

Panorama from [unclear]

were three and a half per cent. (uncompensated) and seventeen degree curves. Sixty-pound rails were used. The railway equipment included two dinkies of twenty-seven tons and three twenty-five tons each, respectively. Thirty flat cars, a number of which were converted into temporary box cars, and two standard box cars. For summer fuel for locomotives (wood fuel was used in winter) a standard fuel oil tank car supplied stationary wooden storage tanks along the route, thirty-five six-yard side-dump cars and two sixty-ton steam shovels which were used for the stone quarry and sand pit supplying material for the dam after the completion of the railway.

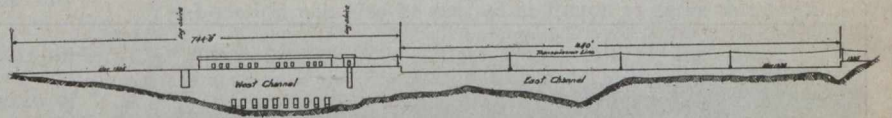
For river operations, two stern-wheel tow boats of two and a half and three and a half feet draught respectively, one twin screw steam tug, one twin screw gasoline tug, five gasoline launches and an alligator tow boat were used with twenty-four scows averaging twelve feet beam and seventy-five feet in length. The alligator with its five thousand feet of cable was used to tow the scows through a long rapids in a winding course at a point about midway between the terminals, and for dragging the scows through shallow water over a long sand bar at the foot of the rapids when the water was very low in the dry season. A large number of skips were used for cement, each holding three tons loaded at Sanmaur and transferred by derricks from boats to cars without rehandling.

A telephone line was constructed from Sanmaur to the dam site. The line was on a specially cleared right-of-way thirty miles to the Chaudiere Falls, then followed the railway right-of-way to the dam. The telephone line was

a part of the contract and will be used in connection with the operation of the water control.

In addition to railway and river transportation, a very large amount of material, supplies and plant had to be hauled by teams on winter roads which had first to be made, and with difficulty kept open owing to the very heavy snowfall and windstorms prevalent.

The contract was let in the early autumn of 1915 and by the time river equipment was brought up, channels marked out and handling facilities and wharves erected, the amount of supplies and equipment which could be

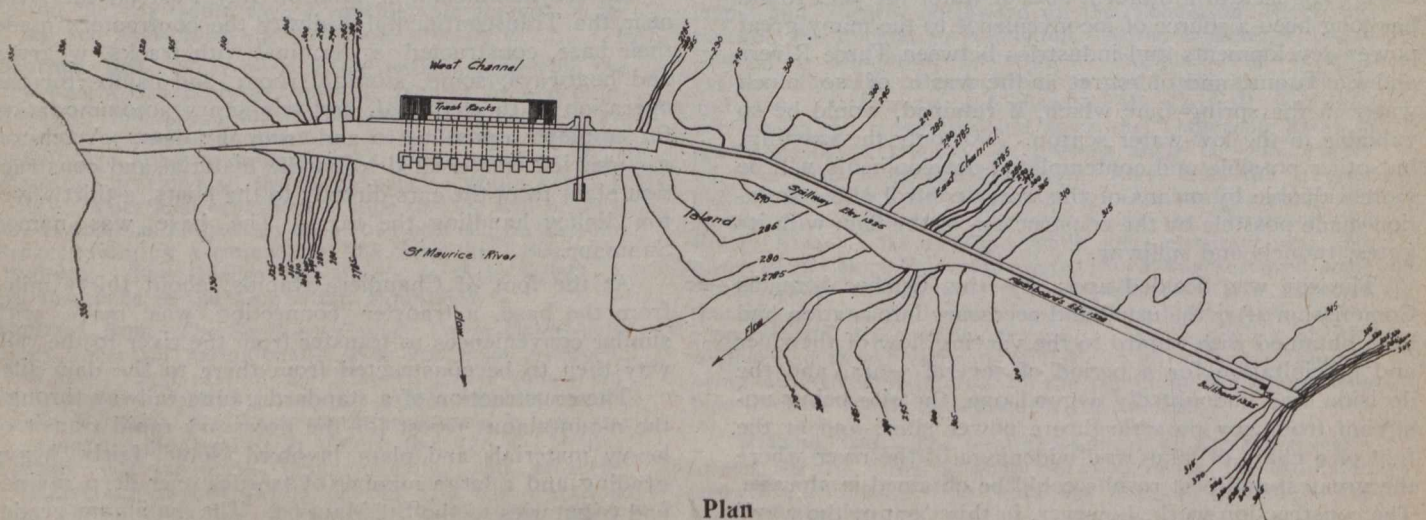


Downstream Elevation

taken up the river thirty miles to the point of proposed railway construction before the "freeze up" was comparatively small.

At the same time, the construction of a power house was started two miles below the dam site at La Loutre Rapids to provide power for the operation of construction plant. The structure was of reinforced concrete for two 350 k.v.a., 2,400-volt, 3-phase direct connected horizontal shaft units under 18-foot head. The material and machinery for this power house was hauled in by teams, also all kinds of plant for the railway construction, and to the dam site for the following summer before the railway could reach there.

While the railway construction and the power house



Plan