

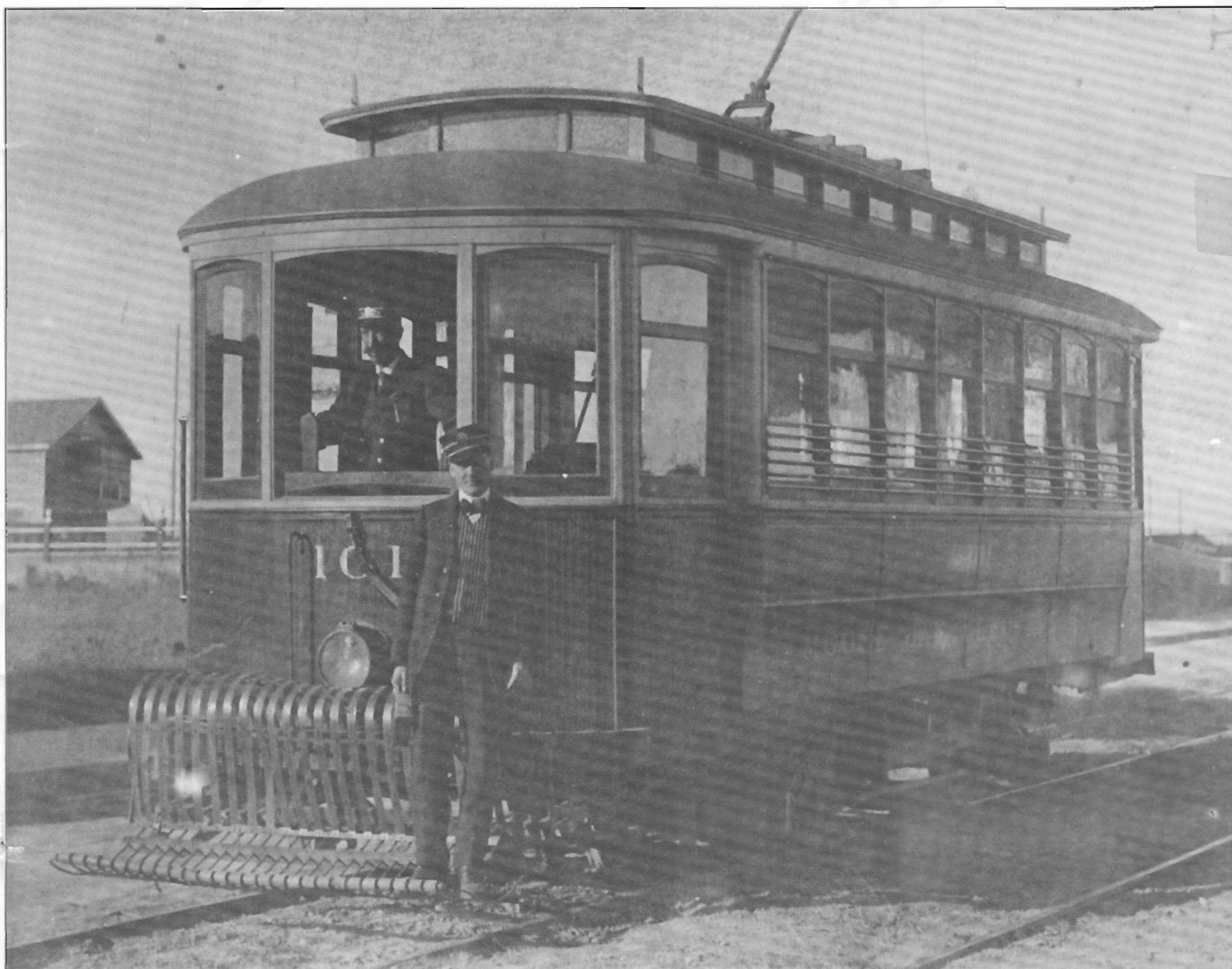
Canadian Rail

THE JOURNAL OF CANADA'S RAILWAY HISTORY

No. 445



MARCH - APRIL 1995



PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

PUBLIE TOUS LES DEUX MOIS PAR L'ASSOCIATION CANADIENNE D'HISTOIRE FERROVIAIRE



CANADIAN RAIL

ISSN 0008-4675



PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

TABLE OF CONTENTS

THE MOOSE JAW ELECTRIC RAILWAY.....	BILL AND ANN HESELTON....	43
LE QUEBEC ET DU LAC ST-JEAN.....	RICHARD LECLERC.....	59
FLATCAR SPOTTER'S PARADISE.....	PETER J. LACEY.....	69
RAIL CANADA DECISIONS.....	DOUGLAS N.W. SMITH.....	72
CRHA COMMUNICATIONS.....		76
THE BUSINESS CAR.....		77

FRONT COVER: One of the first street cars to run in Moose Jaw, Saskatchewan, No. 101, poses with its crew in 1912. The Moose Jaw Electric Railway, one of Canada's smaller street car systems, began operation in 1911, and was abandoned in favour of bus operation in 1932.

Photo from the Moose Jaw Public Library, courtesy of the late Lorne Unwin.

EDITOR: Fred F. Angus
 CO-EDITOR: Douglas N.W. Smith
 ASSOCIATE EDITOR (Motive Power):
 Hugues W. Bonin
 DISTRIBUTION: Gerard Frechette
 LAYOUT: Fred F. Angus
 Printing: Procel Printing

DIRECTORS OF THE C.R.H.A.

PRESIDENT: Walter J. Bedbrook
 VICE PRES.: Charles De Jean
 VICE PRES.: David W. Johnson
 TREASURER: Robert Carlson
 SECRETARY: Bernard Martin
 Frederick F. Angus
 Alan C. Blackburn
 James Bouchard
 Gerard Frechette
 Mervyn T. Green
 J. Christopher Kyle
 William Le Surf
 Robert V.V. Nicholls
 Ernest Ottewill
 Andrew W. Panko
 Douglas N.W. Smith
 William Thomson
 A. Stephen Walbridge
 Michael Westren

DIVISION LIASION REPRESENTATIVES

WESTERN
 D. Walter Edgar
 4515 Dalhart Road N.W.
 Calgary, AB T3A 1B6
 Phone: (403)-286-2189

CENTRAL
 Christopher Kyle
 49 - 77 Wellesley St. East
 Toronto, ON M4Y 1H7
 Phone: (416)-962-1880

MARITIME
 Richard E. Viberg
 172 Main St.
 Hillsborough, NB E0A 1X0
 Phone: (506)-734-3467

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, 120 Rue St-Pierre, St. Constant, Que.
 J5A 2G9

Membership Dues for 1995:

In Canada: \$31 (including GST).

Outside Canada: \$29.50 in U.S. funds.

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson / St. Constant, Que. which is about 14 miles (23 Km.) from downtown Montreal. It is open from late May to early October (daily until Labour Day). Members, and their immediate families, are admitted free of charge.

THE GOAL OF THE ASSOCIATION IS THE COLLECTION, PRESERVATION AND DISSEMINATION OF ITEMS RELATING TO THE HISTORY OF CANADIAN RAILWAYS

The CRHA has a number of local divisions across the country. Many hold regular meetings and issue newsletters. Further information may be obtained by writing to the division.

NEW BRUNSWICK DIVISION
 P.O. Box 1162
 Saint John N.B. E2L 4G7

DIVISION VALLEE-JONCTION BEAUCE
 397 Blvd. Rousseau
 Vallée-Jonction Qué G0S 3J0

ST LAWRENCE VALLEY DIVISION
 P.O. Box 22, Station "B"
 Montreal P.Q. H3B 3J5

RIDEAU VALLEY DIVISION
 P.O. Box 962
 Smith's Falls, Ont. K7A 5A5

KINGSTON DIVISION
 P.O. Box 1714
 Kingston, Ont. K7L 5V6

TORONTO & YORK DIVISION
 P.O. Box 5849, Terminal "A"
 Toronto, Ont. M5W 1P3

NIAGARA DIVISION
 P.O. Box 20311 Grantham Postal Outlet
 St. Catharines, Ont. L2M 7W7

CALGARY & SOUTH WESTERN DIVISION
 c/o Ian Mackenzie, Secretary
 1912 Westmount Road N.W.
 Calgary, Alberta T2N 3M7

SELKIRK DIVISION
 P.O. Box 2561
 Revelstoke, B.C. V0E 2S0

CROWNEST & KETTLE VALLEY DIVISION
 P.O. Box 400
 Cranbrook, B.C. V1C 4H9

NELSON ELECTRIC TRAMWAY SOCIETY
 123 View Street
 Nelson, B.C. V1L 2V8

PRINCE GEORGE-NECHAKO-FRASER DIVISION
 P.O. Box 2408
 Prince George, B.C. V2N 2S6

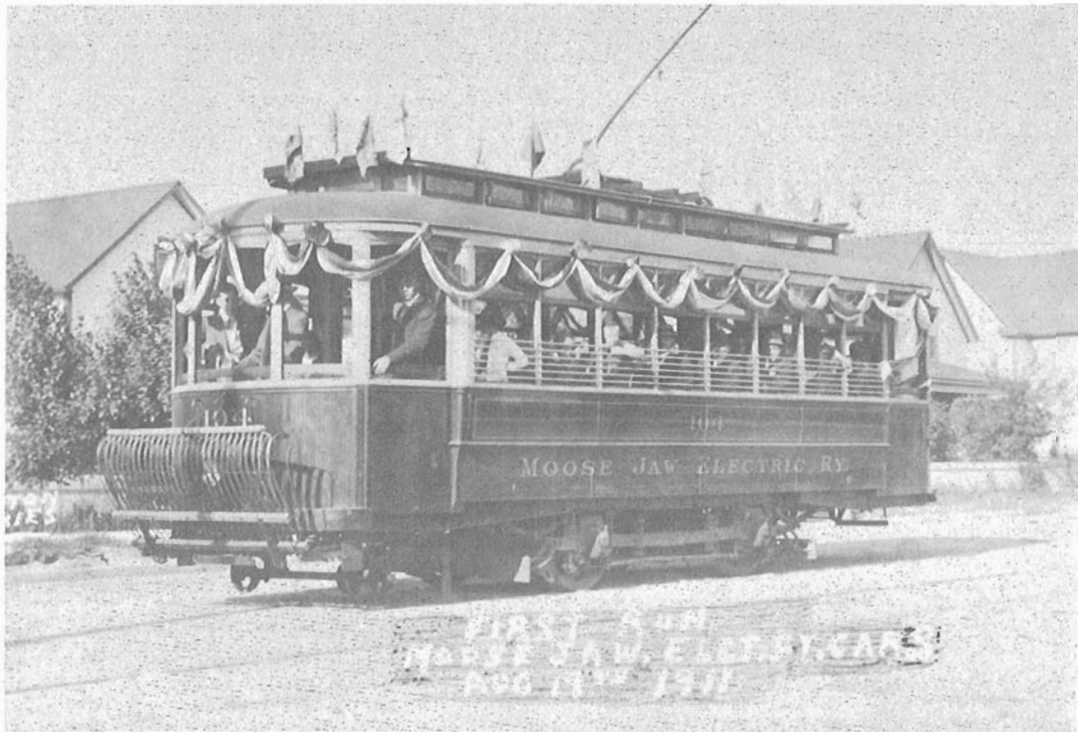
PACIFIC COAST DIVISION
 P.O. Box 1006, Station "A"
 Vancouver, B.C. V6C 2P1

ESQUIMALT AND NANAIMO DIVISION
 1148 Balmoral Road
 Victoria, B.C. V8T 1B1

The Moose Jaw Electric Railway

Country Cousin to the Ottawa Electric

By Bill and Ann Heselton



The first run of a Moose Jaw street car, August 19, 1911

Photo from an original postcard in the collection of the authors.

The idea of a street railway in a city of about 12,000 people seems rather absurd by today's standards, but conceived it was in the minds of several of the young businessmen in Moose Jaw, Saskatchewan in 1909. These were heady times in the West. That Moose Jaw would one day boast a population of 135,000 would soon be advertised conspicuously on a billboard in Winnipeg, and James T. Cashman, a young lawyer, and several of his friends, including E.M. Saunders, then manager of the Bank of Commerce, would not be deterred by those less optimistic.

Cashman headed east to Ottawa, where he had formerly lived, and while there was introduced to J.B. McRae, who later was to become the consulting engineer of the Moose Jaw Electric Railway. Through McRae, Cashman met A. Hector Dion whose father happened to be the general superintendent of the Ottawa Electric Railway Company. A. Hector would become the first superintendent of the Moose Jaw Electric Railway.

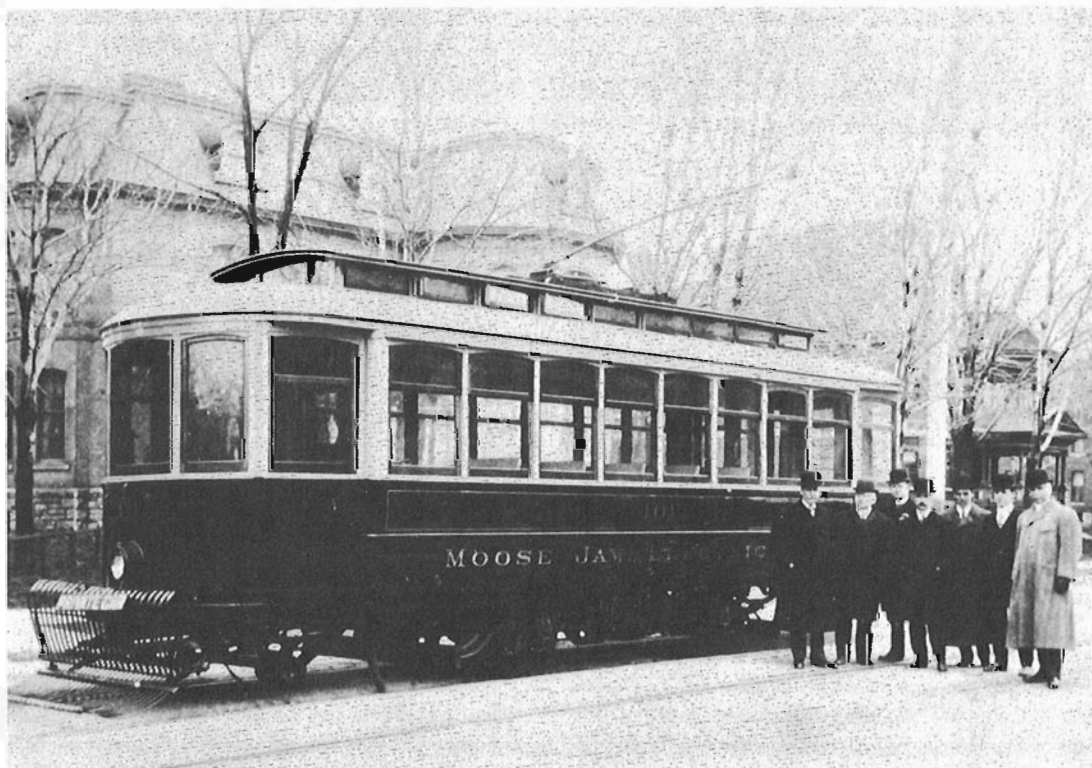
Early in 1910, the first draft agreement for a franchise was presented to the city fathers of Moose Jaw, and with some

opposition from a local group who would have liked to receive the franchise (although they were unable to secure the capital), the Moose Jaw Electric was born in March of that year. The Moose Jaw Evening Times (hereafter referred to as MJT) reported: "*The parties to whom a 20 year franchise was given are : Messrs J.B. McRae, consulting engineer, Peter B. Melon, physician, E.J. Daly, Barrister, A.H. Dion, electrical engineer, C.E. McCuaig, broker of the City of Moose Jaw*".

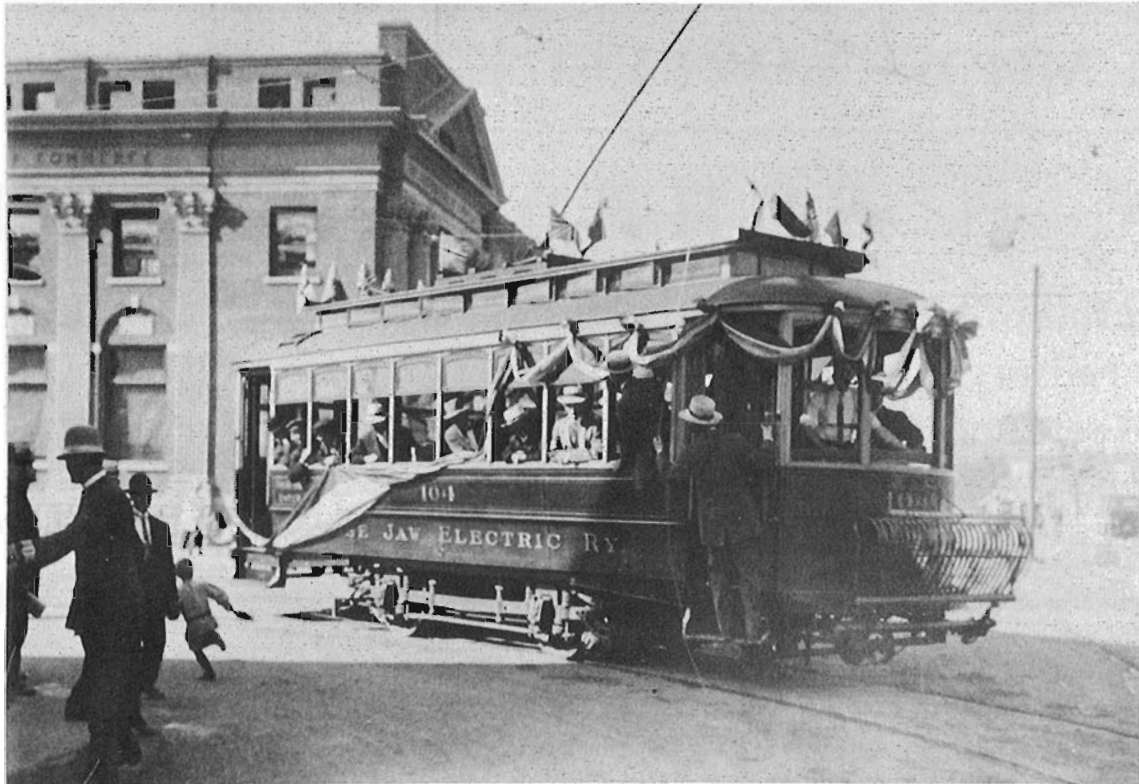
Construction could not proceed fast enough for the citizens of a city who were determined to have a street railway system up and running ahead of the city of Regina, forty miles to the east. The competition took on shades of a war of nerves when the mayor of the city had one of the first street cars placed in a conspicuous position on Main Street so as to give travellers arriving on the CPR the impression that the street car was just heading around the corner. Closer examination (by a Regina resident, and reported in the Regina Leader Post) revealed that the overhead wires were not even erected yet!



*Tracklaying in progress on Main Street looking north, about 1911.
Saskatchewan Archives photo No. R-A170.*



*The presentation of the first car to the directors. Taken in Ottawa on April 18, 1911.
Courtesy of Sukanen Ship and Pioneer Museum, Moose Jaw.*



*Another view of the inaugural run. Taken at the corner of Main and High Streets, August 19, 1911.
Courtesy of Sukanen Ship and Pioneer Museum, Moose Jaw.*

Not surprisingly, the cars were built by the Ottawa Car Company, and were of the single truck type, Pay-As-You-Enter style, each equipped with two 40-horsepower Westinghouse motors. More than one elderly resident of president day Moose Jaw has hinted that there was speculation for a number of years that Moose Jaw was getting Ottawa's old street cars. The cars were painted yellow with red and green bands at the bottom. The seating capacity was thirty. Operated by a motorman at the front, the cars were supervised by a conductor at the rear, where a passenger would board and at which time the conductor would present a hand held fare box for the five cent fare. Floor mounted fare boxes were installed in September of 1912.

J.B. McRae convinced the directors of the company that a diesel crude oil engine was the answer to supplying the necessary power. When the system opened with much fanfare in August of 1911, a single 204 horsepower engine and generator were employed, with a smaller unit as a back-up. This soon proved to be inadequate.

Although regular service (with four cars) was delayed until September 4th, 1911, because of paving and other work, at five P.M. on August 19th, just twenty-two days after the inaugural run of the Regina Municipal system, Mrs. Paul, wife of Mayor Paul, pulled a lever in the power house that set in motion the first car, number 104. This car ran the few blocks from Main Street to the car barns carrying a number of dignitaries who joined in the festivities.

The Moose Jaw Evening Times reported the following Monday "on what might have been a disastrous incident. As the street car came to the corner of Fairford and Main, the trolley pushed the high voltage street car wires against the city wires and put the fire alarm boxes throughout the city out of business. This momentary contact of the wires resulted in some dazzling fireworks at the switchboard in the firehall". The street car company and the fire department would cross paths, literally, on several occasions in the future and it was probably with some smugness that in April of 1913, following the collapse of a new addition to the carbarns and powerhouse, the fire chief would remark "They can say all they like but winter building does not pay here. I have been talking about it all winter, and here is a good proof that my ideas are correct." (MJT).

During the first few years of service many adjustments had to be made by the citizens of Moose Jaw, and the Moose Jaw Evening Times did not want for news about accidents between street cars and pedestrians, buggies, dray wagons, motor cars, bicycles, Fire Department wagons and even a collision between a street car and "Snapshot", the little fox terrier belonging to Sergeant King of the Royal North West Mounted Police. The dog survived its encounter with a street car fender. On Friday, October 4, 1912 two street cars grazed each other, apparently over a mix-up in signals between the motormen. History was probably made with the report on April 12, 1913, of a collision between a

MOOSE JAW ELECTRIC RAILWAY

SCHEDULE

The following rules and regulations in regard to the working of the railway shall be observed by the Company and the officers and servants thereof:

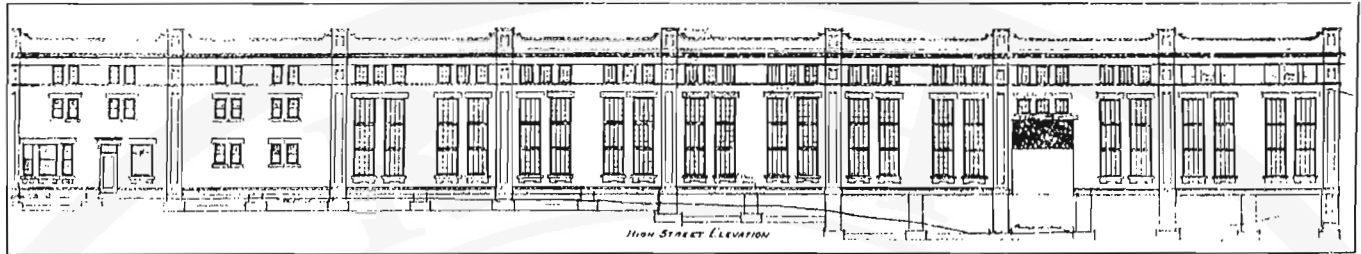
1. The Company shall cause each car or other vehicle used by the Company to be numbered.
2. The cars shall not be propelled at a higher rate of speed than ten (10) miles an hour within the city limits, without the consent of the Corporation.
3. Each car shall be supplied with a gong which shall be sounded by the driver when the car approaches to within fifty (50) feet of each crossing.
4. No car shall be allowed to stop on or over a crossing or in front of any intersecting streets except to avoid a collision or present danger to persons in the streets, and no car shall be left or remain in the street at any time unless waiting for passengers or for other unavoidable reasons.
5. When it is necessary to stop at the intersection of streets to receive or leave passengers, the cars shall be stopped so as to leave the rear platform slightly over the last crossing.
6. Conductors and drivers shall be required to bring the cars to a stop when passengers request to get on and off the cars at the beginning of any block.
7. After sunset the cars shall be provided with colored signal lights, front and rear.
8. There shall be a conductor as well as a driver on each car or train except on such portions of the lines as may be hereafter determined by the Corporation.
9. The conductor shall announce to the passengers the names of the streets and public squares as the cars reach them.
10. Careful and sober civil servants, conductors and drivers shall be at all times employed to take charge of the cars on the said railway.
11. The said Company and its servants and officials shall conform to all such further and other regulations as the Council shall from time to time deem requisite or necessary to enact for the protection of the persons and property of the public.
12. This schedule is made pursuant to the contract and its terms and conditions shall be binding on the Company in the same manner as if inserted in the contract.

Signed in the presence of
E.J. McMillan.

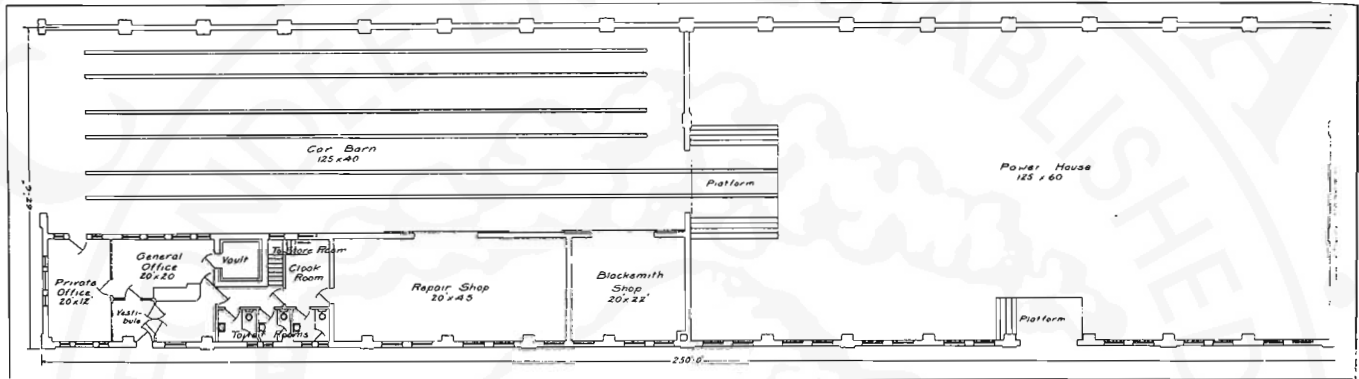
Edw. C. Matthews, Mayor.
(Seal) W.F. Heal, City Clerk.

J.B. McRae, per proc. A.A. Dion. (Seal)
P.B. Mellon, Per proc. A.A. Dion. (Seal)
E.J. Daly, per proc. A.A. Dion. (Seal)
A. Hector Dion, per proc. A.A. Dion. (Seal)
C.E. McCuaig, per proc. A.A. Dion. (Seal)
A.A. Dion. (Seal)
Jas. Cashman. (Seal)

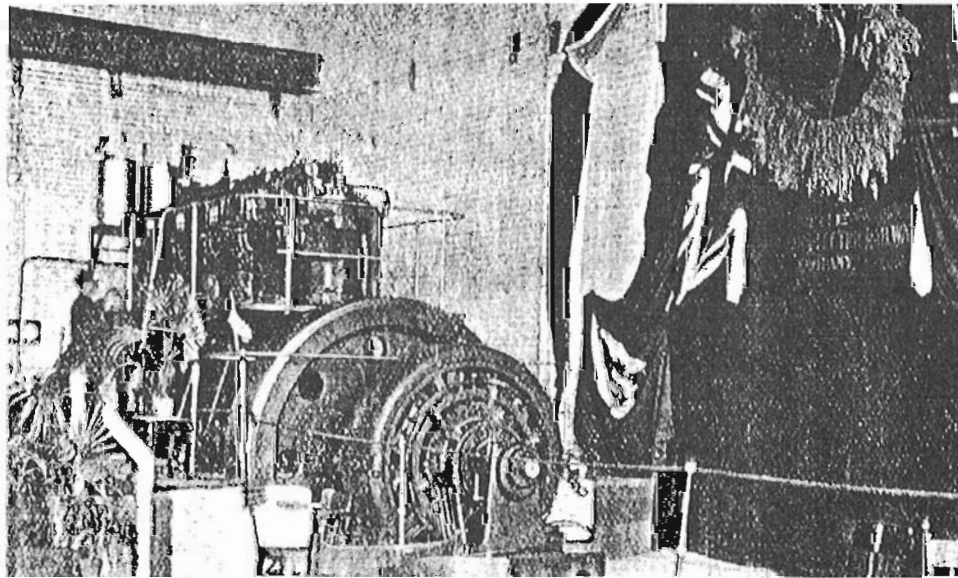
(From: The Moose Jaw Evening Times, Friday, April 8, 1910.)



Moose Jaw Electric Ry. Car Barn.



Layout of Moose Jaw Electric Railway Shops.



TOP: Elevation view of the impressive facade of the car barn and shops of the Moose Jaw Electric Railway. *Canadian Railway and Marine World*, June, 1912:

CENTRE: Plan of the car barn, repair shops, offices and power house of the Moose Jaw Electric Railway. *Canadian Railway and Marine World*, October, 1913.

BOTTOM: The Diesel engine and generator of the Moose Jaw Electric Railway. This was a real pioneer, one of the first such installations in Canada. Note the decorations put up for the inauguration ceremonies in August, 1911. *Canadian Railway and Marine World*, June, 1912.



Looking east along High Street about 1913. Saskatchewan Archives photo, Rice Album No. 6.

pedestrian and one of the company's power poles! "E.J. Chegwin, secretary of the local Y.M.C.A., running to catch a street car turned to speak to a colleague and while doing so ran headlong into a center pole with considerable force. Being stunned he dropped in the road and it was a minute or two before he recovered his senses." (MJT).

Expansion pressed on however, and in September of 1917 the Company reported to the Deputy Minister, Department of Railways, Government of Saskatchewan that they were operating "approximately eleven and one half miles of line with twenty-one passenger cars, one work plow and one snow plow. Number of accidents: None injured and none killed." (Saskatchewan Archives Board, Saskatoon). These statistics would change very little in the life of the Moose Jaw Electric Railway as the economy of the country and the settlement of the West, particularly Moose Jaw, did not live up to the hopes of those early entrepreneurs.

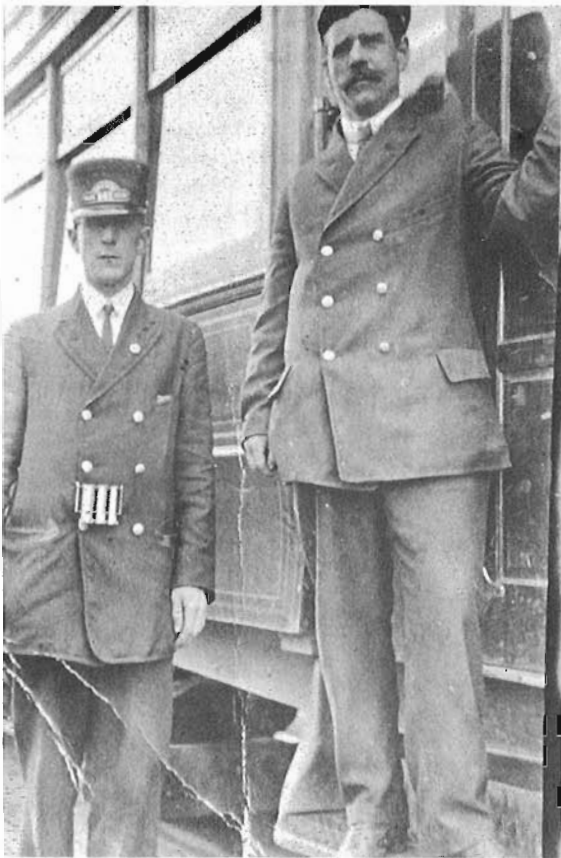
It was common practice for electric railway companies to develop parks to help increase Sunday revenue, and not to be forgotten by many residents of Moose Jaw was the company's construction of Kingsway Park in the beautiful river valley on the south edge of the city. Many a couple rode the street car to the park and tripped the light fantastic at the jitney dance hall. Canoe or motor launch trips down the river from the boat houses operated by Mr. G.P. Plaxton were popular. Numerous picnics were held at the site. On September 18, 1916, three thousand youngsters enjoyed the hospitality of the company at Kingsway Park. The company had persuaded the local school board to declare a holiday that afternoon and "5000 bags of popcorn, 4000 ice cream cones, 2500 bags containing peanuts, popcorn and chocolate bars, and 4000 pints of lemonade were consumed." (MJT).

Mention must also be made that Moose Jaw boasted the first female conductors on street cars in Canada and "the first fair

fare-collector" (MJT) made her first appearance on Thursday, March 29, 1917, much to the chagrin of the local Trades and Labour Council. Not long after, purely for economic reasons, the street car companies throughout the province were lobbying the government to allow the operation of one-man cars. Shortages of labour, due to World War I, were cited as the pressing need for this conversion. No longer was much of the Superintendent's time taken up writing bulletins regarding the reassignment of badge numbers because of the comings and goings of men looking for employment. These bulletins were kept in a large ledger signed by all conductors and motormen each day as they reported for work and the copies from 1913, now in the possession of a local museum, show that in the early days there was not a shortage of manpower. This would soon change during the war years.

It did not take long to realize that the company was no gold mine. By 1919, no taxes had been paid and modifications to the original agreement were sought. A new agreement was obtained in this year and the company was relieved of paying taxes and its arrears, provided it continued to provide service until 1930. In 1924, another agreement was struck, with new rates of fare being put into effect.

That the growth of the city did not live up to the dreams of those early businessmen who pressed for a street railway system is best described in a Regina Leader Post interview, November 28, 1947, of a then 72 year old Tom Shaw who had been a motorman on the system. He recalled that on trips to "the Heights", his conductor, "Red" Howes, often carried a shotgun and if a rabbit came in sight he would slow the car up and they would have rabbit stew for lunch the next day. "The Heights" was Boulevard Heights, a subdivision on the north side of the city, to which the company ran a line, speculating on residential build-up. This area of the city is at present a golf course.



*ABOVE: Motorman Tom Shaw and conductor "Red" Howes posed beside their car. No sign of their shotgun though!
Photo courtesy of Mr. George Shaw.*

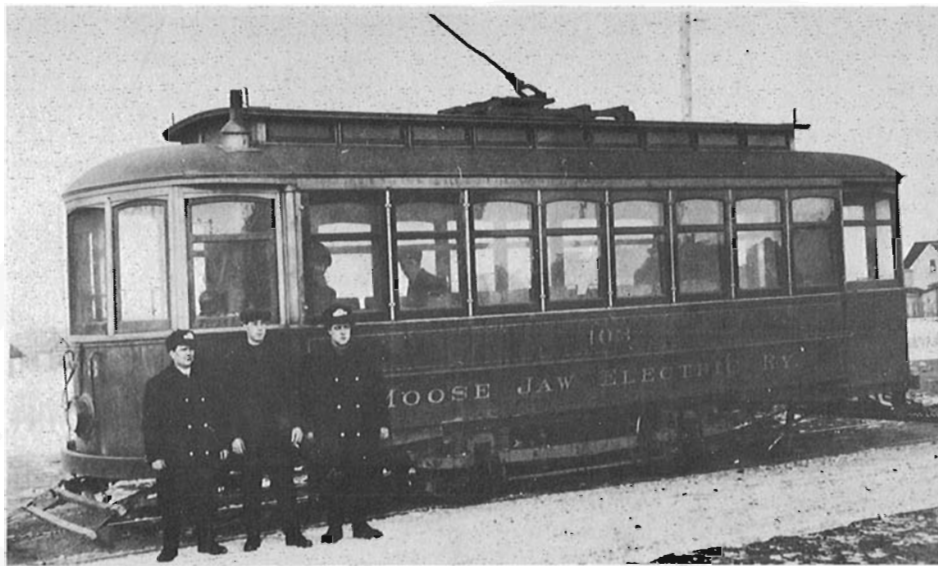


*TOP: High Street looking west, showing three street cars.
Saskatchewan Archives, photo R-A174.*

*CENTRE: Main Street looking north: four street cars are visible here.
Saskatchewan Archives, photo R-A173.*

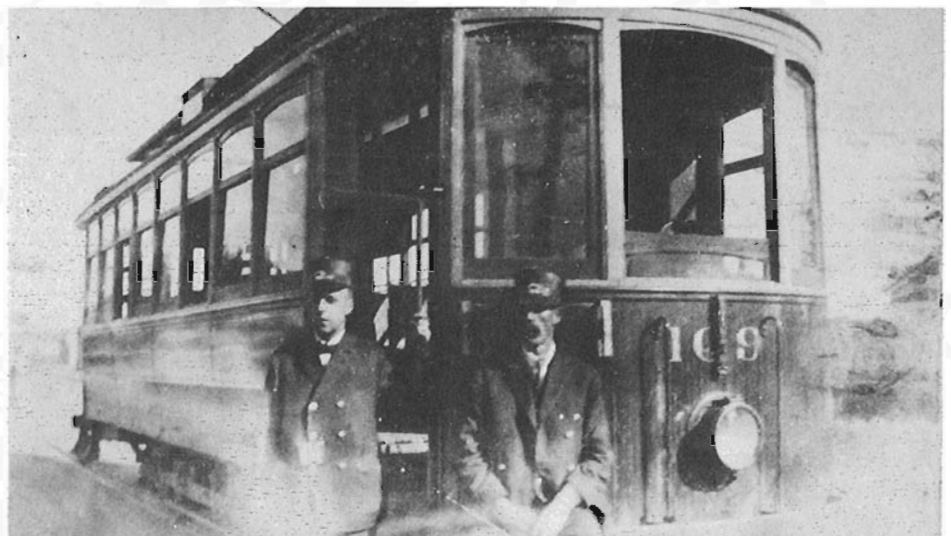


*BOTTOM: Main Street looking south, about 1913.
Photo courtesy of Mr. Carl Ludke, Moose Jaw.*

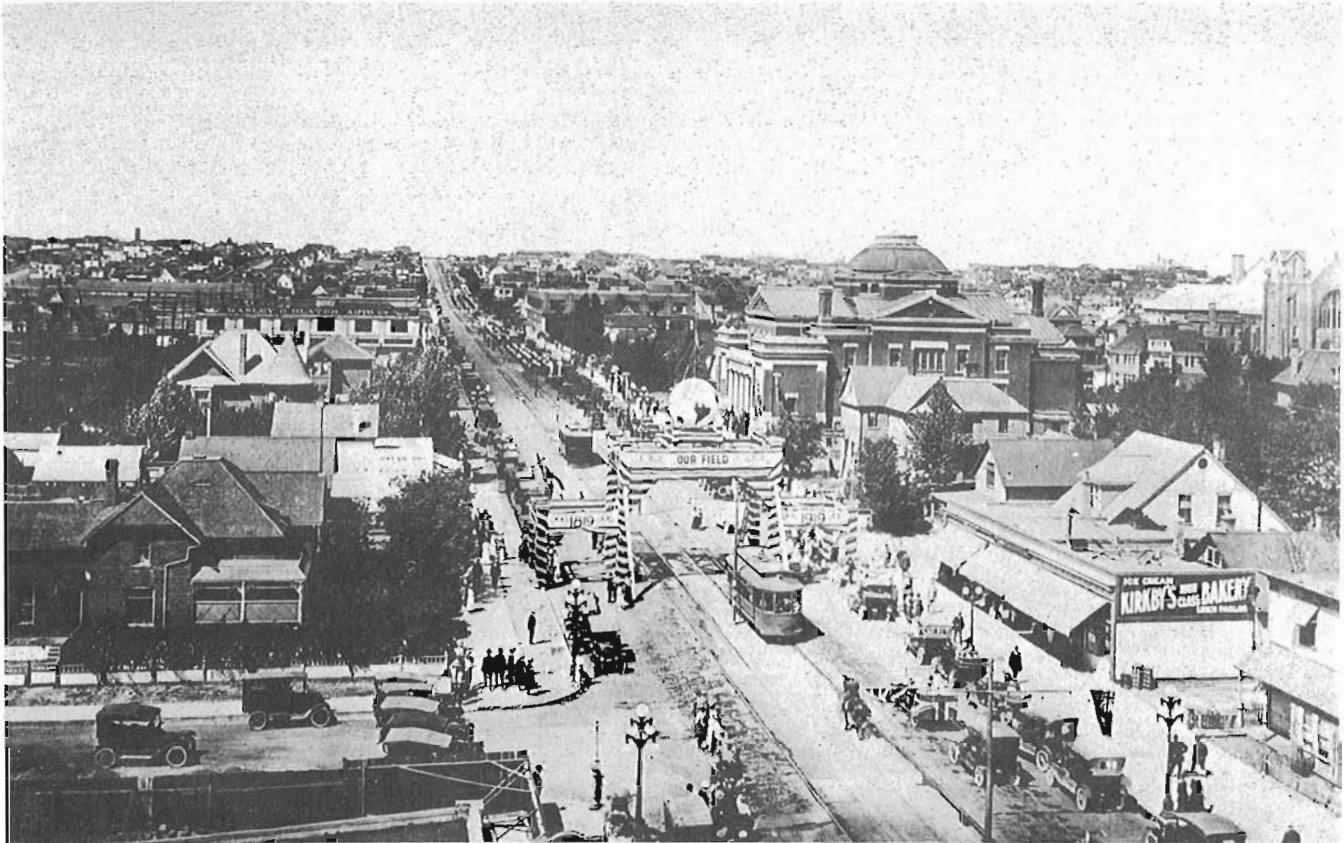


*Ready for the cold prairie winter, the company employees are dressed in their winter uniforms as they pose beside car 103 about 1912
Moose Jaw Public Library.*

*Ready for warmer weather, the crew of car 109 have donned their summer uniforms.
Moose Jaw Public Library.*



*The members of the Moose Jaw Electric Football Club pose beside one of the cars during the season of 1914.
Courtesy of Mr. George Shaw.*



Looking north on Main Street in 1919, a car of the Moose Jaw Electric railway passes under a ceremonial arch. Notice how many automobiles are present; there were 56,402 cars registered in Saskatchewan that year. The coming of the automobile was to spell the doom of the Moose Jaw Electric Railway.

Collection of the late Lorne Unwin.

Prairie winter, summer electrical storms, economic depression, world war, and skeptics with less vision, all took their toll on the system, but these forces could not erase the fond memories of those present during the early years of the city.

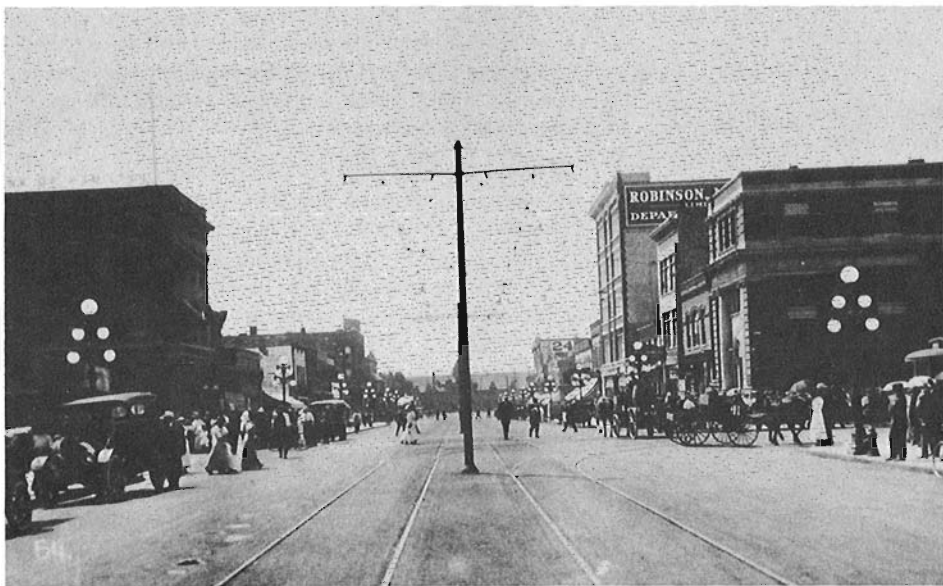
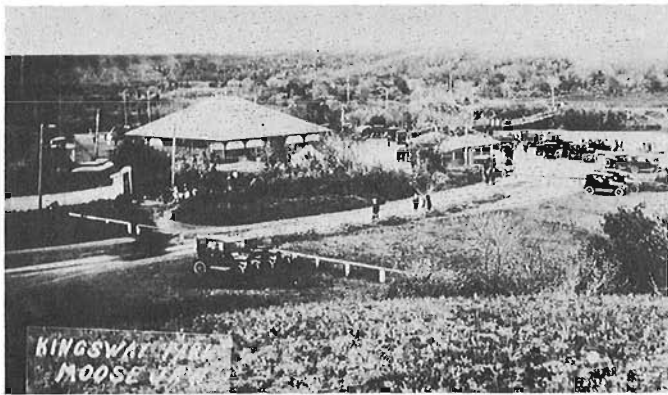
Some of these memories:

- Of reaching out of the windows of the cars and picking chokecherries on the way to Kingsway Park.
- Of placing railway torpedoes on the tracks on Halloween night and listening to the explosions of uproar from those riding inside.
- Of a stolen kiss when the lights in the car temporarily went dark for some unexplained reason.
- Of the sweeper car swirling snow in its path and youngsters fearing it as being the "bogyman".
- Of the street car struggling up Main in the winter and passengers having to get out and push to get the car to the level track on Saskatchewan Street.
- Of an open platform car with a piano and band travelling up and down Main advertising the dance that evening.

- Of youngsters hiding in the bushes or behind fences and running out to pull the trolley off the wire, and listening to the verbal denouncements of the conductor and motorman.

- Of greasing the rails on the hill out of Kingsway and watching as the car full of picnickers on their way home struggled and faltered, unable to overcome the grade under those conditions.

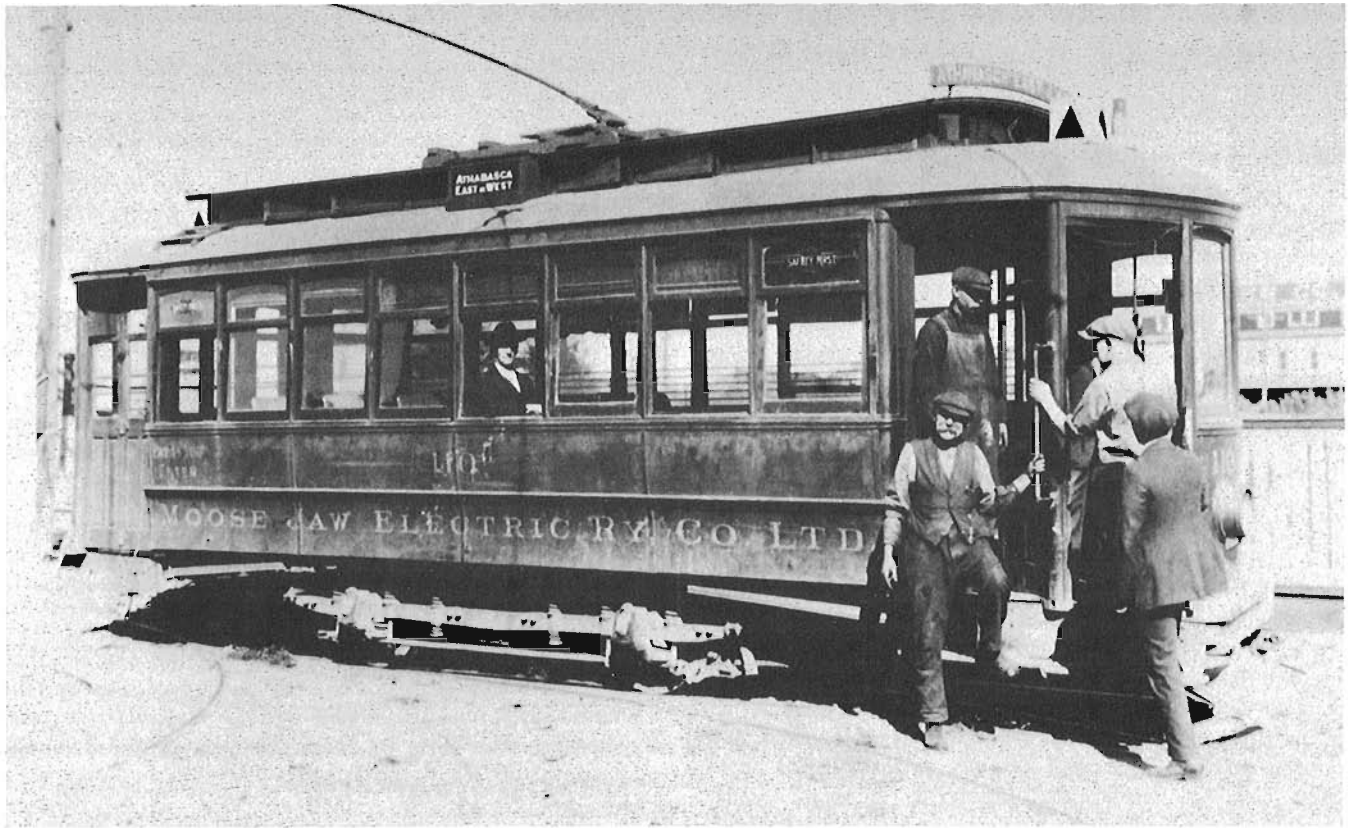
Perhaps the future of the line was "greased" by events far from this struggling city on the prairies. In November of 1927, yet another agreement was put to the ratepayers of the city. This one called for the operation of some buses to augment the street car service. It was pointed out at the time that the Moose Jaw Electric Railway Company Limited was the only privately owned and operated street railway in western Canada [actually in the part of the country between Winnipeg and the B.C. border]. Comparisons were made to municipal lines in Regina, Edmonton, Calgary, Lethbridge and Brandon, regarding the huge amount of tax dollars these lines were costing taxpayers in these centres. The new franchise agreement was approved wholeheartedly by the ratepayers and, in February of 1928, the Moose Jaw Electric Railway added three motor bus routes to its already existing operation of street cars.



TOP: Car 107 leads a procession for the newsboys' picnic between 1921 and 1925. Of special interest is the motor-flat work car. *Moose Jaw Times-Herald.*

ABOVE: Two views of Kingsway Park. In the view on the left, a street car is visible. From original postcards in the collection of the authors.

BOTTOM. Looking south on Main Street about 1916, showing the centre poles supporting the trolley wire. *Saskatchewan Archives, photo R-A171.*

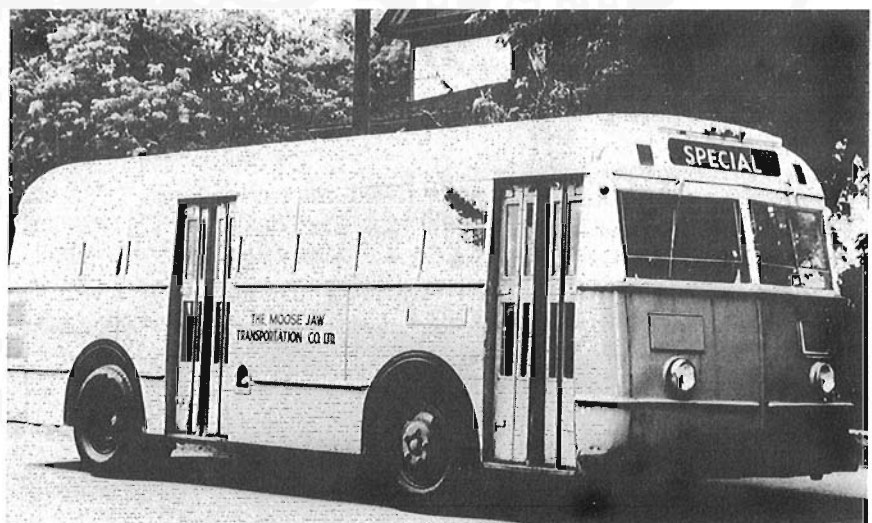


Car 110, converted to one-man operation, is seen soon after its conversion in 1921. This arrangement, using a "corner" door, was used extensively in Calgary, but also saw limited service as far away as Saint John N.B. Notice the modern roof signs, as well as the "Safety First" sign in the window. This is the way the Moose Jaw cars looked in their last decade of service.

Moose Jaw Public Library.

The end for the street cars came in the fall of 1932, when George T. Connor, the last General Manager of the Moose Jaw Electric Railway Company, began the operation of motor buses in the city, with a new franchise under the name of the Moose Jaw Transportation Company. This company would survive privately until 1957 when the city finally took over operations. In 1932, the population of Moose Jaw was just over 21,000, census figures available for 1931 show 21,299 [today it is about 35,000]. This was hardly what was expected from those early optimists.

Sadly, none of the street cars was preserved. Car 106 survived for years at Kingsway Park, but it is now gone. All that is left are the memories.



The replacement. A Ford bus of the Moose Jaw Transportation Company, as seen in the 1940s. Moose Jaw Public Library.

NOTES ON THE ROUTES AND THE CARS OF THE MOOSE JAW ELECTRIC RAILWAY

By Colin K. Hatcher

TRACK AND ROUTES

One fact that causes confusion in research on routes is that Moose Jaw changed the numbers of the avenues about 1913. Thus accounts of where tracks were laid before 1913 will conflict with post-1913 accounts. In the following descriptions, the new names are shown in brackets.

The whole matter of track layout is very speculative except that I can confirm that all the streets shown on the map had trackage, and that the trackage on Main, High and Manitoba was all double-track. My best guess tells me that there was NO track on Athabasca Avenue between Main and Sixth Avenue (Fourth Avenue West). The Athabasca East - West cars operated via High Street. Passengers from Athabasca East and West would want to have access to the downtown area. Early Athabasca East and West routes also operated via High Street (see notes on routes). Much is said about the line on Hall Street (CRMW 1914), but I do not know if the line was ever constructed to Main Street and put in service. I walked Hall Street when I was there a couple of summers ago and there are definitely street railway type steel poles along each side of the street. While I can not confirm the Kingsway Park line crossing the river, the proposal definitely said that it would. There MAY have been double track through the Eleventh Avenue (Second Avenue East) subway but I have not been able to confirm. I would suggest that the turning loop at Manitoba and Eleventh was taken out when the South Hill loop was completed through the subway in 1913, but again cannot confirm that. The CNR depot is the Canadian Northern depot. Aside from the double-track wye at Main and High, all the switches are speculative. Reference is made to loops at either end of the Athabasca lines, and at Kingsway Park. Also there was a loop at Manitoba and Eleventh, for the South Hill line was connected there. There was also some kind of turning capability at Main and Saskatchewan; I do not know if it was a loop or a wye. There was an early route from that point to Manitoba and Eleventh. After the South Hill loop opened, the South Hill cars travelled up through the new Eleventh Avenue subway to Manitoba, then up Main to the Exhibition grounds at Saskatchewan Avenue, then back south to High and across the Sixth Avenue (Fourth Avenue West) viaduct to the south side.

NOTES ON ROUTES

NORTH BELT (early): Clockwise on High, Main, Saskatchewan, Sixth (Fourth West), High.

NORTH HILL (early): From Armoury via Main and Manitoba to Eleventh (Second East) and return.

HIGH STREET - ATHABASCA EAST (early): From loop at east end of Athabasca East via Athabasca East, Main, High to Sixth (Fourth West), or to barns and return.

MANITOBA - ATHABASCA WEST (early): Manitoba and Eleventh (Second East) via Manitoba, Main, High, Sixth (Fourth West), Athabasca West to end of line and return.

ATHABASCA EAST AND WEST (1915): From loop at east end of Athabasca East via Athabasca East, Main, High, Sixth (Fourth West), Athabasca West to end of line and return.

SOUTH BELT (after 1913): Main and High to Seventh ((Third West), Manitoba, Sixth (Fourth West), Coteau, First, Second, Manitoba, Main, Saskatchewan (Armoury loop), south on Main to starting point.

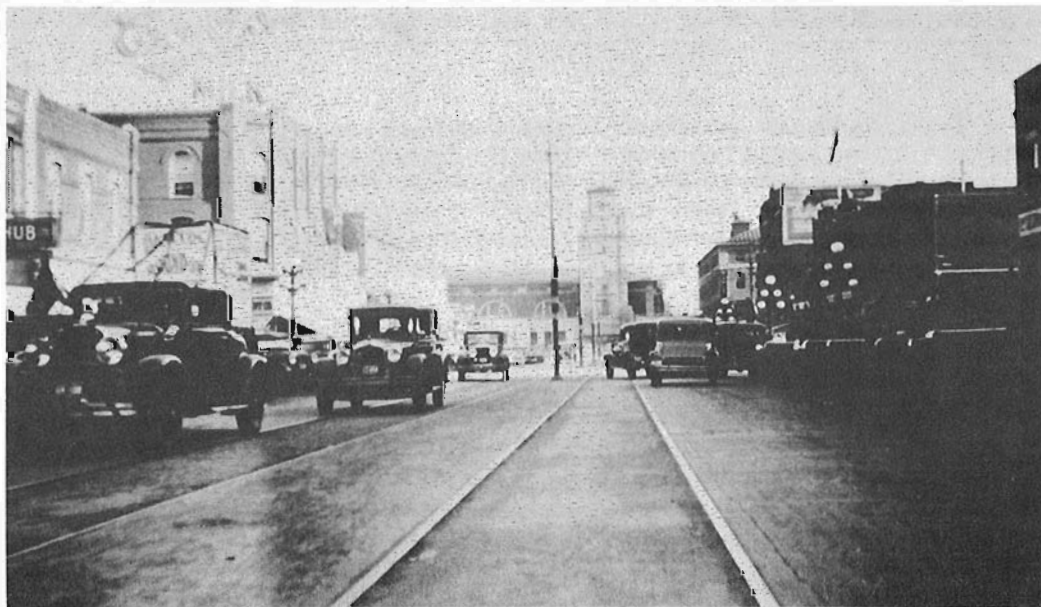
By the late teens or early twenties the routes were identified by a symbol in a square box mounted on the roof of the car. The symbols, and names of the routes were also mounted on the power pole at the corner of High and Main. The symbols were as follows:

NORTH HILL TO GTP DEPOT: Light coloured circle.

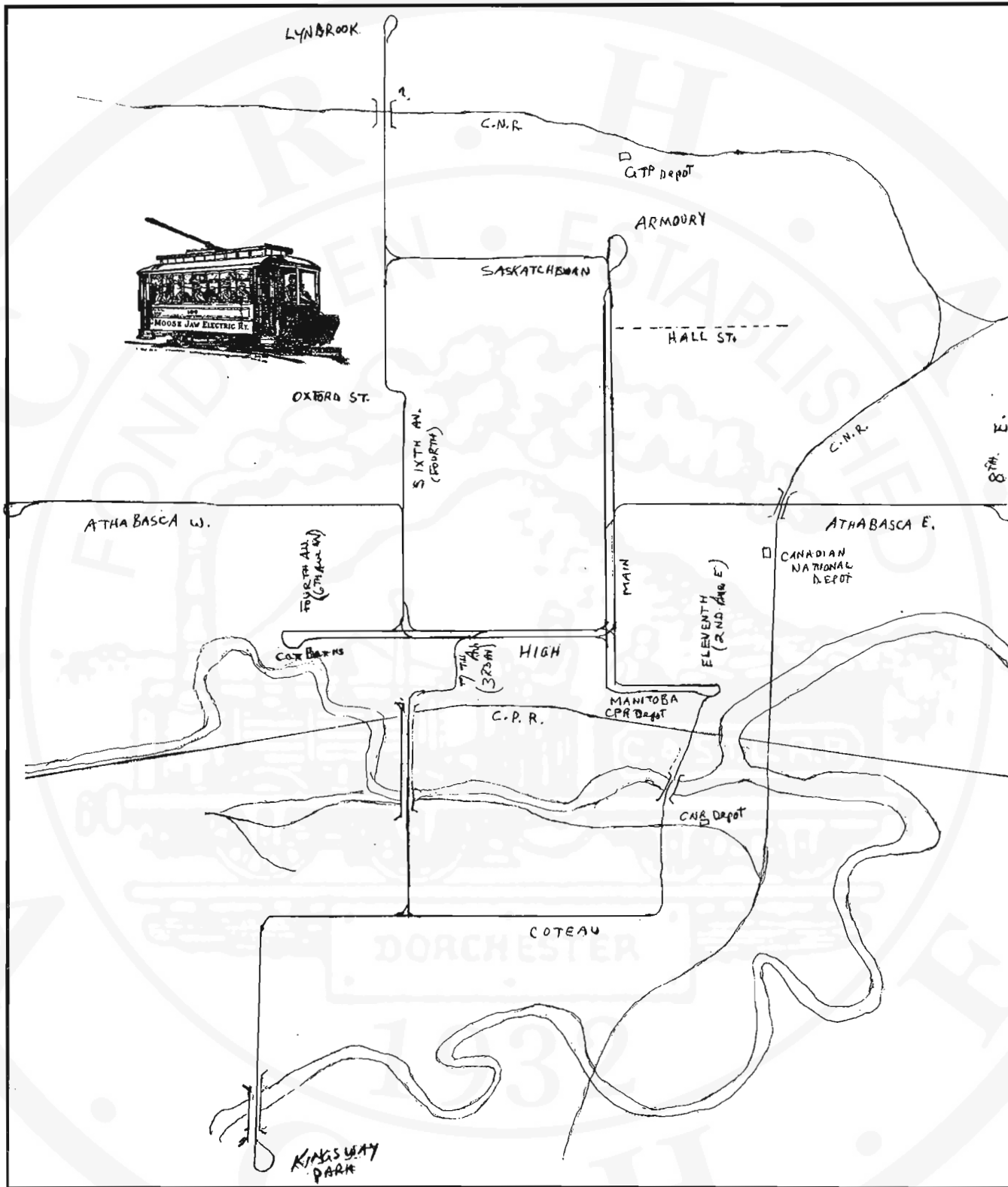
SOUTH HILL TO CNR DEPOT: Light coloured square.

ATHABASCA STREET: Dark coloured triangle.

KINGSWAY PARK: White cross pattée.



The end was little more than two years away when this photo was taken looking south on Main Street on July 1, 1930. Saskatchewan Archives photo R-A9384(1).

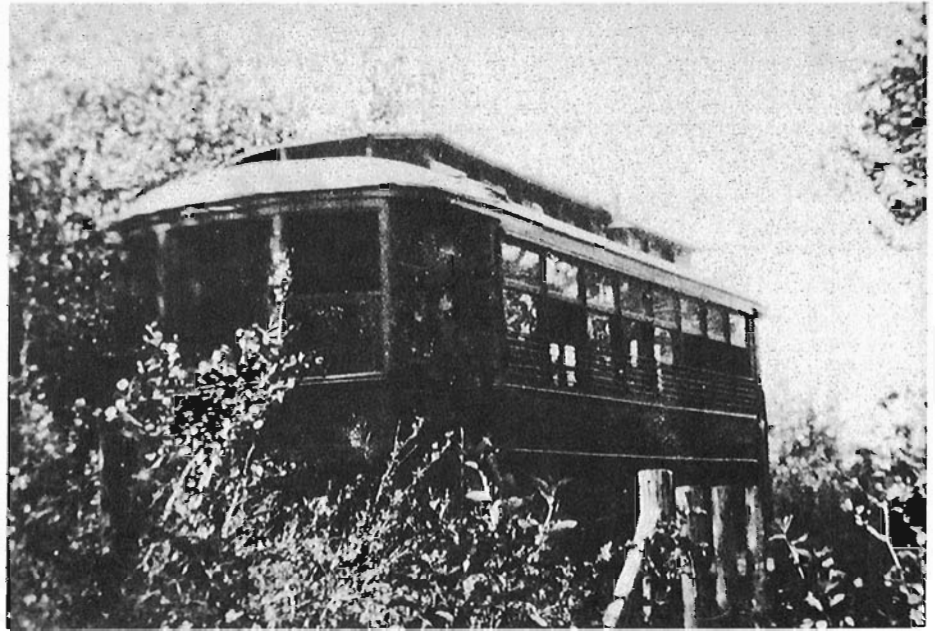


MOOSE JAW ELECTRIC RAILWAY TRACKAGE DIAGRAM, 1914

Drawn by Colin K. Hatcher March 1995

CARS

There is no known surviving official roster of the cars of the Moose Jaw Electric Railway. Photographic and other evidence indicates that the cars were numbered consecutively, starting at number 100. I have noted available information in the "notes on cars" section below, and have given my rationale for the car numbering. I did see car 106 at Kingsway Park in 1964, took measurements and drew a very simple diagram. The front platform was 4 feet long, and the rear one 5 feet long. It appears (see photo on page 53) that car 110 had a McCauley style front door. McCauley introduced the one-man car in Calgary and cut the door into the right front dash. Car 106 did not have any evidence of this having been done, so I would guess that not all the cars were so converted. McCauley charged a patent fee for this, and the Moose Jaw system was poor financially, so they probably never bothered to do too many cars.



*A Moose Jaw Electric Railway car, probably 106, sits forelornly at Kingsway Park some time after the line was abandoned.
Moose Jaw Public Library Archives.*

Regarding double-truck cars; Mr. Dion spoke to the press about double-truck cars, but I have never found any evidence that there were any on the roster. However I have not seen a lot of material on the Moose Jaw system, so it is just possible that there might have been one or two double-truck cars.

NOTES ON CARS

The following is a tentative roster based on photos, annual reports and items in the Canadian Railway and Marine World (CRMW):

- 100 - 105:** Six cars ordered from Ottawa Car Co. (CRMW Jan. 1911 p.77). 100 - 103 delivered in May, 104, 105 in June (MJT Jun. 27 1911, CRMW May 1911, p.459, Jun. 1911 p.561). Description as on page 57.
- 106 - 107:** Two cars received summer 1911 (CRMW Jul. 1911 p.605).
- 108 - 109:** Two cars received summer 1911 (CRMW Aug. 1911 p.781).
- 110 - 111:** Two cars received late 1911 (CRMW Jan. 1912 p.41).
- 112 - 115:** Four cars ordered spring 1912 (CRMW Apr. 1912 p.199, Jun. 1912 p.306) 112, 113 delivered spring 1913 (CRMW May 1913 p.239), 114, 115 delivered late spring or early summer 1913 (CRMW Jul. 1913 p.342).
- 116 - 120:** Five cars built between 1913 and about 1917.
 - Heavy double-broom sweeper (CRMW Jan. 1912 p.41).
 - Double-truck double-end motorized flat equipped with plows.
 - One unidentified work car.

The article in CRMW Dec. 1912 p.624 (see page 57) states that four double-truck and several single-truck cars were being built for 1913 delivery. There is no evidence that the double-truck cars were ever delivered. The annual report of the Moose Jaw Electric Railway for 1913, (see pages 57 and 58) states that 10 new cars were purchased. Nine of these may have been 112 - 120, but can only account for four cars in CRMW reports. The others may well have been delivered and not reported in CRMW.

Car 103 (see page 50) looks as if it was a double-ender; it might have been used on the South line which did not become part of the belt line until October 24, 1913 when the 11th Avenue (now 2nd Avenue East) underpass was opened.

Unless further information comes to light in the future, the above constitutes all that is known about the rolling stock of the Moose Jaw Electric Railway.

Mr. Ray Corley has supplied the following figures which were reported by the Dominion Bureau of Statistics for the years indicated:

1917 to 1926:	21 passenger cars, 1 sweeper, 1 plow.
1927:	12 passenger cars, 1 sweeper, 1 plow.
1928:	12 passenger cars, 1 sweeper, 1 plow, 3 busses.
1929:	10 passenger cars (plus 9 with no equipment), 1 sweeper, 1 plow, 1 work car, 3 busses.
1930:	8 passenger cars (plus 12 with no equipment), 1 sweeper, 1 plow, 1 work car, 3 busses.
1931:	8 passenger cars (plus 12 without equipment), 1 sweeper, 1 plow, 3 busses.
1932:	Discontinued operation, October 8, 1932.

APPENDIX

The following items, relating to the Moose Jaw Electric Railway, appeared in the Canadian Railway and Marine World on the dates indicated. They show how the progress of the company was reported to the electric railway industry in Canada.

One of the six pay-as-you-enter type of cars being built for the Moose Jaw Sask., Electric Ry., by the Ottawa Car Co., was exhibited in Ottawa April 18. It is similar to those in use on the Bank St. line in Ottawa, with the exception that instead of four cross seats at the back, there are two longitudinal seats. The same seating capacity is provided, but there is greater standing room. May, 1911.

The Moose Jaw Electric Ry. has received four [two more were reported in July] single-truck semi-convertible pay-as-you-enter cars, 21 ft. car bodies, 31 1/2 ft. over all, mounted on 21-E trucks, from the Ottawa Car Co., Ottawa. June, 1911.

About six miles of track has been laid, the overhead work is completed, and everything is about ready for operation. The power house is practically completed. The first section of the line was placed in operation Aug. 17. It is intended to complete seven miles of track this year. No plans, we are advised, have been arranged as to future extensions. September, 1911.

Four miles of this line have been in operation for a couple of months, with satisfactory results. Arrangements are being made for the laying of an additional ten miles of track during 1912. The new lines will include an extension on Main St. north, and a loop line up 18th Ave., then along Grosvenor St., connecting with Main St. December, 1911.

The Moose Jaw Electric Railway has about eight miles of track and is operating eight cars, giving a service varying from five minutes on the principal line to ten minutes on the least travelled one. Single-end single-truck cars, with hand brakes, are used throughout, with the aid of three-way Y's at the ends of the lines for turning.

The power house building, at the corner of Fourth Ave. and High St., 250 by 62 feet, one story high, contains the power generating units, as well as a heating plant, smithy, machine shop, car barn and office. The car barn is modern in every way, being exceptionally high and well lighted. A pit extends throughout the barn underneath the tracks. Along one pit a five-ton hydraulic jack is in use for changing wheels and other repair work to cars. One section of rail can be taken out at machine shop doors. A jib crane with trolley can pick up a pair of wheels or motor from the pit and transfer to the beam runway in the machine shop, or transfer to any machine in the shop. The machine shop equipment consists of one geared lathe, one 24 by 30 back geared lathe, one 16 in. swing 6 ft. bed back geared lathe, one 24 by 30 back geared shaper with down feed power, all made by the Canada Corporation manufacture. There is one 5 in. 26 in. vertical drilling machine, 2 grinders fitted with carborundum wheels, one single stage engine air compressor. This is to be used for cleaning generators, car motors and general purposes. The building is heated with a fan and vento heaters.

The power house part is 125 by 62 feet, and at present there are two four-cylinder crude oil Diesel engines, direct connected to two 125 kw. 550 - 600 volt d.c. compound railway generators.

These Diesel engines are supposed to be 204 brake h.p. at sea level, and are operated on crude oil, the normal speed being 250 r.p.m. The Diesel plant was the outcome of a great deal of study and thought as to conditions existing in Saskatchewan, the coal procurable being exceptionally poor, principally lignite, and imported coal is so expensive that it makes a steam proposition almost out of the question. These engines have been operating almost 18 hours a day since commencing on Sept. 1, 1911, and there has not been an interruption in service of any kind. The manager advises us that he considers their flexibility really remarkable, it being possible for the engineer in charge to have engines in operation and voltage on the board in 30 seconds. An eight ton crane spans the entire width of the building, a 50,000 gallon tank is located at the back of the power house, and with the size of this tank it has been unnecessary to go into a cooling tower as the volume of water is sufficient to procure efficient cooling. It is expected in the very near future to have under way the installation of another Diesel engine unit direct connected to generator, this unit being of sufficient size to operate one 275 k.w. railway generator. June, 1912.

We are officially advised that the land acquired by the company for park purposes is situated about 2.5 miles from the post office in Moose Jaw. A line is to be built from the corner of Coteau St. to Third Ave., then south, crossing the river and to the park on the southern boundary of sec. 39. It is expected that the development and construction work will be started in the near future. July, 1912.

The Moose Jaw Electric Ry. has in service 12 cars, and there are being built by the Ottawa Car Co., for 1913 delivery, four double truck cars and several single truck cars. December, 1912.

The report for the year ended December 31, 1912, shows receipts of \$77,996, and passengers carried 1,607,770. The earnings showed a steady monthly increase, and it is anticipated that this will continue through this year. There are nine miles of track in use, and 12 cars. During this year a further seven or eight miles of track will be laid, and ten cars have been ordered from the Ottawa Car Co., two of which have been received. The company has acquired a pleasure park site just outside the city, to enhance receipts from pleasure traffic. Power is generated by oil engines, the first in Canada to be used for this purpose. There are 200 h.p. units, and an additional unit of 500 h.p. is being installed. July, 1913.

Following are extracts from the third annual report, for the year 1913: The revenues from all sources aggregate \$136,300.48. The expenses of management, operation and maintenance, together with bank interest, amount to \$96,906.11, leaving a surplus of revenue over expenditure of \$39,394.37. During the year \$150,221.14 was expended on capital account, which includes the completion of the car barns, the purchase of 10 new cars, the addition of a generating unit consisting of a 500 h.p. Diesel engine with generator, also the extension of the line north through Lynbrooke and Boulevard Heights.

Moose Jaw Electric Railway Statistics

A regular car service was started at Moose Jaw, Sask., Sep. 4, 1911. The following statistics show the very satisfactory growth of the traffic from that date to the end of 1912:-

M O N T H	TOTAL CAR EARNINGS	A V E R A G E CARS IN USE	EARNINGS PER CAR MILE	PASSENGERS CARRIED
September 1911	\$1667.18	4.4	15 2/3	36,595
October 1911	\$2070.46	5.1	14 1/3	47,165
November 1911	\$2144.81	4.9	15	47,728
December 1911	\$2708.30	5.0	15 1/2	60,782
January 1912	\$2814.67	5.5	15 1/3	63,489
February 1912	\$3736.54	7.0	14 2/3	84,207
March 1912	\$4274.16	7.65	15 1/2	100,292
April 1912	\$4650.97	8.0	15 3/4	104,814
May 1912	\$5192.21	8.0	17 1/3	116,777
June 1912	\$5789.00	6.5	22	129,634
July 1912	\$6612.60	5.8	27 1/3	149,183
August 1912	\$7426.47	7.1	24 1/2	166,253
September 1912	\$6715.89	7.2	21 1/2	151,845
October 1912	\$7328.31	8.3	20 2/3	165,975
November 1912	\$8100.39	9.09	20 1/3	181,638
December 1912	\$8573.08	9.3	23 1/2	193,673

Canadian Railway and Marine World, May, 1913.

The traffic increases have not been quite up to expectations, Moose Jaw, like other cities throughout Canada, having been seriously affected by the financial stringency, but it is confidently felt that an improvement of financial conditions, which is expected with the next crop, will be reflected advantageously upon the company's earnings. At the close of last year an offering of \$50,000 of new stock was made to the shareholders. The fact that this was largely over subscribed proved the confidence that the shareholders have in the future of the undertaking.

The average number of cars in use during 1913 was 11.26, against 7.45 in 1912. The lowest monthly average in 1913 was 9 in March, April and May, and the highest monthly average was 14.2 in August. The average earnings per car mile in 1913 were 21.79 cents. The total number of passengers carried in 1913 was 2,440,190, against 1,619,805 in 1912. [This is 12,035 more than was reported in the 1912 report. Ed.] September, 1914.

The Moose Jaw City Council, on July 2, ordered the stopping of street railway traffic over the South Hill bridge, on and after July 5. A committee of investigation reported that while the bridge was in good condition, the method of laying the rails was such that the supports of the understructure must be absolutely sound. The stringers had become more or less rotten and the track was dependent on the rails for alignment, the condition being such that the bridge was dangerous for traffic. The company had been advised that the council would take no responsibility for its further operation over the bridge. It was recommended that the finance committee and the City Commissioners consult with the committee as to necessary repairs to the bridge. August, 1918.

The Moose Jaw City Council passed a resolution recently outlining concessions which the city might make to the company to secure better service, and the repair of the South Hill bridge. At a meeting of the city council, Nov. 4, a letter was read from A.H. Dion, General Superintendent, M.J.E.Ry., which said in part:- "The resolution was submitted to the directors, who instruct me to state that the proposed relief is unsatisfactory and quite inadequate. It appeared that your resolution was passed under a misapprehension as to the conditions. The directors were unanimous in the decision that they could not go on with the operations of the railway under existing conditions, as that would only mean the piling up of constantly increasing losses to the company. The company has borne the burden as cheerfully as possible, always hopeful for better conditions, but now the load is too heavy, and the future offers no encouragement. The interests of the shareholders would be served by immediately ceasing the operation of the railway". December, 1918.

Application has been made to the Saskatchewan Legislature for validation of the agreement between G.T. Connor, Superintendent, Moose Jaw Electric Ry., and associates, and the City of Moose Jaw, providing for Mr. Connor taking over the Moose Jaw Electric Ry. franchise and substituting a bus service instead of the present electric railway service. The company had obtained a franchise for 20 years, in 1910, which was extended for another 20 years a short time ago. Mr. Connor had been presented with an opportunity to purchase the property, and that in view of the general public feeling he desired to substitute a bus service for the electric railway service. Under the agreement's terms, the bus service must be started within one year and the street railway tracks must be removed within two years. April, 1932.

Le Québec et du Lac St-Jean

L'Histoire d'un Chemin de Fer Régional

Par Richard Leclerc, Ph.D

Note to English-speaking readers: A summary of this article, in English, will be found on page 68.

L'idée de désenclaver le Saguenay-Lac Saint-Jean germa dès le milieu du XIX^e siècle. Pendant plusieurs années, en l'absence de routes, le bateau constitua le seul moyen d'accès à la région. Il fallait lui trouver une alternative, en raison de la lenteur et du caractère saisonnier de ce mode, les voies fluviales étant gelées pendant plusieurs mois, d'autant plus que la rivière Saguenay était redoutée par les armateurs qui y rencontraient des conditions périlleuses de navigation⁽¹⁾.

La construction d'un chemin de fer s'imposait, sachant que les artères terrestres existantes étaient avant tout des pistes difficilement praticables qui rendaient malaisée la circulation des personnes et des marchandises entre les régions de Charlevoix et Québec et les centres de colonisation du Saguenay-Lac-Saint-Jean. Cette déficience en infrastructures contribua, pendant de nombreuses années, à l'inertie de l'oeuvre des colonisateurs sur ce territoire.

Le manque de voies de communication avec les centres extérieurs de commerce empêchait l'exportation ou la vente des produits de la terre. Des lettres adressées au *Canadien* par des colons attribuent à l'absence de communications le peu de revenus des habitants et surtout l'émigration de plusieurs familles. "Déjà quarante ou cinquante familles ont émigré vers les États-Unis depuis l'année dernière" dit un habitant de Saint-Louis de Métabetchouan en 1872.⁽²⁾

En 1854, le Parlement du Canada-Uni créa, afin de briser cet isolement et à la demande d'entrepreneurs de la Vieille capitale, la compagnie du chemin de fer du nord de Québec (devenue la compagnie du chemin de fer Québec et Saguenay). Cette compagnie était habilitée à établir une ligne ferroviaire entre la ville de Québec et le Saguenay-Lac-Saint-Jean, jusque-là tributaire de la voie fluviale pour accéder aux grands centres urbains continentaux. Dirigée par Pierre-Joseph-Olivier Chaveau, cette entreprise avait pour ambition d'étendre le bassin d'approvisionnement de la capitale, qui s'amenuisait avec l'épuisement de sites de coupes forestières situés à proximité des voies navigables, ce qui risquait de détruire le commerce du bois. Toutefois, ce projet ne déboucha jamais, faute d'avoir pu recueillir les fonds nécessaires.

Malgré l'échec de cette entreprise, ce rêve demeura dans la tête des habitants du Saguenay-Lac-Saint-Jean, mais surtout des bourgeois de Québec, qui voyaient dans l'établissement de ce lien et dans les bienfaits que leur procurerait l'accès à ce grenier agro-forestier, la clé de la prospérité économique et de l'autosuffisance alimentaire, notamment à l'égard des commerçants montréalais.

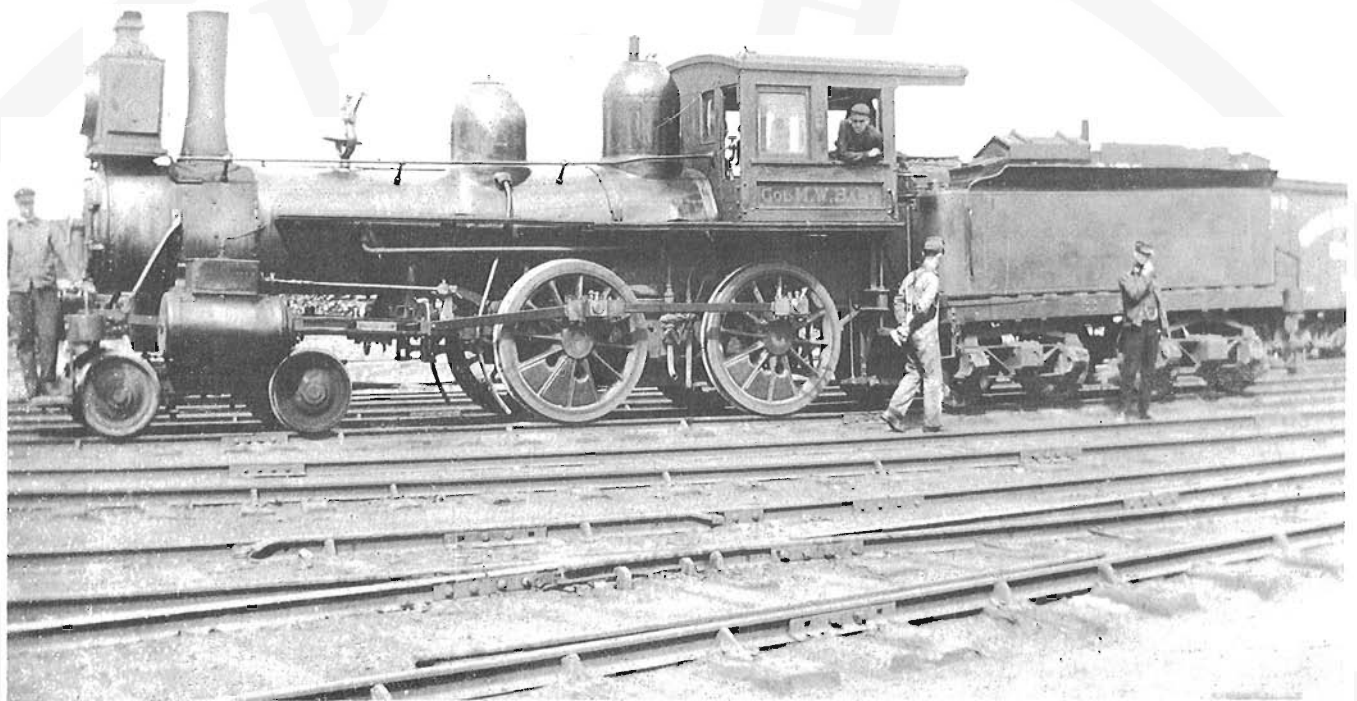
De plus, il permettrait à la capitale de consolider l'essor que lui avait octroyé la construction navale, initié par des investisseurs anglais.

Dans le contexte colonial, la cité fondée par Samuel de Champlain est, en analogie aux régions ressources où elle se ravitaillait en matières premières, un pôle de développement et de canalisation des richesses forestières. Au sein de l'Empire britannique, Québec est une capitale de service dont la survie est intimement liée aux besoins de la métropole. C'est le centre qui régnait sur l'ensemble de la colonie. Il s'y regroupait les forces économiques qui engendrèrent des activités induites en amont (p. ex. usines de fabrication d'outils) et en aval (p. ex. chantiers navals qui s'occupent de transformer la matière brute en navires).

Avec l'affaiblissement du lien commercial avec la Grande-Bretagne et l'abolition par les États-Unis en 1866 du Traité de réciprocité, geste qui limita à moyen terme l'accès du pays aux exportations agro-forestières québécoises en raison des droits de douane imposés sur ces produits, l'élite locale voulut perpétuer la stabilité économique acquise depuis plusieurs années, en trouvant de nouveaux marchés pour ses commerces et ses manufactures. Le Saguenay-Lac-Saint-Jean, qui était en voie de colonisation, s'offrait pour amorcer cette relation appréhendée.

Dans le dessein de consolider son bien-être, la bourgeoisie appuya ardemment la construction du chemin de fer. Cela permettrait d'asseoir sa puissance géopolitique sur son territoire nordique, tout en procédant à l'extension de sa zone d'influence économique: D'une capitale au service d'une métropole, la ville de Québec deviendrait à son tour un pôle colonisateur qui serait appelé à diriger un développement territorial et économique commandé d'abord par la volonté de répondre à une demande locale, puis progressivement avec l'amélioration des modes de transport et l'industrialisation, par le commerce international des produits agricoles et forestiers, qui s'offrait comme débouché lucratif. L'élite ayant pris conscience que leur prospérité reposerait éventuellement sur l'extension de son aire de marché, décida de prendre les dispositions nécessaires afin d'y parvenir. La construction du QLSJ fut l'assise fondamentale qui concurrença à la réalisation de leurs objectifs.

Le 5 avril 1869, l'Assemblée législative créa la compagnie du chemin à lisses de Québec à Gosford (S.Q. 1869, c.53). Le député, Henri-Gustave Joly, président l'entreprise, n'hésita pas à utiliser les privilèges que lui octroyait son poste pour décrocher de généreux subsides. Avec la collaboration de ses collègues, il effectua un démarchage intensif, afin que la Chambre consente, *pour le bien de la colonisation*, des fonds au Québec à Gosford.



*Locomotive "Col. M.W. Baby", Quebec & Lake St. John Ry, circa 1890.
National Archives of Canada, Merrilees Collection, photo PA-165573.*

Ces relations étroites entre le promoteur ferroviaire et le législateur étaient plus souvent qu'autrement l'archétype habituel, menant à l'obtention des deniers nécessaires à la réalisation d'un projet. Le Québec et du Lac St-Jean et son ancêtre, s'inséraient dans cette trame d'une manière incomparable, sachant que certains de ses administrateurs étaient associés au milieu politique québécois ou canadien⁽³⁾. À la Chambre, les députés-directeurs, dont Élisée Beaudet, siégeaient en veillant attentivement aux intérêts de leur entreprise, en défendant des projets de loi les avantageant ou en réclamant des subventions bonifiées⁽⁴⁾. Dans cet esprit d'entraide, tous étaient gagnants. L'entreprise ferroviaire bénéficiait des argents réclamés, tandis que les politiciens concouraient aux requêtes que lui adressait la population. Les colons du Lac-Saint-Jean, dont la survie économique reposait sur l'arrivée dans leur contrée du chemin de fer, expédièrent à leurs élus des dizaines de pétitions réclamant le parachèvement, dans les plus brefs délais, des travaux de construction entrepris au début de la décennie 1870, sans quoi ils devraient abandonner cette terre pionnière⁽⁵⁾.

À partir du milieu XIX^e siècle, tout un réseau ferroviaire se trace rapidement entre la région de Montréal, l'Ontario et le nord-est des États-Unis. Le rail permettait l'extension des frontières économiques, facilitant l'exploitation de l'arrière-pays et favorisant l'intégration de la métropole québécoise au circuit commercial nord-américain en expansion. Isolée de ce boum ferroviaire, la ville de Québec était appelée à devenir un satellite de l'agglomération montréalaise.

Influencés par le développement rapide du transport sur rail sur le continent, des promoteurs québécois n'hésitèrent pas à investir dans la construction de ce chemin à lisses d'une longueur de 54,7 km, reliant la Vieille capitale au canton de Gosford. Cette voie constituait le premier tronçon devant mener à l'établissement du lien tant convoité. À l'automne 1870, les premiers trains circulèrent. Des scieries s'installèrent à proximité de l'emprise pour desservir Québec en bois équarri. Nonobstant, c'est le commerce du bois de chauffage, destiné aux résidences de la capitale, qui monopolisa la plupart des convois et qui fut à l'origine de la construction du chemin de fer⁽⁶⁾. Toutefois, les lisses étant mal adaptées aux conditions hivernales, elles se brisèrent continuellement sous le poids des trains. Quatre ans après son inauguration, l'entreprise cessa ses activités⁽⁷⁾.

En 1874, un groupe de financiers, dirigé par l'industriel étatsunien, Horace Jansen Beemer et James Guthrie Scott, reprit en main le Québec à Gosford. En février 1875, il obtint du Parlement la modification de sa charte pour lui donner le nom de compagnie du chemin de fer de Québec et du Lac St-Jean (S.Q. 1874/1875, c.46), appellation plus conforme aux ambitions des nouveaux actionnaires. Le gouvernement du Québec et le Conseil municipal de la ville de Québec (le maire siégeait au Conseil de direction du QLSJ, tandis que la municipalité détenait des titres dans la compagnie) percevant les avantages indéniables de cette entreprise pour le développement économique, résolurent de contribuer financièrement au projet qui recevait l'aval du clergé et de l'élite québécoise.

QUEBEC AND LAKE ST. JOHN RAILWAY.

		3		7		1		Mts		June 12, 1893.		4		8		2		10	
		P. M.	P. M.	P. M.	A. M.					A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		6 30	1 30	1 30	1 30	0		LEAVE		8 40	4 20	6 00	8 20	[ARRIVE]					
		6 34	1 35	8 34	0 5			Quebec		8 34	4 15	5 55	8 15						
		6 35	1 36	8 34	1			Hedleyville Junction		8 33	4 14								
		6 41	1 42	8 41	3			Beauport Road		8 28	4 09	5 49	8 03						
		6 51	1 52	8 51	6			Charlesbourg		8 20	3 59	5 41	7 52						
		6 59	2 00	8 59	8			Charlesbourg West		8 14	3 50	5 35	7 42						
					12			Indian Lorette		8 05									
		6 13	2 14	9 13	14			Lorette Junction		8 00	3 31	5 20	7 21						
		6 22	2 24	9 22	18			Valcartier		7 51	3 18	5 10	7 07						
		6 31	2 35	9 31	22			St. Gabriel		7 40	3 06	5 00	6 47						
		6 36	2 40	9 36	24			St. Catherine		7 39	3 00	4 55	6 42						
		6 50	P. M.	9 50	29			Lake St. Joseph		7 21	P. M.	4 42	5 40						
		6 55		9 55	31			Lake Sergeant		7 15		4 37	5 30						
		7 15		10 05	36			Bourg Louis		7 05		4 25	5 10						
				10 17	40			St. Raymond				4 13	4 37						
				10 24	43			Tardif's				4 04	4 25						
				10 50	52			Allen's Mills				3 35	3 40						
				11 10	58			Perthuis				3 10	3 00						
								Riviere a Pierre Junc.											
								(Lower Laurentian Ry.)											
								Riviere a Pierre Junc.											
								St. Tite Junction											
								Three Rivers (C.P.Ry.)											
				11 31	65			Taibot				2 57							
				11 44	70			Laurentides				2 37							
				11 58	76			Miguick				2 17							
				12 23	86			Beauport				1 47							
				12 44	94			Stadacona				1 23							
				1 04	102			Shroder's Mill				1 02							
				1 55	113			Lake Edward				12 28							
				2 46	135			Kiskisink				11 16							
				3 20	151			Lac Gros Visons				10 23							
				8 40	160			Lake Bouchette				9 56							
				3 47	164			Dablon				9 44							
				4 02	170			De Quen				9 26							
				4 18	177			Chambord Junction				9 03							
				4 33	184			Ouatchouan Falls				8 44							
				4 45	190			Roberval				8 30							
								ARRIVE											
								[LEAVE]											

FRANK ROSS, President.
I. G. SCOTT, Secretary and Manager.
E. A. HOARE, Chief Engineer.
ALEX. HARDY, Gen. Freight and Pas'ger Agt.
JAS. PIDDINGTON, Accountant.
Jos. ST. ONGE, Traveling Passenger Agent.
General Offices—
St. Andrew Street Terminus, Quebec.

† Daily, except Sunday; ‡ daily, except Saturday. § Meals. ¶ Runs Tuesday and Saturday.

CONNECTIONS.
 At Quebec—With Canadian Pacific Ry.; with Richelieu & Ontario Navigation Co's steamers; with Intercolonial Ry., Grand Trunk Ry., Quebec Cent. Ry., and Quebec, Montmorency & Charlevoix Ry.
 At Riviere a Pierre Junction.—With the Lower Laurentian Ry.
 At Roberval—With steamers for the "Ouaniche" fishing grounds of Lake St. John during season of navigation.

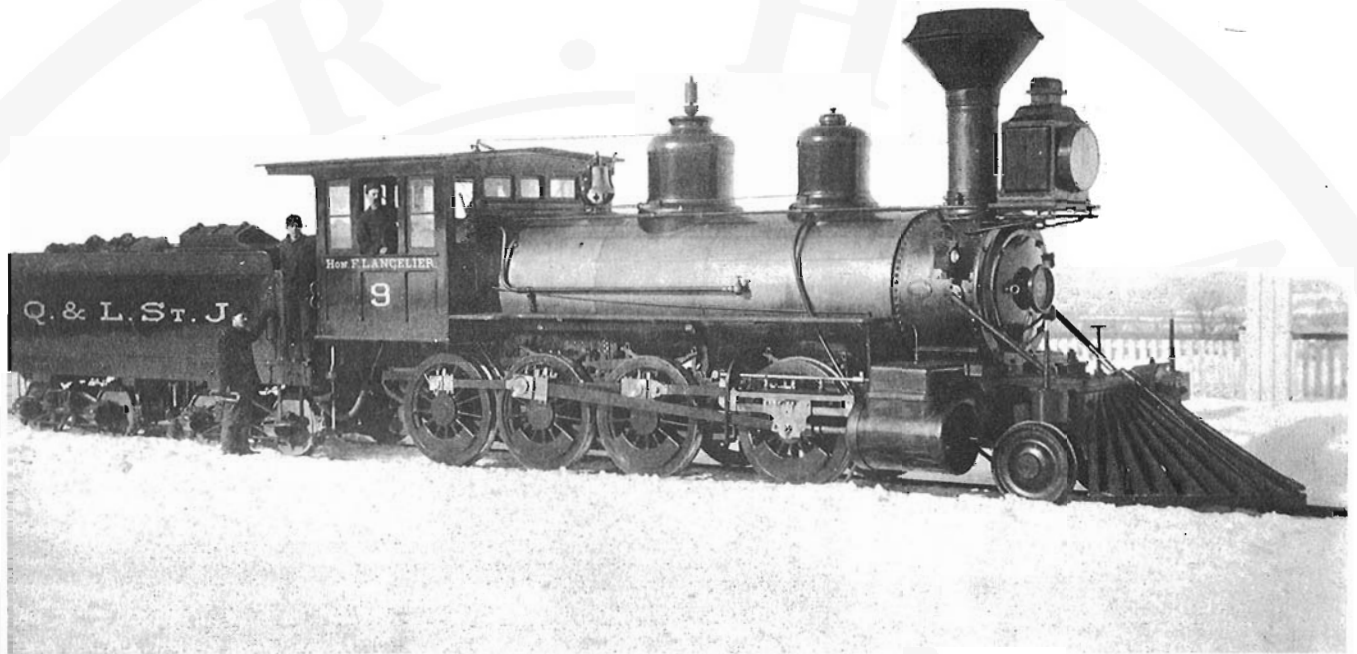
OPENING OF CHICOUTIMI EXTENSION.
THE NEW ROUTE TO THE FAR-FAMED SAGUENAY.
 The Eastern Extension of this railway from Lake St. John to Chicoutimi will be completed and in operation by July 1st next. This is a very important addition to the system, by which tourists will be offered a round trip, namely: from Quebec to Lake St. John and thence to Chicoutimi by rail, and down the Saguenay and back to Quebec by water, by the well-known steamers of the Richelieu & Ontario Navigation Co. It is no exaggeration to say that this trip for grandeur of scenery is unequalled in America. The proposed arrangements for passenger service to the Saguenay, commencing on July 1st, 1893, will be as follows: Passengers will leave Quebec 8 30 a.m. daily, which has accommodation for three hundred guests, and is equipped with luxurious furniture, hot and cold water baths, electric light, and every convenience of a first-class city hotel. Here the traveler can enjoy an excellent dinner and a comfortable night's rest. And, if he does not desire to make a longer stay, he may take the train early next morning for Chicoutimi. The run to that town (64 miles) will be made in two hours and a half, over a well finished, well ballasted road, built in the most substantial manner, and thoroughly equipped. Two trains each way daily. Trains will run to the steamboat wharf at Chicoutimi, connecting with the magnificent Saguenay steamers of the Richelieu & Ontario Navigation Co., which, by special arrangement with the railway, will leave Chicoutimi daily, except Monday, but including Sunday, in July and August, 1893, on the arrival of train from Roberval. The run down the Saguenay will be made by daylight, the steamer reaching Riviere du Loup at about three in the afternoon, where passengers may either drive to the Cacouna Hotel or take trains for points on the Intercolonial Ry., or go on by steamer to Murray Bay and Quebec. A longer stay at Roberval is, however, advised. In addition to excellent hotel accommodation, Lake St. John and the country surrounding it offer innumerable attractions.

1893

Parmi les promoteurs de l'entreprise, on trouve des hommes politiques, des prêtres, etc. En général, tout Québécois bien né qui disposait de quelque moyen, y allait de son pouvoir. La compagnie avait un apologiste dans la personne d'Arthur Buies. Mais le réalisateur immédiat était un autre Québécois d'adoption [H.J. Beemer]. [...] avait la clef des caisses politiques.⁽⁸⁾

Après de multiples péripéties et plusieurs années d'attentes investies dans le choix d'un tracé qui minimiserait les coûts de construction, optimiserait le potentiel économique du territoire traversé ainsi que la satisfaction des forces sociétales impliquées, le chemin de fer fut progressivement ouvert à la circulation dès 1880. Huit ans plus tard, vingt jours avant Noël, le premier train en provenance de Québec entra à la gare de Roberval. Le 2 août 1893, le même privilège fut consenti à la population chicoutimienne avec quelques années de retard et après de nombreuses querelles politiques qui opposèrent les habitants du Saguenay et du Lac-Saint-Jean.

Ces différents portaient sur la localisation d'un terminus et sur la question cruciale pour savoir laquelle des deux régions serait desservie en premier par le train. Les administrateurs du QLSJ pensaient trancher le dilemme en demandant aux Saguenayens et aux Jeannois de verser respectivement 150 000\$ et 100 000\$ pour que le chemin de fer soit prolongée en leur direction. Cette solution permettait à la compagnie de recueillir des fonds que le gouvernement du Québec tardait à lui octroyer, tout en laissant aux résidents de la région le fardeau de choisir l'emplacement des infrastructures terminales. Toutefois, cette proposition ne fit qu'envenimer les relations interrégionales déjà tendues. En août 1887, Honoré Mercier, en politicien perspicace, profitant de sa visite au Lac-Saint-Jean pour inaugurer le chemin de fer, réussit à concilier les demandes émanant des deux côtés. Il annonça que son gouvernement voterait les crédits nécessaires pour que le QLSJ soit prolongé dans une première phase vers Roberval et par la suite de côté de Chicoutimi⁽⁹⁾.



Locomotive Numero 9 vers 1900. National Archives of Canada, Merrilees Collection photo No. PA-142950.

Jusqu'au début du XX^e siècle, la compagnie demeura sous le contrôle d'intérêts régionaux. Toutefois, par un habile jeu d'acquisition d'actions, passé presque inaperçu, les actionnaires jadis majoritaires se retrouvèrent devant un fait accompli. En quelques mois l'entreprise ferroviaire était devenue une filiale en propriété quasi exclusive du Canadien Nord. Minoritaires et ayant perdu tout pouvoir d'influence, les détenteurs québécois de titres se résignèrent à vendre leurs parts en actions au nouveau possédant.

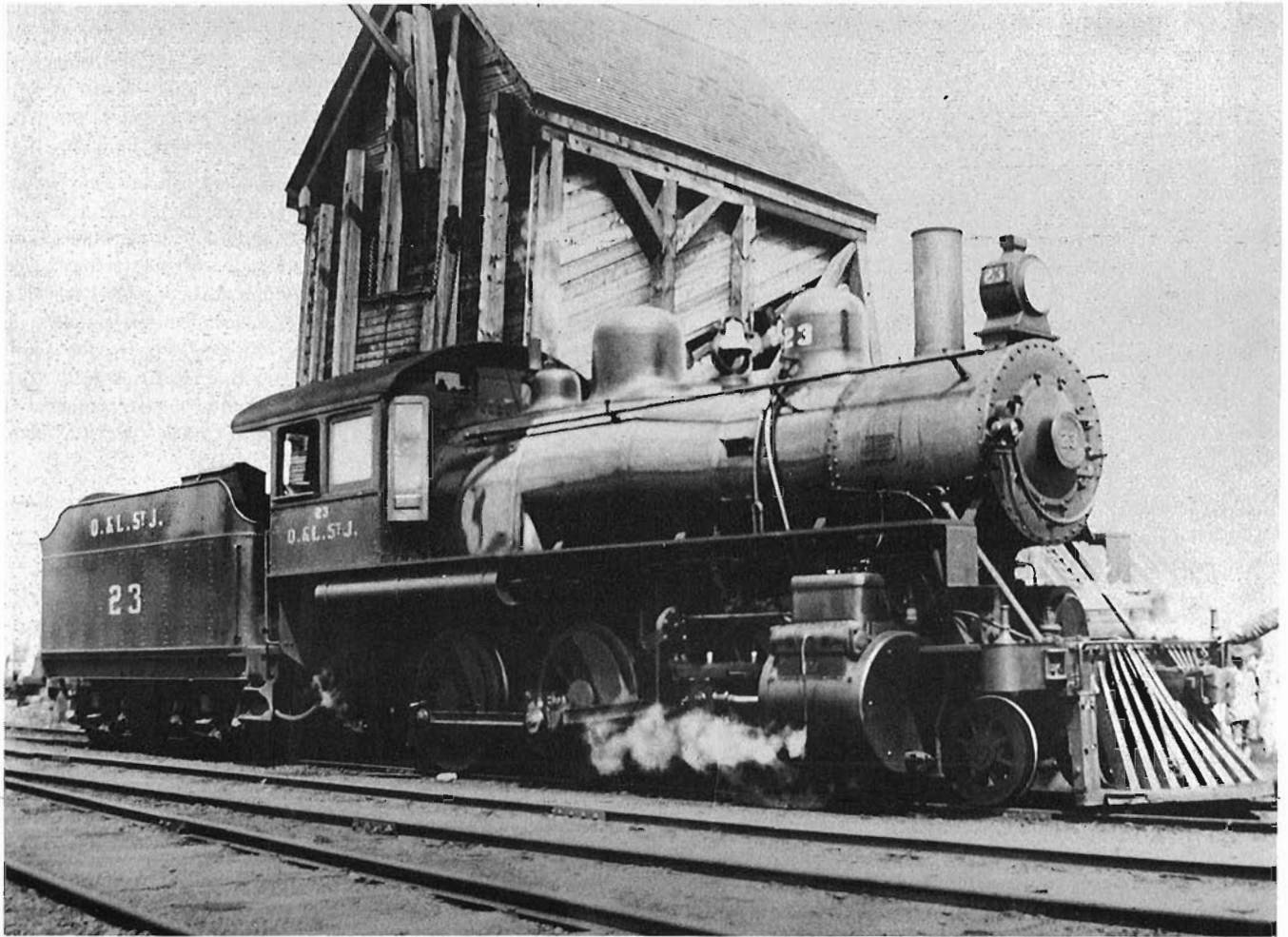
La compagnie du Canadien Nord, propriété de Donald Mann et William Mackenzie, intégra à ses opérations le Québec et du Lac St-Jean en 1907. Cette acquisition permettait à ses propriétaires d'avoir un accès à la capitale. Ce privilège s'inscrivait dans la perspective de leur projet d'établissement d'un chemin de fer pan-canadien qui devait faire du port de Québec le point terminal de transit pour les marchandises expédiées ou reçues de l'Ouest canadien⁽¹⁰⁾. De plus, leur démarche s'insérait dans une stratégie visant à détourner sur le QLSJ, le trafic circulant sur le National Transcontinental, lequel pour des raisons politiques et techniques n'était pas encore arrivé à établir une voie d'accès à la ville de Québec⁽¹¹⁾. En 1907, un embranchement fut ouvert à partir de la voie principale entre le point Linton et La Tuque, afin de servir l'industrie forestière locale, mais surtout pour concrétiser leur dessein qui allait permettre de rentabiliser, du moins à court terme, le Québec et du Lac St-Jean.

Toutefois, les ambitions continentales de Mackenzie et Mann les amenèrent à délaissier les intérêts plus régionaux propre au Saguenay-Lac-Saint-Jean. Cela contribua à générer l'insatisfaction populaire à l'égard des nouveaux propriétaires.

Le Québec-Lac-St-Jean avait tenu durant vingt ans et stimulé libéralement la colonisation, le tourisme et la navigation sur le lac. On se ressentit tout de suite du changement d'administration. Mackenzie et Mann avaient des intérêts dans tout le pays et restaient étrangers à la vie régionale du Lac-Saint-Jean. Le prolongement de Saint-Félicien, ardemment désiré, fut remis, la réclame touristique cessa, et surtout durant les dernières années avant la cession au *Canadien National*, le service était affreusement mauvais.⁽¹²⁾

En 1917, suite aux pressions publiques et au démarchage des politiciens auprès de la compagnie, le chemin de fer fut prolongé de 24 kilomètres afin de rejoindre Saint-Félicien. Toutefois, ces travaux furent achevés par le gouvernement fédéral qui récupéra les actifs du Canadien Nord, suite à sa faillite. En parallèle, deux petits chemins de fer se sont ajoutés à cette ligne principale, rendant de grands services à la population régionale puis à la grande industrie.

Formée en mai 1911 par une loi de l'Assemblée législative, la compagnie Roberval-Saguenay est née à l'instigation de la Chambre de commerce du Saguenay. Issue du milieu des affaires, sa direction francophone avait comme ambition de construire un axe de ceinture qui aurait desservi les villages situés autour du lac Saint-Jean. Néanmoins, ce projet n'aboutit jamais et les entrepreneurs se contentèrent d'acquiescer à l'hiver de 1914, le chemin de fer de la Baie des Ha! Ha! qui reliait Port-Alfred (La Baie) au réseau national de CN Rail à la Jonction des Ha! Ha!.



Locomotive Numero 23 vers 1910. National Archives of Canada, Merrilees Collection photo No. PA-165575.

Le Baie des Ha! Ha!, qui avait obtenu son existence légale en 1896 par le biais d'une charte québécoise, était ouverte à la circulation ferroviaire depuis 1900. Sa vocation première fut d'assurer le transport du bois de pulpe requis par la compagnie de Pulpe de Chicoutimi, propriété de l'industriel Julien Édouard Alfred Dubuc, actionnaire principal du chemin de fer. Par ailleurs, la ligne servait également à livrer des marchandises destinées aux commerces de Chicoutimi. Jusqu'en 1925, l'entreprise s'acquittait également du transport des personnes sur une base régionale.

Entre-temps, en décembre 1912, le Parlement du Québec avait émis une charte constituant l'Alma et Jonquières. Les promoteurs de ce nouveau chemin de fer qui devait relier Hébertville à l'Isle Maligne étaient québécois et américains; toutefois l'entreprise devient la propriété de la compagnie Duke-Price quelques mois avant sa mise en opération. Les activités ferroviaires ne débutèrent qu'onze ans plus tard, les impératifs de la Première Guerre et diverses embûches rencontrés par les premiers possédants de l'entreprise ayant sérieusement retardé sa construction. Son actionnaire unique utilisa ses trains pour convoier de la roche et du sable ainsi que les équipements nécessaires à la construction d'une centrale hydro-électrique sur la rivière Saguenay.

En 1925, l'Alcan s'établit dans la région, attirée par la centrale hydro-électrique qui produisait de l'énergie abondante à un coût très raisonnable. La demande mondiale pour le précieux métal concourra au développement du premier complexe de production d'aluminium au Saguenay. La multinationale acquiesça la même année l'ensemble des actifs, propriété de l'industriel américain Duke dans la région dont le chemin de fer Alma et Jonquières.

Elle acheta également le Roberval-Saguenay aux prises avec de sérieuses difficultés financières. Par cette acquisition, l'objectif de la compagnie était de disposer pour ses nouvelles usines d'un accès économique facile en vue de transporter les matières premières nécessaires à la fabrication de l'aluminium, c'est-à-dire la bauxite et les produits chimiques, tels la soude caustique, l'alumine, le mazout, etc. Après les quelques travaux indispensables pour adapter le micro-réseau aux exigences de l'entreprise (p. ex. construction de nouveaux embranchements), le premier convoi d'aluminium circula le 9 septembre 1926.

En 1974, les compagnies Roberval-Saguenay et Alma et Jonquières ont été unifiées des raisons administratives et légales. La nouvelle entité porte désormais le nom de chemin de fer Roberval-Saguenay. L'année suivante une entente est ratifiée



Canadien National 2524, MLW M420(W), classe MR20a, en compagnie des GP9 4466, 4490, 4470 et 4482 à Chambord, Qué. le 11 juillet 1977.
Photo par Hugues W. Bonin.

entre CN Rail et Roberval-Saguenay concernant un droit de transit sur le Québec et du Lac-St-Jean, moyennant rémunération et établie en fonction du tonnage transportée. Cet accord permet aux trains de l'Alcan d'emprunter la voie de la société d'État fédérale afin de servir l'usine d'électrolyse de l'Isle Maligne (Alma).

À la fin des années 1980, le QLSJ revient à l'ordre du jour, alors que CN Rail amorça un plan de rationalisation de son réseau, qui devait mener à la suppression de plusieurs de kilomètres de voies déficitaires ou à leur transfert à des entreprises ferroviaires régionales constituées à cette fin⁽¹³⁾. La compagnie ayant démontré son désintéressement à poursuivre ses activités sur des tronçons secondaires, comme la subdivision Saint-Raymond reliant Québec à Rivière-à-Pierre, des agents régionaux à vocation économique (p. ex. Conseil régional de développement), des intervenants municipaux et des entreprises privées utilisatrices de ses services,



Canadien National gare de Héberville, Qué. le 11 juillet, 1977.
Photo Par Hugues W. Bonin.

se montrèrent intéressées à prendre sa relève. Le ministère des Transports du Québec appuya les forces régionales dans leurs démarches, notamment devant l'Office national des transports (ONT), en s'objectant au démantèlement du tronçon vital pour l'économie régionale.

Alors que la nouvelle entreprise ferroviaire était sur le point d'être constituée, que le ministre québécois des Transports avait soutenu le projet et s'apprêtait à dévoiler un programme d'aide aux chemins de fer régionaux, l'ONT autorisa, en mars 1990, CN rail à entreprendre la suppression des rails de la subdivision Saint-Raymond. Nonobstant, en février 1991, l'Office ordonna à la société d'État de maintenir le service sur le tronçon Québec-Saint-Raymond en raison de sa rentabilité.

Les relevés topographiques: Des projets de colonisation prometteurs

Pour les promoteurs du chemin de fer, le choix du tracé ne fut pas une mince tâche, non pas tant en raison des contraintes topographiques du territoire convoité que de l'environnement sociétal. Lors de l'adoption de l'itinéraire définitif et surtout de l'emplacement du terminus au Saguenay-Lac-Saint-Jean, ils durent tenir compte des pressions populaires et politiques, tout en n'éludant pas la rentabilité économique du tronçon choisi. Ils devaient tenter de concilier les objectifs d'aménagement du territoire et de développement économique régional avec le rapport d'exploitation. Ces prérogatives, que les administrateurs du QLSJ devaient concilier, contrastaient singulièrement avec le mandat exclusif de sociétés d'État comme le British Columbia Railway ou l'Ontario Northland, dont les desseins, au début du XX^e siècle, étaient avant tout d'ordre géopolitique. Ces entreprises devaient servir d'outil de développement plutôt que de générer, pour leur propriétaire, des profits à court terme.

Durant les années 1873 et 1874, les arpenteurs Horace Dumais et John Sullivan étudièrent, pour le compte du Commissaire des Termes de la Couronne: deux tracés, les lignes de la Batiscan (Dumais) et de la Métabetchouan (Sullivan) qui pourraient recevoir l'emprise du chemin de fer de Québec et du Lac St-Jean. Le tronçon optimal devait être choisi en fonction de quatre critères d'évaluation, soit: 1) la longueur de la voie ferrée devant être construite; 2) la qualité des sols situés à proximité du chemin de fer et l'intérêt qu'ils présentaient pour l'agriculture; 3) la présence dans ce même secteur d'essences forestières commerciales (p. ex. épinettes, pins, merisiers et érables); 4) la possibilité d'y implanter des habitats humains.

La route de la Métabetchouan, bien que permettant un trajet plus court de 48,3 km entre la ville de Québec et le Saguenay-Lac-Saint-Jean, traversait une contrée dont le potentiel

agricole et forestier était très limité⁽¹⁴⁾. En contraste, la ligne de la Baiscan, présentait des avantages indéniables et supérieurs tant pour la compagnie ferroviaire que pour la nation. Ce tronçon devait permettre une colonisation rapide des terres arables adjacentes au chemin de fer, lequel processus fournirait un trafic certain afin de desservir les marchés de la vallée du Saint-Laurent et internationaux. C'est le tracé proposé par Dumais, un ardent défenseur de la colonisation qui reçut l'attention du gouvernement. En 1880, il fut adopté par les gestionnaires du QLSJ.

Deux zones de colonisation d'une superficie totale de 2,5 M d'hectares avaient été identifiées. La première connue sous le pseudonyme A, couvrait le Saguenay-Lac-Saint-Jean. D'une superficie de 1,4 M d'hectares, ce territoire était principalement composé de plaines alluviales. Les arpenteurs estimaient qu'environ 62,9% de ces sols étaient destinés à la colonisation et à l'agriculture. Plus au sud, le second territoire, appelée B, couvrait une étendue de 1,1 M d'hectares. Toutefois, ces terres étaient moins prometteuses d'avenir, sachant qu'en raison des conditions physiographiques et géologiques de cette contrée, seulement 28,6% des terres disponibles pouvaient être utilisées pour l'extension de l'oekoumène paysan.

Impropre à l'agriculture, le terrain B étant généralement accidenté, la forêt s'étend sur l'ensemble de la superficie couverte par les Basses Laurentides. En dépit de ces contraintes, l'arpenteur Dumais identifia autour de quelques lacs et rivières des terrasses adaptées à la colonisation.

Le lac Édouard est de forme irrégulière; présentant d'abord l'apparence d'une large rivière, il change tout-à-coup d'aspect: les profondes baies qui l'entourent font souvent perdre de vue le chemin que doit suivre le voyageur pour parvenir à son extrémité, et les hauteurs qui le dominent par leur régularité et leur contour charmant, couvertes de magnifiques forêts, de toutes les essences de bois, en font une des perspectives les plus belles, les plus pittoresques et en même temps un site invitant pour y fonder une colonie, avec l'avantage de posséder un excellent terrain et de jouir d'un climat aussi propice et aussi salubre que possible.⁽¹⁵⁾

Ces terres, localisées sur des terrasses, présentaient le meilleur potentiel pour l'agriculture sachant qu'elles constituaient des sols fertiles et bien drainés. Par ailleurs, leur localisation stratégique à proximité du tracé projeté, constituait un avantage indéniable, tant pour les futurs habitants du territoire que pour les administrateurs du Québec et du Lac-St-Jean. À ce titre, l'ingénieur en chef du gouvernement québécois, A.L. Light (1880), nota que "les avantages qu'offre la route de Baiscan sont si frappants qu'il m'est inutile de déclarer que j'appuie entièrement le choix que votre ingénieur-en-chef en fait"⁽¹⁶⁾.

Le 6 avril 1874, dans une lettre adressée au Commissaire des Terres de la Couronne, Horace Dumais établit d'ailleurs un lien intime entre le choix du terrain le plus propice pour l'agriculture,



Canadien National gare à Chicoutimi, le 4 juillet, 1987.
Photo par Hugues W. Bonin.

ainsi que l'exploitation forestière, en corrélation avec l'aménagement du territoire et la construction du chemin de fer. Le potentiel qu'offrait cet espace s'avérait la clé de voûte qui devait assumer l'ouverture et le peuplement, par des milliers de familles québécoises, de ces terres pionnières appelées à devenir le grenier d'approvisionnement de la ville de Québec. La vallée de la Baiscan, malgré des sols impropres à la culture du blé, offrait un potentiel hors pair pour les pâturages, l'avoine, les fruits et les légumes. Par ailleurs, entre Saint-Raymond et la région du lac Édouard, l'arpenteur avait identifié plusieurs hectares qui étaient fort propices à la colonisation et à l'agriculture. Ces conditions géographiques permettraient de créer de nombreuses colonies aux abords de la voie ferrée.

Le rail était la réponse toute désignée qui devait briser l'isolement géographique du Saguenay-Lac-Saint-Jean. Il favoriserait son développement économique régional suivant les demandes en



Canadien National 3503, 3556: MLW M420(W) et 4407, 4424:
GMD GP9 à Arvida, Qué. le 4 juillet, 1987.
Photo par Hugues W. Bonin.

ressources issues de son avant-pays, tout en appuyant l'ouverture des terres localisées entre les deux points nodaux extrêmes du chemin de fer.

Le résultat de mes travaux surpasse les espérances que j'entretenais sur la possibilité d'ouvrir à la colonisation une partie de ces vastes espaces qui nous séparent de la vallée du Saint-Laurent.

On peut dire aujourd'hui, sans crainte de se tromper, que dans un avenir peu éloigné une longue suite d'établissements florissants reliera la colonie isolée du lac Saint-Jean aux belles paroisses du Saint-Laurent, entre Québec et les Trois-Rivières, et aussi à la vallée du Saint-Maurice. Les Laurentides se sont pour ainsi dire effacées de cette région que j'ai explorée; les plus hautes terres n'ont pas 600 pieds d'élévation au-dessus des eaux du lac Saint-Jean.

Pour le sol et le bois, l'essentiel, on serait satisfait à moins.

Le sol n'est pas, à la vérité, composé d'alluvion et d'argile comme la plus grande partie de la vallée du lac Saint-Jean se compose. Non, une terre jaune et grise mêlée de sable en certains endroits et recouverte d'un humus très riche, promet beaucoup, si l'on doit compter pour un bon indice les luxuriantes forêts de toutes les essences de bois que l'on rencontre dans notre province et se succèdent sans interruption d'une rivière à l'autre.

Le bois de construction et de commerce se rencontre sur le parcours de toutes ces rivières. Nous n'avons pas perdu les pins de vue depuis le canton Charlevoix, sur le lac Saint-Jean, jusqu'à la Tuque.

La voie naturelle, la moins dispendieuse [...] et traversant des espaces de plus d'un million d'acres de bonnes terres et boisées de magnifiques forêts, se rencontre seulement par la vallée de la rivière Batiscan.⁽¹⁷⁾

Malgré les anticipations, l'analyse des recensements décennaux démontre que c'est avant tout les Saguenay-Lac-Saint-Jean qui bénéficia de l'avènement du chemin de fer. L'implantation de colonies dans les comtés de Portneuf et de Québec pouvait être considérée comme un échec si l'on en juge à l'état du peuplement en 1921. L'étude des résultats démontre que le chemin de fer a eu un effet très limité sur l'extension de l'oekoumène, notamment dans la région des Laurentides. Les pourvoiries et les camps forestiers sont à peu près les seuls établissements humains qui y surgirent au cours des décennies ça et là en bordure de la voie. D'ailleurs, les noms données aux gares localisées dans ce secteur sont évocateurs de la vocation du territoire. En dehors du Saguenay-Lac-Saint-Jean, seules quelques petites communautés, comme Lac-Édouard, Lac-Bouchette, La Tuque et Rivière-à-Pierre ont pris leur envol agricole grâce à cette infrastructure.

Ce n'est pas l'effet du hasard si l'itinéraire du chemin de fer fut localisé sur les meilleures terres du Saguenay-Lac-Saint-Jean. La compagnie cherchait à établir son emprise à l'intérieur des zones agricoles offrant le meilleur potentiel, tout en desservant les colonies déjà établies depuis la décennie 1840. Malgré cette considération économique, la géomorphologie s'offrait admirablement pour accueillir une telle infrastructure.

Le chemin de fer de Québec et du Lac St-Jean traverse trois régions physiographiques très contrastées: les Basses-terres du Saint-Laurent, le Massif des Laurentides (Bouclier canadien) et les Basses-terres du lac Saint-Jean, dont il a déjà été question dans les paragraphes précédents.

Après avoir quitté la ville de Québec, la voie ferrée arpente quelques kilomètres dans les Basses-terres du Saint-Laurent. De la Vieille capitale, sur une distance d'environ 91 kilomètres, le chemin de fer franchit jusqu'aux contreforts des Laurentides (Rivière-à-Pierre) une zone de terrasses sablograveleuses légèrement ondulées avec une faible inclinaison en direction du fleuve Saint-Laurent. Vestige des anciens littoraux de la mer de Champlain, les Basses-terres du Saint-Laurent, comme celles du lac Saint-Jean, sont formées d'une roche-mère d'origine fluvio-glaciaire et marine. C'est un terrain qui ne représenta pas pour les bâtisseurs du rail un défi extraordinaire. Son sous-sol étant composé de sable et de gravier, les ingénieurs étaient en présence de conditions idéales pour la construction de la structure d'assise de la voie ferrée qui favorisait le passage de convois lourds en raison de la haute capacité portante du sol.

Rapidement, la voie s'engage dans les Basses Laurentides. Évoluant dans un pays de montagnes, la compagnie ne fut pas confrontée à des difficultés insurmontables. Ils tirèrent partie de la présence des vallées fluviales des rivières Bostonais et Batiscan, ainsi que des lacs des Commissaires et Édouard, pour y construire le rail dans le versant de ces bassins. Solidement perché sur ces littoraux rocheux bien drainés, le chemin de fer poursuit ainsi sa route sans être menacé par des inondations printanières tout en réduisant les frais de construction imputables à l'édification de dizaines de ponceaux et de ponts.

Après un trajet de près de neuf heures, les trains concluaient leur longue route par un itinéraire de quelques kilomètres dans les Basses-terres du lac Saint-Jean. Dès l'été de 1893, au point de Jonction Chambord, deux alternatives de parcours s'offraient à un train; il pouvait soit poursuivre sa route vers Roberval ou se diriger vers Chicoutimi.

Tout comme l'agriculteur qui recherche des terrains peu accidentés-propices au rendement optimal de la machinerie agricole, l'ingénieur, pour des critères quasi identiques, vise à choisir un chemin où les convois ne seront pas désavantagés par des pentes excessives qu'ils ne pourraient gravir. Le choix du tracé définitif devait s'appuyer sur deux prémisses: 1) être le moins onéreux à aménager; 2) répondre aux paramètres techniques des locomotives à vapeur.

Les caractéristiques physiographiques du territoire ont modelé le trajet emprunté par le Québec et du Lac St-Jean. Les ingénieurs furent obligés de concilier la présence de barrières naturelles avec les prérogatives économiques de rentabilité commerciale découlant de la volonté politique et corporative d'exploiter les ressources régionales. Leurs ambitions étaient de répondre aux demandes issues des marchés urbains, tout en concourant à l'extension de l'oekoumène vers des terres vierges pouvant être peuplées rapidement de citoyens, en quête d'une amélioration de leur situation socio-économique, confrontés avec l'attrait de l'exode vers les États-Unis.

Conclusion

Le chemin de fer a soutenu incontestablement l'essor du Saguenay-Lac-Saint-Jean en l'aidant à tirer profit de ses conditions géographiques fondamentales dont la nature l'avait pourvu. La voie ferrée a permis la colonisation de terres jusque-là demeurées inexploitées ainsi que le désenclavement de la région au sein du Québec.

En plus d'organiser les échanges entre la région pionnière et la ville de Québec, la voie ferrée a permis de satisfaire les besoins alimentaires des citoyens tout en comblant les ambitions investies par la bourgeoisie. Tous y trouvèrent leur compte. Les politiciens considéraient le Québec et du Lac St-Jean comme une grande oeuvre laissée au peuple québécois pour le bien de la colonisation, tandis que les capitalistes se dotaient d'un instrument les autorisant au commerce des ressources naturelles du pays.

Les changements introduits par le QLSJ ne se limitèrent pas à organiser une synergie entre deux pôles. À l'image de l'expérience ferroviaire de plusieurs pays, les conséquences engendrées par l'avènement du chemin de fer débordèrent la modeste réaménagement de la circulation au sein de l'espace national. Il modifia la structure économique des zones désenclavées en encourageant un processus de spécialisation dans certaines productions, suivant les besoins de l'avant-pays.

Au Saguenay-Lac-Saint-Jean, le chemin de fer a accéléré la transmutation d'une structure économique traditionnelle centrée sur elle-même en un ordre apte à répondre aux préceptes du capitalisme fortement influencé par la demande extérieure.

Une des principales conséquences de ce mouvement sera la naissance d'une économie à deux volets, l'une de marché et l'autre de subsistance. La première, qui tablait sur la spécialisation, était très productive au point de vue des extrants générés et arrimait sa raison d'être sur l'exportation. L'industrie laitière en constitue l'exemple par excellence. La seconde, adoptée par de nombreux exploitants agricoles, s'est axée sur l'autoconsommation des fruits de la ferme plutôt que vers la recherche de gains monétaires.

(1) SOCIÉTÉ HISTORIQUE DU SAGUENAY (1938) L'Histoire du Saguenay: Depuis l'origine jusqu'à 1870, Chicoutimi: Société historique du Saguenay, p. 299.

(2) GIRARD, Maurice (1970) Le Grand Feu de 1870. Saguenayensia, 12 (2), p. 34.

(3) En avril 1880, les directeurs du Québec et du Lac-St-Jean étaient William Withall, président, James Gibb Ross, directeur et sénateur fédéral, Elisée Beaudet, vice-président et député de Chicoutimi-Saguenay, James Guthrie Scott, secrétaire, ainsi que William Baby, Jean-Docile Brousseau, maire de la ville de Québec (1880-1882) député de Portneuf, Théophile Ledroit, Frank Ross et W.W. Stevenson.



Roberval & Saguenay 34, Alco C420, ex Long Island 214, à Arvida, Qué. le 4 juillet, 1987. Photo par Hugues W. Bonin.

- (4) BUIES, Arthur (1880) Le Saguenay et la Vallée du Lac St-Jean. Québec: A. Côté, pp. 324-331.
- (5) Documents répertoriés dans le Fonds d'archives du ministère des Travaux publics du Québec entre 1867 et 1920.
- (6) GAGNON, Rodolphe (1970) Le Chemin à lisses de bois de Québec à Gosford. Saguenayensia, 12 (5), p. 125.
- (7) BUIES, Arthur (1880) Op.cit., pp. 304-305.
- (8) VIEN, Rossel (1955) Histoire de Roberval: Coeur du Lac-Saint-Jean, Roberval: Société historique du Saguenay, pp. 113-114.
- (9) DE LAUNIERE-DUFRESNE, Anne-Marie (1976) L'Épopée du chemin de fer Québec-Lac-Saint-Jean. Saguenayensia, 18 (2), p. 33.
- (10) VIEN, Rossel. Op.cit., pp. 295-296.
- (11) REGEHR, Ted (1976) The Canadian Northern Railway: Pioneer Road of the Northern Prairies: 1895-1918. Toronto: Macmillan, pp. 281-282.
- (12) VIEN, Rossel (1955) Op.cit., p. 296.
- (13) ASSELIN, Pierre. Le Canadien National est prêt à vendre toutes ses lignes secondaires au Québec. Le Soleil, 8 avril 1989.
- (14) Document de la session (1880), DS-43, Lettre de A.L. Light à J.G. Scott, secrétaire du chemin de fer de Québec et du Lac St-Jean, 4 juin 1880, pp. 39-40.
- (15) Document de la session (1880), DS-41, Lettre de Horace Dumais à Pierre Fortin, Commissaire des Terres de la Couronne, 6 avril 1874, pp. 15-16.
- (16) Ibid., p. 40.
- (17) Ibid., pp. 27-28.

English Summary of the Foregoing Article

Summary translated by Hugues W. Bonin.

THE QUEBEC AND LAKE ST. JOHN RAILWAY:

THE HISTORY OF A REGIONAL RAILWAY

By Richard Leclerc Ph. D.

SUMMARY

The colonization of the Kingdom of the Saguenay and the region of Lake St. John, in Quebec, began in the late 1800s, but was at first hampered by the lack of convenient means of transportation with Quebec City and the Charlevoix area. On land, only some difficult trails existed, and by water the Saguenay River was considered dangerous. In Quebec City, the rivalry with Montreal was then even stronger than now, and the City Fathers, the business men and the "bourgeois" were very conscious that tapping the vast agricultural and sylvan resources north of the city, and in the Saguenay - Lake St John region would provide a tremendous boost to the local economy.

As early as 1854, railways were seen as providing the solution to the transportation problems, and a charter was granted by the Government of the Province of Canada for the Northern Quebec Railway, which became the Quebec and Saguenay Railway. However, this project failed soon after. A new attempt was made and on April 5, 1869 a charter was granted for the Quebec and Gosford Rail Road Company, with the goal of building a "rail" road from Quebec City to the county of Gosford. The first trains started running in the fall of 1870, and it turned out that most of the freight was cordwood for the heating and stoves of the households in Quebec City. The rails may have been made of wood, or of iron strips nailed on wood beams, but they were quite prone to fail and the railway went out of business after four years.

In 1874, the charter of the Quebec and Gosford Rail Road Company was acquired by a group of investors which included Americans and local politicians. At that time it was not unusual to have politicians sitting on the boards of administration of railway companies, so that they could see the railways receive generous awards of public money whenever the needs were felt, which was quite often. In 1875 the charter was modified and the name became the Quebec and Lake St. John Railway, with the goal of extending the existing line so that it would eventually reach the Lake St. John area. Several years were spent in surveying and selecting the most appropriate route and in the construction itself. The first train reached Roberval on December 5, 1888, and Chicoutimi welcomed its first train on August 2, 1893. It must be said here that a bitter rivalry arose between the inhabitants of the two regions as to the location of the eventual terminus of the railway. The question was resolved in a Solomon-like fashion by Quebec Premier Honoré Mercier in August 1887, who decided that the line would split at Chambord, with one branch going to Roberval and the other to Chicoutimi.

The Q&LSJ remained the property of local interests until the early years of the 20th century. Then the Canadian Northern Railway started acquiring stock in a quiet fashion, and suddenly, the shareholders of the Q&LSJ realized that the railway of Mackenzie and Mann had control of their company. One of the main reasons for the acquisition of the Q&LSJ was to gain entry to Quebec City as part of their transcontinental railway, for which Quebec City was chosen as the eastern terminus. In 1907, the operations of the Q&LSJ were integrated into those of the Canadian Northern, and in the same year, a branch was built to La Tuque. However, the Canadian Northern lost interest in the Q&LSJ and the service suffered somewhat, although the Roberval branch was extended to St. Félicien in 1917. Soon after, the Canadian National Railways were created, with the merger of the Canadian Northern with other financially troubled railways. In about the same period, the Saguenay region saw the creation of two short lines, the Roberval & Saguenay and the Alma & Jonquières, which were later bought by Alcan and, later consolidated, are still operated today.

At the end of the 1980s, the Canadian National embarked on a system "rationalization" plan aimed at disposing of money-losing and marginally profitable lines. The St. Raymond subdivision was included among these, and eventually authorization was obtained, in March 1990, to abandon the section between St. Raymond and Rivière à Pierre, and the rails were lifted. This happened in spite of a group of investors having been formed to purchase this line, and the Government of Quebec about to present a program to help regional railways.

The last part of the article explains how the railway indeed determined the success of the colonization of the Saguenay - Lake St. John region. The selection of the most appropriate route for a railway was governed by four factors: the length of the line, the agricultural quality of the lands near the tracks, the economical value of the species of trees in the forests close to the line, and the possibility of human settlements along the line. For the Q&LSJ, two routes were retained, one along the Metabetchouan River and another along the Batiscan River. The latter was selected as it better met the conditions above. The construction of the railway was a rather easy engineering task, since, in spite of the mountainous terrain traversed, the grades were all gentle, and the curves quite reasonable.

It turned out that the railway was most profitable at its ends in the Saguenay - Lake St. John region, but between St. Raymond and Chambord the development of the land never really took off, with only a handful of settlements created along the line: Rivière à Pierre, La Tuque, Lac Bouchette and Lac Edouard. From this viewpoint, the Q&LSJ may be seen as a mitigated success, but in the successful development of the Saguenay - Lake St. John region, it was undoubtedly the determining factor.

Flatcar Spotter's Paradise

By Peter J. Lacey

The Winnipeg plant of Federal Pioneer Ltd. manufactures very large transformers such as are used in the James Bay project. The plant employs some 400 people and has sales of \$75 million or more annually.

Of interest to rail buffs is some of the equipment that shows up frequently at the plant. The transformers can weigh up to 450,000 lbs., and given the shipping requirements - no humping for instance, or weight distributions for a particular job, or even bridge heights along the various rail lines - there quite often are only certain cars that can be used. As there are not many such specialized cars in existence, it is no surprise that they are often seen here.

The plant is located beside the CN main line to Pembina and points south, about half a mile from Portage Junction. There are two spurs that lead on to the property; the first goes directly into the plant, on a slight downhill grade, upon which cars can be moved about 200 feet inside; finished machines are loaded here. The other spur parallels the south fence of the site - some 500 feet - and is used to receive raw material loads and to hold fully loaded cars awaiting pickup for shipment.

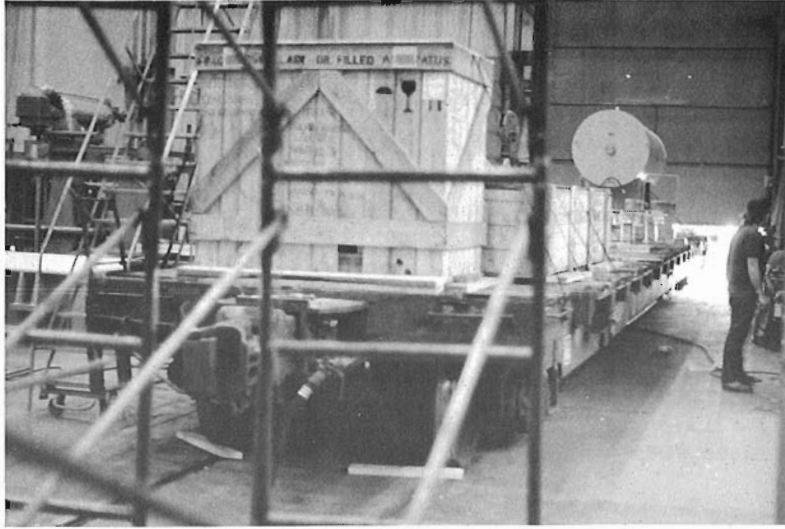
The photos following give some idea of the operations at FPL, and illustrate some of the more notable pieces of equipment. Usually CN is able to supply all that is needed, but on at least one occasion a Union Pacific 8-axle flat has been pressed into use.



CN brings in the raw material loads, and empty cars for loading. Here an ordinary flat is being nudged into the plant.

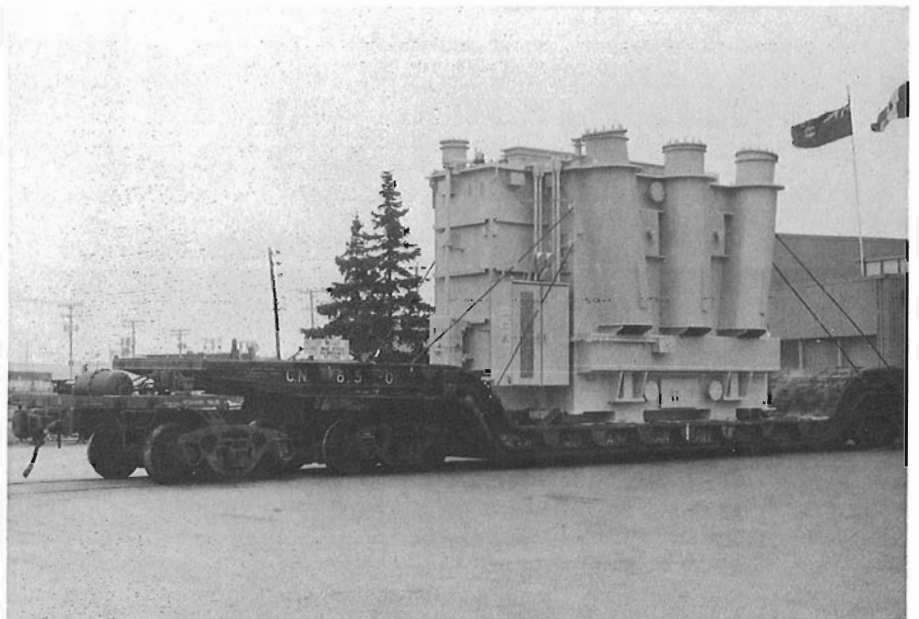
Very often cars are moved into or out of the plant using the ubiquitous forklifts, rather than wait for CN to have an engine available. Usually it takes one at each end; this photo shows one waiting for the other to be brought around. Occasionally an ordinary flatcar will be pushed into the plant by 20 or so men using "Armstrong" power.

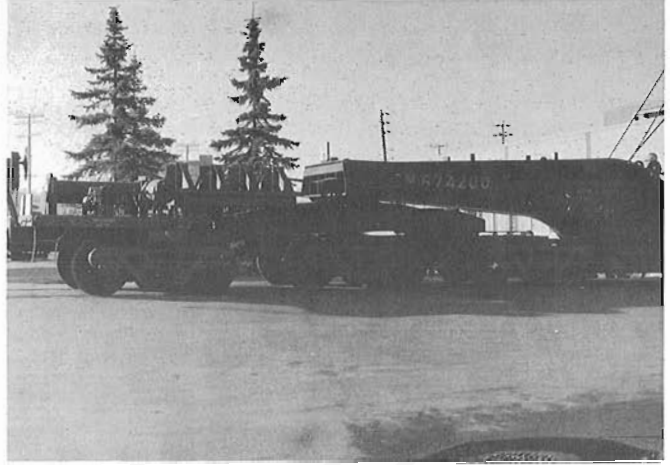
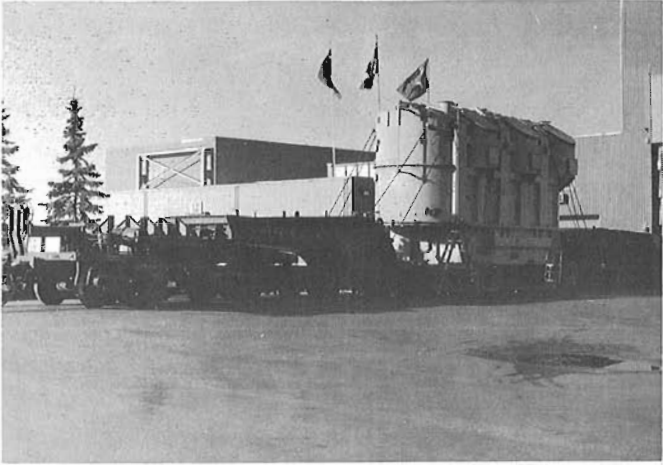




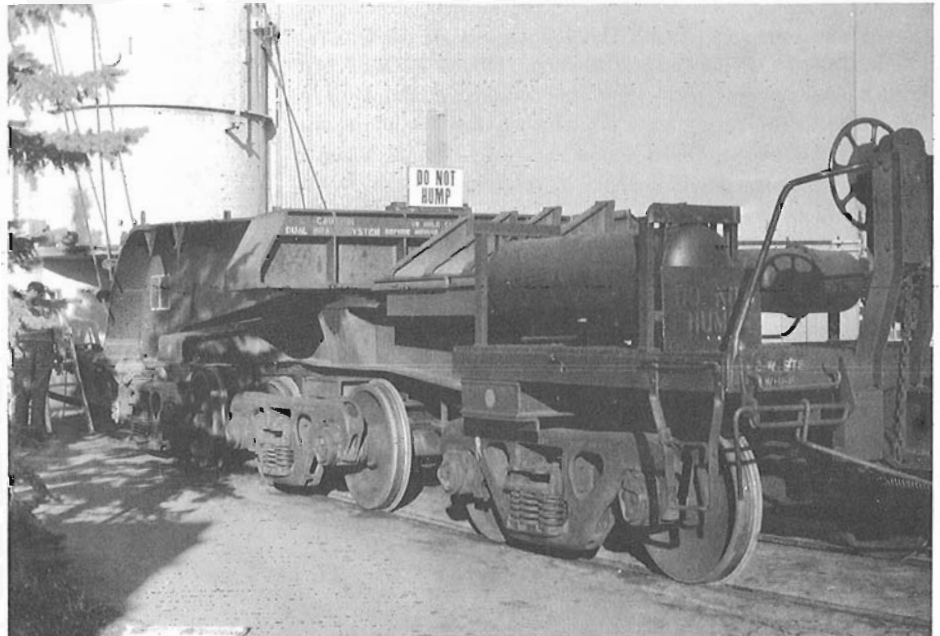
Loading begins inside the factory.

RIGHT AND BELOW: No. 675001, a four-truck, 8-axle car, is used quite often.





The mighty and humungous No. 674200. I don't have the proper equipment to get this whole huge machine in one adequate shot, so I took several photos to show details. This car is used for very wide loads which need special attention on curves.



Rail Canada Decisions

By Douglas N.W. Smith

COMPETITIVE LINES VANISHING

When the founders of the Canadian Pacific formulated their plans to build the transcontinental line in 1880, they realized that it was essential to have a network of lines serving the major cities of Quebec and Ontario as well as providing connections to the American railway network to secure the financial health of their enterprise.

In June 1881, they took over the first step to towards this goal. The acquisition of the Canada Central Railway, which extended from Brockville and Ottawa up the Ottawa River Valley to Pembroke. It was extended westward to Callander, near the present city of North Bay, which was the designated starting point for the transcontinental line. The following year the Ottawa-Montreal portion of the Quebec, Montreal, Ottawa & Occidental Railway was taken over. In 1883, it added the Toronto, Grey & Bruce and Credit Valley Railways which linked Toronto to the Georgian Bay port of Owen Sound and to St Thomas where a connection was made with the New York Central subsidiary, the Canada Southern. To tie these diverse properties together, the CPR constructed the Ontario & Quebec Railway from Perth, the westernmost terminal of the Canada Central Railway, to Toronto. This line was completed in 1884. The next year, CP acquired the North Shore Railway between Montreal and Quebec.

Thus even before the last spike was driven at Craigellachie, British Columbia on November 7 1885, CP had, by a judicious

program of acquisition and construction, become a major competitor in an area which formerly had been the exclusive preserve of the Grand Trunk Railway. In the four years since its incorporation CP had assembled an 1,100 mile system in southern Ontario and Quebec. In response the GT had engaged in a frenzied effort to purchase or lease any lines which could have been of use to CP. As a result of this program, the GT's trackage in the region more than doubled, growing from 1,100 miles in 1881 to 2,600 miles in 1885.

Over the next four years, CP extended its completed main line from Toronto to Windsor, Ontario, from Montreal to Mattawamkeag, Maine as part of a through route to the year-round port of Saint John, and leased the South Eastern Railway to form part of a through route from Montreal to Boston. After 1889, however, CP ceased to expand its network in the eastern portion of the country. The British investors, who had underwritten the securities of both the GT and CP, were distressed with the reckless competition between the companies which had adversely affected the financial returns of the GT.

During the 1890s, the two railways effectively worked together. The GT handled CP's traffic between the transcontinental main line at North Bay and Toronto and in 1896 offered CP running rights over its Toronto-Hamilton main line.

The period of uneasy piece between the two major Canadian railways ended with the announcement in 1903 that the Grand Trunk would construct a new transcontinental line under the

CP BRANCH LINES BUILT OR LEASED 1904 - 1915

YEAR BUILT OR LEASED	TERMINAL POINTS	DISTANCE IN MILES	STATUS IN 1995
1904	Pontypool to Bobcageon	38	Abandoned
1907	Guelph to Goderich	81	Abandoned
1908	Bolton Junction to Romford	227	In use
	Saugeen Junction to Walkerton	38	Abandoned
	Embro to St. Marys	16	Abandoned
	Linwood to Listowel	20	Abandoned
	Galt to Kitchener and Waterloo (leased)	17	In use
1912	Guelph Junction to Hamilton Junction	17	In use
	Port McNicoll to Bethany Junction	88	Abandoned
	Sherbrooke to Levis (leased)	328	Abandoned
1913	Kingston to Pembroke (leased)	103	Abandoned
1914	Glen Tay to Agincourt via Belleville and Cobourg	183	In use
	Galt to Brantford and Port Dover	51	Abandoned
1915	St. Polycarpe Junction to Cornwall	30	Abandonment application to be filed in 1995

auspices of the liberal government of Sir Wilfred Laurier. While the GT laid plans for its western extension, CP launched a massive campaign to extend its tentacles into every major centre served by the GT. Between 1903 and 1915, CP's network in Quebec and Ontario grew by 1,237 miles through the construction of 789 miles of new lines and the leasing of 448 miles of established lines in the heart of the Grand Trunk's territory.

Eighty years later, 64 per cent of the trackage CP built after 1903 has been abandoned. The remaining trackage is primarily the main lines between Bolton and Romford to Toronto to the trans-continental line at Sudbury and the low grade line built between Glen Tay and Agincourt to improve the main line and increase capacity between Montreal and Toronto. The only other remaining trackage are short branches which provide links to the industrial centres of Hamilton and Kitchener.

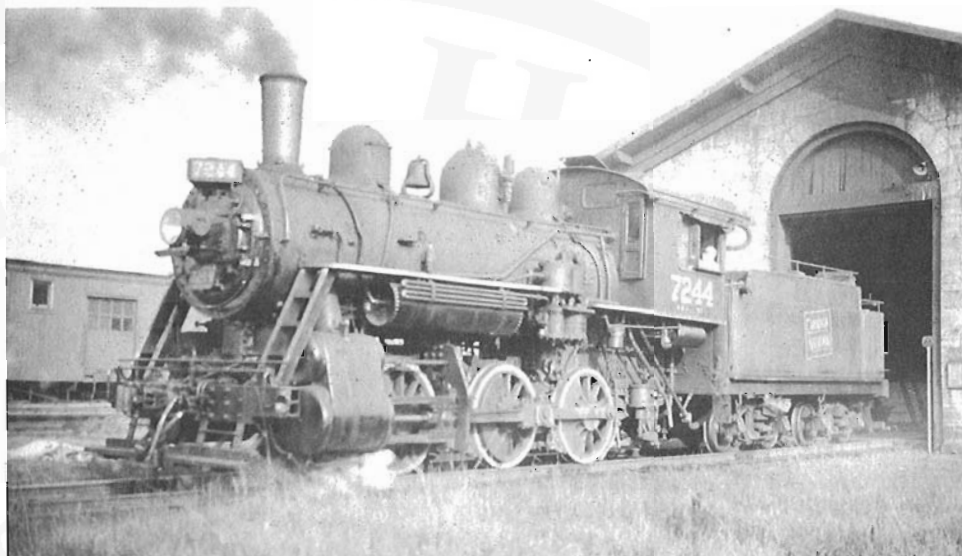
What gave rise to these musings was a recent decision by the National Transportation Agency (the Agency) authorizing CP to abandon its line to St Marys, Ontario. Typical of CP's approach to rail line construction in Central Canada, the line was built under a charter of convenience, in this case that of the St Marys & Western Ontario Railway. Incorporated in 1905, the company had the power to build from the CP main line between Woodstock and London to St Marys and thence to a point on Lake Huron and to the St Clair River. Through the StM&W, the CP could build to the thriving ports of Goderich and Sarnia. While CP subsequently decided to build the Guelph & Goderich Railway to reach the Lake Huron port, it never exercised its powers to build a line to Sarnia.

Construction of the StM&W began in 1907 and was completed in May 1908. After the line was ballasted, it opened to regular service on July 9, 1908. CP officially leased the company on February 25, 1909.

On December 5, 1994, the National Transportation Agency gave CP permission to abandon the St Marys Subdivision from Embro to a point near St Marys. The northernmost portion of the line into St Marys had been abandoned in the mid 1980s. The abandonment was to take place 90 days after the issuance of the order.

CSX ABANDONMENT

During the latter part of 1994, the Agency issued two decisions permitting CSX to abandon portions of the Blenheim Subdivision. The first decision was released on September 26th. It authorized the abandonment effective December 30, 1994 of 39.2 miles between Blenheim and Ruthven with the exception of



Switcher 7244, which was built by the Canadian Locomotive Company at Kingston (builder's number 1103) in 1913, began its life as Grand Trunk 1733. It subsequently became CN 7173. It was renumbered 7244 in December, 1951, and in June, 1956 was authorized to be renumbered 7315. However it did not long carry this last number as it was scrapped in July, 1957. Can any reader identify the location of the photo?

Collection of Douglas N.W. Smith.

a mile of trackage in Leamington which had previously been sold to CN. The second decision, which was issued on November 11th, permitted the abandonment of the trackage between Oldcastle and Harrow, a distance of 13 miles.

This trackage comprised part of the main line built from Walkerville, a suburb of Windsor, to St Thomas between 1888 and 1901 by the Lake Erie, Essex and Detroit River Railway. The company was leased to the Pere Marquette Railroad in 1903. The Chesapeake & Ohio Railroad, part of today's CSX, became the operator after it leased the PM in 1947. In conjunction with trackage rights over the Canada Southern from St Thomas to Buffalo, the line formed part of the C&O route between Detroit and Niagara Falls.

After CSX began to use an all-CN route between these points in the early 1980s, it began to abandon the old LEE&DR. The piecemeal approach adopted by the company was due to the statutory provision in the Railway Act which limited the total amount of trackage which a railway company could abandon in any year to four per cent of its total trackage. Today, the only portion of the 128 mile Walkerville-St Thomas main line is the 28 mile section between Blenheim Junction and West Lorne.

Currently shippers east of Blenheim are trying to overturn the Agency's September 26, 1994 decision. They allege that the Agency failed to give proper consideration to the effects which growing grain shipments would have on the future financial position of their portion of the line.

SASKATCHEWAN SHRINKAGE

On September 26, 1994, the Agency gave CN permission to abandon the southernmost 9.6 miles of the Imperial Subdivision

from Holdfast to Dike and CP permission to abandon the northernmost portion of the Prince Albert Subdivision from St Benedict to Northway, a distance of 36.6 miles.

This was followed on December 22, 1994 by permission to abandon the Blaine Lake Subdivision between Paddockwood Junction and Shellbrook, a distance of 26.7 miles. All three abandonments were to take place thirty days from the issuance of the orders.

NEW SHORT LINES DOT THE LANDSCAPE

The last few months have seen an explosion of new short line railways.

The first company was the Windsor & Hantsport Railway which took over CP's subsidiary, the Dominion Atlantic Railway, on August 29, 1994. The trackage turned over to the W&H comprised the former DAR main line from Windsor Junction to New Minas and the spur from Windsor to Gypsum mines at Dimocks and Mantua. The company staged a colourful official ceremony to mark the transition on October 1st at Hantsport. The W&H is owned by Iron Road, an American based firm.

On December 1, 1994, the Société des chemins de fer du Québec began operations over CN former Murray Bay Subdivision between Limoilou, in suburban Quebec City, and Clermont. The company is owned by a consortium of investors from Quebec and the Central Western Railway of Alberta. The SCFQ has reached an agreement with local tourist promoters which will see the reactivation of passenger train service over this scenic line which hugs the banks of the St Lawrence River for much of its 91 mile length. The last passenger trains were operated by tourist promoters in the summers of 1984 and 1985.

CP's former main line between Lennoxville, Quebec and Saint John, NB have been parcelled out to three new companies. The New Brunswick Southern owns the CP main line between Saint John and the international border as well as the branch lines to St Stephen and Milltown, NB. The Eastern Maine Railroad extends from the international border to Brownville Junction. The Canadian American Railroad has purchased the trackage between Brownville Junction and Lennoxville. The NBS will operate its trains only in New Brunswick. The CAMR will run its trains between McAdam, NB, on the international border, and Lennoxville.

During its final years, a paper company called the Canadian Atlantic Railway had operated CP's trackage east of Megantic, Quebec. The last Canadian Atlantic train departed Saint John on December 30, 1994 in anticipation of the actual abandonment date of January 1, 1995 established by an Order in Council of the federal government which amended an earlier date set by the Agency.

The owners of the NBS and EMR trackage are the Irving family of New Brunswick. The Irving family have long held a controlling interest in the securities of the New Brunswick Railway which actually owned all the trackage CP operated in that province. The NBR had been leased to CP in 1890. The Iron Road controls the CAMR. Recently it had acquired the Bangor & Aroostock Railway which serves northern Maine. Ownership of the Sherbrooke line provides the B&A with a second outlet independent of Guilford Transportation Industries (owners of the former Maine Central and Boston & Maine Railroads).

The negotiations were more involved than most short line sales to date, primarily because this line crossed the international border. The Interstate Commerce Commission in Washington, DC ruled in early January to allow the transaction. Iron Road completed its purchase on January 4th and the Irvings on January 6th. The first train ran over the CAMR on January 5th and the NBS the next day later. Local companies who relied on rail service were relieved when the week long hiatus ended. John Wheatley, General Manager of Lantic Sugar Limited of Saint John welcomed the news of the sale to the Irvings who had "an obvious interest in the region."

GOODBYE CV, HELLO NEW ENGLAND CENTRAL

On February 4, 1995, CN signed a sales agreement with Rail Tex Corporation transferring them the Central Vermont Railway. The CV extends from Alburgh Junction, Vermont to New London, Connecticut, a distance of 315 miles. The earliest portion of CV was opened by its predecessor the Vermont Central Railroad on June 26, 1848 making it one of the oldest components of the CN system. This initial piece of trackage extended from White River Junction to Bethel, Vermont. By December 1849, the VC had completed its 117 mile main line from Windsor to Burlington, Vt.

The link to Canada was forged by the Vermont and Canada Railroad which completed its 46 mile line from Essex Junction, near Burlington, to the Vermont-New York state line in 1851. At that point connections were made with the Northern Railroad of New York thereby opening a through route from Boston to Ogdensburgh, NY where freight and passenger traffic could be interchanged with the steamers plying the Great Lakes. As well, connections were made at Rouses Point, New York with Champlain and St Lawrence Railroad for St Lambert, Quebec.

The C&StL had gained its place in Canadian history as the first railway to be built in the country in 1836. Fifteen years later it achieved another milestone when it extended its line to Rouses Point, NY becoming the first railway to cross the international Canada-US border. It also changed its original northern terminus from Laprairie to St Lambert to bring its rails closer to Montreal.

In August 1849, the V&C was leased to the VC by their owners the Smith family of St Albans, Vermont. A remarkable clause in the lease stipulated that if the larger VC ever fell into arrears in its lease payments the smaller V&C could assume control of both railroads and operate them until the debt had been paid. When the VC defaulted on its payments in 1852, the railroads were placed in the hands of Receivers which included members of the Smith Family and their supporters. Thus began three decades of litigation to sort out the tangled affairs of these companies. In 1872 the Central Vermont Railroad was incorporated by the Vermont legislature to purchase either or both of these companies. The following year, the CV was appointed to act as the Receiver for the two railroads. It continued to act in this capacity until the receivership was terminated on June 30, 1884.

On that date, the properties of the VC were transferred to a new company, the Consolidated Railroad of Vermont. The CRV in turn was leased for 99 years to the CV. Seven years later, on December 14, 1891, the properties of the CRV and the V&C were merged into the CV.

Starting in the 1863, the Grand Trunk began to acquire securities in the VC. As it rapidly became obvious that the GT's Atlantic terminus at Portland, Maine would never become a major ocean port, the GT looked to the VC to provide a convenient means to reach south to Boston and New York. When the perennial financial problems of the VC led to it deferring its car mileage payments to the GT, the latter road did not immediately press for payment. Eventually the debt became so large, the Smiths had no option but to give the GT a financial interest in the line. By the 1880s, the GT's had effectively gained control over the company. In 1896, the Central Vermont Railroad was placed under receivership to sort out its tangled financial affairs. Three years later, it emerged as the Central Vermont Railway with financial control officially vested in the Grand Trunk.

Meanwhile a small network of rail lines was slowly being built between New London, Connecticut and Brattleboro, Vermont. In 1849, trackage had been completed 21 miles southward from Brattleboro and 30 miles northward from New London. Trackage had been completed between New London and Amherst in 1853 and eleven years later the two companies owning the trackage, the New London, Willimantic and Palmer Railroad and the Amherst Belchertown and Palmer Railroad, were consolidated into the New London Northern Railroad in 1864. The NLN closed the 14.5 mile gap between Amherst and Miller's Falls in 1866. The NLN was leased to the Smith Family in 1871 who assigned the lease to the CV in 1873. In 1880, the NLN took over the Vermont & Massachusetts Railroad which owned the trackage between Miller's Falls and Brattleboro. In 1951, the NLN was sold to the CV.

The trains moved between the two disconnected portions of the CV system over the rails of the Boston & Maine Railroad under a running rights agreement. The dwindling financial fortunes of the B&M saw track conditions along this route decline. In 1987 Amtrak suspended operations of its Washington, DC-New York City-Montreal train, the "Montrealer", because of the unsafe condition of the line. As the B&M did not take steps to ameliorate the situation, Amtrak invoked a heretofore unused part of its founding legislation to expropriate the B&M trackage between these points. After upgrading the line, it sold the trackage to the CV in 1989. Amtrak then restored the "Montrealer". Ironically, the passenger train may hardly outlive the CV. Due to a funding shortfall, Amtrak has announced plans to discontinue the "Montrealer" on April 2, 1995.

WISCONSIN CENTRAL EXPANDS CANADIAN HOLDINGS

The Wisconsin Central has been one of the most successful of the new breed of regional railways in the United States. After CP subsidiary, the SOO Line purchased the Milwaukee Road, it found that most of the SOO trackage in Illinois, Wisconsin, Minnesota and Michigan was redundant, burdened by too heavy a cost structure and too low a traffic base. This trackage was sold to a group of private investors. They took a page out of history and revived the name Wisconsin Central which had been a constituent company of the SOO Line. The WC management led a remarkable turnaround which has seen the company operate well in the black and vigorously expand. The company has acquired neighbouring short lines and trackage from the Chicago & Northwestern. More surprising was its successful bid for the government-owned New Zealand Railway.

At the time of its initial formation, the WC acquired the international bridge between the two Sault Ste Maries in Ontario and Michigan. This gave the WC a short one mile bridgehead into Canada. On December 22, 1994, the Agency approved the sale of the Algoma Central Railway to the Algoma Central Railway Inc, a wholly-owned subsidiary of the WC. The ACRI will continue to operate the year-round Sault Ste Marie-Hearst passenger trains as well as the seasonal Canyon Tour Train. The agreement consummating the sale was signed on January 31, 1995. A major article reviewing the history of the ACR appeared in the January-February 1994 issue of Canadian Rail.

CHANGING HANDS

The Southern Railway of British Columbia changed owners in October 1994. The SRBC operates the former British Columbia Electric Railway trackage between Vancouver and Chilliwack. The company owns 108 miles of trackage, of which 71 are the main line running between Vancouver and Chilliwack. The railway had been a subsidiary of BC Hydro until 1988 when it was sold to ITEL Rail Corporation. Following its recent sale, the railway is now part of a Canadian holding company for Montana billionaire Dennis Washington.

ANOTHER SHORT LINE POSSIBILITY

The Graham Subdivision between Thunder Bay and Sioux Lookout may find new life. While it has Agency approval to abandon the line, CN has agreed to postpone the start of dismantling it until March 31, 1995 while negotiations for its sale to Calonego Construction Limited continue. Several forest product companies view the line as an essential link to connect timber cutting sites along CN's main line with processing mills in Thunder Bay.

DEPARTMENT OF REVISIONS

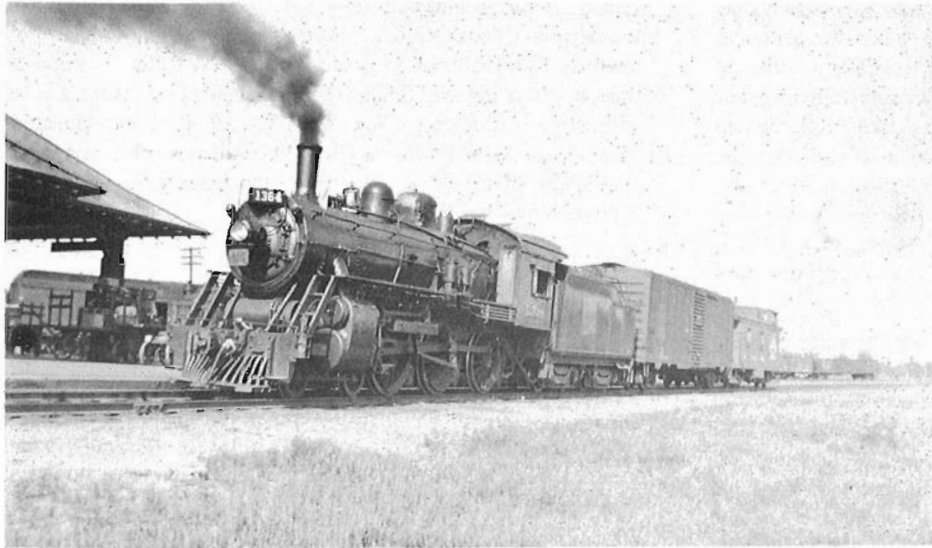
Anticipating the sale of its main line between Sherbrooke and Saint John, CP applied to the Agency for a revision to the abandonment order covering this trackage. In order to keep its connection to CN and the new Canadian American Railroad at Lennoxville, CP received permission to keep open the trackage from its Sherbrooke station at Mile 68.4 to Mile 65.9 of the Sherbrooke Subdivision.

SHORT TURNS

On February 8, 1995 the Agency gave CN authority to abandon the portion of the Midland Subdivision from Orillia to Uthoff, a distance of 9.5 miles thirty days from the date of the order. This was the last segment of the Midland Subdivision to remain in operating status.

On January 31, 1995, the Agency gave CN permission to abandon the Canal Bank spur between Mile 0 and 4.4 ninety days from its order. This spur left the CN Montreal-Dorval main line at Mile 3 of the Montreal Subdivision and ran due west along the north bank of the Lachine Canal. It was built by the Grand Trunk Railway between 1896 and 1902. The closure of most of the old industrial plants along this line in favour of suburban locations had stripped the trackage of most of its traffic.

CRHA Communications



The spirit of old time branch line railroading in Ontario is captured in this view of CNR 1364 heading up a short freight at Orillia in August, 1948. Locomotive 1364 was built by the Montreal Locomotive works in 1912 for the Canadian Northern Railway. It was scrapped in 1957. Photo by J.R. Bernard. Collection of Douglas N.W. Smith.

1995 CRHA CONFERENCE

The following is the agenda for the 1995 CRHA Conference which will be held at Smiths Falls Ontario, and hosted by the Rideau Valley Division of the CRHA, and the Smiths Falls Railway Museum.

Friday, June 30, 1995.

9:00 AM: Meet and greet at the railway museum.

10:00 AM: Tour of local rail sites.

12:00 Noon: Lunch (on own).

1:30 PM: Papers and presentations.

5:00 PM: Supper (on own).

8:00 PM: Silent movie night with a railway theme.

Saturday, July 1, 1995.

8:00 AM: Bus leaves Smiths Falls for Ottawa.

9:15 AM: Visit National Museum of Science and Technology.

12:00 Noon: Buss leaves for Hull, Que. Lunch provided.

1:30 PM: Depart on Wakefield Steam Train. Swedish locomotive and coaches.

6:00 PM: Train returns to Hull. Bus departs for Smiths Falls.

7:30 PM: Cash bar at the Royal Canadian Legion, Branch 95.

8:00 PM: Banquet and guest speaker.

Sunday, July 2, 1995.

9:00 AM: Annual General Meeting of the CRHA.

12:00 Noon: Lunch (on own).

1:30 PM: Delegates' Afternoon at the Smiths Falls Railway Museum. Delegates will have the opportunity to participate in the following activities:

View the Museum archives and library.

Visit areas normally closed to the public.
Tour various pieces of rolling stock.
Ride and operate the Museum's operating equipment including diesel locomotive 6591.

6:00 PM: Conference closes.

There will also be extra displays during the conference such as the Ottawa Valley N-Track operating model railway layout. As well there are many items of non-railway interest in the area on which information will be provided. Delegates will also receive free admission to the Museum June 30 through July 3, 1995.

The conference committee reserves the right to change, reschedule or cancel events if it should become necessary.

Registration is due no later than May 1, 1995. Late registration is subject to space availability as well as a surcharge.

FEES (including all taxes):

All items as listed in the above agenda (including banquet): CRHA members, \$100.00. Others \$125.00.

Banquet ticket alone: \$25.00.

Please make cheques payable to, and mail to:

**Smiths Falls Railway Museum Corp.
Box 962, Smiths Falls, Ontario K7A 5A5**

Delegates to the conference are responsible for their own accommodations. The committee has reserved a block of rooms at the Best Western which will be held until May 15. This is the closest motel to the Museum. Please confirm rates when reserving. Rates given are per night, not including taxes. The area code for telephone calls is 613.

Best Western Colonel By Inn: 88 Lombard St. 284-0001. \$76.00.

Maple Leaf Motel: 139 Lombard St. 283-3881. \$75.00.

Mariners Inn: 33 Centre St. 283-5150. \$52.00.

Roger's Motel: 178 Lombard St. 283-5200. \$68.00.

For more information on the conference or the museum please contact the museum at 613-283-5696 or conference committee chairman Jeremy Sporning at 613-473-1077.

HELP WANTED

Havelock House, 5211 Lansdowne Drive, Edmonton, Alberta T6H 4L2, is publishing a book, which it is hoped will be the first of a series, dealing with railway and street railway car builders in Canada. This first volume, which will be well illustrated, will deal with the Preston Car & Coach Company; the Tillsonburg Electric Car Company; and it will also look at the contribution made to the industry by Don M. Campbell in his role as an equipment broker.

The producers of this book would be grateful if anyone having information about any of these plants, including anecdotes, photos of the plants themselves especially inside, or builders photos of the cars built there, would get in touch with them. They would especially be interested in getting in touch with anyone

whose relatives may have worked at one time in these plants. If anyone would be willing to lend copies of rosters for London, Sarnia, and the lines in the Windsor area, it would also help a great deal. The book is well underway, and it is hoped to publish it next year.

The Business Car

NEWS FROM SHERBROOKE

Mr. George A. Matheson of Sherbrooke sends this very interesting letter describing recent railway happenings in that city:

The Canadian American Railroad has assumed control of former CP Rail trackage to the former station site in Lennoxville at mileage 65.4 of the former Sherbrooke Subdivision, three miles southeast of Sherbrooke. This piece of trackage is necessary to interchange with Canadian National at Sherbrooke - on the way north they back on to CN from diamond, mile 65.97, in Lennoxville to the CN yard in Sherbrooke. Returning with unit pulling train on CN to Lennoxville diamond, then back on CP to yard in Sherbrooke. This operation commenced in early spring; months before the Quebec Central was abandoned on December 22, 1994, when a spike was put into a tie. For many years the CP - CN interchange was done using a connecting track of roughly mileage 2 of Quebec Central's Vallée Sub., to gain access to CN's Sherbrooke yard.

A one month's delay to December 15, then another of one week to December 22, was evidently at Hydro Quebec's request as they had hoped to move transformers over the line. But as this was done only in 1995 I guess they decided that the effort was fruitless. Thus November 10, 1994 was the actual last run of the Quebec Central - locomotive 1859 with the 2 empty hopper cars that arrived about 6:00 PM that Thursday night.

Concerning the Canadian Atlantic - CP Rail sale to the Irving group and the BAR - IRR group: The last CP freight to operate was a long westbound (27 loads, 42 empties - 4346 tons) that arrived at Sherbrooke about 4:30 PM on Saturday, December 31, 1994, powered by SD40-2 No. 5741, leased SD40 PNCK 3021, M-630 4559, a C-424 (maybe 4242) and dead 8023 en route to St. Luc for unknown repairs. Note that 8023 was the first of three RS23s to be painted Canadian Atlantic Railway. The other two painted CAR were 8019 and 8037. I presume 8019 is still at Grand Falls New Brunswick for use on the 7.8 mile Grand Falls - Cyr Jct. N.B. trackage. CP was forced to continue to operate to serve a McCain's frozen food plant at Grand Falls. Cyr Jct. is CN trackage, and CP runs a couple of miles on CN to St. Leonard to pick up cars left there by the Bangor & Aroostook. This is the last piece of CP trackage left in New Brunswick, or east of Sherbrooke!! Evidently CP is trying to persuade CN to take over the trackage from Grand Falls to Cyr Jct., something they failed to achieve on at least one earlier attempt.



Beutel, Saint John Telegraph-Journal

The first westbound freight under the new owners was 4215 with 9 cars that arrived at Sherbrooke about 2:30 PM on Thursday January 5, 1995 (evidently from Brownville Junction only) in order to get crews up here. The first eastbound had arrived in the predawn hours of January 5th and was yarded here to await a Can. Am. RR. crew. Units 5752 (SD40-2), 5560 (SD40-2), 4573 (M-630), 5775 (SD40-2), 1866 (RS18u), 1865 (RS18u), 1275 (SW1200 RSu) left Sherbrooke at 5:50 PM on January 5th with 90 cars (32 loads and 58 empties). An article in the paper said 88 cars, but it is hard to know, even in daylight, if modern-day cars are 1 or 2 or 3 cars since a 200-foot 5-well container car is one car. This 5808 equivalent tons train was en route to Brownville Junction. As Irving had only signed with CP Rail on Saturday, January 7, there was no traffic yet into or out of Saint John, N.B.

The second eastbound departed Sherbrooke at 5:30 AM on January 6th with 37 cars behind units 3110 (GP38-2), 8028 (RS23), 4559 (M-630), 4729 (M-636), 4236 (C-424).

The second westbound, billed as 909-06, arrived at Sherbrooke at 3:00 PM on January 6th with 73 cars, mainly BAR box cars loaded with paper, with the four big units that had gone east the day before 5775, 4573, 5560, 5752.

The third westbound from Brownville Junction had 66 cars hauled by units 3110, 4559, 4723, 4236. It arrived at Sherbrooke early in the morning and departed at 6:50 AM on January 7.

The fourth westbound from Brownville Junction, with units 1848, 1801, 1804, had 44 cars, mainly BAR paper cars again - full tonnage as newly fallen snow on some of the hills caused some slippage.

I understand that another small eastbound came through as they require power in Brownville Junction, since there was still a backlog of traffic at that point. A train, pulled by three RS18s, left Sherbrooke at 2:50 AM on Sunday, January 8 with 42 cars.

For a few weeks a CP Road Foreman of Engines is accompanying trains between Sherbrooke and Megantic and vice versa in order for Brownville Junction men to familiarize themselves with this portion of CP trackage. Also for now the CP Rail Montreal RTC (dispatcher) is handling the former CP section between Sherbrooke and Megantic. The tentative schedule called for a 906 (eastbound) to be ordered at St. Luc (Montreal) at 10:00 AM daily except Saturday, and a 910 to be ordered at 6:00 PM also daily except Saturday at St. Luc. 906 - 905 are Saint John trains, while 910 - 909 are to and from Brownville Junction. Westbound, 905 was to be ordered at 4:00 AM daily except Sunday at Sherbrooke, and 909 at 10:00 AM daily except Sunday. It would probably take several days for this schedule to be attained. The first 906, en route to Saint John, left Sherbrooke at 4:10 PM on Sunday January 8th. It consisted of 53 cars pulled by five RS18u locomotives.

Units 1866, 1865, 1275 that were on the first eastbound train are to be



TOP: Sperry Rail Service car 124 runs eastbound near Corcoran, California on November 8, 1994 as hi-railer 804 waits.

MIDDLE: Two New York subway cars have just arrived from the east in this view taken at the former Southern Pacific Bull Ring Yard in Los Angeles on January 15, 1995. The cars are to be used in the movie "Money Train".

BOTTOM: Part of the set for "Money Train" at Bull Ring Yard in Los Angeles.

All photos by Mark Gustafson.

leased to the Irving group for use on the New Brunswick Southern. In all nine units are to be so leased. Other candidates could be 8019, 8025, 8039, 1273, 1274, 8138, all believed to be at Saint John except 8019 at Grand Falls.

Operating over "dark" trackage between Megantic and Lennoxville must seem strange to these former CAR Brownville Junction men, as is signalled ABS territory east of Megantic. For me, block signals would even be a help if you had a meet as they would give you an idea where the switch is located. Also the quiet ride from Megantic to near Cookshire on continuous welded rail must have been equally strange at first, as to the best of my knowledge there is no CWR east of Megantic.

NEWS FROM THE SPERRY CAR

Our member Mark Gustafson has sent some interesting news items about his work on the Sperry cars and hi-railers. After his stint on the Algoma Central (see Canadian Rail No. 438, January-February 1994) he was for a short time on BC Rail, and has recently been in the southwestern United States. From California he sends these interesting photos.

At the top of the opposite page we see a rare view of a meet between a Sperry hi-railer and a regular Sperry car. Near Corcoran, California (milepost 954, ATSF) on November 8, 1994, SRS 804 waits at a crossing as 124 runs light, heading east.

Mark also sends photos of New York subway cars used in a movie set. He comments:

"one interesting testing diversion was the movie set for Columbia Pictures "Money Train". This was in an old SP yard not far from Los Angeles Union Passenger Terminal. The plan is to dieselize the NYC subway cars and get them up to 40 mph and stopped on only 3000 feet of track. Is this even possible? The tracks will be covered by plywood to simulate a subway. Why don't they just go to NY to film this one? Anyway, this was a very unique rail test on a Sunday morning."

Members who are familiar with the New York subway system will be sure to want to see this movie when it comes out, and watch carefully for clues that the scenes were shot about 3000 miles away from its home territory.

PRINCE EDWARD ISLAND RAILWAY BECOMING A TRAIL

In 1994, after several years of negotiations with the CNR, Prince Edward Island became the first province in Canada to acquire ownership of all the railway lands within its jurisdiction. The acquisition included all of the railway lands stretching from one end of the province to the other together with a 17' acre parcel on the waterfront which abuts the Great George historic district in Charlottetown.

The acquisition has several goals: to retain the land in public ownership, and to provide a catalyst for development of the

former CNR and adjacent lands for tourism and recreational purposes, as well as to promote environmental awareness. Based on current projections, the economic benefits to the province are expected to produce significant spin-offs. The valuable waterfront parcel located in Charlottetown's east end contains the attractive old train station and has exciting development potential for the capital city. In addition, the possibility of using the former rail lands as a utility corridor presents an interesting development opportunity.

Some background history is merited. In 1871 the government of James Pope tabled legislation to meet the expectations of the public to have a railway connect one end of the colony, as it was then, to the other. In 1872, the government passed subsidiary legislation to meet the goal. By the end of 1874 - one year after the province entered Confederation - almost \$260,000 had been spent in land acquisition alone. The costs of building the line far exceeded original cost projections, as is often the case. The resultant debt became a major factor in "railroading" Prince Edward Island into Confederation. A term of the Imperial Order-in-Council provided that Canada would take over both the railway land and assets, and the accumulated debt incurred in its development and construction. The issue was a political hot potato of the day. Some felt that Prince Edward Island sold its soul and independence for little more than the proverbial 30 pieces of silver.

The railway corridor, tentatively [and appropriately] known as the Confederation Trail, includes land covering a rich diversity of landscapes and ecosystems. Access to these areas is only available from the railway lines. In some cases the ecosystems have been untouched since the building of the railway. Various pilot projects have been approved by the provincial government, and others are in a stage of development. One of the primary objectives of the pilot projects is to construct quality trails for nature and health activities. To ensure a strong community role, the government has assured Islanders that issues pertaining to development will be addressed by the community group initiating the projects in their area for both winter and summer seasons. The province has introduced the Trails Act (as yet unproclaimed) which will provide for the proper management of designated trails on publicly owned lands, including the rail lands. The Act allows for the development of regulations for trail use and dictates that trail users shall assume all risks when they use the trail.

The Confederation Trail, an exciting new venture for Prince Edward Island, offers the opportunity of economic benefit to communities adjacent to the railway lands and should result in a first-class community recreation facility. It will re-establish traditional links between rural districts within the province and ensure the continuity of a single route across the province, other than by highway. The initiative and example shown by the province should be commended and may constitute a model for other provinces and areas that may wish to set their own course of action.

Source: Heritage Canada Regional Reports, December, 1994.

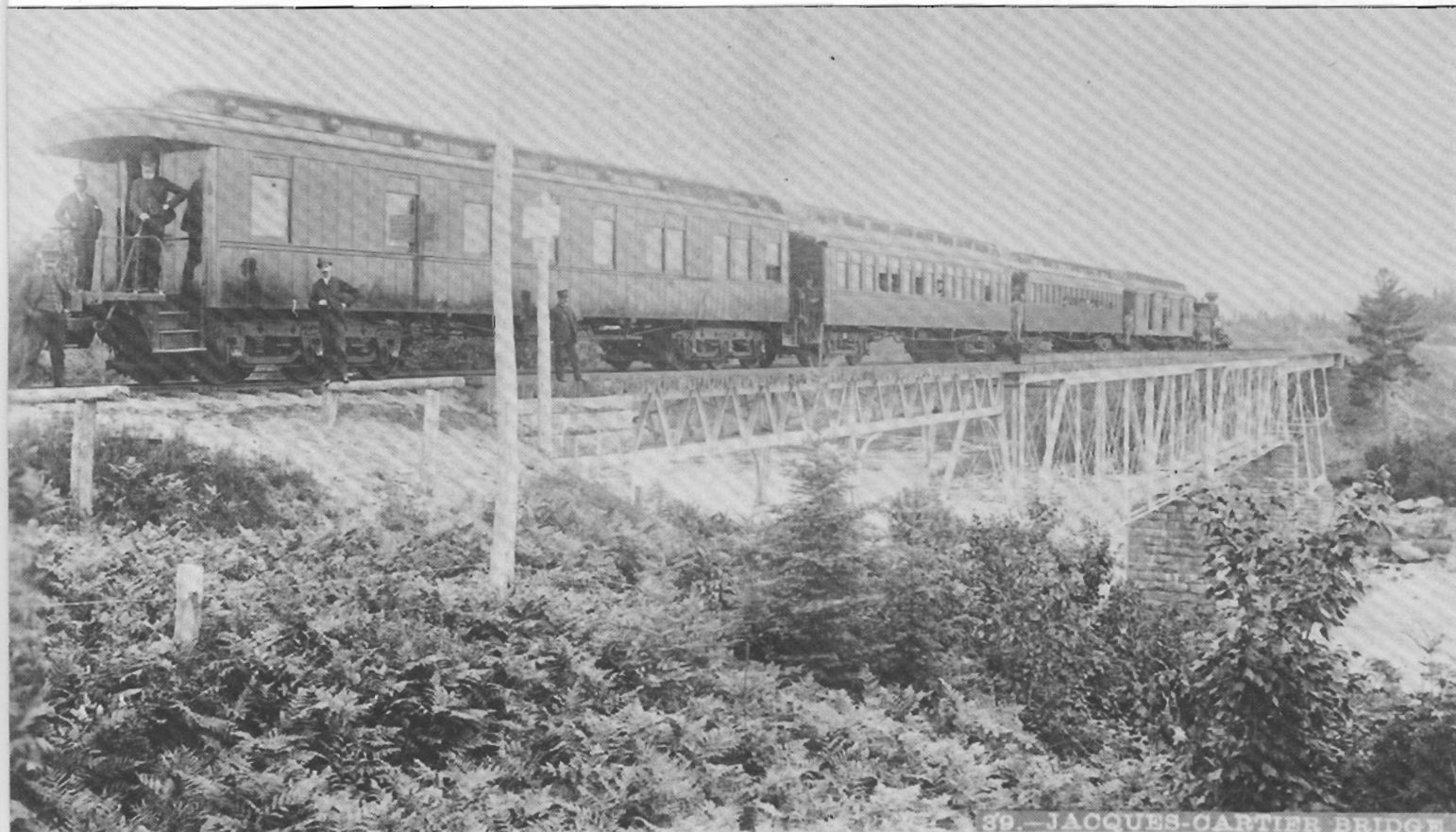
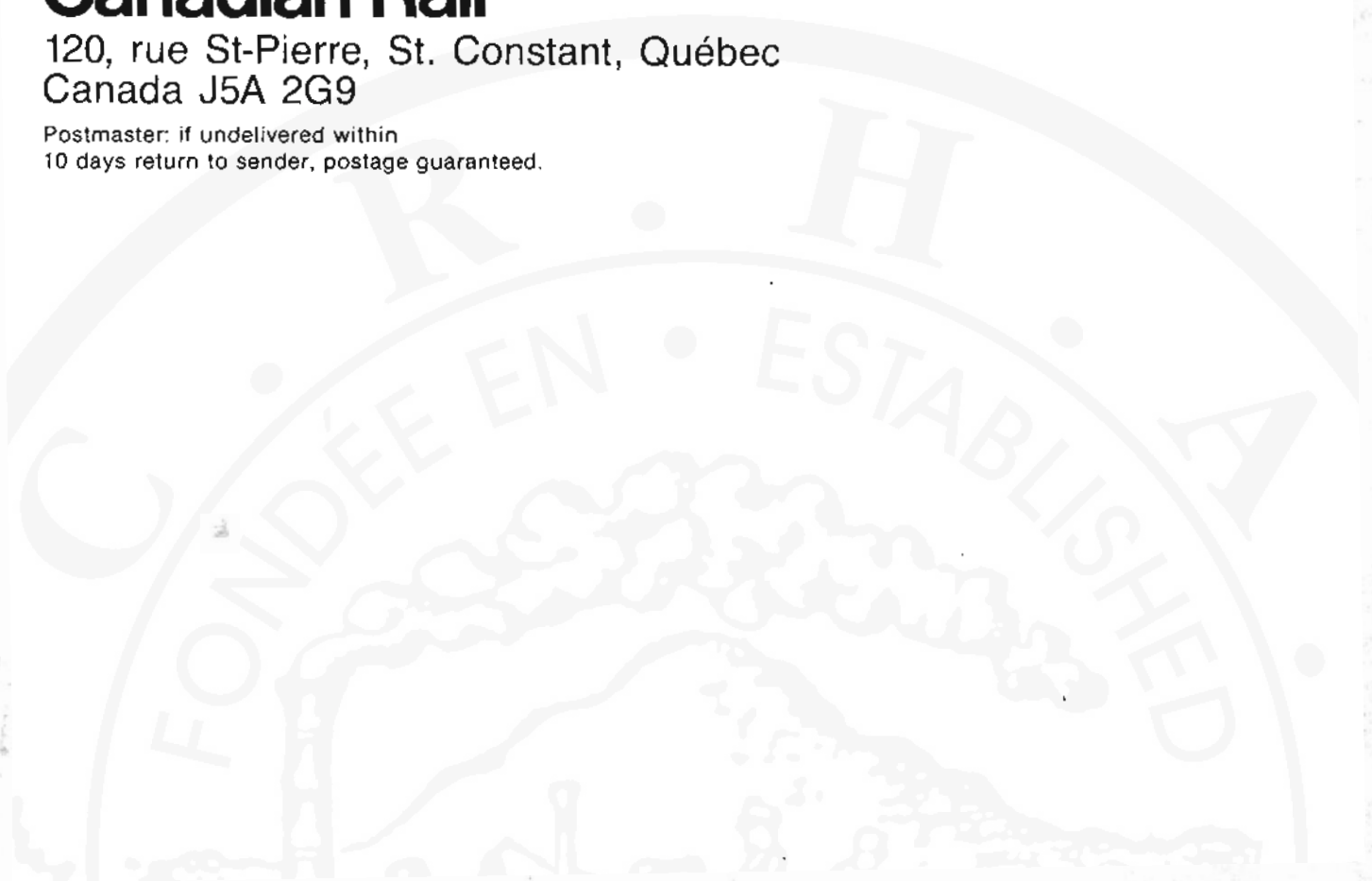
BACK COVER: A train of the Quebec & Lake St. John Railway on the Jacques Cartier Bridge at an unknown date in the 1880s. This photo was taken by Jules-Ernest Livernols (1851-1913) the famous Quebec City photographer

National Archives of Canada photo No. PA-359661

Canadian Rail

120, rue St-Pierre, St. Constant, Québec
Canada J5A 2G9

Postmaster: if undelivered within
10 days return to sender, postage guaranteed.



39.—JACQUES-CARTIER BRIDGE