

# THREE RIVERS TRACTION.

**Three Rivers, Que.**—Press reports state that it is proposed to start construction upon the projected electric railway in that municipality early in the spring. Construction will be started within the city limits, and the radial lines will be built subsequently. About 5.5 miles of line are to be built by the city council under the authority of the bylaw recently passed. (Nov., 1911, pg. 1071.)

**Toronto and York Radial Ry.**—While no additional mileage was added

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(Dec., 1913, pg. 593.)

Three Rivers Traction Co.—The Quebec Legislature has incorporated a company with this title to build electric lines in Three Rivers, ~~Quebec~~ with the City Council, and ~~also~~ with the various municipalities to Fond du Lac, Yamachiche, and other places in the counties of St. Maurice, Maskinonge and Champlain. The capital is fixed at \$600,000, and the city of Three Rivers is authorized to aid the company by the purchase of bonds and by granting of exemption from taxation, and a franchise for 20 years. The company is being formed in connection with the Shawinigan Power Co.

Eastern Ry.—The grading from

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turned the first sod May 30. C. McCrea, M. P. P., announced that it is the intention of the company to have the line from Sudbury to Copper Cliff completed this year, and after that extensions will be made to the various bulging centres around Sudbury. There are three lines at present contemplated, namely, Copper Cliff route, 5.1 miles; Ramsey Lake route, 1.2 miles, and Frood Mine route, 1.2 miles. The Town Council has the control of the track inside the town limits, and determines the method of construction. The company, therefore, let the contract for the concrete base and pavement to The Warren Bituminous Paving Co., which is doing the paving for the town. Ties are being delivered, and negotiations are in progress for rails. The franchise calls for the laying of girder rails, but the company is desirous of laying T rails, as they can be had at once, while girder rails are not readily obtained. The Engineer favors the T rail, and the matter is in progress of settlement. C. D. Norton is engineer in charge of construction. (May, pg. 232.)

**Toronto Eastern Ry.**—We are officially advised that active work is in progress on the line. Steel has been laid between Oshawa and Bowmanville, Ont., and that portion is being ballasted. Steel is also laid from Oshawa to within a mile of Whitby. Grading was completed through the town of Whitby last spring, making a continuous grade between Pickering and Bowmanville. It is expected to have that portion of the line completed this year, and it is hoped

on the site were delivered May 27. (June, pg. 284.)

**Woodstock, Thames Valley and Ingersoll Electric Ry.**—We are officially advised that a rotary converter has been purchased, and is expected to be installed in the powerhouse by July 1, so as to have the line operated by hydro electric power. The extension to the fair grounds, Woodstock, is a matter of construction along a couple of blocks, and track is expected to be laid on it by October 1. Warfield, Woodstock, Ont., Superintendent; J. G. Wallace, R. C. Woodstock, trustee for bondholders. (June, pg. 284.)

**Three Rivers Traction Co.**—We are officially advised that it is intended to build the loop line in Three Rivers, Que., with a connection to the water front. The contract for the franchise with the city is practically settled, and it is expected to start construction during July. The company proposes ultimately to build a line connecting the parishes on the north shore of St. Maurice River, from Portneuf to Berthier, about 80 miles. The directors are:—J. E. Aldred, T. McDougall, H. Murray, W. S. Hart, J. G. Smith, Montreal; S. Murphy, Ottawa. (Jan., pg. 39.)

**Toronto and York Radial Ry.**—The city has given notice to the company that it intends to assume the ownership of 220 ft. of the Metropolitan Division, on Yonge St., Toronto, the franchise of which will expire in 1916. The Corporation Counsel advised that while this was not necessary, if such a notice might prevent the franchise expiring

estimated that approximately 3,000 people would be served by this line. A new intersection is suggested at College St. and Spadina Ave., where the congestion is particularly bad, caused by the number of car movements and alleged wrong track location. The intersection at College, Yonge and Carlton Sts. should also be relaid by the installation of special work, with curves so constructed as to permit of more freedom of car movement, and a similar recommendation is made as to the intersection at Broadview and Gerrard St.

A number of changes in routes are also recommended, involving a considerable amount of new construction, as follows:—Extension of tracks on Teraulay St., from Agnes to College, allowing of the removal of the College cars from Yonge St., and as soon as the proposed street extensions are opened up, the Teraulay St. line should be continued through to Bloor St., allowing of further rearrangement of routes; extension of the Bloor St. line from Lansdowne Ave. to High Park, subways to be built under the G.T.R. and C.P.R., pending which the Queen St. cars to be operated through to the Park on tracks to be laid; extension of the Harbord St. line through Ossington, Lappin, Hallam and Antler to Dundas St., requiring subways under the G.T.R. and C.P.R., pending which a stub line should be operated between the G.T.R. Northern Division and the main line; extension of new tracks through Macpherson Ave., from Avenue Road to Yonge St., allowing of the establishment of an additional belt line by connecting the Bathurst and Dupont lines.

construction of these lines operated by continuing the

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Parliament has granted an extension of time for starting construction of this projected electric railway in the Rainy River District, Ontario. (Jan., 1913, pg. 39.)

**Saskatoon Municipal Ry.**—The by-law to provide \$16,000 for a site for a new power house, which was defeated in May, was again submitted to the ratepayers of Saskatoon, Sask., June 6, and was carried by 643. The new power house is required to take care of increasing demands of electric railway, power and lighting purposes. (June, pg. 283.)

**Sudbury, Copper Cliff Suburban Electric Ry.**—Press reports state that grading has been started in Sudbury, Ont., on this line, which is to connect Sudbury, Copper Cliff and other places. The Mayor of Sudbury turned the first sod May 30. C. McCrea, M. P. P., announced that it is the intention of the company to have the line from Sudbury to Copper Cliff completed this year, and after that extensions will be made to the various bullying centres around Sudbury. There are three lines at present contemplated, namely, Copper Cliff route, 5.1 miles; Ramsay Lake route, 1.2 miles, and Frood Mine route, 1.3 miles. The Town Council has the control of the track inside the town limits, and determines the method of construction. The company, therefore, let the contract for the concrete base and pavement to The Warren Bituminous Paving Co., which is doing the paving for the town. Ties are being delivered, and negotiations are in progress for rails. The

The Windsor, Ont., City Council has asked the company to remove its tracks on Howard Ave., from the side to the centre of the road. The city has let a contract for paving the avenue, and the proposal is that the tracks will be moved while this work is in progress. (June, pg. 284.)

**Winnipeg Electric Ry.**—Grading and other work is being pushed on the seven mile extension of the Stony Mountain line of the Winnipeg, Selkirk and Lake Winnipeg Ry., into Stonewall, Man. Kilping Bros. have the general contract, and have sublet a portion to W. Vincent.

The company is reported to have acquired a property with 300 ft. of frontage on Main St., Stonewall, for terminals and station house. Some materials for the buildings or the site were delivered May 27. (June, pg. 284.)

**Woodstock, Thames Valley and Ingersoll Electric Ry.**—We are officially advised that a rotary converter has been purchased, and is expected to be installed in the power house by July 1, so as to have the line operated by hydro electric power. The extension to the fair grounds, Woodstock, is a matter of construction along a couple of blocks, and track is expected to be laid on it by October. I. Warfield, Woodstock, Ont., Superintendent; J. G. Wallace, K. C., Woodstock, trustee for bondholders. (June, pg. 284.)

**Three Rivers Traction Co.**—We are officially advised that it is intended to build a line in Three Rivers, Que., with a water front. The contract to build the line will be awarded to the city is practically

tion signs at the ends. The platforms of 202 double truck cars to be lengthened, 31 single truck cars and 71 closed trailer cars to be replaced by Nov. 1, and 29 new cars to be placed on new lines by the same date. Plans of which are to be submitted to the Board for approval within 30 days.

The relaying of about 13½ miles of track, and extensions of existing track, are recommended, as follows:—Extension on Wilton Ave. easterly through the new streets which the city is preparing to open, through the proposed subway under the G.T.R. and crossing the G.T.R. coal siding at grade, to Pape Ave., thence north to Danforth Ave., where the city runs a car line. As this would necessitate the building of a subway under the G.T.R. on Pape Ave., it is suggested that a stub line be run temporarily. It is estimated that approximately 9,000 people would be served by this line. A new inter-section is suggested at College St. and Spadina Ave., where the congestion is particularly bad, caused by the number of car movements and alleged wrong track location. The intersection at College, Yonge and Carlton Sts. should also be relaid by the installation of special work, with curves so constructed as to permit of more freedom of car movement, and a similar recommendation is made as to the intersection at Broadview and Gerrard St.

A number of changes in routes are also recommended, involving a considerable amount of new construction, as follows:—Extension of tracks on Teraulay St., from Agnes to College, allowing of the removal of the College cars from York St. and as soon as the proposed street is opened up, the Teraulay cars continued through to Bloor

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two degrees. The culverts are to be of corrugated iron pipe, and there will be the following bridge construction:—Two small deck culverts, two single span trestle bridges, and one three span trestle bridge. The present work is being done principally by day labor, under the direction of C. D. Norton, Engineer. A small amount of station work has been let, and the paving in the town is being done by the Warren Bituminous Paving Co. Two miles of grading have been completed. On the 0.43 miles in Sudbury, where a permanent pavement is being laid, the ties will be laid on a 6 in. concrete base, filled in between with concrete. The track will be laid with 80 lb. rails.

Following are the provisional directors:—L. LaForest, Chairman; C. McCrea, M. L. A., Solicitor; C. D. Norton, Engineer; W. J. Bell, W. C. Cochran, D. M. Morin, J. J. Mackey.

Three Rivers Traction Co.—We are officially advised that the company has not yet started construction on its projected electric railway. The contract with the City of Three Rivers, Que., has not been signed, but it is expected that everything will be in order to enable construction to be started during this month. (July 28, pg. 336.)

Public Utilities Commission has directed the company to prepare plans for the immediate laying of a second track through the St. James subway.

The Winnipeg Board of Works has approved of plans for the laying of a second track on Notre Dame Ave. west, to provide a new loop with Notre Dame, Keewatin and Logan avenues.

The company has informed the Winnipeg Board of Control that it is not prepared to lay permanent tracks on Mountain Ave. or in Elmwood, this year.

The company has prepared new plans for building a second track on Sargent Ave., and is asking the City Council to approve of them. (July, pg. 336.)

Omnibus Service for Stratford.—The Stratford, Ont., City Council granted a franchise, July 8, for the operation of an electric bus service in the city. Three vehicles, each having seating room for 14 passengers, give a half hourly service, at a 5c. fare, between 6 a.m. and 11 p.m. The service was to begin July 25, and the franchise is to terminate upon the construction of an electric railway in the city.

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to extend its tracks. (Feb., pg. 70.)

Three Rivers Traction Co.—Press reports state that the Three Rivers, Que., City Council has granted a 20 years franchise for the operation of a street railway in the city. The terms have been under consideration for over a year. (Nov., 1914, pg. 517.)

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St. (Feb., pg. 70.)

Three Rivers Traction Co.—It is stated that construction on the loop line in Three Rivers, Que., with a connection to the waterfront, will be started as soon as weather permits and that it is hoped to have the line in operation this year. It is also stated that Geo. Anderson, Superintendent of the North Shore Power Co., will also

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Moncton Tramways, Electricity & Gas Co., Moncton, N.B., is in the market for 2 or 3 one man, p.a.y.e., single end operation, single truck cars.

The Brantford Municipal Railway Commission has ordered three more single truck, p.a.y.e. cars from the Preston Car and Coach Co., for operation on the Eagle Place loop.

The London, Ont., City Council has passed a bylaw for the operation by the London St. Ry. of a Sunday service on the same terms and conditions as have heretofore prevailed.

The Winnipeg Electric Ry. has completed the new car signs which were directed by the Public Utilities Commissioner. The order necessitated, it is stated, the rearrangement of 380 signs.

The Three Rivers Traction Co., which is building a line in Three Rivers, Que., and a suburban line to Cap de la Madeleine, will probably order 8 single truck p.a.y.e. cars as well as the necessary construction and snow fighting outfit.

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1. (Jan., pg. 30.)

Three Rivers Traction Co.—The track built and in operation is 2.9 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 Desforges 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 Madeleine, 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. 23.)

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ce mortgage of the company's real and per-  
as sonal property and franchises.  
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P. Three Rivers Traction Co.—The prop-  
y, erty owners of Cap a la Madeleine, Que.,  
If on Jan. 29, by a majority of 49, decided  
o- to grant a franchise to the T. R. T. Co.,  
y, for the operation of an electric railway  
ty in the municipality. The franchise is to  
ve run for 20 years. The municipality has  
al hitherto refused to grant such a fran-  
ing chise and the company took steps to ob-  
on tain legislative authority to build the line  
notwithstanding the refusal to grant the  
franchise. (Feb., pg. 78.)  
Toronto, Barrie and Orillia Ry.—The

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# Electric Railway Department

## Rolling Stock for Three Rivers Traction Company.

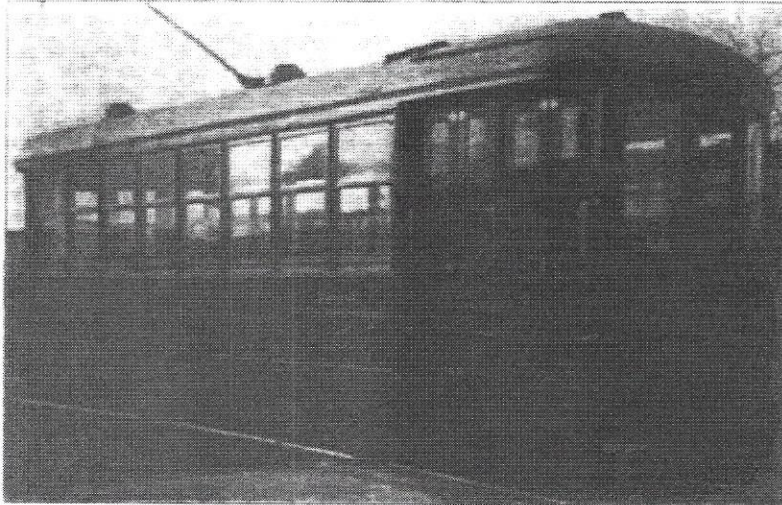
The Three Rivers Traction Co. has built a new electric railway in Three Rivers, Ont. and has a suburban line projected. It is a Madeline & Co. length of about seven miles has received specific

and all doors 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 being procured from batteries.

The cars are heated with cross seat heaters with two heaters per car. The cars are mounted on radius trucks, 11 ft. wheel base, with 30 in. cast iron wheels and 5/8 in. hot rolled axles. Each car is equipped with two Westinghouse 131 D-2 motors, with 1 K 10 controller Westinghouse schedule 8 M 1 straight air brake equipment, H R 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 girders. 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 on 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



Three Rivers Traction Co.'s Passenger Car.

six single and 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	4 ft. 6 in.
Length of rear vestibule	4 ft.
Length over all	30 ft. 6 in.
Width over all	8 ft. 6 in.

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 east windows on each side of the body. Top sash are made stationary and bottom sash slide to raise or open. The roof is of steel type with ventilators in each side and one in front vestibule. The under frame is of composite construction having wood with reinforced with steel plates which are riveted together to form a complete steel frame. The flooring is 3/4 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 deep 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 up. The doors are arranged so that the motorman can operate them singly or both together.

The front vestibule is equipped with brass pay rails, folding curtain behind motorman and the Coleman Fare Box Co.'s no. 4 type of stationary fare box. The rear vestibule is circular in shape, with an emergency



Three Rivers Traction Co.'s Passenger Car.

standard stationary type, covered with twill weave rattan and with brass grab handle on back. The curtains are pantasoots mounted on metal rollers. The cars are also equipped with the builder's standard

winch being provided for each set of brooms. The tower has a working platform about 6 ft. by 6 ft. wide, with a folding fence all around it. The tower is raised and lowered by a heavy winch inside the



ash. The brooms are driven by one Westinghouse 101-B-2 motors. The truck is equipped with a Westinghouse 101-B-2 motors. The truck is equipped with a Westinghouse 101-B-2 two motor double end equipment with K 11 controllers on the truck motor circuit and a R 23 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.

#### A Public Utilities Commissioner on Thoughtless Complaints.

In the Manitoba Public Utilities Commission's report for the year ended Mar. 30, 1914, only issued recently, the sole Commissioner H. A. Robson, who has now resigned to re-enter the practice of law, as General Counsel for the Union Bank of Canada, says:

"There have been many applications to this commission by way of complaints against street railway transportation systems. Some of these applications have been lodged by the municipal authorities as representing the public. The companies involved are the prominent street railway utility the Winnipeg Electric Ry. Co. and the associated companies, the Winnipeg, Selkirk and Lake Winnipeg Ry. Co. and Suburban Rapid Transit Co. These complaints fall under two heads. One class embraces troubles due to the act or neglect of individual employees. The companies are responsible for the conduct of their servants. Street railway operation requires a great number of men. The public are too apt to judge a whole system by isolated acts of the small percentage of men under standard, who, even with great care in selection, will always be found where a large number are employed. Complaints of this nature are dealt with as they arise. The companies deal with them promptly and insist upon proper discharge of duty by employees. Any one who would judge fairly of the operations of any public utility, and more especially street railway and telephone systems, must remember this human element. Taking our electric railway and telephone systems as a whole, any weaknesses of this nature are no more than exist in other systems or in other labor employing undertakings, and are probably considerably less.

"The other class of applications affecting electric railways are those regarding improvements in the way of new lines, or equipment, or increased service. These demands are often made thoughtlessly. Improvements involving substantial capital expenditures are demanded without regard to financial possibilities or the likelihood of operating loss. The experience has been in municipalities outside of Winnipeg, first a demand for lower fares, regardless of rates defined in contracts, and then demands for construction of new lines or rebuilding existing ones or improving service. These rate reductions have been substantial, and have been granted by the companies after some pressure, but not altogether by compulsion. There is a want of appreciation of the fact that in sparse communities reduction of rates retards new construction and service improvement. It takes away the financial basis for a commission's order for new construction or improved service. There is a further tendency to look at the rate of dividend paid by the electric railway companies and draw conclusions superficially. To regulate a utility company so severely as to restrict its productiveness to a current commercial rate of interest, is to stifle this necessary class of enterprise.

These various considerations are frequently forgotten or deliberately overlooked by persons, sometimes in fact by elected representatives, who unwarrantably create discontent against what, considering rates and street facilities, is reasonable public service. A commission is bound to meet and deal with all these matters with a due regard to public service, but at the same time to withstand attempts to oppress a public utility through the medium of the commission. Applications before this Commission since its institution, some of which are described in this report, have produced many occasions of difficulty, because of circumstances such as those above described."

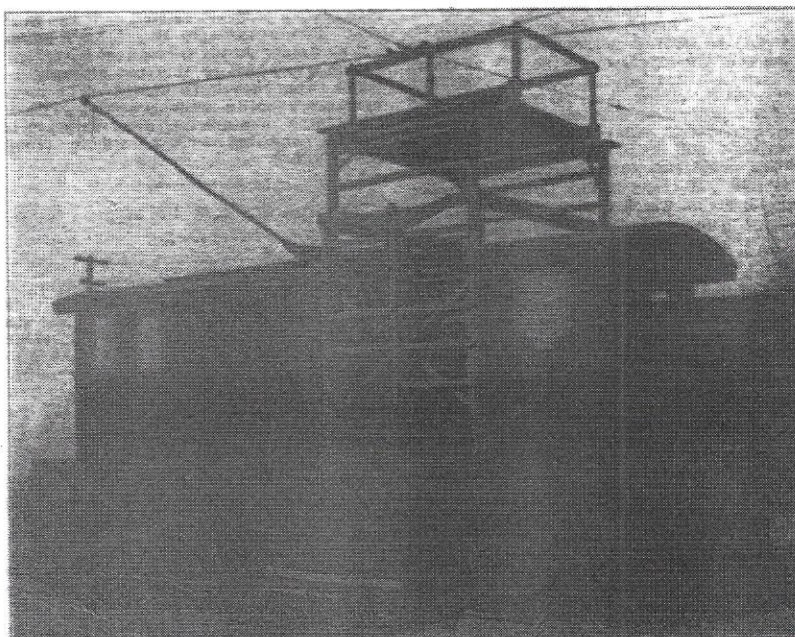
#### The Outside Running Board on Toronto Railway Cars.

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

which the company operates its street cars."

Sec. 107 of the Ontario Railway Act, referred to in the application, is as follows:—

1. Open or summer cars for use upon a railway operated by electricity, or upon a street railway, shall be so arranged or constructed that the seats for passengers will face the front of the car when in motion, and an aisle sufficiently wide to allow the passage of the conductor shall be provided in every such car, and no open or summer cars shall be used unless so arranged.
2. The side steps on such cars shall be so constructed, if in the opinion of the Board it is practicable, that passengers will be prevented from standing upon the same while the car is in motion.
3. The Board may relieve a company from the obligation imposed by subsec. 1 as to any route upon which the space between the tracks, commonly called the devil strip, 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 cars with seats facing front and with an aisle through the centre sufficiently wide for the passage of the conductor, owing to the inability of the company to operate such cars on account of the narrow devil strip. The Board issued the following order, Nov. 2:—"Upon hearing counsel for the applicants and respondents and the Board, having been investigating the question of the change of the type of summer cars in use on the applicant's railway, and having conducted experiments and inspected the tracks and devil strips of the said railway company's system, and the Board being of the opinion that the space between the tracks, commonly called the devil strip, is not sufficiently wide to permit cars with seats for passengers facing the front with an aisle sufficiently wide to allow the passage of the conductor, the Board orders that the applicants be hereby relieved until a final disposition of this application, from the obligation imposed by sub-sec. 1, of sec. 107, Ontario Railway Act, to all routes upon

or any person making complaint to the Board, as to the sufficiency of width, practicability of construction of cars, or as to any other matter or thing mentioned in this section, the order of the Board shall be final and shall not be subject to appeal, and any order made by the Board as to any such matter shall be carried out and fulfilled by the company, and the municipal corporation or either or both of them according to its terms.

The Mayor of Toronto, in one of his characteristic interviews, has declared that the city will appeal to the Legislature.

The Ontario Railway and Municipal Board, on Nov. 23, issued an interim order abolishing the outside running board and directing the City of Toronto and the company to confer, within 30 days, as to the best type of car to be substituted, and if they fail to agree, then the city will be given an additional 15 days to suggest an alternative type of car. It was announced that the city would refuse to confer with the company on the matter.



being operated on city streets.

The Three Rivers Traction Co., Three Rivers, Que., has ordered three cars from the Ottawa Car Manufacturing Co., for delivery by July 1. Two of them will be single truck, single end, one man, near side, and one will be single end, double truck type, and generally similar to those previously supplied, which were described and illustrated in Canadian Railway and Marine World for Dec. 1915. The bodies will be mounted on radiax trucks and equipped with Westinghouse 101-B-2 motors, straight air brakes, life guards, scrapers, Coleman stationary fare boxes, ventilators, folding doors and steps, and heated with cross seat heaters, 10 per car. The dimensions will be:—

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.

1916



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

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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

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tion 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 Three Rivers at 50,000 volts over 4 transmission lines, and transformed down to 2,200 volts.

The car barn is of steel, brick and galvanized iron construction, and provides for 7

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...lines, and transformed down to 2,200 volts.

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



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-

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## 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



of the car body, is operated by a hand crank which causes the car to move forward or backward.



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

wheel from inside of car body, and is must submit their cars at all times for moved in and out by a heavy steel clad examination by a jitney inspector to be



**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, Champfleur 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

January 1916

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sonal property and franchises.

**Three Rivers Traction Co.**—The property owners of Cap a la Madeleine, Que., on Jan. 29, by a majority of 49, decided to grant a franchise to the T. R. T. Co., for the operation of an electric railway in the municipality. The franchise is to run for 20 years. The municipality has hitherto refused to grant such a franchise and the company took steps to obtain legislative authority to build the line notwithstanding the refusal to grant the franchise. (Feb., pg. 73.)

**Toronto, Barrie and Orillia Ry**—The Ontario Government was asked by the

March 19/6

T.R.



(Mar., pg. 115.)

**Three Rivers Traction Co.**—The Quebec Legislature has authorized the company to extend its line from Wayagamack into the parish of Cap de la Madeleine, notwithstanding the fact that the municipality declined to grant a franchise. The municipality granted a franchise after the company's application came before the Legislature. (Mar., pg. 115.)

**Sudbury Copper Cliff Suburban Electric Ry.**—The town council of Sudbury

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March 1916

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pg. 378.)

**Three Rivers Traction Co.**—We are officially advised that the company is completing the building of an extension of its line from Three Rivers, Que., to Cap de la Madeleine. The new track is being laid with 75 lb. rail, and is expected to be ready for operation early in October. An 85 ft. extension has been completed to the car barn and shop building, doubling its car capacity.

The total length of the Cap de la Madeleine division, from the starting point at the intersection of St. Maurice and St. Cecile Sts. to Cap de la Madeleine will be 19,500 ft. The line is already built across St. Christopher Island, and the projected extension is from that point to Cap de la Madeleine. (Mar., pg.

**Toronto Civic Ry.**—We are officially



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## and Equipment.

The Three Rivers Traction Co.'s Cap  
de la Madeleine extension which will  
serve the populous district across the St.  
Maurice River from the City of Three  
Rivers, Que., is expected to be in opera-  
tion in November if sufficient men can be  
obtained to complete the ballasting. The  
terminus will be near the Union Bay Co.'s  
large new paper and pulp plant and the

Railway



Cap de la Madeleine Parish Church's pilgrimage grounds.

With the opening of the new branch the company's total track mileage, including the Wayagamack Branch, will be 42 miles—comprising 7,500 ft. of 60 lb. rail track, and 14,750 ft. of 75 lb. rail track. All special work is of flange bearing manganese construction. The overhead construction is the usual cross span, direct suspension system with 000 trolley and aluminum feeders. 4/0 gas-weld bonds are used throughout.

The car storage shed has been increased by 4,500 sq. ft. to accommodate new equipment and additional stores facilities required.

The new equipment ordered for the extension service comprises two of the company's standard prepayment rear-side, radiax truck cars operated entirely by one man. A third standard car has been purchased, differing only in that a duplicate control equipment has been placed in the rear end to facilitate reverse direction running in shuttle service. These

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Sudbury Connor Cliff Suburban Elec.

April  
1916

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sions. The company is building a one mile extension in Sudbury, Ont. (Sept. pg. 378.)

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Toronto Civic Ry.—We are officially advised that work on the Toronto and

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

The Three Rivers Traction Co.'s Cap de la Madeleine extension which will serve the populous district across the St. Maurice River from the City of Three Rivers, Que., is expected to be in operation in November if sufficient men can be obtained to complete the ballasting. The terminus will be near the Union Bay Co.'s large new paper and pulp plant and the



C. L. Wilson  
Assistant Manager, Toronto & York Radial Ry.,  
and Vice President, Canadian Electric Railway  
Association.

Cap de la Madeleine Parish Church's pilgrimage grounds.

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November  
1916

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## CANADIAN RAILWAY AND MARINE WORKS

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vested in your company, was formed to install and operate a street railway system in the city of Three Rivers, and obtained favorable franchises from the city. The geographical location of Three Rivers, together with the great power resources of the district of which it is the centre, makes it one of the most promising industrial communities in Canada. Your company already owns the North Shore Power Co., which supplies light and power to the city, and the acquisition of the tramway privileges rounds out the problem of supplying that community with light, power and transportation."

The directors for the current year:—  
are J. E. Aldred, President; Thos. McDougall, Chairman of the Board; H. Murray, J. C. Smith, Vice Presidents; Sir Herbert Holt, Montreal; Sir William Mackenzie, E. R. Wood, Toronto; D. Murphy, Ottawa; R. M. Aitken, London, Eng.; Sir M. Mitchell-Thomson, Edinburgh, Scotland.

November  
1916

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

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, 0.56 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 Bay Co. is the owner of the plant referred to.

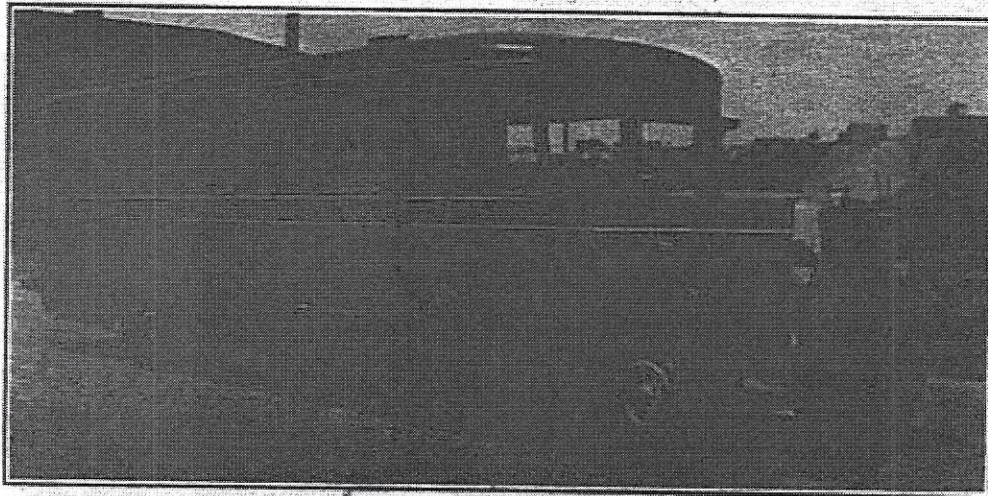
The additions to the company's rolling stock were spoken of as "rear-side" cars, instead of near-side.

### London and Port Stanley Railway Operating Results.

P 500  
19/6



easy curve connecting the bridge exit with Lafleur St. in Ville LaSalle; this transported in trucks, as they are not equipped for passenger transportation.



Twenty-nine Passenger City Service Bus, Three Rivers Traction Company.  
Three Rivers Traction Co. has added two of these buses to its equipment. The chassis are Leyland Lioness, 6-Cylinder, with 223 in. wheel base. The bodies were built by Canadian Car and Foundry Co.

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St. James St. N. W.



ad of a loop at the rear of the  
 he Three Rivers Traction Co., Three Riv- wa  
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vice, on a 50-mile route, bus miles operated in 1933 having been 20,000.

Three Rivers Traction Co., Three Rivers, Que., began operation Sept. 29, 1930, when it was operating electric railway service in Three Rivers, but on Sept. 12, 1933, it ceased operation of electric railway lines and turned to bus operation exclusively. It operates 5 routes, with equipment as follows:—

No.	Psgs. capacity	Make	Type
4	21	White 613	City Service
3	21	Leyland	" "
2	29	A.E.C. (Ranger)	" "
1	21	*G.M.C. (Yellow)	" "

\*Rented.

The two Associated Equipment Co. 29-passenger buses and one of the 21-passenger Leyland buses were acquired in 1933. The route mileage in Three Rivers and Cap de la Madeleine is 11.47. Bus miles operated in 1933 totalled 293,166. The cash fare is 7c for adults and children, infants in arms free, the ticket rate being 4 for 25c, or 17 for \$1. For school children under 16 years there is a special ticket rate of 8 for 25c. Revenue passengers carried in 1933 totalled 618,782; passengers per bus mile were



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is also under construction  
at Cote St. (Sept., pg. 503.)

Three Rivers Traction Co. has, we are  
officially advised, completed the erection  
of a small brick car barn of 9 cars capa-  
city at Three Rivers, Que., and it  
has also made some extensions to its old  
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he	Three Rivers Traction Co., Three Riv-	wa
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922,	Winnipeg Electric Ry.—We are offic-	J
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May 1923



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autumn.

Three Rivers Traction Co. is building a switch at the Canadian Pacific Ry. station on Champflour St., Three Rivers, Que.

Toronto Transportation Commission.—

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