



# Canadian Rail

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## Ville de Quebec – Quebec City 1608 – 2008



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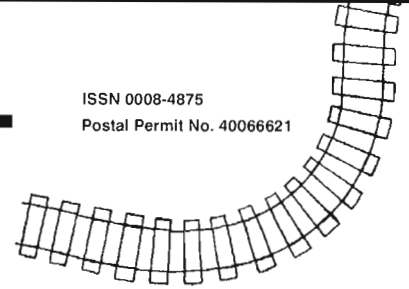


# CANADIAN RAIL

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*FRONT COVER: Car #70 was a single-truck, single-end closed wooden car built by the Ottawa Car Company in 1910 and acquired new by the QRL&P. This 1915 scene shows the car along the "Avenue des Erables" (Maple Avenue) Upper Town route that operated from the Chateau Frontenac to Maple Ave. This car, operated for a further 12 years before it was retired and scrapped. Hand coloured transparency on glass, by local renowned photographer Jules Livernois, collection of Jean-Claude Labrecque.*

*PAGE COUVERTURE : Le tramway no 70, construit par la compagnie Ottawa Car en 1910 et acheté neuf par la QRL&P, était en bois, à bogie simple et de type unidirectionnel. Cette scène de 1915 nous montre le tramway, Avenue des Erables, sur ce circuit de la Haute-Ville qui avait le Château Frontenac comme terminus est. Le tramway demeura encore en service une douzaine d'années avant d'être mis au rancart et détruit. Cette photo a été produite à partir d'une diapositive sur verre, colorisée à la main par le photographe renommé Jules Livernois et fait partie de la Collection Jean-Claude Labrecque.*

*BELOW: QRL&P #515 is posing at the Limoilou shops on Canardiere Road shortly after being painted and renumbered. This car was one of seven purchased by the QRL&P in 1942 from the Third Avenue Railway of New York. Originally 800 series cars, they were renumbered 515-521 by the QRL&P. The cars were built by the Brill Co. in 1908 as double-ended, two-man cars but were converted to single-end cars, when acquired. Library & Archives Canada PA-185888 CRHA Archives.*

*CI-DESSOUS : Le tram no 515 de la QRL&P aux ateliers Limoilou (chemin de la Canardière) peu de temps après qu'il eût été repeint et qu'on lui ait apposé son nouveau numéro. Ce tram faisait partie d'un groupe de sept achetés de la Third Avenue Railway (NY) où ils étaient originalement numérotés dans une série 800. Construits par la Brill Co en 1908, ils étaient bi-directionnels, à deux membres d'équipage. Suite à leur arrivée à Québec, ils furent transformés en solotrams, auxquels on affecta les numéros 515-521. Bibliothèque et Archives du Canada PA 185888, Archives ACHF.*

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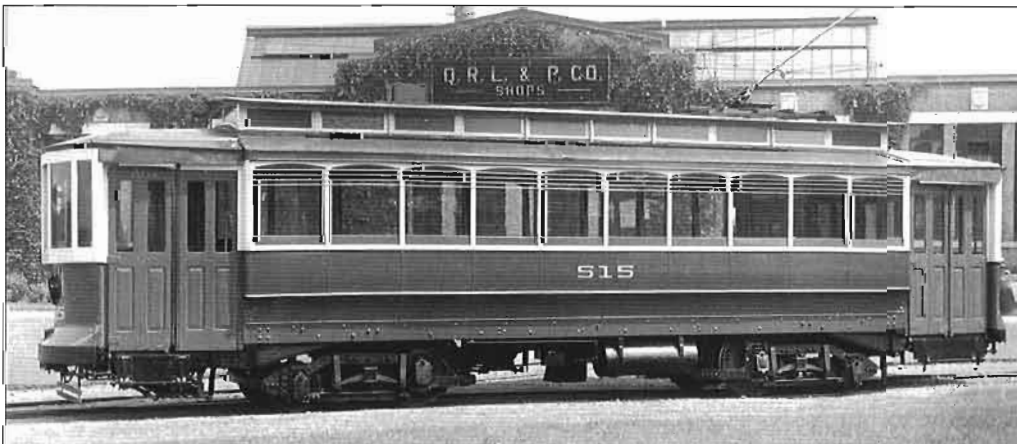
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## Quebec City's Streetcars The Citadel Division

By: J. R. Thomas Grumley

### INTRODUCTION:

July 3, 2008 marks the 400th anniversary of the founding of Quebec City, North America's oldest French speaking city.

For at least 2,000 years before the French arrived from Europe, the site of today's Quebec City was frequently visited by Amerindians who came to fish and trade. Quebec City, the capital of the province of Quebec is located where the St. Charles River empties into the St. Lawrence River. It was once occupied by the Indian village called Stadacona. The site was discovered by Jacques Cartier in 1535. In 1608 the city was founded by Samuel de Champlain who traversed the Atlantic and, after arriving at Quebec, immediately began to construct a fortified post at Cape Diamont (at today's Place Royale) in order to conduct fur trading with the native people at the time. When Champlain chose this location, he named the settlement "Kébec" a word from the Amerindian language meaning "place where the river becomes narrow". Little did he realize that he was establishing the roots of French civilization in North America.

During the 17th and 18th centuries, Quebec City was the center of new France and its enormous territory which included today's eastern Canada and the United States, the Great Lakes, Louisiana extending from Hudson Bay in the north to Florida in the south. The city has two distinct points. There is an Upper Town which is situated on a bluff 300 feet (approximately 90 meters) above the St. Lawrence and included the earliest buildings in this area and later housed government buildings and tourist attractions. The Lower

## Les Tramways de Québec (Division Citadelle)

par J.R. Thomas Grumley  
Traduit en français par Denis Latour

### INTRODUCTION

Le 3 juillet 2008 marquera le 400e anniversaire de la fondation de la Ville de Québec, le plus vieil endroit en Amérique du Nord où l'on parle français!

Au moins 2,000 ans avant que les Français arrivent d'Europe, l'emplacement actuel de la Ville de Québec était visité fréquemment par des Amérindiens qui venaient y pêcher et faire la traite des fourrures. La Ville de Québec, capitale de la Province de Québec, est située où la rivière Saint-Charles se jette dans le Fleuve Saint-Laurent. L'endroit fut occupé à un certain moment par un village indien appelé Stadacona. L'emplacement fut découvert par Jacques Cartier en 1535. En 1608, c'était au tour de Samuel de Champlain à traverser l'Atlantique; dès son arrivée, il entreprit la construction d'un poste fortifié au Cap Diamant (aujourd'hui la Place Royale) afin de procéder au commerce des fourrures avec les habitants d'alors. Lorsque Champlain choisit cet emplacement, il le nomma "Kébec", un mot en langue amérindienne signifiant "où la rivière devient étroite". Il

était loin de réaliser qu'il établissait ainsi les racines de la civilisation française en Amérique du Nord.

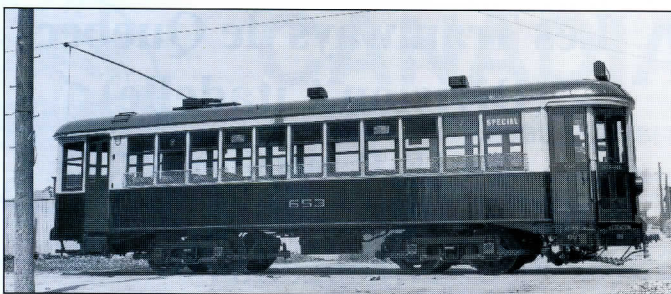
Au cours des 17e et 18e siècles. La Ville de Québec était le centre de la Nouvelle-France et de son immense territoire qui inclut aujourd'hui l'Est du Canada, les États-Unis, les Grands-Lacs, la Louisiane, s'étendant de la Baie d'Hudson au nord jusqu'à la Floride au sud. La ville compte deux secteurs bien distinctifs; la Haute-Ville, située sur une falaise de 300 pieds (environ 90 mètres) s'élevant au pied du Fleuve Saint-Laurent inclut les plus anciens édifices. Plus tard, le



*Car #805 is awaiting passengers in this c.1937 view at Place d'Youville in Upper Town at the intersection of St. John and d'Youville Sts. Note the QRL&P inspector on the sidewalk to the right, conversing with a gentleman. The 800 series steel cars (800-819) were built for the QRL&P by the Ottawa Car Company in 1928 and operated for 20 years when they were then retired. Al Paterson Collection.*

*Le tram no 805 attend les passagers dans cette photo des années 1937, prise à la Place Youville (angle des rues Saint-Jean et d'Youville dans la Haute-Ville. Remarquez l'inspecteur à droite sur le trottoir; conversant avec un monsieur! La série 800 consistait en 20 trams (nos 800-819) construits par Ottawa Car Co en 1928; ils furent utilisés à Québec pendant 20 ans. Collection Al Paterson.*





*Streetcar #653, a wooden car with a steel under-frame, was one of six (650-655) cars built by the QRL&P in 1916 as a two-man cars. They were subsequently converted to one-man cars. Library & Archives Canada PA-166559 CRHA Archives.*

*Le tramway no 653 était construit en bois avec un châssis en acier; il faisait partie d'un groupe de 6 voitures (650-655) construites par la QRL&P en 1916. D'abord des trams à deux membres d'équipage, on les transforma plus tard en solotrams.*

Town at the foot of the bluff became the commercial district of the city.

From its origin as a fur trading post to its present status as Quebec's provincial capital, Quebec City has restored and celebrates elements from its past. The old portion of Quebec was named a UNESCO World Heritage site in 1985.

Of its 400 year existence, Quebec City was blessed with almost 83 years (1865-1948) of public transportation using steel track in the city streets.

As early as 1863 plans were drawn up to provide a horse drawn service for the residents of the lower town part of Quebec. It wouldn't be until almost two years later that a horse car service was introduced to the citizens of the city on August 18, 1865. Almost thirteen years would pass before horsecar service was introduced to the upper town area on August 1, 1878. Both companies worked independently of each other and there was no connection between the Lower Town and Upper Town routes.

Finally in 1895, the Quebec District Railway was formed for the specific purpose of replacing the two horse car routes with an electric street railway system. Two years later this dream became a reality as electric service was introduced on July 20, 1897. The electric cars would serve the citizens of Quebec City faithfully for almost 51 years when they were finally replaced by buses in May 1948.

The following provides an overview both in terms of pictures and words of one of the more scenic street railways in North America meeting the challenges of operating on very narrow streets and overcoming significant grades between the Lower and Upper Town portions of the city.

#### **DAWN OF THE HORSE DRAWN VEHICLE:**

Sixteen associates in Quebec City invested in the Quebec Street Railway which was officially incorporated on October 15, 1863. Under the direction of engineer

Parlement et autres édifices gouvernementaux viendront s'ajouter de même que plusieurs attraits touristiques. La Basse-Ville, au pied de la falaise, deviendra le secteur commercial de la ville.

De ces origines de poste de traite des fourrures à son présent statut de capitale provinciale, la Ville de Québec a restauré et fait revivre plusieurs éléments de sa glorieuse histoire. En 1985, le Vieux-Québec fut reconnu emplacement patrimonial mondial par l'UNESCO.

Dans ses 400 ans d'existence, la Ville de Québec a bénéficié du transport en commun utilisant des voies ferrées dans les rues pendant près de 83 ans (1865-1948).

Dès 1863, on conçut des plans afin de fournir un service de transport à traction animale aux résidents de la Basse-Ville. Deux années s'écouleront avant que les citoyens du secteur puissent utiliser le nouveau service le 18 août 1865. Il faudra attendre au 1er août 1878, près de 13 ans plus tard, avant que le service soit établi dans la Haute-Ville. Mentionnons ici que les deux compagnies de transport étaient complètement indépendantes l'une de l'autre et qu'il n'y avait pas de raccordement entre les deux réseaux.

Finalement, en 1895, on assiste à la formation de la Quebec District Railway; le but bien spécifique de la nouvelle compagnie est de remplacer ces circuits de transport à traction animale par un réseau de tramways électriques. Deux années s'écoulèrent avant la réalisation du projet; les tramways électriques débutent le service le 20 juillet 1897. Les tramways électriques serviront la population de Québec pendant près de 51 ans alors qu'ils céderont leur place aux autobus en mai 1948.

Ce qui suit donne un aperçu autant en termes de photos que de mots d'un des plus pittoresques réseaux de transport urbain en Amérique du Nord. La circulation dans des rues très étroites et les pentes abruptes entre les parties haute et basse de la ville représentaient un défi constant!

#### **LES DEBUTS DU TRAMWAY A TRACTION ANIMALE**

Seize associés de Québec investirent dans la Quebec Street Railway, qui fut incorporée le 15 octobre 1863. Les travaux débutèrent le lundi matin 3 juillet 1865, presque deux ans avant la Confédération! Pour marquer l'occasion, l'entrepreneur avait même prévu une réception au champagne pour les invités aux débuts des travaux! La première section devait quitter le Marché Champlain vers la barrière de péage Saint-Vallier et de là circuler sur les rues Saint-Vallier, St-Joseph et de la Couronne. Ces dernières artères sont parmi les plus belles, les plus pittoresques et fréquentées de Québec. On prévoyait débiter le service au plus tard le vendredi 18 août 1865, quatre ans après la mise en place d'un réseau semblable à Montréal. La première voiture, d'une capacité de 12 passagers et construite par la compagnie

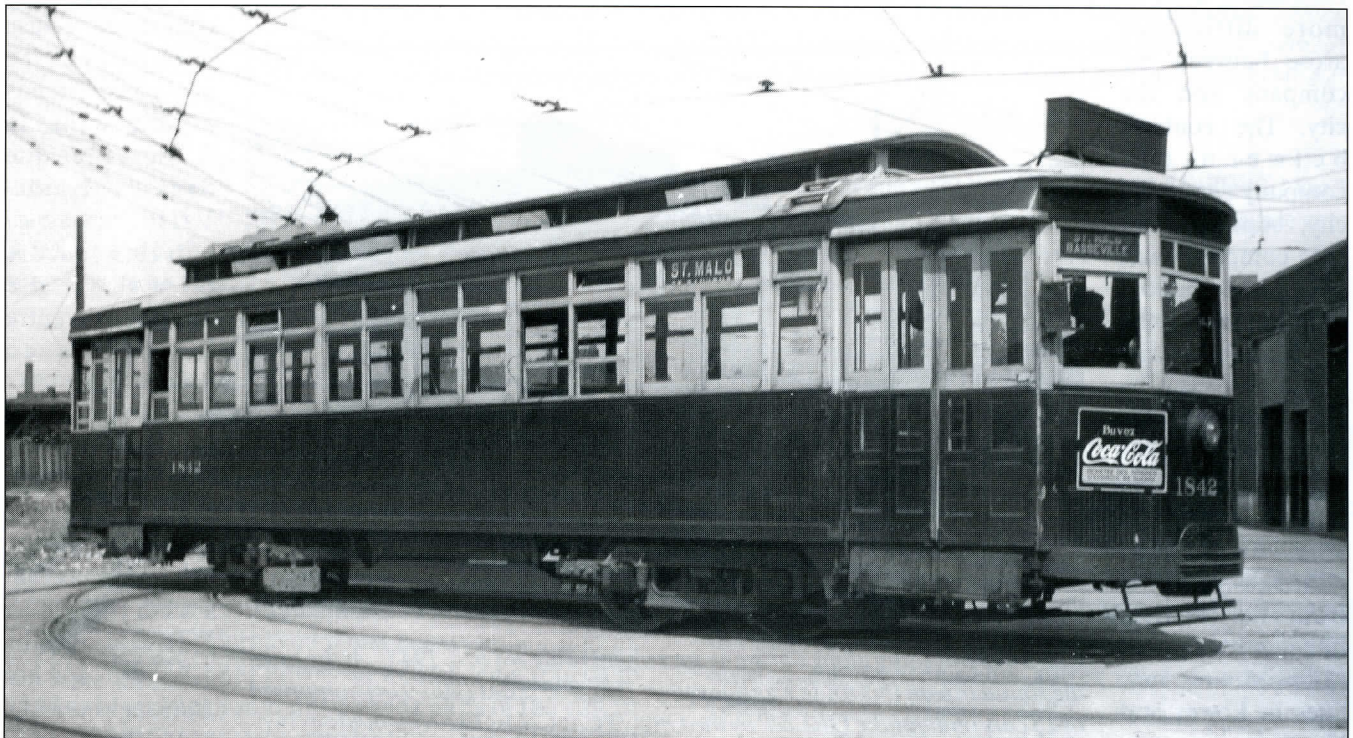


William Moore the street railway broke ground on Monday morning July 3rd, 1865 almost two years before Confederation. The contractor provided a champagne reception for invited guests at this event. The first section would extend from the Champlain Market to the St. Vallier Toll Gate and would traverse St. Vallier, St. Joseph and de la Couronne streets, three of the more beautiful, scenic and most frequented streets by the citizens of the city. It was postulated at the time that service would be running by Friday August 18, 1865, four years after the introduction of a similar service in Montreal.

The first two horsecars were purchased from the firm of John Stephenson Limited of New York City at a cost of \$ 1,025 each. The first car arrived on August 12 th. and was placed on the company's rails on the evening of August 17th. The cars could accommodate 12 passengers and travel at approximately 6 miles per hour when pulled by two horses. The officers and directors of the company including Mr. Pierre Garneau, President and William Moore, General Manager and other invited guests were drawn from St. Peter street to the western terminus at the city limits near St. Vallier Toll Gate. The remainder of the line extended to near the Champlain Market would be

John Stephenson de New-York au coût de \$1,025.00 arrive le 10 août. Elle peut rouler à une vitesse approximative de 6 milles/heure lorsque remorquée par deux chevaux. Les dirigeants de la compagnie, incluant MM. Pierre Garneau, Président et William Moore, Directeur-général, ainsi que plusieurs invités eurent droit à un voyage d'essai qui les amena de la rue Saint-Pierre aux limites ouest de la ville près de la barrière de péage Saint-Vallier, la veille de l'inauguration. Le reste du parcours s'étendait jusqu'au Marché Champlain et devait être complété le lendemain. Le service débute et à chaque passage de la voiture on remarque qu'elle est bondée; plus de 1,500 personnes l'utiliseront durant la journée ... le tarif pour chaque déplacement 5 cents! Il semble bien que les citoyens apprécient déjà ce nouveau mode de transport urbain.

La deuxième voiture fut livrée le 21 août et mise en service le lendemain. Quant aux voitures 3 et 4, commandées chez un autre manufacturier, elles arrivèrent le 30. L'entreprise était si profitable financièrement qu'après seulement quatre mois d'exploitation, on déclara un dividende de 15% ... avec un profit de \$2,000.00 restant dans les coffres! L'entente



*QRL&P #1842 in front of the St. Malo shops in July 1944. This car was one of five cars purchased from the Toronto Transportation Commission (TTC) in 1943. The wooden cars were originally built by the Toronto Railway Co. in 1912 and could seat 51 passengers. When acquired, the QRL&P retained the same car numbers (1814, 1842, 1844, 1848 and 1856) as the TTC. Stephen D. Maguire, CRHA Archives.*

*Le tramway no 1842 de la QRL&P photographié à l'avant des remises Saint-Malo en juillet 1944. Ce tram faisait partie d'un groupe de cinq acquis de la Toronto Transportation Commission (TTC) en 1943. Ces voitures en bois avaient été construites par la Toronto Railway Company en 1912 et avait une capacité de 51 personnes assises. Lorsque la QRL&P les acquit, on garda les mêmes numéros qu'ils arboraient à la TTC, soit les 1814, 1842, 1844, 1848 et 1856. Stephen D. Maguire, Archives ACHF.*



completed the following day. The car ran the next day and each time was filled to capacity with passengers resulting in 1,500 passengers using the service at five cents for each trip. The citizens of the city fully appreciated this new mode of modern urban transportation.

The second horse car was received on August 21, and went into service the next day. Cars #3 and #4 ordered from a different manufacturer arrived on August 30th. The service was an immediate financial success. Only four months into its existence, the company paid shareholders a 15% dividend and still retained \$ 2,000 in profits. One reason for the high level of profits was the low cost of the municipal franchise which was only \$ 20 per horse owned by the company. Thus one could see why the company was so profitable. Initially, six cars, an unnamed number of horses and 25 employees were used in the operation of the service.

The company received its first two sleighs on December 20, 1865 from Portland Maine. These sleighs would be pulled by three horses. During the winter, hostilities began to emerge between the company and civic authorities after a number of interruptions to the service. Additionally the lack of heat in sleighs generated complaints from the passengers. As time progressed more difficulties arose between the company and the city. The contract between the company and the city, stipulated that the company was obligated to build a line in each of the five wards of the city at the time. But by 1870 only the Champlain Market – Saint Ours line was in operation. The company, although profiting from the service, reluctantly refused to build any new lines in Lower and Upper Towns. Because this was not undertaken, relationship between the city and company further deteriorated.

As a result, another group of

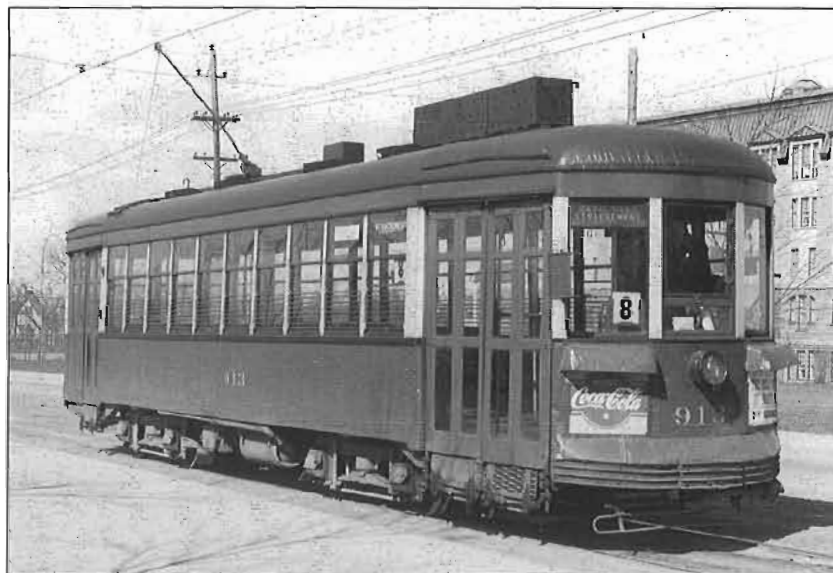
avec les autorités municipales prévoyait que la compagnie verserait un montant annuel de \$20.00 pour chaque voiture utilisée. On peut comprendre ici pourquoi la compagnie était si profitable! A ses débuts, la QSR assurait le service de transport en commun avec 6 voitures, un nombre indéterminé de chevaux et 25 employés.

Commandées à un manufacturier de Portland, Maine, la compagnie reçut ses premiers traîneaux le 20 décembre 1865, en retard! Ces véhicules étaient remorqués par trois chevaux.

Au cours de l'hiver, plusieurs différents se produisent entre la compagnie et les autorités municipales, particulièrement à cause du nombre des interruptions de service! Le fait que ces traîneaux n'étaient pas chauffés amenait aussi plusieurs plaintes de la part des passagers! Loin de s'améliorer, les relations continuèrent à s'envenimer. Un exemple: le contrat original avec la municipalité stipulait que la compagnie s'engageait, dans sa première année d'exploitation, à établir un circuit dans chacun des cinq quartiers de la ville. En 1870, il n'y avait encore que le circuit "Marché Champlain – Saint-Ours" en opération. Malgré les profits potentiels que généreraient ces lignes la

compagnie refusa d'établir de nouveaux circuits autant dans la Basse-Ville que dans la Haute-Ville, ce qui entraîna encore plus de mésentente entre les parties en cause!

Suivant ces événements, un autre groupe d'hommes d'affaires fondèrent la St. John Street Railway. Dès 1877, John Burroughs versa la somme de \$50,000.00 en vue de l'adoption du règlement no 257, le 27 juillet courant. Ce règlement autorisait la formation de la St.



*Car #913 travelling along the Saint Sacrement route #8 in c. 1947. At the time, the round trip on this route was five miles. The 900 series (900-914) comprised of 15 cars built for the QRL&P by the Ottawa Car Co. in 1929 originally as two-man cars. They were subsequently converted to one-man cars by the QRL&P. All cars operated until the end of service. Library & Archives Canada PA-166910 CRHA Archives.*

*Le tramway no 913 en service sur le circuit no 8 (Saint-Sacrement) vers 1947. A cette époque, le parcours total aller-retour de ce circuit était de 5 milles. La série 900 comprenait 15 tramways (nos 900-914) construits par Ottawa Car Co en 1929, du type à deux membres d'équipage. Transformés à une date ultérieure par la QRL&P en solotrams, on les utilisa jusqu'à l'abandon du réseau. Bibliothèque et Archives du Canada PA-166910, Archives ACHF.*





*Car #650, one of six cars (650-655) built by the QRL&P in 1916, can be seen crossing the CPR tracks and passing the CPR roundhouse on de la Couronne St. in March 1946. This car was originally built as a two-man pay-as-you-enter (PAYE) car but was later converted by the company to a one-man car. Note the manual level crossing and the reinforced trolley wire over the CPR tracks. Ernest Modler, Ronald S. Ritchie Collection.*

*Le tram no 650 (de la série 650-655) fut construit en 1916 par la QRL&P; on le voit ici croisant les voies du Canadien-Pacifique, près de la rotonde de la rue De la Couronne, dans cette scène de mars 1946. Ce tramway fut d'abord construit comme voiture à deux membres d'équipage à système de péage en entrant (PAYE); la compagnie le transforma plus tard en solotram. A noter, les appareils de protection manuels à la traverse à niveau ainsi que le fil aérien renforcé au-dessus des voies ferrées. Modler / Collection R.Ritchie.*

businessmen founded the St. John Street Railway. The investment of \$ 50,000 by James Burroughs met the conditions for the St. John Street Railway to secure a franchise from the city. Municipal by-law Number 257 was passed on July 27, 1877 allowing the company to construct a 1.3 mile (2.1 km) line built from the Post Office on Baude Street to de Salaberry via Cote de la Fabrique and St. John Streets.

Work started the following spring. Service at ten minute intervals began on August 1, 1878 with two horsecars.

Even though the Upper Town and Lower Town lines were independent of each other and there was no connection between them. The failure of the two companies to co-operate on a link between their lines in the Upper and Lower Towns as well as their refusal to extend their systems into the growing parts of the city, or to replace their horsecars with superior electric streetcars lead to their demise.

### THE QUEBEC DISTRICT RAILWAY

In 1895, the Quebec District Railway (QDR) was formed for the purpose of replacing the horse car service with an electric street railway system. The company was a subsidiary of the Quebec, Montmorency and Charlevoix Railway Company (QM&C), which at the time operated an interurban steam railway service between Quebec City

John Street Railway et l'installation de 1.3 mille (2.1 km.) de voie ferrée, du Bureau de Poste de la rue de Buade vers de Salaberry en passant par la Côte-de-la-Fabrique et la rue Saint-Jean.

Les travaux débutèrent au printemps suivant et dès le 1er août 1878. deux voitures assuraient le service à intervalles de dix minutes.

Même si les circuits de la Haute-Ville et ceux de la Basse-Ville étaient indépendants l'un de l'autre et qu'il n'y avait pas de raccordement entre les réseaux, les deux compagnies en plus de décidèrent de ne pas coopérer entre elles. Inutile de dire qu'aucun prolongement de voies ne fut entrepris vers les autres quartiers de la ville! L'établissement d'un réseau de tramways électriques devenait de plus en plus un sujet d'intérêt comme c'était aussi le cas dans plusieurs autres villes canadiennes à l'époque!

### LE QUEBEC DISTRICT RAILWAY

En 1895, le Quebec District Railway (QDR) est formé; son objectif principal est le remplacement du service de transport en commun à traction animale par un réseau de tramways électriques. La compagnie était une filiale du chemin de fer Québec, Montmorency et Charlevoix (QM&C Ry) qui à l'époque exploitait un service interurbain de trains à vapeur entre Québec et Cap-Rouge (plus tard ce nom fut changé pour Saint-





*Car #610 can be seen passing through the St. Louis Gate on October 4, 1947. This car was one of five (610-614) built by the Ottawa Car Company in 1920 as a two-man car but later rebuilt by the QRL&P as a one-man car. Omer Lavallee, Ronald S. Ritchie Collection.*

and Cap Rouge (later to become St. Joachim) on the north shore of the St. Lawrence River, a distance of 26 miles from the city of Quebec. The new charter of the QM&C gave the company the authority to generate electric power in the City of Quebec and was granted the powers to acquire both the Quebec Street Railway and the St. John Street Railway. As such, the municipal authorities gave the QM&C authority to construct an electric street railway in the city.

On November 1, 1896 work commenced on the laying of rails throughout the main streets of the city. Tracks were laid in the Lower Town section of the city from Champlain Market to Aqueduc Street, St. Sauveur and return through various streets with a total track mileage of 5.31 (9.5 Kms). Concurrently, a line was built from Crown Street south of the CPR crossing to the intersection of St. John and Glacis Streets via Abraham Hill and St. Vallier Street with track mileage of 1.4 (2.25 Kms.). This line connected with the Lower Town route. A third line was established from the old St. John Gate running westward to the intersection of St. Foy Road and Maple Avenue for a total mileage of 2.09 (3.36 Kms.). Thus, the company started with 8.8 miles (14 Kms.) of track. The track used was 72 lb. (32.5 Kgs.) 6" steel "T" rail in 30 foot (Approximately 10 meters) lengths manufactured by Cammell & Sons of England. The track was standard gauge and laid on 7 foot ties. The overhead tubular poles were 28 feet long each weighing

Joachim) sur la rive nord du fleuve à une distance de 26 milles de Québec. La nouvelle charte du QM&C Ry lui donnait les droits de produire de l'électricité dans la Ville de Québec et aussi le pouvoir d'acquérir la Quebec Street Railway et la St. John Street Railway. Conséquemment, les autorités municipales donnaient à la compagnie l'autorisation de construire un réseau de tramways électriques dans la ville.

Le 1er novembre 1897, la pose des rails débute sur les principales artères de la ville. Dans la Basse-Ville, les voies furent d'abord installées du Marché Champlain vers les rues de l'Aqueduc et Saint-Sauveur, revenant au point de départ par un parcours différent; la longueur totale du circuit était de 5.31 milles (9,5 km). En même temps, une autre ligne de tramways était construite sur la rue de la Couronne, au sud de la traverse à niveau du Canadien-Pacifique, vers l'intersection des rues Saint-Jean et Des Glacis; le circuit empruntait la Côte d'Abraham et la rue Saint-Vallier. D'une longueur de 1.4 mille (2.25 km), il faisait aussi un raccordement avec la ligne de la Basse-Ville. Une troisième ligne fut construite à partir de la vieille Porte Saint-Jean vers l'ouest jusqu'à l'intersection du chemin Sainte-Foy et de la rue Des Erables, une distance totale de 2.09 milles (3.36 km). Ainsi, la compagnie avait installé 8.8 milles (14 km) de voies ferrées. Arrêtons-nous un moment pour examiner quelques détails des installations: Les rails utilisés étaient en acier (6" de hauteur, en forme de "T" et de type



700 lbs. and they were spaced 90 feet apart. The trolley wire was No. 00 hard drawn and the span wires were galvanized steel 3/8" in diameter.

On Monday morning, July 19, 1897, the first electric car made a successful trial trip over the Lower Town route. Several people were on board the car including Mr. Evans the General Manager and Alderman Roy, Chairman of the Road Committee. Everything went smoothly and the cars were readied for service.

The company commenced official service on Tuesday, July 20, 1897, using 20 single truck closed cars each seating 24 passengers and weighing 16,000 lbs. Car #25 led the inaugural run from the Chateau Frontenac, thus beginning almost 51 years of electric service in the city of Quebec.

By the end of 1897, there were four streetcar routes, each one identified by a symbol instead of a number which was strategically placed on top of the streetcar. The symbol shaped like a red diamond was the Lower Town route between Champlain Market and rue Aqueduc; the red circle within a white Maltese Cross signified the route from the Chateau Frontenac to Maple Ave. in Upper Town; the symbol with a white circle in a green square identified the route that operated between Victoria Park and la cote d'Abraham; and the white circle signified the route between Champlain market and the Chateau Frontenac.

### THE QUEBEC RAILWAY LIGHT & POWER COMPANY

During 1899, the Quebec Railway Light & Power Company (QRL&P) was formed through the merger of the QDR, the QM&C and the Montmorency Electric Power Company. The city street railway was known as the "Citadel Division" within this newly merged company and the interurban portion was known as the "Montmorency Division".

With the formation of the QRL&P, it was full speed ahead to extend the reach of the street railway system. In 1902, the company purchased 20 single truck open cars which operated only during the summer months. In 1903, a viaduct was constructed extending from the top of Palace Hill to the intersection of St. Paul Street making connection with the Lower Town line there and a further extension from the top of the viaduct to St. John Street was installed to make a connection with the two Upper Town belt lines.

As the population of the city grew and outlying areas were integrated into the city, the street railway extended its reach. Additional car lines were built to accommodate this expansion and both new and used work and passenger equipment were purchased.

After the independent town of Limoilou was annexed to the city in 1910, the QRL&P laid tracks on Dorchester Street as far as the approach to the proposed location of the Drouin Bridge in 1912 and in 1913 with the

72 lbs (32.5 kg) en longueurs individuelles de 30 pieds (approximativement 10 mètre); ils étaient fabriqués par Cammell & Sons, d'Angleterre. Les voies, à écartement normal, reposaient sur des dormants de sept pieds. Les poteaux de forme tubulaire supportant les fils aériens étaient d'une longueur de 28 pieds et pesaient 700 lbs; ils étaient espacés de 90 pieds. Le fil d'alimentation était de catégorie 00 et trempé; les fils de support étaient en acier galvanisé de 3/8" de diamètre.

Le lundi matin 19 juillet 1897, le premier tramway électrique compléta avec succès un voyage d'essai sur le parcours de la Basse-Ville. Parmi les personnes à bord du véhicule, on remarquait M. Evans (le Gérant-général de la compagnie) et M. l'Echevin Roy, Président du Comité des chemins. Le voyage s'effectua sans encombres et tout était prêt pour le début du service régulier.

La compagnie débuta officiellement le service le lendemain matin, utilisant pas moins de 20 tramways; ces véhicules étaient du type à bogie unique, pesaient 16,000 lbs et avaient une capacité de 24 passagers assis. C'est le tram no 25 qui était en tête de la tournée inaugurale en partance du Château Frontenac.

A la fin de 1897, le réseau comptait quatre circuits de tramways. Au lieu de numéros, les circuits étaient identifiés par un symbole placé bien en vue sur le toit. Un losange rouge dénotait un tram du circuit Basse-Ville, circulant entre le Marché Champlain et la rue de l'Aqueduc; un cercle rouge entourant une Croix de Malte identifiait le circuit allant du Château Frontenac à la rue Des Erables dans la Haute-Ville. Un cercle blanc dans un carré vert indiquait le circuit qui circulait entre le Parc Victoria et la Côte d'Abraham; le cercle blanc seul indiquait le circuit entre le Marché Champlain et le Château Frontenac.

### LA QUEBEC RAILWAY LIGHT & POWER COMPANY

En 1899, la Quebec Railway Light & Power Company (QRL&P) fut formée suite à la fusion des Quebec District Railway, Quebec, Montmorency & Charlevoix Railway et de la Montmorency Electric Power Company. Le réseau de tramways urbains de Québec devenait la Division Citadelle dans la nouvelle compagnie tandis que la portion interurbaine serait connue comme la Division Montmorency.

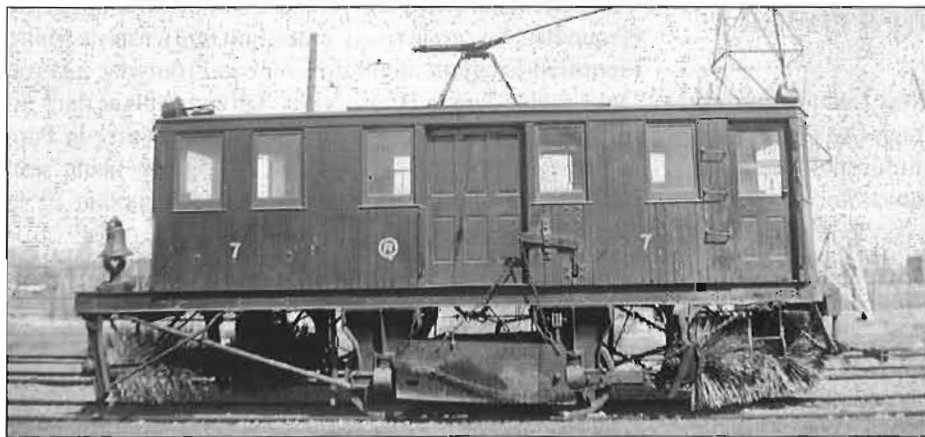
Suite à la formation de la QRL&P, on déploya les énergies à améliorer et prolonger le réseau urbain. En 1902, on procède à l'achat de 20 tramways ouverts à bogie simple (qui seront utilisés qu'en été). L'année suivante, un viaduc sera construit du haut de la Côte-du-Palais à l'intersection de la rue Saint-Paul. Cette structure permettra le raccordement à ce dernier endroit avec le circuit de la Basse-Ville. Un autre prolongement du viaduc assurera aussi un raccordement avec les deux circuits de ceinture de la Haute-Ville.



completion of the bridge over the St. Charles River, the company extended its line into the growing suburbs of Limoilou and St. Francois d'Assise just after they had been annexed to the city. This was accomplished by the extension of the cross town line on Crown Street. The new extension added a little over three miles of track to the system. In 1914, three new streetcar routes were started across the bridge.

On June 29, 1916, the City Council Committee approved a new agreement between the City of Quebec and the QRL&P, whereby the latter had agreed to grant transfer privileges on the Sillery line as far as the city limits, which at the time was Levis Avenue. The agreement also called for the company to extend the streetcar line on St. Vallier Street to St. Charles cemetery by December 31. The QRL&P also agreed to extend the line in Limoilou ward on 3rd Avenue by Beauport Road to the city limits by December 31, 1917 and to extend other city lines by December 31, 1916. Also agreed to be completed by December 31, 1917 was a line on 1st Avenue from Lamontagne Avenue to 4th Street and a line on 8th Avenue to connect with Beauport Road.

During 1916-17 the company started to build some of its own rolling stock, notably cars #650-#657 which were originally built as double-truck, two-man pay as-you-enter (PAYE) closed cars with steel under-frame.



*Sweeper #7, a single-truck, double-ended work car, was built by the Ottawa Car Company in 1897 for the Quebec District Railway. It worked for many years on the Citadel Division city routes and was transferred to the company's Montmorency Division after the city service was abandoned in 1948. There appears to be only one bell on the sweeper. Note how the trolley pole is elevated from the roof of the sweeper. Many brushes must have been replaced on this sweeper throughout its life. Library & Archives Canada PA-149499, Author's Collection.*

*La balayeuse no 7 faisait partie du matériel d'entretien; il consistait en un wagon bi-directionnel à bogie unique construit en 1897 par la Ottawa Car Co pour le Quebec District Railway. Il fut utilisé pendant de nombreuses années sur le réseau urbain; après l'abandon de ce dernier, il fut transféré à la Division Montmorency. Il semble n'avoir qu'une cloche sur cette balayeuse. A noter aussi la hauteur de la perche à partir du toit. Vous imaginez-vous le nombre de brosses utilisées au cours de la carrière du no 7. Bibliothèque et Archives du Canada PA-149499, Collection de l'auteur.*

La population de la ville augmentait et les secteurs éloignés étaient intégrés à cette dernière; la compagnie des tramways faisait de son mieux pour adapter son service aux changements démographiques. De nouveaux circuits furent établis et on procéda à l'achat de matériel roulant neuf et usagé.

La Ville de Limoilou fut annexée en 1910. En 1912, la QRL&P procéda à l'installation de voies sur la rue Dorchester jusque dans l'approche du futur Pont Drouin. L'année suivante, avec le parachèvement du pont sur la rivière Saint-Charles, on prolongea le circuit de tramways dans les secteurs de Limoilou et Saint-François d'Assise récemment annexés. Cette amélioration put se réaliser en prolongeant le circuit traversant la ville, rue De la Couronne. Les nouveaux prolongements ajoutèrent un peu plus de trois milles de voies au réseau. En 1914, trois nouveaux circuits de tramways commencèrent à utiliser le nouveau pont.

Le 29 juin 1916, le Comité du Conseil de Ville approuva une nouvelle entente entre la Ville de Québec et la QRLP par laquelle cette dernière permettait la correspondance gratuite jusqu'aux limites de la ville, à l'époque la rue Lévis. L'entente prévoyait aussi le prolongement du tramway, rue Saint-Vallier, jusqu'au Cimetière Saint-Charles, ceci avant le 31 décembre. La compagnie s'engagea aussi à prolonger le service de trams

dans le quartier Limoilou, 3e Avenue, du Chemin Beauport aux limites de la ville, les travaux devant être terminés au plus tard le 31 décembre 1917. Selon le même échéancier, on devait aussi aménager un circuit sur la 1ere Avenue, de l'avenue Lamontagne à la 4e Rue et ... sur la 8e Avenue afin de raccorder avec le Chemin Beauport

En 1916-17, la QRL&P se lance dans la fabrication et la reconstruction de son matériel roulant ... citons le cas des trams nos 650-657 qui étaient originalement des voitures à bogies doubles, chassis en acier, du type PAYE (péage en entrant) et à deux membres d'équipage. La compagnie les transforma en solotrams!

Au cours de la période 1923-24, la compagnie prolongea les voies vers l'est sur le Chemin de la Canardière afin de les raccorder à la "ligne haute" vers la Chute Montmorency; les travaux furent complétés en août 1924. Par la suite, on inaugura un

They were subsequently modified to one-man cars by the QRL&P.

In the 1923-24 period, the company constructed track extensions running east on Canardiere Road to connect with the upper line to Montmorency Falls; this extension being completed in August 1924. As a result, a through car service was introduced from the Chateau Frontenac to Montmorency Falls and Kent House, thus adding an additional 16.24 miles of track. One could still continue to reach Montmorency Falls using the QRL&P's interurban service from the St. Paul St. station in Lower Town.

In 1927, the Limoilou Shops, located on Canardiere Road was opened for business. This shop would accommodate maintenance and repairs of cars from both the Citadel and Montmorency Divisions.

With all these additions, by 1928, the company had 26.29 miles of single track within the city limits, 11.88 miles of single track outside the city limits and 3.85 single track miles outside the city limits in shops, car barns and sidings. The last streetcar line extension in Quebec City was carried out in 1928 when the St. Sacrement branch of the Sillery line was built. Streetcars on the new line ran to Place Champlain.

In late 1929, the QRL&P built an extension on the south side of the St. Malo car barn between Marie de l'Incarnation Street and Montmagny Street. The extension consisted of a building to accommodate 5 tracks for storage of 40 double-truck cars, its dimensions being 340 feet long from street to street and 70 feet wide. The company's workshops were removed in 1927 and relocated to the new Limoilou shops which opened at that time.

#### **BY 1932, STREETCAR ROUTES WERE GIVEN NUMBERS**

In April 1935, operation from the St. John Street carbarn was discontinued and the entire car service was housed in and operated from the St. Malo carbarn, the St. John Street car shop having been demolished.

service direct entre le Château Frontenac, la Chute Montmorency et Kent House; ce nouveau parcours ajouta 16.24 milles de voie au réseau. On pouvait aussi rejoindre la chute en utilisant le tram interurbain qui partait de la gare de la rue Saint-Paul dans la Basse-Ville.

L'année 1927 marque l'ouverture des ateliers Limoilou, situés sur le Chemin de la Canardière. Ces ateliers seront responsables de l'entretien et de la réparation du matériel roulant des Divisions Citadelle et Montmorency.

Avec tous ces prolongements, en 1928 la QRL&P possédait 26.29 milles de voie ferrée simple dans les limites de la ville, 11.88 milles à l'extérieur ainsi que 3.85 milles supplémentaires dans les ateliers, remises, voies de garage ou d'évitement. Le dernier prolongement de circuit de tramways à Québec fut effectué en 1928 alors que l'embranchement Saint-Sacrement du circuit Sillery fut mis en service. Les trams de ce nouveau circuit se rendaient à la Place Champlain.

Vers la fin de 1929, la QRL&P construisit un agrandissement du côté sud des remises Saint-Malo (entre les rues Marie-de-l'Incarnation et Montmagny). L'agrandissement consistait en un bâtiment de 340 pieds de longueur par 70 pieds de largeur. Ses cinq voies permettaient le stationnement de 40 tramways à bogies doubles. Les divers ateliers furent déménagés aux nouvelles installations de Limoilou, ouvertes depuis 1927.

#### **EN 1932, ON AFFECTE DES NUMÉROS AUX CIRCUITS DE TRAMWAYS AFIN DE MIEUX LES IDENTIFIER.**

Au mois d'avril 1935, on assiste à la fermeture des remises de la rue Saint-Jean; tous les tramways seront garés aux remises Saint-Malo et exploités à partir du même endroit. Quant aux ateliers-remises de la rue Saint-Jean, ils seront démolis.

#### **STREETCAR ROUTES IN 1932 – 1936 CIRCUITS DE TRAMWAYS ENTRE 1932 et 1936**

ROUTE # / CIRCUIT N°	DESIGNATION
1	Saint-Sauveur
2	Saint-Vallier
3	Limoilou
4	Exposition
5	Charlesbourg
6	Saint-Jean
7	Grande-Allée
8	Saint-Sacrement
9	Sillery
11	Kent House



In 1938 buses began to gradually replace streetcars. Because the QRL&P had an abundance of cheap electricity, there was no pressing need to replace streetcars even though they were becoming dilapidated and service was less than ideal, resulting in infrequent patronage.

The Second World War further delayed the demise of the streetcar. In fact, second hand streetcars were purchased to handle the increase in passengers as a result of work for the war effort. At the end of the war it would be a matter of time before all streetcars were replaced. During the last days, there were about 20 streetcars in service. On May 26, 1948, the final day of service, car #812 operated over route #1 and completed the last run to bring an end to almost 51 years of streetcar service in Quebec City. No fanfare, no parade, no party, nothing official.....just quietly into history. The last 20 cars were moved from the city division on a connecting track via Ramsay Street to the Montmorency Division and on to the Limoilou shops on Canaderie Road where they would be scrapped two months later. In 2008, the revival of light rail throughout North America and soon to be \$1.50 per liter for gasoline makes the phrase “hindsight has 20/20 vision” more profound!

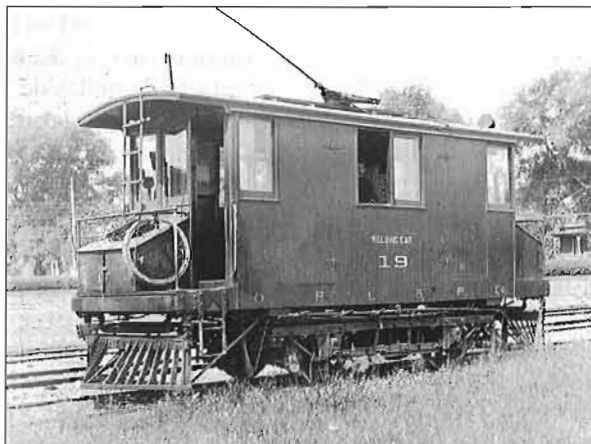
### PASSENGER EQUIPMENT:

#### Under 100 Series cars

The cars in this series from #20 to #79 were mainly single-truck, double-ended wooden cars. The vast majority were built by the Ottawa Car Company between 1897 and 1923, while the #80 to #99 were steel cars built by both the Ottawa Car Co. and The Brill Co.

#### 100 & 200 series cars

The QRL&P purchased two Birney cars from the Eastern Massachusetts Street Railway Co. of Boston, Mass. in 1925 (#5219 and #5221) and renumbered them #100 and #101. Number 100 was eventually retired and scrapped, while #101 was sold to the Levis County Railway of Levis Quebec in 1941. It is postulate that the company did not use any other 100 series numbers because of the fact that the Montmorency Division numbered their passengers cars 100-130 and thus there



*QRL&P #19, a single-truck, double-ended Welding car may have been rebuilt by the company from sweeper #5 after it was retired C.1928. The car operated on city streets until the end of service in 1948. Library & Archives Canada PA-149511 Author's Collection.*

*QRL&P 19, le tramway-soudeur; un véhicule bi-directionnel à bogie unique probablement construit à partir de la balayeuse no 5 après la mise au rancart de cette dernière vers 1928. Cette machine fut utilisée jusqu'à l'abandon des tramways urbains en 1948. Bibliothèque et Archives du Canada PA-149511, Collection de l'auteur.*

Des 1938, les autobus commencèrent à remplacer graduellement les tramways. La QRL&P bénéficiait d'une source abondante d'électricité et peu coûteuse, il n'y avait aucun besoin pressant de remplacer les tramways quoique certains d'entre eux commençaient à montrer des signes d'usure et de mauvaise condition. Le service s'en ressentait et les usagers délaissaient leur transport en commun!

La Deuxième Grande Guerre fut un autre facteur qui retarda le remplacement des tramways. En effet, on dut même se procurer des tramways usagers afin de parer à l'augmentation des passagers, particulièrement tous ces gens travaillant à l'effort de guerre. Le conflit terminé, ce n'était qu'une question de temps

avant que les tramways cèdent définitivement leur place aux autobus. Durant les derniers jours de service, on ne comptait plus qu'une vingtaine de trams en circulation. Le 26 mai 1948, la dernière journée des tramways dans les rues de Québec, le no 812 du circuit 1 eut la distinction d'avoir été la dernière voiture électrique à circuler dans la vieille capitale. Pas de défilé historique ni de réception, rien d'officiel ... sans fanfare ni trompettes les trams de Québec sont passés très modestement à l'histoire! On les dirigea vers les ateliers Limoilou en passant par la voie de raccordement de la rue Ramsay; deux mois plus tard, il n'en restait que ferraille! En 2008, le rétablissement du transport en commun léger sur rail à plusieurs endroits, le prix de l'essence qui pourrait atteindre \$1,50 le litre prochainement et bien d'autres facteurs donnent encore plus de véracité et de profondeur à l'expression anglaise "hindsight has 20/20 vision"!

### MATERIEL ROULANT – VOYAGEURS

#### Series precedant le numero 100

Les trams portant les nos 20 à 79 étaient pour la plupart à bogie simple et bi-directionnels; construits en bois par la compagnie Ottawa Car entre 1897 et 1923. Les nos 80 à 99 avaient été construits par Ottawa Car et The Brill Co.

#### Tramways des series 100 et 200

En 1925, la QRL&P acheta deux trams de type Birney nos 5219 et 5221 de la Eastern Massachusetts Ry

would be no duplication of numbers.

The 200 series cars were all single-truck, double-end bench style open cars built by the Ottawa Car Co. between 1898 and 1901. The only exception is the series 244-253 which were single-ended and built by the Brill Co. in 1911.

### 300 Series Cars

This series comprised of ten double-end, double-truck cars (300-309) originally built by the Osgoode Bradley Co. in 1915 for the Staten Island Midland System which later became Richmond Railways (Staten Island). When the QRL&P acquired the cars in 1931, they converted them from double-ended 2-man cars to 1-man cars. The left side front and rear doors of cars 300-305 and 307 were sealed as single end cars. They were used on the Citadel Division up to the end of service in 1948.

### 500 Series Cars:

These series of cars consist of two groups; 500-509 and 515-521, both of which were purchased second hand from street railway properties in the United States. Given the ever expanding City of Quebec and corresponding expansion of the Citadel Division, the QRL&P purchased 10 bodies only from the Second Avenue Railway of New York in 1922. On acquiring them, the company rebuilt the cars into 2-man PAYE (pay-as-you-enter) cars with two motor trucks and numbered them 500 to 509. These wooden cars, originally built by the Brill Co. in 1904, operated until 1933 after which time they were retired.

The 515-521 series cars were acquired from the Third Avenue Railway of New York in 1942 as a result of an increase in demand for streetcar service due to the Second World War. In New York they were the 800 series cars. Originally, they were double-ended 2-man cars, but were rebuilt by the QRL&P as single-end 1-man cars. All cars operated until the service was abandoned in 1948.

### 600 Series Cars:

The 600 series was a "hodge podge" of streetcars. Both 600 and 601 were two cars built by the Ottawa Car Co. in 1913, but were renumbered 658-59 by the QRL&P in 1919. Cars 610-14 were closed cars built by the Ottawa Car Company in 1920 and they operated until the end of service in 1948. Cars 615-19 were closed cars built by the Preston Co. in 1920 and they too operated until the end of service. The 620-30 series cars were built by Wason in 1912-13 and were acquired second-hand by the QRL&P in 1925. The cars in this series were retired between 1938-42. The 650-57 series cars were built by the QRL&P in their shops and operated until the end of service. Cars 658-59 were built by the Ottawa Car Company in 1913 and were originally cars 600-01. Cars 680-689 were built by the Montreal Street Railway in 1901 (with other numbers) and acquired by the QRL&P in 1922 and operated until 1930-31.

(Boston, Mass.). Arrivés à Québec, il devinrent les nos 100 et 101. Le premier fut retiré du service et mis au rancart assez tôt tandis que le 101 fut vendu à la Levis County Railway (Levis QC) en 1941. Il se peut que la compagnie n'ait pas utiliser de numéros dans cette série afin d'éviter toute confusion avec les voitures-passagers de la Division Montmorency qui étaient déjà numérotées entre 100 et 130.

Tous les trams de la série 200 étaient à bogie simple, bi-directionnels et de type "chars à bancs"; ils avaient été construits par Ottawa Car Co. La seule exception était la série 244-253 dont les trams avaient été construits en 1911 par Brill; ils étaient du type unidirectionnel.

### Tramways de la serie 300

Cette série de dix trams bi-directionnels à bogies doubles (nos 300-309) avait été construite par la firme Osgoode Bradley en 1915 pour le réseau de la Staten Island Midland (qui deviendra plus tard le "Richmond Railway"). Achetés par la QRL&P en 1931, les véhicules furent transformés en solotrains. Les portes avant et arrière du côté gauche des 300-305 et 307 furent fermées en permanence et les trams utilisés comme voitures unidirectionnelles. Tous ces trams furent en service à la Division Citadelle jusqu'en 1948.

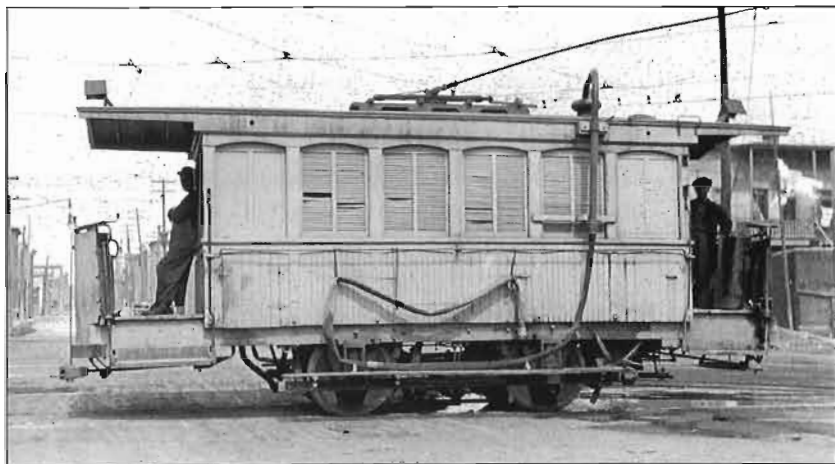
### Tramways de la serie 500

Cette série comprenait deux groupes de trams, nos 500-509 et 515-521, achetés usagers de réseaux américains. Suivant l'essor pris par la Ville de Québec et la Division Citadelle du réseau urbain de trams, en 1922 la QL&P acheta dix caisses (carrosseries) de la Second Avenue Railway (New-York). Dès leur arrivée à Québec, on les reconstruit en voitures à deux membres d'équipage du type PAYE (péage en entrant). Ces trams en bois avaient été construits par la Brill Co. en 1904; à Québec, on s'en servit jusqu'en 1933. La série 515-521 provenait du réseau Third Avenue (New-York). Une forte demande occasionnée par la Deuxième Grande Guerre força la QRL&P à aller encore magasiner aux États-Unis pour des trams usagers. La QL&P les transforma en solotrains unidirectionnels. Tous ces trams furent utilisés jusqu'à l'abandon du réseau en 1948.

### Tramways de la serie 600

Cette série renferme toute une variété de trams. D'abord, les nos 600 et 601 avaient été construits par Ottawa Car Co en 1913; la QRL&P changea leurs numéros à 658 et 659. Les nos 610-614, aussi construits par Ottawa Car Co, étaient du type fermé. Ils demeurèrent en service jusqu'à l'abandon du réseau en 1948. Les nos 615-619 étaient aussi du type fermé; ils avaient cependant été fabriqués par Preston Co. Comme les précédents, ils furent utilisés jusqu'à l'abandon du réseau. Les trams de la série 620-630, construits par





*This single-truck sprinkler was built by McGuire Cummings in 1910 and acquired new by the QRL&P. The crew appears to be casually awaiting orders of where to spray next. Library & Archives Canada E00830307, Bytown Railway Society Archives.*

*Ce tramway-arrosoir, construit par McGuire-Cummings en 1910 fut acheté neuf par la QRL&P. L'équipage semble attendre les directives de leur prochaine affectation! Bibliothèque et Archives du Canada E00830307, Archives de la Bytown Railway Society.*

### 800 Series Cars:

The 800 series cars comprising 20 cars (800-819) were double-truck, single-end steel cars built for the QRL&P by the Ottawa Car Company in 1928. All cars operated until the end of service in 1948

### 900 Series Cars

The 900 series cars comprised of fifteen double-truck, single-end cars ordered new by the QRL&P and built in 1929 by the Ottawa Car Company. Each steel car could accommodate 40 passengers and weighed 38,710 lbs. (17,600 kgs.) The cars were subsequently converted to one-man cars by the company and operated until the end of service.

### 1800 Series Cars

The 1800 series cars consisted of five streetcars (1814, 1842, 1844, 1848 and 1856) purchased by the QRL&P from the Toronto Transportation Commission (TTC) in 1943. The wooden cars were originally built by the Toronto Railway Company in 1912 and could accommodate 51 passengers. While built of wood, the cars nevertheless weighed almost 46,500 lbs. (21,000 kgs.). The cars when operating in Quebec City kept their TTC numbers until the end of service five years later.

### Observation Cars

Mr. D.E. Blair a director of the QRL&P was an Assistant General Manager of the Montreal Street Railway in 1904 when he had an opportunity to attend a street railway conference and exposition at St. Louis

Wason Co en 1912-13, arrivèrent à Québec en 1925; on les mit au rancart entre 1938 et 1942. La QRL&P construisit la série 650-657 dans ses ateliers; ces trams furent utilisés jusqu'à l'abandon du réseau. Les nos 658-659, construits par Ottawa Car Co en 1913 portaient les numéros 600-601 au début. Les voitures nos 680-689 furent construites par la Montreal Street Railway en 1901. Coïncidence, elles faisaient partie d'une autre série 600 à Montréal. La QRL&P les acquies en 1922 et les garda en service jusqu'en 1930-31.

### Tramways de la serie 800

Cette série comprenait 20 tramways (nos 800-819); il s'agissait de solotrains unidirectionnels à caisse d'acier et bogies doubles. Construits par la Ottawa Car Co en 1928, la QRL&P les garda en service jusqu'à l'abandon du réseau en 1948.

### Tramways de la serie 900

Cette série comprenait 15 tramways en acier, unidirectionnels et à bogies doubles, commandés à la Ottawa Car Co en 1929. Ces trams pouvaient accommoder 40 personnes assises; ils pesaient 38,710 lbs (17,600 kg). A une date ultérieure, la QRL&P les transforma en solotrains; ils demeurèrent en service jusqu'à l'abandon du réseau.

### Tramways de la serie 1800

Cette série comprenait cinq tramways, les nos 1814,1842,1844,1848 et 1856, achetés de la Toronto Transportation Commission en 1943. Ces trams en bois avaient été construits par la Toronto Railway Company en 1912. Ils pouvaient accommoder 51 personnes assises. Même s'ils étaient en bois, ils pesaient néanmoins presque 46,500 lbs (21,000 kg). Curieusement, ces gros trams gardèrent les numéros de la TTC pendant leurs cinq années de service à Québec.

### Tramways-observatoires

Monsieur D.E. Blair, un des directeurs de la QL&P, était aussi un des adjoints au Gérant-Général de la Montreal Street Railway. En 1904, il eut l'occasion d'assister à une conférence/exposition sur le transport en commun, tenue à St. Louis, Missouri. Plusieurs tramways ouverts étaient en montre lors de cet événement; la plupart avec des sièges longitudinaux l'un en arrière de l'autre. Dès son retour à Montréal, Monsieur Blair conçut les plans d'un tram ouvert quelque peu différent de ce qu'il avait vu à St Louis. Ses plans prévoyaient deux rangées de sièges doubles séparées par une allée centrale

Missouri. At this conference a number of open streetcars were on display. The cars had longitudinal seats elevated one behind the other. Upon his return to Montreal, Mr. Blair designed an open car slightly different from the cars on display at St. Louis. Instead, he designed double seats elevated from front to rear with a centre aisle. The first car was built in the Montreal Street Railway's shops and introduced to the public in 1905. Three additional observation cars as they were called and labeled "Golden Chariots" were subsequently built by the company, one in 1906 and the other two in 1924.

Obviously, Mr. Blair had an influence on the QRL&P's decision to introduce an open observation car in Quebec City. As such, the first car was built at the QRL&P shops and introduced to journalists by General manager Charles Carr on June 18, 1910 in front of the Chateau Frontenac. The car was similar in design to the Montreal car although the Quebec City cars had the ability to open up a canopy overhead in case of inclement weather. A second observation car was also built at the company's shops and went into service on May 20, 1911. Both cars were retired on October 7, 1947.

### Work Equipment

Given Quebec City's topography coupled with severe winters in terms of snowfall and cold temperatures, it was imperative that the street railway company have the proper work equipment to combat these elements.

As such, the company had a full complement of snow plows, rotary, wing and wedge plows and sweepers to keep the tracks clear of snow. In addition the company dump car acted as an ice cutter during the winter whereby any ice build-up near the tracks could be removed. A water sprinkler was available in areas where dust would be a problem to ensure that this was minimized. Like other street railway properties, the company had a welding car, rail grinder, crane and shop switcher to complete the array of equipment to maintain a street railway in good working order. During the early part of the company's operation, the QRL&P had a mail car which would transport and deliver mail throughout its operating territory.

### AUTHOR'S NOTE:

A more comprehensive history of Quebec City's streetcar system has been prepared and will be published prior to the city's 400th anniversary. The book will be published by the Bytown Railway Society of Ottawa under the Traction Heritage Series. The book will contain over 100 photos, two maps, passenger and work equipment rosters and other charts to assist the reader in better understanding this interesting streetcar company. The book will be available for sale at the Exporail Boutique.

et à niveaux différents en montant vers l'arrière. Le premier tram-observatoire de la Montreal Street Railway fut construit aux ateliers de la MSR et présenté au public en 1905. Trois autres "p'tits chars en or" furent construits, un en 1906 et deux en 1924.

Sans doute que le projet de M. Blair a influencé la décision de la QRL&P à mettre en service un tel véhicule. Un premier tramway fut construit aux ateliers de la compagnie et le 18 juin 1910, le Gérant-Général M. Charles Carr le présentait fièrement aux journalistes réunis en face du Château Frontenac. Un deuxième tramway-observatoire fut aussi construit par la QRL&P; il entra en service le 20 mai 1911. Les deux tramways spéciaux furent retirés du service le 7 octobre 1947. Contrairement à ceux de Montréal, les trams de Québec étaient munis d'une grande toile qui pouvait être déployée en cas de température inclemente ou d'orage soudain.

### Materiel et vehicules d'entretien

Etant donné la topographie de la Ville de Québec et ses hivers rigoureux (températures froides et chutes de neige abondantes), il était impératif pour la QRL&P de posséder la machinerie appropriée afin de combattre efficacement les éléments et garder le réseau opérationnel.

Bien entendu, la compagnie possédait un assortiment de charrues à neige et de balayeuses afin de garder la voie dégagée. De plus, l'hiver on utilisait le wagon à benne afin d'enlever les amoncellements de glace près des rails. On disposait même d'un tramway-arrosoir pour les secteurs où on avait des problèmes de poussière! Comme la plupart des réseaux, la QRL&P avait un tramway-soudeur et une machine à meuler les rails. Une grue et une locomotive de manœuvre complétaient l'inventaire des pièces nécessaires à garder le réseau de trams en bon état de fonctionnement. Durant les premières années d'opération, la QL&P avait même un tramway postal qui livrait le courrier à la grandeur du territoire desservi!

### NOTE DE L'AUTEUR

Une histoire plus complète du réseau de tramways de Québec a été préparée et sera publiée avant le 400e anniversaire de la ville. Le volume sera publié par la Bytown Railway Society d'Ottawa; il fera partie de la série "Traction Heritage". Avec plus d'une centaine de photos, deux cartes, la liste du matériel roulant (tramways et matériel d'entretien) et autres schémas, cet ouvrage aidera le lecteur à mieux comprendre l'histoire intéressante de ce réseau. Le livre sera en vente à la Boutique Exporail.



## Quebec Railway Light & Power Photo Gallery

Stan J. Smaill  
French Version, Michel Lortie

In keeping with the theme of celebrating Quebec City's 400th anniversary, this issue's Photo Gallery consists mainly of a presentation of photos taken on the Quebec Railway Light & Power's Montmorency subdivision in the 1950's. Special thanks are extended to Ronald S. Ritchie for his assistance in the preparation of this Photo Gallery. He took many of these fine images which in many ways show the early history of the CRHA. Travels to old order railway facilities which were dieselizing, converting to busses or facing outright abandonment were the objects of many outings in the postwar era. These memories and trips led to the establishment of the CRHA collection and Exporail that we cherish today. Thank you, Ron, SJS.

*This is the Quebec City QRL&P St. Paul Street Station and train shed as seen in this view circa 1950. Canadian National Railways signs are in evidence and the both the old QRL&P station and the Legare building will be gone within the decade replaced by a new post office. Ronald S. Ritchie.*

*Début de la décennie 50. Vue de la gare de la rue Saint-Paul du QRL&P, de son quai couvert et de l'édifice Légaré, qui ont été démolis pour faire place à un bureau de poste. Photo : Ronald S. Ritchie.*



## Québec Railway Light & Power : galerie de photos

Par Stan J. Smaill  
Traduction française : Michel Lortie

Dans ce numéro, nous célébrons le 400<sup>e</sup> anniversaire de la fondation de la ville de Québec en présentant surtout des photos prises durant la décennie 1950 du chemin de fer Québec Railway Light and Power (QRL&P) de la subdivision Montmorency.

Nous désirons souligner le travail de Ronald S. Ritchie, l'auteur de plusieurs de ces photos qui illustrent de nombreuses facettes de l'œuvre de l'ACHF. L'Association, en effet, a su préserver des images de la fin d'une époque de nos chemins de fer, ceux-ci cédant alors la place au diesel et aux autobus ou disparaissant définitivement. Ces photos constituent la base de la collection de l'ACHF que l'on peut admirer au musée Exporail. Merci Ron. SJS.

*Ottawa built steel car 450 is in the clear on the west leg of the wye at Montmorency Falls, while CNR train 176 is in the siding. The head end trainman is walking east to line the switch for 176 to head for all points terminating at Murray Bay. Ronald S. Ritchie.*

*La voiture No 450 construite à Ottawa est en attente à la gare Montmorency alors que le convoi No 176 du CN est sur la voie d'évitement. Le cheminot se dirige vers l'aiguillage pour libérer le train No 176 en partance pour Murray Bay (La Malbaie). Photo : Ronald S. Ritchie.*



Quite unexpectedly, Ron caught CNR 4-6-0 running light, in reverse (probably back to the engine terminal at Limoilou) on the bridge before the spectacular Montmorency Falls on November 12, 1950. The ex-Canadian Northern ten wheeler was built in 1913 by Montreal Locomotive Works and had probably pulled a pilgrimage train through to Ste. Anne's Church, possibly because all serviceable electric locomotives were in use at the time. Note the red flag on the rear of the tender. Ronald S. Ritchie.



12 novembre, 1950. Photo prise sur un pont avec les magnifiques chutes Montmorency en arrière-plan. La locomotive No 1385 du CN recule en direction de Limoilou. Elle vient d'amener un train de pèlerins à la basilique Sainte-Anne. Cette locomotive de type 4-6-0 ou Dix-Roues, construite en 1913 par MLW, avait appartenu au Canadian Northern. Elle était probablement en service ce jour-là parce que toutes les locomotives électriques étaient occupées à d'autres tâches. Photo : Ronald S. Ritchie.



A rare Citadel Division colour photo of car number 308 on rue St. Joseph as a passenger boards the car. This series (300-309) of steel cars were built by the Osgoode-Bradley Co. in 1915 for the Staten Island Midland system which was taken over by Richmond Railways in 1920. The QRL&P acquired the cars in 1931 and operated them until the end of service in 1948. Daniel Laurendeau Collection.

Le tramway no 308, rue Saint-Joseph, alors qu'un usager monte à bord. Cette série de trams en métal (nos 300-309) fut construite par Osgood-Bradley Co en 1915 pour la Staten Island Midland (qui fut acquise par le Richmond Railways en 1920). La QRL&P acheta ces trams en 1931 et les utilisa jusqu'à la fin du service en 1948. Collection Daniel Laurendeau.





March 8, 1950, double-headed 1300 series CNR ten wheelers slow CNR train 176 to a stop at Limoilou, Quebec. The "swift" style train order signal indicates "STOP" and an eager crowd of youngsters have No 176's, ex Canadian Northern ten-wheelers in their sights. It was around 1950 that CNR engines powered the Murray Bay trains through from Quebec without an engine change (from electric) at St. Joachim. Lavallee / Ritchie collection.

8 mars 1950. Deux locomotives à vapeur de la série 1300 du CN en tête du train No 176 font un arrêt à Limoilou. Le signal, de type Swift, indique « Stop ». Un groupe de jeunes admirent ces locomotives de type Dix-Roues, qui appartenaient au Canadian Northern. À partir des années 1950, les locomotives à vapeur du CN tractèrent les trains de Québec jusqu'à Murray Bay (La Malbaie) sans qu'on les remplace par des locomotives électriques à Saint-Joachim. Photo : O. Lavallée / collection Ritchie.

QRL&P cars 452 and 451 are at Montmorency Falls on a wintry February 21, 1959. The end of electric service on the "Chemin de Fer de la Bonne Ste. Anne" is near. Within a month, even the modern steel cars of the 450 series will drop their trolley poles for the last time after the final runs on March 15, 1959. Ronald .S. Ritchie.



21 février 1959. Les voitures Nos 452 et 451 du QRL&P en gare aux chutes Montmorency. La fin de l'électrification est proche sur le « chemin de fer de la bonne Sainte Anne ». Dans moins d'un mois, soit le 15 mars 1959, même les plus récentes voitures de la série 450 rouleront pour la dernière fois. Photo : Ronald S. Ritchie.



*QRL&P car 451 has turned on the wye at Montmorency Falls and will become regular service train No 67 for St. Paul Street station in Quebec City. The QRL&P 450 series cars were built by the Ottawa Car Company in 1930 as a single order of six cars numbered 450-455. Car 454 survives today at the Seashore Trolley Museum in Kennebunkport, Maine. Ronald S. Ritchie.*



*La voiture No 451 du QRL&P en partance de la gare des chutes Montmorency en tant que train No 67 en direction de la gare de la rue Saint-Paul, à Québec. Les voitures de la série 450 ont été construites par la Ottawa Car Company en 1930 dans le cadre d'une seule commande numérotée de 450 à 455. La voiture No 454 fait partie de la collection du Seashore Trolley Museum de Kennebunkport, Maine, U.S.A. Photo : Ronald S. Ritchie.*



*QRL&P freight motor 35 is seen in this November 12, 1950 view of CNR train 175 at Montmorency Falls. Motor 35 and sister unit 34 were built jointly by the QRL&P and Dominion Bridge to haul both CNR freight and passenger trains between Quebec City and St. Joachim. After 1950, the isolated CNR steam operation between St. Joachim and Murray Bay was replaced by RDC's and diesels, although local freight service on the QRL&P was still powered by electric locomotives until 1959. Lavalley / Ritchie collection.*

*12 novembre 1950. La locomotive électrique No 35 est en tête du train No 175 du CN en gare aux chutes Montmorency. Cette locomotive et une autre, la No 34, furent construites par le QRL&P et la compagnie Dominion Bridge pour tracter les convois de marchandises et de passagers du CN entre Québec et Saint-Joachim. Après 1950, les locomotives à vapeur du CN entre Saint-Joachim et Murray Bay seront remplacées par des automotrices et des locomotives diesel. Cependant, les locomotives électriques resteront en service sur les trains locaux de marchandises jusqu'à la fin de 1959. Photo : O. Lavalley, collection Ritchie.*





*Two Ste. Annes! This November 12, 1950 view by the late Omer Lavallee shows the Ste. Anne station at mile 21.1 of the original QRL&P. This location was about a half mile east of the famous “Eglise Ste Anne” station, site of the famous shrine. Note the lower quadrant train order signal still in use. Lavallee / Ritchie collection.*

*12 novembre 1950. Les deux Sainte-Anne. La photo, prise par feu Omer Lavallée, nous fait voir la gare au point milliaire 21.1 du QRL&P. Cet endroit se trouve à moins d'un kilomètre à l'est de la fameuse gare de la basilique Sainte-Anne, lieu de pèlerinage bien connu. On peut constater que l'ancien système de signalisation est encore en usage. Photo : O. Lavallée, collection Ritchie.*

*The “other” Ste. Anne! In the shadow of the famous basilica built in the 1920's is the magnificent station built by the QRL&P in 1927. The cut stone architecture of this station was designed to blend with that of the famous shrine. In this June 4, 1950 view, the station at Ste. Anne Church also still has a lower quadrant train order signal. Lavallee / Ritchie collection.*



*4 juin 1950. L'autre Sainte-Anne! À l'ombre de la fameuse basilique construite au cours des années vingt, on voit ici la magnifique gare en pierre de taille, d'une architecture de même facture que la basilique. La gare fut construite par le QRL&P en 1927. Photo : O. Lavallée, collection Ritchie.*



*Valentine's Day, 1959, plow Extra 230 west is at Ste. Anne Church. Changes are constant and evident, QRL&P motor 35 has become CNR 230 and the lower quadrant train order signal has been replaced by a pair of "searchlight" signals usually employed as automatic block signals. According to photographer Ritchie, the '58 Chevy was a rental car from Quebec City which allowed the faithful to chase the plow extra and other QRL&P action on this beautiful February 14, 1959 day. Ronald S. Ritchie.*



*Saint-Valentin 1959. Le train de déneigement passe devant la gare de la basilique Sainte-Anne. On peut voir les changements : la locomotive électrique No 35 du QRL&P porte le No 230 du CN; l'ancien système de signalisation a été remplacé. D'après le photographe, Ronald S. Ritchie, l'automobile Chevrolet 1958 à gauche du train est la voiture louée à Québec qui l'amena, avec quelques amis, faire des photos du train de déneigement et d'autres. Photo : Ronald S. Ritchie.*



*Once again the plow, this time heading east. Plow Extra 230 breaks a path at Chateau Richer, Quebec on February 14, 1959. In a month, all electric service will cease and CNR diesels and RDC's will power both passenger and freight on the railway built as the Quebec Montmorency and Charlevoix. Ronald S. Ritchie.*

*14 février 1959. Encore la déneigeuse, cette fois-ci en direction est vers Château-Richer. Dans un mois, la traction électrique sera du passé. Les locomotives diesel et les automotrices du CN prendront en charge le transport des marchandises et des passagers sur cette ancienne ligne construite sous le nom de « Québec Montmorency et Charlevoix ». Photo : Ronald S. Ritchie.*





*21 février 1959. La locomotive No 1026 du CN en tête du train No 176 à l'Ange-Gardien. Cette locomotive du type GMD-1 a été construite par la General Motors Diesel de London, Ontario. Elle est en service sur des lignes secondaires et traîne un wagon générateur de vapeur afin de chauffer les wagons de passagers.*

*CNR GMD-1 1026 demonstrates the new order on CNR train 176 at Ange Gardien on February 21, 1959. Unit 1026 is a branch-line freight locomotive built by General Motors Diesel in London, Ontario. Behind the 1026 is a GM built steam generator car to provide heat for the coaches behind. Ronald S. Ritchie.*

*CNR GMD-1 1026 and her almost new steam generator mate pass in review on train 176 at Ange Gardien, Quebec. Most CNR diesel road switchers were not equipped with steam generators since the era of the branch-line passenger train was waning. The CNR opted for a separate steam generator car which could be used with a freight service diesel unit. In the case of the CNR Murray Bay train service, Budd RDC's replaced the conventional trains by the early sixties. Ronald S. Ritchie.*



*La locomotive GMD-1, No 1026 du CN, avec un wagon tout neuf générateur de vapeur, est en tête du train No 176 à l'Ange-Gardien. La plupart des diesels du CN n'avaient pas de génératrice de vapeur, car les petits trains de passagers disparaissaient un à un. Le CN avait fait construire des wagons générateurs de vapeur pour chauffer les trains de passagers que l'on pouvait atteler à des locomotives régulières, au besoin. Sur le train du CN de Murray Bay, on remplaça les wagons par des automotrices de type RDC au début des années 1960. Photo : Ronald S. Ritchie.*



*QRL&P 401 is in the clear at Ste. Anne Church, Quebec on a beautiful September 13, 1958. Operating as Passenger Extra 401 west, the vintage interurban car is on the first chartered railway enthusiast excursion on the QRL&P. Car 401 was built in 1902 by the Ottawa Car Company and is part of the CRHA collection at Exporail. The CRHA also obtained car 105, an 1889 Jackson and Sharp combine-trailer. Ronald S. Ritchie.*



*13 septembre 1958. La voiture 401 du QRL&P est en gare à la basilique de Sainte-Anne-de-Beaupré par une magnifique journée ensoleillée. Cette voiture classique interurbaine transportait alors des groupes d'amateurs du rail dans le cadre d'une première excursion organisée par le QRL&P. La voiture 401, construite en 1902 par la Ottawa Car Company, fait maintenant partie de la collection de l'ACHF du musée Exporail. Également préservée au même musée, la voiture de type remorque combinée No 105, construite en 1889 par Jackson and Sharp. Photo : Ronald S. Ritchie.*



*End of wire. QRL&P Passenger Extra 401 east has reached the end of catenary at St. Joachim, Quebec on the CRHA charter of September 13, 1958. Enthusiasts disembark to lens one of the last runs of a wooden 400 series car. By March 1959, it would all be history. Ronald S. Ritchie.*

*Septembre 1958. La fin du fil électrique. On voit ici la voiture 401 du QRL&P, qui s'est rendue au bout du système d'alimentation électrique, à Saint-Joachim, lors d'une excursion de l'ACHF. Les amateurs sont descendus du train afin de capter des photos de l'un des derniers voyages d'une voiture en bois de la série 400. En mars 1959, tout cela aura disparu. Photo : Ronald S. Ritchie.*





No, this not an electrified CNR-CPR pool train! Behind Palais station in Quebec City, this July 6, 1952 view shows a CPR pilgrimage train which has just arrived from Ste. Anne de Beaupre. Pilgrimage trains from both CNR and CPR origins were big business on the QRL&P (especially around the feast day of Ste. Anne) and often featured older wooden passenger equipment hauled by the bigger QRL&P electric motors. Ronald S. Ritchie.

6 juillet 1952. Non, il ne s'agit pas d'un train mixte CN/CP électrifié! Cette photo a été prise derrière la gare du Palais, à Québec. Il s'agit d'un train de pèlerins, avec des wagons du CP, qui arrive de Sainte-Anne. Les trains de pèlerins en provenance du CN et du CP étaient fort rentables pour le QRL&P, surtout à l'occasion de la fête de la bonne sainte Anne, le 26 juillet. Ces convois étaient souvent constitués d'antiques wagons en bois tractés par les plus grosses locomotives électriques du QRL&P. Photo : Ronald S. Ritchie.

Summer 1951 at St. Paul Street station. The familiar Legaré Ltee. building provides the classic backdrop for 1930 Ottawa built car 452 on the platform flanked by motor 33 and older Ottawa car 405. The aging lower St. Lawrence interurban is in the final decade of its existence and is now under CNR control. Car 452 will soon head for St. Joachim-another fine ride on the Chemin de fer de la Bonne Ste. Anne! Ronald S. Ritchie.



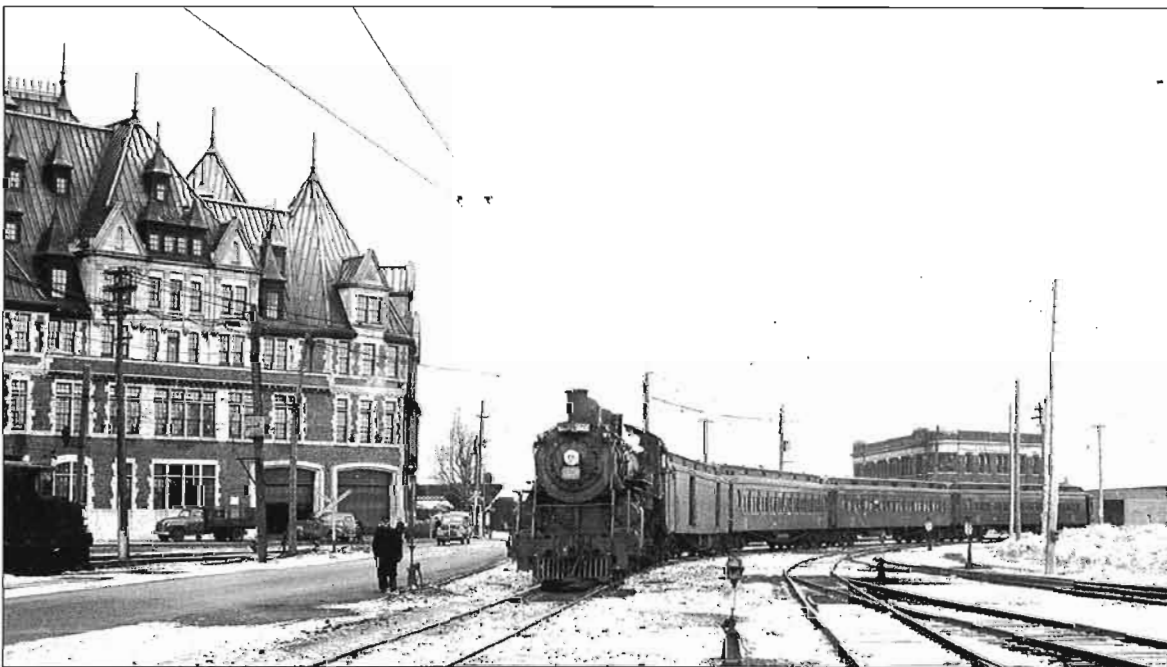
Été 1951. En gare de la rue Saint-Paul, à Québec, avec l'édifice Légaré à l'arrière-plan, voici la voiture No 452, construite à Ottawa en 1930. À ses côtés, la locomotive No 33 ainsi qu'une plus ancienne voiture également construite à Ottawa, la No 405. Le seul chemin de fer interurbain dans la région du Bas-Saint-Laurent, maintenant propriété du CN, est dans sa dernière décennie d'existence. La voiture No 452 partira bientôt vers Saint-Joachim pour un autre voyage sur le chemin de fer de la bonne sainte Anne! Photo : Ronald S. Ritchie.





*CNR Train 176 is in the charge of 4-6-0 1397 leaving Giffard for Murray Bay in this circa 1950 view. CNR power is running through from Quebec to Murray Bay obviating the need for an engine change from electric to steam at St. Joachim. Ronald S. Ritchie.*

*Vers 1950. Le train No 176 du CN avec une locomotive de type 4-6-0, la No 1397, quitte Giffard en direction de Murray Bay. Le convoi quitte Québec avec sa locomotive à vapeur au lieu de passer de l'électricité à la vapeur à Saint-Joachim. Photo : Ronald S. Ritchie.*



*CNR 4-6-2 5608 is seen here approaching the St. Paul Street station circa the winter of 1950-1951. If the train is CNR 175, 5608 will likely pull into the foreground, then back into Palais Station via the connecting track on the left. CNR 5608 started life as GTR 289 and was built by the Baldwin Locomotive Works in 1912. Ronald S. Ritchie.*

*Hiver 1950-1951. Un convoi du CN avec la locomotive à vapeur de type Pacific 4-6-2 arrive à la gare de la rue Saint-Paul. Il s'agit du train No 175 du CN qui entre en gare, puis recule, dans la gare du Palais en utilisant la voie de communication sur la gauche. Cette locomotive du CN, la No 5608, portait auparavant le No 289 du Grand Tronc. Elle fut construite par Baldwin en 1912. Photo : Ronald S. Ritchie.*



## Canadian Pacific's Wolfe's Cove Tunnel, Quebec City

By Denis Fortier

From Quebec City 901st  
administrative Committee Records, 1930

On May 30th, 1930, the Administrative Committee of the City of Quebec approved the construction report of the Canadian Pacific Railway's new track from Saint-Malo to l'Anse-au-Foulon (Wolfe's Cove). The new track includes a tunnel of 5380 ft (100 feet in excess of 1 mile) running through the historical headland on which is built the city of Quebec. The line provides a direct connection for the Railway's trains between the new port facilities at Wolfe's Cove on the St Lawrence River and the Railway's main Quebec-Montreal line.

The roof of the tunnel is 330ft below the highest point of land above, and the bore required the removal of 80,000 cubic yards of rock and other material.

Work was carried out simultaneously from both ends by the Dominion Construction Company, and on 16 February 1930 drilling was completed, the two teams meeting exactly as planned.

Currently, the interior cement lining of the tunnel has been completed over a distance of 1800ft; hence it is certain that the tunnel will be ready in early May next year.

## Tunnel du chemin de Fer Canadian Pacific sous Les Plaines d'Abraham

Par Denis Fortier

Le 901e rapport du comité administratif  
de la Ville de Québec - 1930

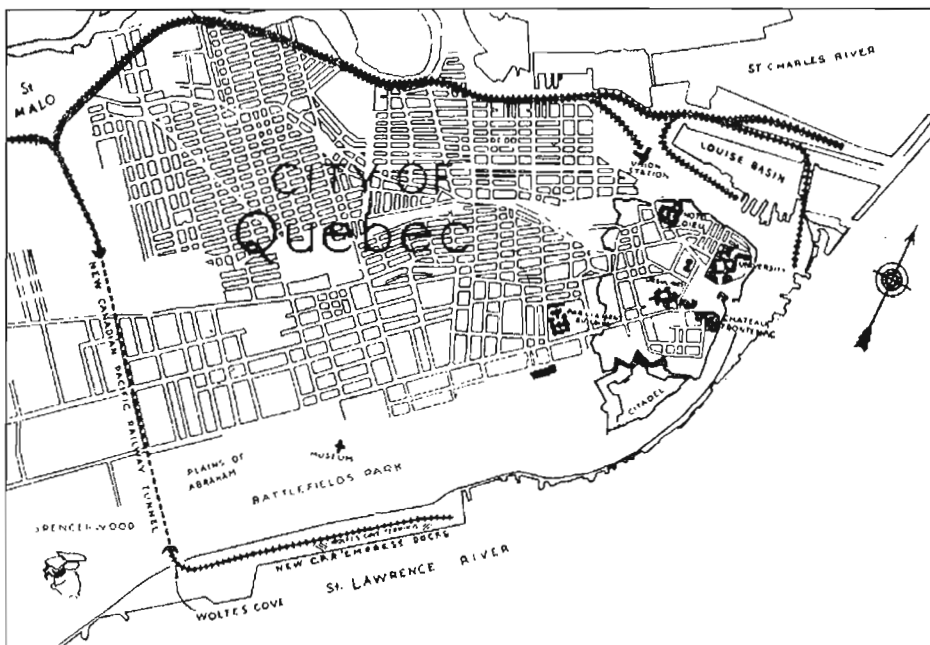
Le 30 mai 1930, le comité administratif recommande l'approbation des plans d'un tunnel qui serait construit entre Saint-Malo et l'Anse au Foulon!

La compagnie de chemin de fer Canadian Pacific a entrepris en 1930 la construction d'un tunnel à travers le promontoire historique sur lequel s'élève la ville de Québec. Ce tunnel s'étend depuis l'anse Wolfe, sur les bords du fleuve Saint-Laurent, jusqu'à sa ligne principale Québec-Montréal. La longueur totale du tunnel est de 1 mille et 100 pieds. Les convois de cette compagnie pourront en conséquence se rendre directement par voie ferrée jusqu'au nouveau port.

La voûte du tunnel est à 330 pieds au-dessous du sommet du rocher à son point le plus élevé, et le percement a nécessité l'extraction de 80 000 verges cubes de pierre et d'autre matériel.

Le travail a été exécuté simultanément à partir des deux extrémités opposées, par la compagnie Dominion Construction Co. Le 16 février 1930, le forage était complété, et les deux équipes se rencontraient au point indiqué.

Le bétonnage à l'intérieur du tunnel est actuellement complété sur une longueur de 1800 pieds et il est désormais certain que ce tunnel sera terminé dès les premiers jours de mai prochain.



Map showing the location of the Wolfe's Cove Branch including the tunnel under the Plains of Abraham. Canadian Railway and Marine World.

Ce plan indique le lieu de la ligne de l'Anse-au-Foulon y compris le tunnel sous les Plaines d'Abraham. Canadian Railway and Marine World.

(Text translated and adapted into English from Administrative Committee records, report 901 [1930], in the Quebec City Archives, as transcribed by Denis Fortier of Cap-a-l'Aigle, Que., on June 2001. He maintains a web page with both French and English content, which is at <http://netrover.com/~capaigle/dfrail.htm>)

Although CPR developed some freight traffic at the Cove, the building of the tunnel was primarily in conjunction with construction of Canadian Pacific Steamships' Wolfe's Cove Harbour Terminal for summer passenger service on the trans-Atlantic route (the winter terminal being at Saint John, N.B.) and the introduction of the new Atlantic 'Empress' ship, the *Empress of Britain*, which also entered service in 1931. While the first train ran through the tunnel on May 26th, the official opening took place June 1st, 1931, coincident with the first docking of the *Empress of Britain*, more than 100,000 people witnessing its arrival.

The new terminal (before they were at the old port) consisted of a long two-level shed along the water's edge to serve steamships, its upper level connected by an aerial walkway to a second building in which were located offices and railway passenger facilities. Under the walkway between the two buildings were a number of tracks used by the Empress Special boat trains which usually ran between Montreal and Quebec. At times, special trains would be assembled destined to western Canada and Vancouver. On the Pacific coast these trains would connect in turn with the CPSS trans-Pacific service -- fulfilling CPR's "Spans the World" and "World's Most Complete Travel System" advertising slogans.

As well as being used by the Empresses, the new terminal also served ships operated by Cunard and other companies.

The reason Quebec rather than Montreal was chosen as the location of the summer terminal for the Empresses was because of the height of the ship's masts: They were too tall to clear the new Jacques-Cartier Bridge, located immediately downstream of the passenger terminals in the Port of Montreal. However, in the early 1950s Montreal did become the main summer ocean terminal for CPSS, after the masts on the ships were shortened to permit passage under the bridge. Liners did continue to call at Quebec, but boat trains became infrequent.

As of 1964, the St Lawrence was kept open year-round above Quebec to Montreal. Nevertheless, in the early 1970s CPR chose to build at the Cove its main Atlantic service intermodal container terminal -- trans-Atlantic passenger service having disappeared by then. It remained there for a relatively short time however; within ten years it was closed, with CPR transferring container operations to Montreal.

The Wolfe's Cove Tunnel continues to have trains running through it. The trains now though are operated by the Quebec-Gatineau Railway, which

Réf. : Les Archives de la Ville de Québec, 16 octobre 2001, par Denis Fortier

Bien que la compagnie de chemin de fer Canadien Pacifique ait développé un certain trafic de marchandises à l'Anse au Foulon, cette construction du tunnel s'est effectuée principalement en conjonction avec la construction du port maritime pour les Empress du Canadien Pacifique, à l'Anse au Foulon, qui transportaient les passagers durant l'été sur la route trans-Atlantique (puisque le terminal hivernal était localisé à Saint-Jean, N.-B.), ainsi que l'introduction du nouveau bateau Empress trans-Atlantique, l'Empress of Britain, mis en service en 1931. Le premier train circula dans le tunnel le 26 mai. L'ouverture officielle eut lieu le 1er juin 1931 avec l'arrivée au quai de l'Empress of Britain, devant plus de 100 000 personnes.

Afin de desservir les paquebots, le nouveau terminal (avant, cela se faisait au Vieux Port) abritait un hangar à deux étages longeant le bord du fleuve, l'étage supérieur étant relié par une passerelle surélevée à un second édifice où se trouvaient les bureaux et les installations pour les passagers. Sous la passerelle s'étendaient les voies ferrées; des trains spéciaux desservaient les paquebots Empress arrivant et partant, normalement pour circuler entre Québec et Montréal, et dans les premiers temps pour Vancouver également. Sur la côte du Pacifique, ces trains se connectaient avec le service trans-CPSS -- remplissant ainsi la mission du CPR : « englober l'Univers » et offrir « le système voyageur le plus complet au monde », tel qu'annoncé.

Le nouveau terminal, tout en étant utilisé par les bateaux blancs Empress, desservait les navires exploités par la ligne Cunard et d'autres compagnies.

La raison principale du choix de Québec plutôt que Montréal pour ce terminal « gare maritime Champlain », en été, était liée à la hauteur des mâts des bateaux blancs Empress. En effet, les mâts étaient trop hauts pour le pont Jacques-Cartier, situé immédiatement en aval dans le port de Montréal. Dans les années 1950, Montréal est devenue le port principal estival pour le terminal océanique du CPSS, les mâts des navires ayant été raccourcis afin qu'ils puissent passer sous les ponts.

Les bateaux blancs continuaient d'accoster à Québec, mais les trains affectés à ces paquebots devinrent moins fréquents.

À partir de 1964, le fleuve Saint-Laurent fut ouvert à l'année entre Québec et Montréal grâce aux brise-glace. Cependant, le CPR choisit de construire son service intermodal atlantique à l'Anse au Foulon, le service de passagers transatlantique ayant disparu à ce moment. Cependant, ce service fut de courte durée : dix années plus tard, le CPR transférait les opérations des conteneurs à Montréal.

Des trains circulent encore dans ce tunnel à l'Anse au Foulon. Ils sont exploités par le Chemin de fer



acquired the CPR route between Quebec and Montreal in 1997.

The tunnel portal at the Cove is just east of Gilmour's Hill; since construction of Champlain Boulevard along the bottom of the cliffs between the Quebec Bridge and Lower Town in the late 1960s it has been hidden from easy view.

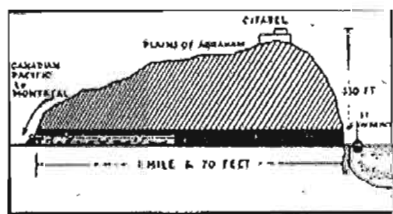
Trains of the CPR were not the first to enter Wolfe's Cove. When it arrived on the scene in 1931, it made a connection with and crossed the tracks of the Canadian National Railways (now designated as the Champlain Spur in CNR timetables). This line was originally built by the National Transcontinental Railway, descending the cliffs from the north shore end of the Quebec Bridge in Ste-Foy to the NTR passenger station beside the river below Dufferin Terrace (adjacent to the location of the present Levis ferry dock).

<http://pages.globetrotter.net/burridge/index.htm>

#### Details of the tunnel construction :

The work was carried out by H.F. McLean Limited. The terms of the Wolfe's Cove contract dictated that construction of the tunnel be completed in eleven months. Within three days of being notified of the awarding of the contract, McLean had moved a small crew to the site. H.G. Acres was consulting engineer and Arthur McLaren was superintendent of the tunnel work. The six-hundred-man crew was housed in railway cars and fed in dining cars that had been brought to the shores of the St. Lawrence River. Early in August, grading commenced for both north and south approaches of the tunnel. In the process, some nine thousand cubic yards of material was moved.

Some of the equipment used for the Grand Falls, New Brunswick, job, such as compressors, electric locomotives and motor generators, was resurrected for Wolfe's Cove. Through limestone and shale, the tunnelling work commenced in two shifts starting from each end. The limestone posed few problems, as it was self-supporting, but the shale posed few problems, as it was self-supporting, but the shale had to be supported with timbers until the concrete lining could be fitted.



Tunnel on Wolfe's Cove Branch,  
Canadian Pacific Ry.

*Profile drawing indicating the depth of the tunnel. Canadian Railway and Marine World.*

*Ce schéma indique la profondeur du tunnel. Canadian Railway and Marine World.*

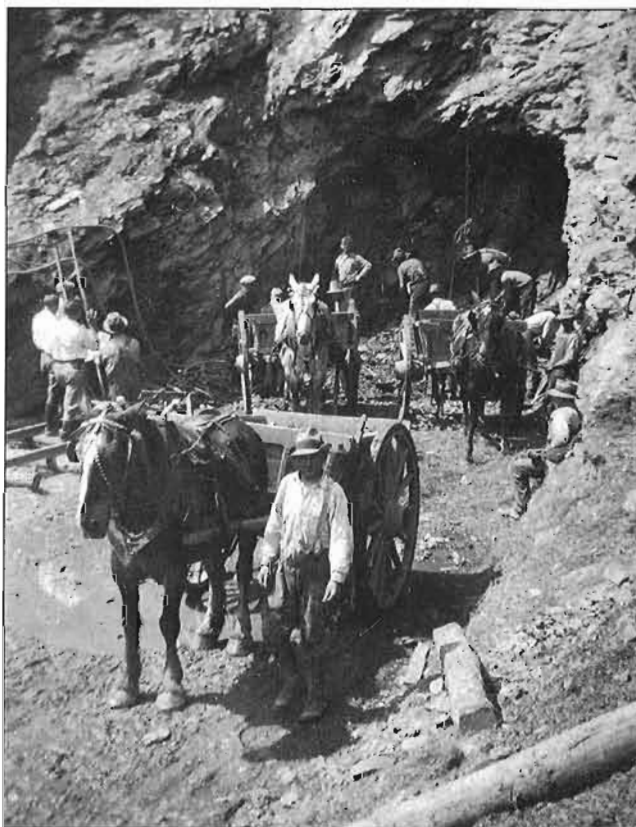
Québec-Gatineau, qui a acquis la route du chemin de fer Canadien Pacifique entre Québec et Montréal en 1997.

Le portique sud du tunnel, localisé à l'est de la côte Gilmour depuis la construction du boulevard Champlain le long de la falaise entre le pont de Québec et la Basse-Ville durant les années 1960, n'offre qu'une vue très limitée lorsqu'on circule devant. Une passerelle pour la piste cyclable enjambe maintenant la voie!

Les trains du CPR n'ont pas été les premiers à circuler à l'anse Wolfe. Au moment de leur entrée en scène, ils traversèrent les voies du chemin de fer Canadien National (maintenant connues sous le nom d'embranchement Champlain dans la table du CN). À l'origine, cette ligne fut construite par le chemin de fer Transcontinental National, longeant la falaise sur la rive nord à partir du pont de Québec à Sainte-Foy, jusqu'à la gare du NTR, au bord du fleuve, sous la terrasse Dufferin (à côté de l'emplacement actuel du quai du traversier de Lévis).

#### Détails de la construction du tunnel

Les travaux ont été exécutés par H.F. McLean Limited. Les termes du contrat de l'Anse au Foulon spécifiaient que le tunnel devait être complété en 11 mois.

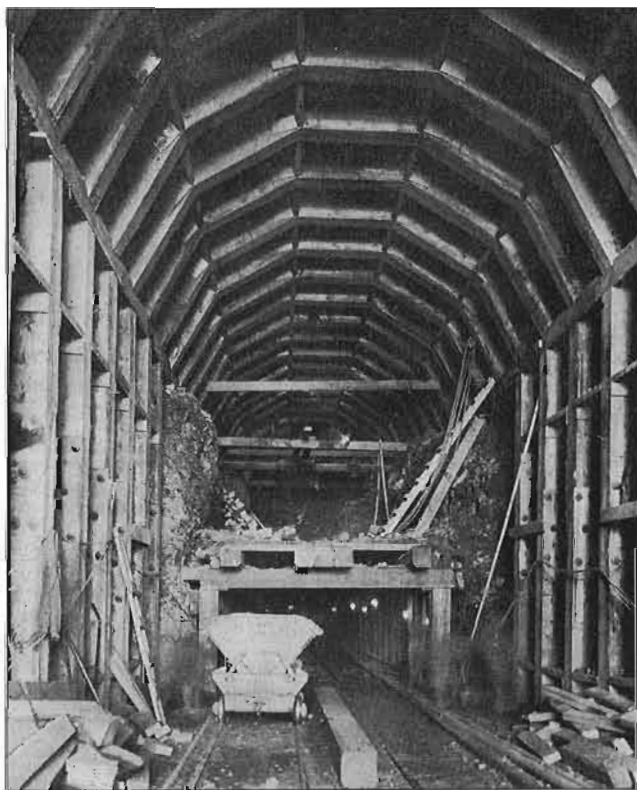


*Photo with horses and men working: - South portal, Wolfe's Cove Tunnel August 6, 1930. Library and Archives Canada PA 212856.*

*Photographie montrant les chevaux et les hommes au travail. - Vue du portique sud à l'Anse-au-Foulon le 6 août 1930. Librairie et Archives Canada PA 212856.*

Detonation of several pounds of dynamite marked the start of each twelve-hour shift and the headings advanced about sixteen feet each day. Once sufficient progress had been made, blowers were used for ventilation – to clear the dust and gases resulting from the explosion – and the heaps of muck were sprayed with water so that the workers would not be harmed by the dust. Considerable progress was made with the drilling, blasting and mucking operations, with the mockers racing to load up to twenty muck cars an hour to keep the heading clear for the drillers. The muck at the south end was used as fill at the waterfront. Drilling was completed on February 16, 1930, as the two crews met underground. Progress was described as “satisfactory”. The engineers estimated that the entire tunnel would be completed within six weeks.

At the end of March the workers were directed to pick up the pace. The work had to be expedited as the arrival date of the ship *Empress of Britain*, was moved forward from the end of June to the beginning. Five concrete-mixing stations were established, one at either end of the tunnel and three inside. Cars delivered concrete to the interior mixing stations, and the sand and rock, in proper proportions for a batch, were shot through



*Woodwork in place during tunnel construction. – Timber lining in place during tunnel construction of the Wolfe's Cove Tunnel. Canadian Railway and Marine World.*

*Mise en place d'un support en bois durant la construction du tunnel. – Des poutres en bois longeaient l'intérieur du tunnel lors de sa construction à l'Anse-au-Foulon. Canadian Railway and Marine World.*

Trois jours après avoir obtenu le contrat, McLean installa une petite armée sur le site. L'ingénieur consultant était H.G. Acres et le superviseur du chantier, Arthur McLaren. L'équipe de 600 hommes était logée dans des voitures-voyageurs et nourrie dans des voitures-restaurant placées près des berges du Saint-Laurent. Au début d'août, la dénivellation débuta tant du côté nord que sud, avec l'extraction de plus de 900 verges cubes de roche.

L'équipement de la compagnie qui avait été utilisé à Grand Falls, au Nouveau-Brunswick – compresseurs, locomotives électriques et moteurs de génératrices – fut transporté à l'Anse au Foulon. À chaque extrémité du tunnel, les travaux débutèrent, avec deux équipes perçant le calcaire et l'argile. Le calcaire présentait peu de problèmes, ce type de roche se supportant elle-même, mais il fallait soutenir l'argile avec des poutres avant de couler le ciment.

Des détonations suivant l'explosion de plusieurs livres de dynamite marquaient le début des quarts de 12 heures et le projet avançait de 16 pieds par jour. On utilisait régulièrement des ventilateurs pour éliminer la poussière et les gaz résultant de l'explosion, et on arrosait d'eau les tas de boue afin d'éviter aux travailleurs les désagréments de la poussière. On progressait au rythme des opérations de forage, de minage et de nettoyage, et les travailleurs remplissaient 20 wagons de boue à l'heure afin de garder les devants propres pour les foreurs. La boue du côté sud fut utilisée pour remplir les remblais le long du fleuve. Le forage fut complété le 16 février 1930, jour où les deux groupes de travailleurs se rencontrèrent sous terre. Les progrès furent décrits comme « satisfaisants ». Les ingénieurs estimaient alors que le tunnel serait complété six semaines plus tard.

À la fin de mars, on exigea que les travailleurs augmentent la cadence. L'urgence : l'arrivée du paquebot *Empress of Britain*, qui avait été devancée au début de juin plutôt qu'à la fin de ce mois. On érigea en vitesse cinq postes de mélange du ciment, un à chaque extrémité du tunnel et trois à l'intérieur. Des wagons transportaient le ciment à l'intérieur des postes, et le sable et la roche, dans les proportions voulues pour le mélange, étaient versés dans les trous du forage de 185 à 200 pieds à partir d'une passerelle, afin que la livraison d'agréments n'interfère pas avec les opérations de nettoyage. À chaque poste, les mélangeurs de ciment étaient supportés par des colonnes de bois, chacune avec une plate-forme supérieure et une autre inférieure. Les trains de boue circulaient en-dessous de la plate-forme inférieure, sur laquelle se trouvait le mélangeur de ciment. On déposait le ciment sur la plate-forme supérieure, qui servait d'appui pour les wagons-trémies, lesquels envoyaient des agrégats à travers une chute vers le mélangeur. L'appareil plaçant le ciment recevait des quantités fixes du mélangeur.

Lorsque le ciment devait protéger le tunnel contre les intempéries, on en mettait 1 pied d'épaisseur,



well drill holes from one hundred and eighty-five to two hundred and fifteen feet in length from a roadway above, so the delivery of aggregate would not interfere with mucking operations. At each station, the concrete-mixing equipment was supported on wooden towers, each with an upper and a lower platform. Muck trains ran underneath the lower platform, upon which the concrete mixer was located. The upper platform was used to store cement as well as to act as a buttress for a hopper, which passed aggregate through a chute to the mixer below. The concrete placer received set amounts of concrete directly from the mixer.

Where concrete was used to inhibit weathering, a one-foot-thick lining of plain concrete was applied; if there was any concern about potential stresses from any other cause, an extra three inches was added and the concrete was reinforced. Three alcoves were cut into the tunnel so that workers could stand clear of the trains.

Water seepage through the rock was evident in much of the tunnel and was cause for concern during the lining process. Worries that the green concrete would become wet and fail to set properly were allayed through the use of ten thousand square feet of sheet metal, applied to the arch behind the timber to shed the water and allow the concrete to set. The entire tunnel was lined in concrete at the rate of twenty feet at each end on alternate days; it was reinforced with steel in the timbered shale sections. Inevitably, accidents occurred on the Wolfe's Cove project.

Ref.: pp. 140-143 – Building an Empire – Teresa Charland

et pour contrer les bris potentiels provenant d'autres causes, on mettait 3 pouces additionnels afin de renforcer le ciment. Trois niches furent taillées dans le tunnel afin de permettre aux travailleurs d'éviter le passage des trains.

Le suintement de l'eau à travers les rochers dans le tunnel causait des inquiétudes. On décida de placer 10 000 pieds carrés de plaques de métal derrière les poutres de bois pour permettre au ciment de prendre forme. Tout le tunnel fut couvert de ciment à chaque extrémité en alternance, à raison de 20 pieds chaque jour. Inévitablement, des accidents se produisirent durant la construction de ce tunnel à l'Anse au Foulon.

Réf. : pp 140143 – 'Building an Empire – Teresa Charland



*Canadian Pacific Hudson type steam locomotive 2813 posed for the official opening of the Wolfe's Cove Tunnel on June 1, 1931. Canadian Pacific Archives A35897.*

*La locomotive à vapeur 2813 type Hudson du Canadien Pacifique en premier plan lors de la cérémonie d'ouverture du tunnel à l'Anse-au-Foulon le 1 juin 1931. Archives du Canadien Pacifique A35897.*

## ANECDOTES CONCERNING THE CPR TUNNEL UNDER THE PLAINS OF ABRAHAM

By Jean F. Bertrand

My father-in-law was a CPR engineer in Quebec City during the thirties till March 1968. Travelling in the tunnel from the south to the north was quite adventurous with steam engines. The challenge to engineers leaving Wolfe's Cove was to negotiate the speed restricted diamond and sharp curve just before entering the tunnel with its ascending grade and slippery rails. Steam trains were not able to gather speed from the south in order not to derail on the sharp curve or crossing the diamond. They would then engage slowly in the tunnel and negotiate the ascending hill without being able to accelerate on slippery rails. Smoke from the locomotive would gather quickly in the engine cab at this low speed in a closed environment.

## ANECDOTES SUR LE TUNNEL CPR À QUÉBEC SOUS LES PLAINES D'ABRAHAM

Par Jean F. Bertrand

Mon beau-père a été mécanicien de locomotives au CPR à Québec du début des années 1930 jusqu'en mars 1968. Il me racontait que traverser le tunnel en train du sud vers le nord était toute une équipée à cette époque... des engins à vapeur. Rappelons qu'il y a un croisement de voies juste au sud du tunnel, qu'il faut négocier une courbe serrée de la voie et qu'il y a, en plus, une pente ascendante vers le nord. Les trains à vapeur qui s'engageaient dans le tunnel par le sud ne devaient pas prendre beaucoup de vitesse afin de ne pas dérailler dans la courbe ou sur le croisement. Ils s'engageaient donc lentement dans le tunnel et la pente ascendante limitait la possibilité d'accélération sur les rails humides. La fumée

The locomotive staff would wet pieces of cloth with water from the locomotive and place them on their faces in order not to breathe the smoke. There was so much smoke at times, they did not know if they were still advancing. They would then extend their arms from the locomotive to touch the walls and see if they were still advancing or were stalled. This is the main reason CPR dispatched a diesel locomotive to Quebec City tunnel, as soon as it was available. From that moment on, with passenger trains pulled by steam engines, a diesel would help this train through the tunnel in order not to incommode the passengers with smoke.

Both tunnel entrances were equipped with large doors. These doors were closed when big snow storms were predicted in order to prevent the snow piling up in the tunnel and changing to ice with the milder temperature inside the tunnel. It was the maintenance-of-the-way employees job to take care of this situation. In the beginning of the 60's, a switcher was dispatched to do some work for clients at Wolfe's Cove. The maintenance of way employees had forgotten to open the doors which had been closed the day before. The engineer of the switcher did not see them in time and rolled right through them. They were never rebuilt.

This anecdote was told to me by a CPR engineer who worked from 1955 till 1995 and lives near my place.

My father worked for an enterprise which was located at the south portal of the tunnel and witnessed this accident. On a winter day in the 1970's, a long container train engaged in the tunnel at Wolfe's Cove.



*Aerial view of the container terminal at Wolfe's Cove as it appeared on April 26, 1972. Canadian Pacific Archives E 2137-22.*

*Vue aérienne du port intermodal à l'Anse-au-Foulon prise sur le vif le 26 avril, 1972. Archives du Canadien Pacifique E 2137-22*

de la locomotive pouvait entrer facilement dans la cabine de pilotage à cette basse vitesse, dans un lieu clos. Les employés mouillaient donc des morceaux de linge avec de l'eau de la locomotive et ils les plaçaient devant leur visage pour ne pas trop respirer de fumée. Ils avaient la vue tellement voilée qu'ils ne savaient parfois plus s'ils avançaient toujours. Ils étiraient alors le bras hors de la locomotive pour toucher le mur du tunnel et voir s'ils avançaient ou s'ils étaient arrêtés. Pour cette raison, le CPR assigna à Québec une de ses locomotives diesel dès que celles-ci furent disponibles. À partir de ce moment, lorsque des trains de passagers menés par des locomotives à vapeur sortaient du Foulon, une locomotive diesel allait les aider à passer le tunnel pour ne pas trop enfumer les passagers.

Les deux entrées du tunnel étaient munies de grandes portes. Ces dernières étaient fermées lorsque des tempêtes de neige étaient annoncées afin d'éviter qu'elle ne s'engouffre dans le tunnel et ne se change en glace avec la température plus douce qu'il y faisait. Les employés de la voie (sectionnaires) étaient chargés d'effectuer cette tâche. Au début des années 1960, un train de manœuvre (switcher) fut un jour envoyé au Foulon pour desservir des clients. Les employés de la voie avaient oublié d'aller ouvrir les portes qu'ils avaient fermées la veille. Le mécanicien n'a pas vu à temps que le tunnel était fermé et la locomotive a défoncé les portes, qui n'ont jamais été reconstruites. Celles à l'extrémité sud du tunnel ont été enlevées. Cette anecdote m'a été racontée par un mécanicien de locomotive du CPR qui a travaillé de 1955 à 1995.

Mon père travaillait dans une entreprise localisée à l'extrémité sud du tunnel et il a été témoin de l'accident suivant. Un jour d'hiver, dans les années 1970, un long train de conteneurs s'est engagé dans le tunnel en quittant l'Anse au Foulon. À un certain moment, l'air des freins est tombé pour une raison quelconque et le train s'est arrêté. Le dernier wagon obstruait la presque totalité d'un passage à niveau. Un individu intrépide et furieux d'être retardé par ce train a décidé de passer derrière le dernier wagon. Malheureusement pour lui, il a dû longer la traverse et les roues de sa voiture se sont enlisées dans la neige en plein sur le passage à niveau. Le mécanicien du train a pu rapidement remettre l'air dans les conduites, de sorte que le jeu des attelages (arrêt brusque et pente vers le sud) a fait que l'arrière du train a reculé de quelques pieds... et l'attelage du dernier wagon a enfoncé la porte de l'automobile.

Un employé de la voie, qui a été engagé par le CPR en 1966 et qui a pris sa retraite dernièrement avec le QGRY, a raconté à mon fils, employé du QGRY, que les employés engagés pour travailler dans le secteur de



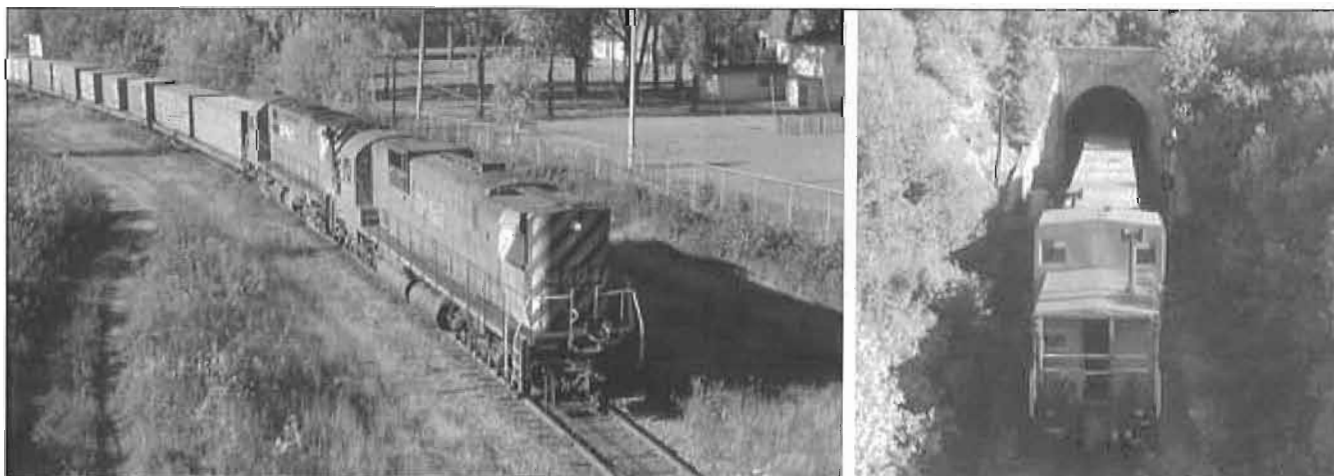
For an unknown reason the air in the line brakes emptied and the train stopped. The last car blocked almost entirely the grade crossing. A furious and frustrated motorist being delayed by the train decided to pass behind this last car. Unfortunately for him, he had to go along the ties and the wheels of his car were caught in the snow on the grade crossing. Meanwhile the train engineer was able to engage the air in the hoses and with the slack in the couplers (quick stop and the ascending hill) the back of the train started to backup a few feet and the coupler of the last car wrecked the door of the car.

A track employee who was hired by the CPR in 1966 and retired recently with the QGRY, told my son, who is now a QGRY employee, that the newly hired maintenance-of-way employees in the Quebec City region were initiated by working in the tunnel. They were brought at one end of the tunnel with their lunch and a pair of pliers and were asked to insure that all bolts and nuts on the track were properly tightened from one end of the tunnel to the other. They were then picked up at the end of the day. The new employee was alone in the tunnel during the whole day with rats and bats.

After the war, a yardmaster and ex-military man, a certain Éloi Aubin, came up with the idea of using a gas mask for the engineers of steam engines running through the tunnel. He asked the engineer of a switcher to run at 15 miles per hour while he stayed on a gondola behind the steam engine. Unfortunately, it seems the engineer misunderstood the order and ran the engine at 5 miles per hour. Mr. Aubin was half-conscious when pulled out the engine, being intoxicated by the smoke and was transported to the hospital. There were no more tests with the gas masks and the project was abandoned!

Québec étaient « initiés » en étant affectés au tunnel. On les amenait à une extrémité du tunnel avec leur lunch et une paire de pinces, et on leur demandait de s'assurer que tous les boulons des joints de voies étaient adéquatement vissés d'un bout à l'autre du tunnel. On allait les chercher en fin de journée à l'autre bout du tunnel. Le nouvel employé passait la journée seul dans le tunnel, avec les rats et les chauve-souris.

Après la guerre, un contremaître de cour de triage et ancien militaire, un dénommé Éloi Aubin, a eu l'idée d'utiliser des masques à gaz pour protéger les employés qui avaient à conduire les trains dans le tunnel. À titre d'essai, il demanda au mécanicien d'un train de manœuvre de repartir du Foulon et de rouler à 15 milles à l'heure alors que lui s'installait sur un wagon-tombereau derrière la locomotive à vapeur. Or, il semble que le mécanicien ait mal compris la consigne et ait roulé à 5 milles à l'heure. À la sortie du tunnel, M. Aubin était semi-inconscient et a dû être transporté à l'hôpital, intoxiqué par la fumée de la locomotive. Il n'y a pas eu d'autres essais et l'utilisation des masques à gaz a été reléguée aux oubliettes!



*Railway traffic in the tunnel during the 1970's – These two photos were taken by Adrien D'Astous showing a CP container train entering the north portal on the 10th. of October 1976.*

*Traffic ferroviaire dans le tunnel dans les années 1970 – Ces deux photos ont été prises par Adrien D'Astous le 10 octobre 1976 montrant un train 'container' du CP entrant dans le tunnel par le portique nord!*

### CTC AT CADORNA TOWER, NEAR SAINT-VALLIER STREET, IN 1931

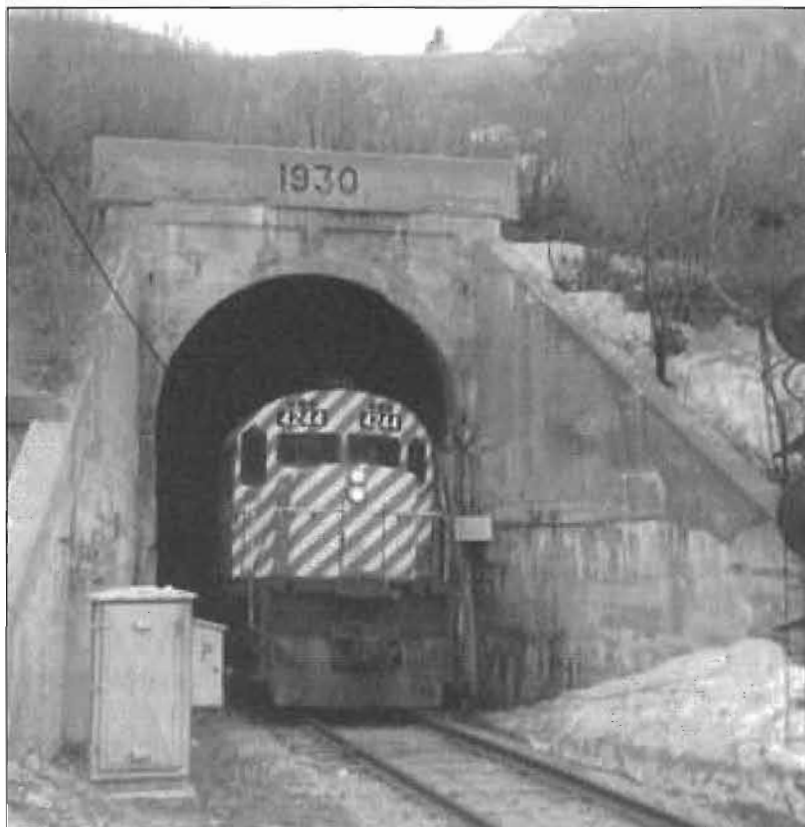
- There were signals controlling each end of the tunnel. These signals just served to protect the tunnel, because they did not control any switches.
- There was a phone in the tunnel for the operator, in case of emergency. It was located in the middle of the tunnel.
- There was an approach signal, for the CN diamond, located at 1400 feet at the south entrance of the tunnel. This signal just gave two indications: green or yellow. According to a 'CPR interlockings technical book', this signal was removed on the 13th. of March 1950.

*Jean-F Bertrand*  
2008-01-03

### CCC À LA TOUR CADORNA, PRÈS DE LA RUE SAINT-VALLIER, 1931

- On utilisait des signaux pour contrôler chacune des entrées du tunnel. Ils ne servaient qu'à protéger le tunnel, puisqu'ils n'agissaient sur aucun aiguillage.
- Il y avait un téléphone dans le tunnel pour communiquer avec l'opérateur, en cas d'urgence. Il était situé au milieu du tunnel.
- On avait installé un signal d'approche pour le cœur double avec le CN au sud du tunnel. Ce signal ne comportait que deux indications possibles : vert ou jaune. Il était situé à 1400 pieds de la sortie du tunnel. Ce signal a été enlevé le 13 mars 1950, selon un autre document technique sur les interlockings du CPR.

*Jean-F Bertrand*  
2008-01-03



*Canadian Pacific 4244 exiting the north portal circa 1977 with a container train in tow. Photo Marc-Andre Bertrand.*

*La locomotive 4244 du Canadien Pacifique sortant du portique nord dans les années 1977 remorquant un train intermodal. Photographe Marc-André Bertrand.*

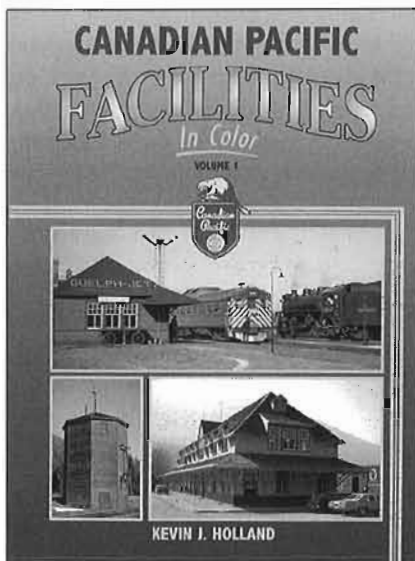


## Book Reviews

### CANADIAN PACIFIC FACILITIES IN COLOUR VOLUME 1

By Kevin J. Holland

*Reviewed by Kenneth Goslett*



Morning Sun books are well known in North American railfan circles. In the fifteen years since publisher Bob Yanoosey published the first of these “slide show” books of colour railway subjects the series has grown to over 250 titles. Originally, a Morning Sun book featured the

photos by several photographers of a single railroad. Subsequently, “Color Guides” appeared which illustrated the rolling stock, both passenger and freight, of a particular carrier. The series then expanded to “Trackside” books which highlighted the work of a single photographer usually in his home area. The latest variation of the Morning Sun theme are the “Facilities” books which are photographic catalogues of the stations, structures, yards and terminals of a particular railway.

Among the newest of the Morning Sun offerings is Canadian Pacific Facilities, Volume 1 compiled by Canadian author Kevin Holland. The book opens with an introductory text complimented by a CPR system map, illustrations of the company’s famous hotels, reprints of travel brochures and photographs intended to set the scene for the chapters to follow.

The first of these chapters is entitled “Urban Terminals” and opens with photos of Montreal’s monumental Windsor Station and former CPR headquarters. Included therein are views of the station concourse, the arrival and departure boards and even the news stand. These are followed by some excellent photos of steam hauled commuter trains at Montreal West and Dorval. Coverage then moves to Quebec City’s Palais Station and Toronto Union. Again both exterior and interior views are presented. Thematically the volume

moves east to west and accordingly Winnipeg Station is followed by photographs of “The Canadian” in front of the Palliser Hortel in Calgary.

The book’s next section is entitled “Division Point Stations” and opens with an elevated perspective of the station and shop complex at Nelson, British Columbia. The reader then begins an east to west journey that commences in Kentville, Nova Scotia, sweeps through McAdam, New Brunswick to North Bay, Ontario and on to Revelstoke, B.C. Along the way we stop a various northern Ontario and prairie province division points.

The subsequent section on “Rural Stations” contains 46 various small town stations and this time the buildings are arranged by type (CPR had a number of standard plans for stations) rather than geographically.

A short section on “Marine Facilities” follows and focuses on the Windsor to Detroit car float operation, the Great Lakes steamer dock at Port McNicoll, Ontario and the Vancouver terminal of the Pacific Princesses.

The volume’s final section illustrates “Right-of Way and Lineside Infrastructure”. This rather vague title opens into photos of tunnels and snowsheds around Field, B.C. and a brief sampling of bridges, water towers and coaling towers system-wide.

Morning Sun books are known for their good photo reproduction and CPR Facilities, Volume 1 is no exception. Only on two occasions is the colour reproduction suspect and in both cases (p. 6, 76) it involves CP Rail Action Red which appears incorrectly in the images to be a scarlet tone, lacking the appropriate orange hue.

This book will delight railway enthusiasts of all stripes. For the historian there are photos of buildings long since demolished. For the railfan there are ample views of locomotives, both steam and diesel, in action. For the modeler it illustrates countless details that would enhance any model railway. CPR Facilities, Volume 1 is a worthy addition to the enthusiast’s bookshelf. It carries a list price of \$59.95 USD and is available from the gift shop at the Canadian Railway Museum in St. Constant.

### CANADIAN PACIFIC FACILITIES IN COLOUR VOLUME 1

By Kevin J. Holland

ISBN:

Published by Morning Sun Books

Scotch Plains, NJ, U.S.A.,

Price (hardback) \$ 69.95

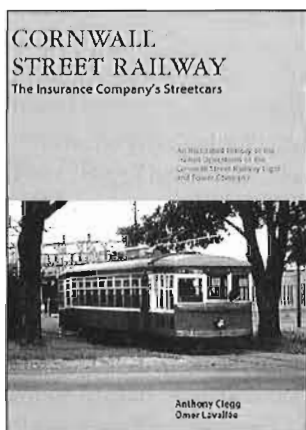
This book is available at the Exporail Boutique

## CORNWALL STREET RAILWAY

The Insurance Company's Streetcar

By: Anthony Clegg & Omer Lavallee

Reviewed by: J.R. Thomas Grumley



This 102 page, 8 ½ x 11” format (available in both hardcover and soft cover) is another traction related release from Railfare DC Books by well known authors Tony Clegg and the late Omer Lavallee. The book is printed in a glossy format.

The book offers the reader a well documented history both pictorially and in words, the 75 year

existence of this small street railway and freight service that served the citizens of this small industrial town and later to become the city of Cornwall in 1945. Cornwall is located 110 kilometers (70 miles) southwest of Montreal. Little known to most people, for virtually all its existence, the Cornwall Street Railway was owned by the Sun Life Assurance Company of Canada, of Montreal.

The authors provide a brief history of the industrial complexities of the town leading up to the introduction of electric streetcar service on July 7, 1896 after previous unsuccessful attempts.

What follows in Sections 5 through 11, is a chronological history of the line supported by many excellent and varied black & white photos including numerous winter scenes. There are many clearly illustrated maps and diagrams to assist the reader in familiarizing himself with the company and the extent of operations within Cornwall. Like many streetcar properties of the time, the Cornwall Street Railway established St. Lawrence Park as a recreation destination for the citizens and tourists of Cornwall and is well documented by the authors in text and photos.

Section nine of the book addresses the introduction of Cornwall's trolleybuses in 1949 coincident with the termination of the street railway service. A map of trolley bus routes is provided to assist the reader.

Sections ten and eleven address the two decades of electric freight service provided to the industries of Cornwall after the cessation of streetcar service and leading up to the takeover by the Canadian National Railways and subsequent last day parade on October 9, 1971. While the vast majority of photos are black & white there are, nevertheless a few good colour photos.

The last section address the roster of rolling stock and this section is the only detraction from an otherwise excellent book. While the roster is complete, it is however, complex and hard to read and follow. But in all fairness, almost each streetcar acquired by Cornwall, had a previous life of its own as most acquisitions of equipment were from other streetcar properties and very little was purchased “new”. Therefore, it is difficult to provide a history of each car especially when the cars come from many sources and are disposed of to many sources.

Notwithstanding the aforementioned, Cornwall Street Railway is a must for every traction fan's library.

The author states that while 17 years have passed between the time the material was completed and its publication this year, the death of Omer Lavallee had put the manuscript in abeyance for a period of time. However the new partnership between Railfare and DC Books has allowed Railfare to publish the material with the addition of previously unavailable photos and up to date items of interest.

## CORNWALL STREET RAILWAY

The Insurance Company's Streetcar

By: Anthony Clegg & Omer Lavallee

ISBN: 978-1-897190-26-5 (H), 978-1-897190-25-8 (S)

Published by Railfare-DC Books

Price (hardback) \$49.95, (softback) \$29.95

These books are available at the Exporail Boutique



## POINT ST. CHARLES SHOPS

by Michael Leduc

Reviewed by Lorne Perry

66 Pages, soft cover, 5 ½ by 8 ½ inches, black & white

This booklet is one of a series dealing with aspects of railroading in the Montreal area. Mr. Leduc's interest in “The Point” was triggered by his acquaintance with many of its former employees, including his father. It is

illustrated by 44 photos ranging over 140 years; plus reproductions of a number of relevant plans and documents.

The text is concise and informative concerning its history, activity, surrounding neighbourhood and corporate changes over the years. It was a sad day when all activity relating to construction and overhaul of railway cars and locomotives ceased in 2003. CN had earlier consolidated all such activity at Transcona (near Winnipeg) for Canada, and Homewood, Illinois (not far from Chicago)



for its US lines. From 1995 the premises had been under the control of Alstom (later Alstom) under a plan to provide continent-wide services to railways. This proved to be uneconomic.

Not well known is the extent to which locomotive construction was undertaken at the Point. Grand Trunk, the first owners, built hundreds of locomotives and cars there, and CN continued the practice on a much smaller scale. Freight car construction was also carried out under the subsequent ownership.

Reference is made to the adjacent coach yard, freight yard and diesel maintenance shop, which still play an

active role in CN and VIA operations.

The booklet suffers somewhat from an unhappy choice of paper stock resulting in rather muddy reproduction of the photos.

#### POINT ST. CHARLES SHOPS

by Michael Leduc

ISBN: 978-0-9698705-4-8

Published by Michael D. Leduc Enr.

Dollard des Ormeaux, QC

Price (softback) \$ **12.95**

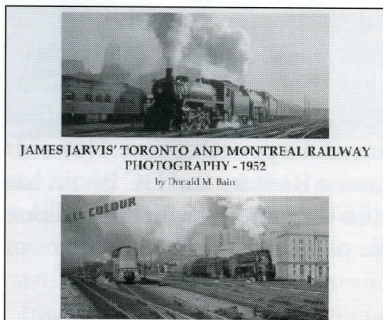
This book is available at the Exporail Boutique

### JAMES JARVIS' TORONTO AND MONTREAL RAILWAY PHOTOGRAPHY – 1952

By Donald M. Bain

Reviewed by Lorne Perry

37 pages, glossy stock, soft cover; 8.5 by 11 inches



Every time a new book comes out concerning the latter days of steam in Canada, I learn things. This time I found out that CPR had at least one locomotive with dual headlights (2527, as an experiment), and

that the reason the CNR bullet-nosed Mountains lost their conical smokebox fronts when they went west, was that the heat of the oil-fired boiler cracked them.

I also learned some new words (new to me, that is): “planished” and “reticulated”. To find the meaning one has to refer to a fat dictionary. Planished means the smooth finish on sheet steel boiler jacketing, and reticulated describes a network, such as the gas

distribution piping throughout Toronto. My education has been upgraded.

This booklet is entirely in colour, with excellent reproduction of 41 photos of locomotives, half of them, however, without trains behind. They were all shot within a limited time frame in 1952 when James Jarvis visited Canada, and are confined to just a few locations. For example, the Royal York Hotel in Toronto looms up in the background of 19 photos.

One redeeming feature is the very extensive, and accurate, photo captions, which provide detailed descriptions of the developmental history of the locomotive, its train, and some scraps of railway history concerning the route and major buildings shown. There is also a useful map of the Toronto area rail routes, but no such map for Montreal.

### JAMES JARVIS' TORONTO AND MONTREAL RAILWAY PHOTOGRAPHY – 1952

By Donald M. Bain

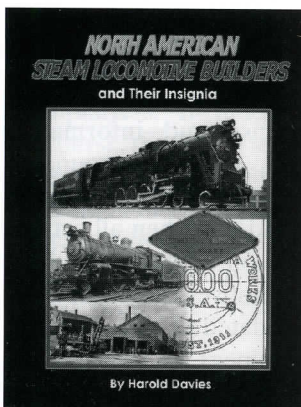
ISBN:

Published by British Railway Modellers of North America

Calgary, Alberta T2L 1V4

Price (softback) \$ **35.00**

This book is available at the Exporail Boutique



### NORTH AMERICAN STEAM LOCOMOTIVE BUILDERS AND THEIR INSIGNIA

By Harold Davies

Reviewed by Lorne Perry

Hard Cover, 266 pages including bibliography and index, 8 3/4 by 11 1/2

It has long been amazing to me how often it is those with a British background and education who take up a relatively obscure

subject, research it ad infinitum, and turn all that into a fascinating and readable book.

The author of this one, Harold Davies, was born in Bristol, England and grew up in the company of Great Western steam locomotives. He came to the U.S. in 1950 after earning degrees in mechanical and aeronautical engineering.

His book is the product of nearly 40 years of study and collecting relating to North American locomotive builders and the data plates they attached to their product. It will



be of particular interest to Canadians because, in addition to the major U.S. builders who produced many steam locomotives for Canadian railways, it chronicles the history of the various Canadian builders and provides a scan of their product.

Over two hundred builder's plates are shown, ranging over the entire history of steam locomotive construction, plus hundreds of photos of steam locomotives and the factories where they were built. Reproduction is in black and white, on glossy stock, providing good definition.

The "Big Three"; Baldwin, ALCO and Lima, are covered in 36 pages, followed by the early and smaller builders, some small hopeful contenders, the industrial

loco builders, the Canadians and the railroad companies themselves as builders.

You would need to be really interested in the history of steam locomotives to acquire this volume, but if you are, you cannot afford to be without it.

#### NORTH AMERICAN STEAM LOCOMOTIVE BUILDERS AND THEIR INSIGNIA

By Harold Davies

Library of Congress Number 0-9766201-2-X

Published by TLC Publishing, Inc.

Price (hardback) \$ 43.95

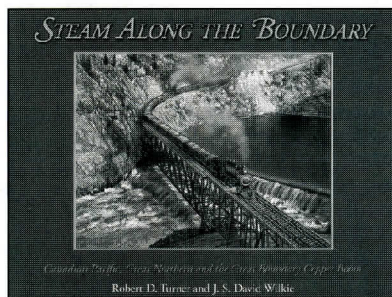
This book is available at the Exporail Boutique

### STEAM ALONG THE BOUNDARY

Canadian Pacific, Great Northern and the Great Boundary Copper Boom

By Robert D. Turner and J. S. David Wilkie

*Reviewed by David W. Johnson, Ph.D.*



The mountain ranges and rivers of Southern British Columbia run north and south, yet the Canada-United States border runs east and west.

Within the mountains on both

sides of the border between the Columbia River to the east and the Okanagan Valley to the west, were locked many veins of minerals, and this book is about the relatively short period in the early twentieth century in which men sought to extract those minerals. One factor in the profitability of recovering metals from the mineral wealth of the area is the availability of transportation of the ores or concentrates to the smelters, and the metals to the consumers. Thus it was the advent of the railways in the Boundary region that created the conditions that permitted the mining boom.

Robert Turner and the late Dave Wilkie, both recipients of the C.R.H.A's Lifetime Achievement Awards, present a detailed account of the rapid development of the Canadian Pacific and the Great Northern railways in Southern British Columbia to access the potentially rich traffic base that would be created if the mines were developed. Communities such as Greenwood, Grand Forks, Phoenix and Republic all grew to several thousand people as the mines and smelters were built. The two railways competed for the resulting traffic, in sometimes a very confrontational manner, as in the disputes at Grand Forks, where the CPR refused to buy land from local speculators for a station and built it on

the outskirts of town instead. It was also at Grand Forks that the Kettle Valley Railway, later a part of the CPR, blocked the diamond crossing installed by the Great Northern. Also there was an armed confrontation in the race to get tracks to the community of Republic in northern Washington State.

Mining traffic, combined with heavy grades, dictated that the railways assign their most powerful locomotives to service in the mining region. Canadian Pacific, for instance, used Shays and Consolidations, frequently double-headed, to handle the traffic. Conditions also led to some spectacular accidents, washouts and cave-ins that are documented.

Both railways promised to complete a rail line to Vancouver, and eventually did. The Canadian Pacific Railway was constrained by the border to stay in Canada, thus dictating that their line would be faced with steep grades to get over the mountain passes, whereas the Great Northern Railway was able to cross and re-cross the border following streams and rivers to achieve better grades. Both railways used other lines to complete their southern B.C. mainlines. The CPR utilized their Columbia and Kootenay Railway to east, and the Kettle Valley to the west. The Great Northern used the Spokane Falls & Northern Railway System to the east for their connection to Spokane, Washington, and to Nelson and Rossland in British Columbia, and the Vancouver, Victoria and Eastern Railway from Abbotsford west to New Westminister. In the final configuration GNR relied on running rights agreements with the CPR over the Kettle Valley Railway to reach Hope, and the Canadian Northern to get to Abbotsford. The GNR line from the Boundary to Vancouver never saw much traffic, even though it was promoted as the Great Northern's Third Main Line to the Pacific.

In addition to the coverage of the development of the railways in this area, there is an excellent review of the mining and smelting techniques in use at the time.

The later chapters deal with the decline of the mining industry and the subsequent decline in railway traffic. This resulted in down grading the frequency of service,



then abandonment of sections of the lines, and the operation of the remaining as branch lines. Finally they look at the dieselisation of these routes.

Steam along the Boundary is a detailed account of a relatively little known portion of Canadian railway history. It includes many photographs of the railways, communities and mining facilities of the region, some of the more recent ones in colour. There are maps of the railways through the region, and in many of the communities and areas served. This book would be a useful addition to anybody's library that have an interest

in railway history in British Columbia, or if they are modelling mountain or mining railways.

#### STEAM ALONG THE BOUNDARY

Canadian Pacific, Great Northern and the Great Boundary Copper Boom

By Robert D. Turner and J. S. David Wilkie

ISBN: 978 1-55039-158-9

Published by Sono nis Press

Winlaw, B.C.

Price (hardback) \$49.95

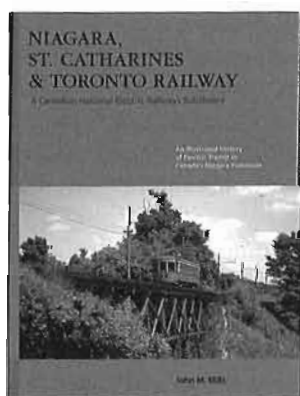
This book is available at the Exporail Boutique

## NIAGARA St. CATHARINES & TORONTO RAILWAY

(A Canadian National Electric Railways Subsidiary)

By: John M. Mills

Reviewed by J.R. Thomas Grumley



The book containing 256 pages in an 8 ½ X 11 inch format (sold in both hardcover and soft cover) is another traction related release from Railfare DC Books by well known author and one of the founding members of the Ontario Electric Railway Association, John Mills. Well designed and easy to read it contains in excess of

300 high quality photos, with more than 40 in color.

There are no less than nine maps and numerous timetables in the book to assist the reader in better understanding the diverse geographical operations of this company in the Niagara Peninsula.

In Chapter 1 the author provides an overview of the St. Catharines Street Railway horse car service built in the surrounding towns and villages and the subsequent electrification of the line starting in St. Catharines in September 1887.

The author in subsequent chapters systematically describes all elements of the NSC&T including the Lakeshore and Welland Divisions which was originally developed for its freight potential. Also the author describes both the St. Catharines and Niagara local lines in detail.

The roster broken down by freight, passenger and work equipment has been clearly laid out and is easy to understand and provides a wealth of information for each piece of equipment. Ample photos are used to complement the roster.

One chapter is dedicated to the company's

navigational business working in concert with the electric cars to provide day trips to individual customers and organized groups who wished to spend a pleasant day at Lakeside Park, Port Dalhousie or schedule a steamer day trip to Toronto where a line of TTC streetcars would be awaiting the passengers at the dock to take them to various locations throughout Toronto.

The author also dedicates a chapter on bus operations which is essentially condensed from an article by John D. Knowles as a history of Canadian National Transportation Ltd. road services.

Other chapters address the interesting Ontario Southern Railway which operated for only three seasons on a 1½ mile route between Ridgeway and the amusement park at Crystal beach, Lake Erie. The author provides details on the Niagara Falls Park & River Railway (IRC) whose tracks ran close to the Niagara Gorge offering passengers a spectacular view.

The last chapter details the first fan trip by the Upper Canada Railway Society in 1943. And for those readers interested in detail, the end of the book has a complete copy of the NSC&T Employee #52 time-table dated Sunday April 3, 1938.

This book lives up to the high standard of previous traction publications by Railfare and would make a significant contribution to one's traction and railway related library. Once read, the reader has a clear overall appreciation of the illustrated history of this large and complex, local and interurban, and geographically diverse electric railway operation in the Niagara Peninsula. The Niagara St. Catharines & Toronto interurban passenger service had the dubious honor of being the last interurban railway to operate in Canada.. It's last day of service was March 28, 1959.

Niagara St. Catherines & Toronto Railway

By: John M. Mills

Published by Railfare DC Books

ISBN 978-1-897190-27-2 (Pbk); ISBN 978-1-897190-28-9 (Bound)

Hardcover : \$64.95 Softcover: \$44.95

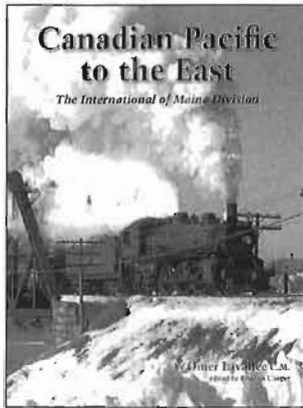
This book is available at the Exporail boutique

## CANADIAN PACIFIC TO THE EAST

The International of Maine Division

By Omer Lavallée C.M.

Reviewed by Derek Booth



The long awaited and much anticipated final work of the late Omer Lavallée has been published by the Bytown Railway Society. Entitled Canadian Pacific to the East – the International of Maine Division, the book is hardcover, 9x11.5 format, and contains 336 pages. Charles Cooper has done a masterful job of editing Omer Lavallée's manuscript and of updating (with the aid

of Ron Ritchie) the content to the end of CPR days on the International of Maine Division in 1995, all the while allowing the unmistakable flavour of Lavallée's words to carry the narrative. The collection of photographs in the book, which numbers over 300, is an outstanding blend of the historical with the more modern, and it includes many Heckman, Shaughnessy and Hastings classics, together

with a number of the author's own photographs. A substantial gallery of colour photos from both the steam and diesel eras is included. The text is well supported both by regional maps and by local track diagrams; the historical narrative, as with all of Lavallée's works, is meticulously researched and Ian Cranstone's book design presents both the text and illustrative material to best advantage.

Among Lavallée's most fondly-remembered times in his long career with CPR was the period when he worked on the Pay Car on the International of Maine Division and it is, therefore, fitting that his last work should deal with this part of the CPR system. It is also gratifying that the quality of this book maintains the high standards of Lavallée's previous publications.

Canadian Pacific to the East –The International of Maine Division is an outstanding addition to the literature of railroading in North America.

Canadian Pacific to the East

Published by Bytown Railway Society Inc.

ISBN: -13 978-0-921871-10-1

336 pages, hardback, numerous photos both B&W and colour, \$59.95

This book is available at the Exporail Boutique

## COMING SOON

### QUEBEC RAILWAY LIGHT & POWER COMPANY

Citadel Division

By J. R. Thomas Grumley

Published by the Bytown Railway Society this will be the latest addition to its Traction Heritage series. Finally, the story of Quebec City's streetcar system as told in 68 pages, with 110 photos of which about a dozen in colour! It will include the usual maps, rosters and equipment lists.

Soft colour cover, price to be advised.

This book will be available soon at the Exporail Boutique.

### MONTREAL STREETCARS VOLUME 3

Scenic Routes

By J. R. Thomas Grumley

Published by the Bytown Railway Society this will be another addition to its Traction Heritage series. This 44 page book with 75 photos of which about 20 in colour will trace the 'scenic routes' of the Montreal streetcar system such as Outremont, Lachine, Mountain, Cartierville, etc.

Price \$23.95 soft colour cover.

This book will be available soon at the Exporail Boutique.

*BACK COVER TOP: Quebec Railway Light and Power electric locomotives 33 and 30 are tied up with Quebec's Palais Station in the background. Palais Station was built in the style to match the famous Chateau Frontenac Hotel in Quebec city. Ronald S. Ritchie.*

*PAGE COUVERTURE ARRIÈRE, HAUT: Les locomotives électriques Nos 30 et 33 de la Québec Railway Light and Power sont à l'arrêt devant la gare du Palais à Québec. Celle-ci fut construite dans le même style architectural que le fameux hôtel Château Frontenac. Photo Ronald S. Ritchie.*

*BACK COVER BOTTOM: June 10, 1951 CNR Oil Electric car 15837 is stopped at the west end of the famous Cap Rouge viaduct taken on the ambitious CRHA excursion which operated from Montreal to Quebec VIA GARNEAU! The photographer says the excursion was "quite late in returning to Montreal" (wonder why). Sister car 15824 survives today at Exporail and is undergoing an operating restoration. Ronald S. Ritchie.*


*PAGE COUVERTURE ARRIÈRE, BAS: 10 juin 1951. L'automotrice 15837 du CN est à l'arrêt à l'extrémité ouest du fameux viaduc de Cap-Rouge lors d'une excursion de Montréal à Québec avec retour via Garneau. On raconte que le train est rentré très tard à Montréal cette fois-là. Une automotrice semblable, la 15824, est en rénovation au Musée Exporail et sera en état de marche bientôt. Photo: Ronald S. Ritchie.*



# Canadian Rail

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