

# Canadian Intermountain Railways

DIVISION OF: CANADIAN INTERMOUNTAIN AND AFFILIATED COMPANIES

HOME OFFICE:  
3715 KERRYDALE ROAD  
CALGARY, ALBERTA  
CANADA

OPERATING LICENSE ON:

FRANK SLIDE ROAD  
CHINOOK WESTERN LINES  
Y.M.C.A. MODEL TRAIN CLUB  
Y'S PIKERS  
PINE VALLEY LINES  
ROCKY MOUNTAIN LINES



PRESIDENT:

LYNN ZELMER

HON. VICE-PRESIDENTS:

BRIAN D. SYKES  
RICK CAMPBELL

Australia, March 2010

This document is part of an attempt to document some of the model railroad activities in Calgary during the 1950s and 1960s. The letterhead above, for example, was used by the author for requesting information from prototype railroads as well as modellers and suppliers. It was printed by the father of a high school friend using offset lithography, as was the author's first pass series and accompanying half page sized cover note (see next page).

Exchanging passes was a common model railroad related activity when the author was a teenager and young adult. The activity has mostly died out these days, but think of exchanging passes as an early form of social networking. The next page shows the three series of passes issued by the Canadian Intermountain Railways, the author's HO/HOn3 railroad of the late 1950s and 1960s.

The next page contains a copy of the covering letter prepared for distributing Series 3 passes prior to and at the 1965 NMRA Convention in Vancouver, BC. A reduced size copy of the map showing the railroads forming the South Bank Short Lines Association (SBSLA), a Calgary-based group of modellers who met weekly at members' homes, follows.

The final four pages are the clinic notes resulting from the development of the series of passes for the members of the SBSLA. The notes have been re-typed from a very poor ditto (spirit duplicator) copy, complete with the errors that appeared in the original. It is also likely that the date, 1968, indicates these notes were prepared for a NMRA clinic in Alberta as part of one of the annual meetings of the fledgling 6th Division of the NMRA since the clinic was originally prepared c1964 to encourage the SBSLA members to commit to developing passes for exchange at the 1965 Convention in Vancouver.

Interestingly, the clinic indicates that I would design a much simpler pass if I had the opportunity to do so again. However by 1968 I had moved to another city for work and wasn't as active a modeller for the next two decades. If I searched hard enough, I'd likely still find a small stock of unused Series 3 passes. And knowing that I don't always take advice, even my own, it's quite possible the Series 3 pass resulted from my c1964 SBSLA clinic.

While the image production technology I have at my disposal these days is much more sophisticated than it was in the 1960s, it's also much more user friendly. I could, if desired, design and print a new series of passes quickly and easily. Unfortunately, I now model Queensland's narrow gauge shire and sugar cane railways, so the CIR and related operations have mostly passed into history (there are still a few of the old models, especially the geared locomotives and logging cars, stored in a cupboard).

I also have a small stock of security paper, similar to that which was used for stock certificates when they were still issued as paper documents, so I could even develop and exchange my own railway stock certificates... but that's another story.

In the meantime, happy modelling!

**Lynn Zelmer**

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AND AFFILIATED COMPANIES

HOME OFFICE:  
3715 KERRYDALE ROAD  
CALGARY, ALBERTA,  
CANADA

Date.....

Dear Sir:

- ( ) Enclosed is a pass on our lines,  
please send us one over your lines.
- ( ) Enclosed is a pass on our lines  
in return for one over your lines.

*Thank You,*

*Yours in Model Railroading,*

LYNN ZELMER,  
President

## Canadian Intermountain Company

Pass DATE..... No. #244

R.W.D.



Issued To.....

Subject to Rules and Regulations President

SERIES #1 First Issue

## Canadian Intermountain Company

Date ..... No. ....

PASS

Issued To .....

Subject to Rules and Regulations President

SERIES #2 Second Issue

**CANINTACO**  
HO HO 3

CANADIAN INTERMOUNTAIN AND AFFILIATED COMPANIES

MOUNT STEPHEN RAILROAD  
FRANK SLIDE ROAD  
WEST CANADIAN COASTAL LINES  
CROWN ZELMER LOGGING & LUMBER  
PACIFIC NORTH-WEST RAILROAD

CANINTACO COACHES

Not transferable; void if presented by other than a person designated herein or his immediate family, friends, neighbours or children. Children allowed if chained or otherwise restrained. The user assumes all risk of death, dishonour, injury, loss or damage to the user's person or property, and shall have no claim against the issuing company or its agents in such an event. Valid at all times providing advance notice of at least five minutes is given. (per NMR "b"). For current address see NMR Yearbook or The DISPATCHER: NMR-PNR - 7th Division Publication, (Home Pike Ad).

NORTH-WEST LOGGING & RAILROAD CO.  
ROCKY-VIEW CONSTRUCTION CO.  
CANINTACO INVESTMENTS & DEVELOPMENT CO.

**CANADIAN INTERMOUNTAIN Co.**

Canadian Intermountain Railways  
DIVISION OF: CANADIAN INTERMOUNTAIN AND AFFILIATED COMPANIES  
A. C. LYNN ZELMER - PRESIDENT LIFE 494

PASS

ACCOUNT

NO. DATE Series 3

SOUTH BANK SHORT LINES

VALID ON ALL LINES and AFFILIATES

SUBJECT TO RULES and REGULATIONS  
Member: SOUTH BANK SHORT LINES Association

SERIES #3 Third Issue

Reduced size image. The Series 1 pass, printed by offset lithography, was on yellow card and slightly larger than a standard business card. The Series 2 card was a low budget, interim arrangement, and was prepared by a business card printer using letterpress technology. The double-sided Series 3 pass was one of eight on an 8.5 x 11 inch sheet of embossed brown card stock.

Canadian Intermountain Railways

*Canintaco - Canadian Intermountain*

Dear sir;

Welcome to the more than two hundred pass holders on the Canadian Intermountain Railways. This pass is the third series issued by the Company and the most elaborate to date. It was designed and assembled by myself as were several other passes of the members of the South Bank Short Lines Association, one of Calgary's Model Railroad Clubs. The passes incorporate the best in design and style of all the passes in my collection as adapted to our own railways. The Canadian Intermountain Railways are proud to add your name to our growing list of passholders. You will observe that this pass is also valid upon all affiliate railways owned by the Canadian Intermountain Company ( Canintaco) and upon all railways of the South Bank Short Lines.

The Canadian Intermountain Railways as can be seen by the accompanying map cover an extensive area in Western Canada, connecting with other members of the South Bank Short Lines to form a Railway empire in Western Canada of unrivaled size. The CIR main line runs from REVELSTOKE to VANCOUVER connecting for the main East-West route. Branch Line connections run South to Bull River and FRANK in South Western Alberta. At present the CIR has only about 9 feet of track laid on a display layout but it is hoped that this summer will see further construction and all lines operating by next year on a limited basis.

The South Bank Short Lines Association was formed last Spring to answer the needs of a group of railroaders who desired operation and some expansion of model railroading ideas. All the members are now NMRA members and the club thus has 100 % NMRA status. With one exception we all exchange individual passes and will exchange club passes with any visitors to any club members layout. The club has no layout of its own but most of the members either have a layout or are building one, members rotate weekly for meetings and we have found that attendance is very good. Membership now stands at seven but we are considering the addition of another member as one of the members will be unable to be very active in the months to come.

The club is about 90 % steam, and all members try to operate within the period 1890-1930. All layout have towns named in such a manner to conform with the map and timetable operations will soon be instituted with printed timetables, limited card order operation has been tried for freight movement and found very successful. The club members are very interested in logging operation, and this shows itself in the type of equipment operated. Tank locomotives, Shays, a Climax, a Heisler, and a Sierra constitute a large part of the motive power, with logging bunks being constructed, and wood side passenger equipment being predominant among the passenger services. Members are very enthusiastic about weathered locomotives and articles on the subject have been written for local model magazines.

We would be interested in hearing about your railroad, and would welcome your visiting our railways if you are ever in Calgary. Bring along some of your equipment to operate (ours is HO and very limited HO&3)). We would be glad to have you.

Yours in Railroading,

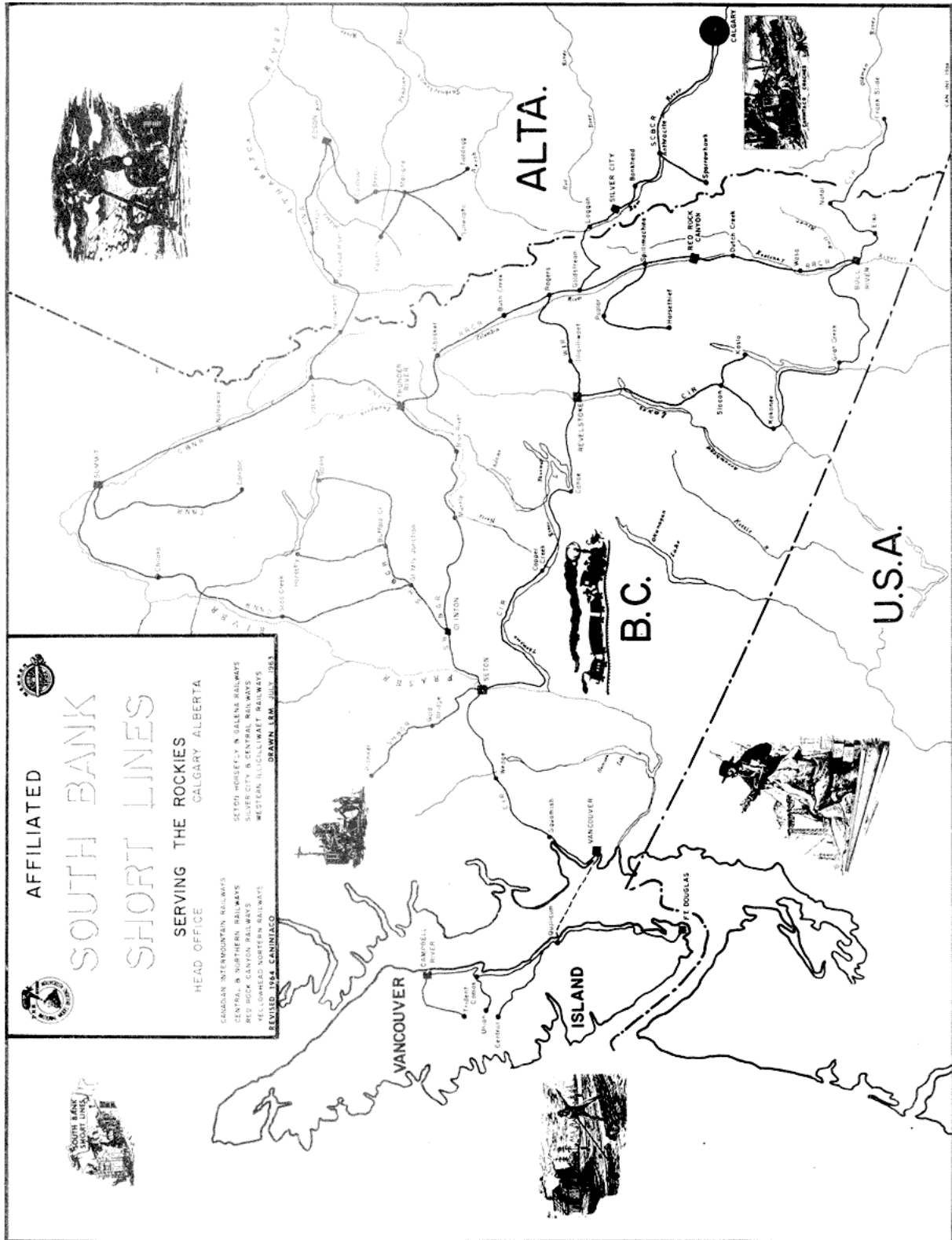
NMRA life 494

A.C. Lynn Zelmer, president CANINTACC

NMRA NATIONAL CONVENTION IN VANCOUVER, B.C. IN 1965, SEE YOU THERE.

Reduced size image. The original was prepared by typewriter on a 'ditto' (spirit duplicator) stencil. This process was good for a couple of hundred copies. While the normal colour was purple, other colours could be added to the stencil for a multi-colour print run. Unfortunately, the dye used was very light sensitive and pages would fade quickly, especially when exposed to sunlight or a photocopier.

# Canadian Intermountain Railways



**AFFILIATED**

**SOUTH BANK SHORT LINES**

**SERVING THE ROCKIES**  
CALGARY ALBERTA

**HEAD OFFICE**

CANADIAN INTERMOUNTAIN RAILWAYS  
CENTRAL & SOUTHERN RAILWAYS  
RED ROCK GARDEN RAILWAYS  
YELLOWHEAD NORTHERN RAILWAYS  
REVISED 1954 - CANINISCO

SETOU HOUSELEY & GALENA RAILWAYS  
SILVER CITY & CENTRAL RAILWAYS  
WESTERN INDIAN RAILWAYS  
DRAWN LEM JULY 1953

Reduced size image. The original was approximately A2 sized and was prepared using standard ammonia-based drafting technologies. A paper print was then photo-reduced to 8.5 x 11 inch size for offset lithography printing. For some reason we chose to have the map printed with green ink, likely because we were getting it done on the cheap and green was the colour of the job printed immediately ahead of it, thus the uneven reproduction in the scanned image above.

## CLINIC: Designing Your Model Railroad Pass

These notes were prepared in 'ditto' (spirit duplicator) form for the author's first 'clinic', or model railroad tutorial session, and resulted from the production of passes for each of the SBSLA members. The clinic would have included a set of slides showing typical passes, examples of pre-press materials and sample printing materials. The same clinic was also likely used at a meeting of the then fledgling 6th Division of the NMRA's Pacific Northwest Region.

The clinic describes the technology of the era. Obviously modern computer software and printers would change the process but not the basic principles. Spelling, punctuation and grammatical errors in the original have been retained in copy typing. It was obvious from the print that some errors had been corrected, however the duplication process did not lend itself to easy error correction.

### CLINIC: DESIGNING YOUR MODEL RAILROAD PASS

Presented by L. Zelmer to the South Bank Short Lines Assoc. June 68.

A. TYPES: The most common type of model railroad pass is printed on card stock in one or more colours. However when beginning, model railroaders have typed, rubber stamped, dittoed or duplicated their own passes in as economical manner as possible.

Printed passes will cost from \$5.00 to \$20.00 per hundred depending upon the style of pass desired and the amount of work that must be done by the printer. On the other hand, the passes may cost as little as \$ .50 for each additional hundred.

The easiest way to have the passes prepared is to see a printer, tell him what you want or can afford and let him do all of the work. There are some printers who specialise in this type of printing and who even have "stock cuts" of locomotives and special type styles to choose from. Often however these passes will look like all of the others from the same printer. Because of the cost of including heralds and drawings with standard printed passes (The same style as printed business cards) the cheapest and most enjoyable way is by offset printing. Several type styles and heralds as well as photographs and drawings can be included at minimal cost and you will have the advantage of having a pass that you yourself made.

B. PURPOSE: Model railroad passes are usually used to identify the owner of a model railroad; provide a means of communicating with members of the hobby at minimal cost, are almost always exchanged with other modellers without cost, and can be used as an invitation for a person to return to a visited layout. Often pass exchangers do not even have a layout as they may be students, members of the armed services or merely an armchair modeller. Regardless of their reasons, they all gain satisfaction from the exchange of ideas and views about railroading with their passes.

Originally passes are designed after the passes issued by the prototype railroad to employees and other deserving persons to ride on the railroad free of charge. It was an honour for the chief executive of a railroad to exchange a pass with the top hat of another railroad REGARDLESS OF ITS SIZE OR IMPORTANCE. Unfortunately, the custom was often abused and today most railroads issue passes only to employees.

C. COST: The main cost of exchanging passes usually lies in the postage and mailing category. While the initial cost of the passes may run to thirty dollars for 500 passes, this is a finished cost. Obviously every pass exchanged by mail requires a stamped envelope and some kind of covering letter. Many pass exchanges have special stationery and pre-printed forms to help them in the process of exchanging. As well, many enclose a duplicated letter describing their own or club layout and why they are modelling. Occasionally they will even have a printed history with photographs. or may engage in the exchange of printed stock certificates as well.

## CLINIC: Designing Your Model Railroad Pass

D. DESIGN: While many passes are quite similar you will probably try to make yours somewhat original, even if only to satisfy your own specific requirements. First, it will contain your railroad name, and should indicate something about your railroad. If your railroad is designed and operated in the late 1880's it would be ridiculous to have a pass using modern type faces and styles of design. Railroad roman type, with the ornate 1800 display faces or old english would be best.

On the other hand, a railroad set in the late 20th century, with progress as its aim would probably use simple modern type styles and the railroad herald would reflect the modern ideas of the company. Likewise all the conditions and other wording on the pass would conform to modern legalese and would not refer to the equipment as "cute", nor would it have gag conditions.

The third style of pass is pretty much of a gag pass in that the railroad name itself may be cute: Up Stairs and Down R.R., Kan Load and Karry R.R., Crazy Mixed Up R.R. Often the conditions and style of the pass is likewise gag oriented.

ALL PASSES require some identification of the railroad issuing the pass, an indication of the fact that it is a pass and not a business card, and usually have the name and address of the owner. Many passes have additional details such as the name of the person to whom the pass is issued, date issues, number (used in record keeping usually), and an indication of whether visitors are allowed to use the pass if they were in the neighbourhood; all of which is desirable. The use of the pass to tell the size, scale, type, expiration and conditions of use is sometimes but not always done. This same information may be conveyed through the proper use of a covering letter.

Some of the above information may be on the pass only by implication. A person modelling a steam railroad would not have a cut of a trolley or diesel on his pass and vice versa.

Having collected passes for several years (since 1958), and having designed at least a dozen different passes my own feelings would be to keep it simple and direct. My biggest mistake on my own pass presently being used was to include too much. My next pass (I'm running out of the present style) will list the railroad name, an indication that I am an NMRA member, my name and railroad title, and the indication that the bearer is entitled to one passage on any train until revoked. There will be no place for the name of the bearer except to sign on the back accepting the conditions. There will be a place for a date of issue but no number as such. All other garbage will be left off except for a locomotive cut overprinted with the pass data, and one or two simple conditions on the back.

*Fancy type*

<p>CANADIAN INTERMOUNTAIN CO.</p> <p>This pass entitles bearer to ride free of charge on any train of the Canadian Intermountain Railways or Canadian Intermountaine and affiliated Companies.</p> <p><i>A.C. Lynn Zelmer</i></p> <p>Series 3      A.C. Lynn Zelmer President</p>	<p>Signature of bearer</p> <p><i>or guests</i></p> <p>NMRA S.B.S.I.A. (out)</p> <p>MEMBER</p> <p>CONDITIONS</p> <ol style="list-style-type: none"><li>1. Bearer assumes all risks etc.</li><li>2. Valid on all lines and affiliates.</li><li>3.</li></ol>
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## CLINIC: Designing Your Model Railroad Pass

### PRINTING BY OFFSET LITHOGRAPHY

Offset lithography is one of the easiest and most economical means of reproduction today for good quality copies. The copy material for reproduction may be prepared by non-professionals quickly and easily. Usually for best quality results a printer will make a photographic printing plate from your copy and will do all of the other steps in the final printing process. This medium also lends itself to simple economical preparation directly upon a paper printing plate or through Xerography upon a paper plate.

In all styles of preparation the copy should be clean and have a good contrast. For photographic plate preparation the required materials, drawings and photographs are prepared oversize and reduced in making the plate. This step eliminates many but not all of the common preparation mistakes. Caution must be exercised to ensure that all the materials, especially type and diagrams are not too details to be reduced effectively. Special type styles are easily obtained with PRESSTYPE, LETRASET and similar materials. Diagrams may be used from any source provided they are black on white (Other colors require require special handling).

Direct plate image making is done with a special pencil or ink upon a wax coated paper plate. The drawing, typing, lettering will reproduce the same size as they are done upon the plate. Obviously prepared diagrams and photographs cannot be used here. However, a Xerography process machine can take materials prepared as for photographic reproduction and transfer them same size to the paper plate. Image size can be accomplished by photographing the required diagram onto high contrast film and printing it to the required size on photographic paper and using this copy for the Xerography original. In both cases press-on lettering can usually be added for short runs. Paper plates are good for several hundred copies and will give as good a copy as the original allows (yours handwork). Metal plates are required for longer runs.

The usual size of a printed page from an offset press is 8 1/2 x 11 inches. Larger sizes are easily obtained. Thus to effectively use this process for smaller materials the sheet will contain several duplicates of the same image or a combination of materials which can be printed together.

## CLINIC: Designing Your Model Railroad Pass

### TYPICAL PASS CONDITIONS

1. This pass is not transferable.
2. No loud or profane talking.
3. Passengers will refrain from calling equipment cute.
4. No smoking unless specifically stated.
5. Keep your cotton-picking hands off the equipment.
6. The holder accepts the above conditions and is in favor of the miss-statements herein.
7. In consideration of the free privileges granted, the \_\_\_\_\_ R.R. Co. shall not be reliable and the person accepting this pass reluctantly agrees that the \_\_\_\_\_ R.R. Co. shall not be responsible for any bones, bottles or promises.
8. Not responsible for gastritis in our dining car cuisine.
9. Will never at any time confuse the hobby of model railroading with mere playing with trains.
10. Agrees to keep his or hers hands off the road's rolling stock, right of way or equipment unless specific permission to do otherwise is granted by the president.
11. Assumes all risk for injury to body or property which might occur while the privileges granted by this pass are being enjoyed.
12. Operating schedule subject to change hourly by my wife.
13. Children under 12 admitted only if caged or on log-chain leash.
14. If you break something, you pay for it or repair it.
15. Your equipment is welcome on my layout, and will be treated as well as I treat mine.
16. Runs by appointment only.
17. Visitors should make appointments at least one day in advance. (Or visitors covered by NMRA category \_\_\_ for appointments).
18. Diner open by invitation only and Rule F strictly enforced.
19. All weapons must be checked with the conductor.
20. Please keep children and small animals muzzled.
21. PRESIDENT shall CHAPERONE ALL BLONDES when Vice-president not around.
22. If train is disabled will allow passengers to walk on right-of-way to next station.
23. Does not guarantee trains to run.
24. Check your troubles before entering station.
25. No gun play in lounge cars. All quarrels must be settled in the vestibule.
26. Defacing railroad property punishable by law.
27. Beware of card sharks in the caboose.
28. Any constructive criticism must be made in a subdued voice, and with a respectful, constructive attitude.
29. Remember! A model railroad is never finished.
30. Passengers are urged to use the cuspidors; Other passengers may be barefooted.
31. Don't rock the coaches; our specially made roadbed will do this for you.
32. Passengers are requested not to build camp fires on the coach floors.
33. Crossing the tracks forbidden; separate pass required for this.
34. Standing on the third rail is prohibited.
35. A New ! fangled privy, rear end, last coach, is for women only! Men will use the rear platform as heretofore.
36. Shooting from coaches without opening windows first will void pass.
37. Miners are forbidden to fight with pick-axe handles inside passenger cars.