

NOVEMBER 1950

Announcement of Meeting.

The November meeting of the Association will be held on Wednesday, November 8th, 1950 at the Associated Screen News, 1330 Sherbrooke West, near Mountain Street. The entertainment is being arranged by Mr. J. Norman Lowe, our Publicity Chairman, who has arranged an interesting programme of moving pictures, slides, etc. It is hoped that there will be a good turnout for what promises to be an interesting evening's entertainment. A short business meeting at 8 PM will precede the moving pictures.

O.S.A. Lavallee, Secretary.

Items of Interest

The assignment of two diesel locomotives to the Shawinigan Falls Terminal Railway in September, brought the use of electric engines to an end, after fifty years of juice operation. The SFTR was recently taken over jointly by the Canadian National Railways and the Canadian Pacific Railway. One 1000-HP diesel switching locomotive from each railway has been assigned. These engines are:

CPR #7010	B-B type.	1000 HP	American Loco Co. (#70239)	1943
CNR #8010	"	"	Montreal Loco Co. (#76498)	1949

A roster of the electric locomotives and a history of the Shawinigan Falls Terminal Ry., appeared in our July - August issue.

The Sudbury - Copper Cliff Street Railway ceased operation of its electric rail lines on Saturday, September 30th, 1950. All rolling stock, including 11 electric passenger cars (nos.29-39 incl.), a locomotive-plow, and a rotary plow, were sold to Greenspoon Bros., Sudbury scrap dealers. Through the efforts of Mr.Clegg and Mr.Lavallee of the CRHA, the whistle of SCCSR Car #30 was donated to the Association by Greenspoon Brothers.

The Algoma Central & Hudson Bay Ry., are awaiting delivery of five diesel road switchers from General Motors Diesel Ltd., London, Ont.

British Columbia's famed Pacific Great Eastern Ry. has placed an order for a number of road diesel engines with the Montreal Loco Works.

THE QUEBEC & GOSFORD RAILWAY COMPANY - - - O.S.A.Lavallee

The success attaining the completion of the Saint Lawrence & Industry Village Railway in 1850 prompted many enterprising suggestions for railway construction during the Fifties. Not the least of these was the formation of a Company in 1854 to build a line of railway from Quebec to the River Ste.Anne, for eventual northward extension. The project was allowed to lapse, however, and was not revived until 1868, when a United States-railway contractor named Hulbert arrived on the scene with a "get-rich-quick" scheme to build wooden railways in various parts of the Province. Politicians of the time were not slow to realize the potentialities of Hulbert's idea, with the result that on April 5, 1869, the Legislature of the Province passed an Act for public aid to a number of wooden railways, for completion by July 1st, 1872.

On the same date, April 5, 1869, the Quebec & Gosford Railway was incorporated to build between those two localities, under the terms of the Act respecting aid to wooden railways. It was considered expedient to commence building from the inland terminus at Lac a l'Île, 26 miles from Québec, and carry construction outward. This was begun in September 1869, and the grading and much tracklaying was completed within a year. The line was fairly straight as the wooden-rail construction did not allow of much curvature and to keep the costs as low as possible, several miles of track were laid on a low trestlework, especially the section just outside of Québec. A notable engineering feature was a bridge over 1500 feet long, including approaches, over the Jacques-Cartier Rivière, and an inspection trip was made in the summer of 1870 to view the construction of this structure. As Engine No.1, the "Jacques Cartier" had been delivered by the Rhode Island Works in June of that year, it was used on this trip, coupled to several flat cars,

Several weeks before the contract lapsed, the Quebec & Gosford was opened with due ceremony of church and state, on the 26th of November, 1870, and after an excellent repast at the St. Louis Inn, the shareholders and their guests made a round trip on the line. The station in Québec was located in the St. Malo section of the city. On the 24th of December following, the name of the company was changed to the "Quebec and Lake St. John Ry. Co.". The line was successfully operated during December 1870, and for a part of the season of 1871. In 1872, a constant service was offered from May to November, and the traffic far exceeded the expectations of any of the company's incorporators.

Repairs after each successive season did much to discredit the wooden-rail type of construction, and it seems evident that had iron rail been used from the beginning, the line might have continued in successful operation constantly from that time forward. In 1873, the financial outlay for repairs and the resultant delay in the line's opening did much to discredit it in the eyes of the patrons of the railway, and very little traffic was carried. In 1874 operations came to a standstill and the locomotives, which had been increased to three by that time, and some of the equipment, were stored at Québec. This equipment lay unused until 1881, when it was taken out of retirement to be used in the building of the Quebec & Lake St. John Railway towards the Upper Saguenay. In June of 1880, the Q&LStJ Ry. reached Chambord on Lake St. John, 176 miles from Québec. Eighteen years were thus required to build this first main link of the line whose instrumentality in the colonization of the north country stands prominently in the recent history of the Province of Québec.

During its period of active operation, the Q&G included about five dozen small cars in its roster, and three locomotives:

#1	"Jacques Cartier"	Rhode Id.	#172	1870	14x24" cyls.	54" dri.
#2	"Quebec"	"	#274	"	"	"
#3	"Gosford"	"	#275	"	"	"

The "Gosford" was later renamed the "J.B. Renaud" and was leased in 1885-86 to the Pontiac Pacific Junction Ry. for construction use. It was later returned to the Q&LStJ Ry. The "Jacques Cartier" and the "Quebec" were also later renamed - the former becoming the "Frank W. Ross", the latter, the "Col. M.W. Baby". The three engines eventually became nos. 28, 29 and 30 of the Canadian Northern Railway Co., and were scrapped in 1912.

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