

SHAWINIGAN
FALLS
TERMINAL
RAILWAY

It is understood that the Shawinigan Falls Terminal Railway will be taken over as a joint operation by the Canadian Pacific Railway and the Canadian National Railways on September 1st. It is expected that the present electric locomotives will be replaced by diesel-electric locomotives as a result of this move, in spite of the abundance of electric power at Shawinigan Falls. (Story of this line is included with this issue of the bulletin).

CHRA News

July - August 1950

SHAWINIGAN FALLS TERMINAL RAILWAY

By Omer S. A. Lavales

The Shawinigan Falls Terminal Railway was organized in 1899, and started operations in 1901 from Aldred Junction on the Great Northern Railway (Canada) to the present City of Shawinigan Falls, a distance of $4\frac{1}{2}$ miles. The line was constructed to bring machinery to the power plants then being constructed.

Since that time, the S.F.T.R. has expanded into a terminal railway serving both railway systems and all industries in Shawinigan Falls. In 1930, the Canadian National Railways, successors of the Great Northern Railway and the Canadian Northern Quebec Railway, relocated their line in the vicinity of the St. Maurice River bringing the Montreal-Garneau line through the City of Shawinigan Falls itself. The line to Aldred Junction was abandoned and dismantled, except for the lower portion which is presently used as a siding.

The S.F.T.R. serves a total of 21 miles of electrified trackage, distributed as follows:

Shawinigan Falls Terminal Railway	2 miles
Canadian National Railways	$8\frac{1}{2}$ miles
Canadian Pacific Railway	$5\frac{1}{2}$ miles
Private industrial sidings	5 miles

From 1901 to 1912, the railway was operated on a voltage of 500 volts DC, but in 1912 it was raised to 6600 volts, AC, single-phase. To the great relief of employees, it was lowered in 1917 to the present 600 volts, direct current.

LOCOMOTIVES:

1. Montreal Street Railway 1901 Operated from 1901 to 1908. Sold in 1912 to a company in St. Catharines, Ont. Eventually went to Niagara, St. Catharines & Toronto Railway, later to the Cornwall (Ont.) Street Railway as No.7. Now (1950) Courtalds (Canada) Limited No.7. Equipped with Montreal trucks. Used trolley when in use on S.F.T.R., 500 volts, DC.
2. General Electric 1908 Built to operate on three voltages, mentioned above. Steeple cab. 50 tons weight. Four 100-h.p. motors. Used trolleys to 1911, then pantographs. In use 1950.
3. Montreal Locomotive Works 1916 2-4-2T type steam locomotive. Sold 1919 to F.W. Smith, Longue Pointe, a contractor.
4. Albany Southern Railway 1906 Box cab, acquired from Albany Southern Ry. in 1918. Equipped with "Taunton" trucks, four 100-hp. motors, 600 v. DC. This engine was built from spare parts. In use 1950.
5. National Steel Car 1918 Steeple cab, 600 v. DC. Formerly Ontario Hydro-Electric Power Commission No.E-19. Acquired in March 1924, sold in July 1924 to Montmorency Div. of the Quebec Ry. Light & Power, becoming their No. 33.

6. National Steel Car 1918 Same as No.5. Formerly O.H.E.P.C. E-20.
Both engines purchased through Hydro Salvage Syndicate. Four
100-h.p. motors. In use 1950.
7. General Electric (10040) June 1926. Steeple-cab. 50-tons. Inside
frame trucks. Four 100-h.p. motors. 600 v. DC. Formerly
Delaware Lackawanna & Western No. 4001, used at Kingsland,
New Jersey. In use 1950.

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Items of Interest

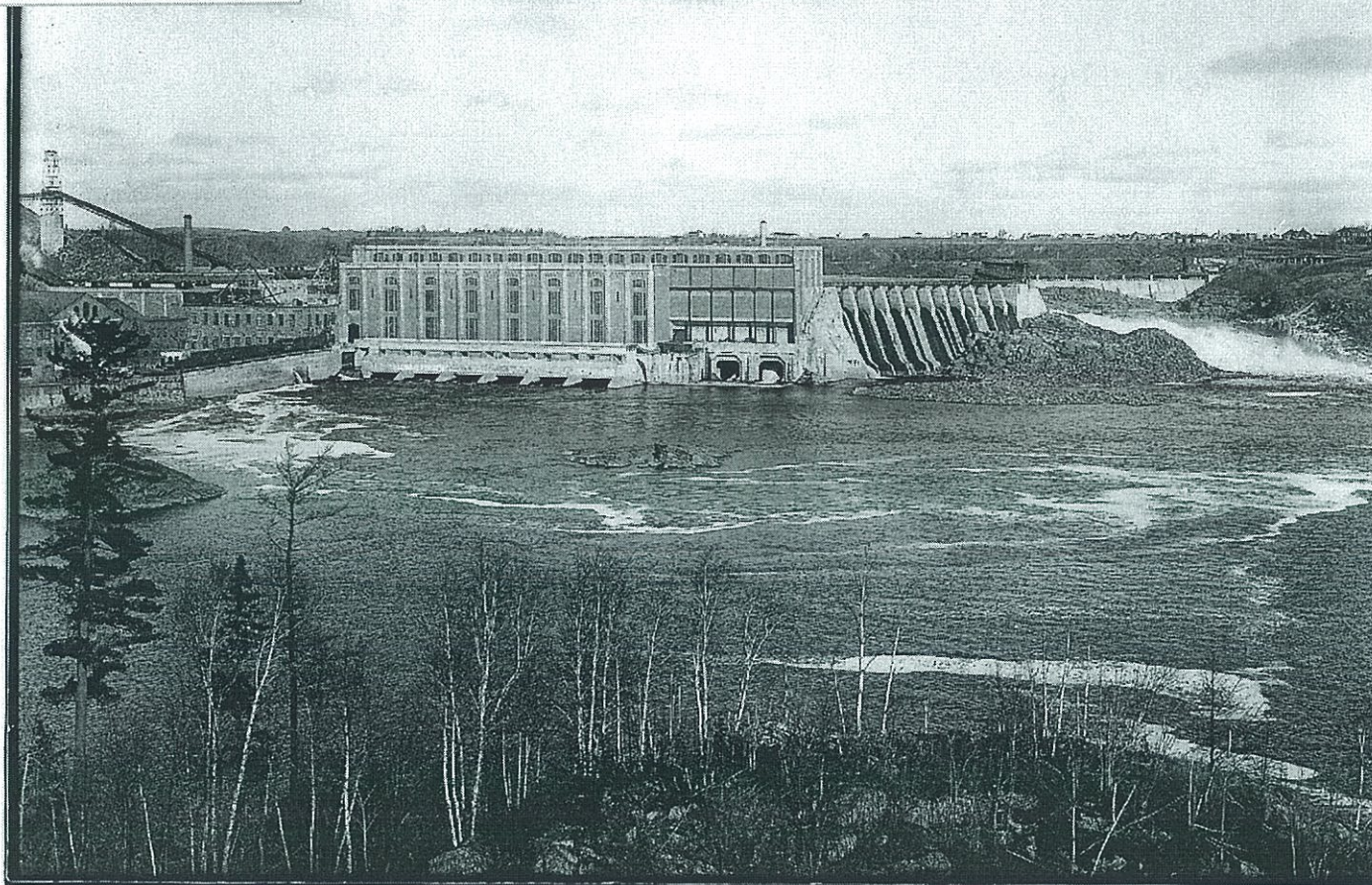
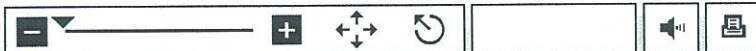
The assignment of two diesel locomotives to the Shawinigan Falls Terminal Railway in September, brought the use of electric engines to an end, after fifty years of juice operation. The SFTR was recently taken over jointly by the Canadian National Railways and the Canadian Pacific Railway. One 1000-HP 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. (#76490)	1949

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

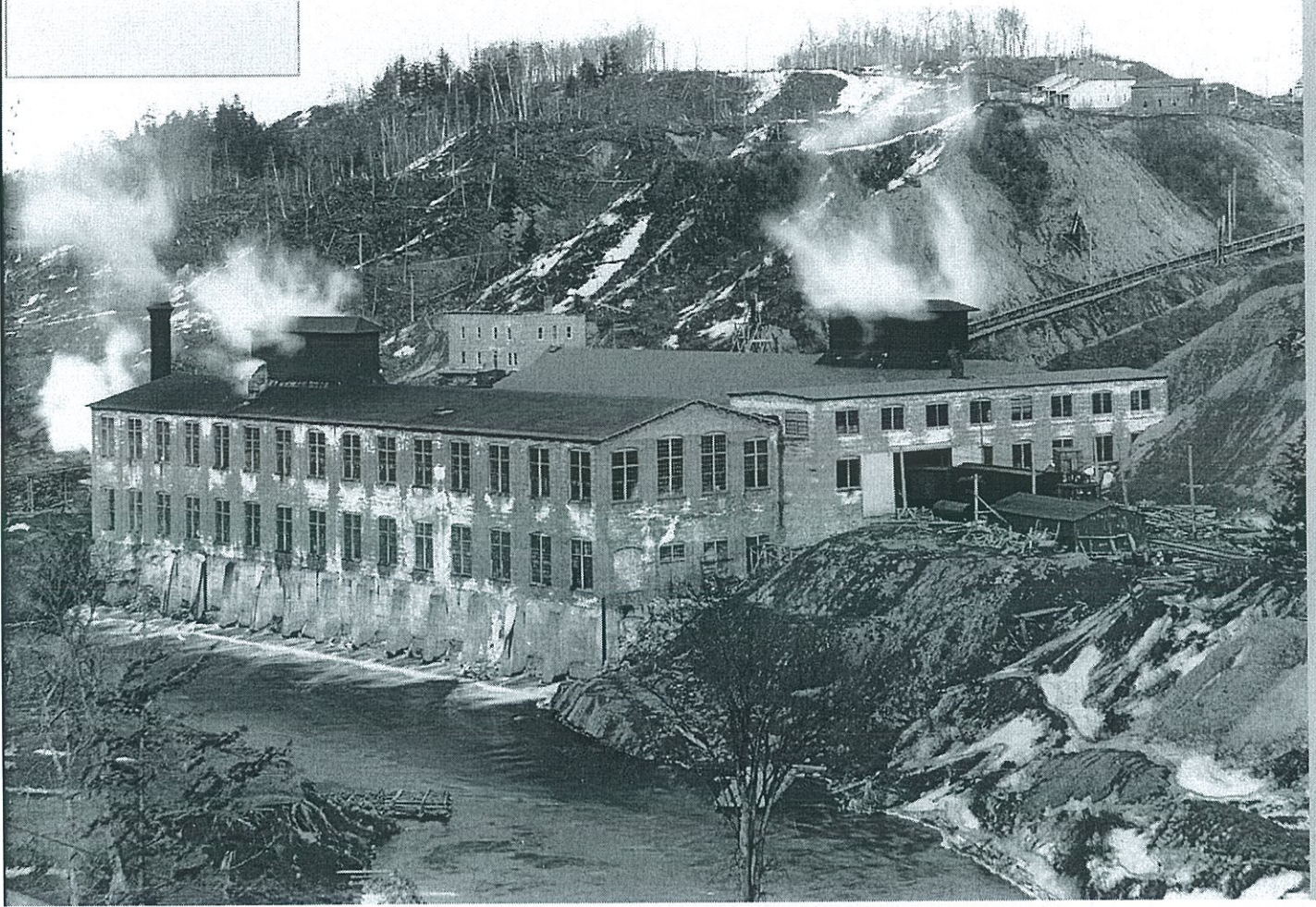
The end

CHRA
November 1950



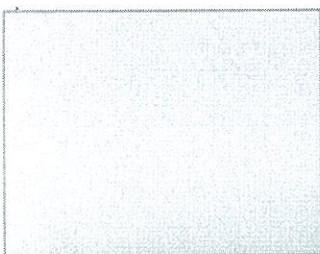
McCord Museum





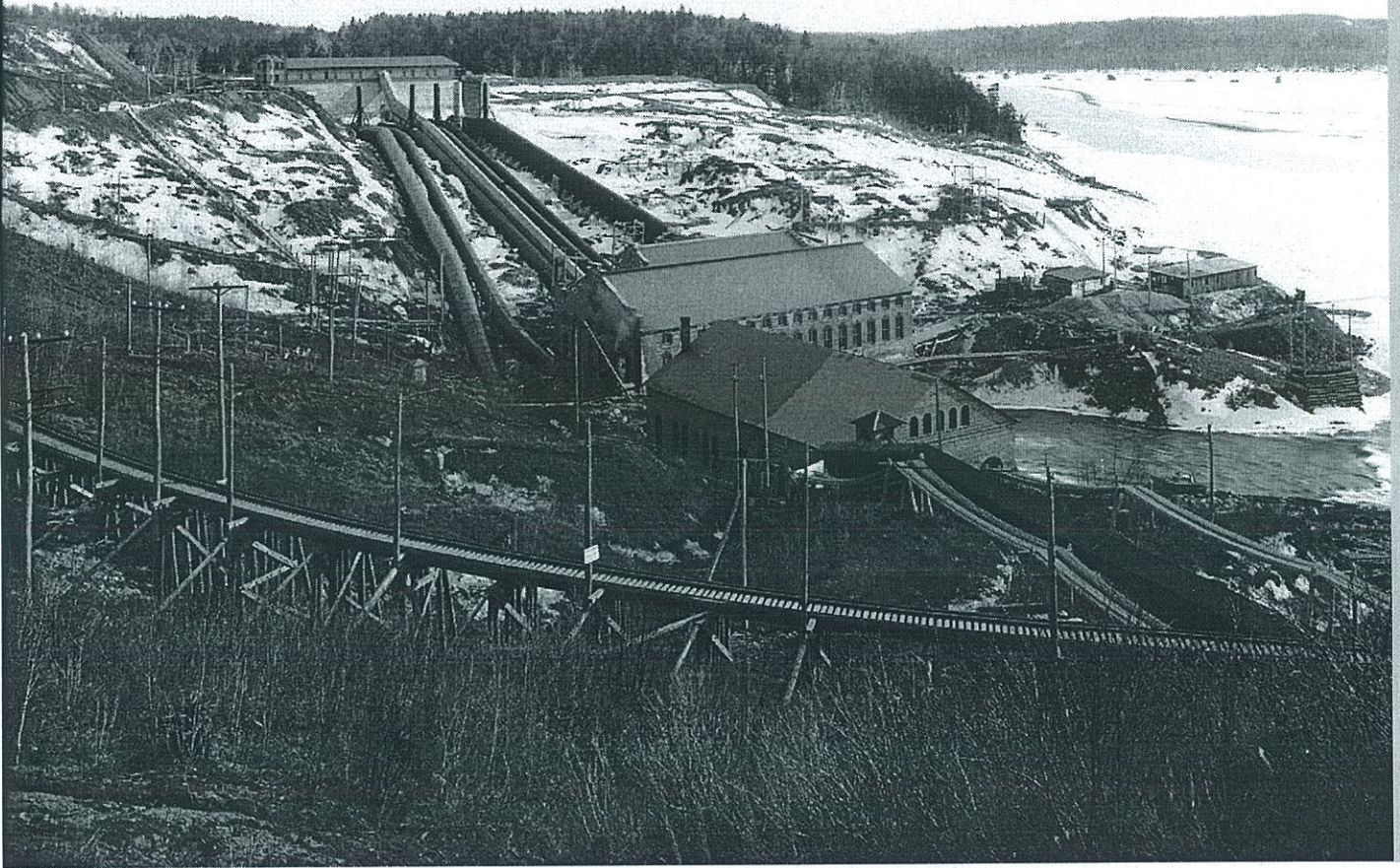
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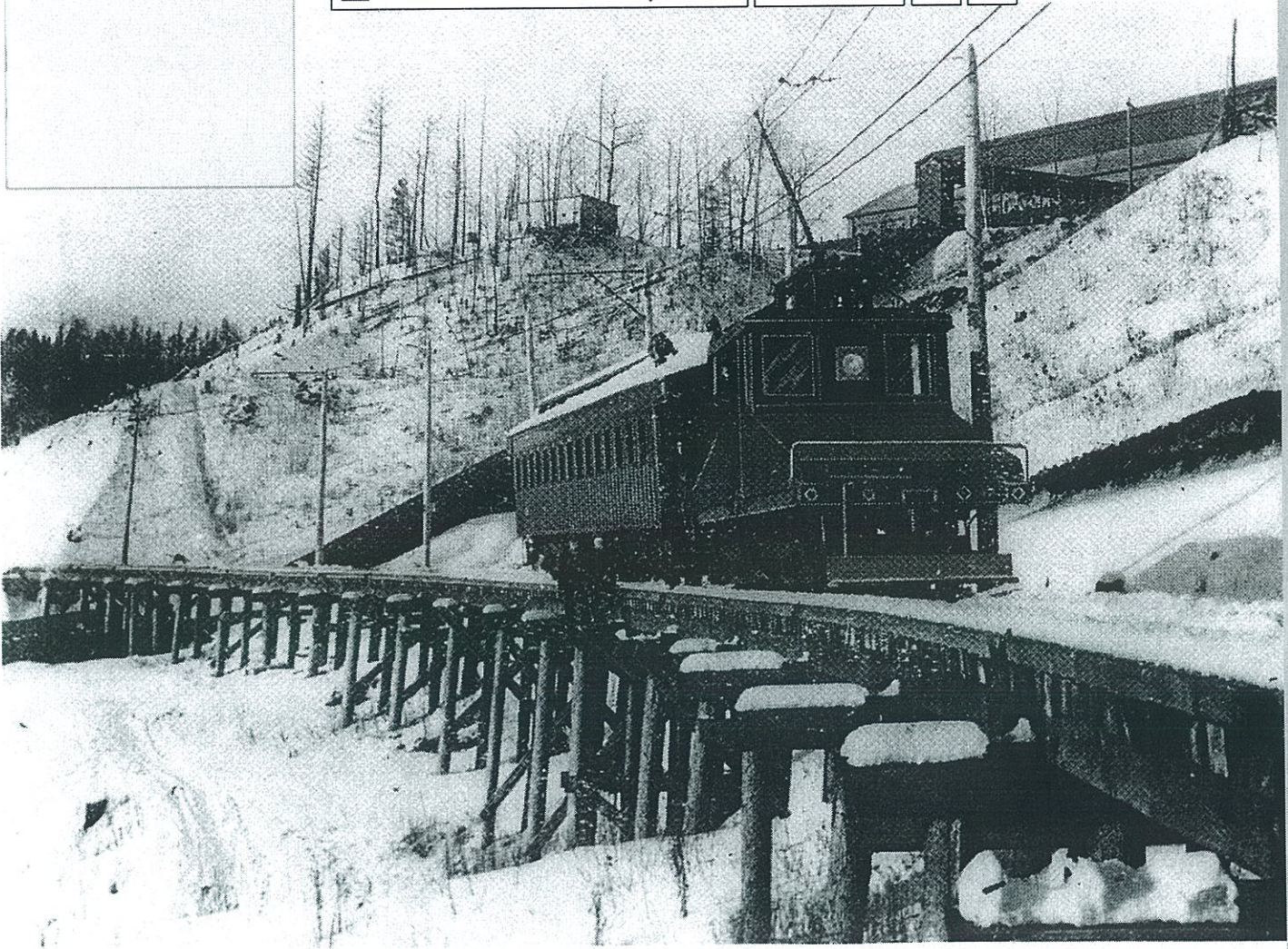
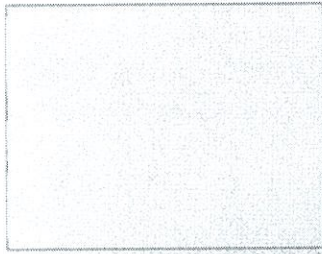


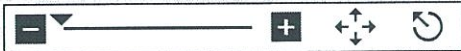
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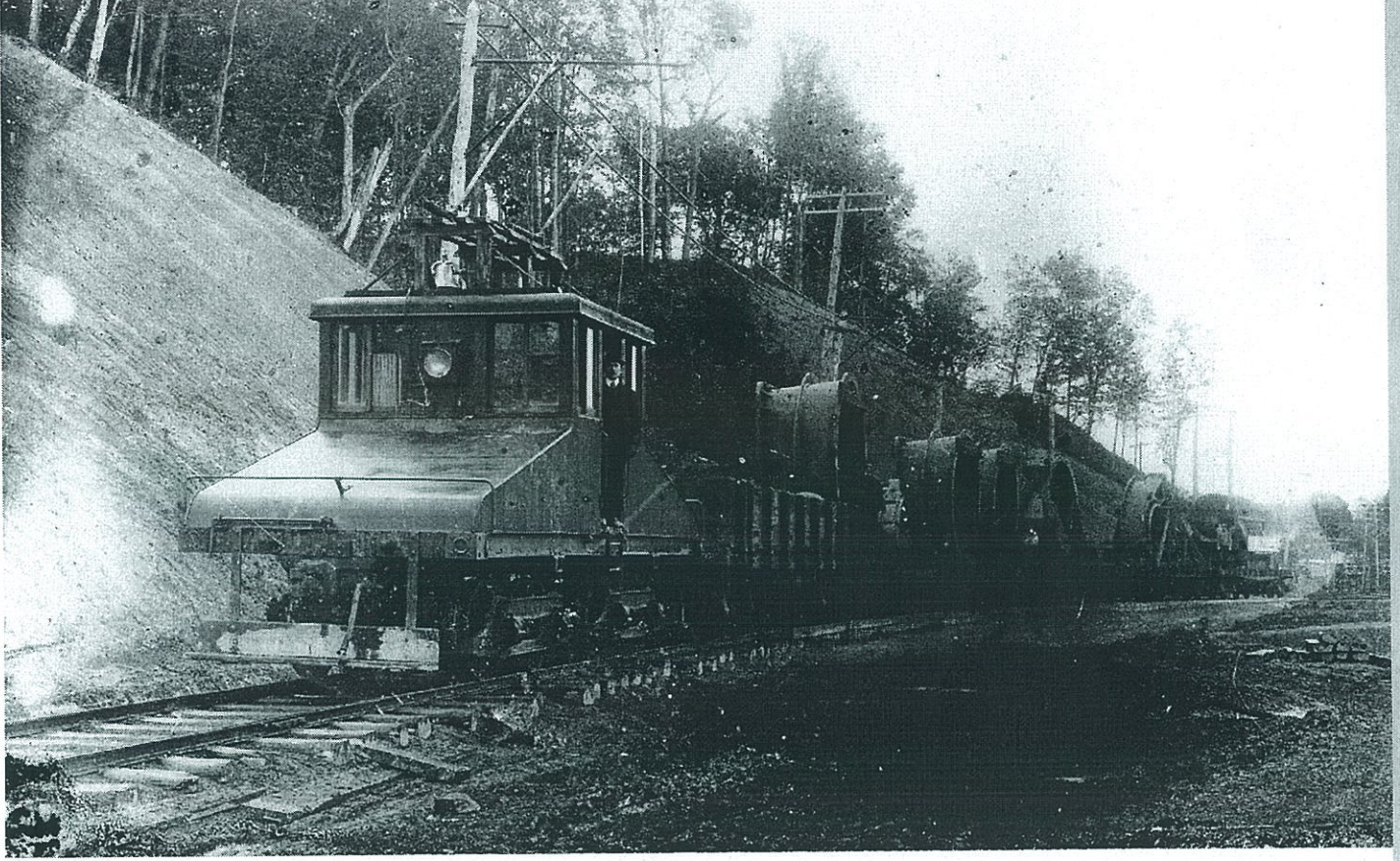
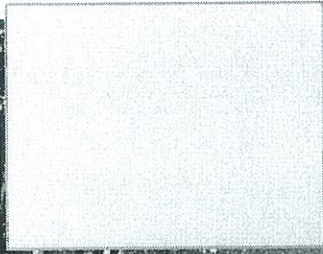


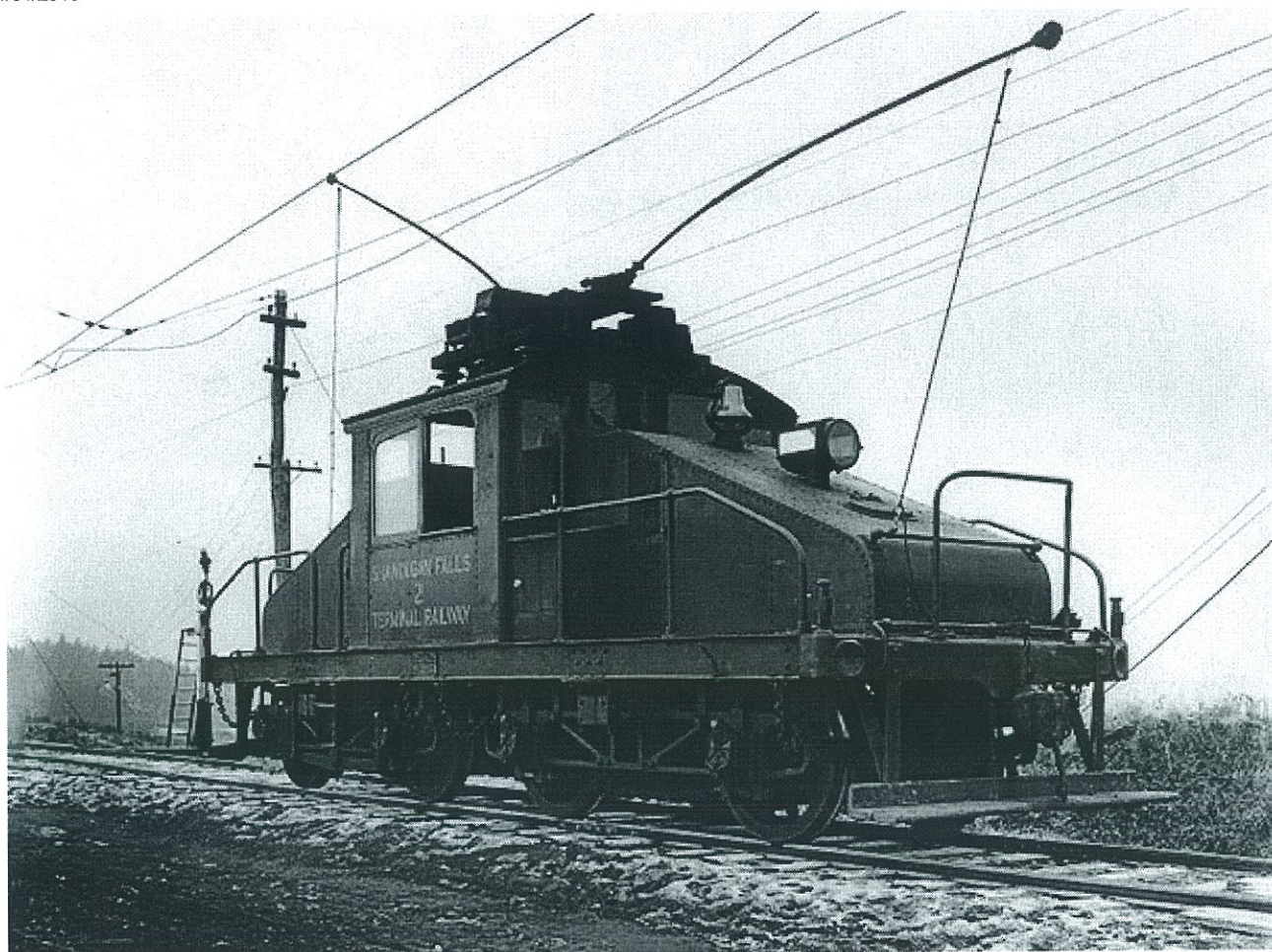


McCord Museum



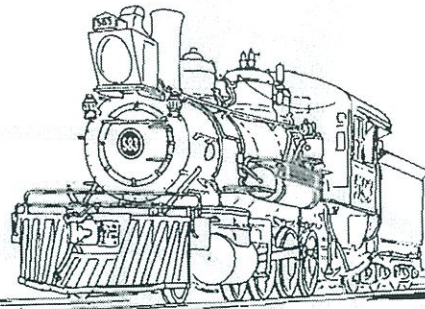






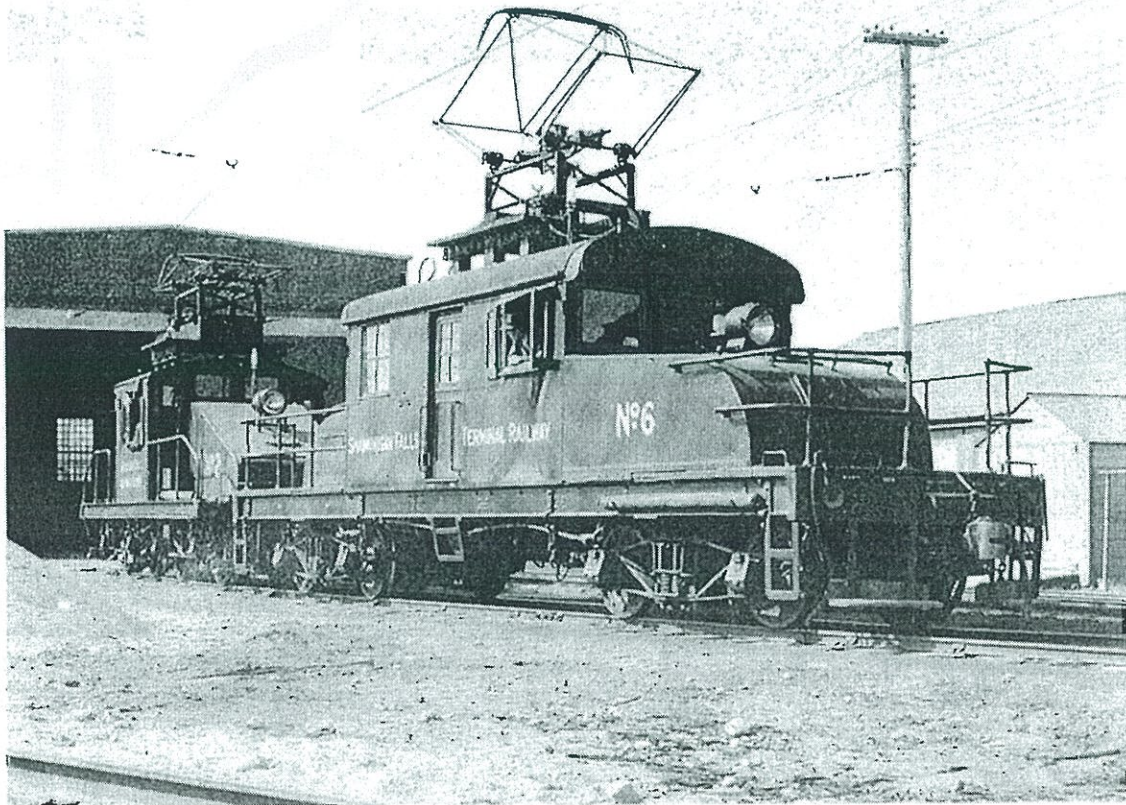


From Our Archives



VOLUME II

We are pleased to present another 'FROM OUR ARCHIVES' series of interesting historical photographs for your enjoyment. Once again the photos presented are from the S.S. Worthen Collection and reflect Sandy's wanderings back in the period of 1948 to 1950.



In the late forties a dedicated group of CRHA members visited the little known 'Shawinigan Falls Terminal Railway' (electric) at which time railway officials did their utmost to please the guests including the positioning of various locomotives for photographic purposes. This electric line is represented at the Canadian Railway Museum by the 'Cornwall No. 7' which once served on the Shawinigan line and was later acquired by Cornwall before coming to us. All electric operations ceased shortly after the members visit at which time the equipment was disposed of and trolley torn down.