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to start the electrical operation  
1. (Jan., pg. 30.)

Three Rivers Traction Co.—The track built and in operation is 3.9 miles long, consisting of a belt line, 2.9 miles, and an extension to the Wayagamac Pulp and Paper Co.'s plant. The belt line starts at the corner of St. Maurice and St. Cecile Sts., runs southeasterly to Notre Dame St., along that street to St. Antoine St., south on St. Antoine track along Du Fleuve St., north on Du Plator St. (this forms a small loop), thence along Desforages St., westerly on Champlain St., north on St. George St., to the corner of St. Marie St., and thence easterly along St. Marie, Champfleu and St. Maurice Sts. to the starting point. The Wayagamac extension runs from the corner of St. Maurice and St. Cecile Sts. to the St. Maurice River, which is crossed, to St. Christopher Island, and thence southerly to the pulp and paper plant, with a spur line on the mainland to the Shawinigan Power Co.'s plant. The extension to Cap de la Madeleine will start at the point where the Wayagamac extension turns southerly on St. Christopher Island, and will be about two miles long. The Quebec Legislature is being asked to grant the company power to run its cars within the village and parish of Cap de la Madeline, notwithstanding the opposition of the Council and its refusal to submit a bylaw to the ratepayers, and for such other powers which the putting into operation of the tramway has rendered necessary. (Jan., pg. 28.)

Vercheres, Chambly and La Prairie Tram-  
Legislature is being

1916

## Three Rivers Traction Company's New Line Opened.

The electric railway which has been built in Three Rivers, Que., recently has about 3 miles of track and forms a belt line, starting at the C.P.R. station, passing through the residential district, thence along the river front, and returning to the station, via the main business thoroughfares. An extension to the Wayagamack Pulp and Paper Co's plant is nearing completion, and will be in operation early in January. This line will connect the Wayagamack, and other industries situated at the mouth of the St. Maurice River, with the city. Next it is intended to build a line of 2.5 miles to Cap de la Madeleine, a popular pilgrimage centre.

The roadbed is of crushed stone, and on the important streets the roadway is of concrete, and was laid at the same time as the railway track. A 60-lb. T rail is laid on cedar ties on the tangents and hemlock ties on the curves. The overhead material equipment is standard. The construction is of the span wire type supported on steel poles. The steel poles carry, in addition to the tramway trolley circuit, the lighting distribution wires, both primary and secondary, and also street lighting series circuits. The poles are placed in such a way as to serve both the Shawinigan Power Co. and its subsidiary, the Three Rivers Traction Co.'s needs wherever possible. Some of the steel poles are perhaps somewhat unusual, being 55 ft. high at points where they carry wires over running road bridges. The trolley wire is grooved 3.0 B. & S. wire. The size is larger than actually required, and as there are no feeders on the system it is larger than usual, but this was installed because of the fact that no feeders were provided.

Power is obtained from the North Shore Power Co. from its central station. To take care of this load it installed two 250-k.w. 600 volt d.c. motor generator sets. The power is generated at Shawinigan and taken into

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The car barn is of steel, brick and galvanized iron construction, and provides for 7 cars. The repair shop, of brick, is incorporated in the same building, and will accommodate two cars. It is provided with a single track constructed over an inspection pit. The shop is equipped with the usual small tools; power and lighting being furnished at 110 and 220 volts. It is electrically heated. There are also the Superintendent's office, store room and carmen's room.

The 6 single end, single truck, one man, rear fill cars, and the single truck combination sweeper and tower car, with which the line is equipped, were fully described and

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## Three Rivers Traction Co's Bonus for Motormen.

The Three Rivers Traction Co., which operates a line in and around Three Rivers, Que., has had in force for some little time a bonus system for motormen which is working very satisfactorily. The management has favored us with the following information in regard to it: "Prior to the bonus system being inaugurated, there was an alarming frequency of accidents to pedestrians and teams, and to our equipment, so much so, that the insurance company carrying the risk threatened to cancel it. We then decided that we would try the effect of a monthly bonus to our motormen for good operation, and we said to them that we would give a bonus of \$2.50 a month to each motorman who would show, at the end of each month, that there was no well founded cause for complaint against his treatment of the public, or in his operation of the cars and care of the company's property. The effect of this offering has been very marked, and there was almost a cessation of accidents. The improvement thus started has now been continued about three months. I am satisfied that the offer of the bonus did it. We are very strict in considering a man's record for the month, before allowing the bonus. If he is at fault in any way, he loses it, so that it cannot be considered a regular perquisite. The men know they are obliged to earn it."

February  
1917

Vic

Port Arthur Civic Ry.—In a review  
of public utilities

## **Three Rivers Traction Co's Operations.**

The Shawinigan Water & Power Co.'s report for 1916 has the following reference to two of its subsidiary companies: "The directors are gratified with the healthy development of the city and district of Three Rivers. The North Shore Power Co., your subsidiary in that district, has extended its field of operation so as to include the principal manufacturing towns between Three Rivers and Quebec, and the expenditure made this year in new transmission lines will result in a largely increased revenue for this company.

"The Three Rivers Traction Co. during the year obtained a franchise from the Municipality of Cap de la Madeleine, on the east side of the St. Maurice River, and during the summer 3½ miles of new track were laid to connect that town with the city of Three Rivers. The expenditure has resulted in a satisfactory increase in revenue. The additions to the St. Maurice River Co.'s plant at the terminus of the Three Rivers Traction Co.'s line, are nearing completion. The increased capacity of the works will add materially to the labor required, and thus becomes a factor in the growth of the earnings of both of your company's subsidiaries doing business in the district."

**Fares on Port Arthur and Fort William Civic Railways.**

MAY  
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### **Three Rivers Traction Co's Lines and Equipment.**

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In the article under the above heading in Canadian Railway and Marine World for November there were three unfortunate errors. It was stated that with the opening of the Cap de la Madeleine extension the company would have in operation 42 miles of track. The omission of a decimal point between the 4 and 2, in the information supplied us, was responsible for the error. We have since been officially advised that the company's track mileages, incorporating extensions made from time to time since the original line was opened, are as follows: City belt line, 2.80 miles; Cap de la Madeleine subdivision, 3.85 miles; Wayagamack branch, 0.36 mile; total track mileage, 7.01. The Cap de la Madeleine subdivision and the Wayagamack branch, which starts from it, together make 4.21 miles.

The Cap de la Madeleine extension was spoken of as terminating near the Union Bay Co.'s large new paper and pulp plant. The Union Bag Co. is the owner of the plant referred to.

The additions to the company's rolling stock were spoken of as "rear-side" cars instead of near-side.

December  
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### **London and Port Stanley Railwa**

11 DEC. 1916. PG. 500.

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Three Rivers Traction Co.—We are  
officially advised that of the total of 7.01  
miles of track there were laid during  
1916, 3.06 miles, constituting the line to  
Cap de la Madeleine, Que. The extension  
was opened for traffic Nov. 21, when a 20  
minute schedule was put in operation.  
(Dec., 1916, pg. 500.)

January 1913



### Electric Railway Notes.

The Dominion Power & Transmission Co., Hamilton, Ont., has ordered a snow sweeper from Preston Car & Coach Co.

The Lake Erie & Northern and the Hamilton and Brantford Ry. joint station at Brantford, Ont., was opened for business Dec. 16.

The Three Rivers Traction Co. has received a combination freight car and snow plough from the Ottawa Car Manufacturing Co.

The Saskatoon, Sask., City Council decided, Dec. 13, to provide a shelter for

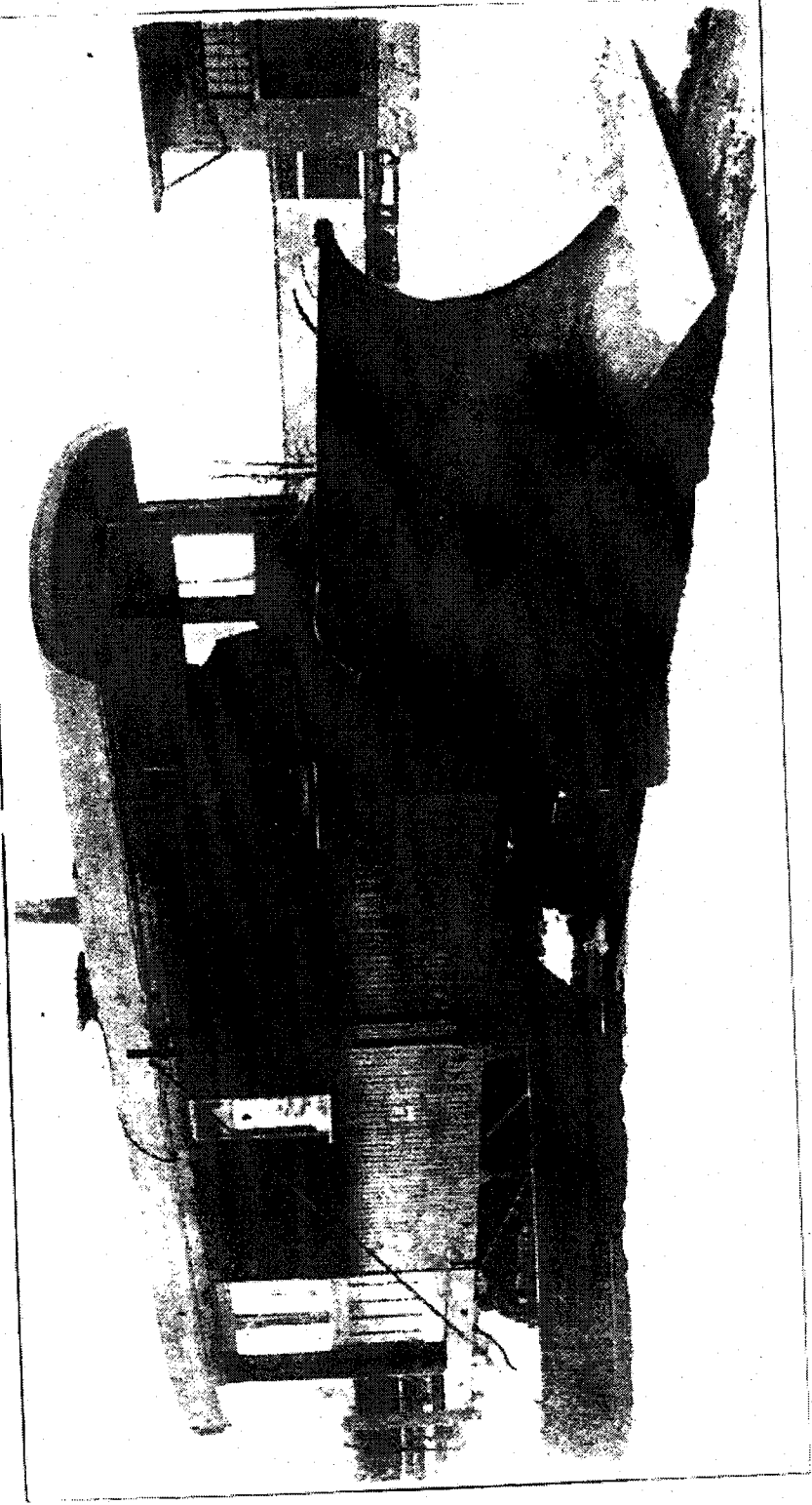
January 1917

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Combination Snow Plough and Freight Car, Three Rivers Traction Co.

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February 1917

## Combination Snow Plough and Freight Car for Three Rivers.

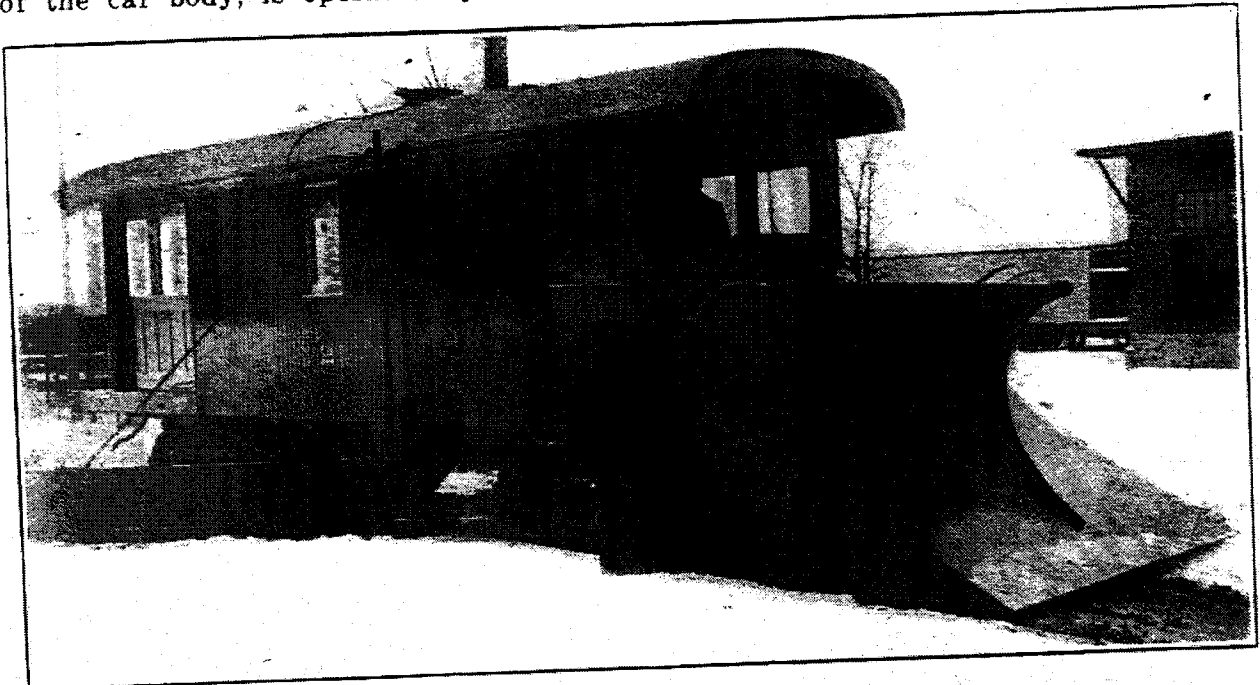
The Three Rivers Traction Co., Three Rivers, Que., has added a combination snow plough and freight car to its equipment. The general dimensions, etc., are as follows:

Length of body .....	28 ft.
Length over end sills .....	29 ft.
Length over all, about .....	38 ft.
Width of body .....	8½ ft.
Width over all, about .....	9½ ft.
Weight completely equipped for winter operations .....	46,000 lbs.

The body is built of wood on a composite underframe, having centre sills of 10 in. channel. The nose plough is built of steel plates and angles, and is made removable. It is raised and lowered by levers operated by a double acting air cylinder inside the car body. The small steel side wings are operated by a hand wheel inside the car body, being held out by a ratchet wheel and a special wooden dog as a safety device. The side wing plough, which is mounted on the right hand side of the car body, is operated by a hand

## Vancouver's New Jitney Regulations.

After considerable discussion at several meetings of the Vancouver City Council, the bylaw as to the operation of jitneys in the city was amended in a number of details and finally passed Jan. 6. The original bylaw was passed early in 1914, and was amended June, 1915. The following are the important amendments finally assented to: Jitney licenses, without which no auto can operate as such, are increased from \$25 to \$30 for all 5-passenger cars. Jitney drivers' licenses are increased from \$2 a year to \$5. Applicants for jitney driver's license must give, in addition to their qualifications and description, three recommendations as to their character; two from ratepayers and one from the police. No applicant must be under 21 years of age. Jitney drivers must pass a medical examination as to their physical fitness, eyesight, etc., and also a mechanical examination as to their knowledge of their car, and their ability to drive. Jitney drivers



Combination Snow Plough and Freight Car, Three Rivers Traction Co.

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February 1917

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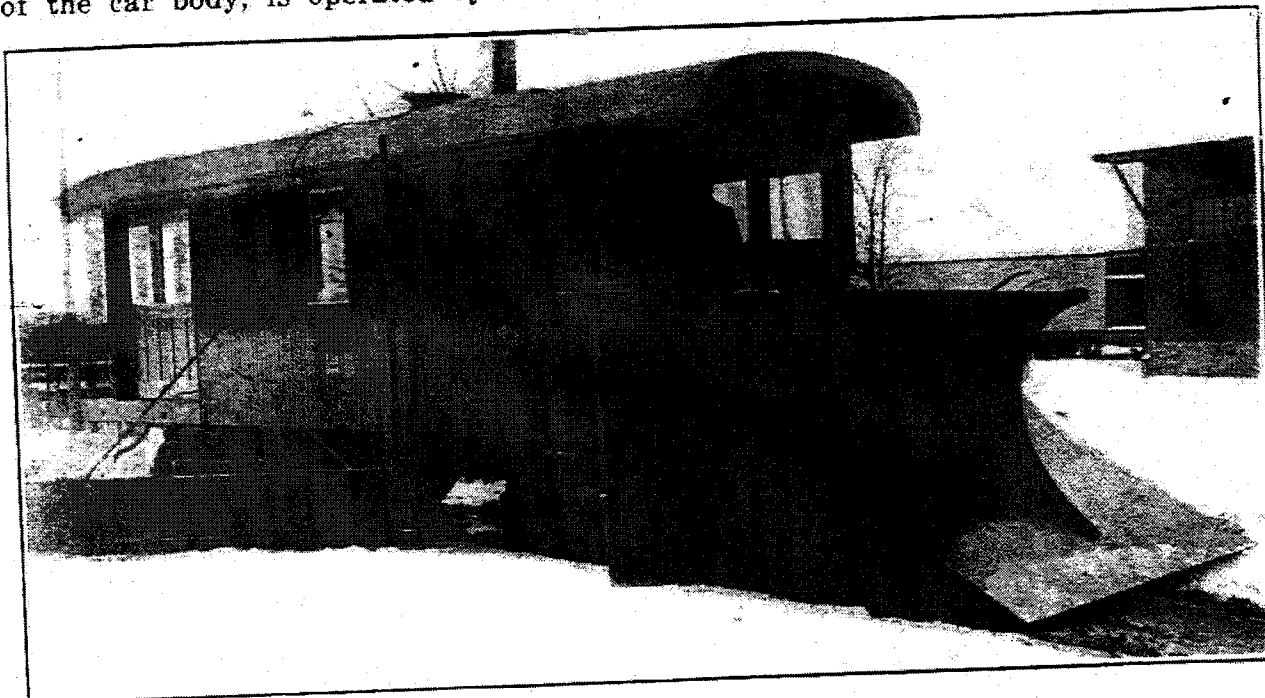
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as to their knowledge of their car, and their ability to drive. Jitney drivers



Combination Snow Plough and Freight Car, Three Rivers Traction Co.

wheel from inside of car body, and is moved in and out by a heavy steel clad ram operated by rack and pinion, and held out with a special hardwood safety dog. The car is mounted on no. 76-E-1 trucks, and equipped with a Westinghouse double end 101-B-2 quadruple motor equipment, with K-6 controllers, also a Westinghouse double end A.M.M. air brake equipment, with an extra reservoir for the plough equipment. There is a folding seat for the motorman, also track sanders, foot gongs, whistles, poling sockets, arm rest, and other small equipment. The underframe is built specially strong, to allow the car to be used to do shunting if required, when not in use as a snow plough. The accompanying illustration shows the car equipped for winter operation. It was built by Ottawa Car Manufacturing Co., Ltd.

The Brantford Municipal Railway

must submit their cars at all times for examination by a jitney inspector to be appointed by the city, who shall be a mechanical expert in automobile matters. Every auto owner who hires any auto driver must report to the license inspector every month particulars of the drivers in his employ and give the reasons for the dismissal of any drivers in the interim. All jitneys operated between sunset and sunrise must, during such time, have the tonneau of the car adequately illuminated as long as the top of the car is up. Lighting is not imperative when the top is down. All 5-passenger jitneys must not carry more than 6 passengers, exclusive of the driver. All 7-passenger jitneys must not carry more than 8 passengers, exclusive of the driver. All jitneys of greater seating capacity than 7 passengers must not carry in excess of 50% additional passengers at any time. No jitney will be allowed to carry more than one passenger on the front seat, exclusive of

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February 1917

# December 1915 Electric Railway Department

## Rolling Stock for Three Rivers Traction Company.

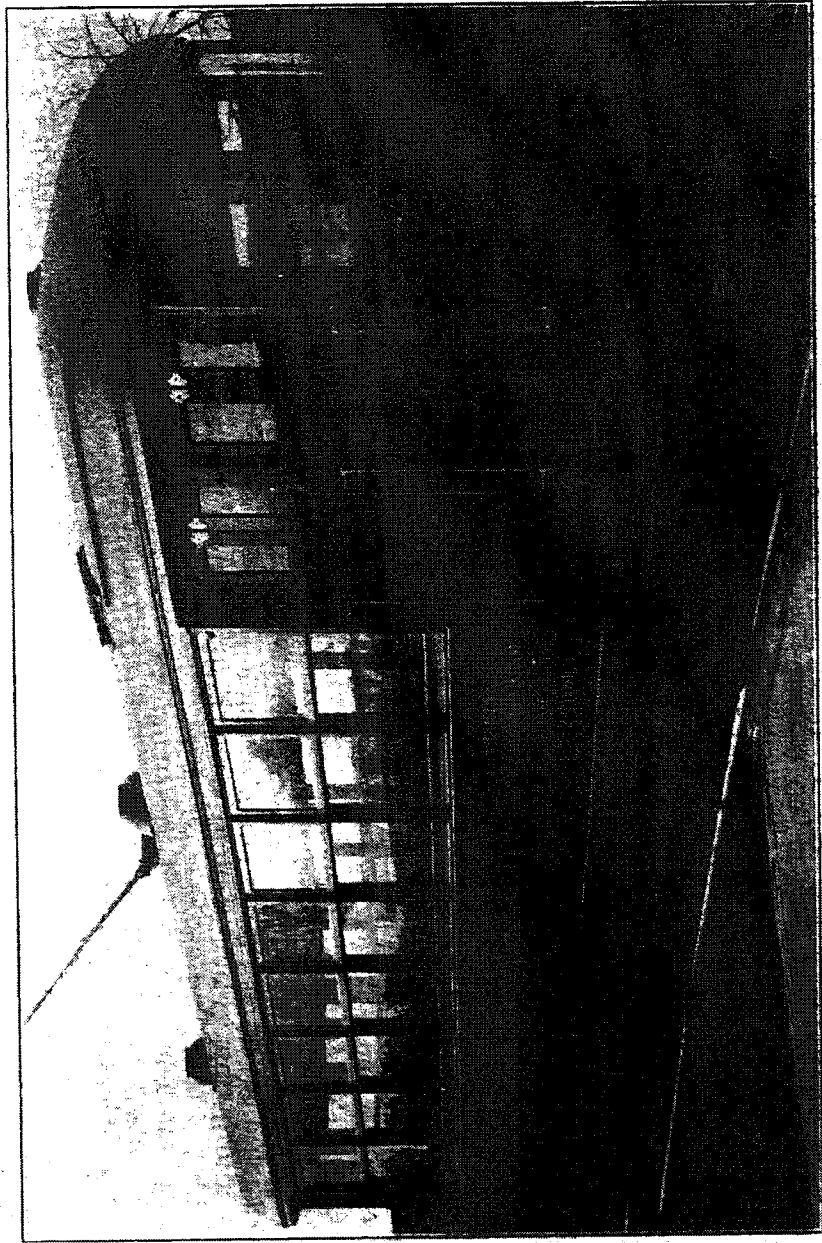
The Three Rivers Traction Co., which has built a circuit electric railway in Three Rivers, Que., and has a suburban line projected to Cap de la Madeleine, a total length of about seven miles, has received recently

an exit door controlled by the motorman from his position in the front vestibule. There is a circular seat running around the rear vestibule which accommodates five passengers. The seats are the builder's

push buttons and buzzers, the current procured from batteries.

The cars are heated with cross seaters with ten heaters per car. The cars are mounted on radiax trucks, 12 ft. wheel with 33 in. cast iron wheels and 4½ in. rolled axles. Each car is equipped with two Westinghouse 121-B-2 motors, 1 K-10 controller, Westinghouse set S-M-1 straight air brake equipment. Life guards, and the Trolley Supply Ideal trolley catcher. The bodies are painted olive green with gold lettering striping.

The combination sweeper and tow is the builder's standard single truck car with a tower built on one end. The car is of wood construction, built of heavy wood underframe, which is forced with heavy steel plates. The roof is of the turtle back type, supported on carlines. The interior of the body is of natural finish. The truck is the builder's standard design, which is extra heavy. Brooms and broom operating mechanism of the builder's standard construction. Brooms are mounted on a heavy shaft, runs in bearings which slide up and down in heavy malleable iron guides. The car is driven by a heavy chain and sprocket from a main driving shaft, which is directly connected to the motor by a gear and drive, having the same gear ratio as truck motors. Each set of brooms is cut in or out by clutches on the main driving shaft. The brooms are raised and lowered by hand winches in the cab, a set



Three Rivers Traction Co.'s Passenger Car.



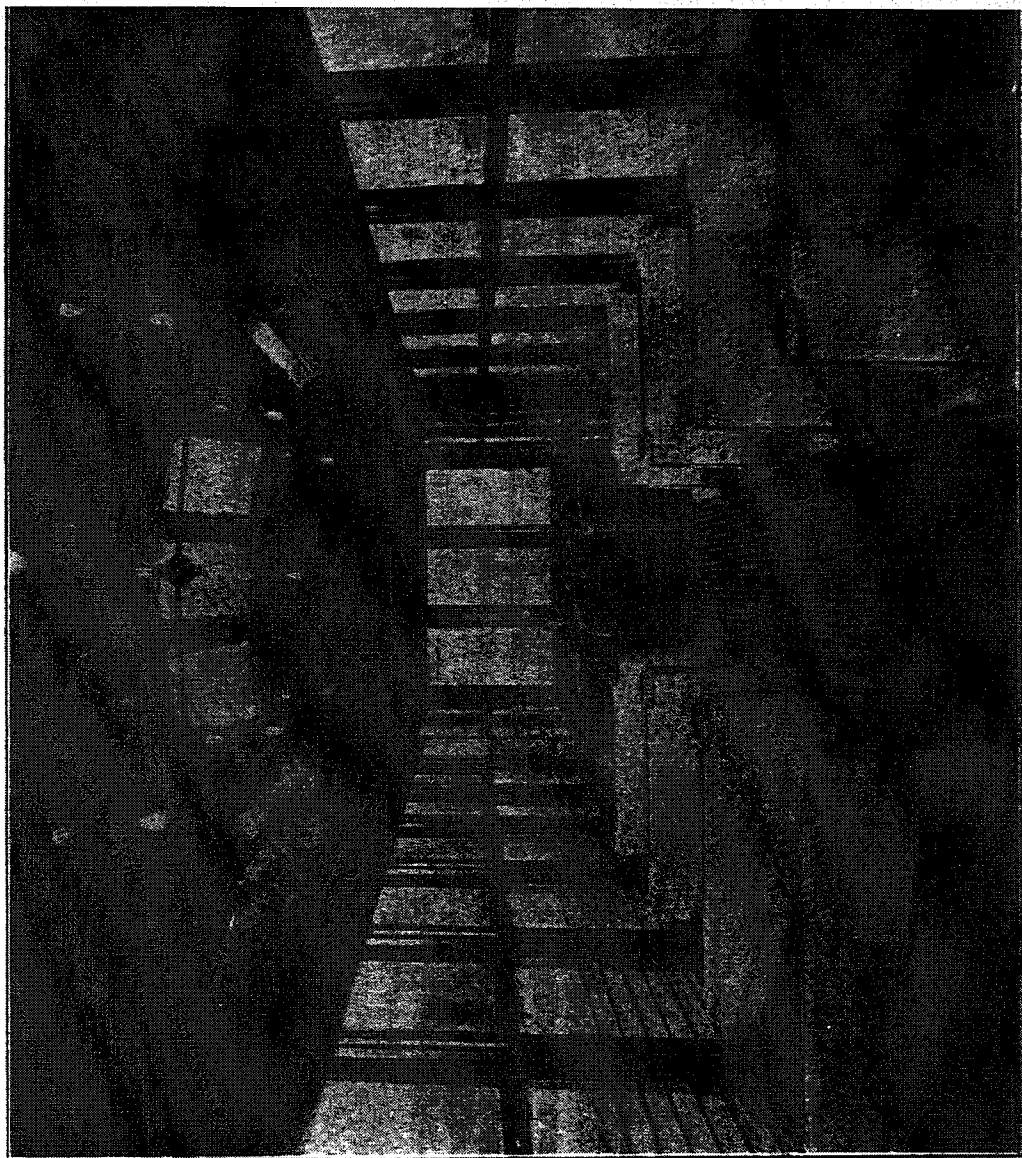
connected to the motor by a gear drive, having the same gear ratio as the truck motors. Each set of brooms cut in or out by clutches on the driving shaft. The brooms are raised or lowered by hand winches in the cab,

Three Rivers Traction Co.'s Passenger Car.

six single end, single truck, one man, near side cars, and a single truck combination sweeper and tower car, from the Ottawa Car Manufacturing Co. The general dimensions of the passenger cars are as follows:

Length of body	21 ft.
Length of front vestibule	6 ft. 2 ins.
Length of rear vestibule	4 ft.
Length over all	32 ft. 2 ins.
Width over all	8 ft. 6 ins.

The car bodies are of semi-convertible type, wood construction, built specially for one man, near side operation, and single end control. The sides are straight and sheeted vertically with narrow tongue and groove poplar sheeting. There are eight double sash windows on each side of the body. Top sash are made stationary and bottom sash made to raise to open. The roof is of arch type, with ventilators in each side, also one in front vestibule. The underframe is of composite construction, having wood sills reinforced with steel plates, which are rivetted together to form a complete steel frame. The flooring is  $\frac{7}{8}$  in. thick tongue and groove, hard yellow pine covered, with hardwood floor matting laid lengthwise in the aisle. The interior trimming is red cherry. The front vestibule is made extra long and step opening extra wide, so that entrance and exit can be made by same. Each opening has an individual folding door and step of the builder's standard construction, so arranged that when the motorman opens the door, the step drops, and when he closes the door the step folds



December 1915

# Way Department

## e Rivers Traction Company.

controlled by the motorman in the front vestibule. A seat running around the high accommodates five seats are the builder's



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push buttons and buzzers, the current being procured from batteries.

The cars are heated with cross seat heaters with ten heaters per car. The cars are mounted on radiax trucks, 12 ft. wheel base, with 33 in. cast iron wheels and 4½ in. hot rolled axles. Each car is equipped with two Westinghouse 121-B-2 motors, with 1 K-10 controller, Westinghouse schedule S-M-1 straight air brake equipment. H-B life guards, and the Trolley Supply Co.'s Ideal trolley catcher. The bodies are painted olive green with gold lettering and striping.

The combination sweeper and tower car is the builder's standard single truck sweeper with a tower built on one end. The body or cab is of wood construction, built on a heavy wood underframe, which is reinforced with heavy steel plates. The roof is of the turtle back type, supported on steel carlines. The interior of the body is in ash, natural finish. The truck is the builder's standard design, which is extra heavy. The brooms and broom operating machinery are of the builder's standard construction. The brooms are mounted on a heavy shaft, which runs in bearings which slide up and down in heavy malleable iron guides. They are driven by a heavy chain and sprocket drive from a main driving shaft, which is directly connected to the motor by a gear and pinion drive, having the same gear ratio as the truck motors. Each set of brooms can be cut in or out by clutches on the main driving shaft. The brooms are raised and lowered by hand winches in the cab, a separate

December 1915

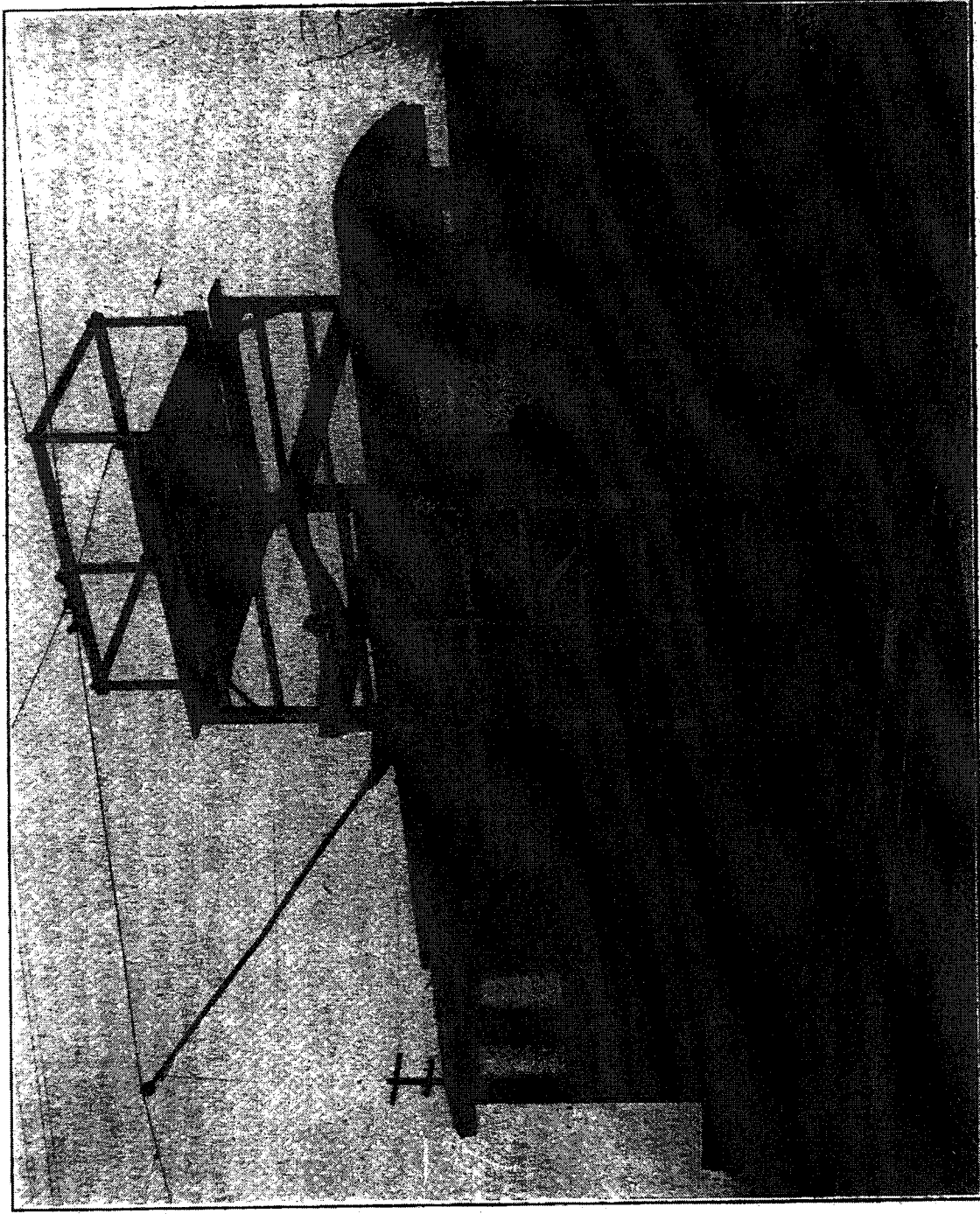


## Railway Cars.

The Toronto Ry. applied to the Ontario Railway and Municipal Board, Nov. 1, for an order under sec. 107 of the Ontario Rail-

ine tracks, commonly called the "over pass," is not sufficiently wide to permit cars so arranged or constructed to be used.

4. In all cases of dispute between a railway company and a municipal corporation



Three Rivers Traction Co.'s Combination Sweeper and Tower Car.

way Act, relieving it from the operation of or any person making complaint to the cars with seats facing front and with an Board, as to the sufficiency of width,

December  
1915



December, 1915.]

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cab. The brooms are driven by one West-  
inghouse 101-B-2 motors. The truck is  
equipped with a Westinghouse 101-B-2 mo-  
tors. The truck is equipped with a West-  
inghouse 101-B-2 two motor double end  
equipment, with K-11 controllers on the  
truck motor circuit and a R-28 controller  
on the broom motor circuit. The body is  
painted olive green with gold numbers, the  
tower is finished naturally, and the truck  
is painted black.

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A Public Utilities Commissioner on

December 1915