

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATEDNOTICE OF MEETING:

The regular monthly meeting of the Association will be held in conjunction with the Annual Banquet, to take place in room 100, Queens Hotel, on Thursday, April 9th, 1953 at 7:00 PM. The evening's entertainment will be provided by Mr. R.G. Harries, our erudite fellow member, who will amplify a talk he gave some time ago on the subject of railway bridges, by another address on the same subject, but pertaining specifically to bridges on the Saint Lawrence River system. Among the guests will be Mr. A.L. Sauviat, Administrative Assistant to the Director of Public Relations, Canadian National Railways, who will give the members a short verbal description of the National system's historic railway train, which will shortly begin a series of public appearances commemorating railway anniversaries. All are invited to attend. Price per plate for the Banquet -- \$2.50. Remittances should be mailed to the President, Mr. O.S.A. Lavallee, at 6959 De l'Epee Avenue, Montreal 15.

EXCURSION NO. 12 - MONTREAL TRANSPORTATION COMMISSION CAR 2501 - MARCH 14

On Saturday, March 14th, fifteen members and friends of the Association participated in an excursion over some rail lines of the Montreal Transportation Commission, using articulated car no. 2501, on what it is believed will be the last occasion when Montreal's articulated cars are used in public service. Present tentative plans call for the rebuilding of these cars into conventional one-man cars in the near future.

Cars 2500 and 2501 were built in 1928, to a design submitted to the Canadian Car & Foundry Company by the Montreal Tramways Company. At the time the cars were built, it was anticipated that an order for a large group of these cars would be placed following the placing in service of the initial two cars. They consisted of two body units, with an overall length of 80', supported on three trucks. The leading and trailing trucks were motored, while the center truck was an idler. The cars were equipped with an ingenious center corridor connection which permitted the passage of passengers between cars, while operating on all but the sharpest curves. These cars were the only units ever used in Montreal to employ the "Pay-as-you-pass" system of fare collection in which passengers entered by the front doors, and passed by the conductor on the way to disembark at any of the three exit doors, or to sit in the rear unit. The exit doors were situated at the rear of the leading unit, and at the front and rear of the trailing unit. The cars suffered certain physical handicaps which prevented the purchase of additional units, and until a few years ago, they were employed almost exclusively in "rush hour" service on the Wellington #58 and Centre #2 routes, operating from St. Paul Carhouse. Originally, the trolley was placed at the rear of the trailing unit, and this caused a considerable amount of trouble when negotiating electric switches, since, due to the length of the car, the front would have passed an electric switch before the trolley reached the selector contact. Whenever the cars were used over an electric switch, it was necessary for a trackman to place a block of wood in the switch to prevent it from turning under the car. Later, this handicap was remedied by placing the trolley on the front unit with

(continued on page 3)

YARMOUTH STREET RAILWAY

The little town of Yarmouth, in Nova Scotia, is distinguished for many things ; for one thing, there is good reason to believe that it was the site of Leif Eriksson's Vinland settlement in the year 1000 A.D. (or 1003 A.D.); for another, its ownership of ocean-going ships on a per capita basis, was, at one time, greater than any other city or town in the world; today, it is a very pleasant little town, especially for those who understand and appreciate good food, and above all, it was one of the first towns in Canada to have an electric street railway. Other towns of similar size would not have been able to support a street railway but fortunately Yarmouth was approximately three miles long, but only about 300 yards wide !

The Yarmouth Street Railway was incorporated on May 3rd, 1887, but it was not until the Spring of 1892 that construction started. On August 6th, 1892, the line was completed from the Dominion Atlantic Ry. crossing, in the north end, to Moody's Corner, in the south, and car #11 made a trial trip over the line with the usual assortment of politicians and other gentry on board. On August 26th, the contractors, the Edison Company, turned the line over to the Company and regular service started.

Soon after, the line was extended northward to Milton Corner, and still later, to the Waterworks Pumping Station. In 1911, the line was extended southward from Moody's Corner to the Golf Club and northward from the Pumping Station, along the shore of Milton Pond to Murphy's Bridge, where the Canadian Pacific Railway's Lakeside Inn is, now.

In 1912, the Yarmouth Light & Power Co. was organized to amalgamate the Yarmouth Street Railway and the Yarmouth Electric Company.

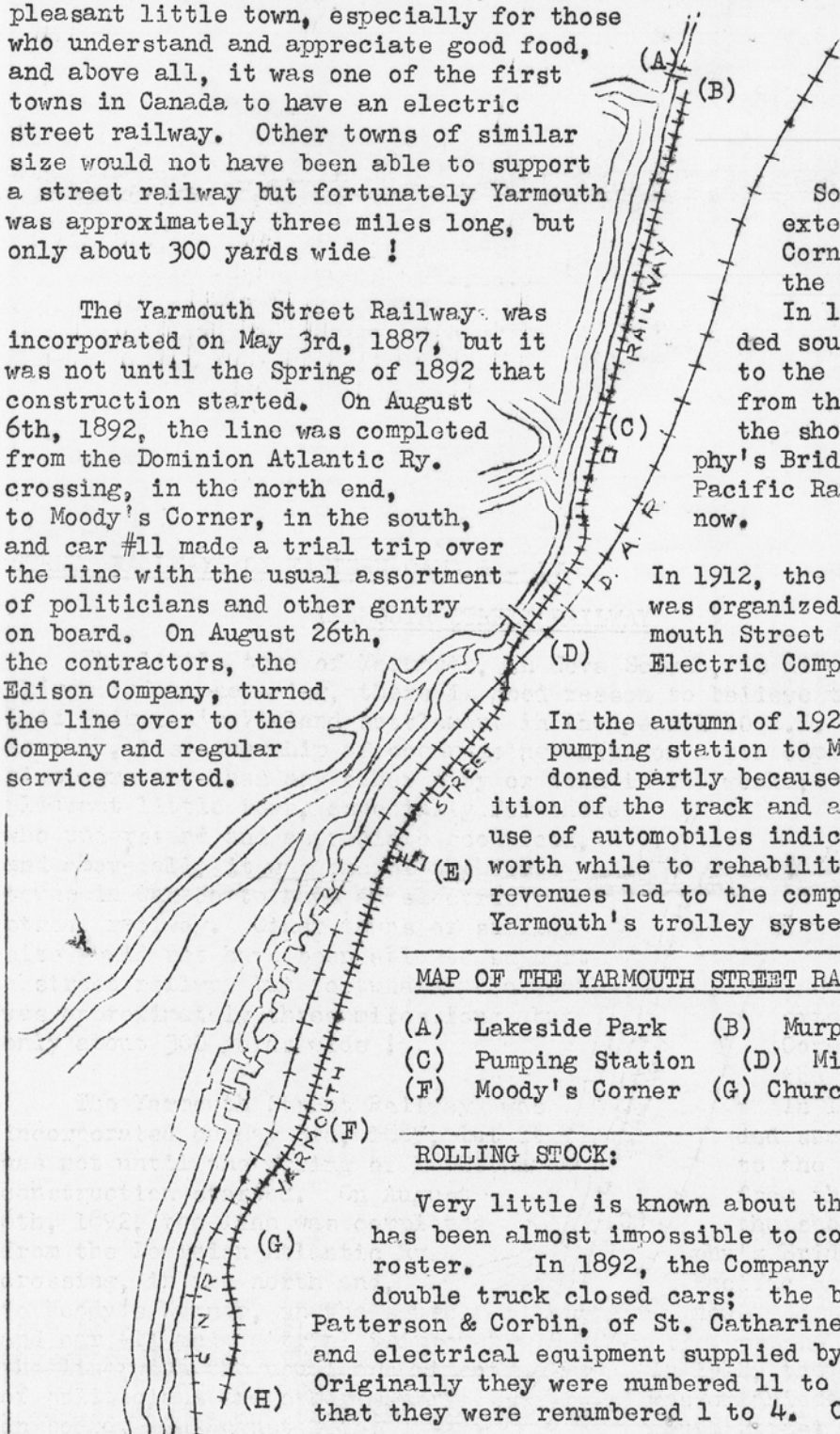
In the autumn of 1924, the section from the pumping station to Murphy's Bridge was abandoned partly because of the dangerous condition of the track and also because the increasing use of automobiles indicated that it would not be worth while to rehabilitate the line. Declining revenues led to the complete abandonment of Yarmouth's trolley system on October 20, 1928.

MAP OF THE YARMOUTH STREET RAILWAY

- | | | |
|---------------------|---------------------|----------------|
| (A) Lakeside Park | (B) Murphy's Bridge | |
| (C) Pumping Station | (D) Milton Corner | (E) King St. |
| (F) Moody's Corner | (G) Church Hill | (H) Golf Club. |

ROLLING STOCK:

Very little is known about the rolling stock and it has been almost impossible to compile a satisfactory roster. In 1892, the Company bought four single-end, double truck closed cars; the bodies were built by Patterson & Corbin, of St. Catharines, Ont. and the trucks and electrical equipment supplied by the Edison Company. Originally they were numbered 11 to 14, but it is believed that they were renumbered 1 to 4. One was gone by 1895 and



the others were scrapped about 1911. Also in 1892, two Patterson & Corbin horse cars were bought for use as trailers but they were not successful, so they were parked off the line and used as waiting rooms. It is believed that they were numbered 5 and 6, and they were scrapped at an early date.

There was a closed car, no.10, bought prior to 1895 and scrapped in 1910. It may have been the same as nos. 11 to 14. In 1911, the Company bought three open cars and two closed cars. The three open cars, first numbered 37, 39 and 41 were soon changed to 7, 8 and 9 and were very small, with five benches and no bulkheads. They came from the Halifax Electric Tramway Company. It is believed that they came to Halifax in 1904 from the Worcester Street Railway where they were numbered 53, 55 and 57, and were built by J.M. Jones' Sons of Watervliet, N.Y. They were used until the end of the summer of 1924, and were scrapped in 1928.

The two closed cars bought in 1911 were numbered 11 and 12 and were old then and very small -- smaller than our Association's Montreal Street Ry. car #274. No.14 bought in 1913 was a little larger but also very ancient and probably built in the early Nineties. Nos 11, 12 and 14 were of unknown origin and while it has been suggested that they might have come from Halifax or Saint John, it is more likely that they were bought in or near Boston. In fact, one oldster, who had been a conductor in Boston, positively identified no.14 as a car he had worked on in the "Bean" city. They were scrapped in November 1928.

Cars were painted with upper panel dark red, and lower panel straw.

TRIP 12 (continued)

two retriever ropes, passing through a pulley arrangement to the pulley on the door side of the car. With this improvement, the cars gave no more trouble with electric switches.

Within the past two years, the cars had operated in regular service along the St. Catherine Street routes, until they were withdrawn from service last year. Both cars are now in storage at the Youville Shop of the Montreal Transportation Commission pending disposal.

The trip on which no 2501 was used followed a route starting from St. Denis Shop and continuing down St. Denis, along Mount Royal, and the Outremont #29 car route via Cote St. Catherine, Maplowood and Queen Mary to Snowdon, thence to Garland Terminus. At the latter place, a stop was made for photographs. The trip was then resumed down Girouard, along Sherbrooke, down Glen Atwater Avenue to St. James, and then eastward to Craig Terminus, where a stop was made for the participants to visit the MTC's Training School. The trip then returned to the St. Denis Carhouse.

FIFTIETH ANNIVERSARY OF THE FRANK SLIDE

On April 29th, 1953, fifty years will have passed since the fateful day in 1903 when the side of Turtle Mountain fell away and entombed part of the small town of Frank, Alberta with a loss of life variously estimated at between 70 and 100 victims. The slide buried 7,000 feet of Canadian Pacific Railway line under several hundred feet of rock, narrowly missing a westbound freight train. One of the members of the crew of this train is said to have made his way across the slide to stop the westbound passenger train

which ran between Lethbridge and Kootenay Landing, B.C. A plaque later erected at the site reads as follows:

" Disaster struck here at 4:10 AM April 29th 1903 when a gigantic wedge of limestone 1300 feet high, 4000 feet wide and 500 feet thick, crashed down from Turtle Mountain and destroyed the town of Frank. Seventy million tons of rock swept over two miles of valley taking 66 lives, burying numerous homes, the entire mining plant, railway sidings and 3200 acres of fertile land to a depth of 100 feet in approximately 100 seconds. "

In addition to the damage inflicted on the Canadian Pacific Railway, the slide also covered the interchange and wye of the Frank & Grassy Mountain Railway, a coal line which ran from Frank northward for several miles to a mine at Lille, Alta.

THE CANADIAN NATIONAL RAILWAYS' HISTORIC TRAIN

Recently, the Canadian National Railways released details of the historic train which has been in the course of preparation for some time. The Association has made a number of donations of material to the National system to include in the train, and a number of the members have had the pleasure of acting in an advisory capacity to make the train, which is the first of its kind in Canada and possibly in the United States, as historically accurate as possible in its appearance, and in the interior furnishings of the three cars which have been restored to period appearance.

The train consists of six cars, three baggage cars fitted up inside for exhibits and three passenger cars, fitted up inside as a coach of 1860, a dining car of 1875, and a sleeping car of 1890, respectively. The three exhibit cars house over five hundred separate exhibits, ranging from first spikes to the engine unit of the first diesel-electric road locomotive in Canada. The cars used in the train were selected from over a hundred "candidates" and the detailed history of the various units is as follows:

- CAR 8029 Built as a coach by the Intercolonial Railway in Moncton in 1877. Rebuilt by Harris & Co. in July 1890 as Intercolonial baggage car no. 736. In 1916, renumbered Canadian Government Railways 2736; in 1920, renumbered C.N.R. #8029.
- CAR 8018 Built as a coach by the Intercolonial Railway in 1875. Rebuilt by Harris & Co. in January 1892 as Intercolonial Ry. baggage car no. 713. In April 1916 renumbered Canadian Government Railways #2713 and renumbered C.N.R. 8018 at St. Malo in 1920.
- CAR 7108 Built as a first class coach in the Richmond (Halifax) shops of the Nova Scotia Railway in 1866 as N.S.R. #14 (later Intercolonial #14). In May 1901, it was rebuilt by Barney & Smith of Dayton, Ohio as combination baggage and second-class car #495. Renumbered Canadian Government Railways #98 in October 1915. Subsequently changed to Combination baggage and first-class C.G.R. #2039. In December 1919, became C.N.R. 7108.

- CAR 59262 First class coach built by the Grand Trunk Railway at Pointe St. Charles in 1859. Converted to G.T.R. boarding car 94091 in 1900. Renumbered C.N.R. 59262 at Island Pond in 1924.
- CAR 4006 First class dining car built by the Wagner Palace Car Co. in 1899. Numbered Intercolonial Ry. #95. Renumbered Canadian Government Railways 264 in 1916, and renumbered C.N.R. 4006 at Moncton in May 1920.
- CAR 2541 Built by the Crossen Car Co. of Cobourg, Ont. in June 1904 as second class sleeper Intercolonial Railway #531. Rebuilt to colonist car by the Silliker Car Co. (Halifax) in December 1910. Renumbered Canadian Government Railways 1531 in 1916, and then C.N.R. 2541 at Moncton in November 1919.

The above cars are painted yellow on the exterior, with gold lettering. This colour was used by the Grand Trunk Railway about ninety years ago, and more recently by the Intercolonial Railway. The train will be pulled by engine #674, a 2-6-0 type built at Pointe St. Charles at the turn of the century and the oldest engine in service on the Canadian National system. Other locomotives in the train will include no. 40, the Portland-built 4-4-0, no. 247, the ex-G.T.R. 0-6-0 tank locomotive, and no. 15825, a diesel-electric railcar and duplicate of the famous 15820 which in 1925 established a performance record for this type of car by travelling from Montreal to Vancouver with a running time of 67 hours.

The historic train's itinerary for this year will include a period at Montreal's Central Station where it will be on display. Later, in May, the train will participate in ceremonies to be held at Aurora, Ontario to commemorate the centenary of the opening of Ontario's first steam railway, the Ontario, Simcoe & Huron Union Railroad. During the summer, in July, it will be on view in several Quebec Eastern Townships cities in connection with the centenary of the completion of the Saint Lawrence & Atlantic Rail Road in 1853, to Portland. Finally, in September, the train will be on exhibition in the southwestern Ontario region in connection with the centenary observance of the opening of the first portion of the Great Western Railway.

It is the intention of the Canadian National Railways to keep the train permanently as a historic exhibit, and it is the management's feeling that the train's value, as such, will increase as time goes on. The Canadian National Railways is to be congratulated for taking the initiative, in Canada, in a field which has already been explored in the United States and abroad, and it is hoped that the National system's example will be emulated by other Canadian railways while there is still enough equipment of a historical nature in existence and worth preserving.

While the restoration of this train is the concern of the Canadian National system as a whole, credit for originating and developing the idea must go to Mr. A.L. Sauviat of the CNR Public Relations Department, and his associates. The publicity value of such an exhibit is enormous, and we are confident that the public reception of the train will easily justify the careful research and work, and the attendant expenses. May it travel many miles without mishap, and bring to Canadians a real appreciation of the important part the railway and the steam locomotive have played in holding our nation together with bonds of steel.

NEWS ITEMS

Canadian Pacific Railway is beginning to remodel seven dining cars of the "L" class. These cars are steel-underframed and steel-sheathed and they are equipped with air-conditioning. Some of them have tanks on the roof which give them an unusual appearance. Names of these cars are: Lullworth, Lochinch, Leeds, Lincoln, Leicester, Launceston and Lismore. The business car "Killarney" is being modernized and equipped with "thermo-pane" windows and air-conditioning.

Canadian Pacific safety instruction car no.57, recently rebuilt from the car "Mount Baker" at Angus Shops and demonstrated to the Association's members by Mr. P.W. Raines has been sent to the system's western lines. It has been replaced on the Eastern Region by car no.56, formerly the parlour car "Malahat" which was used on the Esquimalt & Nanaimo Railway. This car has an open platform at one end and it is heated (in the absence of steam) by three stoves. It is a wooden car and recently underwent repairs at Angus when it was equipped with signal demonstration panels.

Item appearing in the March News Report concerning Ontario Northland Railway engine sold to the Quebec North Shore & Labrador Railway should have read no.702 instead of 701. No.702 was received in Montreal during March and is presently at CPR Angus Shops being converted to oil-burning. When the work is completed, it will be shipped to Sept Isles. The engine is a medium-sized 4-6-2 type with smoke deflectors.

The Quebec North Shore & Labrador Railway again has a considerable amount of rolling stock at Montreal's CPR Outremont Yard, and at Beaubien Yard. This includes 25 box cars, nos.740 to 764 inclusive; wood, with steel frames and archbar trucks -- former CPR equipment. There are also about 35 flatcars of steel construction, formerly DL&W and CRRofNJ, numbered in 1300 series. Another item is International Correspondence Schools instruction car 105, which will evidently become an official car of some kind. Other QNSL equipment includes six air-dump ballast cars, two new heated boxcars (1500 series) three baggage cars, three coaches and several old Barrett tankcars. There are also eight new steel cabooses, painted yellow.

It is reported that the Canadian National Railways will shortly dieselize the branch from Riviere du Loup to Edmundston, the former Temiscouata Railway. The resultant disposal of the 1000 series 4-6-0 type engines presently used is open to conjecture.

During floods recently experienced in the Laurentian Mountains north of Montreal, several Canadian Pacific trains used the Canadian National line between old Montfort Junction, near St.Jerome, and Jacques Cartier Junction just north of Montreal Park Avenue station.

During repairs now in progress on the Lachine Canal swing bridge at Cote St. Paul, Montreal Transportation Commission cars are unable to use the bridge. The two routes, NOTRE DAME #25 and NOTRE DAME #36 have been through-routed and cars operate from Allard and DeMonts via Allard, Monk, Church and Wellington to Woodlands.

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O.S.A. LAVALLEE, Editor.