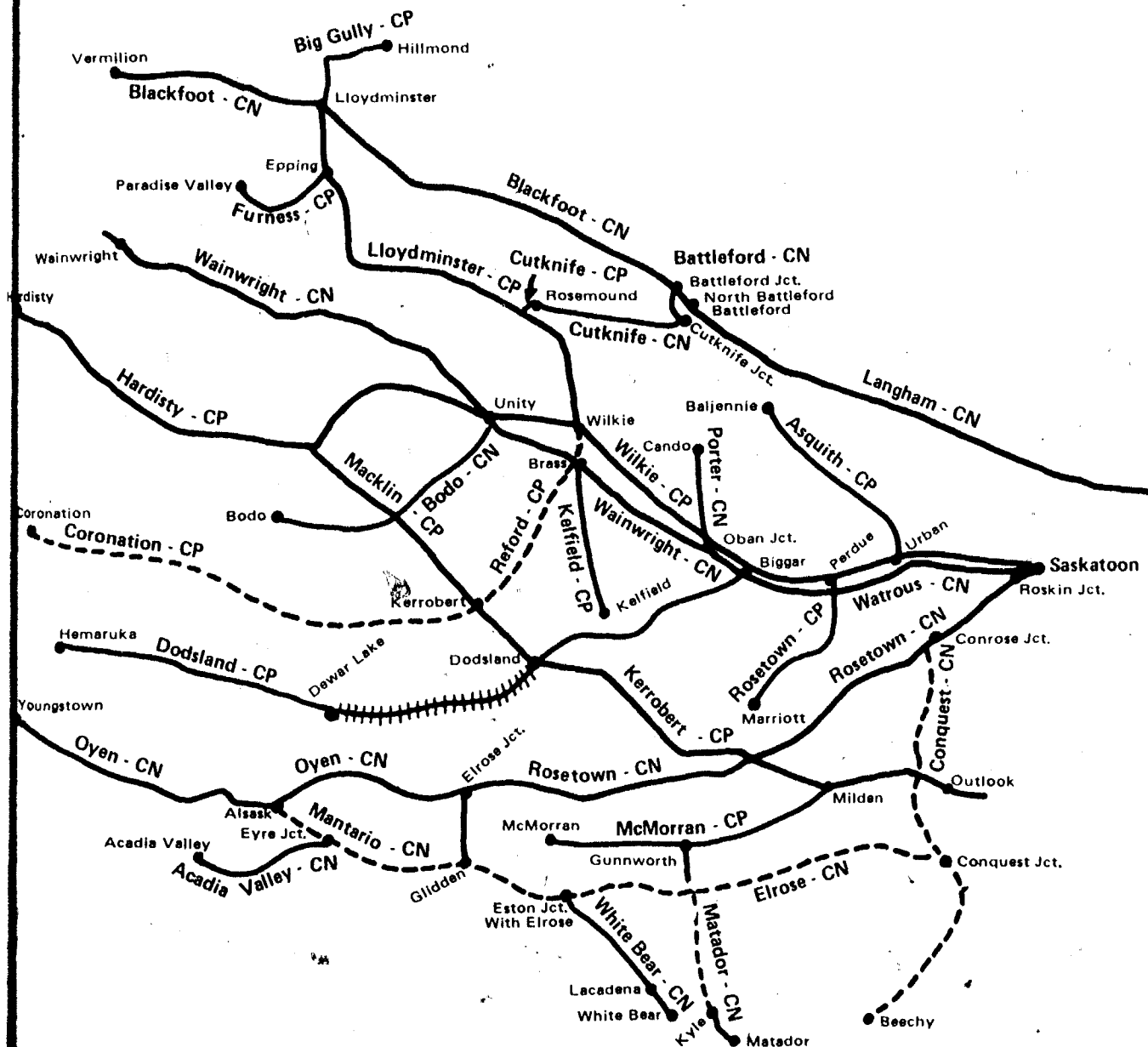


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## REGION 11

### Canadian National - Conquest Subdivision

- From Conrose Junction to Beechy, Saskatchewan - 94.3 miles.

The line was constructed in the period 1911 to 1921. The 60 pound rail is in fair condition. The gross carrying capacity is limited to 177 thousand pounds.

This subdivision serves ten grain delivery points: Donavon, Ardath, Benny, Macrorie, Dunblane, Birsay, Tullis, Lucky Lake, Demaine, Beechy and a railway gravel pit at Dunblane.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged five million bushels per year, equal to 53 thousand bushels per mile of track.

Saskatchewan Wheat Pool operate 19 elevators on the subdivision. Of these, seven are rated as being in good condition, three are fair while nine are classified as poor. Pioneer Grain operate one elevator at Beechy and two at Dunblane. A major overhaul is in progress at the Beechy plant. Their Dunblane elevator is rated good. United Grain Growers operate two elevators at Beechy and one at Lucky Lake. One of their plants at Beechy is rated good. The number two plant is rated fair. The company plans to build an annex at Beechy and a new scale and driveway at Lucky Lake.

Gardiner Dam on the South Saskatchewan River created Lake Diefenbaker which is a formidable barrier to the east and south of the subdivision. The Coteau Lake chain, between Macrorie and Dinsmore permits only five road crossings and thus prevents easy road access north or south in this area.

Some producers in the area are already hauling 20 to 25 miles. If the line was discontinued the average estimated increase in hauling distance would be 13.8 miles.

Retention of the northern part of the subdivision from Conquest to Delisle cannot be justified by the grain traffic generated on it, but because it is an essential link to the Canadian National Rosetown subdivision.

The Commission recommends that the Conquest subdivision be retained and placed in the basic network, guaranteed until January 1st, 2000.

#### Canadian National - Elrose Subdivision

- From Conquest Junction to Glidden, Saskatchewan - 120.6 miles.

The line was constructed in the period 1912 to 1928 and is in fair physical condition. The condition of the rail varies from poor to good. From Mile 0 to Mile 101 the weight of the rail is 60 pounds per yard, the remainder to Mile 120 is either 80 or 85 pounds. Gross carrying capacity is limited to 177 thousand pounds.

The subdivision serves 12 grain delivery points: Dinsmore, Wiseton, Forgan, Hughton, Elrose, Wartime, Plato, Richlea, Eston, Snipe Lake, Madison and Glidden.

There are four communities on the line with 1971 populations over 150: Dinsmore (421), Wiseton (180), Elrose (573) and Eston (1,418).

This subdivision serves a highly productive area. Uncultivated acreage is low at nine percent of the total acreage. Average seeded

acreage (including summerfallow) per wheat board permit book is high at 855 acres (1975-76). Elevator deliveries are also high, averaging close to 13 thousand bushels per permit book (1975-76). Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 9.1 million bushels per year, or 76 thousand bushels per mile of track.

Elevator facilities on the line are generally fair to good. Out of 48 elevators, 17 are good and 14 are rated as being in fair condition. There are no operating elevators on the section of the line from Glidden to Kindersley.

The Commission recommends that:

- 1) the 104.3 miles between Conquest Junction and Glidden be retained and placed in the basic network, guaranteed until January 1st, 2000; and
- 2) the 16.3 miles between Glidden and Elrose Junction be abandoned on June 30, 1977.

#### Canadian National - Mantario Subdivision

- From Glidden to Alsask, Saskatchewan - 43.8 miles.

The line was constructed between the years 1918 and 1920. The 80 pound steel used at the time of construction is in fair condition. Gross carrying capacity is limited to 177 thousand pounds.

Grain traffic of 1,858 carloads in 1974 amounted to 82 percent of the total traffic. Sodium sulphate shipments amounted to 394 carloads (17 percent). Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 2.9 million bushels per year, the equivalent of 66 thousand bushels per mile of track.

The subdivision serves three grain delivery points: Eatonia, Laporte and Mantario.

Elevator facilities on the line are good with eight plants out of a total of 13 rated as being in good condition.

The Commission recommends that the Mantario subdivision be retained and placed in the basic network, guaranteed until January 1, 2000.

Canadian National - Acadia Valley Subdivision

- From Eyre Junction, Saskatchewan, the junction with the Mantario subdivision, to Acadia Valley, Alberta - 24.3 miles.

This line was constructed during the years 1921 to 1926. The rail is 85 pound steel with a gross carrying capacity of 177 thousand pounds.

Acadia Valley is the only grain delivery point on the line. Alberta Wheat Pool and Pioneer Grain Company are represented at this point. The three elevators were built in 1928, 1948 and 1968, the two latter are in good condition.

Grain receipts on this subdivision have averaged 880 thousand bushels per year in the ten year period ending 1974-75. Average receipts equal 36 thousand bushels per mile of track. Receipts in 1975-76 at Acadia Valley were 1.3 million bushels.

Alternate facilities are available at Oyen, a distance of 21 miles and Empress, a distance of 25 miles.

Proposed road construction west of Acadia Valley will divert some additional grain from Oyen to Acadia Valley, increasing the volume.

The Commission recommends that the Acadia Valley subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

CP Rail - McMorran Subdivision

- From Milden to McMorran, Saskatchewan - 60.5 miles.

The line was constructed between 1919 and 1925. It is in fair physical condition. The rail is a mixture of 80 and 85 pound per yard steel and was installed in a partly worn condition at the time of construction. Gross carrying capacity is limited to 220 thousand pounds.

With the recent closure of the elevator at Thrasher the subdivision serves the following points: Glamis, Gunnworth, Bickleigh, Totnes and McMorran.

Saskatchewan Wheat Pool, Pioneer Grain and United Grain Growers operate nine elevators at five stations. Company ratings as to the physical condition of their plants is as follows: four fair and five poor. These facilities were built during the early twenties. Estimated service life ranges from five to ten years. No company has any plans for new plants or major renovations to existing plants.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 1.4 million bushels per year or 24 thousand bushels per mile of track. Handlings are low at all stations ranging from a low of 86 thousand bushels at Thrasher to a high of 313 thousand bushels at Glamis in the crop year 1975-76.

Alternate delivery points exist at Rosetown, Fiske, Darcy and Brock, 9 to 14 miles north on the Canadian National Rosetown subdivision.

Milden and Sovereign on the CP Rail Kerrobert subdivision would be convenient delivery points for producers on the east end of the McMorran subdivision. Elevators at Dinsmore, Wiseton, Forgan, Hughton, Elrose, Plato, Richlea and Eston, 7 to 11 miles south on the Canadian National Elrose subdivision could serve producers south of the line if the McMorran subdivision was abandoned.

The Commission recommends that:

- 1) the 30.0 miles between Gunnworth and McMorran be abandoned on December 31, 1977; and
- 2) the 30.5 miles between Milden and Gunnworth be abandoned on December 31, 1977 or sooner, following construction of a connection at Wartime on the Canadian National Elrose subdivision to connect with the Wartime to Kyle section of the Matador subdivision.

#### CP Rail - Matador Subdivision

- From Gunnworth to Matador, Saskatchewan - 43.0 miles.

The line was constructed between 1919 and 1923 and originally began at Rosetown. The section between Rosetown and Gunnworth was abandoned in 1962. The rail is 72 pounds per yard, rolled in 1893 and was partly worn when installed. Gross carrying capacity is limited to 220 thousand pounds.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged two million bushels per year, or 48 thousand bushels per mile of track.



The subdivision now serves five grain delivery points: Mondou, Sanctuary, Tuberosa, Kyle and Matador.

Kyle is the largest community on the line with a 1971 population of 509.

Saskatchewan Wheat Pool operate 11 elevators at five stations. Two of them are rated as being in good condition while nine are in poor condition. Pioneer Grain operate elevators at three stations. Their rating on physical condition is two fair and one poor.

The Commission recommends that:

- 1) the 30.4 miles between Wartime and Kyle be retained and placed under the jurisdiction of the Prairie Rail Authority;
- 2) a connection be constructed at Wartime to connect the Canadian National Elrose subdivision to the Matador subdivision;
- 3) operation of the Matador subdivision be transferred to Canadian National Railway;
- 4) the 7.5 miles between Gunnworth and Wartime be abandoned December 31, 1977 or sooner, if the connection at Wartime is completed before that date; and
- 5) the 5.1 miles between Kyle and Matador be abandoned on December 31, 1977.

### Canadian National - White Bear Subdivision

- From Eston to White Bear, Saskatchewan - 34.3 miles.

The line was constructed in 1925. The 60 pound rail is in poor condition with a gross carrying capacity of 177 thousand pounds.

There are seven trestles in 10.1 miles between Lacadena and White Bear. The following table gives the location and description of them:

	<u>Location</u>	<u>No. of Bents</u>	<u>Length in Feet</u>	<u>Height in Feet</u>
Mile	27.5	7	83	12
	28.8	8	98	24
	29.9	25	341	51
	30.9	18	236	63
	31.1	18	247	60
	32.6	18	247	41
	33.9	21	256	58

These structures have given Canadian National problems. Soil instability with shifting of the supporting piles has made it necessary in some cases to drive additional piles to properly support the trestles. Canadian National have stated that the trestles on this subdivision will require rebuilding, or replacement with earth fill and culverts before 1983, probably starting in 1977 at an estimated cost of five million dollars.

The subdivision serves four grain delivery points:  
Isham, Tyner, Lacadena and White Bear.

Saskatchewan Wheat Pool operate six elevators at four stations, White Bear, Lacadena, Tyner and Isham, all of which are designated as

secondary stations. The company rates their physical condition as one fair and five poor. Pioneer Grain Company operate six elevators at the same stations and rate their facilities as four fair to poor, one fair to good and one fair.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 2.2 million bushels per year, or 64 thousand bushels per mile of track.

The South Saskatchewan River, 10 to 15 miles south of the subdivision, prevents road access to the south. A ferry at Lancer, 17 miles southwest of Eston, is the first available crossing over the river, west of the bridge at Saskatchewan Landing on Highway 4.

The Commission recommends that:

- 1) the 24.2 miles between Eston and Lacadena be retained and placed under the jurisdiction of the Prairie Rail Authority; and
- 2) the 10.1 miles between Lacadena and White Bear be abandoned in 1979.

#### CP Rail - Asquith Subdivision

- From Urban to Baljennie, Saskatchewan - 43.8 miles.

Sections of the line were constructed and placed in operation at various times from 1909 to 1931. The rail is a mixture of 54, 72, 73, 80 and 85 pound steel, partly worn when installed at the time of construction. Gross carrying capacity is limited to 220 thousand pounds.

This subdivision serves three grain delivery points: Arelee, Struan and Sonningdale.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 1.1 million bushels per year, equal to 25 thousand bushels per mile of track. No traffic is generated between Sonningdale and Baljennie.

There are seven licensed elevators on the subdivision. These elevators were constructed in the period from 1926 to 1931. Five of them are rated as being in fair condition. Two of them are rated as being in poor condition. None of the companies have any plans for new construction or renovations to their plants at any station.

Ten year average (1965-75) receipts at Arelee, Struan and Sonningdale were 477 thousand bushels, 341 thousand bushels and 318 thousand bushels.

United Grain Growers and Saskatchewan Wheat Pool share the market at Arelee. United Grain Growers operate two elevators at Struan. Saskatchewan Wheat Pool operate two elevators at Sonningdale.

Low levels of receipts at all stations will probably make replacement of elevator facilities impossible when present facilities are worn out. Possibly one or two good elevators at Arelee or Struan could provide better service for producers in the area than the seven present ones at three stations.

Alternative elevators exist at Maymont, 13 miles north of Sonningdale; Asquith, Kinley, Leney and Perdue, 12 to 18 miles from Arelee could serve the producers at the south end of the line if rail service

was discontinued. Estimated average additional hauling distance in the event of rail line abandonment is 9.2 miles.

Roads in the area are generally good.

Some grain from this subdivision is now being trucked to Saskatoon. Requirements for the flour mills and rapeseed plant in Saskatoon may increase in the future, resulting in decreased volumes available for the elevators on the subdivision and the railroad.

The Commission recommends that:

- 1) the 28.7 miles between Urban and Sonningdale be abandoned in 1980; and
- 2) the 15.1 miles between Sonningdale and Baljennie be abandoned on June 30, 1977.

The Commission has recommended that the elevator companies at Arelee, and the Prairie Rail Authority, give priority to the establishment of an off-line elevator at this point. See page 144 of Chapter 5.

#### CP Rail - Rosetown Subdivision

- From Perdue to Marriott, Saskatchewan - 30.7 miles

The line opened for traffic in 1929. It originally extended to North Rosetown, the junction point with the Kerrobert Subdivision. On August 18, 1975 the Railway Transport Committee authorized the abandonment of 14 miles between North Rosetown and Marriott. This section has been removed.

The rail consists of a mixture of 72, 73, 80 and 85 pound per yard steel, partly worn, when installed, at the time of construction. Gross carrying capacity is limited to 220 thousand pounds.

The subdivision serves three grain delivery points, Feudal, Valley Centre and Marriott.

Saskatchewan Wheat Pool operate one elevator at Feudal and two at Valley Centre. United Grain Growers own three elevators at Marriott. Two of these are used for storage only. Of the six elevators on the subdivision, only two are rated as being in fair condition, the remainder are in poor condition. None of the companies have any plans for building new plants or for major renovations to existing facilities.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 736 thousand bushels per year, or 24 thousand bushels per mile of track. Total annual receipts have decreased to 529 thousand bushels in the crop year 1975-76.

Alternate delivery points for producers still using this subdivision exist at Rosetown, Zealandia, Harris, Tessier, Perdue and Biggar within distances of 12 to 16 miles. If rail service on this subdivision was discontinued the estimated average additional haul would be 7.6 miles.

The Rosetown subdivision was built originally to steal traffic from the Canadian National Rosetown subdivision. It went into service in 1929 when many producers had already shifted from horses and wagons to motor trucks. Road improvements, particularly after World War II, made it easy for producers to abandon the line. Grain that used to be delivered to points on the subdivision is now going to Rosetown, Zealandia, Harris, Tessier, Perdue, Biggar and Saskatoon.

The Commission recommends that the Rosetown subdivision be abandoned on December 31, 1977.

### Canadian National - Dodsland Subdivision

- From Biggar, Saskatchewan to Hemaruka, Alberta - 154.0 miles.

The line was constructed in 1912. The 60 pound rail is in fair to poor condition. Gross carrying capacity is 177 thousand pounds.

This subdivision serves 14 grain delivery points: Duperow, Springwater, Ruthilda, Downe, Dodsland, Millerdale, Beaufield, Coleville, Smiley, Dewar Lake and Loverna in Saskatchewan; Esther, New Brigden and Sedalia in Alberta.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 4.9 million bushels per year, equivalent to 32 thousand bushels per mile of track. On the eastern portion of the line from Biggar to Downe, receipts averaged 38 thousand bushels per mile of track. From Dodsland to Dewar Lake receipts in the same period were 85 thousand bushels per mile of track. From Dewar Lake, Saskatchewan to Sedalia, Alberta receipts averaged 21 thousand bushels per mile of track. No traffic is generated on the 19.8 mile section between Sedalia, Alberta and Hemaruka, Alberta.

The elevator plants on the line are generally in poor condition. Out of 25 elevators, four are described as good, six are rated fair and the remainder are poor. Low receipts at stations between Biggar and Dodsland and between Dewar Lake, Saskatchewan and Sedalia, Alberta place these elevators in a doubtful position as parts of the permanent grain handling system even if the rail line remains.

For producers on the western portion of the line, alternate delivery points are available on the CP Rail Coronation subdivision, 15 to

20 miles north of the Dodsland subdivision and on the Canadian National Oyen subdivision, 10 to 25 miles south of the Dodsland subdivision.

The roads in the Alberta portion of the subdivision have been or are being improved.

The farms in the area served by the subdivision are larger than average and generally well equipped with adequate trucks. The average seeded acreage (including summerfallow) per wheat board permit in 1975-76 was 910 acres. Elevator deliveries in the same year averaged 8,600 bushels per permit.

The Commission recommends that:

- 1) the 32.6 miles between Dodsland and Dewar Lake be retained and placed under the jurisdiction of the Prairie Rail Authority;
- 2) a connection be constructed at or near Dodsland to the CP Rail Kerrobert subdivision;
- 3) train service between Dodsland and Dewar Lake, Saskatchewan be provided by CP Rail;
- 4) the 53.3 miles between Biggar and Dodsland be abandoned in 1979;
- 5) the 48.3 miles between Dewar Lake, Saskatchewan and Sedalia, Alberta be abandoned in 1978; and
- 6) the 19.8 miles between Sedalia, Alberta and Hemaruka, Alberta be abandoned on June 30, 1977.



### Canadian National - Porter Subdivision

- From Oban to Cando, Saskatchewan - 18.0 miles.

The Porter subdivision was constructed in 1912 and originally extended from Oban, north to Battleford, for a distance of 48.2 miles. In 1974, abandonment of 4.3 miles between Dacer and Battleford was authorized. In 1975, an additional 25.8 miles was abandoned between Cando and Dacer.

The 60 pound rail, the ties and subgrade are all in poor physical condition. Gross carrying capacity is limited to 177 thousand pounds.

The subdivision serves three grain delivery points: Lett, Salter and Cando.

Grain receipts on the subdivision for the ten crop years ending 1974-75 averaged 785 thousand bushels per year, or 44 thousand bushels per mile of track.

Saskatchewan Wheat Pool operate five elevators at the three stations. The elevator at Cando is in fair condition, the others are in poor condition. Cando with ten year average receipts (1965-75) of 498 thousand bushels has the largest handling on the line. The elevators at Lett and Salter with average receipts in the same period of 165 thousand and 122 thousand bushels are operated by one manager.

Alternate elevators for producers in the area exist at Landis, 22 miles from Cando, and Biggar, 29 miles from Cando. If rail service was discontinued the estimated average increase in hauling distance would be 10.2 miles. Some producers would have hauls in excess of 25 miles.

The Commission recommends that the Porter subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

CP Rail - Kelfield Subdivision

- From Brass to Kelfield, Saskatchewan - 27.9 miles.

The line was constructed in the years 1911 and 1912. It is now in very poor physical condition. The rail installed at the time of construction weighs 65 pounds per yard. Gross carrying capacity is 220 thousand pounds.

This subdivision serves three grain delivery points: Leipzig, Handel and Kelfield.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 1.2 million bushels per year, or 42 thousand bushels per mile of track.

Saskatchewan Wheat Pool operate nine elevators at the three locations. Only three of these are rated as being in fair condition while six are described as poor.

Tramping Lake about six miles west of the subdivision prevents direct road access to the west.

Alternate delivery points for producers on this subdivision exist at Landis, Wilkie, Plenty, Druid and Dodsland, at distances of 10 to 24 miles (point to point). If rail service was discontinued, the estimated average additional hauling distance for producers at the north end of the line would be 10.1 miles, for producers at the south end the additional haul would be 5.6 miles.

The Commission recommends that the Kelfield subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

### CP Rail - Reford Subdivision

- From Wilkie to Kerrobert, Saskatchewan - 42.8 miles.

The line was constructed in the years 1911 to 1913 as the Kerrobert Northeastern Branch. The rail consists of a mixture of 80 and 85 pound per yard steel. Gross carrying capacity is 220 thousand pounds.

The subdivision serves three grain delivery points: Broadacres, Tramping Lake and Revenue.

The village of Tramping Lake, with a 1971 population of 241 is the largest community on the line.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 1.4 million bushels per year, or 33 thousand bushels per mile of track.

Saskatchewan Wheat Pool operate nine elevators at the three stations on the line. The company rates their physical condition as follows: two good, one fair and six poor. Tramping Lake is designated as a primary station with receipts averaging 700 thousand bushels per year.

Alternate delivery points for producers exist at Scott, Wilkie, Luseland and Kerrobert, at distances ranging from 12 to 22 miles from the stations on the line. If rail service on the Reford subdivision was discontinued the estimated average additional haul would be 11.5 miles.

Tramping Lake, east of the line, presents a 24 mile long barrier to eastward road traffic.

The Commission recommends that the Reford subdivision be retained and placed in the basic network, guaranteed until January 1st, 2000.

### CP Rail - Coronation Subdivision

- From Kerrobert, Saskatchewan to Coronation, Alberta - 116.5 miles.

The line was placed in service between October, 1912 and July, 1914. It is now in poor to fair physical condition. The rail is a mixture of 80 and 85 pound with some 100 pound sections on curves from Mile 93 to Mile 115.2. Maximum gross carrying capacity is 263 thousand pounds.

This subdivision serves ten grain delivery points: Superb, Major, Fusilier, Compeer in Saskatchewan; Altario, Kirriemuir, Consort, Loyalist, Veteran and Coronation in Alberta.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 4.1 million bushels per year, equal to 35 thousand bushels per mile of track.

Elevator facilities on the line are only fair.

Part of the area served by the subdivision is ranching and mixed farming country where grain is secondary to the livestock industry. However, there are heavy grain stations at both ends of the line. Superb and Major in Saskatchewan have receipts of 500 thousand to just over 700 thousand bushels per year. Consort with 1975-76 receipts of 817 thousand bushels and Veteran and Coronation with receipts of 940 thousand and 1.4 million bushels respectively are the major stations in Alberta. Low receipts at Fusilier, Saskatchewan and Loyalist, Alberta may force elevator closures at these points.

In Alberta the Coronation line serves a large territory between the Canadian National Category "A" Oyen subdivision, 40 miles to the south and the CP Rail Category "A" Hardisty subdivision, 30 to 40 miles to the north.

In Saskatchewan, the Canadian National Category "B" Bodo subdivision lies 18 to 20 miles north, the Canadian National Category "B" Dodsland subdivision, 13 to 20 miles south.

The Commission recommends that the Coronation subdivision be retained and placed in the basic network, guaranteed until January 1, 2000.

Canadian National - Bodo Subdivision

- From Unity, Saskatchewan to Bodo, Alberta - 51.5 miles.

The line was constructed during the years 1929 to 1931. The rail consists of a mixture of 80 and 85 pound steel with a gross carrying capacity of 220 thousand pounds.

This subdivision serves five grain delivery points: Reward, Hearts Hill, Cactus Lake, Cosine and Bodo.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 2.3 million bushels per year, equal to 44 thousand bushels per mile of track.

Four companies operate 14 elevators on the line. Of these, seven are rated as being in fair condition and seven are classified as poor. These elevators were constructed in the period 1930 to 1932. Estimated life expectancy without major repairs on many plants was given as five years. Reward and Cactus Lake each with annual receipts of 602 thousand bushels and 564 thousand bushels per year are the principal stations on the line. Hearts Hill has ten year average receipts of 487 thousand bushels. Bodo, at the end of the line, with ten year average receipts

of 432 thousand bushels will probably not have its elevator facilities replaced when worn out.

The Commission recommends that the Bodo subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

#### CP Rail - Cutknife Subdivision

- From Cutoff to Rosemound Junction, Saskatchewan - 3.5 miles.

This line provides a connection for CP Rail to the Canadian National Cutknife subdivision and provides CP Rail access to the Battlefords.

CP Rail has expressed no desire to continue their running rights agreement with Canadian National on the Canadian National Cutknife subdivision.

The Commission recommends that the CP Rail Cutknife subdivision be abandoned on June 30, 1977.

#### Canadian National - Cutknife Subdivision

- From Cutknife Junction to Rosemound, Saskatchewan - 26.8 miles.

CP Rail has running rights over the Canadian National Cutknife and Battleford subdivisions to provide access to Battleford and North Battleford from their Lloydminster subdivision via CP Rail's 3.5 miles Cutknife subdivision. Since the Canadian National Cutknife subdivision has no traffic originating or terminating on the line, it would appear that it has no future as part of a rail transportation system. CP Rail has expressed no interest in retaining their running rights over Canadian National track.

The Commission recommends that the Canadian National Cutknife subdivision be abandoned on June 30, 1977.

#### CP Rail - Furness Subdivision

- From Epping, Saskatchewan, the junction point with the Lloydminster subdivision to Paradise Valley, Alberta - 19.5 miles.

The line was constructed by the Canadian Pacific Railway in 1928-29. The rail is a mixture of 72, 73 and 85 pound steel with a rated capacity of 220 thousand pounds.

Alberta Wheat Pool is the only company represented on the line and operates elevators at Rivercourse, McLaughlin and Paradise Valley.

Grain receipts on this subdivision for the ten year period ending 1974-75 averaged 1.2 million bushels per year. Average receipts equal 60 thousand bushels per mile of track.

If this line were abandoned, the hauling distances to alternate elevators for some producers would be over twenty miles.

The Commission recommends that the Furness subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

#### CP Rail - Big Gully Subdivision

- From Lloydminster to Hillmond, Saskatchewan - 24.4 miles.

The line was constructed in the period 1928 to 1930 and went into service on June 25th, 1930. The rail is a mixture of 72, 73 and 85 pound steel, partly worn when installed. Gross carrying capacity is limited to 220 thousand pounds.

This subdivision serves three grain delivery stations: Rex, Greenstreet and Hillmond.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 638 thousand bushels per year, equal to 26 thousand bushels per mile of track.

Pioneer Grain operate two elevators at Rex. These plants were built in 1930 and 1947, and are described as being in good condition. Ten year average receipts at Rex were 156 thousand bushels. Pioneer Grain also operates an elevator at Hillmond. Ten year average receipts at Hillmond were 215 thousand bushels. The Saskatchewan Wheat Pool elevator at Hillmond is now closed. Saskatchewan Wheat Pool and Pioneer Grain operate elevators at Greenstreet. Greenstreet has a ten year average handle of 267 thousand bushels.

Alternate delivery points for producers on this subdivision would be Lloydminster, for producers on the south, and Paradise Hill on the Bolney Subdivision for those at the north end of the line. If rail service was discontinued, the estimated average increase in hauling distance would be 8.6 miles.

The Commission is aware of the hilly terrain in the area and its effect on trucking and road costs. However, the low level of grain receipts at the three stations on the line indicate a questionable future for the elevators, even if the line remained. In addition, new hauling distances will not be unreasonable for most producers.

The Commission recommends that the Big Gully Subdivision be abandoned in 1978.

#### Canadian National - Battleford Subdivision

- From Mile .09 to Battleford Junction, Saskatchewan - 7.8 miles

The line was constructed in 1906. The 60 pound rail is in fair condition. Gross carrying capacity is limited to 177 thousand pounds.



Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 632 thousand bushels per year, equal to 81 thousand bushels per mile of track.

Saskatchewan Wheat Pool and United Grain Growers each operate an elevator at Battleford. Both elevators are rated good. These plants were constructed in 1960 and 1967.

Elevator rationalization in the area has resulted in a dramatic increase in receipts at Battleford. Ten year average receipts of 632 thousand bushels compared to receipts of 1.2 million bushels in the crop year 1975-76 indicate the change that has taken place at Battleford.

If rail service on the Battleford subdivision was discontinued grain could be delivered to North Battleford at an additional trucking distance of two miles.

The additional traffic would increase congestion in downtown North Battleford since many of the elevators are located almost in the centre of the city. It is also questionable whether the present elevators in North Battleford could handle the volume of grain now being delivered to Battleford without serious congestion.

The Commission recommends that the Battleford subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

TABLE XI.11  
Commission Recommendations For Category "B" Branch Lines  
REGION 11

SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED				
						1977 JUNE 30	Dec. 31	1978	1979	1980
CP ASQUITH	URBAN	SONNINGDALE	28.7			15.1				28.7
	SONNINGDALE	BALJENNIE	15.1							
CN BATTLEFORD	BATTLEFORD	BATTLEFORD JCT	7.8		7.8					
CP BIG GULLY	LLOYDMINSTER	HILLMOND	24.4					24.4		
CN BODO	UNITY	BODO	51.5		51.5					
CN CONQUEST	CONROSE JCT	BEECHY	94.3	94.3						
CP CORONATION	KERROBERT	CORONATION	116.5	116.5						
CP CUTKNIFE	CUTOFF	ROSEMOUND	3.5			3.5				
CN CUTKNIFE	CUTKNIFE JCT	ROSEMOUND	26.8			26.8				
CN DODSLAND	BIGGAR	DODSLAND	53.3						53.3(3)	
	DODSLAND	DEWAR LAKE	32.6		32.6(1)					
	DEWAR LAKE	SEDALIA	48.3					48.3		
	SEDALIA	HEMARUKA	19.8			19.8				
CN ELROSE	CONQUEST JCT	GLIDDEN	104.3	104.3						
	GLIDDEN	ELROSE JCT	16.3			16.3				
CN MANTARIO	GLIDDEN	ALSASK	43.8	43.8						
CP KELFIELD	BRASS	KELFIELD	27.9		27.9					
CP MATADOR	GUNNORTH	WARTIME	7.5				7.5(4)			
	WARTIME	KYLE	30.4		30.4(2)					
	KYLE	MATADOR	5.1				5.1			
CP McMorran	MILDEN	GUNNORTH	30.5				30.5(4)			
	GUNNORTH	McMORRAN	30.0				30.0			
CN PORTER	OBAN	CANDO	18.0		18.0					
CP REFORM	KERROBERT	WILKIE	42.8	42.8						
CP ROSETOWN	PERDUE	MARRIOTT	30.7				30.7			
CN WHITE BEAR	ESTON	LACADENA	24.2		24.2					
	LACADENA	WHITE BEAR	10.1						10.1	
CN ACADIA VALLEY	EYRE	ACADIA VALLEY	24.3		24.3					
CP FURNESS	EPPING	PARADISE VALLEY	19.5		19.5					
TOTAL REGION 11			988.0	401.7	236.2	81.5	103.8	72.7	63.4	28.7

(1) TRANSFER TO CP RAIL.

(2) TRANSFER TO CNR.

(3) FOLLOWING TRANSFER OF DODSLAND - DEWAR LAKE SECTION TO CP RAIL.

(4) FOLLOWING CONSTRUCTION OF CONNECTION AT CN WARTIME FOR WARTIME - KYLE SECTION OF MATADOR SUBDIVISION.

# REGION 12

## LEGEND

———— Basic Network, Guaranteed to Jan. 1, 2000

### Commission Recommendations

----- To be added to the Basic Network

===== To be transferred to The Prairie Rail Authority

===== To be abandoned, 1977-1981

===== New construction

----- Transfer from CP Rail to CNR

+++++ Transfer from CNR to CP Rail

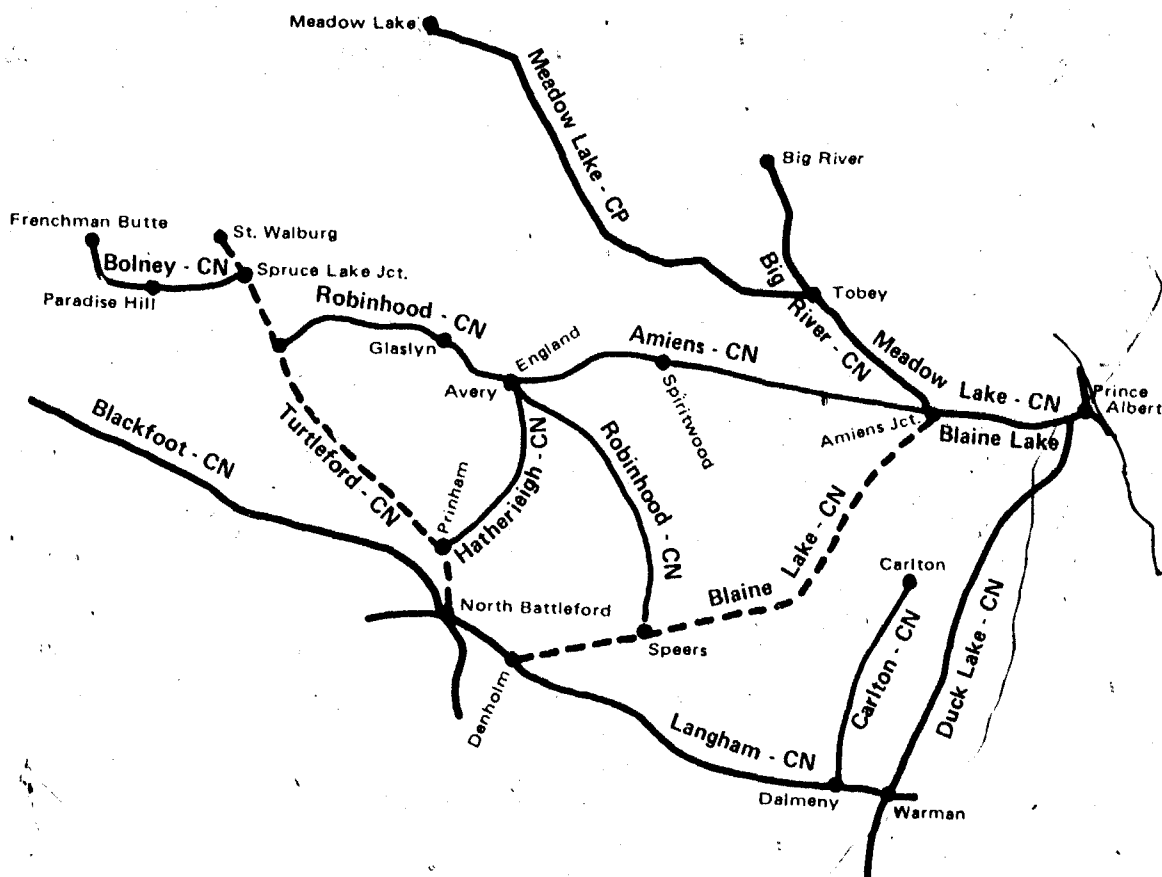


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## REGION 12

### Canadian National - Carlton Subdivision

- From Dalmeny to Carlton, Saskatchewan - 35.8 miles.

The line was constructed between the years 1908 and 1914. It is now in poor physical condition. Gross carrying capacity on the line is 177 thousand pounds. Service has been suspended on occasions because of snow or soft track conditions resulting from excessive moisture.

The subdivision serves five grain delivery points: Mennon, Hepburn, Waldheim, Laird and Carlton.

The Town of Waldheim with a 1971 population of 609 is the largest community on the line. Laird and Hepburn with populations of 218 and 305 are the villages served by the subdivision.

There are 15 elevators on the Carlton subdivision that were constructed in the period 1909 to 1928. They are described by their owners as being in fair to poor condition. Life expectancies of the majority of these facilities range from three to five years. The Commission is not aware of any plans to rebuild or upgrade any of the elevators on the line.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 2.1 million bushels per year, or 58 thousand bushels per mile of track.

Pioneer Grain Company shares a total market of 463 thousand bushels at Carlton with Saskatchewan Wheat Pool and United Grain Growers. Low receipts at Mennon (211 thousand bushels)

where Saskatchewan Wheat Pool is represented may result in closure at that point. Cargill Grain Company and Saskatchewan Wheat Pool share the market of 484 thousand bushels at Hepburn where. Cargill Grain Company has incurred costs in excess of 20 cents per bushel handled in the two years 1973-74 and 1974-75. Waldheim (504 thousand bushels) and Laird (413 thousand bushels) are single company points represented by United Grain Growers and Saskatchewan Wheat Pool respectively.

Good roads in the area, proximity to Saskatoon and mill door premiums, as high as 13 cents per bushel, have caused significant quantities of grain to move to the Saskatoon mills by truck. Current stop off charges of 18 cents per 100 pounds will discourage railroad movement of grain to the mills in Saskatoon from this line.

Duck Lake, Rosthern and Hague on the Category "A" Duck Lake subdivision at distances of 14 to 17 miles from Carlton, Laird, Waldheim and Hepburn are alternate delivery points for producers at the north end of the line. Dalmeny, eight miles distant could serve the producers at Mennon in the event of elevator closure or rail line discontinuance. If rail service was discontinued, the estimated average additional hauling distance for producers would be 8.4 miles.

Because of the availability of alternate delivery points at reasonable distances, good roads in the area, the volume of grain flowing to Saskatoon, the physical condition of the elevators on the line, the high cost of rehabilitating the rail line, three million dollars (\$83,495 per mile), retaining the present rail or

eight million dollars (\$222,655 per mile) to upgrade the line to heavy hopper car standards.

The Commission recommends that the Carlton Subdivision be abandoned in 1980.

The Commission has recommended that the elevator company at Waldheim, and the Prairie Rail Authority, give priority to the establishment of an off-line elevator at this point. See page 144 Chapter 5.

#### Canadian National - Blaine Lake Subdivision

- From Big River Junction to Denholm, Saskatchewan - 87.8 miles

The line was constructed between the years 1911 and 1913. The 60 pound rail is in fair condition. Gross carrying capacity is 177 thousand pounds.

There are eight grain delivery points on the line. Parkside, Leask, Marcelin, Blaine Lake, Krydor, Hafford, Speers and Richard.

There are three towns on the line: Leask, Blaine Lake and Hafford, with 1971 populations ranging from 437 to 672. Parkside, Marcelin, Krydor and Speers are villages with populations ranging from 112 to 307.

Elevator condition on the subdivision is better than average. Of 28 elevators on the line six are rated good and ten are rated fair.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 4.9 million bushels per year, or 56 thousand bushels per mile of track.

The Commission recommends that the portion of the Blaine Lake Subdivision from Big River Junction to Denholm be retained and placed in the basic network and guaranteed to January 1, 2000.

Canadian National - Robinhood Subdivision

- From Speers to Turtleford, Saskatchewan - 101.5 miles.

The line was constructed between the years 1925 and 1928, and is now in poor physical condition. The rail consists of a mixture of 56, 60 and 85 pound steel and varies from fair to good condition. Maximum gross carrying capacity is 177 thousand pounds.

With the closure of the Mullingar Elevators on August 17, 1976, the subdivision now serves eight grain delivery points: Keatley, Mayfair, Rabbit Lake, Glenbush, Medstead, Glaslyn, Fairholme and Livelong.

There are five villages: Mayfair, Mullingar, Rabbit Lake, Medstead and Livelong with 1971 populations of 134, 206, 179, and 126 respectively. The town of Glaslyn with a 1971 population of 355 is the largest community on the line.

Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 2.6 million bushels per year or 25 thousand bushels per mile of track. Receipts on the Speers Glaslyn portion averaged 33 thousand bushels per mile of track for the same period. Rabbit Lake and Glaslyn with average receipts of 576 thousand bushels and 449 thousand bushels have the largest handlings on the subdivision. Fairholme and Livelong with receipts of 122 thousand and 172 thousand bushels would appear to have limited futures as parts of a permanent grain gathering network.

Grain from Livelong could move via highway 3 to Turtleford, a distance of 14 miles. From Fairholme, the distance is 21 miles to Turtleford on highway 3, nine miles to Glaslyn on highway 3, or 20 miles to Mervin on a grid road. The estimated average additional haul is 7.8 miles if present rail service is discontinued.

The geography of the region, the vast area served and distances to other railroads dictate retention of some rail service to this part of Saskatchewan.

The Commission recommends that;

- 1) the 69.6 miles between Speers Junction and Glaslyn be retained and placed under the jurisdiction of the Prairie Rail Authority; and
- 2) the 31.9 miles between Glaslyn and Turtleford Junction be abandoned on December 31, 1977.

#### Canadian National - Amiens Subdivision

- From Amiens Junction to England, Saskatchewan - 75.0 miles

The line was constructed in the years 1927 to 1929, and is in fair physical condition. The 80 pound rail in place normally permits a gross carrying capacity to 220 thousand pounds. Present track conditions restrict the gross carrying capacity to 177 thousand pounds.

The subdivision serves four grain delivery points: Mount Nebo, Shell Lake, Spiritwood and Bapaume.

There are six communities on the line with 1971 populations as listed: Mount Nebo (53), Shell Lake (254), Mildred (54), Spiritwood (714), Bapaume (28) and Belbutte (38).



Grain receipts on the subdivision in the ten crop years ending 1974-75 averaged 1.3 million bushels per year or 18 thousand bushels per mile of track. On the portion of the subdivision from Spiritwood to Medstead receipts for the same period averaged 36 thousand bushels per mile of track. Spiritwood with ten year average receipts of 702 thousand bushels, has the largest handling on the subdivision. Bapaume with 228 thousand bushels, Shell Lake with 253 thousand bushels and Mont Nebo with 146 thousand bushels would appear to have limited futures as grain stations due to low receipts.

Out of a total of 10 elevators on the subdivision the Pioneer Grain Company plant at Spiritwood is the only one rated as being in good condition.

Alternate elevators for producers in the area exist at Canwood, 16 miles from Mont Nebo and 23 miles from Shell Lake. Spiritwood and Bapaume are 21 and 23 miles from Leoville on the Meadow Lake subdivision. If rail service was discontinued, the estimated average increase in hauling distance would be 12.2 miles.

The Commission recommends that:

- 1) the 25.6 miles between Spiritwood and England be retained and placed under the jurisdiction of the Prairie Rail Authority; and
- 2) the 49.4 miles between Amiens Junction and Spiritwood be abandoned in 1979.

#### Canadian National - Hatherleigh Subdivision

- From Prinham to Avery, Saskatchewan - 31.6 miles.

The line was constructed between the years 1929 and 1931. The 80 and 85 pound rail is in fair condition and permits a gross carrying capacity of 177 thousand pounds. This line has seven wood trestles. The trestle at Mile 19.3 is one of the largest pile trestles in Western Canada being 848 feet long and 63 feet in height.

CP Rail has a running rights agreement with Canadian National Railway over the Hatherleigh subdivision. This was originally required to serve the Whitkow and Medstead subdivisions. With the abandonment of the Whitkow subdivision, authorized in September, 1975 and a deferred decision on the Medstead subdivision abandonment, CP Rail no longer require running rights over the Hatherleigh subdivision. With elevator closures at Iffley and Scentgrass, the Hatherleigh subdivision now serves one elevator at Sandwith.

Grain traffic of 152 carloads in 1974 amounted to 99.3 percent of the total traffic. Total grain receipts in the ten crop years ending 1974-75 averaged 113 thousand bushels per year or 13.5 thousand bushels per mile of track.

Pioneer Grain operate an elevator at Sandwith and describe it as being in good condition.

Alternate elevators exist at Glenbush and Medstead, 10 to 15 miles respectively from Sandwith. Estimated average additional hauling distance for producers at the south end of the line would be 7.4 miles, for those in the northern portion of the area it

would be 5.3 miles if present rail service was discontinued.

The Commission recommends that the Hatherleigh subdivision be abandoned on December 31, 1977.

#### Canadian National - Turtleford Subdivision

- From North Battleford to St. Walburg, Saskatchewan - 77.0 miles.

The line was constructed between the years 1910 and 1921 and is now in poor physical condition. Maximum gross carrying capacity is 177 thousand pounds.

The line serves a large area and almost parallels the North Saskatchewan River, which prevents easy road access to the south.

The line serves ten grain delivery points: Hamlin, Prince, Meota, Cavalier, Vawn, Edam, Mervin, Turtleford, Spruce Lake and St. Walburg.

Three villages, Meota, Vawn and Spruce Lake with 1971 populations of 233, 119 and 106 and the towns of Edam, Turtleford and St. Walburg with populations of 334, 419 and 656 are also served by the subdivision.

Grain receipts on the subdivision for the ten crop years ending 1974-75 averaged 4.3 million bushels per year or 56 thousand bushels per mile of track.

There are 20 elevators on the subdivision. Five of the elevators are rated as being in good condition, six are fair and nine are described by the companies as being in poor condition.

In view of the large area of Northwest Saskatchewan served by

the subdivision, the volume of grain and the absence of attractive alternatives, the Commission recommends that the Turtleford subdivision be retained and placed in the basic network guaranteed until January 1, 2000.

Canadian National - Bolney Subdivision

- From Spruce Lake Junction to Frenchman Butte, Saskatchewan - 28.2 miles.

The line was constructed in 1928 and 1929. The 60 pound rail limits the gross carrying capacity to 177 thousand pounds.

Paradise Hill is the only grain delivery point on the subdivision.

Cargill Grain Company operate two elevators at Paradise Hill, one of them recently had a new scale installation and other improvements. Saskatchewan Wheat Pool also operate an elevator at Paradise Hill.

Grain receipts on the subdivision (Spruce Lake Junction to Paradise Hill) in the ten crop years ending 1974-75 averaged 492 thousand bushels per year. Traffic density is low and averaged 32 thousand bushels per mile of track from 1965-75, but has increased to 51 thousand bushels per mile of track in the 1975-76 crop year.

Paradise Hill is the only delivery point for a large area in Northwest Saskatchewan. Its increasing importance as a grain delivery point can be demonstrated by comparing average annual receipts of 492 thousand bushels (1965-75) to 1975-76 receipts of 779 thousand

bushels. Some land is still being cleared in the area. When all of the potential grain producing land is brought into production, total receipts at the point might reach one million bushels per year.

The Commission recommends that:

- 1) the 15.4 miles between Spruce Lake Junction and Paradise Hill be retained and placed under the jurisdiction of the Prairie Rail Authority; and
- 2) the 12.8 miles between Paradise Hill and Frenchman Butte be abandoned June 30, 1977.

TABLE XI.12

Commission Recommendations For Category "B" Branch Lines

REGION 12

SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED				
						1977 JUNE 30	1977 DEC.31	1978	1979	1980
CH AMIENS	AMIENS JCT	SPIRITWOOD	49.4						49.4	
	SPIRITWOOD	ENGLAND	25.6		25.6					
CH BLAINE LAKE	BIG RIVER JCT	DENHOLM	87.8	87.8						
CH ROBINHOOD	SPEERS	GLASLYN	69.6		69.6					
	GLASLYN	TURTLEFORD	31.9				31.9			
CH HATHERLEIGH	SANDWICH	AVERY	8.4				8.4			
	SANDWICH	PRINHAM	23.2			23.2				
CH TURTLEFORD	N.BATTLEFORD	ST. WALBURG	77.0	77.0						
CH BOLNEY	SPRUCE LAKE	PARADISE HILL	15.4		15.4					
	PARADISE HILL	FRENCHMAN BUTTE	12.8			12.8				
CH CARLTON	DALMENY	CARLTON	35.8							35.8
TOTAL REGION 12			436.9	164.8	110.6	36.0	40.3		49.4	35.8

# REGION 13

## LEGEND

———— Basic Network, Guaranteed to Jan. 1, 2000

### Commission Recommendations

----- To be added to the Basic Network

===== To be transferred to The Prairie Rail Authority

===== To be abandoned, 1977-1981

===== New construction

----- Transfer from CP Rail to CNR

+++++ Transfer from CNR to CP Rail

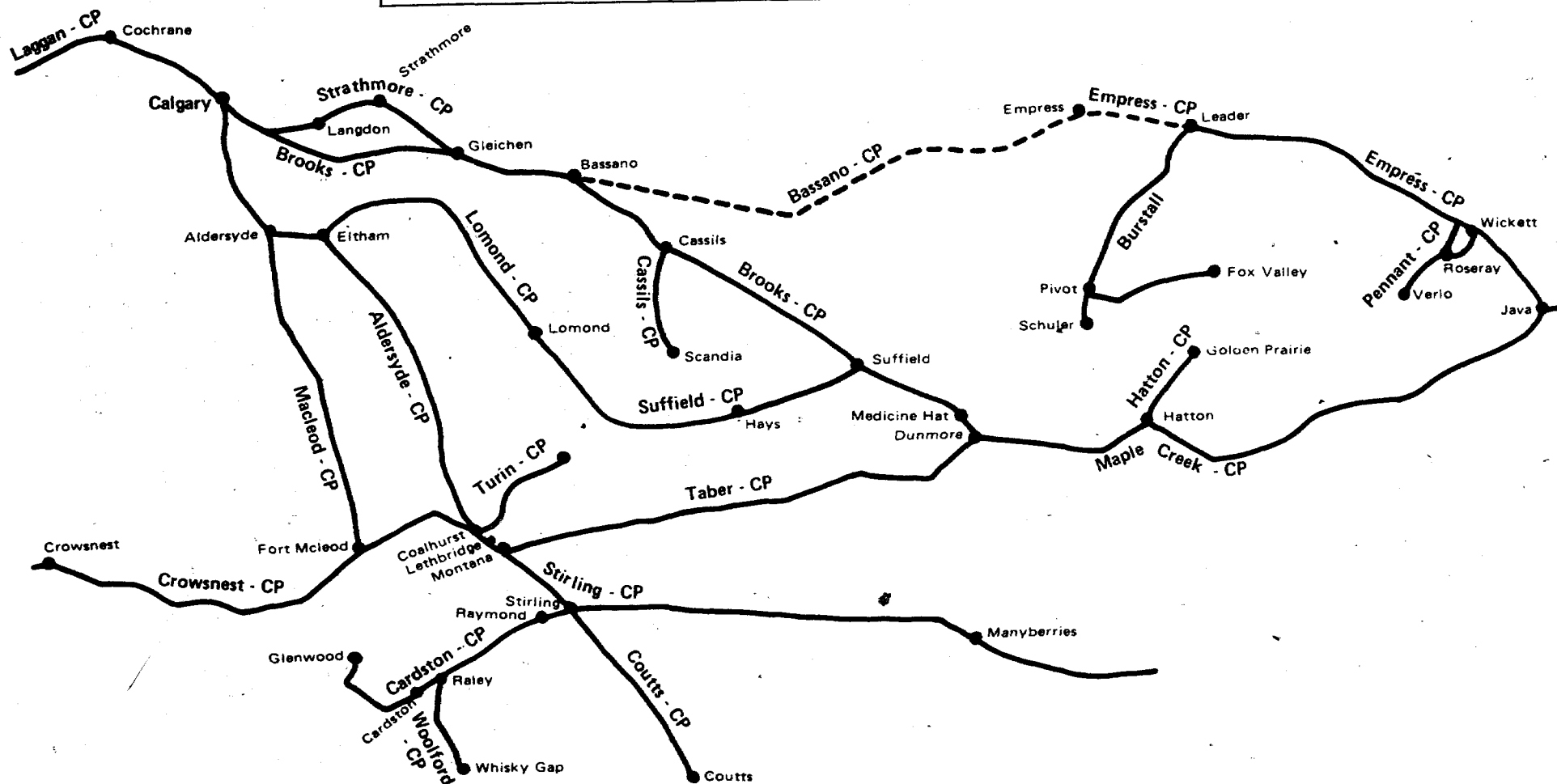


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REGION 13

CP Rail - Pennant Subdivision

- From Wickett to Verlo , Saskatchewan - 24.5 miles

The line was built in 1929. It is constructed with a mixture of 80 and 85 pound steel with a gross carrying capacity of 220 thousand pounds.

Three grain delivery points, Verlo , Hazlet and Roseray, are served by the Pennant Subdivision.

The ten year average grain receipts for the period ending 1974-75 were 1.6 million bushels, representing 65 thousand bushels per mile of track.

There is a sodium sulphate plant at Snakehole Lake, which is on a private spur, approximately three miles west of Roseray. Construction of a three mile link from the Grant Spur to Roseray, would permit the abandonment of 12.2 miles of this line, without affecting the three delivery points.

The Commission recommends that:

- 1) The portion of the Pennant Subdivision between Roseray and Verlo be retained and placed under the jurisdiction of the Prairie Rail Authority;
- 2) A three mile link be constructed between Roseray and Grant Spur of CP Rail at the Francana Mine at Snakehole Lake;

- 3) Following construction of the link that 12.2 mile portion of the Pennant Subdivision from Roseray to Wickett be abandoned in 1980.

CP Rail - Hatton Subdivision

- From Hatton to Golden Prairie, Saskatchewan - 17.1 miles  
Constructed in 1929 this line has a mixture of 80 and 85 pound steel. The line has a gross carrying capacity of 220 thousand pounds.

This subdivision serves only one grain delivery point at Golden Prairie.

The ten year average grain receipts for the period ending 1974-75 was 743 thousand bushels per year, equal to 43 thousand bushels per mile of track. Alternate delivery points exist on the Maple Creek subdivision of the CP Rail Main Line, and the CP Rail Burstall Subdivision 22 miles north.

There are undeveloped resources of sodium sulphate located adjacent to this line at Bitter Lake.

The Commission recommends that the Hatton Subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

CP Rail - Schuler Spur

- From Pivot to Schuler, Alberta - 6.8 miles

This line was constructed in 1924. The rail is a mixture



of 80 and 85 pound steel with a gross carrying capacity of 220 thousand pounds.

The only delivery point is Schuler where Pioneer Grain Company Limited and the Alberta Wheat Pool are represented. Both companies indicated they will be upgrading their facilities provided the line is retained.

Grain receipts on this subdivision have averaged 774 thousand bushels per year in the ten year period ending 1974-75. Average receipts equal 114 thousand bushels per mile of track. Receipts in 1975-76 crop year exceeded one million bushels.

Some years much of the grain from Schuler is trucked into Medicine Hat flour mills, and to feed lots, however in the 5 years (1970 - 1974) an average of 287 cars per year were shipped from this spur, or an average of over 85 thousand bushels per mile of track.

The Commission recommends that the Schuler Spur be retained and placed under the jurisdiction of the Prairie Rail Authority.

#### CP Rail - Empress Subdivision

- From Leader, Saskatchewan to Empress, Alberta - 23.6 miles

This section of the Subdivision was placed in operation in 1914. The rail is all 85 pound steel, with a gross carrying capacity of 263 thousand pounds.

There are two delivery points on the line at Empress and Estuary. There are two Alberta Wheat Pool elevators at Empress and three

N.M. Paterson & Sons Limited elevators at Estuary. United Grain Growers Limited recently closed their elevators at Westerham.

Grain receipts on this portion of the subdivision averaged 937 thousand bushels per year in the ten year period ending 1974-75. Average receipts equal 40 thousand bushels per mile of track.

The Empress and Bassano Subdivisions have in the past acted as by-passes to the main line between Swift Current and Bassano. The portion of the Empress Subdivision carries overhead traffic from the stations east of Leader westward to the Bassano Subdivision.

The Commission recommends that this portion of the CP Rail Empress Subdivision be retained and placed in the basic network guaranteed until January 1, 2000.

#### CP Rail - Bassano Subdivision

- From Empress to Bassano, Alberta - 118.4 miles

This line was placed in operation in 1914. The rail is a mixture of 85 and 100 pound steel with a gross carrying capacity of 263 thousand pounds.

The delivery points on this line are Bindloss, Buffalo, Jenner, Iddesleigh, Duchess and Rosemary. Alberta Wheat Pool is represented at all points, Pioneer Grain Company Limited is at Bindloss and Rosemary.

Grain receipts on this subdivision have averaged 1.4 million bushels per year in the ten years ending 1974-75. Average receipts equal 12 thousand bushels per mile of track.

This subdivision carries overhead traffic westward from the Empress and Burstall Subdivisions.

There is a crude oil depot at Princess, 80 percent of the originating or terminating traffic on the line is crude oil.

If this line were abandoned it would leave an area from north to south of up to 100 miles with no rail service.

The Commission recommends that this subdivision be retained and placed in the basic network guaranteed until January 1, 2000.

#### CP Rail - Strathmore Subdivision

- From Langdon to Gleichen, Alberta - 34.8 miles

This line was placed in operation in 1883. It is constructed with 100 pound steel with a grain carrying capacity of 263 thousand pounds.

The delivery points are Stobart, Namaka, Strathmore and Cheadle. Alberta Wheat Pool has elevators at all points, with Cargill Grain Company Limited represented at Namaka. Alberta Wheat Pool plans to close the Stobart elevator before July 31, 1977.

Grain receipts on this subdivision have averaged 1.4 million bushels per year in the ten year period ending 1974-75. Average receipts equal 40 thousand bushels per mile of track. The Strathmore to Namaka section averages 56 thousand bushels per

mile of track.

Because of soil instability the line has been impassable at mile 9.7 between Stobart and Namaka for a number of years.

Roads in the area are adequate.

The Commission recommends that;

- 1) The 14.1 mile section of this subdivision between Langdon and Strathmore be retained and placed under the jurisdiction of the Prairie Rail Authority;
- 2) The 7.8 mile section of this subdivision between Strathmore and Namaka be abandoned in 1980;
- 3) The 12.9 mile section of this subdivision between Namaka and Gleichen be abandoned December 31, 1977.

#### CP Rail - Cassils Subdivision

- From Cassils to Scandia, Alberta - 23.4 miles

This line was constructed in 1928. The rail is a mixture of 60 and 85 pound steel with a gross carrying capacity of 177 thousand pounds.

There are no elevators on this line.

The Commission received a petition bearing 101 producer signatures requesting removal of the line so that pivot irrigation systems could be installed on their land.

The Commission recommends that this subdivision be abandoned June 30, 1977.

CP Rail - Suffield Subdivision

- From Suffield to Lomond, Alberta - 83.9 miles

This line was constructed between 1913 and 1914. The rail is a mixture of 80 and 85 pound steel with a gross carrying capacity of 220 thousand pounds.

Delivery points are located at Hays, Grantham, Vauxhall, Retlaw, Enchant, Travers and Lomond. Alberta Wheat Pool is located at all points, with Pioneer Grain Company Limited and United Grain Growers Limited also located at Lomond.

Grain receipts on this subdivision have averaged 3.2 million bushels per year for the ten year period ending 1974-75. Average receipts equal 66 thousand bushels per mile of track on the Hays to Lomond section of this subdivision. No traffic has been generated on the Hays to Suffield portion for some years.

Irrigation is expanding the area, and the production of Soft White Spring Wheat is on the increase. Vauxhall has Alfalfa and Vegetable Produce plants which require rail service for shipment of their product.

The Commission recommends that;

- 1) The portion of this subdivision between Lomond and Hays (48.6 miles) be retained and placed under the jurisdiction of the Prairie Rail Authority;

- 2) The 35.3 mile portion of this subdivision  
between Hays and Suffield be abandoned  
June 30, 1977.

CP Rail - Lomond Subdivision

- From Lomond to Eltham, Alberta - 63.2 miles

This line was placed in operation from Lomond to Arrowwood in 1925, and extended from Arrowwood to Eltham in 1930. The rail is a mixture of 80 and 85 pound steel with a gross carrying capacity of 220 thousand pounds.

There are eight delivery points at Armada, Milo, Queenstown, Shouldice, Arrowwood, Mossleigh, Farrow, and Herronton. Alberta Wheat Pool, United Grain Growers Limited and Pioneer Grain Company Limited are represented on the line. The United Grain Growers Limited have indicated they plan to close their plants at Farrow and Arrowwood.

Receipts on this subdivision have averaged 3.5 million bushels per year in the ten year period ending 1974-75. Average receipts equal 56 thousand bushels per mile of track.

Irrigation is expanding in areas along this line, consequently more acreage is being brought into production, and depending upon markets, this area could undergo extensive growth.

The Commission recommends that the Lomond Subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

### CP Rail - Cardston Subdivision

- From Raymond to Glenwood, Alberta - 66.7 miles

In 1905 the Canadian Pacific Railway took over the section of this line from Stirling to Cardston from the St. Mary's River Railroad, and the portion from Cardston to Glenwood was placed in operation in 1927. The rail is a mixture of 80 and 85 pound steel with a gross carrying capacity of 220 thousand pounds.

Delivery points are located at Welling, Magrath, Spring Coulee, Cardston, Glenwood and Hill Spring. The Alberta Wheat Pool is located at all stations with the United Grain Growers Limited at Cardston and Glenwood, and Parrish and Heimbecker Limited at Cardston.

Grain receipts on this subdivision have averaged three million bushels per year in the 10 year period ending 1974-75. Average receipts equal 44 thousand bushels per mile of track. The portion of this subdivision from Raymond to Cardston would average approximately 60 thousand bushels per mile of track.

There are fertilizer depots on trackage at Welling and Cardston.

The total traffic is made up of 72 percent grain.

Roads in the area are adequate.

The Commission recommends that;

- 1) The 39.0 miles of this subdivision between Raymond and Cardston be retained and placed under the jurisdiction of the Prairie Rail Authority.

- 2) The 27.7 miles of this subdivision between Cardston and Glenwood be abandoned in 1980.

CP Rail - Woolford Subdivision

- From Raley to Whiskey Gap, Alberta - 21.0 miles

The Canadian Pacific Railway took over the section from Raley to Woolford from the St. Mary's River Railroad, widened the gauge and commenced operations in 1912. The portion from Woolford to Whiskey Gap commenced operations in 1929. The rail is a mixture of 56 to 85 pound steel with a gross carrying capacity of 220 thousand pounds.

There are two delivery points on the subdivision, Woolford and Whiskey Gap, both owned by Alberta Wheat Pool.

The four elevators, two at each point, were constructed between 1923 and 1948, and have an estimated life of between 5 and 10 years. Alberta Wheat Pool have stated they will not be upgrading these elevators.

Grain receipts on this subdivision have averaged 402 thousand bushels per year in the ten years ending 1974-75. Average receipts equal 19 thousand bushels per mile of track.

Alternate facilities for this grain are available in Cardston and Magrath. The extra hauling distance involved is estimated at 9.5 to 13.8 miles. A few producers may have a haul in excess of 20 miles.



The Commission recommends that the Woolford Subdivision be abandoned December 31, 1977.

TABLE XI.13  
Commission Recommendations For Category "B" Branch Lines  
REGION 13

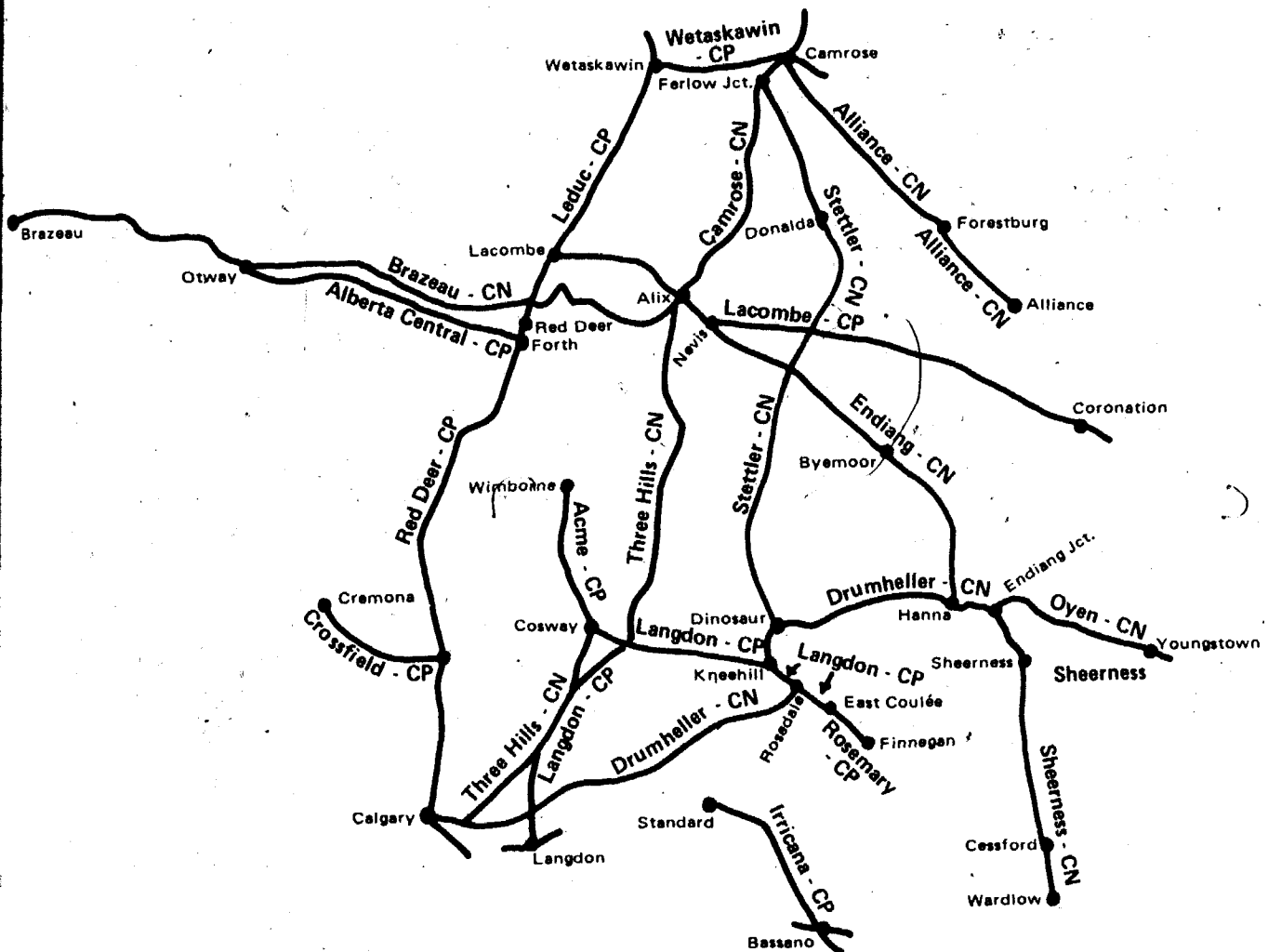
SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED				
						1977		1978	1979	1980
						JUNE 30	DEC. 31			
CP PENNIANT	ROSERAY	VERLO	12.3		12.3					
	WICKETT	ROSERAY	12.2							12.2
	ROSERAY	GRANT SPUR			3.0(1)					
CP HATTON	HATTON	GOLDEN PRAIRIE	17.1		17.1					
CP SCHULER SPUR	PIVOT	SCHULER	6.8		6.8					
CP WOOLFORD	RALEY	WHISKY GAP	21.0				21.0			
CP CARDSTON	RAYMOND	CARDSTON	39.0		39.0					
	CARDSTON	GLENWOOD	27.7							27.7
CP SUFFIELD	LOMOND	HAYS	48.6		48.6					
	HAYS	SUFFIELD	35.3			35.3				
CP LOMOND	LOMOND	ELTHAM	63.2		63.2					
CP CASSILS	CASSILS	SCANDIA	23.4			23.4				
CP STRATHMORE	LANGDON	STRATHMORE	14.1		14.1					
	STRATHMORE	NAMAKA	7.8							7.8
	NAMAKA	GLEICHEN	12.9				12.9			
CP EMPRESS	LEADER	EMPRESS	23.6	23.6						
CP BASSANO	EMPRESS	BASSANO	118.4	118.4						
TOTAL REGION 13			483.4	142.0	204.1	58.7	33.9			47.7

(1) NEW CONSTRUCTION 3.0 MILES.

# REGION 14

## LEGEND

- Basic Network, Guaranteed to Jan. 1, 2000
- Commission Recommendations
- To be added to the Basic Network
- ===== To be transferred to The Prairie Rail Authority
- ===== To be abandoned, 1977-1981
- ===== New construction
- Transfer from CP Rail to CNR
- +++++ Transfer from CNR to CP Rail
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## REGION 14

### CP Rail - Crossfield Subdivision

- From Crossfield to Cremona, Alberta - 27.1 miles

The line was constructed by the Canadian Pacific Railway in 1931 and placed in operation the same year. The rail is a mixture of 72, 73, 80 and 85 pound steel, with a gross carrying capacity of 177 thousand pounds. Delivery points are located at Nier, Madden, Dogpound and Cremona. Alberta Wheat Pool and Pioneer Grain are located on this line. Parrish & Heimbecker Limited has stated that it intends to close its plant at Cremona in 1977.

Grain receipts on this subdivision have averaged 725 thousand bushels per year in the ten year period ending 1974-75. Average receipts equal 27 thousand bushels per mile of track. It is estimated that over 50 percent of the grain in the area is trucked to domestic markets.

Alternate facilities are available at Crossfield, Carstairs and Didsbury, with a maximum distance between points of 14.2 miles.

The Commission recommends that the Crossfield Subdivision be abandoned December 31, 1977.

The Commission has recommended that the elevator companies at Cremona, and the Prairie Rail Authority, give priority to the establishment of an off-line elevator at this point. See page 144 Chapter 5.

### CP Rail - Alberta Central Subdivision

- From Forth to Otway, Alberta - 58.0 miles

This subdivision was constructed by the Alberta Central Railway in 1913, and purchased by the Canadian Pacific Railway in 1914. The rail is a mixture of 65, 80 and 85 pound steel, with a gross carrying capacity of 177 thousand pounds. The only delivery point is Benalto. The four elevators were constructed between 1918 and 1934. United Grain Growers have stated they will close their elevators at Benalto before July 31, 1977.

Grain receipts on this subdivision have averaged 474 thousand bushels per year in the ten year period ending 1974-75. Average receipts equal only eight thousand bushels per mile of track.

There is also a Cominco Fertilizer Depot on trackage at Benalto which is serviced almost entirely by truck.

Alternate facilities for this grain are available at Eckville, a distance of seven miles, and Sylvan Lake a distance of ten miles. A considerable amount of grain from this area is now being trucked into Red Deer, a distance of approximately 22 miles.

The Commission recommends that the CP Rail Alberta Central Subdivision be abandoned December 31, 1977.

#### CP Rail - Langdon Subdivision

- From Cosway to Kneehill, Alberta - 37.0 miles
- From Rosedale to East Coulee, Alberta - 8.7 miles

This line was placed in operation as follows: Cosway to Kirkpatrick in 1921, Kirkpatrick to Kneehill in 1923, and Rosedale to East Coulee in 1929. The rail is a mixture of 80 and 85 pound steel with a gross carrying capacity of 220 thousand pounds. Delivery

points are Carbon, Sharples, Hesketh and Kirkpatrick with Alberta Wheat Pool, Pioneer Grain Company Limited and Parrish & Heimbecker Limited represented.

Grain receipts on this subdivision have averaged 1.7 million bushels per year in the ten year period ending 1974-75. Average grain receipts equal 46 thousand bushels per mile of track.

This subdivision runs through a very good grain growing area. There is also the possibility of the Century Coal Mine, located at East Coulee, being reactivated.

The Commission recommends that both sections of the Langdon Subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

#### CP Rail - Rosemary Subdivision

- From East Coulee to Finnegan, Alberta - 23.1 miles

The line from Finnegan to East Coulee commenced operations in 1929. The rail is a mixture of 80 and 85 pound steel with a gross carrying capacity of 220 thousand pounds. There are no delivery points on this line.

The Commission recommends that the CP Rail Rosemary Subdivision between East Coulee and Finnegan be abandoned June 30, 1977.

#### \*Footnote

There is the possibility that one mile of track extending eastward from the junction with the

Langdon Subdivision may be required to service the coal mine in that area, if this possibility develops it must be taken into account before the rail is lifted.

Canadian National Railway - Sheerness Subdivision

- From Sheerness to Wardlow, Alberta - 42.2 miles

This line was constructed between 1918 and 1920 with 80 pound steel and a gross carrying capacity of 177 thousand pounds. There are no grain delivery points on this line.

There is coal being loaded out at Sheerness and oil at other points along the subdivision south to Cessford. There is no rail traffic generated between Cessford and Wardlow. The proposed Dodds - Roundhill Thermal Generating plant will now be constructed at or near Sheerness, and will require rail service. The heavy oil being shipped over this line is of sufficient quantities that trucking would be impractical.

The Commission recommends that;

- 1) the 34.8 mile portion of the Sheerness Subdivision between Sheerness and Cessford be retained and placed under the jurisdiction of the Prairie Rail Authority;
- 2) the 7.4 mile section of the Sheerness Subdivision between Cessford and Wardlow

- 2) The 30.9 mile portion of this subdivision between Donalda and Ferlow Junction be abandoned December 31, 1977.

Canadian National Railways - Endiang Subdivision

- From Hanna to Nevis, Alberta - 75.2 miles

This line was constructed between 1911 and 1925, with a mixture of 60 and 80 pound steel, and a carrying capacity of 177 thousand pounds. Delivery points are located at Scapa, Endiang, and Byemoor. Alberta Wheat Pool is located at Endiang and Byemoor, with United Grain Growers Limited at Scapa.

Grain receipts on this subdivision have averaged 799 thousand bushels per year in the ten years ending 1974-75. Average receipts equal 23 thousand bushels per mile of track on the Hanna and Byemoor section of this subdivision. The portion from Byemoor to Nevis has generated no traffic for several years, and there are no indications of any revived traffic.

The Commission recommends that;

- 1) The 34.3 mile portion of this subdivision between Hanna and Byemoor be retained and placed under the jurisdiction of the Prairie Rail Authority;
- 2) The 40.9 mile portion of this subdivision between Byemoor and Nevis be abandoned June 30, 1977.

be abandoned June 30, 1977.

Canadian National Railways - Stettler Subdivision

- From Ferlow Junction to Dinosaur, Alberta - 108.0 miles

This line was constructed in 1910, with a mixture of 60, 80 and 85 pound steel with a gross carrying capacity of 177 thousand pounds.

Delivery points on the line are Edberg, Meeting Creek, Donalda, Red Willow, Big Valley, Rumsey, Rowley and Morrin. Alberta Wheat Pool, Cargill Grain Company Limited, Pioneer Grain Company Limited, United Grain Growers Limited and Parrish & Heimbecker Limited have elevators at various points on this line.

Grain receipts on this subdivision have averaged 3.6 million bushels per year for the ten year period ending 1974-75. Average receipts equal 33 thousand bushels per mile of track.

Edberg and Meeting Creek, the two most northerly points on the line have a ten year average of 312 thousand bushels and 247 thousand bushels respectively. The elevators at these points were constructed in 1916, 1918 and 1928.

There is passenger service on a daily basis between Drumheller and Edmonton over this line.

The Commission recommends that;

- 1) The 77.1 mile portion of this subdivision between Dinosaur and Donalda be retained and placed under the jurisdiction of the Prairie Rail Authority.



Canadian National Railways - Alliance Subdivision

-- From Forestburg to Alliance, Alberta - 14.3 miles

This line was constructed in 1915 and 1916 with 60 pound steel and a gross carrying capacity of 177 thousand pounds.

Alberta Wheat Pool, Pioneer Grain Company Limited and United Grain Growers Limited are represented at both Galahad and Alliance. Elevators at both points are in good condition. Grain receipts on this portion of the subdivision have averaged 1.7 million bushels per year in the ten year period ending 1974-75. Average receipts equal 115 thousand bushels per mile of track.

Canadian National Railways suggested that they would upgrade this portion of the subdivision to 263 thousand pound standard when they rehabilitate the basic network portion of this line from Camrose to Forestburg. Three grain companies also strongly recommended retention of this line. There is also a possibility of some industrial development taking place at Alliance.

The Commission recommends that the Alliance Subdivision be retained and placed under the jurisdiction of the Prairie Rail Authority.

TABLE XI.14  
Commission Recommendations For Category "B" Branch Lines  
REGION 14

SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED					
						1977		1978	1979	1980	1981
						JUNE 30	DEC. 31				
CP ROSEMARY	EAST COULEE	FINNEGAN	23.1			23.1					
CP CROSSFIELD	CREMONA	CROSSFIELD	27.1				27.1				
CP LANGDON	COSWAY	KNEEHILL	37.0		37.0						
	ROSEDALE	EAST COULEE	8.7		8.7						
CH SHEERNESS	SHEERNESS	CESSFORD	34.8		34.8						
	CESSFORD	WARDLOW	7.4			7.4					
CH STETTLER	DONALDA	DINOSAUR	77.1		77.1						
	DONALDA	FURLOW JCT.	30.9				30.9				
CH ENDIANG	HANNA	BYEMOOR	34.3		34.3						
	BYEMOOR	NEVIS	40.9			40.9					
CH ALLIANCE	FORRESTBURG	ALLIANCE	14.3		14.3						
CP ALBERTA CENTRAL	FORTH	OTWAY	58.0				58.0				
TOTAL REGION 14			393.6		206.2	71.4	116.0				

# REGION 15

## LEGEND

———— Basic Network, Guaranteed to Jan. 1, 2000

### Commission Recommendations

----- To be added to the Basic Network  
 ----- To be transferred to The Prairie Rail Authority  
 ----- To be abandoned, 1977-1981  
 ===== New construction  
 ----- Transfer from CP Rail to CNR  
 ----- Transfer from CNR to CP Rail

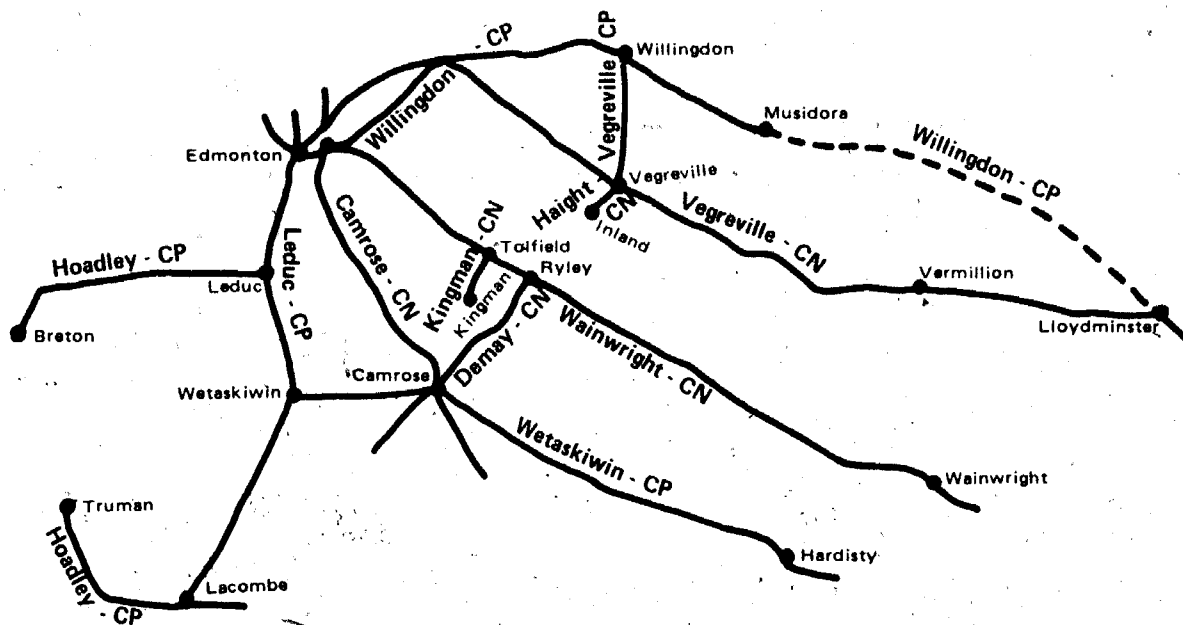


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## REGION 15

### CP Rail - Willingdon Subdivision

- From Lloydminster to Musidora, Alberta - 80.8 miles

The rail on this line is a mixture of 80 and 85 pound steel with a gross carrying capacity of 263 thousand pounds.

The delivery points are Streamstown, Marwayne, Dewberry, Clondonald, Derwent, Myrnam and Beauvallon. Alberta Wheat Pool, United Grain Growers, Cargill Grain Company and Pioneer Grain Company are represented at the various points.

Grain receipts on this subdivision have averaged 3.0 million bushels per year, in the ten years ending 1974-75. Average receipts equal 37 thousand bushels per mile of track.

This subdivision runs through one of the better mixed farming areas of northeastern Alberta.

If this line were abandoned, hauling distances from two of the larger points would be 23 to 25 miles to an alternate point.

The Commission recommends that the Willingdon subdivision be retained and placed in the basic network guaranteed to January 1, 2000.

### CP Rail - Vegreville Subdivision

- From Willingdon to Vegreville, Alberta - 24.1 miles

This line was constructed between 1929 and 1930. The rail is primarily 72 pound steel mixed with 80 and 85 pound steel. It has a carrying capacity of 177 thousand pounds.

The only operating points on the line are Warwick, which has two Alberta Wheat Pool elevators, and Vegreville, which has two

United Grain Growers and one Cargill Grain elevator. Vegreville is also served by the Canadian National Vegreville Subdivision.

Grain receipts at Warwick have averaged 273 thousand bushels per year in the ten year period ending 1974-75. Receipts equal 11 thousand bushels per mile of track.

Alternate facilities are available at Willingdon, Hairy Hill and Vegreville for this grain.

The Commission recommends that the Vegreville Subdivision be abandoned on Dec. 31, 1977. It is suggested that a connection be built in Vegreville so that the Canadian National Railways can handle the grain from the elevators located on CP Rail trackage in Vegreville.

#### Canadian National - Haight Subdivision

- From Vegreville to Inland, Alberta - 8.8 miles

The line was constructed in 1909 with 60 pound steel and a carrying capacity of 177 thousand pounds.

Alberta Wheat Pool operate an elevator at Inland. It was constructed in 1945, with an estimated life of five to ten years.

Grain receipts on this subdivision have averaged 249 thousand bushels per year in the ten years ending 1974-75. Average receipts equal 28 thousand bushels per mile of track.

Alternate facilities are available in Vegreville, a distance of eight miles. Roads in the area are good.

The Commission recommends that the Canadian National Haight Subdivision be abandoned December 31, 1977.

Canadian National - Kingman Subdivision

- From Tofield to Kingman, Alberta - 13.0 miles

This line was constructed in 1909. It has 79 pound steel with a carrying capacity of 177 thousand pounds.

There are no grain delivery points on this line. No traffic of any kind has been generated since 1974.

This subdivision lies on the edge of a large coal field, however the Canadian National Demoy Subdivision handles most of this traffic.

There are no known plans for industrial development along this subdivision.

The Commission recommends that the Canadian National Kingman Subdivision be abandoned June 30th, 1977.

TABLE XI.15  
Commission Recommendations For Category "B" Branch Lines  
REGION 15

SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED					
						1977 JUNE 30    DEC. 31		1978	1979	1980	1981
CH KINGMAN	TOFIELD	KINGMAN	13.0			13.0					
CP VEGREVILLE	WILLINGDON	VEGREVILLE	24.1				24.1				
CP WILLINGDON	LLOYDMINSTER	MUSIDORA	80.8	80.8							
CH HAIGHT	INLAND	VEGREVILLE	8.8	—		—	8.8				
TOTAL REGION 15			126.7	80.8		13.0	32.9				

# REGION 16

## LEGEND

———— Basic Network, Guaranteed to Jan. 1, 2000

### Commission Recommendations

----- To be added to the Basic Network

===== To be transferred to The Prairie Rail Authority

----- To be abandoned, 1977-1981

===== New construction

----- Transfer from CP Rail to CNR

+++++ Transfer from CNR to CP Rail

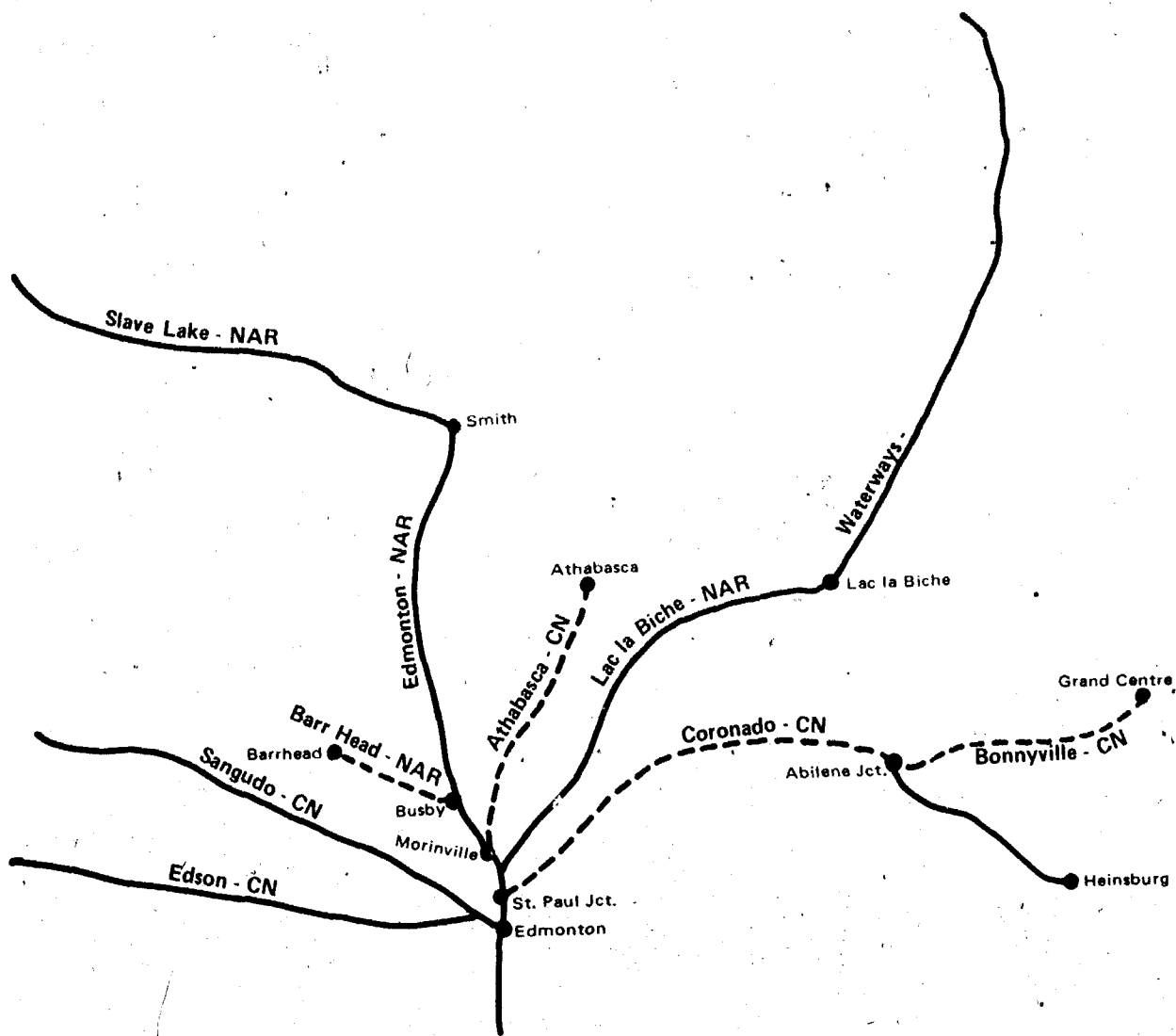


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REGION 16

Canadian National - Coronado Subdivision

- From St. Paul Junction to Heinsburg, Alberta - 160.0 miles

This line was constructed between 1917 and 1928. The rail is in good condition and has a gross carrying capacity of 220 thousand pounds.

The delivery points are Daugh, Gibbons, Redwater, Radway, Waskatenau, Warspite, Vilna, St. Paul, Elk Point and Heinsburg. Alberta Wheat Pool and United Grain Growers are the two companies represented at the various points.

Grain receipts on this subdivision have averaged 4.2 million bushels per year in the ten year period ending 1974-75. Average receipts equal 26 thousand bushels per mile of track.

Grain represents about half of the total freight carried on this line. The other major commodities are salt, from Lindbergh, and oil. The possibility of even greater heavy oil development in the area also has a bearing on the Coronado Subdivision. This oil has to be moved by either truck or rail, it cannot be piped due to its heavy viscosity. This subdivision has daily passenger service over a portion of the line. It also carries overhead traffic to the Bonnyville Subdivision, which services the Cold Lake Military Base.

The Commission recommends that;

- 1) The 108.1 mile section of this subdivision



between St. Paul Junction and Abilene Junction be retained and placed in the basic network guaranteed until January 1st, 2000.

- 2) The 51.9 mile section of this subdivision between Abilene Junction and Heinsburg be retained and placed under the jurisdiction of the Prairie Rail Authority.

Canadian National - Bonnyville Subdivision

- From Abilene Junction to Grand Centre, Alberta - 61.1 miles

This line was constructed between 1928 and 1930. The rail is in good condition with a gross carrying capacity of 220 thousand pounds.

Elevators are operating at Glendon, Bonnyville and Grand Centre. The elevators at Bonnyville and Grand Centre are in good condition with a life expectancy of 10 to 20 years. United Grain Growers and Alberta Wheat Pool are represented on this subdivision.

Grain receipts on this subdivision have averaged 878 thousand bushels per year in the ten years ending 1974-75. Average receipts equal 14 thousand bushels per mile of track.

Grain represents about one third of the traffic on this subdivision. The majority of traffic is supplies for the Cold

Lake Base operations.

The Commission recommends that the Bonnyville Subdivision be retained and placed in the basic network guaranteed to January 1st, 2000.

Canadian National - Athabasca Subdivision

- From Morinville to Athabasca, Alberta - 72.8 miles

This line was constructed in 1911 and 1912. It has a mixture of 60 and 85 pound steel with a very small section of 100 pound steel, the carrying capacity is 177 thousand pounds.

Delivery points are located at Morinville, Peavey, Legal, Vimy, Clyde, Colinton and Athabasca. Cargill Grain Company, United Grain Growers and Alberta Wheat Pool are represented on this line.

Grain receipts on this line averaged 2.8 million bushels per year in the ten year period ending 1974-75. Average receipts equal 39 thousand bushels per mile of track.

The area north of Athabasca has a large potential for agriculture and lumbering. A government supported project is underway to drain land, which will increase grain production.

There are also large gravel deposits in the area, as well as bentonite. IXL Industries state the line is necessary to supply their Edmonton plant with bentonite, as trucking 100 miles is uneconomical.

Canadian National claim that it is cheaper to upgrade the

Athabasca Subdivision than construct a connection from Colinton to Boyle.

The Commission recommends that the Athabasca Subdivision be retained and placed in the basic network guaranteed to January 1st, 2000.

Northern Alberta Railways - Barrhead Subdivision

- From Busby to Barrhead, Alberta - 26.5 miles

The rail is a mixture of 60, 70 and 100 pound steel with a gross carrying capacity of 192 thousand pounds.

United Grain Growers is represented at Monola; Alberta Wheat Pool and United Grain Growers are both represented at Barrhead. Four of the six elevators in Barrhead are in good condition.

Grain receipts on the subdivision have averaged 1.3 million bushels per year in the ten years ending 1974-75. Average receipts equal 49 thousand bushels per mile of track.

Barrhead is a regional centre and is showing a marked growth. There are lumber mills, logging and numerous small industries utilizing the Barrhead Subdivision.

The Commission recommends that the Barrhead Subdivision be retained and placed in the basic network guaranteed to January 1st, 2000.

### Canadian National - Kerensky Cut-Off

A connection between the Canadian National-Coronado Subdivision and the Northern Alberta Railway-Lac LaBiche Subdivision at Kerensky would eliminate some 29 miles of parallel Canadian National and Northern Alberta Railway lines. The Commission requested that the railway companies study this proposed cut-off. A statement of the principal findings of the railways study of the Alberta Governments proposal for Northern Alberta in respect of this cut-off the railways, in their submissions to the Commission at Edmonton stated, "The proposal for construction of a new connection in the vicinity of Kerensky to eliminate some 29 miles of parallel CN/NAR route mileage immediately east of Edmonton has become somewhat more attractive in the light of proposed operating changes and capital requirements and is to be taken under active study by CN and CP Rail in conjunction with the NAR". A study team was set up to handle this project. In a letter of February 23rd, 1977, Mr. C.F. Armstrong, Vice President, Canadian National Railways Mountain Region, commented on this project:

"The study must go beyond the short term indication that, because the NAR trackage is soon to require upgrading, the CN trackage may be the best permanent route (in this event the town of Redwater would be on the retained list). This initial supposition must be examined in light of traffic and operating requirements associated with the potential long-term development of Northern Alberta. We must also integrate this project with plans for revision of the

Edmonton Terminal complex. In these circumstances, the study is complex and it is unlikely that final resolution of the issue will have been reached much before early summer, and therefore will not be available to you for inclusion in Justice Hall's report.

"It would be proper to say, however, that the study is underway by CN and CP Rail to determine whether some 29 miles of parallel CN/NAR route mileage can be eliminated without significant penalty to future traffic needs, and that further capital expenditures on both sections of line have been deferred pending a determination, etc."

The Commission recommends that upon completion of this study, but prior to December 31, 1977 the railways report the results of their study to the Minister of Transport.

TABLE XI.16  
Commission Recommendations For Category "B" Branch Lines  
REGION 16

SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED					
						1977 JUNE 30	DEC. 31	1978	1979	1980	1981
HAR BARRHEAD	BUSBY	BARRHEAD	26.5	26.5	51.9						
CH ATHABASCA	MORINVILLE	ATHABASCA	72.8	72.8							
CH CORONADO	ST. PAUL JCT.	ABILENE	108.1	108.1							
	ABILENE JCT.	HEINSBURG	51.9								
CH BONNYVILLE	ABILENE JCT.	GRAND CENTRE	61.1	61.1							
TOTAL REGION 16			320.4	268.5	51.9						

# REGION 17

## LEGEND

———— Basic Network, Guaranteed to Jan. 1, 2000

### Commission Recommendations

----- To be added to the Basic Network  
 ----- To be transferred to The Prairie Rail Authority  
 ----- To be abandoned, 1977-1981  
 ——— New construction  
 ——— Transfer from CP Rail to CNR  
 ——— Transfer from CNR to CP Rail

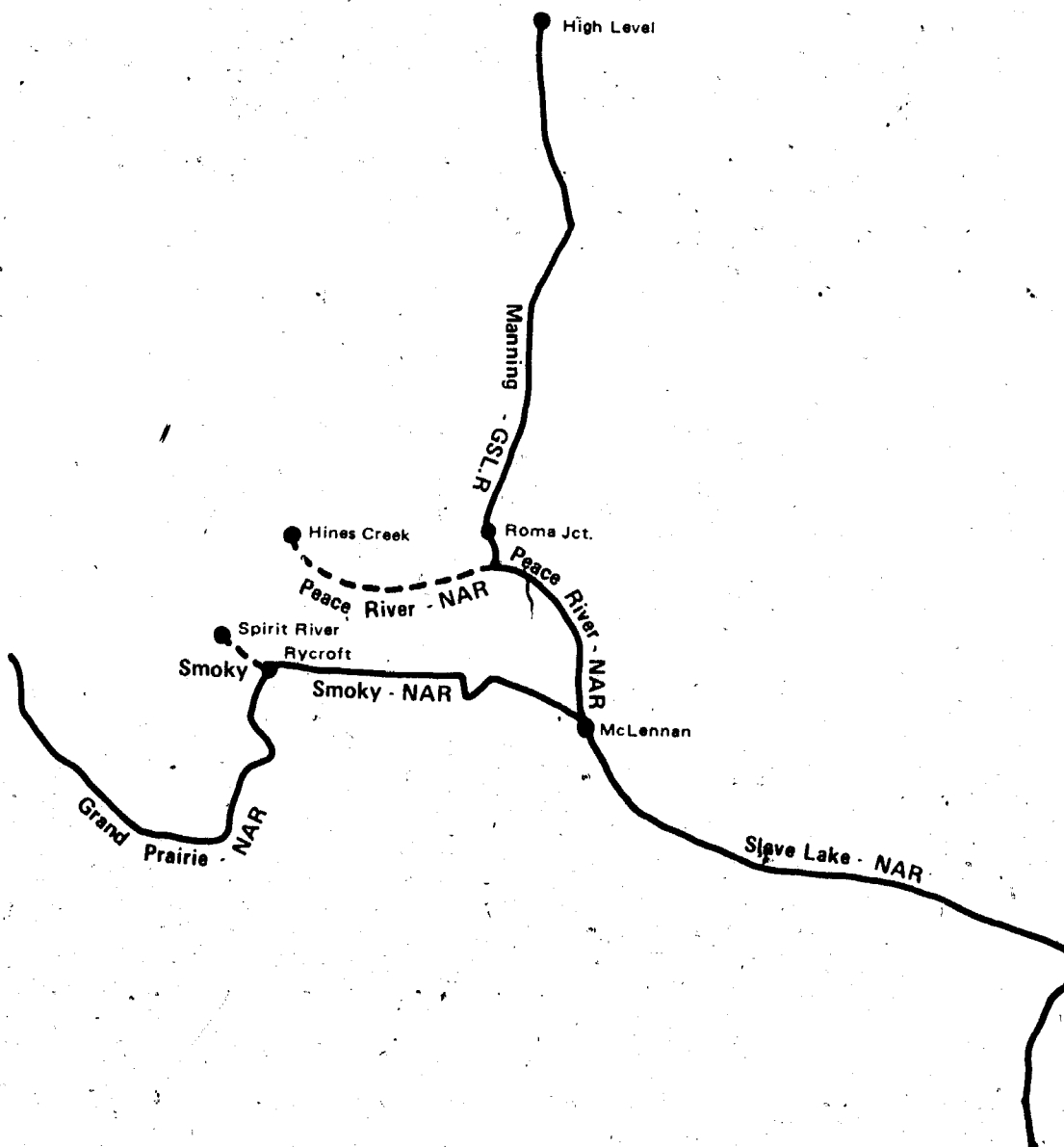


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of Canada

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du Canada

Hall Commission

Commission Hall



## REGION 17

### Northern Alberta Railways - Peace River Subdivision

- From Roma Junction to Hines Creek, Alberta - 52.8 miles

The rail on this line varies from 60 to 85 pound steel with a gross carrying capacity of 177 thousand pounds.

Delivery points on this section of the subdivision are Grimshaw, Berwyn, Brownvale, Whitelaw, Bluesky, Fairview and Hines Creek. Grain receipts on this portion of the subdivision averaged 4.8 million bushels per year in the ten year period ending 1974-75. Average receipts equal 91 thousand bushels per mile of track.

On a ten year average both Fairview and Hines Creek handle over 1 million bushels per year.

There is a large lumber mill at Hines Creek utilizing rail. This subdivision is in one of the developing areas of the Peace River Block, and has a potential for growth expansion.

The Commission recommends that the portion of the Peace River Subdivision between Roma Junction and Hines Creek be retained and placed in the basic network guaranteed to January 1st, 2000.

### Northern Alberta Railways - Smoky Subdivision

- From Rycroft to Spirit River, Alberta - 5.3 miles

The rail is 60 pound steel with a gross carrying capacity of 177 thousand pounds.

Grain receipts on this portion of the subdivision have averaged 1.3 million bushels per year for the ten year period

ending 1974-75. Average receipts equal 238 thousand bushels per mile of track.

Grain production in this area is expanding with new acreage being brought into production each year.

Alberta Wheat Pool, Cargill Grain, United Grain Growers and Hanna's Seed Ltd., are represented in Spirit River.

The Commission recommends that the portion of the Smoky Subdivision between Rycroft and Spirit River be retained and placed in the basic network guaranteed to January 1st, 2000.

TABLE XI.17  
Commission Recommendations For Category "B" Branch Lines  
REGION 17

SUBDIVISION	FROM	TO	MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED				
						1977 JUNE 30    DEC. 31		1978	1979	1980
STAR SMOKY	RYCROFT	SPIRIT RIVER	5.3	5.3						
STAR PEACE RIVER	ROMA JCT.	HINES CREEK	<u>52.8</u>	<u>52.8</u>						
TOTAL REGION 17			58.1	58.1						



## CHAPTER 12

### IMPLICATIONS OF REGIONAL RECOMMENDATIONS

# IMPLICATIONS OF REGIONAL RECOMMENDATIONS

## Summary of Recommendations

TABLE XII-1

### Summary of Commission Recommendations

#### Category "B" Rail Lines

REGION	RAIL MILEAGE	ADD TO BASIC NETWORK	TRANSFER TO PRAIRIE RAIL AUTHORITY	TO BE ABANDONED					
				1977 June 30	1977 Dec. 31	1978	1979	1980	1981
1	11.4	--	6.9	--	4.5	--	--	--	--
2	508.1	96.0	209.8	127.1	--	29.0	--	6.9	39.3
3	155.2	--	74.3	--	9.4	--	71.5	--	--
4	558.7	--	217.7(1)	32.7	80.7	138.3	--	19.0	70.7
5	449.9	163.6	235.7	--	--	50.6	--	--	--
6	763.4	383.0	310.1	28.8	33.6	7.9	--	--	--
7	101.5	--	37.8	10.9	26.8	--	--	--	26.0
8	360.2	54.1	144.4	52.3	48.4	--	--	61.0	--
9	357.4	--	202.1	--	104.8	--	25.5	--	25.0
10	226.4	--	95.8(2)	21.8	--	33.3	94.5	--	--
11	988.0	401.7	236.2	81.5	103.8	72.7	63.4	28.7	--
12	436.9	164.8	110.6	36.0	40.3	--	49.4	35.8	--
13	483.4	142.0	204.1(3)	58.7	33.9	--	--	47.7	--
14	393.6	--	206.2	71.4	116.0	--	--	--	--
15	126.7	80.8	--	13.0	32.9	--	--	--	--
16	320.4	268.5	51.9	--	--	--	--	--	--
17	58.1	58.1	--	--	--	--	--	--	--
TOTAL ALL REGIONS	6,299.3	1,812.6	2,343.6	534.2	635.1	331.8	304.3	199.1	161.0
				1,169.3					

(1) INCLUDES .4 MILES OF NEW CONSTRUCTION.  
(2) INCLUDES 19.0 MILES OF NEW CONSTRUCTION.  
(3) INCLUDES 3.0 MILES OF NEW CONSTRUCTION.

Prairie rail mileage totals 18,736 miles. Of this total 12,414.3 miles or 66.2 percent are in the basic network guaranteed to the year 2000, and 6,299.3 miles or 33.6 percent were examined by this Commission. The Commission has recommended that 1,812.6 miles be added to the basic network category, 2,165.5 miles are recommended for abandonment

over a period of five years and 2,343.6\* miles are recommended to be placed under the jurisdiction of the Prairie Rail Authority for their continuing assessment.

TABLE XII-2  
Rail Mileage and Recommendations by Province

Rail Line Category	CNR	CPR	NAR	Total	Percent of Provincial Total
	-Mi.-	-Mi.-	-Mi.-	-Mi.-	%
<u>Province of Manitoba</u>					
Basic Network, Guaranteed till 2000	1,996.5	1,151.8	-	3,148.3	69.2
Recommended to be added to Basic Network	118.5	49.0	-	167.5	3.7
Recommended to be transferred to P.R.A.	464.5	136.2	-	600.7	13.2
Recommended to be abandoned	429.6	203.3	-	632.9	13.9
PROVINCIAL TOTAL	3,009.1	1,540.3	-	4,549.4	100.0
<u>Province of Saskatchewan</u>					
Basic Network, Guaranteed till 2000	1,865.2	3,101.5	-	4,966.7	59.0
Recommended to be added to Basic Network	763.4	281.8	-	1,045.2	12.4
Recommended to be transferred to P.R.A.	755.1	525.0	-	1,280.1	15.2
Recommended to be abandoned	727.5	394.7	-	1,122.2	12.4
PROVINCIAL TOTAL	4,111.2	4,303.0	-	8,414.2	100.0
<u>Province of Alberta</u>					
Basic Network, Guaranteed till 2000	1,924.8	1,563.3	811.2	4,299.3	74.5
Recommended to be added to Basic Network	242.0	273.3	84.6	599.9	10.4
Recommended to be transferred to P.R.A.	231.9	230.9	-	462.8	8.0
Recommended to be abandoned	150.0	260.4	-	410.4	7.1
PROVINCIAL TOTAL	2,548.7	2,327.9	895.8	5,772.4	100.0
<u>Prairie Provinces</u>					
Basic Network, Guaranteed till 2000	5,786.5	5,816.5	811.2	12,414.3	66.2
Recommended to be added to Basic Network	1,123.9	604.1	84.5	1,812.6	9.7
Recommended to be transferred to P.R.A.	1,451.5	892.1	-	2,343.6*	12.5
Recommended to be abandoned	1,307.1	858.4	-	2,165.5	11.6
SYSTEM TOTAL	9,669.0	8,171.2	895.8	18,736.0	100.0

\* This includes 22.4 miles of new construction

Of the 2,165.5 miles of line recommended for abandonment, 534.2 miles are not now in use and can be abandoned June 30, 1977, at expiration of the current freeze. There are 138.6 miles of non-operating lines in Manitoba, 232.7 miles in Saskatchewan and 162.9 miles in Alberta. The Commission has recommended the abandonment of 1,631.3 miles of operating lines between December 1977 and 1981. Of the total operating mileage of 18,201.8 miles, recommended abandonments of operating miles constitute nine percent. In Manitoba recommended abandonments of operating lines represent 11.2 percent of the total operating rail mileage in that province; in Saskatchewan, 10.9 percent; and in Alberta 4.4 percent.

TABLE XII-3			
Operating Lines - Mileages and Recommendations			
Province	Operating Miles	Recommended Abandonment	Percentage
Manitoba	4,410.8	494.3	11.2
Saskatchewan	8,181.5	889.5	10.9
Alberta	5,609.5	247.5	4.4
TOTAL MILES	18,201.8	1,631.3	9.0

Of the 2,165.5 miles of line recommended for abandonment, 1,307.1 miles or 60.4 percent are Canadian National and 858.4 or 39.6 percent are CP Rail.

### The Effect on Producers

The recommended closure of 2,165.5 miles of line over the next five years will affect approximately 6,750 permit book holders. In most cases, except where elevators are retained as off-line elevators, these producers will have to deliver to alternate rail delivery points. These 6,750 permit holders represent 4.4 percent of the grain producers in Western Canada, who in the ten years ending 1974-75 delivered an average of 35.4 million bushels of grain annually or 4.6 percent of average yearly producer deliveries.

In seeking out alternate delivery points, these producers will be required to deliver additional miles. These are not excessive. The Commission in its recommendations has been concerned that producers should not, through elevator or rail line closure, be required to haul grain in excess of the generally accepted 25 mile range. This will not be possible for all producers; however, its general application ensures no excessive burden will be borne by the great majority of producers. Many, even with the present overbuilt system, are actually hauling their grain in excess of 30 miles.

### Primary Elevators

There are 206 elevators at the 113 delivery points on the 2,165.5 miles of line recommended for abandonment. Storage capacity at these elevators totals 13.0 million bushels, or 3.8 percent of the total prairie primary elevator capacity.

Receipts at six of these 113 delivery points have averaged less than 150 thousand bushels annually, 48 points have deliveries of less than 250 thousand bushels annually, with 57 having annual

receipts of 250 to 500 thousand bushels and two delivery points where deliveries have been in excess of 500 thousand bushels. Tables XII-4 and XII-5 show the reduction in delivery points and number of elevators which has occurred in the system in the previous five years.

TABLE XII-4							
Receipts at Delivery Points to be Abandoned							
Receipts (000 bushels)	Year of Abandonment					Total	% of Total
	1977	1978	1979	1980	1981		
	Number of Delivery Points						
Less than 150	3	0	2	0	1	6	5.3
150 - 200	19	10	9	2	2	42	37.2
250 - 500	17	13	4	14	9	57	50.5
Over 500	2	0	2	2	2	8	6.0
TOTAL	41	23	17	18	14	113	
% of Total	36.3	20.4	15.0	15.9	12.4		100.0

TABLE XII-5 Delivery Point and Elevator Closures, 1972 - 1977		
Crop Year	No. of Delivery Points	No. of Elevators
1972-73	1,672	4,567
1973-74	1,617	4,383
1974-75	1,594	4,292
1975-76	1,556	4,165
1976-77	1,495	3,964
TOTAL CHANGE	- 177	- 603

### Effect on Communities

The recommended closure of 2,165.5 miles of branch lines will mean the end of rail service at 113 delivery points between 1977 and 1981. Of these 113 delivery points, there are two incorporated towns, 23 incorporated villages and 88 unincorporated communities. Table XII-6 shows the population breakdown of the communities where rail service will be discontinued. Of the communities on these lines, 59.3 percent have a population of less than 50, 19.5 percent have 50 to 100, and 21.2 percent have over 100.

TABLE XII-6 Population of Communities on Rail Lines to be Abandoned							
Community Population	Year of Abandonment					Total	% of Total
	1977	1978	1979	1980	1981		
	- Number of Communities -						
0 - 50	26	17	11	7	6	67	59.3
50 - 100	9	3	4	2	4	22	19.5
Over 100	6	3	2	9	4	24	21.2
Total	41	23	17	18	14	113	
% of Total	36.3	20.4	15.0	15.9	12.4		100.0

### Transfers of Ownership

The Commission has recommended transfer of ownership between Canadian National Railways and CP Rail as follows:

RECOMMENDED TRANSFERS OF OWNERSHIP  
BRANCH LINES BETWEEN RAILWAY COMPANIES  
CP RAIL TO CANADIAN NATIONAL

<u>REGION</u>	<u>SUBDIVISION</u>	<u>BETWEEN</u>	<u>MILEAGE</u>
4	Miniota	Quadra to Hamiota	11.4
	Lenore	Kenton to Wheatland	15.0 (1)
	Russell	Russell to Inglis	12.9
10	Colonsay	Dilke to Amazon	51.4 (2)
11	Matador	Wartime to Kyle	30.4

TOTAL MILES BRANCH LINES TRANSFERRED CP TO CN 121.1

- (1) CN to operate 0.4 miles new construction to connect Wheatland  
(2) CN to operate 8.0 miles new construction Amazon to Watrous

CANADIAN NATIONAL TO CP RAIL

9	Gravelbourg	Mossbank to Gravelbourg	30.3
		Hodgeville to Tyson	4.4
10	Central Butte	Mawer to Central Butte	7.4 (3)
	Riverhurst	Central Butte to Riverhurst	18.0
11	Dodsland	Dodsland to Dewar Lake	32.6

TOTAL MILES BRANCH LINES TRANSFERRED CN TO CP RAIL 92.7

- (3) CP to operate 11 miles new construction Eyebrow to Mawer



These transfers are necessary to achieve the economies of operation which the new configuration demands and are mostly self-evident.

#### Colonsay Subdivision

In regard to the Colonsay Subdivision of CP Rail, this line serves no traffic purpose from Colonsay to Amazon a distance of 33.3 miles at the north end. At the south end it is a derelict having been washed out in several places between Dilke and Euston, a distance of 21.8 miles. Estimates given the Commission were that it would entail an expenditure of approximately \$4 to \$5 million to restore this section for continued use. The section is at shore level and is subject to periodic flooding.

#### Meadow Lake Subdivision

This subdivision runs from Tobey (Debden) to Meadow Lake a distance of 93.4 miles. It was at one time connected by CP Rail's Medstead Subdivision to Canadian National's Hatherleigh Subdivision at Medstead and thence to North Battleford over Canadian National's line on which CP Rail had running rights.

CP Rail applied for and should be given permission to abandon the Medstead Subdivision. CP Rail has access to the Meadow Lake line from Prince Albert to Tobey (Debden), having running rights over Canadian National's Blaine Lake and Big River Subdivisions from Prince Albert to Tobey, a distance of 60.8 miles.

The final result is that CP Rail's Meadow Lake Subdivision is now an orphan line, and there is no real justification for the

rehabilitation and operation of this line by CP Rail. It established that it was an uneconomic line. Even if the line carried grain at compensatory rates, the line would still be uneconomic even though it pays Canadian National a low price for the running rights to Prince Albert. Canadian National should not have to provide this service at a loss. CP Rail says it wishes to retain the line as an access route into northwestern Saskatchewan if, at any time, in the future some development should arise that would justify CP Rail building northward. The Commission is unable to justify CP Rail being subsidized to retain this line indefinitely at public expense on the off chance that it may prove viable to CP Rail in that distant future which even CP Rail does not foresee today.

Canadian National Railways serves the territory through Shellbrook to Tobey and to Big River and could effectively serve the Meadow Lake Subdivision in the same manner.

One further consideration has weighed with the Commission. There is an expanse of agricultural land between the North Saskatchewan River and the Beaver River, which, in the not too distant future, may justify connecting the rail line at Meadow Lake with Canadian National Railway line at Grand Centre in Alberta. Such a connection would provide a line to Prince Albert and Churchill from Northeastern Alberta. Strong representations were made to the Commission that a connection should be made from Frenchman's Butte in Saskatchewan to Heinsburg in Alberta, but in the view of the Commission that connection would be too far south to effectively serve the Beaver River area.

### General

In these cases where transfer of ownership is being recommended the present owner would be entitled to be compensated for the value of the chattel property, but not the right of way, being transferred to the other railway company. There are exchanges both ways and the compensation payable should be mutually agreed upon or determined by arbitration.

### The Canadian Transport Commission

Sections 253 and 254 of the Railway Act contemplate that it is the Canadian Transport Commission which can order the abandonment of a railway line.

This Commission is recommending the abandonment of a number of lines or parts of lines.

A literal interpretation of these sections might mean that if the Commission's recommendations are accepted by the Minister of Transport and the Government of Canada that the Canadian Transport Commission repeat the abandonment process before abandonment can actually be effected.

Such a duplication would be a totally useless expenditure of monies and manpower. The Commission has evaluated the lines giving full effect to the matters enumerated in Section 254 of the Railway Act as part of its mandate. It advertised its hearings extensively, held approximately 120 hearings and received over 1,600 submissions. Everything has been said and all submissions made.

The Commission recommends that, if necessary, the Railway Act be amended to relieve the Canadian Transport Commission of further involvement in the abandonment proceedings committed to the study by this Commission and of any future abandonments on lines under the jurisdiction of the Prairie Rail Authority.

#### Provincial Compensation for Road Costs

Provincial and municipal presentations to the Commission have highlighted road costs because of the potential transfer of costs from federal to local authorities in the event of rail line abandonment.

Submissions on the subject of road costs by the Provinces of Alberta and Saskatchewan have presented total cost estimates to allow for construction and extra maintenance resulting from line by line analysis of road impact which might take place if rail service were discontinued. The Province of Manitoba related total provincial road mileage to railroad mileage to determine a ratio which was then used to calculate the corresponding number of miles of road which would be affected upon removal of all Category "B" rail lines.

The estimation of potential road cost increases resulting from the impending abandonment of rail lines is complex in that a wide array of assumptions must be made. These assumptions begin with a decision regarding the basic concept of delivery point spacing or location for purposes of projecting traffic routes and volumes. Determination of road specifications and life of surfaces and subgrade goes beyond the simple application of engineering strength of material principles. Much input data for use in the engineering analysis is

based on somewhat arbitrary selection of factors such as vehicle description (truck size), timing and concentration of traffic and experience factors reflecting typical roadbed performance.

Factors involved in the assessment of road impact as determined by a review of studies to date are summarized under major headings in the "Road Costs" paper of Volume II.

Highway use and the impact of additional traffic would normally be assessed in terms of the increase in AADT (average annual daily traffic) with a further check to determine if it was expected that there would be a significant change in traffic composition. In appraising the effect of increased grain movement, it is appropriate to assess road impact from the standpoint of the increase in the number of heavily loaded vehicles. The change in total traffic is usually of little consequence.

It was determined that the degree of centralization expected to result from changes in collection point spacing will not result in significant increases in traffic on major road links. Increased grain haul traffic on oiled surface roads was the major concern. The life of pavement structures is almost directly proportional to increases in loading, whereas the effect on oiled surface roads is more difficult to predict by the application of engineering principles. Existing and potential traffic were compared with historical data in order to assess the impact of increased traffic on the secondary road system. This assessment took into consideration the timing and concentration of traffic as well as the size of vehicles making up the increase. The Commission research confirmed claims that the requirement for funds would come

about largely as a result of the necessity to upgrade some oil surfaced roads to pavement.

Public demand must be anticipated in the estimation of road costs, but the assessment of that portion attributable to removal of rail service is further complicated by the difficulty of relating cause and effect. The Commission is cognizant of the fact that a gravel road, which may serve adequately even with a considerable increase in loading, might be upgraded to pavement because of public pressure for "dust free" roads. Some portion of the cost of pavement might be assigned to the increased loading because of the fact that an oiled surface, though inadequate to handle this increase, would have satisfied the public demand under existing traffic.

Estimates of the Alberta and Saskatchewan governments were based on a fairly rigorous analysis in spite of the fact that the method of computing might be questioned from many different viewpoints. Different technically-oriented estimators might have great difficulty in coming to agreement on assumptions which are employed in the calculation of road costs resulting from removal of rail service. Recalculation of road costs assignable to the abandonment of specific rail lines indicates that the provincial estimates are high, however, the provincial data has been generally accepted by the Commission for purposes of defining the impact of rail abandonment.

The provincial estimates have been reviewed and translated into average annual costs. Average annual grain deliveries have also been totalled for all Category "B" branch lines. If one were to accept the blanket abandonment case as presented, the increased road costs would be equivalent to about an average of three cents per bushel for grain

deliveries which are relocated. Complete abandonment of Category "B" branch lines would result in an average cost of about one cent per bushel for all grain delivered across the prairies, since approximately one-third of the total grain is collected on the 6,300 miles of Category "B" lines.

Additional highway costs resulting from rail abandonment and "foreseeable" rationalization will not form a large portion of the cost of handling and transporting grain. The significance of the projected highway costs to the provinces, however, must be evaluated.

Action which will take place over the next five years as recommended by the Commission involves abandonment of slightly more than one-third of the Category "B" lines. Somewhat less than 15 percent of the total grain receipts on Category "B" branch lines will be relocated as a result of these closures. The Commission has applied its interpretation of the provincial governments' claims to this rationalization in order to estimate road cost increases. Annual road maintenance and amortized construction costs computed on this basis amount to approximately \$300 thousand for Alberta, \$600 thousand for Saskatchewan, and \$150 thousand for Manitoba.

The Commission anticipates federal-provincial negotiations will take place over the level of assistance which should be provided by the Federal government in lieu of cost transfers which will result from abandonment. Provinces and municipalities will face increased costs to cover incremental road costs. Railway subsidy savings will accrue to the Federal government by reason of abandonments.

The Commission recommends that:

- the federal government assist the provinces and municipalities in the higher incremental road costs they will face as a result of any branch line abandonments.

### Municipal Taxation

Municipalities throughout the Prairies expressed concern over the loss of tax revenue in the case of railway abandonment. In many municipalities railway assessment and assessment of rail associated facilities comprise 10 percent and more of the total municipal tax base.

The effect on municipal residents is three fold: there is a loss of general revenue; road maintenance expenses are slightly higher due to increased grain haul, and farm costs are increased as well.

The Commission has considered these cost transfers from the railways and federal government to the municipalities. Other sections of this report deal with farm trucking costs and road costs.

The Commission recommends that an amount equal to five years taxes on lines recommended for abandonment be made available to the provinces from the federal government for distribution to municipalities on a basis proportionate to tax loss. It is further recommended that these funds be paid to the province immediately upon abandonment of railway mileage.

It is recognized that the effects on local government vary considerably with the greatest detrimental effect of abandonment on municipal revenues accruing to incorporated villages. However, it is being recommended that abandoned rights of way be returned to the Crown in



the right of the provinces for disposal in keeping with consultation with local government. Therefore, the higher the assessed value of the right of way the greater will be the return to the village or town for property released to it.

In some cases there will also be a distributional effect of loss of railway assessment due to the inter-municipal nature of school divisions, development areas, conservation districts, etc. The provinces will no doubt take these items into consideration in the allocation of funds in lieu of lost railway taxes.

## CHAPTER 13

### SUMMARY AND RECAPITULATION OF RECOMMENDATIONS

## SUMMARY AND RECAPITULATION OF RECOMMENDATIONS

The grain handling and transportation system is an extremely complex one. It consists of a mix of private, co-operative and public ownership, varying degrees of public control and a great degree of misunderstanding. The Commission in its two years of study met no one who understood all facets, operations, transactions, mechanisms and interactions of the system. This is not unusual for an industry of such diverse interests. The Commission examined the operation and economics of the total system and makes recommendations which in the long run lead to the greatest return to the grain producers and the maximum development of opportunities for individuals and communities in Western Canada.

The Commission has evaluated present and future transportation needs within Western Canada and has proposed a program which will permit planning by those responsible. Transportation and economic development are dynamic concepts. Policies to encourage the development of both the primary and secondary agricultural industries in prairie Canada must also be dynamic. They must as well be flexible to meet the requirements of prairie Canada as they arise, rather than rigidly geared to any specific plan or forecast of future development.

### A. THE RAILWAY SYSTEM

#### -- Branch Lines

- 1) In Chapter 11, the Commission is recommending the abandonment in stages to the year 1981 of 2,165 miles of grain-related

prairie branch lines. This 2,165 miles includes 534 miles which have not been in operation for as long as two years. (Chapter 11).

2) The Commission recommends that 1,813 miles of prairie branch lines become part of the basic rail network, guaranteed to the year 2000. (Chapter 11).

3) The Commission recommends that the remaining 2,344 miles of prairie branch lines be placed under a new body, the Prairie Rail Authority. Continuance of lines in this category would be conditioned on need. (Chapter 4).

-- Prairie Rail Authority

1) To provide the administrative, operational and financial arrangements necessary to best serve the public interest, and to provide a continuing assessment of branch line needs in a rapidly changing industry the Commission recommends the establishment of a three member body, based in Western Canada, the Prairie Rail Authority to be established January 1, 1978.

2) This body will minimize the difficulties of transition from the network now in place to a system designed for contemporary and foreseeable conditions (Chapter 4).

3) The Railway must be compensated for the cost of moving grain by rail. The railways must be then responsible for the adequate maintenance and any upgrading of lines now within the basic network or subsequently added to the basic network, guaranteed to the year 2000.

4) With the creation of the Prairie Rail Authority subsidies to the railways for grain related branch lines will cease. The Prairie Rail Authority will assume responsibility for costs and contracting for the operation and maintenance of these branch lines from General Revenue funds replacing federal subsidies now authorized by Section 256 and 258 of the Railway Act. (Chapter 4).

-- Northern Development Railway

1) The Commission recommends the establishment of a Northern Development Railways Department of the Canadian National Railways. (Chapter 4).

2) The Northern Development Railway would encompass the present Northern Alberta Railways (NAR), the Great Slave Lake Railway (GSLR), the Alberta Resources Railway (ARR) and the Athabasca and Sangudo Subdivisions of the Canadian National Railway.

3) The Commission recommends the establishment of open interchange points at Edmonton and Dawson Creek.

4) Construction of a rail line from Fort St. John, north eastward to a junction with the Manning Subdivision of the Great Slave Lake Railway.

5) Construction of a rail line to Valleyview, Alberta.

6) It is important to Canada to develop an effective Northern transport system, beyond that originally envisaged

as the Canadian National Development Department, involving, in due course, and as the economy permits, the construction of the Arctic Railway (Pages 127-131) to Inuvik. Meanwhile, the Study referred to on Page 127 should be reviewed and plans readied for the project when it is seen as the solution to the proper development of Canada's last frontier.

-- Rail Car Utilization

To increase the level of efficiency in car utilization, the Commission recommends:

- 1) An interchange of grain traffic between rail carriers, at open interchange points in Western Canada, to use the shortest least cost route to destination. Similar to the Calgary/Edmonton interchange agreement.
- 2) An interchange of traffic between carriers to provide CP origin cars access to port terminals of Prince Rupert and Churchill, now served exclusively by Canadian National.
- 3) The Government car fleet become interchangeable between railways. That cars not be assigned exclusively to one railway.
- 4) Expansion of the grain co-ordinator function to inland yards in Winnipeg, Kamloops, Edmonton and Calgary to ensure the movement of the grain required.

5) Rail car unloading at terminal elevators must be on a seven day per week basis.

6) That the Department of Transport and the railways undertake an experiment to modify present box cars with roof hatches and end unload gates, for use on the lighter prairie branch lines.

7) Future orders of hopper cars must be co-ordinated with the needs of the Prairie Rail Authority taking into account the large proportion of light carrying capacity lines under the Authority's jurisdiction where 70 ton capacity hopper cars are preferable in replacing box cars. (Chapter 6, Page 168).

#### -- Rail Car Allocation

The Commission recommends that upon request, the Wheat Board provide information to producers on rail car allocations to specific stations and blocks. (Chapter 6, Page 178).

#### -- Railway Subsidies

The Commission found that claimed losses on Prairie Branch lines for the period 1967-75 totalled \$423.1 million, and payment totalled \$290.3 million. The difference of \$132.8 million has accumulated over these years due to a number of unresolved issues between the railway companies and the Canadian Transport Commission. This Commission recommends the Canadian Transport Commission, in a report to the Minister of Transport, on or before July 31, 1977, should

identify the legal and costing issues and the amounts owing for each branch line, also advising the railways which items are disallowed, and the reasons therefore; a listing of these items which are holdbacks, the amounts and reasons, and establish a timetable for resolution of unresolved claims. (Chapter 6, Page 183).

-- The Producer Car

The Commission found that producer cars are not as easily available to producers as historic and current legislation intended. The Commission recommends:

- 1) The Canadian Wheat Board assume total responsibility for a producer car program;
- 2) The Canadian Wheat Board institute a program to increase the producers' awareness of producer cars;
- 3) Elimination of the eight hour loading time restriction;
- 4) Changes in the Income Tax regulations to permit producers to defer income on producer cars;
- 5) The railways to retain abandoned elevator sidings for spotting of producer cars for 12 months following elevator closures. (Chapter 5, Page 188).

-- Ashcroft Clinton Link

The Commission recommends that the right of way required for this link be acquired and that engineering plans be completed so that construction might take place quickly in an emergency situation. (Chapter 6, Page 192).



#### -- Parallel Rail Lines

The Commission recommends that parallel rail lines of the Canadian National and CP Rail between Saskatoon and Unity, Saskatchewan and between Moose Jaw and Regina, Saskatchewan be studied by the railways and if there are savings in joint track usage that the railways take such appropriate steps (Chapter 6, Page 193).

#### -- Electrification

Research into the application of electrification of Canadian Railways should be undertaken by Transport Canada. (Chapter 6, Page 194).

#### -- Railway right-of-way

1) The Commission did not deal with the benefits and burdens associated with public ownership of the roadbeds. In its view, this would require an extensive evaluation on a national scale before any recommendations could be made. (Chapter 6, page 195).

2). The Commission recommends that the right-of-way of all branch lines heretofore or hereafter abandoned, and not already disposed of, vest in the provincial Crown. (Chapter 4, Page 103).

#### -- Ancillary Charges

Grain presently stopped off for storage and/or milling in Western Canada has been subject to a stop-off charge. This charge is not subject to the statutory provisions that grain rates are and has, over the years, increased to 18 cents per hundredweight. The stop-off charge

inhibits full utilization of interior government terminals, inland cleaning and secondary agricultural processing on the prairies. The Commission recommends that this charge be eliminated immediately, and that the railway costs associated with stop-off be a part of the total cost of moving grain on the basic rail network. (Chapter 7, Page 212 and Page 231, Chapter 9, Pages 279, 284, 309).

## B. THE PRIMARY ELEVATOR SYSTEM

### -- Elevator Sites

The Commission is of the opinion that upon acceptance of the principle of compensatory rates that a negotiated lease, approved by the Canadian Grain Commission, should be the practice. The Commission recommends that an elevator company should have the option to either purchase or lease a site from the railway at a rate approved by the Canadian Grain Commission. (Chapter 5, Page 143).

### -- Off-Line Elevators

There are stations where some type of transportation service to grain elevators is imperative in order that producers in that area are not left in an impossible situation. The Commission has examined and evaluated a number of suggestions for the retention of service. In many cases present rail service was the more expensive option available. The Commission examined in some depth the concept of a mini-train operation, involving the use of lighter power and car

equipment and transloading facilities.\* The Commission found that the mini-train concept while operationally feasible was not as practical a solution as the establishment of certain elevators as "off-line elevators". Grain receipts at these elevators would be transported to main line elevators by commercial truck at no additional cost to the producer.

The Commission recommends:

- 1) The establishment of an off-line elevator at Fisher Branch, Manitoba.
- 2) The federal government, through the Prairie Rail Authority pay the costs of trucking and additional handling at Arborg.
- 3) The elevator companies and the Prairie Rail Authority examine the feasibility of like operations at Cremona, Alberta; Gronlid, Waldheim, Arelee, Stewart Valley and Main Centre, Saskatchewan. (Chapter 5, Page 144).

#### -- Elevator Tariffs

The Commission recommends that:

- 1) The Canadian Grain Commission develop a standardized costing system for use by both the primary and terminal elevator system. Such accounting methods to be structured to ascertain separately the costs of cleaning, handling, storage and drying of grains.
- 2) Operators of primary elevators and terminals be required to report costs on a regular basis to the Commission for purposes of monitoring such costs and determining tariff levels.

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\* See Volume II

3) Elevator companies be required to show the applicable tariffs for handling, cleaning, storage and freight on the producer's cash ticket. (Chapter 5, Page 149).

-- Overbuilding and Closing of Primary Elevators

The Commission recommends that:

1) On rail lines under the jurisdiction of the Prairie Rail Authority -

- a) that elevator companies seeking to expand or build new plants first obtain the approval of the Authority;
- b) that elevator companies desiring to close an elevator file notice with the Authority and post such notice in the elevator for the information of their customers 12 months prior to the scheduled closing date.

2) On the Basic Network lines -

- a) that the Canadian Grain Commission and the elevator industry study this problem and develop an approach which will prevent overbuilding and undue competition in some areas and underservicing and a lack of competition in others. (Chapter 5, Page 150).

C. PORTS AND TERMINALS

-- Thunder Bay

The Commission recommends:

- 1) That dredging at Thunder Bay be resumed immediately.
- 2) That terminal switching at the Thunder Bay terminals be altered so that the switching by each railway closely parallels the country origins of each.
- 3) That a main line CP Rail bypass be constructed for through traffic at Thunder Bay.
- 4) The common gallery concept for the Richardson, Saskatchewan Wheat Pool and United Grain Growers terminals has merit and we recommend that it be implemented.
- 5) The Canadian Wheat Board should have the responsibility for co-ordinating the logistics for movement of all grain through Thunder Bay. The co-ordinator at Thunder Bay should be an official of the Canadian Wheat Board and must at all times on a daily basis have access to the necessary information as to train operations and vessel arrivals to effect and enforce this co-ordination function.
- 6) That unions be encouraged to continue their quest for common contract expiry dates. (Chapter 7, Page 197).

-- Interior Canadian Government Elevators

The Commission recommends:

- 1) Elimination of the railway stop-off charge for in transit grain.
- 2) Utilization of the interior terminals to the fullest extent possible to supplement the storage and cleaning capacity at Thunder Bay, Churchill, Prince Rupert and Vancouver.
- 3) Construction of a new interior terminal at Yorkton, Saskatchewan (Chapter 7, Pages 212 and 231).

-- Port of Churchill

The Commission recommends:

- 1) The railway stop-off charge for in-transit storage at inland government elevators be eliminated.
- 2) That the Canadian Government elevator at Saskatoon be fully utilized in the cleaning, storage and shipment of grain to Churchill.
- 3) A new Canadian Government elevator be built at Yorkton capable of cleaning, storing and shipping 25 to 30 million bushels per year to Churchill.
- 4) Rates be established from all CP Rail points in the area serving Churchill. These rates should be distance related and comparable to distance related grain rates on the Canadian National Railways. The railways be required to interchange

cars for Churchill at common interchange points.

5) That the Canadian Government work with local authorities in increasing the insurance season on grain carriers between Cape Chidley and Churchill and adjust the rate reflecting contemporary conditions.

6) The suggested new system for the management of Canadian ports will enhance the influence of local authorities in the development of the Port of Churchill and the Commission supports early passage and implementation of the legislation.

(Chapter 7, Page 202).

-- Vancouver

1) The Commission recommends the creation of a task force to co-ordinate rail operations in the Port of Vancouver and that WESTAC be engaged to structure such a task force. The Commission recommends that recommendations 18, 19 and 20 of the Report of the Honourable Mr. Justice E.D. Bayda, dated July 22, 1975 be an integral part of the study by WESTAC with a view to achieving the objectives which these recommendations envisaged. (Chapter 7, Page 226).

2) The Commission recommends that the grain car co-ordinator at Vancouver should have the authority to allocate and direct grain cars to the terminals and his orders should be carried out expeditiously and without fail by the railway companies.

This co-ordinator should be an official of the Canadian Wheat Board. (Chapter 7, Page 222).

3) It is recommended that control of traffic over the Fraser River Bridge be placed in the hands of Canadian National Railways in Vancouver. (Chapter 7, Page 223).

4) The Commission recommends that British Columbia Railway be given running rights over Canadian National from the southern terminus of British Columbia Railway to the points where its trains are taken over by Burlington Northern. The Canadian Transport Commission should impose equitable terms and conditions for these running rights in pursuance of the powers conferred to it under the Railway Act and The National Transportation Act. (Chapter 7, Page 225).

-- Squamish

Congestion on Burrard Inlet and environmental considerations may compel the establishment of a modern grain export terminal outside Vancouver, in which case Squamish could well be the first choice. If and when the Ashcroft-Clinton link is established, the potentialities of the Port of Squamish may be realized. (Chapter 7, Page 227).

-- Prince Rupert

The Commission recommends that the terminal at Prince Rupert be enlarged to a capacity of six million bushels and fully modernized, and that it be operated to its fullest extent as part of Canada's



grain export operations. Failing full utilization by the Canadian Wheat Board, the terminal should be entrusted (leased or sold) to a grain exporting concern which would have a financial incentive to use it to its full capacity. (Chapter 7, Page 228).

In addition, the Commission has recommended greater utilization of the Interior Canadian Government Elevators, (Chapter 7, Page 231), and the establishment of open interchange points to provide CP Rail grain access to Prince Rupert, (Chapter 6), both of which are designed to expand the export capability of the Port of Prince Rupert.

#### ECONOMIC DEVELOPMENT

The production and processing of agricultural products should take place in the regions of this country which have a natural geographic advantage for such activities. Freight rates and other transport related policies should not destroy nor hinder these natural advantages. The Prairie Region of Canada is basically an exporting region, and hence a major contributor to Canada's balance of payments position. Transportation policies should not detract from this position but should recognize its importance in the national interest.

##### -- Flour Milling Industry

The Commission recommends:

- 1) That the flour milling industry in Canada be permitted to enjoy the natural geographic advantage of locating in Western Canada.

- 2) That the Canadian Wheat Board re-assess its costs of services performed for this industry to ensure that its pricing practices do not distort the regional locational advantages of this industry.
- 3) That the Canadian Wheat Board discontinue the discriminatory practice of paying interest and storage costs on wheat held for milling at any point in Canada.
- 4) That the railway stop-off charge for storage and milling of grains in Western Canada be eliminated. (Chapter 9, Page 279).

-- The Rapeseed Crushing Industry

The Commission recommends:

- 1) That freight rates on rapeseed and its derivatives be set at levels which do not discriminate against the natural locational advantage of Prairie rapeseed crushers.
- 2) That inequities in freight rates, such as those that exist on the movement of rapeseed meal through Vancouver and Thunder Bay, be eliminated.
- 3) That the railways eliminate the additional charge of 14 cents per 100 pounds levied on the movement of rapeseed meal in hopper cars.
- 4) That the railways provide the same mileage allowance for tank cars used by rapeseed crushers as they do for other shippers.

- 5) That the Federal Department of Industry, Trade and Commerce devote more effort to export market development for rapeseed meal and oil.

-- The Livestock Processing Industry

The Commission recommends that freight rates on livestock and meat be set at levels which do not discriminate against the natural locational advantage of prairie livestock producers and processors.

-- The Malting Industry

The Commission recommends that:

- 1) The malting industry be permitted to enjoy the natural geographic advantage of locating in Prairie Canada.
- 2) The railway stop-off charge for storage and processing of grains be eliminated.
- 3) Malting plants located on the prairies be licensed as process elevators and be free to take delivery of malting barley direct from producers as well as from primary elevators.
- 4) Freight rates on malting barley continue on the statutory basis, and apply to both malting barley and barley malt.

TRANSFERS OF OWNERSHIP

The Commission has recommended transfer of ownership of 121.1 miles of Category "B" CP Rail trackage to Canadian National and 92.7

miles of Canadian National Category "B" trackage to CP Rail.

The Commission recommends that the CP Rail Meadow Lake Subdivision, from Tobey to Meadow Lake, although in Category "A", be transferred to Canadian National Railways. (Chapter 12).

#### THE CANADIAN TRANSPORT COMMISSION

The Commission is recommending the abandonment of a number of subdivisions and portions of subdivisions. The Railway Act, Sections 253 and 254, contemplate that it is the Canadian Transport Commission which can order abandonment of a railway line. This Commission has evaluated these lines giving full effect to the matters enumerated in Section 254 of the Railway Act.

The Commission recommends that, if necessary, the Railway Act be amended to relieve the Canadian Transport Commission of further involvement in the abandonment proceedings on the lines committed to the study of this Commission, and of any future abandonments on lines under the jurisdiction of the Prairie Rail Authority. (Chapter 12).

#### PROVINCIAL COMPENSATION FOR ROAD COSTS

The Commission recommends that the Federal Government assist the provinces and municipalities in the higher incremental road costs they will face as a result of any branch line abandonments. (Chapter 12).

### COMPENSATION FOR TAX LOSS

The Commission recommends that the abandoned rights-of-way be returned to the Crown in the right of the respective provinces for disposal in keeping with consultation with local governments. Further it is recommended that an amount equal to five years taxes on lines recommended for abandonment be made available to the provinces from the Federal Government for distribution to municipalities on a basis proportionate to tax loss. (Chapter 12).

### THE CANADIAN WHEAT BOARD

Throughout the hearings there was almost universal support for the Canadian Wheat Board. There is probably no single institution in Western Canada which affects the daily lives of farmers more than the Canadian Wheat Board. In some cases, there was mild criticism of some board practices in the areas of selling, car allocation, application of quotas, etc. However, there is no doubt that the board is accepted as the producers' friend. The Commission would not wish to imply that the Canadian Wheat Board is not doing a good job. The suggestions we make are intended to encourage it to do an even better one.

The Commission recommends that the Canadian Wheat Board play a more prominent role in the total co-ordination function of grain transportation. Grain movement co-ordinators, at Vancouver and Thunder Bay, should become Canadian Wheat Board employees and be

given extended powers over the ordering and placement of grain cars destined for those port areas. (Chapter 7).

The Canadian Wheat Board is vitally important to producers, and because it either directly controls, or has such great influence over the total selling mechanism, including handling and transportation, the Commission recommends that:

The Canadian Wheat Board establish a regional liaison office in each of Alberta and Saskatchewan to serve the farm community.

These offices should have daily updates on car allocation, quotas, grain requirements, ship movements, arrival dates, etc., to inform and keep informing farmers on specific market situations, and to carry out as much grain marketing extension as possible. These offices would also serve to answer producers' specific questions and help to solve problems they might have regarding quotas, pricing, producers cars, etc. The Commission is aware that it is only through an informed public that changes can be affected in the system which will benefit the total community.

Conversely these offices would keep the Canadian Wheat Board informed of problems arising in the field.

#### OTHER IMPORTANT PRODUCER CONCERNS

Throughout the hearings many matters were brought to the attention of the Commission which do not precisely come within the terms of

reference of the Commission, but were of concern to those individuals, and groups, who raised the matters.

The Commission did not have the resources necessary to examine in depth these problems and the implications of all possible alternative solutions. They are included because they are of major concern to many producers and require in depth examination.

#### 1. Double Grading Standards

The Canadian grain grading system establishes two sub classes of statutory grades, viz: "primary standards, used to segregate grain at the primary elevator and "export standards" which are the grades used to classify export shipments out of terminal elevators.

Primary standards establish the minimum acceptable tolerance levels for weight, foreign material, seeds and other cereals etc., in export grain. These tolerance levels differ between the primary and export standards. Some export grade standards, particularly barley, encourage the blending of previously removed material.

Terminal elevator operators stated to the Commission that an increase in the small seeds tolerance levels in export wheat from .15 to .3 percent would increase the throughput of the Lakehead terminals by as much as 40 percent.

#### 2. Protein Grading

Many producers proposed to the Commission that producers of higher protein wheats are not being adequately compensated for, or

provided with incentives to continue to produce high protein quality red spring wheats.

Requests for change arose generally in areas that produce higher protein wheats and experience lower yields than regions producing wheat with lower protein content. Proponents of protein grading argue that in a protein short world, providers of higher protein food stuffs should be compensated to offset lower yields.

In 1971, the Canadian Wheat Board started offering 1 and 2 Canadian Red Spring Wheat on a guaranteed protein basis, some 15 to 20 years after Canada's major competitors started the practice. In the current crop year (1976-77) provision has been made to pay a premium of 10 cents per bushel on carload lots of #1 C.W.R.S. if the protein content exceeds 15 percent. Samples submitted must test 15.2 percent protein and only one carlot will be accepted from a permit holder.

### 3. Grading of Grain - Moisture Content

Canada's export movements of grain can be slowed down by the arrival at port positions of large quantities of tough and damp grain. Two notable examples of this phenomenon occurred in the fall of 1968 at Vancouver, and more recently at Prince Rupert in February, 1977. These types of situations are of concern to producers and were brought to the Commission's attention on numerous occasions.

Producers argue there is no incentive to offer dry grain for sale. Actually there are financial rewards for increasing the moisture



content close to the maximum permitted for straight grade. The only incentives a producer now has to dry grain are that it may otherwise spoil while in farm storage, or that it will not be accepted at a country elevator in a tough or damp condition.

The following table indicates the initial return to a producer from one thousand bushels 2 C.W. red spring wheat, at a point with a freight rate of 20 cents per hundred pounds, containing 20 percent moisture (damp grade) and what happens when it is dried to various levels.

TABLE XIII-1			
	Net* Bushels	Initial Price/Bus.	Total
1000 bus. 2 C.W.R.S. 20% (damp)	995	\$ 2.54	\$2,527
Dry to 17% (tough)	959	2.73	2,618
Dry to 14% (straight)	933.3	2.81	2,622
Dry to 10% (straight)	886.7	2.81	2,491
* After Shrinkage Allowance			

For a producer who is letting his grain dry naturally, in the field, the alternatives can be assessed as follows:

If harvested at 20 percent moisture, and it can be sold or cooled to prevent spoilage, the one thousand bushels will bring \$2,527. If the grain is left in the field to dry to 17

percent, running the risks of a grade reduction from rain, the one thousand bushels will net \$2,618 or 3.5 percent more.

Leaving the grain in the field to further dry to 14.5 percent the gain is \$4.00 or .15 percent above harvesting at 17 percent.

If the grain dries to 10 percent, the loss is \$141 over harvesting at 14.5 percent moisture content.

The present grading system thus offers an incentive of \$131 per thousand bushels to add water to the grain to bring its moisture content from 10 percent up to 14.5 percent.

If a farmer has a heated air grain dryer it will probably cost 15 cents per bushel to reduce the moisture content from 20 percent to 14.5 percent or \$150 per one thousand bushels. The increase in value of the grain is \$95 so a producer would make \$55 more by not drying. This difference will increase if the grain is dried below 14.5 percent.

#### 4. Grading System and Utility Wheats

Many producers in Western Canada have expressed their views regarding the introduction of new wheat varieties in Canada and the markets for these wheats.

Canada's reputation as a supplier of high quality milling wheats was established as a result of the superior qualities of Marquis wheat. Marquis wheat rapidly replaced all of the varieties previously grown. Even today a new variety must be equal to, or better than, Marquis before it can be licensed. The varieties of bread wheats grown in the prairies are still referred to as Marquis quality hard red spring wheats.

Canada's grading system has evolved over the years to meet changing market requirements but is essentially a system based on a visual assessment of these quality characteristics. The argument was advanced that the present grading system may inhibit the development of markets not requiring Marquis quality wheats.

Some have suggested that Canada's wheat industry is only geared to 20 percent of the market. They point out that a medium hard wheat with 11 percent protein is in the greatest demand throughout the world and that Canada does not supply this kind.

Plant breeders state that medium hard good milling wheats with either red or white kernels could be available in two or three years. These utility wheats have the capacity to out-yield present varieties by 30 percent but unfortunately they cannot be identified by a visual grading system.

No one suggested that these new utility wheats should be introduced without adequate safeguards to prevent mixing with the Marquis type wheats since this would be detrimental to markets needing high protein hard wheats. It was, however, argued that Canada should introduce new higher yielding lower quality wheats if markets exist for them, and it can be done without damaging Canada's reputation in the high protein hard wheat market.

The Commission agrees that all of the foregoing subjects are deserving of mature consideration as each in its own place can influence the scope and the economics of prairie agriculture.

## STATUTORY RATES

The Commission recommends:

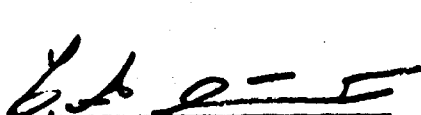
- 1) The retention of the Crow's Nest Statutory rates.
- 2) That the difference between the statutory rate and the cost of transporting grain be paid directly to the railways.

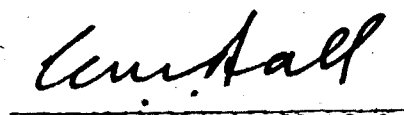
(Chapter 10):

## CONCLUSION

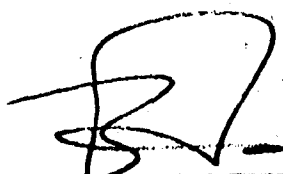
We conclude by expressing our thanks to all members of our staff who served so diligently and with such good will throughout the past two years. Our thanks also go to the four provincial governments, and the multitude of other organizations, companies and individuals who made submissions and participated in the Commission's hearings.

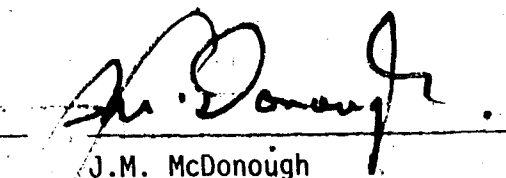
ALL OF WHICH WE RESPECTFULLY SUBMIT FOR YOUR CONSIDERATION.


  
L.G. Stewart  
Commissioner

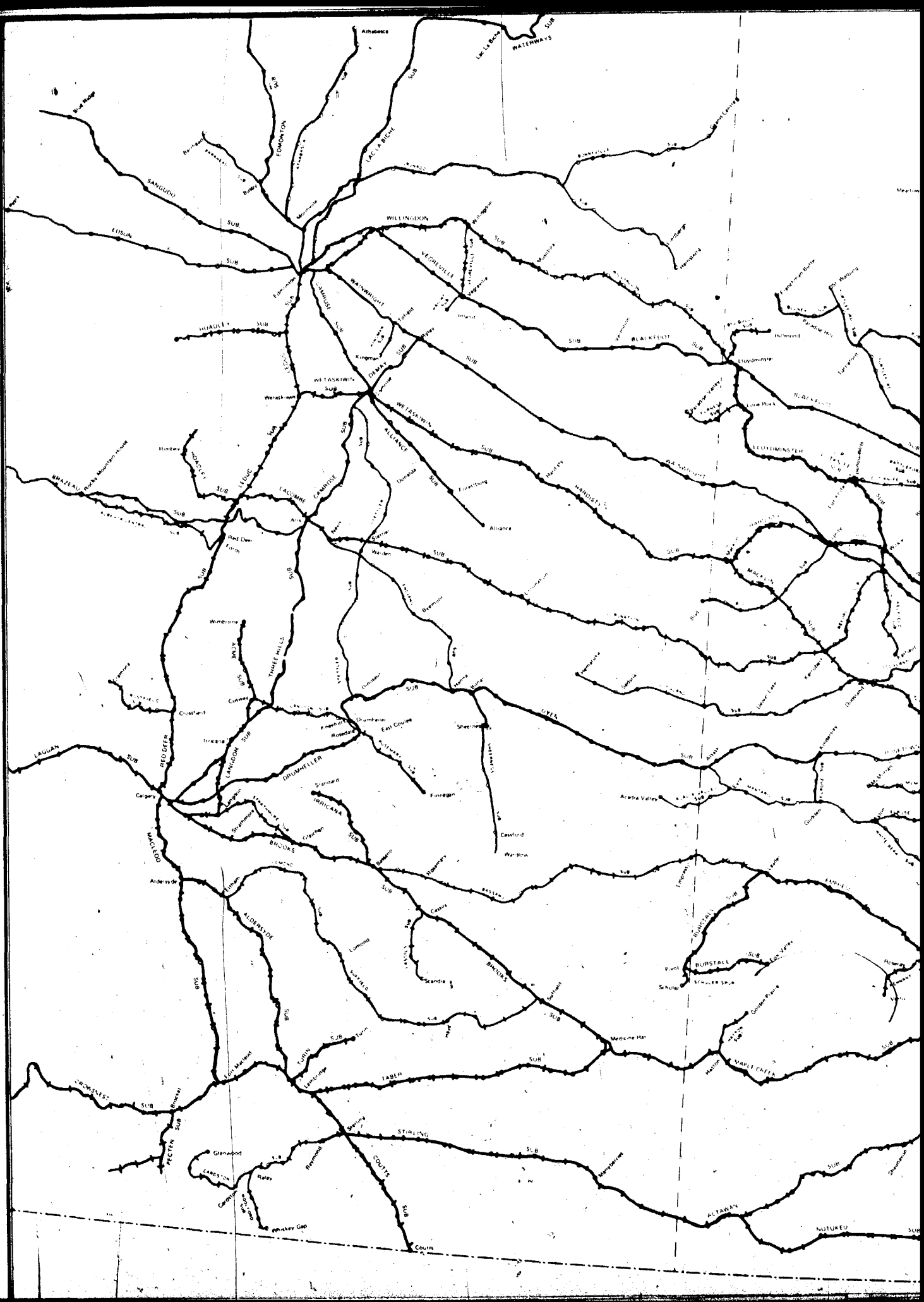
  
Hon. Emmett M. Hall, Q.C.  
Chief Commissioner

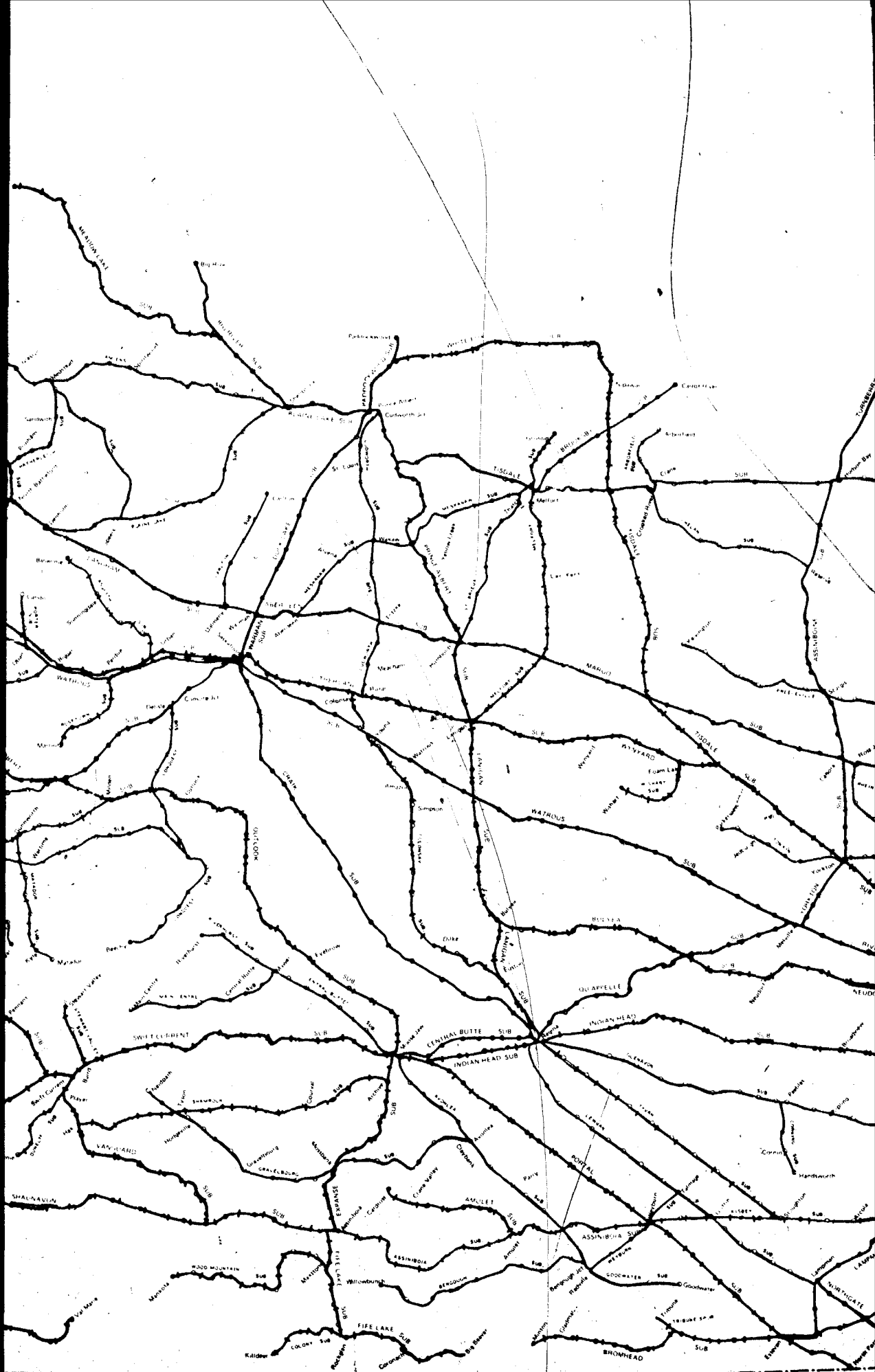
  
R. Lehr  
Commissioner

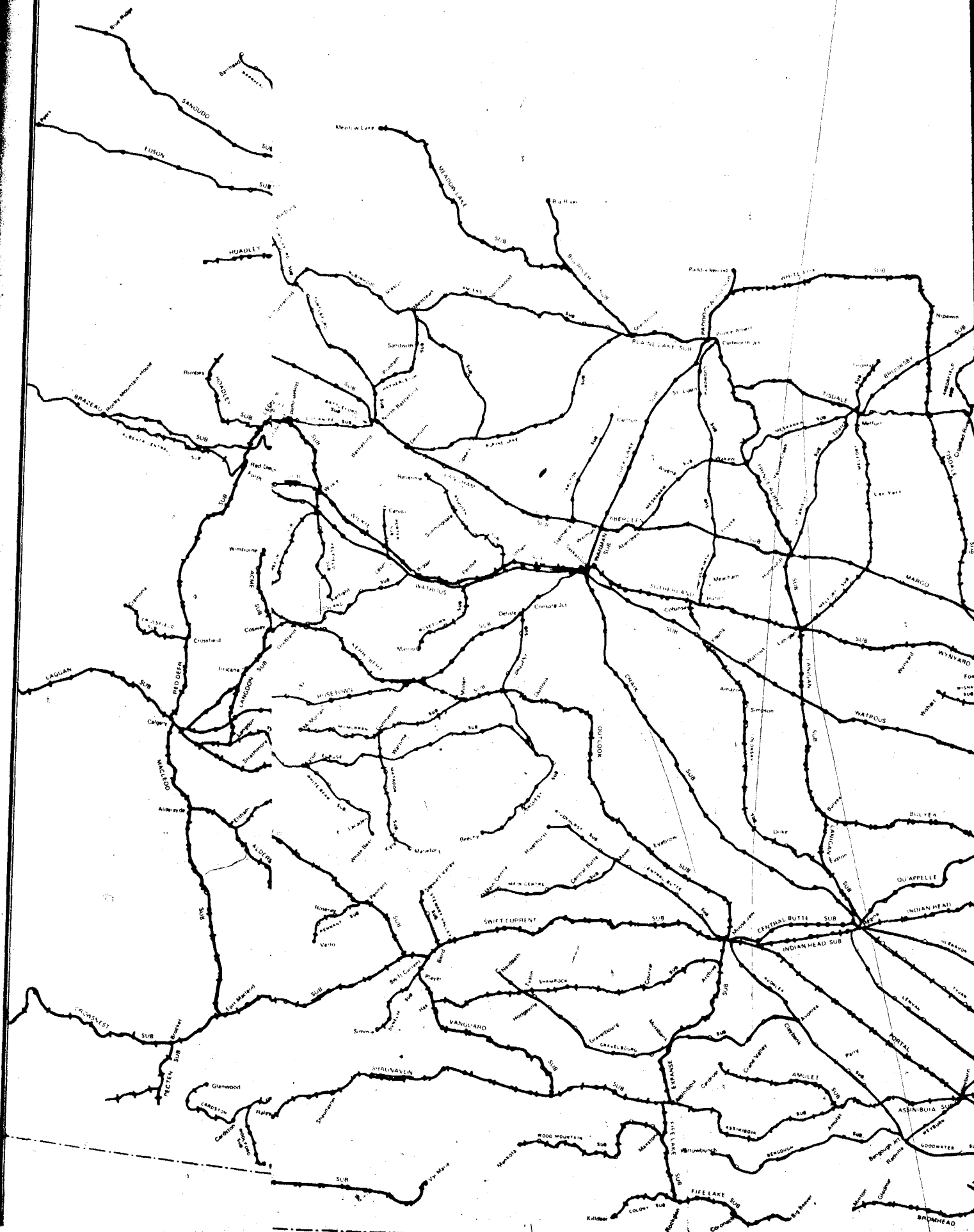
  
R. Forbes  
Commissioner

  
J.M. McDonough  
Executive Director

  
R.H. Cowan  
Commissioner







MAP SHOWING PRESENT RAIL NETWORK  
PRAIRIE PROVINCES - APRIL 1977

CNR ————— Basic Network, Guaranteed to  
C.P. Rail + + + + + January 1, 2000

CNR ————— Lines Frozen for Evaluation by  
C.P. Rail + + + + + Hall Commission

Regional Boundaries



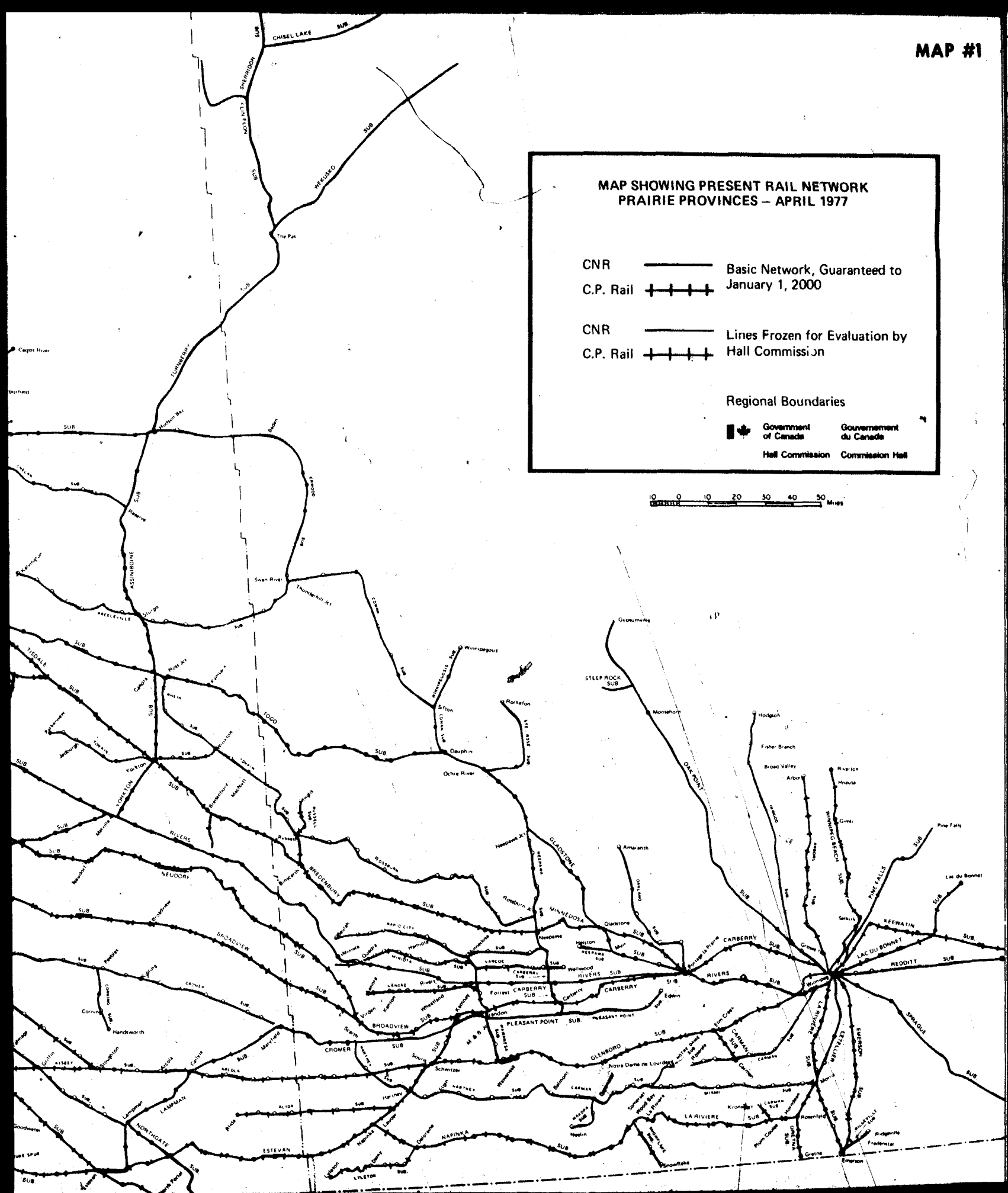
Government  
of Canada

Gouvernement  
du Canada

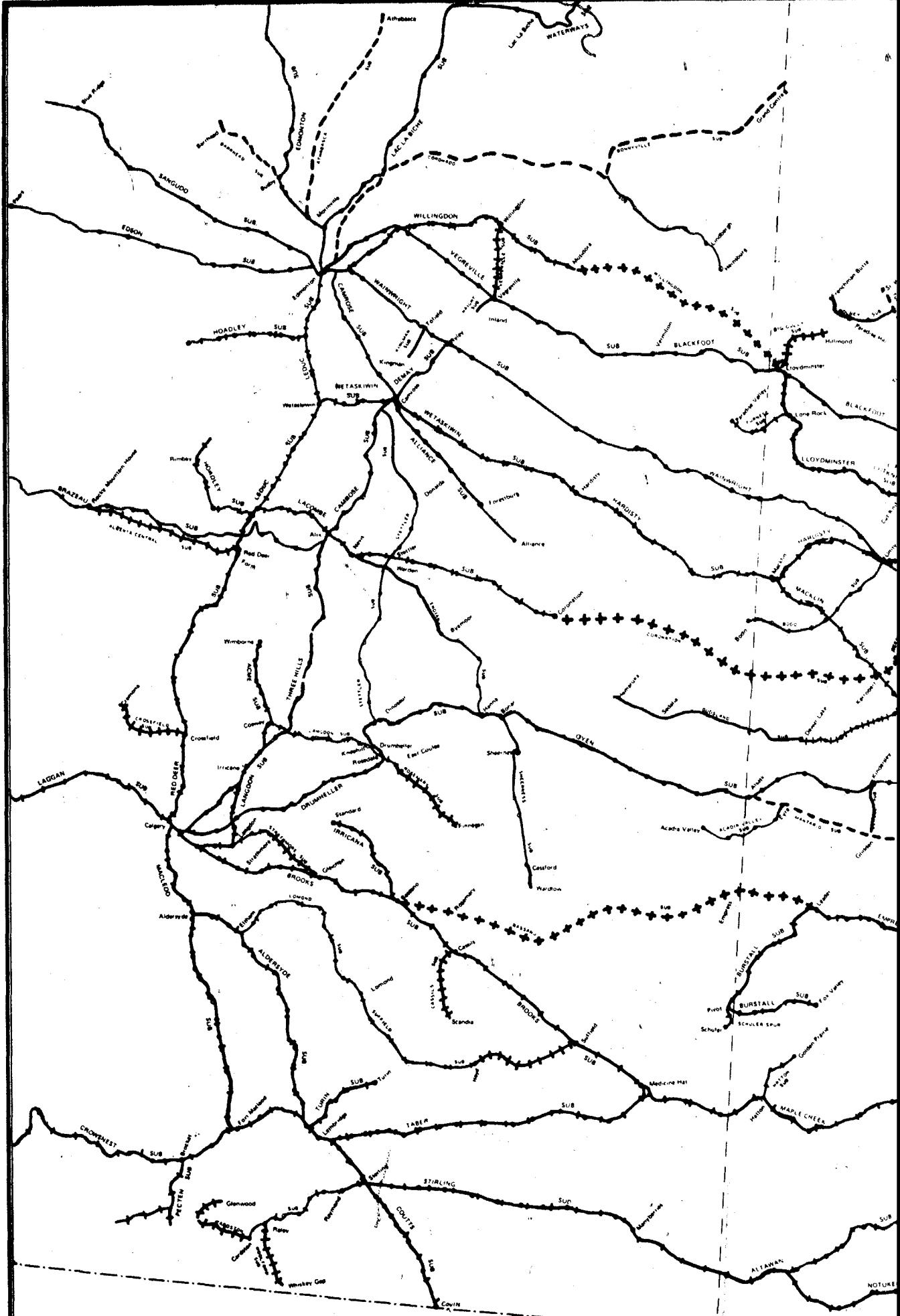
Hall Commission

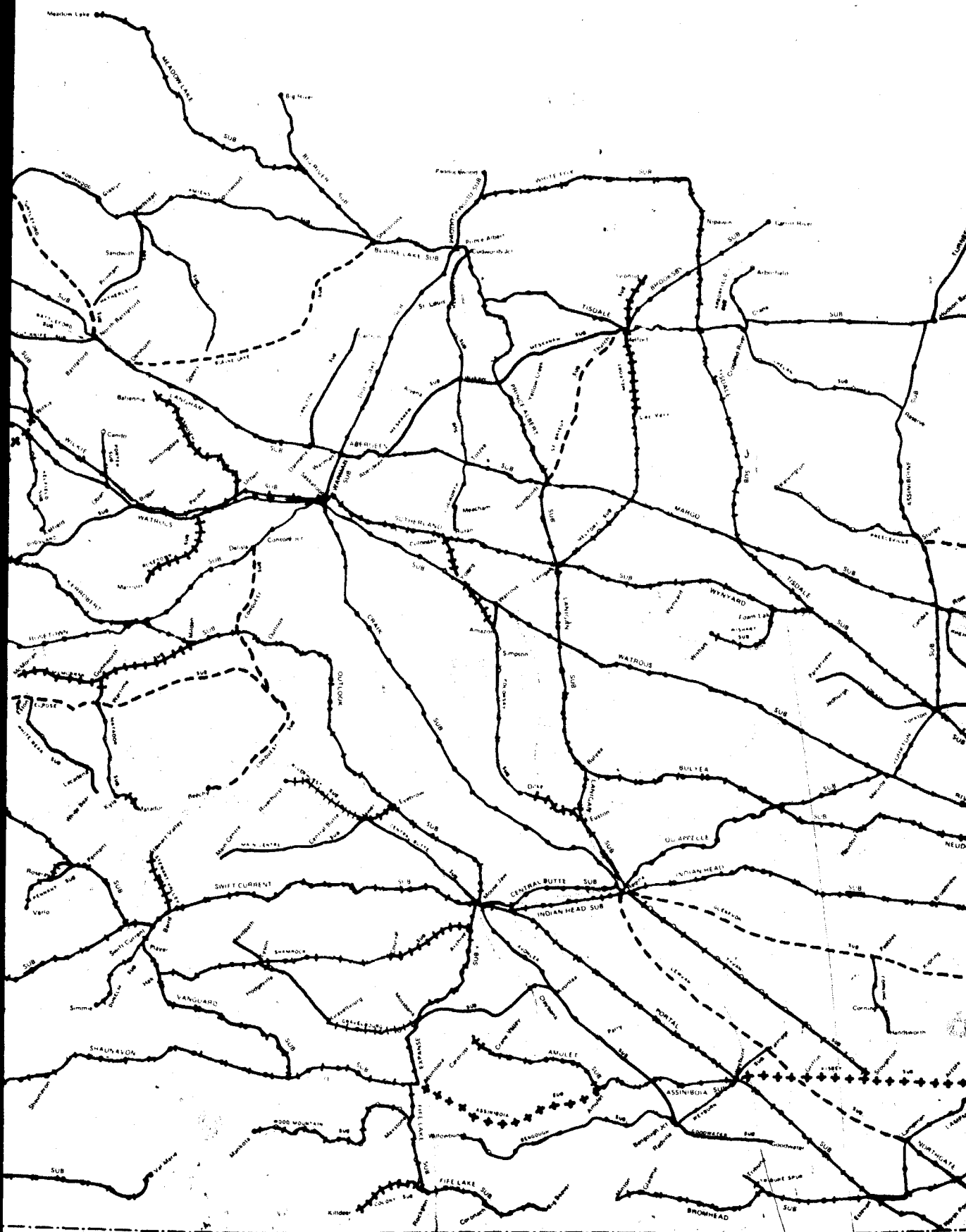
Commission Hall

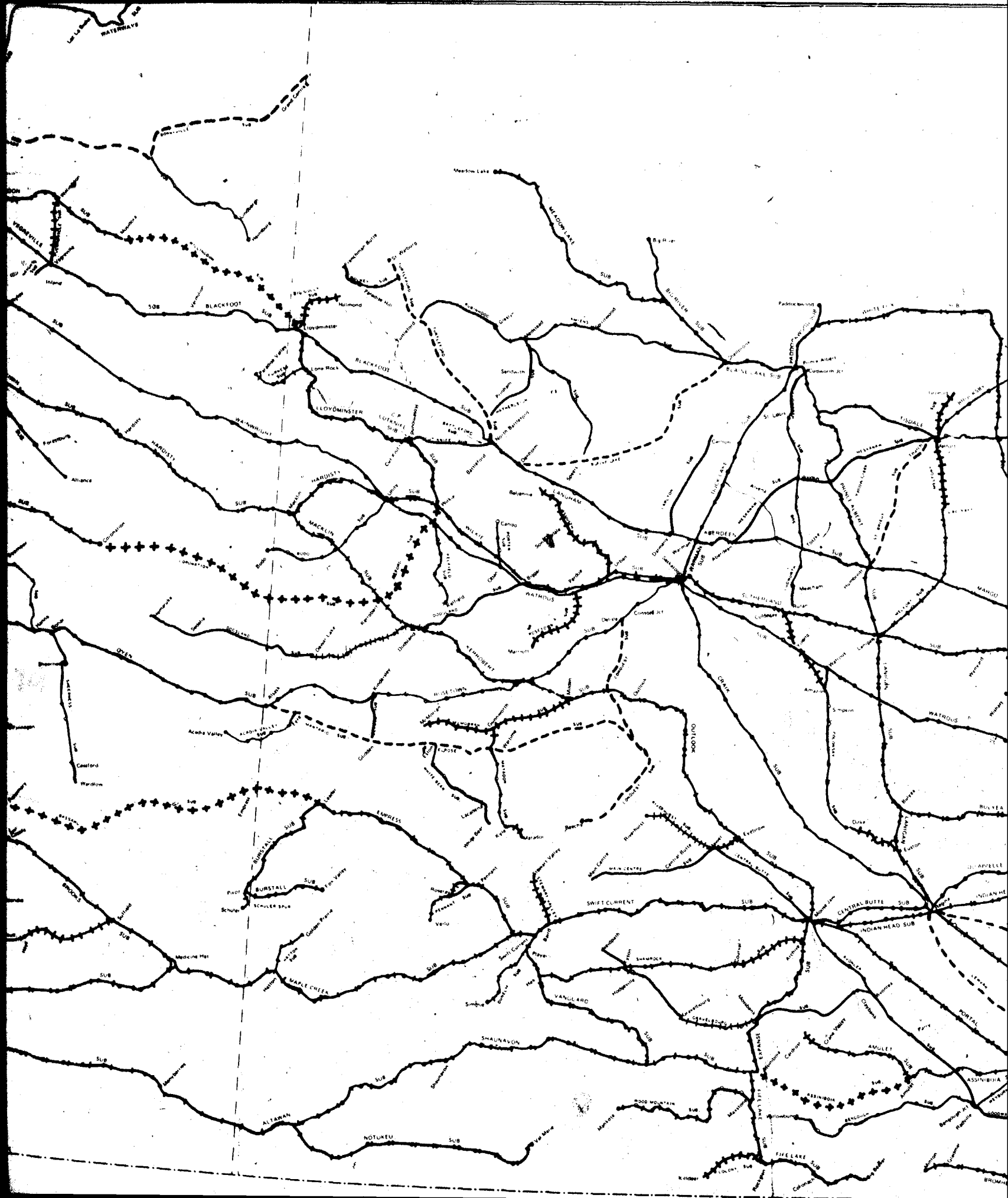
0 10 20 30 40 50 Miles











MAP SHOWING RECOMMENDED RAIL NETWORK  
PRAIRIE PROVINCES - APRIL 1977

CNR ————— Basic Network, Guaranteed to  
C.P. Rail + + + + + January 1, 2000

Commission Recommendations

CNR - - - - - To be Added to the Basic Network  
C.P. Rail + + + + +

CNR ————— To be Transferred to the Prairie  
C.P. Rail + + + + + Rail Authority

CNR ————— To be Abandoned, 1977 - 1981  
C.P. Rail + + + + +



Government  
of Canada

Gouvernement  
du Canada

Hall Commission

Commission Hall

0 10 20 30 40 50 Miles

