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C.H. RIFF

Roberval and Saguenay Ry. — The Quebec Legislature has authorized the company to build a number of lines as follows:—From Roberval, on the Quebec & Lake St. John Ry., around Lake St. John to the Peribonka River, thence southeasterly crossing the Saguenay River to the junction of the Quebec & Lake St. John Ry. and the Ha Ha Bay Ry.; a branch from the above line west of the Saguenay River southerly to Bruno on the Quebec & Lake St. John Ry.; the branch lines and sidings authorized by the Revised Statutes of 1909, article 647, par. 22, 20 miles; and all sidings and branches useful for connecting the companies, with timber limits, or navigable waters; and a branch from its line in Chicoutimi County to a junction with the Quebec & Saguenay Ry. at La Malbaie, Charlevoix County. These lines may be operated either by steam or electricity, or both. (Mar., pg. 124.)

April 1922

Roberval-Saguenay Ry.—We are advised officially in connection with the Board of Railway Commissioner's order 37,483 of April 10, authorizing the erection of a bridge across the Saguenay River, that it will be built about 9,000 ft. up stream from the mouth of the Shipshaw River, and one mile north of Kenogami, station 303-25, at the north end, and station 299-24, at the south end on the Shipshaw branch, now under construction. The width of the river at the bridge site is 400 ft. at maximum high water, and 200 ft. at low water. The bridge is to be built about three-quarters of a mile below Chute-a-Caron, where the Chute-a-Caron Power Co. will carry on developments in building up a power plant of 800,000 h.p. capacity. The new bridge will be 404½ ft. long face to face of back walls, and will consist of 3 steel spans, carried on 2 piers and 2 abutments of reinforced concrete, the base of rail being about 19 ft. above maximum high water level. The north span will consist of a deck plate girder 69 ft. 5 in. center to centre of bearings; the south span will be a through truss span 100 ft. 2½ in. long; and the central span will be a through truss span 225 ft. 11½ in. long. The bridge was designed by D. C. Tennant, Structural Engineer, Dominion Bridge Co., which has been given a contract for its fabrication and erection. The branch line of 5.2 miles was put under contract in Sept. 1925, and is now practically completed with the exception of some ballasting. The contractors, Gorman and Peckham, Montreal, are building an additional 3 miles of line on the north side of the Saguenay River, leading to Chute-a-Caron. (May, pg. 233.)
E. J. Robt. and Sons Co. Ltd.

June 1926

Roberval-Saguenay Railway.

This company's property has been bought by Aluminum Co. of Canada, Ltd. Its railway, which is in the Province of Quebec, consists of 37 miles, as follows: Port Alfred to Ha Ha Bay Jet., 19.2 miles; Laterriere Jet. to Kenogami, 12.2 miles; La Brosso Jet. to Chicoutimi, 3.4 miles; Port Alfred to Bagotville, 0.8 miles; Port Alfred to Alexis, 1.4 miles. The Aluminum Co. has given a contract to extend the line from the Saguenay River bridge to the mouth of the Shipshaw River, about 3 miles, and the Board of Railway Commissioners has authorized the company to build a bridge over the Saguenay River opposite Shipshaw.

Consequent on the purchase, a number of changes have been made in the officers and officials, which are now as follows:— Arthur V. Davies, President, Pittsburg, Pa.; E. S. Fickes, Vice President, Pittsburg; G. R. Gibbons, Secretary, Pittsburg; R. E. Withers, Treasurer, Pittsburg; P. J. Urquhart, Auditor, Pittsburg; E. A. Jack, General Traffic Manager, Pittsburg; H. R. Wake, Assistant Treasurer and Managing Director, Chicoutimi, Que.; J. A. Vallerand, General Manager & General Freight Agent, Chicoutimi; and N. McLaughlin, Roadmaster, Chicoutimi.

JUNE 1926