THE SAINT LAWRENCE AND ATLANTIC RAILWAY DIARY

THE GRAND TRUNK IN QUEBEC.

C. H. RIFF 2013

LENNOXVILLE MARCH 20, 1900

A Grand Trunk freight train met with a disaster, near Fitzgeralds Curve, two miles east of Lennoxville at 7:30, on the the morning of March 20th, 1900. The engine, tender and only one or two cars remained on the track. Twenty-five cars were thrown into the ditch and were smashed like kindling wood. None of the train hands were injured. The crew in the van saw ahead as the cars jumped the track, so they were able to jump from the van. They knew that the GTR passenger train was following them and quickly went back to flag the Express.

RICHMOND MARCH 21, 1900

A freight train was badly wrecked on the Quebec-Richmond line just a short distance from the Richmond station at about nine o'clock on the night of March 21st, 1900. The train was in the charge of Conductor Brownlow and Engineer Delaney. When coming down the steep grade towards Richmond, the train broke apart, three cars back from the engine. The locomotive was running a good distance ahead and five minutes after reaching the outskirts of Richmond the back of the train, seventeen cars smashed into the first part. Seventeen cars were thrown into the ditch smashed. They were full of pulpwood, asbestos and lumber. Engineer Delaney did have any idea that the train had split until the cars coming on the downhill smashed into his rear.

LENNOXVILLE JUNE 13, 1900

A collision between Canadian Pacific and Grand trunk trains occurred at the diamond crossing at Lennoxville June 13th, 1900.

It was the custom of all trains on both lines to come to a standstill on approaching this crossing and signal. The watchman at this point raises or lowers the semaphore signal; as the case may be, as an indication whether the train may proceed or not.

The CPR mixed running Sherbrooke to Lac Megantic was the first to reach the crossing and the engineer stated that after coming to a stanstill he received the signal to go ahead. His train consisted of an engine, five freight cars, a flatcar loaded with railway ties, a baggage-smoker combine and a first class coach at the rear. The CPR train had nearly crossed the diamond when the collision occurred. The Grand Trunk train northbound from Island Pond Vermont bound for Montreal consisted of between sixty or seventy freight cars drawn by one of the giant Grand Trunk engines. Fortunately the GTR was moving slowly.

The engine struck the flatcar throwing it into the ditch and derailed the rear passenger cars. No persons were injured, but if it had happened only a moment later the engine would have sliced into a passenger car.

THE 1901 ROYAL TOUR

Queen Victoria, the great regal monarch of the British Empire, died on January 22nd, 1901. Her son, the Prince of Wales, Albert Edward became the King of England. The son of King Edward VII was George Frederick Albert, the Duke of York. He inherited his father's title as the Duke of Cornwall on that January day, he was now the heir to the Crown. For much of 1901, his title was His Royal Highness The Duke of Cornwall and York. His wife Mary was the Duchess of Cornwall and York.

After the funeral of Queen Victoria, a great tour was arranged of the British Empire by George and Mary. Their tour included Malta, Ceylon, South Africa, Australia, New Zealand, Newfoundland and Canada.

The tour of Canada included massive preparations, the focal point would be the modern train constructed by the Canadian Pacific Railway. The red mahogany varnished wood train consisted of two baggage cars, the compartment car "Canada", the sleeping car "Australia", the dining car "Sandringham", sleeping cars "India" and "South Africa" and the last two cars of the train were the night coach "York" and the special observation coach the "Cornwall." The "Cornwall " was the most impressive piece of railway rolling stock. Seventy-eight feet long, it was divided into a large Reception Room, Boudoir, Dining Room and Kitchen. A door from the Reception Room carried the Royals out to a large brass railed open observation platform.

The Royal Couple arrived at Quebec City September 19th, 1901, and the Royal Tour first went west, to Montreal, Ottawa, Winnipeg, Calgary, Vancouver and Victoria. all over the Canadian Pacific Railway lines. The tour turned and returned east the first week of October. The CPR would now turn their Royal Train over to its own rival the Grand Trunk Railway at Toronto October 11th, for travel through large parts of Ontario and Quebec.

October 16th, 1901 the Royal Couple left the City of Montreal east-bound on the Grand Trunk aboard the Royal Train. Shortly after leaving Montreal at noon, the train was stopped in the very center of the Victoria Jubilee Bridge for a Grand Trunk ceremony. The ends of the bridge had been decorated and a platform built at the center of the bridge. On August the 5th, 1860 the Duke's father, then Edward, the Prince of Wales, at this very same location had sent home the last rivet of the great Victoria tubular bridge.

After twelve o'clock no traffic was allowed on the bridge, until 12:45, when a special train carrying the Governor-General, Prime Minister Sir Wilfrid Laurier, and others passed across without stopping. Then a special GTR train arrived and GTR officials climbed to the platform where soon they were met by the royal guests. A short commemorative ceremony was held, and then the Royal Couple boarded the train to speed east to the Eastern Townships.

Sherbrooke had a large elaborate civic reception planned; centered about the grand brick Grand Trunk station. A military guard of the 53rd Regiment and the Bishop's College and St Charles Seminary Cadets formed on Depot Street. Crowds had arrived by numerous villages by special trains.

The Royal Train sped over the Grand Trunk, following in the wake of the Governor- General and Prime Minister's train which would turn off at Richmond and head for Quebec City.

At Richmond, in the drizzling rain, a crowd of five thousand waited on the platform. First there was the Governor-General and Prime Ministers train and at 2:50 the Royal Train arrived. His Worship Mayor McMorine and a Miss Aylmer presented flowers and cheers were called.

The Royal Train was speeding up the St Francis Valley, the telegraph bounced left Richmond, left Windsor, left Brompton, and then at length the locomotive whistled for the Magog River bridge; and in a moment the beautiful mahogany royal train passed over King Street crossing and came to a standstill with the car "Cornwall" opposite the civic reception stand at the station. The 53rd Regiment band commenced playing "God Save the

King." Their Royal Highnesses, the Duke and Duchess of Cornwall and York alighted from the Royal Train, and the Royal Standard was raised at the station. The Royal Couple mounted a dais beside the station and the Royal Tributes were delivered from a town, that only forty years earlier, when it was first emerging from the wilderness, had welcomed, Edward, the Prince of Wales, and now King of England. Quickly the train left for Lennoxville, where it would be completely turned around, while Mayor Worthington continued his address.

When the reception was completed the Royals boarded their train and returned up the St Francis valley arriving at Richmond again at 6:10 P.M. but this time it took the switch and turned up the Quebec line, passing through Danville, Victoriaville to Levis, and a rendevous once again with the Prime-Minister Laurier. The next day the Royal Train would leave east, over the Intercolonial Railway bound for Halifax. Soon the Royal Tour would be over, and the Duke of Cornwall and York would arrive home to England. In weeks of leaving the Eastern Townships he would be Knighted the new Prince of Wales. Nine years later, on May 6th, 1910, the Prince and Duke became the George V, the King of England. He died January 1936.

LENNOXVILLE MARCH 15,1904

Boston and Maine engine 754 was pulling a northbound freight up the Massiwippi Valley line from Newport, Vermont. It had just switched on to the Grand Trunk and pulled up to the Grand Trunk Lennoxville station at 4:35 AM that March morning; received it's orders and proceeded down the Grand Trunk tracks, to its terminal at the GTR Sherbrooke only just two miles away. The B&M train reached the GTR-CPR diamond crossing when just at the same moment a Canadian Pacific eastbound freight pulled by CPR ten-wheeler 991 charging downhill smashed into each other. The collision killed B&M engineer John Folsom and two other members of his crew. B&M 754 was a Mogul built by Manchester Locomotive in 1889. Engine 991 had been built at North British In Scotland only a year before.

RICHMOND, QUEBEC AUGUST 31, 1904

The morning of Wednesday August 31st, 1904 summer was coming to an end and the large Sherbrooke Fair was open. A large attraction on both sides of the international border. The Grand Trunk had for many years run special excursion trains to Sherbrooke. One such special train left Montreal heading east that morning. Grand Trunk locomotive No. 879 , a Compound 2-6-0 built at the GTR Pointe St Charles shops in 1901 was assigned to the train. The train crew assigned were Engineer Fraank Schwager, Fireman Frank Milton and two Conductors; Norman Atkinson and his Assistant-Conductor E. Goyette. Their orders were given them that the Special had the right of way over all trains except First Class trains. The train rolled east across the flat St Lawrence River plain through Beloil, St Hyacinthe, and Actonvale, crossing the St Francis River and slowed for the railway junction town of Richmond. Conductor Goyette worked the back part of the train and Atkinson the first part. Richmond was where the Grand Trunk's Levis (Quebec) railway Division connected with the Grand Trunk's Montreal to Portland mainline Division. The two Divisions were independent of each other. The Special was now a long train and as it stopped at the western side of the station eager families from Richmond and nearby Danville filled the train for an exciting day at the Sherbrooke Fair. The Engine was a considerable distance from the station due to the length of the train. The Engineer got down from the steam engine and started to oil the engine while Conductor Atkinson popped into the station to sign the required Train Register and to receive any new additional train orders. The problem it would seem was that the two Grand Trunk Divisions had two separate Train Registers located only a few feet apart. And there being two independent divisions each had their own regular train numbers. The Levis to Richmond line had a train No. 5 and the mainline also had an Island Pond to Montreal regular train No. 5. The Quebec No.5 had pulled into Richmond at 10:15 A.M., on the Quebec (eastern) side of the station, just before the Special had arrived at 10:25 and no doubt Atkinson had walked through the hundreds of passengers as they crossed the platform to also board the Sherbrooke Fair train. It would appear that Atkinson looked at the

wrong Train Register, he had looked at the Quebec Division Register, and after all there was Number 5 sitting on the adjoining track.

The mainline train No. 5, was the regular Island Pond, Vermont to Montreal mail train, composed of baggage car, combination baggage-smoker and three coaches. It had left Island Pond with |Engineer Joseph St Germain, his Fireman Fred Holland and Conductor Couglin heading north and west. The locomotive was a similar Grand Trunk 2-6-0 No. 541, also built at Pointe St Charles in 1901. It was due to arrive Richmond at 10:20 A.M. To complicate matters, it would also arrive at the eastern side of the Richmond station where the No. 5 from Quebec had arrived minutes earlier. This day it was running about twenty minutes late.

The rules of the Grand Trunk were that the conductor should examine the register and sign his name, the number of his train, number of the engine, and the time of arrival. Before the Conductor leaves he must get an order to leave and register the time of departure, and the Conductor of the Special had no right to leave before it was ascertained that Regular No. 5 had arrived. Dispatcher Charles Whitmore gave Atkinson his orders that he had clearance to leave on arrival of "No. 5". The Train Registers for the two Divisions were in the same room, but separated about twelve feet. Conductor Atkinson, it would appear read the Train Register and had signed the correct mainline Register and as he walked through the station to leave Station Agent D. J. Scully warned Atkinson that he couldn't leave yet, for No. 5 had not arrived. Atkinson continued his walk through the station, and out to the platform; walked to the front of the train where he met Engineer Schwager and told him that No. 5 had arrived. Engineer Schwager would later state that he saw a passenger train arrive on the east side of the station as his Special arrived and just thought it was the No. 5 from Island Pond. He questioned Atkinson if No. 5 had arrived and Atkinson replied that it had. The Engineer looked at the Semaphore signal and it was clear. Then to the surprise of the Scully and Whitmore he quickly boarded the Special and gave the Go Ahead signal to Engineer Schwager. The Sherbrooke Fair Special, full to the brim, passengers standing in the aisle, left Richmond with full steam ahead. The station master knew that Mainline No. 5 was to arrive soon, ran into the Station

operators office and asked if new orders had arrived that gave the Special a clear track and when he found out that there were no new orders, he and Whitmore ran out to the station platform and shouted to the rear Conductor Goyette that No. 5 from Island Pond, was not in, Goyette lowered his head as if to signal that he understood and they thought that the train would stop but it did not, it kept going. They raced inside and threw the distant Semaphore but it was too late, too late, the Special had already passed the semaphore signal and was getting up steam and speed, and came around the slight curve in the track leaving Richmond that blinded the locomotive crews. Then in a second, the locomotive crews saw the approaching trains, slammed on the air brakes and leapt from their engines. Near the Melbourne Bridge, one mile from the Richmond Station at a point known as the "Woodyard" the two trains crashed together with such explosive force that the first passenger car in each train was telescoped by the forward baggage cars, ripping wood and flesh apart. The passengers had no warning. All the other passenger cars on both trains remained on the rails safe. Nine passengers were dead and twenty-six people were badly injured. Six people on the Sherbrooke Fair Excursion Train were dead and three of the passengers on the No. 5 were also dead. Everybody in the Town of Richmond ran to the scene. Axes were found and were used to cut through the debris to retrieve the dead and injured. Both engines were overturned and badly smashed. The impact so great the engines toppled over and the cars behind had telescoped The smoking car on Train No. 5 was cut in two. The engines were hissing steam and there was excitement of either an explosion or that the wreckage would take fire. The telegraph flashed the news throughout the Eastern Townships. Special medical trains were made up at Sherbrooke and St Hyacinthe to transport Doctors to the scene of the disaster.

The dead were: J. B. Blanchet, Member of Parliament for St Hyacinthe, Gaudet, A. Dubard, W. F. Mountain, F. Bowering, G. Richards, F.Hackett, J. Simard.

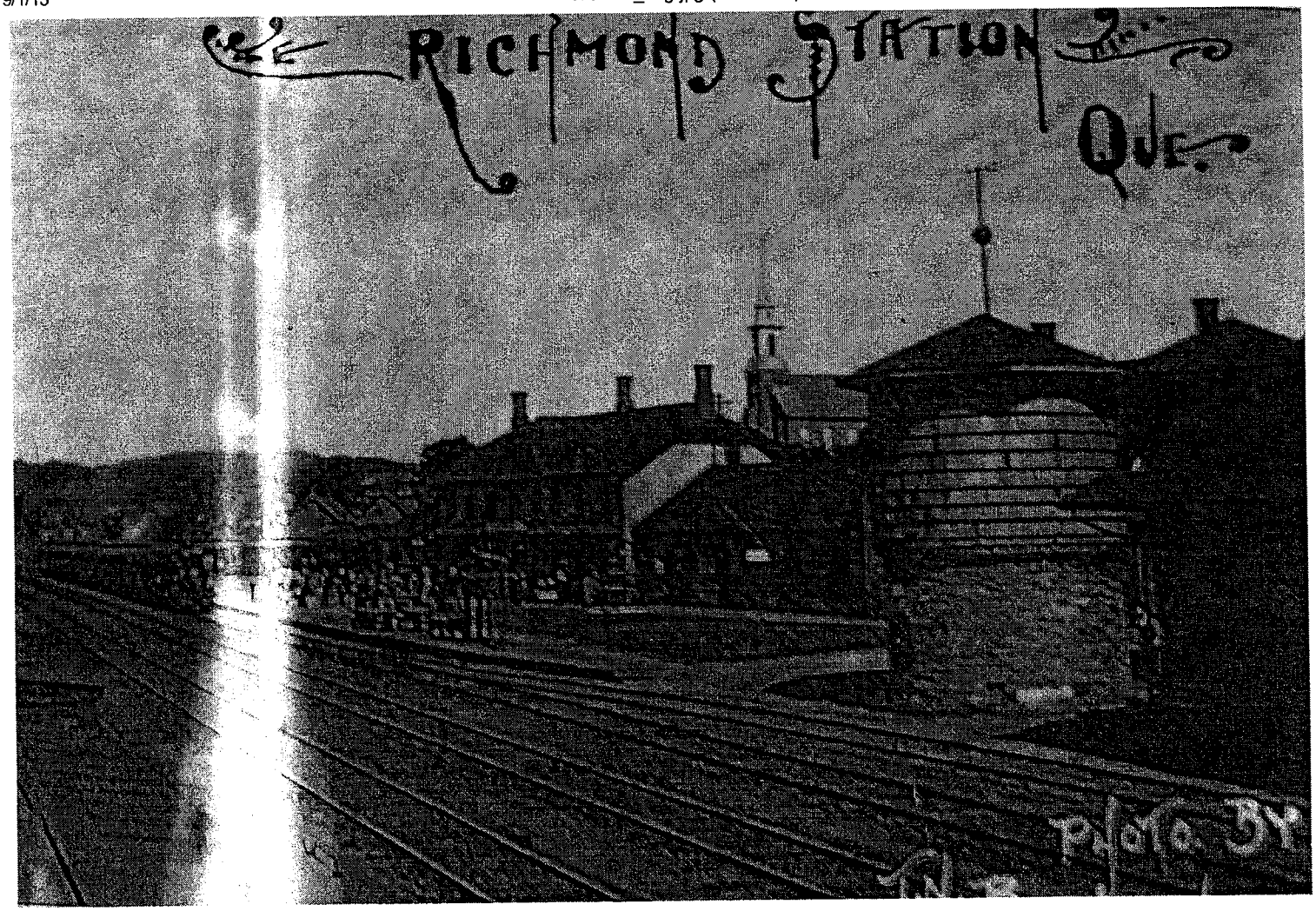
An inquest was convened and on September 9th, 1904 the verdict of the Coroner's Jury found that the direct responsibility for the Richmond

Wreck was Conductor Atkinson and Engineer Schwager for not examining the Train Register.

That summer morning in Richmond a young fourteen year old girl Marion Cook stood on the station platform at Richmond with her brother Charles looking forward to a day at the Sherbrooke Fair. When they saw that the train was full and people were standing in the aisles of the cars they changed their minds and set out for their home. Before they arrived home the Richmond Wreck had occurred very near to their ownhome. Older brother William when he heard of the train ran to the site thinking that his family was on board the train. He helped to rescue passengers believing that his family were in one of the passenger cars of the special. Bill was later surprised to find his sister and brother were safe. The author was told this family story at a young age by his grandmother Marian Riff.

Photo Number: STR04247a
Photographer: STONER, C.T. COLL.
Location: SHERBROOKE, QUE.
Railway Name: GRAND TRUNK
Date: 1904-08-31
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 1245
Builder Date: 1892-00-00
Model: MOGUL
Type: 2-6-0
Equipment Number: 879
Boiler Pressure: 200
Tractive Effort: 28
Disposition: SC 12/1925
Drivers: 63
Collection: STR
Cylinders: 22.5 x 26

Photo Number: STR04224a
Photographer: STONER, C.T. COLL.
Location: SHERBROOKE, QUE.
Railway Name: GRAND TRUNK
Date: 1904-08-31
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 1342
Builder Date: 1901-00-00
Model: MOGUL
Type: 2-6-0
Equipment Number: 541
Boiler Pressure: 165
Tractive Effort: 19
Disposition: SC 04/1954
Drivers: 63
Collection: STR
Cylinders: 18 x 26


RICHMOND STATION
QUE.


Richmond, Que
Richmond Station

IMPROVEMENTS 1900 TO 1910

In the summer 1907 the Grand Trunk decided to lay a second track from St Lambert, near Montreal all the way through St Hyacinthe to Ste. Rosalie Junction where the GTR intersected the Intercolonial Railway. The contract was given to McRae, Chandler and McNeil.

In 1908 the Grand Trunk acquired a large piece of land 400 feet wide by two miles long at the east end of St Lambert. A large sorting or switching yard was built there. Plans to build a roundhouse at St Lambert was stopped by the local suburban home owners. A coal plant was built there in 1912.

In 1910, the Grand Trunk started to receive larger and heavier steam locomotives for use on the Portland to Montreal railway, the 4-6-2 Pacific type and 2-8-2 Mikado types. These replaced the smaller 4-4-0 and 2-6-0 types that had dominated the railway for decades. Throughout the GTR new longer turntables and roundhouses were built to handle the much longer locomotives. In 1910 the Grand Trunk tore down their old 1873 nine stall roundhouse at Richmond. Work started on a new concrete roundhouse with stalls able to hold eighteen locomotives. Each stall was ninety feet long, with a pit of 66 feet. The roundhouse was equipped with two drop pits, one for driving wheels and one for small wheels. A wheel shop, one hundred feet long, and a machine shop48 by 125 feet with a boiler room with two boilers. The entire roundhouse was heated by hot air right down to the under-track pits. The engine terminal had a new eighty foot turntable, and four cinder pits outside with standard GTR cinder hoists.

The Railway and Sipping World, 1898-1901

The Railway and Marine World, 1908-1910

May 26, 1901 The Grand Trunk passenger Express which left Quebec for Montreal on Saturday May 26th, 1901 met with an accident near Hedleyville about six miles from Quebec. An Intercolonial engine running out from the roundhouse crashed into the train and derailed several cars but fortunately none of the passengers were hurt.

PORTLAND STATION

The Grand Trunk completed a new station at its eastern terminal of Portland, Maine in 1904. Located at the corners of Fore and India Streets, it was built in the Romanesque style , using granitite and pressed brick. The roof was tiled. The main waiting room was 32 by 72 feet. It had a thirty foot ceiling. The ticket office was located directly opposite the main entrance. a 32 foot by 33 foot dining room was located next to the ladies room. A very impressive clock tower dominated the station.

TURCOT YARD

Since the earliest days of the Grand Trunk Railway, the central freight yard and engine servicing area for the entire Montreal area, for not only trains from Island Pond, Richmond, and Levis-Quebec; but also all the trains from, Brockville, Belleville, Toronto and the west had been yarded and the engines serviced at "Point St Charles" near the northern end of the Victoria Bridge. In 1904, this was all to change, when the Grand Trunk started to acquire large tracts of land to the west of Montreal, in a swampy area known as Turcot. In 1904 the railroad acquired 320 acres of land, and then began to lay out plans for a massive freight and engine terminal. The freight yard was designed to be able to hold 2500 freight cars on any given day.

The roundhouse was completed in late 1905. It was built, at first to accommodate forty, then shortly expanded to hold sixty steam locomotives. In its center, was a huge one hundred foot long steel turntable. At nearly a complete circle, the Turcot Roundhouse was one of the largest engine terminals in North America. The cost in 1905 was one million dollars.

The Railway and Marine World

LENNOXVILLE MAY 23, 1907

Just near the Huntingville crossing on the outskirts of Lennoxville, a Grand Trunk Mogul engine was heading up from Island Pond heading west towards Sherbrooke the afternoon of Thursday May 23rd, 1907 when a collision occurred. The train was nearly sixty cars long when another locomotive, a light engine running behind it came up and fast and smashed into the heavy freight. The engineer and fireman jumped in time. the van and two cars were smashed and soon caught fire.

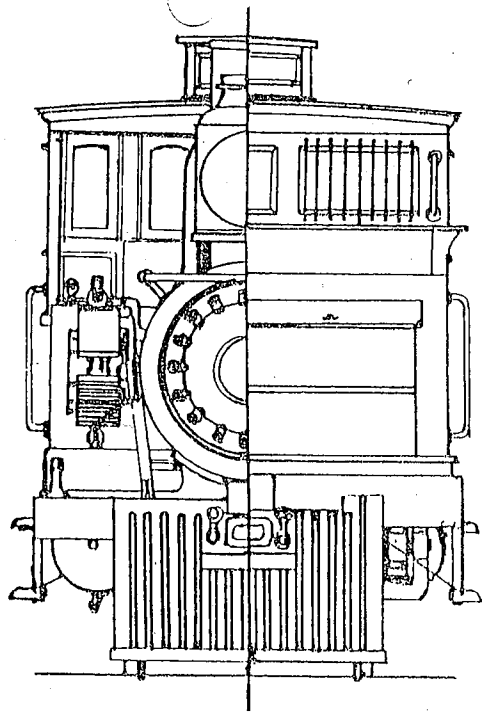
THE SCOOT

There existed a little train that ran through the valley of the St Francis River that was a well known fixture at the turn of the century., The Scoot. The name Scoot was a popular name for a local train in eastern Canada and New England. The name was given to many different trains and even lasted until 1960 on Canadian Pacific's International of Maine Division, but there was no train to compare with the Grand Trunk's "Scoot". The Scoot ran almost a suburban train service between Richmond through Sherbrooke to Coaticook. It seems to have been given its name around 1895, but just after the turn of the century the train acquired its unique personally when the motive power assigned to the train was the very unique Grand Trunk suburban double ended tank locomotives. The Grand Trunk had three 4-4-2T locomotives built at its Pointe St Charles shops in 1892, originally for Toronto Belt Line service. They could operate in both directions with ease and didn't require to be turned at the end of its run. With water tanks slung over the boiler. the extra weight of the water tanks on the drivers gave them extra tractive power. They could take off like the proverbial jack rabbit.

The 4-4-2T's operated by the Grand Trunk and when the Grand Trunk became a part of the Canadian Nation in 1923 the three 4-4-2T's became CNR engines numbers 42-44, class X-9-a. Engine 43 was the regular locomotive assigned to the Scoot in the 1920's. John Davis discovered that in 1926 the 43 was sent to the Montreal shops in August and that CNR sent one of its larger and more modern 4-6-4T's class X-10a, number 49, from Montreal suburban train service, to work the Scoot until December 17th, 1926.9 during this time The number 49 even worked the Richmond to Island pond way freight on September second.

The steam Scoot was replaced in 1927 by the oil-electric self propelled cars.

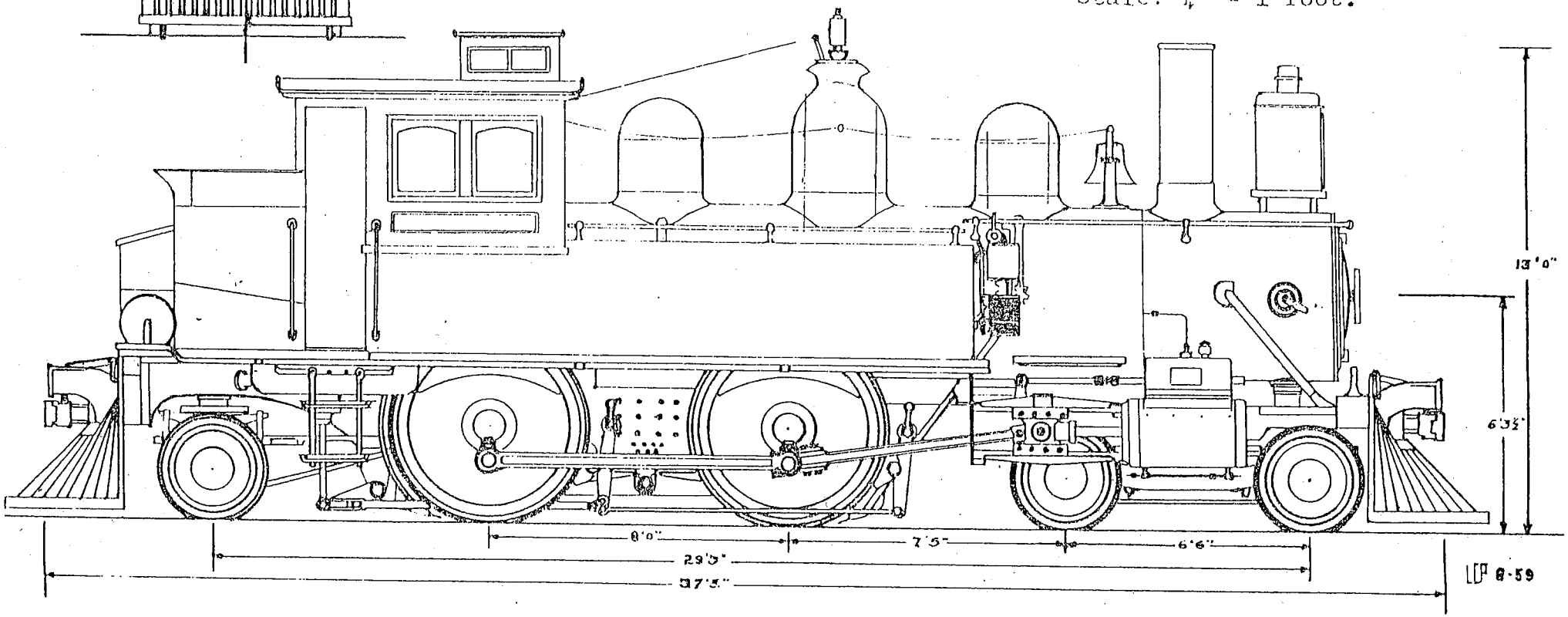
G.T.R. Tank Engine

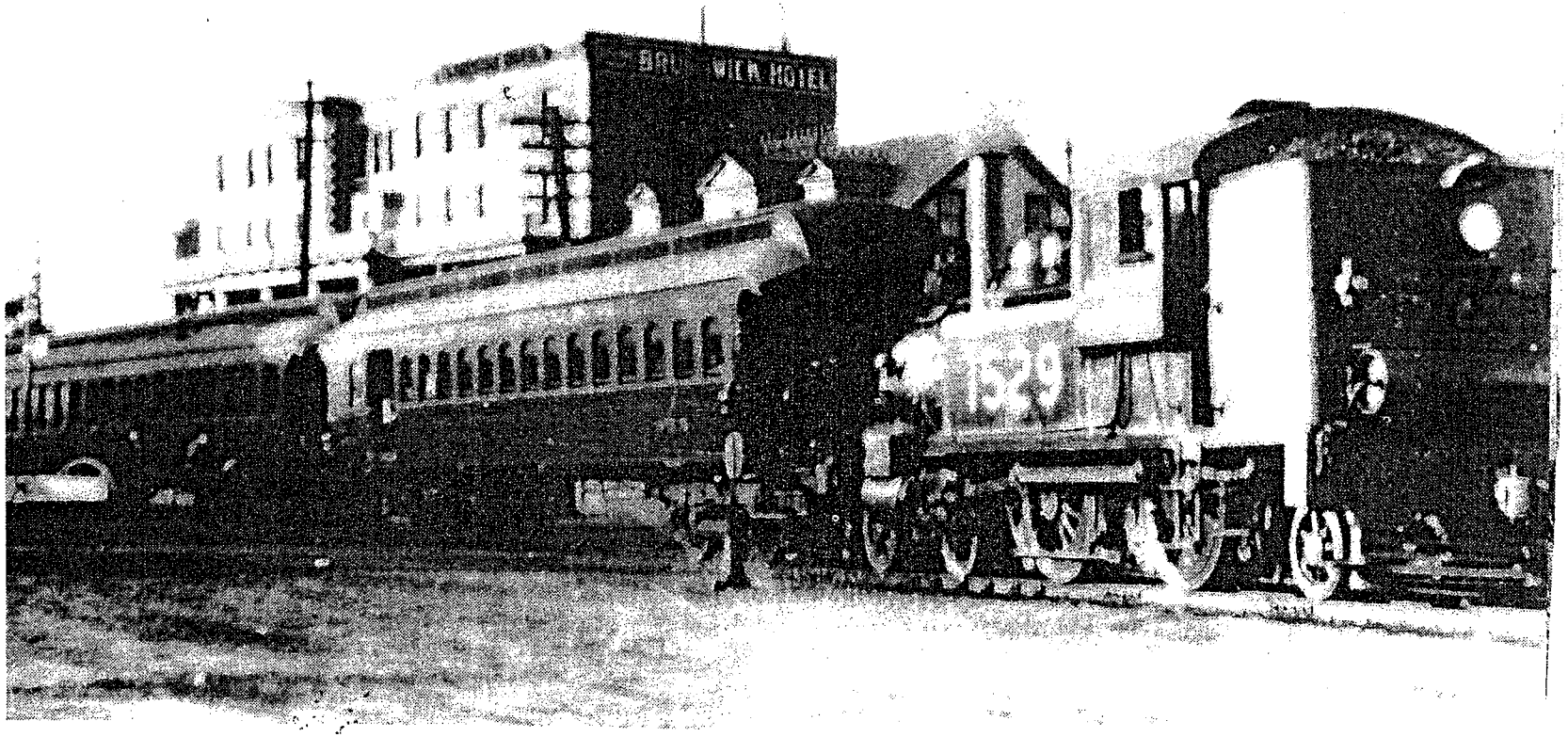


Built by Grand Trunk Railway of Canada,
Montreal, Canada.

Year:	1892
Wheel Arrangement:	4-4-2T
Driving Wheels:	63" diameter.
Cylinders:	17 x 22"
Boiler Pressure:	150 lbs. per in.^{2}
Tractive Effort (starting):	12,867 pounds.

Scale: $\frac{1}{4}$" - 1 foot.





"The Scoot", a Grand Trunk local train which operated between Richmond and Coaticook, Que., c1905. The train operated on a daily-except-Sunday basis, leaving Richmond at 3:30 PM for Coaticook and returning at 7:30 PM. The 4-4-2 sidetank locomotive with small coal bunker permitted normal speed operation in reverse, a necessity in this case as there was no turntable at Coaticook.

(Paige Collection)

SAINTE ROSALIE JUNCTION DECEMBER 10, 1910

Grand Trunk locomotive No. 416, a 4-4-0, H-4 class was built in the Grand Trunk shops at Montreal October 1882. A very standard type of GTR motive power, but very light.

Saturday around noon, December 10th, 1910 orders were given to send this little tea kettle, light, that is, only the engine and no train, from Sherbrooke to the Montreal engine terminal. The train crew all tucked into the engine cab this afternoon; consisted of Engineer William Walker, fireman McMullen and Conductor A. R. Biggs. It was snowing as the engine sped past the Sherbrooke station at three o'clock that afternoon as it sped up the line. Through Richmond heading west, this was an old twenty-eight year old steam engine, and was probably difficult to steam and speed. Even without at single car behind it was late when it came up to the junction at Sainte Rosalie.

Sainte Rosalie was once a small hamlet, just east of the town of St. Hyacinthe, but now it was the important junction between the Grand Trunk and the Intercolonial Railway. The ICR had its own mainline east of St Rosalie to Quebec and the Maritimes, but west of St Rosalie the Intercolonial ran over the tracks of the Grand Trunk right into downtown Montreal. Since 1903, the Grand Trunk was double tracked from St Rosalie to Montreal.

One report has it, that engine 416 was running late, and at this junction, the GTR turns from being single track to being double-tracked, the 416 took the first switch on the left. That sent it west, on the east bound mainline. It is not known why with three men in the cab that they set off on the wrong track, was it a mistake, or did they think they could make up time then switch to the east bound track. There is no explanation, but they did not go far - when out of the western winter, at 5:35 P.M. came the Intercolonial's train No. 146 from Montreal to Nicolet. The ICR men thought they had a clear track, they were entitled. They did not see each other, no chance to apply brakes, they just plain smashed into each

other at full speed near the Yamaska River bridge There was a terrific impact. The tender of the 416 smashed through the locomotive cab. Engineer Walker and Conductor Biggs died in an instant. The ICR engine had its tender smash through the cab of the locomotive killing the unsuspecting Engineer Robert Jamieson and his Fireman M. Dionne.GTR officials could give no explanation why locomotive 416 was on the wrong track. Four men died at the Yamaska bridge.with the Canadian National number

Engine 416, this old tea-kettle was rebuilt by the Grand Trunk and managed to live to be assigned the Canadian National Railways number in 1923, and was scrapped August 1932. Another twenty-two years, after St Rosalie, and a lifetime of fifty years.

Improvements and Betterments 1910-1920

May 11, 1911, the 1883 Richmond station was burnt down. A new brick station, the present station was completed in the summer of 1912.

1913 started to see the arrival of the first of the Grand Trunk's Mikado type steam engines. They would become the predominate locomotives on these eastern lines for the next forty-five years.

Between 1911 and 1914 The Grand Trunk was extending its yard at St Lambert. The yard was built as an auxiliary to both Turcot and Point St Charles yards. The yard and storage tracks proceeded as far west as St Hubert, a distance of six miles. "There were east and west distributing tracks, electric interlocking devices, block signals and semaphores, a most complex network of trackage and dovetailing lines crisscrossing over a wide area" reported Canadian Railway and Shipping World.

Canadian Railway and Marine World

THE QUEBEC BRIDGE AND QUEBEC CITY

On October 2nd, 1921, both the Quebec Central Railway and the Grand Trunk Railway passenger trains left their old south shore St Lawrence River terminals at Levis behind and were allowed to leap the St Lawrence River, on that wonder of the world, the Quebec Cantilever Bridge. It was built as part of the National Transcontinental Railway and Grand Trunk Pacific scheme. The bridge had collapsed twice during construction, and was part; first of the Canadian Government Railways; and now at this 1921 date, was part of the new Canadian National Railways. The Intercolonial route between Montreal and Quebec was the shortest, the fastest and most direct. The Grand Trunk line had been reduced to a local branchline service between Sherbrooke, Richmond and Quebec. This was a time when the Grand Trunk was losing and Dominion Government control was not too far away. Consolidation of facilities of the various components of the new Canadian National Railways with the Grand Trunk Railway had started to appear. The Grand Trunk in Quebec City went to the Canadian Pacific's new Palais Station, built in 1916. The GTR passenger engines were serviced at the former Canadian Northern locomotive terminal at Limoilou, across the St Charles River from Quebec. The Grand Trunk trains, to reach the center of Quebec, took the NTR from Charny, the former Chaudiere Junction, over the Quebec Bridge, then the old Canadian Northern to a junction with the Canadian Pacific, where the GTR trains then rode over the CPR into Palais station.

LIMOILOU, QUEBEC CITY, LOCOMOTIVE TERMINAL

Starting in October 1921, Grand Trunk passenger locomotives from Richmond crossed the Quebec Bridge and were serviced and turned at the Limoilou engine terminal. The Canadian Northern Quebec had built in 1912 a roundhouse and shops for both its Quebec City to Montreal and Hawkesbury line, and the old Quebec and Lake St John line, at Limoilou. Located on twenty acres of land north across the St Charles River, from Quebec City, at the intersection of the Canadian Northern and the Q&LSJ lines. A concrete fifteen stall roundhouse had been built and was divided into three five-stall segments. There was an adjoining concrete machine shop, attached at the rear of the roundhouse, 62 by 163 feet long. The locomotives were turned on a steel seventy-five foot long turntable. A large concrete car shop, 65 by 350 feet, with three tracks through it, for freight car repair, was built on the west side of the site.

With the consolidation of terminals, the old Grand Trunk engine-house at Levis disappeared, and in August 1922, the Canadian National made a six stall addition to the fifteen stall Limoilou roundhouse, The new stalls were one hundred feet long and was of brick construction. A new 200 ton coaling plant was built at this same time, as well as a two track ash track. The freight yards were extended, and the shop tracks rearranged.

Canadian Railway and Marine World, May 1912, p. 220.
Canadian Railway and Marine World, January 1923, p. 11.

February 8, 1911 Sherbrooke, derailment of eastbound freight at Ross Siding west of Sherbrooke.

February 21, 1911 Bromptonville, a westbound freight collided with the van of an east-bound way-freight left on the switch, the locomotive was derailed and the van smashed.

May 11, 1911 The second Richmond station caught fire and burnt to the ground. The present station was built that summer of 1911.

May 20, 1911 Actonvale, there was a collision on the diamond crossing between a light Grand Trunk locomotive and a northbound Canadian Pacific freight train.

February 15, 1912 Norton, a derailment of ten cars near the depot.

February 15, 1912 Lennoxville, there was a derailment at the diamond crossing with the Canadian Pacific Railway.

July 10, 1912 Windsor Mills, a derailment of three cars.

August 5, 1912 Coaticook, a headon collision at the summit of the grade east of the village between a west-bound light locomotive and a east-bound freight train.

August 29, 1912 St Lambert, a collision between a Central Vermont passenger train and a Grand Trunk freight train.

December 13, 1912 Danby, a collision of freight trains.

February 21, 1913 St Lambert, a rear end collision when the GTR Portland train ran into the Delaware and Hudson train.

March 4, 1913 Lennoxville, a derailment on the GTR-CPR diamond crossing, two freight cars were derailed.

March 10, 1913 Lennoxville, derailment on the diamond crossing.

March 10, 1913 Brittania Mills, a derailment with eleven cars off the track.

March 29, 1913 Sherbrooke, there was a derailment of the Grand Trunk passenger train, with two Pullman Cars in the ditch at Ross Siding west of Sherbrooke.

April 5, 1913 Corris, south of Richmond, seventeen cars were derailed.

June 26, 1913 Actonvale, a headon collision occurred between an east-bound freight and a west-bound freight just east of the station.

February 10, 1914 Dixville, there was a derailment near the station of the engine and all the passenger cars of the east-bound Portland Express.

February 14, 1914 Coaticook, a derailment of twenty cars west of the village.

May 11, 1914 Richmond, a derailment, eleven passengers were injured when a coach of the west-bound Montreal Express went down a fifteen foot embankment at Jeffery's Crossing, two and a half miles west of the station.

June 15, 1914 Bromptonville, an engine was derailed.

March 18, 1916 Sherbrooke, there was a derailment pf the midnight Portland Train.

May 22, 1916 Coaticook, there was a derailment of fifteen cars between Coaticook and Dixville.

July 14, 1916 Coaticook, a collision occurred when a locomotive ran into freight cars.

July 17, 1916 Danby, a small derailment.

November 6, 1919 St Cyr, a locomotive boiler exploded injuring four crewmen.

BONAVENTURE STATION FIRE MARCH 1, 1916

A fire started in the second storey file room at the great old Grand Trunk's Bonaventure Station, in the early morning of March 1st, 1916. The fire was first discovered in a cupola, at the front of the building, just to the right of the centre entrance, at 4:50 A.M. It was in a section, where paper records were stored; and the fire seizing on this inflammable material, became robust quickly. The fire engines when they arrived found that the best the fire department could do was to contain the fire to just the station. The entire City of Montreal fire force fought the battle to save the station. The interior of the building, which was largely wood, was entirely destroyed. the roof and the three towers burnt then crashed down into the interior of the brick station.

George Clarke and his wife, who managed the restaurant at the station, and were the only persons that lived in the station were lucky to escape the fire.

The walls began to crumble, and four towers at the corner fell in carrying away the baggage room in which there were several thousand trunks were stored and the whole mass tumbled into the basement with what was described as a mighty crash. Numerous departments were destroyed; dining car, dispatcher's, baggage, customs, freight, and passenger departments.

The station was not only the main station for the Grand Trunk Railway, but for both the Intercolonial and Delaware and Hudson Railways. Sixty-two trains a day ran from this station. Immediately emergency arrangements had to be made to handle the wartime business that needed the station. The adjoining freight shed, and with heated railway passenger cars within an hour a railway terminal was created. The dispatching office was duplicated at the St Henri station. Trains arrived and departed from the station platform on Drummond Street.

The roof had caved in but the brick walls remained solid and on those brick walls the station was rebuilt.

August 14, 1920 Coaticook, derailment of the west-bound morning passenger train running into a washout, four persons were injured and taken to the Sherbrooke Hospital.

February 17, 1921 Plessisville, a headon collision between GTR locomotives No. 1029 and No. 2277 occurred in the yard.

February 7, 1925 Eight cars of a westbound freight train were derailed near Dixville, on Saturday February 7th, 1925. The cause was believed to have been caused by a broken rail.

March 3, 1925 A Canadian National Railways Quebec to Montreal scheduled passenger train on March 3rd, 1925 derailed at Victoriaville. The cause was believed to have been a spread rail. The accident occurred between three and four o'clock that afternoon. Three CNR employee's Brady, Parenyeur and Pepier injured in the derailment. The train was quite heavy and required double headed steam locomotives.

September 26, 1925 There was a wreck of a freight cars on September 26th, 1925 at Bromptonville. The afternoon wreck blocked the railway right in front of the railway station for about four hours. A freight car rolled down grade and collided with several standing freight cars. The wrecking train had to be called from Richmond. The afternoon Express and the Scoot were both delayed.

MONTREAL SEPTEMBER 9, 1925

Montreal's Bonaventure Station at ten o'clock on the morning of September 9th, 1925, the Canadian National's Portland Express had just left the station. At the rear of the train, was great industrialist, Henry Ford, riding in his private railway carriage, the "Fairlane". Veteran engineer Oliver Duffle, sixty years of age, was in charge of the big engine. Passing St Henri, the train swung to the east on the wye. The engineer gave the locomotive extra steam to make the grade which rises upward toward the northern approach to the Victoria Bridge. At the very edge of the viaduct over Wellington Street; at 10:20, suddenly CNR yard engine 7138 appeared to be moving out of the Pointe St Charles shop yards, and was on the mainline between Signal Cabins 12 and 16. Engineer Duffle slammed on the brakes quickly. The Engineer of the 7138, William Jenner, had just spotted the passenger train, and he too had applied the brakes. A collision occurred. The yard engine was thrown to one side, where it came to rest against a telegraph pole. The Engineer suffered a broken axle. Had the collision occurred a few seconds later the yard engine it was speculated in the press would have been thrown off the viaduct and would have crashed down onto to Wellington Street.

It was stated that Henry Ford took the forty minute delay in good humour on his trip to Portland.

Montreal Star, Montreal, September 9, 1925.

QUEBEC CENTRAL

The Quebec Central Railway started construction at the the Grand Trunk station and built north reaching Beauce Junction in 1881 and then purchased the Levis and Kennebec Railway, the QCR then had a through line between Sherbrooke and Levis. With the Passumspic, and later the Boston and Maine Railroad, the Quebec Central carved out its own niche as the "Quebec and Boston Line" in passenger service. The QCR serviced a very large area of timber lands. Pulpwood especially; was delivered south bound to Sherbrooke, where the pulp was sent over the Grand Trunk to pulp-mills at Windsor Mills and Brompton, as well as Groveton, New Hampshire. Sawn timber was interchanged with the GTR for shipment to the Port of Portland. In 1912 the Canadian Pacific leased the Quebec Central, but a traffic report a year later, showed that only the asbestos traffic could be given to the CPR at Sherbrooke. One third of the southbound traffic went to the Grand Trunk, one third went to the Boston and Maine and the last third went to new parent Canadian Pacific. The Quebec Central's and the Boston and Maine's Sherbrooke freight yard was actually part of the Grand Trunk yard. Even after the CPR lease both railways used the Grand Trunk's "Union Station".

The Boston and Maine had leased the Passumpsic Railroad in 1887 and its trains had travelled over the Grand Trunk tracks from Lennoxville to a Sherbrooke terminal. The B&M had its own small two engine house and terminal just across the tracks from the GTR station. The GTR rented space off the B&M to store and turn its Sherbrooke switcher.

June 1st, 1926 the Quebec Central leased the Boston and Maine's Massawippi Valley Railway that ran south from Lennoxville to Newport Vermont. QCR trains for the next year travelled over the Canadian National line from Sherbrooke to just past the Lennoxville station where the QCR trains switched off on to their own right of way.

June 27th, 1927 the Quebec Central passenger trains left the CNR station and moved to the CPR upper town station. QCR freight trains continued to use the CNR yards as yards as it freight terminal for both the Quebec and Newport Subdivision trains until October 1st, 1932 when all QCR freight operations went to the CPR yard. The QCR retained the freight yards in the GTR yard for the next sixty years. In fact the QCR gave its parent the CPR rights to use all its Sherbrooke trackage. The Canadian Pacific would send down at least once a day an interchange train to the Canadian National yard. In the late sixties there was even a Canadian Pacific "Piggy-back" terminal adjoining the CNR yard. The CNR rented the former B&M engine terminal from 1926 until it was torn down around 1970.

CONSTRUCTION AND BETTERMENTS 1920 TO 1930

In 1924, the Canadian National Railway replaced the old 1876 bridge across the Nicolet River on the Danville Subdivision (M. P. 89.88). The old bridge consisted of two masonry abutments and a masonry skew pier in the center of the stream on which there were two tubular 90 foot spans with a deck plate girder on each side of it. The new bridge was two ninety foot deck plate girder span, designed to carry a heavier load.

In 1926-1927 the City of St Lambert and the Canadian National Railways built a concrete forty-one foot subway at mile six, just west of the CNR station. The subway connected Prince Arthur Street on the north side of the tracks with Second Street and St Lawrence Avenue on the south. It was built for the City by the CNR. The construction was of reinforced concrete slabs, with two spans of slabs supported by a center pier and two wing abutments. Provisions were made for a five foot sidewalk and a fourteen foot roadway on each side. Two of CNR's mainline tracks were carried overhead. Careful attention was given to the artistic styling of the concrete work.

1927-1928, a new larger station was constructed at Plessisville, at milepost 40.5 from Chaudiere; replacing the smaller 1904 wood depot, that was only 20 feet by 38 feet. The new structure containing a general waiting room, agent's office, women's waiting room and baggage room. The station was twenty feet wide by sixty-five feet long built of brick on a concrete foundation. K. B. Jenckes of Sherbrooke was the contractor.

Canadian Railway and Marine World, September 1924, p447;
October 1926, p. 575; December 1927, p. 694.

SELF PROPELLED OIL ELECTRIC CARS

The morning of June 13th, 1927, at 8:30 the Canadian National Railways started their brand new train service between Sherbrooke and Quebec City. The train was very new, it was an CNR Oil-Electric Self Propelled Car. These cars were almost new, built by National Steel car in late 1925. An oil electric powered generator, inside the passenger car body provided electricity to power to the electric motors attached to each axle. A steam locomotive was not needed to pull the train. There were substantial saving in both maintenance and labour costs.

The first two cars were the 15819 and the 15820. The units were capable of hauling a trailer" passenger car and 15738 and 15744 were assigned. In the next year, 1928 the steam "Scoot" was gone and the internal combustion engine replaces it on a Lyster-Richmond-Coaticook train service.

By December, 1930; cars 15828 and 15835, built at National Steel Car Company in Hamilton in 1925, were assigned to Quebec to Richmond trains 683 and 684, and Montreal-Richmond-Victoriaville trains 693 and 694 . It was at this time the front end of the CNR green cars were painted yellow.

SELF PROPELLED CARS OIL-ELECTRIC CARS

SHERBROOKE-RICHMOND- QUEBEC

	July 1928	December 1928
15819 hauling trailer 15738		15820 Trailer 15744
Sherbrooke to Richmond	train 601	601
Richmond to Quebec	train 684	684
Quebec and Richmond	train 683	683
Richmond and Sherbrooke	train 606	606

LYSTER-RICHMOND-COATICOOK

15820 hauling trailer 15744		15819 Trailer 15738
Lyster to Richmond	train 687	681
Richmond to Sherbrooke	train 602	602
Sherbrooke to Richmond	train 603	603
Richmond to Coaticook	train 604	604
Coaticook to Richmond	train 605	605
Richmond to Lyster	train 688	682

QUEBEC-RICHMOND DECEMBER 1930

15835

Quebec to Richmond	train 683
Richmond to Quebec	train 684

MONTREAL-RICHMOND-VICTORIAVILLE

15828

Montreal to Victoriaville	train 694
Victoriaville to Montreal	train 693

KINGSEY NOVEMBER 4, 1927

In the early morning of November the fourth, 1927 with all the flooding that had occurred in the north-east part of North America the railways were devastated. If tracks were not flooded, then they were washed away, and then the water could just sit under the railway right of way and undermine the roadbed.

The Canadian National was clearing the tracks between Richmond and Charny this early morning. At ten o'clock in the evening a work extra had left Victoriaville to take section-men out to clear the railway linebetween Victoriaville and Ste Angele. With the work finished, the work train started to head back to Victoriaville but between Warwick and Kingsey while crossing a bridge the roadbed gave out and the locomotive and cars slid down the embankment. The chief or foreman of the section gang was riding in the cab of the locomotive and was killed in the accident.

ST FRANCOIS STREET VIADUCT, SHERBROOKE 1932

Starting in the late 1920's the Canadian national Railways had started the elimination of grade crossings. The engineering department gave careful consideration to the means to carry railroad tracks over roadways. The result was the construction of reinforced concrete bridges, some of an unusual design. The City of Sherbrooke and the Canadian National Railways teamed up not to eliminate a grade crossing, but to use Dominion Depression Relief money to create brand new traffic bypass around the back of the downtown core of Sherbrooke. An entirely new street was created along the St Francis River from King Street going along the river while descending into an underpass then taking a sharp curve going under the Canadian National tracks adjacent to the CNR Magog River bridge then rising to and intersection with Wellington and Frontenac Streets. The bridge that was built of reinforced concrete slab construction was such new technology in 1932 that it attracted much attention in the engineering trade press at the time.

The Canadian Railway and Marine World in its February 1933 edition gave a report about the Sherbrooke Bridge. The concrete slab was a slim two feet thick that the track rested upon given that the span was forty-five feet. The design incorporates a center pier on a footing four feet wide; the subway contains a five foot sidewalk and an eighteen foot roadway on one side of the pier and a seventeen foot roadway on the other half. The vertical clearance was fourteen feet. Two concrete deck slabs 53 feet long from abutment to abutment over the center pier, with the joint of the two slabs under the center line of the track. The slabs were placed in position with the use of railway cranes. Wood railway ties were not used, as the slabs were recessed to allow a hardwood section of wood, just the width of the base of a rail to be installed, and the rails were secured in place by track screws. With the roadway running along the sides of two rivers a long curving retaining wall was built out of concrete as part of the bridge. The bridge was finished in 1933, and since that time each spring controversy always develops in the spring when the underpass floods.

Canadian Railway and Marine World, February, 1933, p 45-46

Photo Number: STR29569a
Photographer: CNR
Location: SHERBROOKE, QUE.
Railway Name: CAN. NATIONAL
Date: 1932-00-00
Subject: STRUCTURE - BRIDGE
Builder Date: 1932-00-00
Model: CONCRETE
Class: 2 SPAN
Type: DECK
Collection: STR

Photo Number: STR29573a
Photographer: CNR
Location: SHERBROOKE, QUE.
Railway Name: CAN. NATIONAL (GRAND TRUNK)
Date: 1932-00-00
Subject: STRUCTURE - BRIDGE
Builder Date: 1899-00-00
Model: TRUSS
Class: 1 SPAN
Type: THROUGH
Collection: STR

Photo Number: STR29572a
Photographer: CNR
Location: SHERBROOKE, QUE.
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Date: 1932-00-00
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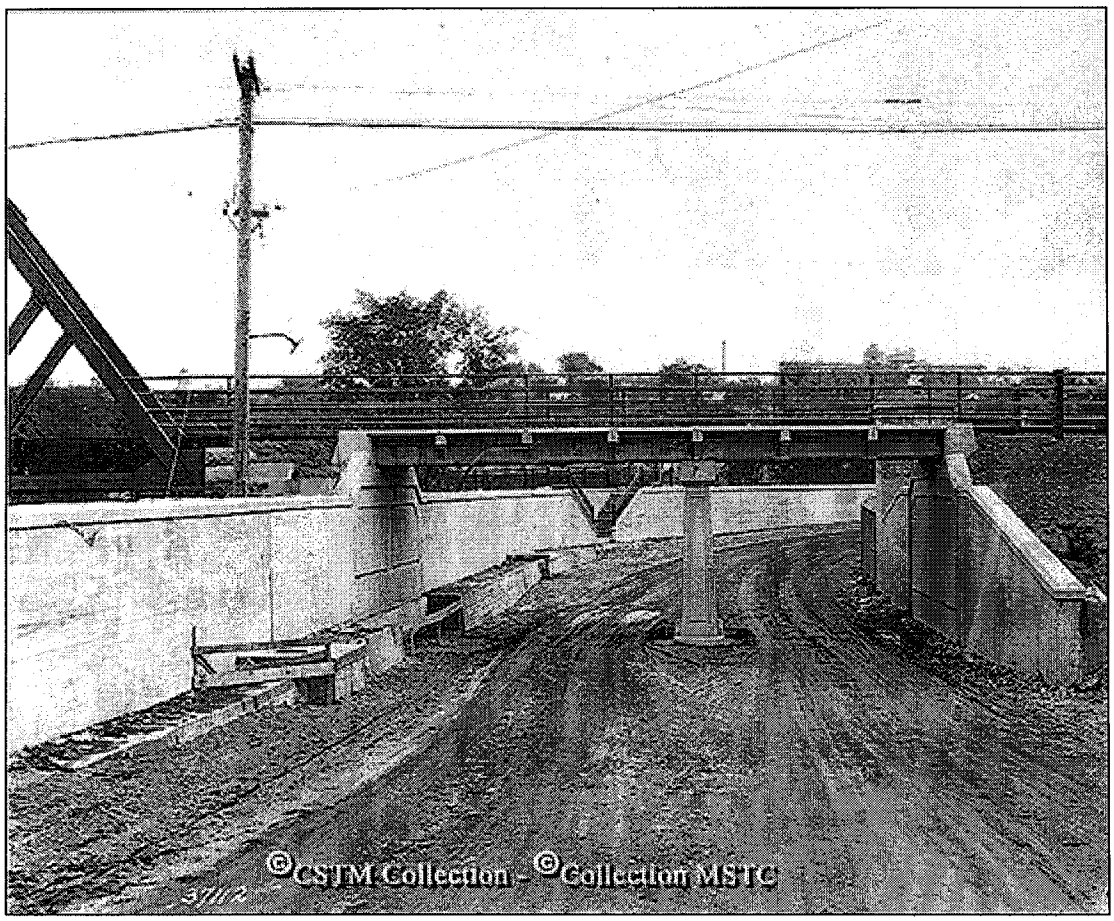

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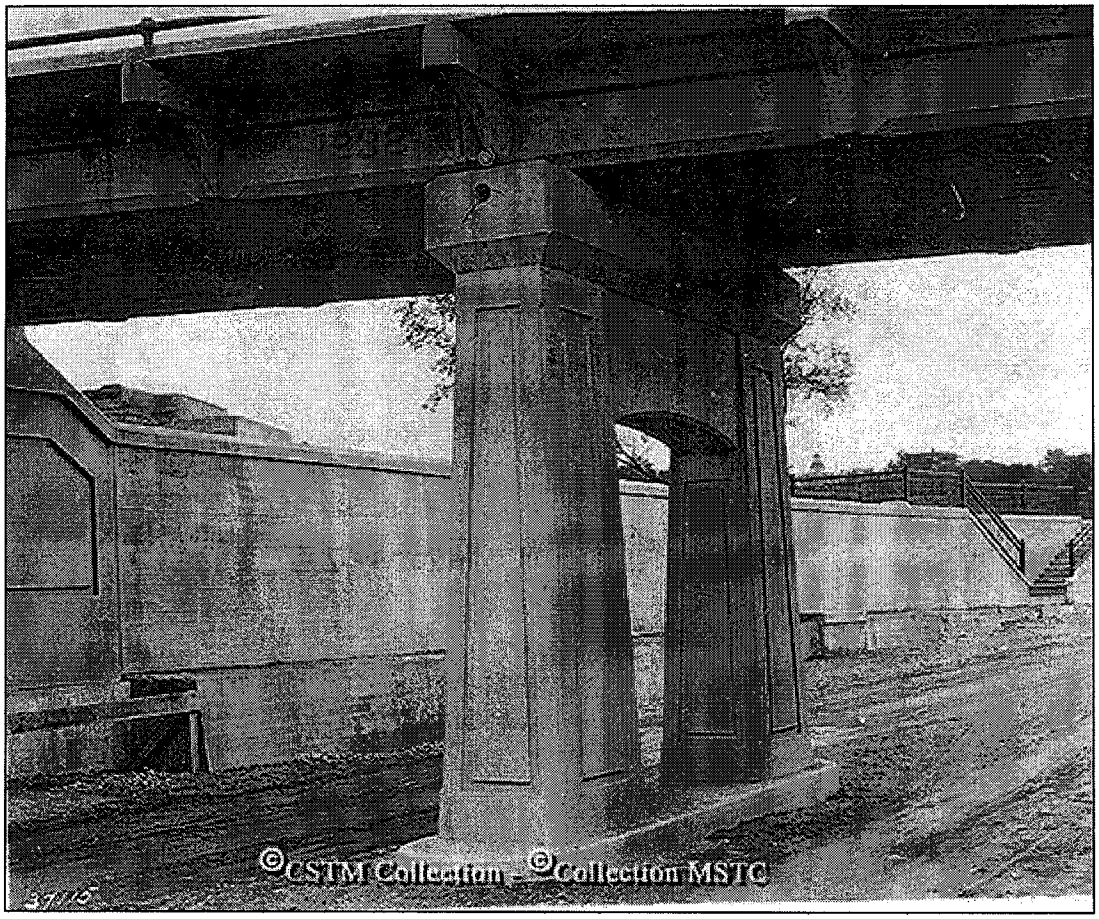

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Class: 2 SPAN
Type: DECK
Collection: STR

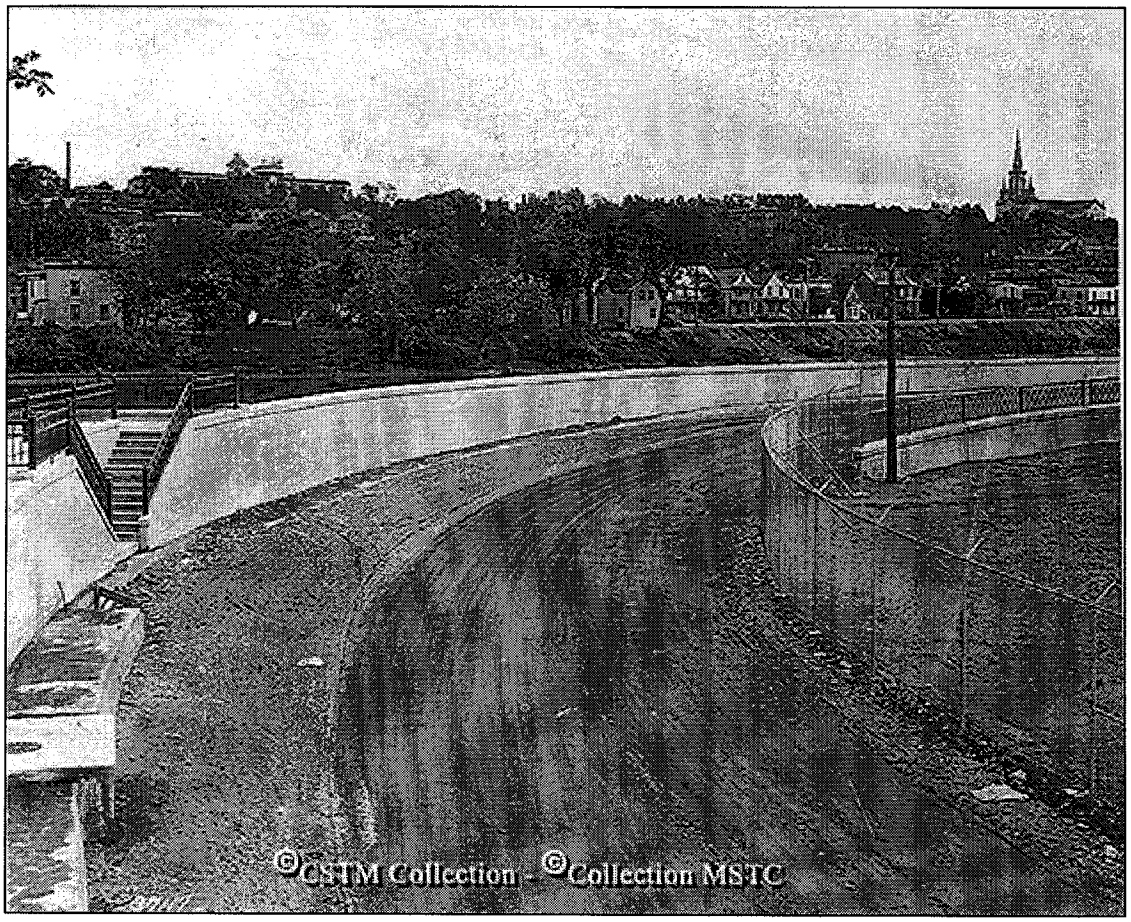


Photo Number: STR29567a
Photographer: CNR
Location: SHERBROOKE, QUE.
Railway Name: CAN. NATIONAL
Date: 1932-00-00
Subject: STRUCTURE - BRIDGE
Builder Date: 1932-00-00
Model: CONCRETE
Class: 2 SPAN
Type: DECK
Collection: STR

December 13, 1930 St Hyacinthe, van #77838 was destroyed in a rear-end collision.

August 13, 1931 Coaticook, derailment

February 8, 1932 Dixville derailment.

February 14, 1933 Sherbrooke derailment

August 26, 1939 Waterville, derailment.

June 17, 1940 Norton, derailment.

March 27, 1941 Richmond, van 378162 destroyed in a rear-end collision.

June 16, 1943 Dixville, derailment.

January 26, 1945 Upton, a headon collision between east-bound and west-bound trains, the passenger engineer John Marshall was injured as were four passengers.

August 12, 1947 Richmond, derailment.

December 31, 1948 Richmond, van #78094 was destroyed in a rear end collision.

July, 21, 1951 Windsor Mills, CNR passenger engine 5291 had been dispatched from Richmond to Sherbrooke to bring a freight extra west and on the return ran past train # 393's flagman and was overturned in the process of destroying #393's van.

BAUXITE TRAINS

Bauxite is the important raw material in the production of aluminum. The principle location for Aluminum production was the huge Alcan smelter at Arvida in the Saguenay region of northern Quebec. Bauxite for the Canadian production came by ship from British Guiana. In World War Two aluminum was an essential war material for the construction of airplanes. The problem was that the old supply line from South America by ship was ravaged by German submarines. The St Lawrence River and the Gulf of the St Lawrence, and the northern coast of the Atlantic were then very dangerous waters for shipping. The pre-war practise was to ship in enough by boat in the summer, but now with accelerated war production, the upper Saguenay River was blocked by ice for five months of the year.

The bauxite ships were largely unmolested until the summer of 1941, when the German Naval Command decided to attack the bauxite supply line. In early 1942 twenty-five ships carrying bauxite were sunk. The Royal Canadian Navy could only very limited protection in Canadian waters at this time. The decision was made to send the bauxite ships close to the United States coast to Portland, Maine, all year round, unload the bauxite cargo at Portland, and then dispatch solid trains of bauxite up the Grand Trunk- Canadian National line through Sherbrooke and Richmond, to Montreal; where the trains would turn and run east and north to Arvida. Over three million tons a year had to move over this line.

Canadian National used their largest and most powerful locomotives in the bauxite service. The 2-10-2 Santa Fe type locomotives. Occasionally, Central Vermont T-3a Texas class 2-10-4's numbered 700 to 709 would be used on the bauxite trains between Portland and Montreal.

After the summer of 1942, bauxite was shipped to the Port of New York, where it was unloaded into New York Central hopper cars and travelled over the NYC through the Adirondack's to a CNR connection at Huntington. The CNR then took the trains just north from Montreal to Arvida

Stephen Dettmers, Canadian Rail 447 July-August 1995.

CENTRAL STATION MONTREAL

Bonaventure Station in Montreal was from almost the first days of the Grand Trunk Railway had its trains terminate at Bonaventure Station in Montreal. The Canadian National Railways likewise. On July 14th, 1943 the new Central Station was opened by the Honourable Mr Michaud, Canadian Minister of Transport. Bonventure station continued for a few more years to aid troop transport in Canada's war effort, being demolished in 1952.

Central Station had started to be planned in 1929 but the Great Depression stopped the idea until 1939 when new plans were drawn up. The core of Central Station was using as a base the old Canadian Northern Railway's Tunnel Station, which was at the end of the Mount Royal tunnel, and then building south on a viaduct to Point St Charles and the Victoria Jubilee Bridge. The new station was planned by architect John Campbell Merrett.

Work had started in 1929 on grade separation and subways to carry a elevated railway viaduct from the city end of the Victoria Bridge to the proposed new terminal at Lagauchetiere and Dorchester Streets. During the early war years construction was resumed.

The new plan utilized the electric locomotives that the Canadian Northern Railway had developed in 1914. Electric operation was expanded and passenger trains from the east after crossing the Victoria Jubilee Bridge, stopped just past the northern end of the bridge, the steam locomotive was cut off and sent to the Turcot engine terminal, while an electric locomotive would couple onto the passenger train and pull the train into the underground caverns of the Central station.

DELAWARE AND HUDSON locomotives on the GRAND TRUNK

Into Island Pond, Vermont from Richmond, Quebec and return without movement eastward of Island Pond yard.

D&H 905	In & Out	8 Feb 1943	*doubleheading with GTW 3718
	In	2 Mar 1943	*doubleheading with GTW 3738
	Out	3 Mar 1943	doubleheading with GTW 3738
	In & Out	25 Mar 1943	*doubleheading with GTW 3738
	In & Out	27 Mar 1943	*doubleheading with CV 467
	In & Out	9 Apr 1943	*doubleheading with GT 3445
	In & Out	10 May 1943	*doubleheading with CN 3415
	In & Out	23 May 1943	*doubleheading with CN 2579
	In & Out	25 May 1943	alone from Richmond Xtra
	In & Out	26 May 1943	*doubleheading with CN 2579
	In & Out	27 May 1943	*doubleheading with CN 3442
	In & Out	10 Jun 1943	*doubleheading with CN 3442
D&H 937	In & Out	22 Feb 1943	alone from Richmond Xtra
	In & Out	26 Feb 1943	alone " "
	In & Out	27 Feb 1943	alone " "
	In & Out	12 Mar 1943	*doubleheading with GT 3704
	In & Out	3 May 1943	*doubleheading with GT 3409
D&H 952	In & Out	30 Mar 1946	alone 190 from Montreal
D&H 954	In & Out	55 May 1943	*doubleheading with GT 3446
D&H 956	In & Out	8 May 1943	*doubleheading with CN 3415
	In & Out	6 Jun 1943	alone A190 Montreal
	In & Out	2 Jul 1943	*doubleheading with CN 3426
D&H 957	In	5 Feb 1943	*doubleheading with CN 2533
	Out	6 Feb 1943	alone XTRA for Richmond
D&H 1031	In & Out	3 Jun 1943	alone A190 from Montreal
D&H 1053	In & Out	5 Jun 1943	alone A190 from Montreal
D&H 1074	In & Out	9 Jun 1943	alone XTRA from Montreal

* ADDED AT RICHMOND AS HELPER

Compiled by John R. Davis.....Source: Island Pond Enginemen's Appearance and Rest Books 1 Jan 1923 - 31 Dec 1956

REPORT

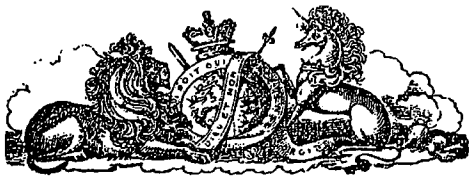
OF THE

COMMISSION

APPOINTED TO INQUIRE INTO THE AFFAIRS

OF THE

GRAND TRUNK RAILWAY.



QUEBEC:
PRINTED BY STEWART DERBISHIRE & GEORGE DESBARATS,
Printer to the Queen's Most Excellent Majesty.

1861.

APPENDIX XVII.

GRAND TRUNK RAILWAY.

STATEMENT shewing the leading particulars of the present Locomotive Stock.

No. of Engine.	Name of Builder.	Date of Delivery.	Passenger or Freight.	Weight		Extreme length of Engine and Tender.	Cylinders.			Wheels.			Section where Stationed.
				Of Engine in working order.	Of Tender in working order.		Diameter.	Stroke.	Inside or outside.	No.	Driving Wheels whether Wrought or Cast.	Diameter of Driving Wheels.	
				Tons. Cwt.	Tons. Cwt.	ft. in.	in.	in.				ft. in.	
1	Portland Co.....	Nov., 1848,	Frght.	23 10	16 0	42 6	15	22	Inside.	8	Cast.	5 0	Western.
2	Do	May, 1850,	Pass.	23 8	14 0	44 0	do	do	do	do	do	5 6	Eastern.
3	Do	Sep., 1851,	do	23 14	16 0	43 6	16	do	do	do	do	do	Central.
4	Do	Aug., 1851,	do	23 5	14 3	44 9	15	20	do	do	do	do	Eastern.
5	Peto and Co.....	Jan., 1855,	do	25 5	13 7	41 9	do	do	Out.	do	Wrought	6 0	do
6	Do	do	do	do	do	do	do	do	do	do	do	do	do
7	Boston Locomotive Works...	July, 1852,	Frght.	23 9	15 12	45 5	16	24	Inside.	do	Cast.	5 0	do
8	Do ...	do	do	do	do	do	do	do	do	do	do	do	do
9	Portland Co	Dec., 1851,	Pass.	24 2	16 10	44 10	15	22	do	do	do	5 6	do
10	Kinmond Brothers.....	July, 1854,	Frght.	22 6	15 12	46 5	14	21	do	do	do	5 6	do
11	Amoskeag Co.....	Nov., 1852,	do	25 6	do	43 8	16	24	do	do	do	4 6	do
12	Do	do	do	do	do	do	do	do	do	do	do	do	do
13	Do	Dec., 1852,	Pass.	do	do	45 4	do	20	do	do	do	5 6	do
14	Portland Co..... ...	Jan., 1858,	Frght.	25 10	17 13	48 0	do	22	Out.	do	do	5 0	do
15	Amoskeag Co.....	Aug., 1853,	do	do	15 12	43 8	do	24	Inside.	do	do	4 6	do
16	Do	Sep., 1853,	Pass.	do	do	45 4	do	20	do	do	do	5 6	do
17	Kinmond Brothers	do	do	26 2	19 13	45 10	do	24	do	do	do	do	do
18	Amoskeag Co.....	Oct., 1853,	Frght.	25 2	15 12	44 6	do	do	do	do	do	4 6	do
19	Do	do	Pass.	do	do	44 10	do	20	do	do	do	5 6	do
20	Kinmond Brothers	Nov., 1853,	Frght.	26 12	18 11	45 6	15	24	do	do	do	5 0	do
21	Boston Locomotive Works...	Feb., 1854,	Pass.	24 16	18 4	46 2	16	20	do	do	do	5 6	do
22	Do ...	do	do	do	do	do	do	do	do	do	do	do	Central.

APPENDIX XVIII.—GRAND TRUNK RAILWAY.

STATEMENT shewing the leading particulars of the present Locomotive Stock.—(*Continued.*)

No. of Engine.	Name of Builder.	Date of Delivery.	Passenger or Freight.	Weight		Extreme length of Engine and Tender.	Cylinders.			Wheels.			Section where Stationed.
				Of Engine in working order.	Of Tender in working order.		Diameter.	Stroke.	Inside or outside.	No.	Driving Wheels whether Wrought or Cast.	Diameter of Driving Wheels.	
				Tons. Cwt.	Tons. Cwt.	ft. in.	in.	in.				ft. in.	
23	Peto and Co	Feb., 1855,	Pass.	23 12	13 7	41 9	15	20	Out.	8	Wrought	6 0	Eastern.
24	Boston Locomotive Works	Feb., 1854,	Frght.	24 16	18 4	45 6	17	do	Inside.	do	Cast.	5 0	do
25	Kinmond Brothers	Aug., 1854,	Pass.	28 2	16 9	46 5	15	21	do	do	do	5 6	do
26	Portland Co	Jan., 1854,	do	21 2	14 6	44 4	14	22	Out.	do	do	do	do
27	Amoskeag Co	May, 1854,	Frght.	do	do	43 7	do	20	do	do	do	5 0	do
28	Do	do	do	do	do	do	do	do	do	do	do	do	do
29	Kinmond Brothers	June, 1854,	do	26 12	19 13	45 10	16	24	do	do	do	do	do
30	Do	do	Pass.	26 2	do	do	do	do	do	do	do	5 6	do
31	Do	Feb., 1854,	Frght.	26 12	do	do	do	do	do	do	do	5 0	do
32	Amoskeag Co	May, 1854,	do	27 12	16 9	45 0	do	do	do	do	do	do	do
33	Do	do	do	do	do	do	do	do	do	do	do	do	do
34	Good, Toronto	Sep., 1854,	Pass.	26 0	16 0	48 8	do	22	do	do	do	5 6	Central.
35	New Jersey Loco. Works	do	do	26 14	17 12	48 2	17	20	Inside.	do	do	6 0	do
36	Do	do	do	do	do	do	do	do	do	do	do	do	do
37	Amoskeag Co	do	Frght.	25 6	15 6	46 4	16	do	Out.	do	do	5 0	Western.
38	Do	Oct., 1854,	do	do	do	do	do	do	do	do	do	do	Eastern.
39	Do	Jany. 1855,	do	do	do	do	do	do	do	do	do	do	do
40	Do	do	do	do	do	do	do	do	do	do	do	do	do
41	Peto and Co	Nov., 1854,	Pass.	25 5	13 7	41 9	15	do	do	do	Wrought	6 0	do
42	Do	Feb., 1855,	do	do	do	do	do	do	do	do	do	do	do
43	Do	March 1855	do	do	do	do	do	do	do	do	do	do	do
44	Do	do	do	do	do	do	do	do	do	do	do	do	do
45	Do	do	do	23 12	do	do	do	do	do	do	do	do	do
46	Do	April, 1855,	Frght.	25 12	do	do	16	do	do	do	do	5 0	do

47	Do	May, 1855,	do	do	do	do	do	do	do	do	do	do	do	do
48	Do	Dec., 1855,	do	do	do	do	do	do	do	do	do	do	do	do
49	Do	Jan., 1856,	do	do	do	do	do	do	do	do	do	do	do	do
50	Do	do	do	do	do	do	do	do	do	do	do	do	do	do
51	Do	do	do	do	do	do	15	do	do	do	do	do	do	do
52	Do	Dec., 1856,	Pass.	25 5	do	do	do	do	do	do	do	do	6 0	Central.
53	Boston Locomotive Works	Feb., 1854,	Frght.	24 16	18 4	45 6	17	do	Inside.	do	Cast.	5 0	Eastern.	
54	Portland Co.	Nov., 1855,	do	23 16	16 4	47 10	15	24	Out.	do	do	do	Central.	
55	Do	Feb., 1856,	do	do	do	do	do	do	do	do	do	do	do	do
56	Do	May, 1856,	do	24 16	17 4	do	16	20	Inside.	do	do	do	do	do
57	Peto and Co.	Nov., 1855,	do	25 12	18 7	43 10	do	do	Out.	do	Wrought	do	do	
58	Do	do	do	do	do	do	do	do	do	do	do	do	do	
59	Do	do	do	do	do	do	do	do	do	do	do	do	Eastern.	
60	Do	do	do	do	do	do	do	do	do	do	do	do	Central.	
61	Do	do	do	do	do	do	do	do	do	do	do	do	do	
62	Do	Dec., 1855,	do	do	do	do	do	do	do	do	do	do	do	
63	Do	do	do	do	do	do	do	do	do	do	do	do	do	
64	Do	Jan., 1856,	do	do	do	do	do	do	do	do	do	do	Eastern.	
65	Do	Nov., 1855,	Pass.	25 5	13 7	41 9	15	do	do	do	do	6 0	Central.	
66	Do	Jan., 1856,	do	do	do	do	do	do	do	do	do	do	do	
67	Do	Dec., 1855,	do	do	do	do	do	do	do	do	do	do	do	
68	Portland Co.	May, 1856,	do	24 12	16 18	47 10	16	do	Inside.	do	Cast.	5 6	do	
69	Peto and Co	Nov., 1855,	do	25 5	13 7	41 9	15	do	Out.	do	Wrought	6 0	do	
70	Do	May, 1856,	do	23 12	do	do	do	do	do	do	do	do	Eastern.	
71	Kinmond Brothers	do	do	28 2	16 9	46 5	do	21	do	do	Cast.	5 6	Central.	
72	Portland Co.	July, 1856,	Frght.	24 16	18 4	47 4	16	20	Inside.	do	do	5 0	do	
73	Do	do	do	do	do	do	do	do	do	do	do	do	do	
74	Peto and Co.	do	do	25 12	18 7	43 10	do	do	Out.	do	Wrought	do	do	
75	Do	do	do	do	do	do	do	do	do	do	do	do	do	
76	Do	Sep., 1856,	do	do	do	do	do	do	do	do	do	do	do	
77	Do	do	do	do	do	do	do	do	do	do	do	do	do	
78	Do	do	do	do	do	do	do	do	do	do	do	do	do	
79	Do	do	do	do	do	do	do	do	do	do	do	do	Eastern.	
80	Do	do	do	do	do	do	do	do	do	do	do	do	Central.	
81	Do	do	do	do	do	do	do	do	do	do	do	do	do	
82	Do	do	do	do	do	do	do	do	do	do	do	do	do	
83	Do	Nov., 1856,	do	do	do	do	do	do	do	do	do	do	Eastern.	
84	Do	Oct., 1856,	do	do	do	do	do	do	do	do	do	do	do	

APPENDIX XVIII.—GRAND TRUNK RAILWAY.

STATEMENT shewing the leading particulars of the present Locomotive Stock.—(*Continued.*)

No. of Engine.	Name of Builder.	Date of Delivery.	Passenger or Freight.	Weight		Extreme length of Engine and Tender.	Cylinders.			Wheels.			Section where Stationed.
				Of Engine in working order.	Of Tender in working order.		Diameter.	Stroke.	Inside or outside.	No.	Driving Wheels whether Wrought or Cast.	Diameter of Driving Wheels.	
				Tons. Cwt.	Tons. Cwt.	ft. in.	in.	in.				ft. in.	
85	Peto and Co	Nov., 1856,	Frght.	25 12	18 7	43 10	16	20	Out.	8	Wrought	5 0	Central.
86	Kinmond Brothers	Oct., 1856,	Pass.	28 2	16 9	46 5	15	21	do	do	Cast.	5 6	do
87	Do	Nov., 1856,	do	do	do	do	do	do	do	do	do	do	do
88	Ontario Foundry	Oct., 1856,	do	24 2	14 10	45 6	do	20	Inside.	do	do	do	do
89	Do	do	do	do	do	do	do	do	do	do	do	do	do
90	Do	do	do	do	do	do	do	do	do	do	do	do	Eastern.
91	Do	do	do	do	do	do	do	do	do	do	do	do	Central.
92	Do	Nov., 1856,	do	do	do	do	do	do	do	do	do	do	do
93	Do	Feb., 1857,	do	do	do	do	do	do	do	do	Wrought	6 0	Western.
94	Manchester Works	Nov., 1856,	do	25 6	15 0	46 4	do	do	Out.	do	do	do	do
95	Do	do	do	do	do	do	do	do	do	do	do	do	do
96	Do	Dec., 1856,	do	do	do	do	do	do	do	do	do	do	do
97	Do	do	do	do	do	do	do	do	do	do	do	do	do
98	Do	Nov., 1856,	do	do	do	do	do	do	do	do	Cast.	5 6	do
99	Do	do	do	do	do	do	do	do	do	do	Wrought	6 0	do
100	Do	do	do	do	do	do	do	do	do	do	Cast.	5 0	Portland.
101	Portland Co	Sep., 1848,	Frght.	23 10	16 0	39 9	do	22	Inside.	do	do	do	do
102	Do	Dec., 1848,	do	do	do	41 0	do	do	do	do	do	do	do
103	Do	Feb., 1849,	do	22 15	do	do	do	do	do	do	do	5 6	do
104	Do	May, 1849,	Pass.	24 4	do	46 0	do	20	do	do	do	do	do
105	Do	Dec., 1849,	do	22 7	do	41 3	do	do	do	do	do	do	do
106	Do	Feb., 1850,	do	22 8	do	41 0	do	do	do	do	do	5 0	do
107	Do	Jan., 1851,	Frght.	do	do	do	do	22	do	do	do		do

108	Portland Co	Jan., 1851,	Frght.	24 4	18 4	42 6	17	22	Inside.	8	Cast.	5 0	Portland.
109	Do	Dec., 1851,	do	22 7	16 0	41 6	14	20	do	do	do	do	do
110	Do	Jan., 1852,	Pass.	do	do	42 0	15	do	do	do	do	5 6	do
111	Do	April, 1852,	Frght.	20 0	13 5	38 3	13	do	do	do	do	5 0	do
112	Do	June, 1852,	do	22 12	15 0	42 0	14	22	do	do	do	4 8	do
113	Do	Nov., 1852,	do	22 7	16 0	39 6	15	20	do	do	do	5 0	do
114	Do	Jan., 1853,	do	24 4	18 4	42 6	16	22	do	do	do	do	do
115	Do	do	Pass.	21 9	14 6	38 6	14	do	do	do	do	5 6	do
116	Do	April, 1853,	Frght.	23 10	16 0	42 3	15	do	do	do	do	5 0	do
117	Do	do	do	24 4	18 4	42 6	16	do	do	do	do	do	do
118	Do	May, 1853,	do	24 0	14 11	43 0	15	do	do	do	do	do	do
119	Do	June, 1853,	do	do	do	do	do	do	do	do	do	do	do
120	Do	do	Pass.	23 8	14 3	38 6	do	do	do	do	do	5 6	do
121	Do	Sept., 1853,	Frght.	24 4	18 4	42 6	16	do	Out.	do	do	5 0	do
122	Do	Nov., 1853,	Pass.	22 0	14 6	41 9	14	do	Inside.	do	do	6 0	do
123	Do	do	do	23 10	16 0	41 0	15	do	do	do	do	do	do
124	Boston Locomotive Works	Mar., 1854,	Frght.	23 17	do	43 0	do	24	Out.	do	do	5 0	do
125	Do do	do	do	do	do	do	do	do	do	do	do	do	do
126	Portland Co	Jan., 1851,	Pass.	22 7	do	44 6	do	20	Inside.	do	do	5 6	do
127	Do	Mar., 1857,	Frght.	25 10	17 13	45 0	16	do	do	do	do	5 0	do
128	Do	Mar., 1854,	do	22 17	15 13	41 3	15	22	do	do	do	do	do
129	Do	do	do	do	do	41 6	do	do	do	do	do	do	do
130	Do	Feb., 1854,	Pass.	21 19	14 6	41 3	14	do	do	do	do	6 0	do
131	Do	Mar., 1854,	do	do	do	41 9	do	do	do	do	do	do	do
132	Do	June, 1854,	do	21 0	do	40 3	do	20	do	do	do	5 6	do
133	Boston Locomotive Works	July, 1854,	Frght.	24 16	18 4	44 0	17	do	do	do	do	5 0	do
134	Do do	do	Pass.	do	do	do	16	do	do	do	do	5 6	do
135	Portland Co	Mar., 1857,	do	25 18	17 16	45 0	do	do	do	do	do	do	do
136	Do	Aug., 1854,	do	24 16	17 0	do	do	do	Out.	do	do	do	do
137	Do	April, 1852,	Frght.	28 16	17 10	44 0	do	do	Inside.	do	do	5 0	do
138	Good. Toronto	Sept., 1854,	do	26 0	16 0	48 3	do	20	Out.	do	do	do	Eastern.
139	Portland Co	Dec., 1851,	do	24 4	17 16	42 6	15	22	Inside.	do	do	do	Portland.
140	Do	Aug., 1852,	do	do	do	43 0	16	do	do	do	do	do	do
141	Good	Nov., 1856,	do	26 0	16 0	48 8	do	20	Out.	do	do	do	Central.
142	Do	Mar., 1858,	Pass.	27 0	do	do	17	do	Inside.	do	do	5 6	do
143	Do	Jan., 1857,	Frght.	26 0	do	do	16	do	Out.	do	do	5 0	do
144	Portland Co	Feb., 1859,	do	25 10	17 3	44 3	do	22	do	do	do	do	Portland.
145	Peto & Co	Dec., 1856,	do	25 12	18 7	43 10	do	do	do	do	Wrought	5 0	Central.

APPENDIX XVIII.—GRAND TRUNK RAILWAY.

STATEMENT shewing the leading particulars of the present Locomotive Stock.—(*Continued.*)

No. of Engines.	Name of Builder.	Date of delivery.	Passenger or Freight.	Weight		Extreme length of Engine and Tender.	Cylinders.			Wheels.			Section where Stationed.
				Of Engine in working order.	Of Tender in working order.		Diameter.	Stroke.	Inside or outside.	No.	Driving wheels whether wrought or cast.	Diameter of driving wheels.	
				Tons. Cwt.	Tons. Cwt.	ft. in.	in.	in.				ft. in.	
146	Peto & Co.	Dec., 1856,	Frght.	25 12	18 7	43 10	16	22	Out.	8	Wrought	5 0	Central.
147	Manchester Works	Nov., 1856,	do	25 6	15 0	46 4	do	do	do	do	Cast.	do	Western.
148	Do	Dec., 1856,	do	do	do	do	do	do	do	do	do	do	do
149	Do	Nov., 1856,	do	do	do	do	do	do	do	do	do	do	do
150	Amoskeag Co.	Oct., 1856,	do	do	do	do	do	do	do	do	do	do	do
151	Do	Dec., 1856,	do	do	do	do	do	do	do	do	do	do	do
152	Do	do	do	do	do	do	do	do	do	do	do	do	do
153	Do	Nov., 1856,	do	do	do	do	do	do	do	do	do	do	do
154	Do	Dec., 1856,	do	do	do	do	do	do	do	do	do	do	do
155	Do	Oct., 1856,	do	do	do	do	do	do	do	do	do	do	Central.
156	Do	Jan., 1857,	do	do	do	do	do	do	do	do	do	do	Western.
157	Do	Dec., 1856,	do	do	do	do	do	do	do	do	do	do	do
158	Do	do	do	do	do	do	do	do	do	do	do	do	do
159	Do	Jan., 1857,	do	do	do	do	do	20	do	do	do	do	do
160	Do	Nov., 1856,	do	do	do	do	do	do	do	do	do	do	do
161	Do	do	do	do	do	do	do	do	do	do	do	do	do
162	Do	do	Pass.	do	do	do	do	do	do	do	do	6 0	do
163	Do	Oct., 1856,	Frght.	do	do	do	do	do	do	do	do	5 0	Central.
164	Do	do	do	do	do	do	do	do	do	do	do	do	do
165	Portland Co.	Mar., 1857,	do	25 10	17 3	44 3	do	do	Inside.	do	do	do	Portland.
166	Do	May, 1857,	Pass.	do	do	45 0	do	do	do	do	do	5 6	do
167	Do	Mar., 1858,	Frght.	do	do	44 3	do	22	Out.	do	do	5 0	Eastern.
168	Hamilton Locomotive Works.	April, 1857,	Pass.	29 16	16 9	46 5	15	21	Inside.	do	do	5 6	do
169	Do do	do	do	do	do	do	do	do	do	do	do	do	Central.

170	Do do	do	do	do	do	do	do	do	do	do	do	do	do	do	Eastern.
171	Kingston Locomotive Works.	do	Frght.	24 2	14 10	46 10	16	22	do	do	do	4 8	Central.
172	Do do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
173	Do do	do	Pass.	do	do	do	do	20	do	do	do	5 6	Western.
174	Do do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
175	Amoskeag Co.....	Dec., 1857,	Frght.	28 7	19 8	50 0	do	24	Out.	do	do	5 0	Central.
176	Do	Feb., 1858,	do	do	do	do	do	do	do	do	do	do	do	do	do
177	Do	April, 1858,	do	do	do	do	do	do	do	do	do	do	do	do	do
178	Do	June, 1858,	do	do	do	do	do	do	do	do	do	do	do	do	do
179	Do	Aug., 1858,	do	do	do	do	do	do	do	do	do	do	do	do	do
180	Do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
181	Do	Nov., 1859,	do	do	do	do	do	do	do	do	do	do	do	do	Eastern.
182	Do	Dec., 1859,	do	do	do	do	do	do	do	do	do	do	do	do	Central.
183	Do	Feb., 1860,	do	do	do	do	do	do	do	do	do	do	do	do	Eastern.
184	Kingston Locomotive Works.	Nov., 1859,	do	24 2	14 10	46 10	do	do	Inside.	do	do	do	do	do	Western.
185	Do do	Jan., 1860,	do	do	do	do	do	do	do	do	do	do	do	do	do
186	Good.....	Feb., 1860,	do	26 0	16 0	48 8	do	20	Out.	do	do	do	do	do	Central.
187	Peto & Co.....	Nov., 1857,	do	25 12	18 7	43 10	do	do	do	do	Wrought	do	do	do	do
188	Do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
189	Do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
190	Do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
191	Do	Dec., 1857,	do	26 16	do	do	17	22	do	do	do	do	do	do	do
192	Do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
193	Do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
194	Do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
195	Hamilton Locomotive Works.	Nov., 1857,	Pass.	29 16	16 9	46 5	15	21	Inside.	do	Cast.	5 6	do
196	Do do	do	do	do	do	do	do	do	do	do	Wrought	do	do	do	do
197	Do do	Mar., 1858,	do	do	do	do	do	$15\frac{1}{2}$	do	do	Cast.	do	do	do	do
198	Do do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
199	Do do	May, 1858,	do	do	do	do	do	do	do	do	do	do	do	do	do
200	Do do	July, 1858,	do	do	do	do	do	do	do	do	do	do	do	do	do
201	Do do	do	Frght.	do	do	do	do	do	do	do	do	do	do	5 0	Western.
202	Do do	Sept., 1858,	do	do	do	do	do	do	do	do	do	do	do	do	do
203	Kingston Locomotive Works.	Dec., 1857,	do	24 2	14 10	46 10	16	22	do	do	do	4 8	Central.
204	Do do	Mar., 1858,	do	do	do	do	do	do	do	do	do	do	do	do	do
205	Do do	Jan., 1859,	do	do	do	do	do	24	do	do	do	5 0	do
206	Do do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
207	Do do	do	Pass.	do	do	do	do	20	do	do	do	5 6	do

APPENDIX XVIII.—GRAND TRUNK RAILWAY.

STATEMENT shewing the leading particulars of the present Locomotive Stock.—(*Continued.*)

No. of Engine.	Name of Builder.	Date of delivery.	Passenger or Freight.	Weight		Extreme length of Engine and Tender.	Cylinders.			Wheels.			Section where Stationed.
				Of Engine in working order.	Of Tender in working order.		Diameter.	Stroke.	Inside or Outside.	No.	Driving wheels whether wrought or cast.	Diameter of driving wheels.	
				Tons. Cwt.	Tons. Cwt.	ft. in.	in.	in.				ft. in.	
208	Kingston Locomotive Works.	Jan., 1859,	Pass.	24 2	14 10	46 10	16	20	Inside.	8	Cast.	5 6	Western.
209	Grand Trunk Railway Co. ..	May, 1859,	Frght.	29 0	19 8	50 6	do	24	Out.	do	do	5 0	Central.
210	Portland Co.....	Feb., 1860.	do	25 10	17 3	44 3	do	22	do	do	do	do	Portland.
211	Do	July, 1860,	do	do	do	do	do	do	do	do	do	do	do
212	Hamilton Locomotive Works.	May, 1860,	Pass.	29 16	16 9	46 5	15½	21	Inside.	do	do	5 6	Western.

N. B.—All the above Engines are coupled with the exception of three—Nos. 23, 45 and 70.

1st December, 1860.

W. S. MACKENZIE.

APPENDIX XIX.

Pointe Saint Charles, 31st January, 1861.

JOSEPH ELLIOTT, Esq., Secretary and Treasurer, G. T. R., Montreal.

My Dear Sir,

In reply to yours of the 23rd instant, I beg to subjoin a statement which I believe contains the information you require.

There has only been delivered for the narrow guage, or Detroit extension, 10 Box Cars from Dean and Eaton, Detroit, since my return sent to you on the 20th November last, and which are included in this statement.

I am, dear Sir,
Yours truly,
W. S. MACKENZIE.

ENGINES

CONTRACTED FOR.		Delivered and included in my last report.	Delivered since.	Remaining to be delivered.	REMARKS.
Portland Company	4 Freight			4	
Canada Works	6 "			6	
Fairbairn Manr	6 "			6	
Kingston Loco. Works	6 Pony			6	

CARS.

Pierson Niagara	100 Box	75		25	
Kingston Loco. Works	100 "			100	
A. Cantin	100 "	9	13	78	
Portland Company	200 "			200	
Eaton & Gilbert	6 first class			6	
Wasson & Co	6 "	2		4	
Pt. St. Charles	4 sleeping cars.	3	1		
Do.	4 first class			4	These cars are half finished.
Do.	50 Box	50			
Cammell & Co	26 "		16	10	
Dean & Eaton	10 "		10		Narrow guage.

APPENDIX XVIII.—GRAND TRUNK RAILWAY.

RETURN OF PASSENGER AND FREIGHT CARS ON LINE.

MAKER'S NAME.	1st Class.	2nd Class.	Composite.	Baggage and Post Office.	Baggage.	Brake-vans.	Box.	Cattle.	Platforms.	Ballast.	Snow ploughs.
Cantin, Montreal							9				
McClean & Co	24	17	1	14	6		268		500	22	7
Peto & Co	35	32	1	12	12	8	158	50	228	63	10
O'Meara	1						16		10		2
Carmichael & Co	2						25	1	90	32	
G. T. Ry. Compy., Pt. St. Charles	6			4		14	288				
Gzowski & Co									40		4
Pierson & Co	2						254				
M. Raulett						3	27				
Russell, Detroit							100				
Portland Company	10			6	4	3	300		200	16	11
Wason & Co	2										
Osgood Bradley	10					6	180				
Totals	92	49	2	36	22	34	1625	51	1068	133	34
OF THE ABOVE CARS THE FOLLOWING WERE MANUFACTURED IN THE STATES.											
	22			6	4	12	607		200	16	11
CANADIAN MANUFACTURES.											
	70	49	2	30	18	22	1018	51	868	117	23
Totals	92	49	2	36	22	34	1625	51	1068	133	34

N. B.—All these cars are subject to cross the Line into the States, at any time.

(Signed,) W. S. MACKENZIE.

NOTE.—It is impossible with any degree of accuracy to apportion the Cars to each District of the Line as was done in Mr. Blackwell's Report of 1859, all except the Passenger and Baggage Cars being liable to travel the whole length of the road, and do so frequently. The Passenger Cars (20) and Baggage and Express Cars (10) on Portland District are the only Cars that never leave their District.

W. SHANLY.

GRAND TRUNK RAILWAY SYSTEM

(Supt. E. D. 29)

BRIDGES.

Buildings, Water Stations,

FUEL STATIONS, Etc.,

AND ALL

TRACK STRUCTURES

ON

EASTERN DIVISION.

ISSUED 1907.

A. FINDLEY,
Master of B. and B.

H. E. WHITTENBERGER,
Superintendent.

M. S. BLAIKLOCK,
Engineer, Maintenance of Way.

W. G. BROWNLEE,
Gen'l. Transportation Manager.

E. H. FITZHUGH,
Third Vice-President.

CHAS. M. HAYS,
Second Vice-Prest. and Gen'l. Manager.

Mileage from Portland.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition)
134.17	**North Stratford**			
	Station	Stone fdn., wood fr., shgle. roof, 43x24, ht. 10	1889	1st class.
	Wing	23x6, ht. 8	....	
	Open platform	8,710 sq. ft.	....	1st class.
	Baggage shed	Post and sill fdn., wood fr., shgle. roof, 16x32, ht. 10.	....	1st class.
	Coal and oil house	Sill fdn., wood fr., shgle. roof, 14x26, ht. 10	....	1st class.
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 24x64, ht. 12.	....	1st class. 6' plm. at side.
	Stock pen	38x56	....	1 chute, 1st class.
134.30	**State Line**			Bet. N.H. & Vt.
135.72	**Gravel Pit**			
	Telegraph shanty	Sill fdn., wood fr., board roof, 10x8, ht. 6	....	2nd class.
141.89	**Wenlock**			
	Station	Sill fdn., wood fr., shgle. roof, 16x20, ht. 10	....	2nd class.
	Open platform	6x70	....	
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 50x20, ht. 12.	1882	2nd class. Sectionman's.
	Wing	14x12, ht. 9	....	
	Wing	14x12, ht. 9	....	
144.85	**East Brighton**			
149.03	**Island Pond**			
	Station	Stone fdn., brick walls, slate roof, 102x36, ht. 27	1903	1st class.
	M. P. office and store room	Concrete fdn., brick walls, slate roof, 58x20, ht. 12.	1903	1st class.
	Engine house	Concrete fdn., brick walls, tar and gravel roof, 22½x85½, 20 stalls	1903	1st class.
	Machine shop	Concrete fdn., brick fr., tar and gravel roof, 125x50, ht. 22½	1903	1st class.
	Oil house and sleeping room	Stone fdn., brick cased, slate roof, 20x32, ht. 18	....	1st class.
	Salt shed	Sill fdn., fr. bldg., gravel roof, 15x20, ht. 12	1906	2nd class.
	Coal chute shed	20x112, ht. 17	1898	21, five ton chutes.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 20x24, ht. 14.	....	1st class.
	Wing	21x16, ht. 14	....	
	Stable	Sill fdn., wood fr., shgle. roof, 20x30, ht. 10	....	1st class.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 18x24, ht. 12.	....	2nd class.
	Wing	24x15, ht. 12	....	
	Barn	Post fdn., wood fr., shgle. roof, 18x20, ht. 12	....	1st class.

MAIN LINE—Island Pond to St. Lambert, 2nd District.

155.61	**Summit**			
160.07	**Lake**			
	Station	Post and sill fdn., wood fr., shgle. roof, 45x22, ht. 12.	1901	1st class.
	Telegraph office	Sill fdn., wood fr., shgle. roof, 8x9	1901	1st class.
	Open platform	510 sq. ft.	....	
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 18x24, ht. 10.	....	1st class. 6' plm. at side.

Mileage from Portland.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition).
	Lake—*Con.*			
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 20½x32, ht. 14	1895	1st class. Sectionman's.
	Wing	12½x12½, ht. 9	....	
	Dwelling house	Sill fdn., wood fr., shgle. roof, 19x41, ht. 10	....	2nd class, Sectionman's.
	Wing	12x12½, ht. 8	....	
	Shed	Sill fdn., wood fr., shgle. roof, 12x24, ht. 8	....	1st class.
	Dwelling house	Sill fdn., wood fr., shgle. roof, 50x18½, ht. 11	....	1st class.
	Wing	14½x20, ht. 10	....	
164.47	Dwelling house	Block and sill fdn., wood fr., shgle roof, 18½x36½, ht. 18	1891	2nd class, Sectionman's.
	Barn	Post and sill fdn., wood fr., shgle. roof, 24x16½, ht. 11	....	1st class.
164.92	**Norton Mills**			
	Station	Post and sill fdn., wood fr., shgle. roof, 20½x50½, ht. 16	....	2nd class.
	Shed	Post and sill fdn., wood fr., shgle. roof, 14½x22½, ht. 16	....	1st class.
	Open platform	1,590 sq. ft.	....	
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 30½x60½, ht. 11	....	1st class. 5' pfm. at sides.
	Loading platform	12½x395	....	
164.96	**International Boundary Line**			
165.45	Dwelling house	Block and sill fdn., wood fr., shgle. roof, 34x31, ht. 10	....	2nd class. Sectionman's.
	Shed	Sill fdn., wood fr., shgle. roof, 15x11, ht. 8	....	2nd class.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 25x30, ht. 14.	....	1st class. Sectionman's.
	Wing	12½x15, ht. 10	....	
169.45	**Dixville**			
	Station & freight shed	Post and sill fdn., wood fr., shgle. roof, 18½x70½, ht. 13	1898	1st class.
	Open platform	1,950 sq. ft.	....	
174.41	**Coaticook**			
	Station	Brick fdn., wood fr., shgle. roof, 92x22, ht. 28	1904	1st class.
	Concrete platform	6,920 sq. ft.	1904	
	Freight shed	Post and sill fdn., wood fr., gravel roof, 24x150, ht 14	1900	1st class.
	Stock yard	22x53	....	
	Oil house	Brick bldg. and fdn., shgle. roof, 11x16, ht. 7	....	2nd class.
	Pump house	Stone fdn., wood fr., slate roof, 16x26, ht. 9	....	1st class.
	Wing	Sill fdn., wood fr., shgle. roof, 12x16, ht. 8	....	Engine room.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 27x32, ht. 10.	....	2nd class. Sectionman's.
	Wing	8x18, ht. 7	....	
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 35x43, ht. 11	....	1st class. Sectionman's dbl. tenement
	Wood shed	Post and sill fdn., wood fr., shgle. roof, 12x20, ht. 7	....	1st class.
	Wood shed	Sill fdn., wood fr., shgle. roof, 11x34, ht. 8	....	2nd class.

Mileage from Portland.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition).
	Coaticook—*Con.*			
	Barn	Block and sill fdn., wood fr., shgle. roof, 20x25, ht. 10.	....	1st class.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 22x32, ht. 10.	....	1st class, agent's.
	Wing	17x25, ht. 10	....	
179.82	**Hillhurst**			
	Station	Post and sill fdn., wood fr., shgle. roof, 18x59, ht. 12.	1880	1st class.
	Wing	12x24, ht. 12	....	
	Wing	12x9, ht. 8	....	
	Open platform	3,200 sq. ft	....	
	Baggage and oil house	Post and sill fdn., wood fr., shgle. roof, 10x18, ht. 8.	....	1st class.
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 24x30, ht. 9.	....	1st class. 5½' pfm. at side.
	Stock yard	3,200 sq. ft	....	1 chute, 3 pens
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 27x32, ht. 10.	....	1st class, Sectionman's.
	Shed	Sill fdn., wood fr., shgle. roof, 12x18, ht. 8	....	1st class.
	Barn	Sill fdn., wood fr., shgle. roof, 12x19, ht. 11	....	1st class.
182.60	**Compton**			
	Station	Stone fdn., fr. bldg., shgle. roof, 43x20, ht. 14	1906	1st class.
	Wing	15½x16	1906	1st class.
	Open platform	4,000 sq. ft	1906	
	Baggage shed	Post and sill fdn., wood fr., shgle. roof, 12x20, ht. 10.	....	2nd class.
	Coal and oil shed	Post and sill fdn., wood fr., shgle. roof, 18x26, ht. 12.	....	1st class.
	Freight Shed	Post and sill fdn., wood fr., gravel roof, 24x60, ht. 14.	1900	1st class.
	Stock yard	66x45	....	2 chutes,2 pens
	Dwelling house	Stone fdn., wood fr., shgle. roof, 22x32, ht. 11	....	2nd class, agent's.
	Wing	Post and sill fdn., wood fr., shgle. roof, 16½x50, ht. 12	....	
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 27x32, ht. 11.	....	2nd class, Sectionman's.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 18x24, ht. 12.	....	2nd class, Sectionman's.
	Wing	10x12, ht. 8	....	
185.91	**Waterville**			
	Station	Post and sill fdn., wood fr., shgle. roof, 22x53, ht. 20.	1890	1st class.
	Wing	14x22, ht. 10	....	
	Open platform	12½x244	....	
	Baggage shed	Block and sill fdn., wood fr., shgle. roof, 12x24, ht. 10.	....	1st class.
	Oil house	Block and sill fdn., wood fr., shgle. roof, 8½x10½, ht. 8.	....	1st classs.
	Shed	Block and sill fdn., wood fr., shgle. roof, 7½x9½, ht. 7.	....	1st class.
	Freight shed	Block and sill fdn., wood fr., shgle. roof, 26x90, ht. 10.	....	2nd class. 11' pfm. at side.
	Stock yard	28x52	....	1 chute.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 18x18, ht. 10.		1st class, Sectionman's.
	Wing	10½x11½, ht. 8	....	
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 27x32, ht. 10.	....	1st class. Sectionman's.
	Shed	Block and sill fdn., wood fr., shgle. roof 12x12, ht. 8.	....	1st class.

Mileage from Portland.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition).
	Waterville—*Con.*			
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 18x24, ht. 12.	....	2nd class.
	Wing	10x24, ht. 7	....	
	Stable	Block and sill fdn., wood fr., shgle. roof, 14x20, ht. 10.	....	2nd class.
	Watermill pumphouse	Pile fdn., wood fr., 20x30, ht. 12	1901	1st class.
	Coal House	12x12, ht. 12, Iron roof	1901	1st class.
192.99	**Lennoxville**			
	Station	Post and sill fdn., brick encased bldg., iron roof, 27x80, ht. 11	....	1st class.
	Open platform	6,000 sq. ft	....	
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 26x141, ht. 10	....	1st class. 12' pfm. at side.
	Stock yard	46x97	....	5 pens,2 chutes
193.48	Signal box	Post and sill fdn., wood fr., shgle. roof, 10½x12½, ht. 8	....	C.P.R. Cross'g. 1st class.
195.92	**Sherbrooke**			
	Station	Stone fdn., brick encased bldg., slate roof, 33x156, ht. 14	1890	1st class.
	Freight shed	Pile and sill fdn., wood fr., tar and gravel roof, 30x600, ht. 15½	1907	1st class.
	Open concrete platform	11,942 sq. ft	1907	
	Car repair house	Sill fdn., wood fr., iron roof, 12x16, ht. 9	....	1st class.
	Oil house	Block and sill fdn., wood fr., shgle. roof, 10x12, ht. 8.	....	1st class.
	Stock yard	65x95	....	6 pens, 4 chutes
	Loading platform	9x143	....	
	Dwelling house	Stone fdn., brick bldg., shgle. roof, 23x32, ht. 14.	....	2nd class, agent's.
	Wing	Brick fdn., wood fr., shgle. roof, 18x20, ht. 14	....	
	Wing	Post and sill fdn., wood fr., shgle. roof, 15x27, ht. 10.	....	3rd class.
	Stable	Block and sill fdn., wood fr., shgle. roof, 18x24, ht. 14.	....	1st class.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 24x29, ht. 14.	....	3rd class.
	Engine house	Stone fdn., brick bldg., slate roof, 48x120, ht. 24	....	Owned by B. & M. Ry., used by G.T.R.
196.50	Dwelling house	Sills and stone fdn., wood fr., shgle. roof, 20x27, ht. 6	....	2nd class.
	Shed	Post and sill fdn., wood fr., shgle. roof, 19x27, ht. 6.	....	2nd class.
199.06	**Ross Siding**			
	Loading platform	25x126	....	
202.48	**Bromptonville**			
	Station	Post and sill fdn., wood fr., shgle. roof, 19x52, ht. 14.	1906	1st class.
	Wing	17x22½	1906	
	Open platform	2,220 sq. ft	....	
206.76	**Titus**			
	Station	Post and sill fdn., wood fr., shgle roof, 15x18, ht. 8.	....	1st class.
	Open platform	6x204	....	
210.53	**Windsor Mills**			
	Station	Post and sill fdn., wood fr., shgle roof, 22x52, ht. 20.	1881	1st class.

Mileage from Portland.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition).
	Windsor Mills—*Con.*			
	Wing	13½x22½, ht. 11	....	
	Open platform	4,000 sq. ft	....	
	Freight shed	Sill fdn., wood fr., gravel roof, 24x200, ht. 12	1898	1st class. 5' pfm. at side.
	Bag. room & closet	Post and sill fdn., wood fr., shgle. roof, 12x24, ht. 10	....	1st class.
	Pump house	Block and sill fdn., wood fr., shgle. roof, 5x6, ht. 7	....	1st class.
	Coal and oil house	Post and sill fdn., wood fr shgle. roof, 16x26, ht. 12	1892	1st class.
214.70	**Morse**			
	Telegraph office	Sill fdn., wood fr., shgle. roof, 12x10, ht. 9	1903	
216.26	**Corris**			
	Open platform	1,300 sq. ft	....	
219.29	Carpenter's store shed	Block and sill fdn., wood fr., shgle. roof, 30x60, ht. 16	1892	1st class.
	Loading platform	18x30	....	
219.32	Masons tool house	Block and sill fdn., wood fr., shgle. roof, 16x75, ht. 9	....	1st class.
220.48	**Richmond**			
	Station	Post and sill fdn., wood fr., shgle. roof, 73x34, ht. 22	1883	1st class.
	Wing	27x30, ht. 11	....	Waiting room.
	Wing	68x30, ht. 11	....	Restaurant.
	Wing	45x30, ht. 22	....	Dwelling.
	Open platform	20,600 sq. ft	....	
	Covered platform	13½x56	....	
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 30x150, ht. 12	1902	1st class.
	Store house	Brick bldg. and fdn., slate roof, 17x44, ht. 10	1891	B. & B. and Road Depts.
	Coal shed	Posts and boards, slate roof, 45x147, ht. 20	....	Cap. 500 tons. 23 chutes.
	Wood shed	Posts and boards, slate roof, 21x97, ht. 20	....	1st class.
	Engine house	Stone fdn., brick bldg., gravel roof, 83x181, ht. 20	1873	2nd class.
	Wing	36x127½, ht. 19	....	
	Wing	34x112, ht. 18	....	
	Sand house	Frame bldg., shgle. roof, 15x93	1901	1st class.
	Blacksmith shop	Brick bldg., and fdn., slate roof, 43x82, ht. 18	1864	1st class.
	Carpenter shop	Stone fdn., brick bldg., slate roof, 25x33, ht. 11	1883	1st class.
	Store house	Stone fdn., brick bldg., slate and iron roof, 25x63, ht. 11	1883	1st class.
	Office	Stone fdn., brick bldg., iron roof, 25x36, ht. 11	1883	1st class.
	Oil tank house	Brick bldg. and fdn., slate roof, 12x19, ht. 10	....	1st class.
	Oil house	Brick bldg. and fdn., slate roof, 8x9, ht. 7	....	1st class.
	Fire station	Block and sill fdn., wood fr., slate roof, 25x25, ht. 11	....	1st class.
	Stock yards	1,760 sq. ft	1896	4 pens, 4chutes
	Pump house	Stone block and sill fdn., wood fr., slate roof, 29x34, ht. 10	....	
	Dwelling house	Brick fdn., wood fr., slate roof, 29x42, ht. 14	....	2nd class.
	Wing	Brick fdn., wood fr., iron roof, 12x16, ht. 10	....	1st class.

Mileage from Portland.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition).
	Richmond—*Con*			
	Shed	Sill fdn., wood fr., shgle. roof, 12x28, ht. 7	....	1st class.
	Barn	Block and sill fdn., wood fr. shgle. roof, 14x28, ht. 10	....	1st class.
	Dwelling house	Stone fdn., wood fr., shgle. roof, 24x30, ht. 14	....	1st class.
	Wing	23x29, ht. 8	....	
	Shed	Block and sill fdn., wood fr., shgle. roof, 14x29, ht. 10	....	1st class.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 21x48, ht. 10	....	2nd class, dbl. tenement
	Wing	13x21, ht. 9	....	
	Wing	25x21, ht. 9	....	
	Wing	10x14, ht. 8	....	
	Shed	Block and sill fdn., wood fr., shgle. roof, 12x12, ht. 8	....	1st class.
	Shed	Sill fdn., wood fr., shgle. roof, 10x12, ht. 8	....	
225.32	**Gore**			
	Station	Post and sill fdn., wood fr., shgle. roof, 15x20, ht. 10	1895	1st class.
	Open platform	12x131	....	
227.86	**Lisgar**			
	Station	Stone fdn., wood fr., shgle. roof, 20x33, ht. 10	1894	1st class.
	Open platform	2,000 sq. ft	....	
	Freight shed	Block and sill fdn., wood fr., shgle. roof, 14x38, ht. 11	1894	1st class.
	Oil house and closet	Block and sill fdn., wood fr., shgle. roof, 12x12, ht. 9	....	1st class.
	Dwelling house	Stone fdn., wood fr., shgle. roof, 23x27, ht. 12	....	1st class, agent's.
	Wing	Post and sill fdn., wood fr., shgle. roof, 10x23, ht. 10	....	
	Wing	Post and sill fdn., wood fr., shgle. roof, 12x12, ht. 9	....	
230.86	**South Durham**			
	Station	Stone fdn., frame bldg., shgle. roof, 65x22, ht. 13	1902	1st class.
	Open platform	6,840 sq. ft	....	
	Bag. and oil house	Post and sill fdn., wood fr., shgle. roof, 13x21, ht. 9	....	1st class.
	Freight Shed	Post and sill fdn., wood fr., shgle. roof, 25x40, ht. 12	....	2nd class. Pfm 1,240 sq. ft.
	Stock yard	36x65	1897	3 pens, 2 chutes
	Dwelling house	Stone fdn., wood fr., shgle. roof, 18x24, ht. 24	....	1st class, agent's.
	Wing	12x18, ht. 13	....	
	Wing	12x12, ht. 13	....	
235.00	**Danby**			
	Station	Wood fdn., fr. bldg., shgle. roof, 50x24, ht. 14	1904	1st class.
	Open platform	5,300 sq. ft	1904	
	Coal and oil house	Block and sill fdn., wood fr., shgle. roof, 12x16, ht. 10	1896	1st class.
	Baggage house	Block and sill fdn., wood fr., shgle. roof, 21x13, ht. 9	....	1st class.
	Freight shed	Block and sill fdn., wood fr., shgle. roof, 20x30, ht. 9	....	1st class. 5' pfm. at side.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 24x54, ht. 16	1895	1st class. Sectionman's.
	Wing	12x14, ht. 11	....	dbl. tenement.
	Barn	Sill fdn., wood fr., shgle. roof, 16x16, ht. 12	....	2nd class.

Mileage from Portland.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition).
	Danby—*Con.*			
242.34	Signal box	Block and sill fdn., wood fr., shgle. roof, 10x12, ht. 10.	....	2nd class. C.P.R. Cross'g.
242.59	**Acton Vale**			
	Station	Pile fdn., wood fr., shgle. roof, 43½x20, ht. 15	1904	1st class.
	Wing	20½x13, ht. 15	1904	1st class.
	Open platform	5,550 sq. ft.	1904	
	Freight shed	Block and sill fdn., wood fr., shgle. roof, 26x138, ht. 12	....	2nd class. 6' pfm. at side.
	Stock yard	26x50	....	1 pen, 1 chute.
	Engine house	Brick pier fdn., wood fr., tar roof, 35x60, ht. 18	....	2nd class.
	Wing	10x30, ht. 18	....	
	Wood shed	Posts and board bldg., shgle roof, 14x31, ht. 10	....	
249.00	**Upton**			
	Station	Post and sill fdn., wood fr., shgle. roof, 20x50, ht. 14.	....	1st class. Re-[modelled in [1907.
	Open platform	3,500 sq. ft.	....	
	Baggage and oil house	Block and sill fdn., wood fr., shgle. roof, 18x30, ht. 10.	....	1st class.
	Freight shed	Block and sill fdn., wood fr., shgle. roof, 20x48, ht. 11.	....	1st class. 6' pfm. at sides.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 24x52, ht. 10.	....	2nd class, agents.
	Wing	10x15, ht. 7	....	
	Shed	Block and sill fdn., wood fr., shgle. roof, 20x31, ht. 10.	....	
	Stock yard	20x54	....	1 pen, 2 chutes
252.13	**St. Liboire**			
	Station & freight shed	Block and sill fdn., wood fr., shgle. roof, 18x72, ht. 14.	1898	1st class.
	Open platform	3,000 sq. ft.	....	
	Stock pen	24x53	....	1 pen, 2 chutes
254.38	**Britannia Mills**			
	Station	Post and sill fdn., wood fr., iron roof, 27x73, ht. 12.	1893	1st class.
	Open platform	2,200 sq. ft.	....	
	Baggage house	Block and sill fdn., wood fr., shgle. roof, 12x20, ht. 9.	....	1st class.
	Freight shed	Block and sill fdn., wood fr., shgle. roof, 16x20, ht. 10.	....	1st class. 5½' pfm. at side.
258.99	**St. Rosalie**			
	Station	Post and sill fdn., wood fr., shgle. roof, 18x60, ht. 10.	....	
	Wing	13x29, ht. 8	....	
	Wing	12x15, ht. 8	....	
	Open platform	1,800 sq. ft.	....	
	Loading platform	18x78	....	
259.35	**St. Rosalie Junc.**			
	Telegraph office	Block and sill fdn., wood fr., shgle. roof, 10x12, ht. 8.	....	2nd class. Owned by I.C.R.
	Freight shed	Block and sill fdn., wood fr., shgle. roof, 12x38, ht. 10.	....	1st class. Owned by C.P.R.
	Wing	Post and sill fdn., wood fr., shgle. roof, 6x8, ht. 8.	....	
	Open platform	980 sq. ft.	....	
259.38	Signal box	Post and sill fdn., wood fr., shgle and iron roof, 9x15, ht 7	....	1st class. C.P.R. Cross'g.
261.32	**St. Hyacinthe**			
	Station	Stone fdn., brick bldg., slate roof, 30x80, ht. 12	1899	1st class.
	Wing	15x24, ht. 12	....	

Mileage from Portland.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition).
	St. Hyacinthe—*Con.*			
	Wing	15x24, ht. 12	....	
	Open platform	8,000 sq. ft.	....	
	Freight shed	Post and sill fdn., wood fr., tar and gravel roof, 40x161, ht. 14. Glv. Ironed outside	1904	1st class.
	Wing	15x18, ht. 12	....	Offices.
	Car repairer's shop	Sill fdn., wood fr., iron roof, 12x16, ht. 9.	1893	1st class.
	Lean-to	Sill fdn., wood fr., board roof, 6½x7½, ht. 6	....	
	Stock yard	27x33	....	1 pen, 1 chute.
	Wing	15x20, ht. 18	....	
	Wing	Stone fdn., brick bldg., iron roof, 5x8, ht. 12	....	..
262.05	**U. C. R. Junction**			
	Station	Post and sill fdn., wood fr., iron roof, 17x22, ht. 9.	1895	1st class.
	Open platform	2,690 sq. ft.	....	
262.06	Signal tower	Post fdn., wood fr., iron roof, 12½x12½, ht. 16	....	1st class. U.C.R. Cross'g
268.86	**Ste. Madeleine**			
	Station & freight shed	Wood fdn., fr. bldg., shgle. roof, 20x40, ht. 12	1907	1st class.
	Open platform	3,600 sq. ft.	1907	
	Loading platform	18x62	....	
274.01	**St. Hilaire East**			
	Waiting room	Post and sill fdn., wood fr., shgle. roof, 12x16, ht. 9.	1894	1st class.
	Open platform	600 sq. ft.	....	
274.85	**St. Hilaire**			
	Coal and wood shed	Block and sill fdn., wood fr., shgle. roof, 18x26, ht. 10.	....	1st class.
	Oil house	Brick bldg. and fdn., shgle. roof, 10x14, ht. 8.	....	1st class.
	Shed	Block and sill fdn., wood fr., board roof, 12x18, ht. 8.	....	2nd class.
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 20x50, ht. 11.	....	1st class. 5' pfm. at side.
	Loading platform	15x50	....	
	Tank house	Stone fdn., brick bldg., slate roof, 22x22, ht. 20	....	1st class.
275.51	**Otterburn Park**			
	Open platform	12x400	....	
275.87	Signal tower	Block and sill fdn., wood fr., shgle. roof, 12x14, ht. 16.	....	1st class. At Richelieu draw span, operating 2 dist., 2 home sems. & 1 bridge bolt, interlocking.
275.90	**Bolcil**			
	Station	Post and sill fdn., wood fr., shgle. roof, 17x30, ht. 20	....	2nd class.
	Wing	12x25, ht. 9	....	
	Wing	5x13, ht. 7	....	
	Open platform	4,800 sq. ft.	....	
	Loading platform	20x40	....	
	Freight shed	Block and sill fdn., wood fr., shgle. roof, 12x29, ht. 9.	....	2nd class. 5½' pfm. at side.
	Oil house	Post and sill fdn., wood fr., shgle. roof, 9x12, ht. 8.	....	1st class.
	Barn	Sill fdn., wood fr., shgle. roof, 16x20, ht. 13	....	1st class.
	Wharf	2,620 sq. ft.	....	

Mileage from Portland.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition).
	Beloeil—*Con.*			
	Dwelling house	Sill fdn., wood fr., shgle. roof, 31x32, ht. 10	....	1st class.
	Barn	Sill fdn., wood fr., shgle. roof, 15x32, ht. 7	....	2nd class.
279.81	**St. Bazile**			
	Station	Post and sill fdn., wood fr., shgle. roof, 20x40, ht. 18.	1890	1st class.
	Wing	13x20, ht. 10	....	
	Open platform	2,500 sq. ft	....	
	Loading platform	12x118	....	
	Freight shed	Post and sill fdn., wood fr., gravel roof, 30x20, ht. 12	1902	1st class.
282.07	**St. Bruno**			
	Station	Block and sill fdn., wood fr., shgle. roof, 13x26, ht. 9	....	3rd class.
	Wing	6x8, ht. 8	....	
	Open platform	2,580 sq. ft	....	
	Coal and wood shed	Block and sill fdn., wood fr., shgle. roof, 18x26, ht. 10.	....	1st class.
	Wind-break	10x20, ht. 8	....	
	Dwelling house	Sill fdn., wood fr., shgle. roof, 21x25, ht. 11	....	2nd class, agent's.
	Wing	12x16, ht. 10	....	
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 18x24, ht. 16.	....	1st class. Sectionman's.
	Wing	12x18, ht. 9	....	
	Shed	Sill fdn., wood fr., shingle and board roof, 12x29, ht. 9	....	2nd class.
283.00	**Montraville**			
	Station	Post and sill fdn., wood fr., shgle. roof, 20x44, ht. 11.	1902	1st class.
	Open platform	5,000 sq. ft	....	
286.97	**St. Hubert**			
	Station	Post and sill fdn., wood fr., shgle. roof, 20x40, ht. 11.	1900	1st class.
	Open platform	3,500 sq. ft	....	
290.70	**St. Lambert Junc.**			
	Station	Post and sill fdn., wood fr., iron roof, 26x52, ht. 12	1899	1st class.
	Wing	16x21, ht. 12	....	
	Open platform	5,000 sq. ft	....	
	Covered platform	5,000 sq. ft	....	
	Freight shed	Sill fdn., wood fr., iron roof, 20x30, ht. 9	....	1st class. 6' pfm. at sides.
	Coal shed	Posts and boards, 22x46, ht. 8	....	
	Stock yard	34x39	....	1 pen, 1 chute
	Roadmaster's office	15x30, ht. 8	....	Old frt. shed brought from St. Bruno.
	Dwelling house	Stone fdn., brick bldg., shgle. roof, 26x37, ht. 14.	....	1st class. Agent's, on Elm street.
	Wing	Sill fdn., wood fr., shgle. roof, 12x24, ht. 8	....	
	Shed	Sill fdn., wood fr., shgle. roof, 15x36, ht. 8	....	2nd class.
	Dwelling house	Block and sill fdn., wood fr., shgle. roof, 25x35, ht. 10.	....	2nd class. Sectionman's.
	Barn	Sill fdn., wood fr., board roof, 13x26, ht. 8	....	2nd class.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 27x32, ht. 10.	....	1st class.
	Barn	Sill fdn., wood fr., board roof, 12x27, ht. 9	....	2nd class.

Mileage from Montreal.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition).
	MAIN LINE—Richmond to Point Levi, 3rd District.			
76.46	**Richmond**			
78.50	**Bedards Siding**			
	Loading platform	32x82	....	
83.15	**St. Cyr**			
	Station	Post and sill fdn., wood fr., shgle. roof, 19x21, ht. 10.	....	2nd class.
	Open platform	6x200	....	
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 22x53, ht. 16.	1885	2nd class. Sectionman's.
	Wing	12x14, ht. 10	....	dbl. tenement.
	Wing	12x14, ht. 10	....	
88.46	**Danville**			
	Station	Brick fdn., wood fr., shgle. roof, 21x57, ht. 12	....	2nd class.
	Open platform	3,000 sq. ft	....	
	Baggage house	Block and sill fdn., wood fr., shgle. roof, 18x20, ht. 10.	....	2nd class.
	Oil house	Block and sill fdn., wood fr., shgle. roof, 10x12, ht. 8.	....	1st class.
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 30x100, ht. 11	1893	1st class. 5' pfm. at sides.
	Stock yard	2,300 sq. ft	....	2 pens, 2 chutes.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 21x51, ht. 12.	....	1st class. agent's.
	Wing	10x18, ht. 8	....	
92.40	**Kingsey**			
	Station	Post and sill fdn., wood fr. shgle. roof, 56x20, ht. 10.	....	2nd class.
	Open platform	5,100 sq. ft	....	
	Baggage & oil house	Post and sill fdn., wood fr., shgle. roof, 12x24, ht. 7.	....	2nd class.
	Freight house	Block and sill fdn., wood fr., shgle. roof, 24x50, ht. 10.	....	2nd class. 6' pfm. at sides.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 18x50, ht. 10.	....	2nd class. Sectionman's' dbl. tenement.
100.45	**Warwick**			
	Station	Post and sill fdn., wood fr., shgle. roof, 42x22, ht. 12.	1902	1st class.
	Freight shed connected to station	75'5"x22, ht. 12, gravel roof	1902	1st class.
	Open platform	3,100 sq. ft	....	
	Loading platform	12x210	....	
	Stock yard	27x58	....	1 pen, 2 chutes
	Barn	Block and sill fdn., wood fr., shgle. roof, 24x35, ht. 10.	....	
	Wing	10x14, ht. 7	....	
108.43	**Victoriaville**			
	Station	Post and sill fdn., wood fr., iron roof, 26x52, ht. 12.	1899	1st class.
	Wing	16x21, ht. 12	....	
	Covered platform	2,000 sq. ft	....	
	Open platform	4,000 sq. ft	....	
	Freight shed	Post and sill fdn., wood fr., gravel roof, 22x100, ht. 14	1899	1st class.
	Engine house	Stone block and sill fdn. wood fr., slate roof, 30x60, ht. 16	....	1st class.
	Stock Yard	38x58	....	2 pens, 2 chutes.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 21x37, ht. 14.	....	1st class, agent's.
	Wing	12x12, ht. 10	....	
	Wing	Sill fdn., wood fr., shgle. roof, 12x16, ht. 10.	....	2nd class.
	Barn	Block and sill fdn., wood fr., shgle. roof, 12x50, ht. 10.	....	1st class.

Mileage from Victoriaville.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition)
BRANCH LINE—Victoriaville to Doucet's Landing, 3rd District.				
0.00	**Victoriaville**			
3.90	**Walker's Cut**			
	Station	Post and sill fdn., wood fr., shgle. roof, 25x14, ht. 10.	1903	1st class.
	Open platform	6x73	....	
	Loading platform	12x80	....	
6.63	**Black River**			
	Station	Post and sill fdn., wood fr., shgle. roof, 25x14, ht. 10.	1903	1st class.
	Open platform	120 sq. ft.	....	
10.88	**Bulstrode**			
	Station & freight shed	Post and sill fdn., wood fr., shgle. roof, 18x30, ht. 12.	1904	1st class.
	Open platform	1,100 sq. ft.	....	
14.01	**St. Eulalie**			
	Station & freight shed	Post and sill fdn., wood fr., shgle. roof, 24x12, ht. 10.	1904	1st class.
	Open platform	750 sq. ft.	....	
16.03	**Aston Junc.**			
	Signal box	Post and sill fdn., wood fr., shgle. roof, 16x20, ht. 12.	1894	1st class. I.C.R. Cross'g.
	Wing	Sill fdn., wood fr., shgle. roof, 10x12, ht. 9.	....	
	Open platform	1,050 sq. ft.	....	
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 10x18, ht. 10.	1894	1st class. Owned by I.C.R.
18.13	**Aston**			
	Station	Stone fdn., wood fr., shgle. roof, 25x54, ht. 9.	1878	1st class.
	Wing	Post and sill fdn., wood fr., shgle. roof, 13x18, ht. 11.	....	1st class.
	Open platform	510 sq. ft.	....	
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 20x61, ht. 12.	....	1st class.
	Loading platform	15x40	....	
21.22	**Brcault's Mills**			
	Station	Post and sill fdn., wood fr., shgle. roof, 25x14, ht. 10.	1903	
	Open platform	480 sq. ft.	....	
25.36	**St. Celestin**			
	Station & freight shed	Stone fdn., wood fr., shgle. roof, 25x121, ht. 8.	....	1st class.
	Open platform	12x122	....	
	Stock yard	590 sq. ft.	....	1 pen, 2 chutes
30.76	**St. Gregoire**			
	Station & freight shed	Stone fdn., wood fr., shgle. roof, 25x50, ht. 11.	1876	1st class.
	Open platform	2,080 sq. ft.	....	
35.02	**Doucet's Landing**			
	Station	Stone fdn., brick bldg., iron roof, 27x43, ht. 12.	....	1st class.
	Open platform	3,200 sq. ft.	....	
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 26x103, ht. 14	....	2nd class. 74' pfm. at sides.
	Shed	Sill fdn., wood fr., board roof, 5x6, ht. 6.	....	1st class.
	Engine house	Stone fdn., brick bldg., iron roof, 65x203, ht. 16.	....	2nd class.
	High water wharf	Crib 22x175	....	1st class.
	Pier	Crib 33x680	....	2nd class.
	"T" at end of pier	Crib 32x142	....	2nd class.
	Pontoon	Crib 12x77	....	1st class.

Mileage from Montreal.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition)
MAIN LINE CONTINUED—Richmond to Point Levi, 3rd district.				
117.18	**Stanfold**			
	Station	Stone fdn., wood fr., shgle. roof, 22x52, ht. 20.	1878	1st class
	Wing	12x22, ht. 9.	....	
	Wing	Post and sill fdn., wood fr., shgle. roof, 12x20, ht. 8.	....	
	Open platform	2,870 sq. ft.	....	
	Baggage & oil house	Post and sill fdn., wood fr., shgle. roof, 12x20, ht. 10.	....	1st class.
	Freight shed	Stone fdn., wood fr., shgle. roof, 25x51, ht. 9.	....	1st class. Pfm. 1,040 sq. ft.
	Loading platform	16x95	....	
	Stock yard	1,020 sq. ft.	....	1 pen, 1 chute.
123.21	**Plessisville**			
	Station	Post and sill fdn., wood fr., shgle. roof, 38x20, ht. 12.	1901	1st class.
	Covered platform	1,160 sq. ft.	1901	
	Open platform	70x12, 840 sq. ft.	1902	
	Open platform	1,730 sq. ft.	1901	
	Freight shed	Post and sill fdn., wood fr., gravel roof, 90x20, ht. 12.	1901	
	Stock yard	28x58	....	1 pen, 2 chutes.
	Dwelling house	Block and sill fdn., wood fr., shgle. roof, 15x48, ht. 15.	....	1st class. agent's.
	Wing	12x18, ht. 10.	....	
	Shed	Block and sill fdn., wood fr., shgle. roof, 11x16, ht. 9.	....	1st class.
	Dwelling house	Stone fdn., wood fr., shgle. roof, 16x48, ht. 14.	....	1st class. Sectionman's.
	Wing	Block and sill fdn., wood fr., shgle. roof, 12x15, ht. 10.	....	
	Barn	Block and sill fdn. wood fr., shgle. roof, 17x29, ht. 12.	....	1st class.
125.85	**Kelly's Mill**			
	Loading platform	24x51	....	
131.36	**St. Julie**			
	Station & freight shed	Stone fdn., wood fr., shgle. roof, 21x81, ht. 16.	....	1st class.
	Open platform	4,200 sq. ft.	....	
	Wood and oil house	Sill fdn., wood fr., shgle. roof, 18x20, ht. 12.	....	1st class.
	Loading platform	12x61	....	
	Stock yard	40x48	....	2 pens, 2 chutes.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 24x30, ht. 14	....	1st class. Sectionman's.
	Wing	10x12, ht. 14.	....	
	Dwelling house	Block and sill fdn., wood fr., shgle. roof, 21x37, ht. 13.	....	2nd class, agent's.
	Wing	12x16, ht. 10.	....	
	Wing	5x6, ht. 7.	....	
	Shed	Sill fdn., wood fr., shgle. roof, 12x23, ht. 8.	....	1st class.
135.99	**Lyster**			
	Station	Post and sill fdn., wood fr., shgle. roof, 18x35, ht. 18.	1853	1st class.
	Wing	18x24, ht. 8.	....	
	Wing	13x20, ht. 8.	....	
	Wing	8x12, ht. 8.	....	
	Open platform	3,800 sq. ft.	....	
	Shed	Block and sill fdn., wood fr., shgle. roof, 7x9, ht. 6.	....	1st class.
	Freight shed	Post and sill fdn., wood fr., shgle. roof, 24x30, ht. 8.	....	1st class. Pfm. 6x24.

Mileage from Montreal.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition).
	Lyster—*Con.*			
	Pump house and dwelling	Stone fdn., wood fr., slate roof, 16x24, ht. 24	....	1st class.
	Wing	Block and sill fdn., wood fr., iron roof, 12x16, ht. 10	....	1st class.
	Coal shed	Stone fdn., wood fr., slate roof, 11x12, ht. 9	....	1st class.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 24x30, ht. 11	1873	1st class. Sectionman's.
	Wing	8x10, ht. 8	....	
	Shed	Block and sill fdn., wood fr., board roof, 12x16, ht. 10	....	1st class.
140.38	**Hall's Siding**			
	Loading platform	8x158	....	2nd class.
143.84	**Mothot's Mills**			
	Station	Post and sill fdn., wood fr., shgle. roof, 22x54, ht. 11	1874	1st class.
	Wing	13x19, ht. 11	....	
	Open platform	2,900 sq. ft	....	
	Shed	Sill fdn., wood fr., shgle. roof, 12x18, ht. 8	....	2nd class.
	Freight shed	Sill fdn., wood fr., shgle. roof, 20x24, ht. 10	1874	
	Coal and oil house	Sill fdn., wood fr., shgle. roof, 14x16, ht. 10	....	1st class.
	Loading platform	14x132	....	
	Loading platform	31x121	....	
152.18	**St. Agapit**			
	Station & freight shed	Block and sill fdn., wood fr., shgle. roof, 21x51, ht. 12	....	1st class.
	Open platform	1,390 sq. ft	....	
	Coal and wood shed	Post and boards, 14x30, ht. 9	....	2nd class.
157.68	**Craig's Road**			
	Station & freight shed	Stone fdn., wood fr., shgle. roof, 22x73, ht. 10	....	1st class.
	Wing	Post and sill fdn., wood fr., shgle. roof, 12x24, ht. 10	....	1st class.
	Wing	Post and sill fdn., wood fr., shgle. roof, 11x17, ht. 8	....	1st class.
	Open platform	2,660 sq. ft	....	
	Coal and oil house	Block and sill fdn., wood fr., shgle. roof, 14x16, ht. 10	....	1st class.
	Wood shed	Post and sill fdn., wood fr., shgle. roof, 21x54, ht. 12	....	3rd class.
	Pump house	Post and sill fdn., wood fr., slate roof, 22x20, ht. 7	....	2nd class.
163.77	**Chaudiere**			
	Telegraph office	Block and sill fdn., wood fr., shgle. roof, 12x14, ht. 9	....	1st class.
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 24x30, ht. 10	....	2nd class.
	Wing	8x10, ht. 8	....	
163.88	Coal yard	52x334	....	10 chutes.
	Office	Block and sill fdn., wood fr., shgle. roof, 12x12, ht. 8	....	1st class.
164.36	**Chaudiere Junc.**			
	Station	Post and sill fdn., wood fr., shgle. roof, 12x24, ht. 10	....	1st class.
	Open platform	800 sq. ft	....	
	Car repairer's shop	Post and sill fdn., wood fr., shgle. roof, 18x12, ht. 8	1904	
	Wing	10x30, ht. 10, iron roof	....	
	Dwelling house	Post and sill fdn., wood fr., shgle. roof, 10x42, ht. 7	....	1st class.
	Wing	Sill fdn., wood fr., iron roof, 12x24, ht. 7	....	1st class.

Mileage from Montreal.	Stations and Buildings.	Description and Dimensions.	When Built.	Remarks. (Condition).
164.95	**Chaudiere Curve**			
	Station	Stone fdn., wood fr., iron roof, 26x50, ht. 8	....	1st class. Owned by [I.C.R.
	Wing	26x36, ht. 18	....	
	Wing	26x36, ht. 18	....	
	Open platform	4,440 sq. ft	....	
165.00	**I. C. R. Boundary**			Owned by [I.C.R.
168.88	**St. Romuald**			
	Station & freight shed	Block and sill fdn., wood fr., shgle. roof, 14x24, ht. 12	....	1st class. Owned by [I.C.R.
	Open platform	7x89	....	
	Loading platform	24x290	....	
170.58	**Hadlow**			Owned by [I.C.R.
	Station	Stone fdn., brick bldg., shgle. roof, 13x17, ht. 16	....	1st class. Owned by [I.C.R.
	Open platform	500 sq. ft	....	
	Engine house	Stone fdn., brick bldg., shgle. roof, 84x153, ht. 18	....	1st class. Ow'd by I.C.R. used by G.T.R.
	Wing	Stone fdn., brick bldg., gravel roof, semicircular 102′ radius	....	
170.71	**I. C. R. Boundary**			
172.00	**Point Levi**			
	Station	Stone fdn., brick bldg., slate roof, 30½x104, ht. 16	1882	1st class.
	Open platform	13,700 sq. ft	....	
	Freight shed	Post and sill fdn., wood fr., iron roof, 35x365, ht. 16	1882	1st class. 8′ pfm. at sides.
	Store house	Stone fdn., brick bldg., shgle. roof, 11x14, ht. 10	....	1st class.
	Car repairer's shop	Block and sill fdn., wood fr., shgle. roof, 21x54, ht. 13	....	2nd class.
	Lean-to	Block and sill fdn., wood fr., shgle. roof, 12½x49, ht. 10	....	1st class. Lumber shed.
	Ice house	Block and sill fdn., wood fr., shgle. roof, 15x31, ht. 10	....	1st class.
	B. & B. Dept. stores	12x30, ht. 7	....	
	Stock yards	7 sheltered pens, total area 51,800 sq. ft., 2 open pens total area 20,300 sq. ft	....	2nd class.
	Stock platform	11x120	....	1st class.
	Freight shed wharf	Crib 190x530	....	2nd class.
	Steamship wharf	Crib 490x73	....	1st class.
	Freight shed	Sill fdn., wood fr., shgle. roof, 30½x320, ht. 12	....	2nd class. 5′ pfm. on Steamship wharf.
	Immigration bldg	Sill fdn., wood fr., iron roof, 30x55, ht. 24	1886	1st class.
	Wing	10x12, ht. 26	....	
	Immigrant restaurant	Sill fdn., wood fr., shgle. roof, 20x80, ht. 12	....	2nd class.
	Store shed	Sill fdn., wood fr., shgle. roof, 14x20, ht. 9	....	2nd class.
	Wood shed	Sill fdn., wood fr., iron roof, 12x25, ht. 8	....	2nd class.

MAIN LINE—St. Lambert Junc. to Rouses Point, 4th District.

6.32	**St. Lambert Junc.**			
11.96	**Brosseau Junc.**			
	Station	Stone fdn., wood fr., shgle. roof, 22x40, ht. 22	1878	1st class.
	Open platform	1,900 sq. ft	....	
	Oil house	Sill fdn., wood fr., board roof, 10x12, ht. 10	....	1st class.

ENGINE HOUSES.

1st District.

Location.	No. of Stalls.	Engine Capacity.	Kind.	Roof.	When Built.	Condition.	Remarks.
Deering	15	15	Brick	Tar & grav.	1901	1st class	
Lewiston	2	2	B'k csd.	Shingle	....	"	
South Paris	1	1	Frame	Slate	....	"	
Gorham	15	15	Brick	"	....	"	
Island Pond	20	20	"	Tar & grav.	1903	"	

2nd District.

Sherbrooke	2	4	Brick	Slate	....	2nd class	O'n'd by B.&M. Ry.; G.T. have right to house 2 locomotives
Richmond	9	9	"	Gravel	1873	"	
Acton Vale	2	2	Frame	Tar	....	"	

3rd District.

Victoriaville	2	2	Frame	Slate	....	1st class	
Doucet's Ldg.	2	2	Brick	Iron	....	2nd class	
Hadlow	10	20	"	Gravel & Shingle	....	1st class	
Pt. Levi	4	4	Frame	Tar	....	"	Owned by I.C.R

4th District.

Rouses Point	3	3	Brick	Gravel	....	1st class	O'n'd by D.&H. Ry.; one stall used by G.T.R. O'n'd by N.V.C.
Hemmingford	1	1	Frame	Slate	....	2nd class	
Ft. Covington	2	2	"	Tar	....	1st class	
Massena Spgs.	4	4	"	"	....	"	

5th District.

Turcot	57	57	Concrete	Tar & grav.	05-6	1st class	14 stalls built in '05; 17 in '06.
Cornwall	1	1	Frame	Shingle	....	2nd class	

6th District.

Brockville	10	12	Stone	Shingle	....	1st class	
"	10	10	Brick	Gravel	....	"	
Kingston Jct.	2	4	Stone	Slate	....	"	

7th District.

Belleville	10	22	Brick	Gravel	....	1st class

WATER STATIONS.

1st District.

Location.	Size of Tank.	Size & Kind of Standpipe	No. of Standpipes.	Size & Kind of Pump.	Size of Steam Cylinder.	Size of Water Cylinder.	Suction Pipe. Diam.	Suction Pipe. Length.	Pump Disch'g Pipe. Diam.	Pump Disch'g Pipe. Length.	Tank Disch'g Pipe. Diam.	Tank Disch'g Pipe. Length.	Source.	Remarks.
	Feet.	Inches.			ins.	ins.	in.	ft.	in.	ft.	in.	ft.		
Portland		6 Cast Iron	1										Portland W.W.	Meter.
Deering	18x30	10 Poage D	2											
Pownal		10 Best												
Danville Jct.	18x20	6 Cast Iron	1								10	528	Portland W.W.	Meter.
Lewiston	18x20	10 Sheffield	2	Worthington	9x10	5½x10					6	130	Brook	Gravity.
South Paris		6 Cast Iron	1								10	350	Brook	Gravity.
Bryant's Pond	18x24	10 Poage D	2					30	4	300	10		Town	
Bethel	18x24	10 Poage D	1	Worthington	9x10	5½x10	5	12	3	400	10	410	Norway W.W.	Contract.
Gilead	12x16	6 Cast Iron	2								8	180	Brook	Meter.
Gorham		6 Cast Iron	1								8	500	Contract	
Berlin	Reservoir	6 Cast Iron									6	4000	Brook	
		10 Poage D	2	Worthington	7x10	6x10	6	15	4	3000			River	Also Gravity.
	18x24	6 Drop	2											
Percy	Reservoir	6 Cast Iron	1				6	125						
No. Stratford	18x24	10 Sheffield	1								10	625	Town	Contract.
		10 Poage D	1	Worthington	7½x10	6x10	6	20	4	180	10	420	Brook	Gravity.
Island Pond	18x24	10 Poage D	3	Worthington	7½x10	6x10	6	300	4	210	10	863	River	
		6 Cast Iron											Pond	

TURNTABLES—1st District.

Location.	Length.	Clearance.	Kind.	Capacity In tons.	When Built.	Maker.	Remarks.
Deering	70′	.....	Steel	160	1901	American Bridge Co.	
Lewiston	49′ 6″	7′ 10″	Cast Iron	75	....	.....	
Gorham	60′	.....	Steel	125	....	.....	
Groveton Jct.	54′ 9½″	All clear	Wood	...	....	.....	
Island Pond	70′	.....	Steel	200	1903	American Bridge Co.	Owned by Boston & Maine.

2nd District.

Sherbrooke	70′	All clear	Steel	...	1902	.....	Boston & Maine, Owners.
Richmond	60′	4′ 6″	"	150	1900	A. P. Roberts, Phila.	

3rd District.

Victoriaville	49′ 10″	All clear	Cast Iron	75	....	.....	
Doucet's Landing	49′ 11″	5′ 8″	"	75	....	.....	
Point Levi	50′	All clear	"	75	....	Grand Trunk Ry.	In Engine House.

4th District.

Rouses Point	59′ 8″	All clear	Wrot. Iron	...	....	.....	Delaware & Hudson, Owners.
Fort Covington	49′ 11″	"	Cast Iron	75	....	Wm. Sellers	
Massena Springs	59′ 6″	"	Wrot. Iron	...	....	.....	New York Central, Owners.

5th District.

Point St. Charles	60′	All clear	Steel	150	1900	Pencoyd Iron Wks., Phila.	
Turcot	100′	"	"	200	1905	Canadian Bridge Co.	
Cornwall	49′ 5″	"	Cast Iron	75	1903	Grand Trunk Ry.	In Engine House.

6th District.

Brockville	70′	All clear	Steel	200	1907	Canadian Bridge Co.	
"	60′	6′	"	150	....	Detroit Bridge Co.	In Engine House.
Kingston Jct.	49′ 8″	4′ 7″	Cast Iron	75	....	" "	" "

7th District.

Belleville	60′	5′	Steel	150	1900	Dominion Bridge Co.	In Engine House.

FUEL STATIONS.

1st District.

Mileage from Portland.	Name of Station.	Kind.	Capacity in Tons.	Dimensions in Feet.	When Built.	Remarks.
0.12	Fish Point	Open Coal Yard	11			3 Hoisting Cranes, capacity ½ ton each.
1.41	Back Cove	Coal pkts., 151 Chutes	35	299x31, ht. 16 Next track—at water, 25½ On water front, ht. 42½, area 9966 sq. ft.	1900 1901	
1.70	Deering	16 Chutes				
47.03	South Paris	Shed	70	17x37½, ht. 18		
91.14	Gorham	12 Chutes	15 000			Dump Car Chutes.
149.03	Island Pond	18 Chutes	400 Coal 000 Sand	144x20, ht. 40	1907	9 Chutes on each side.

2nd District.

220.48	Richmond	20 Chutes	400 Coal 500 Sand	156x20, ht. 38	1904	

3rd District.

Mileage from Montreal.						
108.43	Victoriaville	6 Chutes				Dump Car Chutes.

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FUEL STATIONS—Continued.

4th District.

23.37	St. Isidore Jct.	Coal Platform, no Chutes.		20x30		Shovelled from platform to tender
74.11	Fort Covington	Coal Platform, no Chutes.		12x50		Shovelled from platform to tender.
96.03	Massena Springs	No Chutes, open yard		18x58		Owned by N. Y. C. Ry.

5th District.

3.00	Point St. Charles	37 Chutes	87,000			
0.30	Montreal	Platform, No Chutes		10x34		For Suburban Engines only.
2.50	Turcot	30 Chutes	400 Coal 500 Sand	20x325, ht. 51 Incline 1000 ft.	1905	

6th District.

124.84	Brockville	30 Chutes	600 Coal 700 Sand	20x216, ht. 51	1904	
172.18	Kingston Jct.	No Chutes				Shovelled from car to tender.

7th District.

219.72	Belleville	30 Chutes	600 Coal 700 Sand	20x216, ht. 51	1904	

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GRADE CROSSINGS OF RAILWAYS.

1st District.

Mileage from Portland	Name of Railway.	Location of Station.	Protection.
11.85	Maine Central Ry.....	Yarmouth June.....	Old pattern semaphore on each approach. 1 double hand semaphore at crossing.
27.08	Maine Central Ry.....	Danville June.....	1 old pattern semaphore on each approach.
36.22	Portland & Rumford Falls Ry.....	West end of Mechanic's Falls Yd.	1 dist. and 1 home semaphore (old pat.) on G.T.R. western approach. 1 old pattern semaphore on other approaches.
46.75	Norway & South Paris.	South Paris.....	.....
47.28	Norway & South Paris Electric Ry.....	(Norway Branch)...	.....
120.13	Maine Central Ry.....	Between Stratford Hollow & Beattie's.	1 dist. and 1 home semaphore (old pat.) on each G.T.R. approach. 1 old pat. semaphore on each M.C.R. approach.

2nd District.

193.48	Canadian Pacific Ry...	West end of Lennoxville Yard.....	1 old pat. semaphore on each approach.
195.99	Sherbrooke Street Ry. (Electric).....	Sherbrooke.....	1 stand semaphore on each G.T.R. approach. Derails on Street Ry. approaches (interl'k'g).
242.33	Canadian Pacific Ry...	E. end of Acton Vale Yard.....	1 old pat. semaphore on each approach.
259.38	Canadian Pacific Ry...	St. Rosalie June....	1 old pat. semaphore on each approach.
262.06	United Counties Ry.	United Counties Ry. June.....	1 dist. and 1 home semaphore (stand) and 1 derail on each approach (interlocking).

3rd District.

Part of I.C.R. used by G.T.R.

Mileage from Victoria-ville.			
16.03	Intercolonial Ry.....	.....	1 old pat. semaphore on each approach.
172.02	Grand Trunk Spur....	E. end of Pt. Levi Yard.....	1 old pat. semaphore on each approach of I.C.R. and 1 Piper hand semaphore at diamonds.
172.03	Grand Trunk Spur....	E. end of Pt. Levi Yard.....	

GRADE CROSSINGS OF RAILWAYS—Continued.

4th District.

Rouses Point Branch.

Mileage from Victoria-ville.	Name of Railway.	Location of Station.	Protection.
25.95	Canadian Pacific Ry...	N. end of St. John's Yard.....	1 dist. and 1 home semaphore (stand) and 1 derail on each approach (interlocking).
44.05	Grand Trunk Ry.....	Howick Jct.....	1 old pat. semaphore on each approach.

Part of Delaware and Hudson used by G.T.R.

49.07	Central Vermont Ry..	Rouses Point.....	1 signal pole at diamond with 2 balls or lights.

Hemmingford Branch.

St. Isidore June.			
16.19	Grand Trunk Ry.....	Half mile North of Barrington.....	1 old pat. semaphore on each approach.

Part of Delaware and Hudson used by G.T.R.

25.56	Central Vermont Ry..	Mooer's June.....	1 signal pole at diamond with 2 balls or lights.

Main Line to Massena Springs.

Montreal			
18.72	Canadian Pacific Ry...	1 mile N. of St. Constant.....	1 dist. and 1 home semaphore (stand) and 1 derail on each approach. (interlocking).
30.85	Grand Trunk Ry.....	Howick June.....	1 old pat. semaphore on each approach.
56.95	St. Lawrence & Atlantic Ry.....	St. Lawrence & Atlantic Ry. June...	1 old pat. semaphore on each approach (interlocking).
87.47	New York & Ottawa Railway.....	Helena June.....	1 dist. and 1 home semaphore (stand) and 1 derail on each approach (interlocking).

OVERHEAD BRIDGES AND THROUGH TRUSSES—Continued.

2nd District.

Mileage from Portland.	Location.	Clearance. Above Rail.	Clearance. North.	Clearance. South.	Remarks.
		ft. in.	ft. in.	ft. in.	
147.83	Island Pond { Overpass...	20 5	6 6	6 6	23′ wide 550′ l′g.
	Island Pond { Footwalk..	21 2	6 6	6 6	8′ wide 280′ l′g.
	Island Pond Yard.. { W. Bound Track.	20 0	10 0	4 0	5½′ walk.
149.05	Island Pond Yard.. { E. Bound Track..	21 0	4 10	6 8	Overhead Bdge. Built 1900.
150.47	Bet. Island Pond and Summit	22 0	5 4	4 0	Foot Walk.
150.72	Bet. Island Pond and Summit	.....	5 6	5 3	Through Truss.
151.60	Bet. Island Pond and Summit	19 2½	9 1	9 5½	" "
186.10	W. of Waterville Yard	22 2½	4 9½	4 9	Overhead Bridge.
192.60	E. of Lennoxville Yard	20 5½	5 2½	4 11	Through Truss.
195.19	E. of Sherbrooke Yard	26 11	20 0	6 6	" "
196.26	W. of Sherbrooke Yard	22 7	4 11	5 2	Overhead Ry.
216.87	Bet. Rockland and Richmond	.....	4 10	4 9½	Through Truss.
229.46	Bet. Lisgar & S. Durham	.....	.....	.....	" "
248.06	Bet. Acton Vale & Upton	.....	5 0	4 9	Overhead Bridge.
248.85	East end of Upton Yard	.....	4 10	4 7	Half Thro' Truss.
251.42	Bet. Upton & St. Liboire	20 2	9 6	8 11	Half Through.
281.03	Bet. St. Bazile and St. Bruno	22 6	5 6	5 6	Overhead Bridge. Overh'd Bridge, 24′ wide, 200′ long.

3rd District.

Mileage from Montreal.	Location.	Clearance. Above Rail.	Clearance. North.	Clearance. South.	Remarks.
		ft. in.	ft. in.	ft. in.	
76.00	E. end of Richmond Yard.	19 6	12 6	13 3	Overhead Bridge.
77.05	E. end of Richmond Yard.	20 7	6 10	7 3	" "
88.50	E. end of Danville Yard	21 1½	8 8	7 9	" "
91.16	Bet. Danville and Kingsey	20 4½	9 2	8 5	" "
151.00	W. end of St. Agapit Yard.	19 8	8 9	8 9	" "
168.00	Bet. St. Romuald and Hadlow	19 5	6 2	6 1	Overh'd Mill-run.
169.17	Bet. St. Romuald and Hadlow	18 11	6 9	7 6	Overhead Bridge.
Mileage from Victoriaville.	*Three Rivers Branch.*				
3.87	At Walker's Cut	20 5	7 3	7 0	Overhead Bridge.

OVERHEAD BRIDGES AND THROUGH TRUSSES—Continued.

4th District.

Mileage from Montreal.	Location.	Clearance. Above Rail.	Clearance. West.	Clearance. East.	Remarks.
		ft. in.	ft. in.	ft. in.	
13.67	Bet. Brosseau and Laprairie	.....	4 8½	4 9	Through Truss.
10.62	N. end St. Constant Yard	.....	4 10	4 10½	" "
24.07	S. end St. Isidore Jct. Yd.	.....	4 9½	4 10½	" "
36.85	Bet. St. Martine Junc. and Howick	22 5½	5 1	5 1	" "
43.82	S. end of Bryson's Yard	22 2	4 10	4 7½	" "
74.22	S. end of Ft. Covington	22 7	4 6	4 10	" "
80.52	Bet. Bombay and Helena	.....	5 1	5 1	" "
87.76	S. end of Helena Yard	20 4	4 11	4 11	" "
91.78	Bet. Helena and Massena	.....	6 7	6 7	" "
St. Martine Junc.	*Beauharnois Branch.*				
0.32	North end of St. Martine Junc. Yard	21 3	5 1	5 2	Through Truss.

5th District.

Mileage from Montreal.	Location.	Clearance. Above Rail.	Clearance. North.	Clearance. South.	Remarks.
		ft. in.	ft. in.	ft. in.	
0.50	St. Cunegonde	22 0	6 6	6 6	Ft. Bdge, 35′ long.
1.53	S. end of St. Henri Yard.	16 3	.....	.....	Overhead Bridge.
1.80	Bet. St. Henri and Point St. Charles	.....	.....	.....	[D.T. Through Girder.
3.95	Victoria Bridge	22 6½	5 1¼	5 1¼	Through Truss.
	Harbor Branch.				
3.57	Canal Bridge	21 9	4 9	4 2	Through Truss.
Pt. St. Charles.	*Jacques Cartier Branch.*				
6.02	Bet. Blue Bonnets and Jacques Cartier	24 0	17 0	57 0	Overhead Ry.
Montreal.	*Main Line.*				
5.94	W. end of Rockfield Yard.	21 3½	.....	.....	Overhead Ry.
21.10	Bet. St. Anne's and Vaudreuil	Under	construction.		Through Truss.
54.71	Bet. Lancaster and Summerstown	21 1	.....	.....	" "