

QUEBEC CENTRAL

STATIONS

AND

TERMINALS

MILEPOSTS FROM GRAND TRUNK
STATION SHERBROOKE

QUEBEC CENTRAL STATIONS AND TERMINALS

I: QUEBEC SUBDIVISION

SHERBROOKE

MP 0.0

Station: 1874-1890

The QCR had its first station in the Grand Trunk enclosed train shed station. The QCR between 1874-1882 also used the GTR enclosed and domed roundhouse along with the Passumpsic and International Railways. When a fire July 2, 1882 destroyed the round house the QCR moved to Newington and the Passumpsic built their own engine house. This enclosed station was used briefly even by the Canadian Pacific in 1886.

Station: 1889-1891

The QCR used a temporary GTR station.

Station: 1891- 1927

The QCR used the new Grand Trunk station along with the B&M and the GTR and was known as Sherbrooke Union Station. The QC's dispatching office was located here. The Quebec Central left June 1st, 1927 for the CPR Upper Town Station.

Station: 1927-1994

The Quebec Central moved all their trains to the CPR Station that had been constructed in 1910 and was enlarged several times. In 1927 an additional building and a second platform were added to the station complex. An interchange between the GTR-CNR and the CPR at the Lennoxville Diamond allowed Newport trains access over the CPR into this station for the first time.

Facilities:

The QCR acquired from the Boston and Maine a two stall engine house and turntable in the Canadian National yards at Sherbrooke. This was later leased to the CNR.

NEWINGTON

MP 1.1

Station: 1927-1939

The railway built a brick station at Newington, in the summer of 1927, that housed the Quebec Central dispatching offices and used by Dining Car Department. The QC moved out of the CPR Upper Town station. Some of the materials used in the station came from the Dudswell Junction station recently closed. In 1936 the dispatching offices were moved to the Quebec Central office building on Wellington Street North Sherbrooke. It remained a station until 1939. The station was used as a chicken hatchery until it was demolished in July 1967.

Facilities:

The first roundhouse used by the Quebec Central at Sherbrooke was the large circular brick enclosed roundhouse built by the St Lawrence and Atlantic (Grand Trunk) in 1853. The QCR, along with the Passumpsic and the International shared space with GTR engines in this building. When the facility burnt down in July 1882, all the railways were forced to seek shelter elsewhere. Quebec Central contractors and operators, Woodward & Bowen, had acquired a parcel of land in East Sherbrooke from the city formerly the site of the Canadian Meat Company. The Canadian Meat Company acquired land adjacent to the S.E.T&K rail line in 1874. It was only one mile from the Grand Trunk Station just past where the QC crosses the St. Francis River and the grade north begins. In the fall of 1874, a contract was awarded to J. Reilly for the construction of a large slaughterhouse. The principal backer of the venture was a J. Lawson Johnston of Scotland. "Johnston Liquid Beef" saw a new opportunity to provide food to Europe, whose agricultural industry was in peril during the Franco-Prussian War. Mr Johnston, along with his Canadian associate William Clark had the buildings completed by the summer of 1875. The French government became the largest customer. The *Stanstead Journal* noted that in one day the factory received six car loads of cattle from Chicago. Unfortunately in the last months of 1876 a fire ravaged their buildings. The City of Sherbrooke had provided the firm a bonus of \$7,000 to cover the reconstruction of the building and work soon started in earnest to rebuild the factory, with hope the work should be completed by May 21th, 1877. Unfortunately the company never did reopen its door; and in August 1880 the city bid \$14,000 for the property at auction. In passing, one cannot fail to mention that Johnston made his fortune with this 'liquid beef' or as it's known today 'Bovril', while his associate achieved success with his own canning company, W. Clark Ltd.

In the early part of 1882 QC contractors Woodward & Bowen purchased the property from the city of Sherbrooke for \$13,000. It was their intention to build rolling stock not only for the QCR, but for export probably to South America. When fire struck the GTR roundhouse, the GTR had terminals both at Richmond and Island Pond, Vermont. It felt that to duplicate the facilities was a waste of capital so the roundhouse was not rebuilt. The Passumpsic built an engine terminal near the Grand Trunk yards. The Quebec Central converted the old Canadian Meat Factory into extensive workshops by November 1882.

The Quebec Central was in the midst of financial difficulties in 1884, when a Mr. Mowry, a somewhat shadowy figure in the QCR story had the railway evicted from the property over a claim for past rent. The company secured shelter for its equipment at the Passumpsic facilities. A number of workers were laid off, and a small car repair shed was built at Beauce Jct. The buildings were reacquired five years later when Grundy arrived on the scene.

Mr. Grundy did go to the City of Sherbrooke in 1897 with a proposal that in return, for a \$15,000 bonus, the railway would enlarge its shops. In the process, the company planned spending \$70,000 in improvements. The railway built a seventy-foot extension to its machine shops so that the company could conveniently repair locomotives and passenger rolling stock. The six stall roundhouse was enlarged to accommodate ten locomotives. Paint shops and carriage sheds (for storing cars through the winter) were built. During this same period the company played host to Canadian Pacific engines, for in December 1897 the CPR replaced its turntable and CPR engines were sent down the hill and across the river to Newington to be turned on the QC turntable. A fire broke out at the foundry in November 1899 that did some damage not only to the building but to old engine No. 1 which was standing alongside the building. The damage was found to be a scorched cab to the engine. The work to the shops took several years to complete with contractor Hawkins putting the foundations for the new roundhouse in 1902.

The new shops by the end of 1902 had turned out the first twenty-five boxcars. While both the Quebec Central and Levis & Kennebec in their early days had talked about building their own cars, it was the financially weaker L&K that actually built a few cars. It took a quarter of a century for the QCR to build its first cars.

Further orders of freight cars were built at Newington over the course of the next few years but it was not until 1907 the first passenger cars were built, these were a number of baggage and baggage-mail cars for the new vestibuled train to Boston.

1913 saw the Quebec Central leased by the Canadian Pacific and one would have expected that the QC shops would have been closed out. The CP had closed its own Famham shops only a few years earlier. Instead Walsh had plans to expand the shops and Canadian Railway and Marine World in 1914 presented the detailed plans, one and a half years after the CPR control. It explained that the Quebec Central had extensive traffic in lumber and mineral products that operated in solid trains and that besides the need to repair cars and to keep shop output uniform the railway built its own rolling stock. The QC continued this policy. The increase in traffic also necessitated an increase in both the number and size of locomotives. The Quebec Central decided to increase both its shops and its locomotive facilities, even though, only a few years earlier the Canadian Pacific had expanded its own engine terminal and yards in Sherbrooke. The company decided to replace many of its small buildings and to expand the larger buildings. The carpenter, paint shops and stores house were slated for demolition and were to be replaced by larger brick structures. The new layout included a five-stall addition on the east end of the locomotive house, which necessitated the removal of the old paint shops. It stood in the way of this extension. An additional depth of five feet was given the new stalls, making them seventy-five feet deep. The former locomotive roundhouse of eleven stalls, was rather unique, from the viewpoint then modern practice, the radii to which the inner and outer walls have been struck being, much smaller than usual practice dictates. The inner wall radius is forty-five feet and the outer 115 feet, giving a stall depth of seventy feet. In the centre is a sixty-six foot turntable steel turntable which provides a distance of twelve feet from the edge of the turntable pit to the inner wall of the locomotive house, which in consequence, does not provide sufficient room for locomotives between the turntable and locomotive house. The small diameter of the locomotive house makes the stall width at the outer wall very roomy, with lots of working space. The roundhouse was a wooden structure sheathed in iron. There were two inspection pits in the new structure at the rear of the roundhouse was a locomotive storage shed that housed surplus engines. The Quebec Central seldom scrapped any equipment. Instead its old locomotives and rolling stock were stored here with the probable

intention of selling them to the Temiscouata and the various lumber and mineral firms that dotted its line. When one talks to old-timers who remember the shops; the most significant memory always is the small old engines lined in rows .

The boiler and machine shop built by the packing house remained the nucleus of the shop buildings. It was a very distinctive structure with an elaborate facade. It had an iron roof and steel trusses. A brick wall divided the structure into a boiler and machine shops. In the former was a twenty tonne travelling crane, while in the machine shop a ten tonne trolley was overhead.

Next to the machine shop was the foundry building that was retained in the new scheme. The blacksmith shop was moved from the boiler shop to a new building next to the foundry. In 1914, saw the completion of a new three track paint shop made of brick, concrete and steel. It replaced the two track paint shop built in 1899. The old building could accommodate four passenger cars. The old paint shop had to be removed to make room for the extension to the roundhouse.

While the improvements mentioned had been completed in 1915 the company had plans to construct a new carpenter shop, an oil house and stores building. War conditions precluded the completion of these projects until 1920. In 1919, (20) the company let a contract to the Sherbrooke Construction Company, for the masonry work, and MacKinnon Steel Company for the steel construction for the new carpenter shops and oil house. The three track carpenter shop was built adjacent to the paint shop. A new stores building was built in 1920. It was a frame building covered with asbestos shingles. It was built on the site of the old carpenter shop. A number of other buildings completed the terminal. Close to the yard was an ice house built in 1906, when the Quebec Central acquired a number of refrigerator cars. Coal and water facilities were located in the mainline. The water tank was a small square enclosed tank fed from a nearby spring. This spring also provided drinking water for Canadian Pacific passengers. The CPR sent a car down every few days for water.

The shops built new passenger cars and freight stock for the railway. It rebuilt a couple old engines and rebuilt second hand passenger cars. During the twenties the shops rebuilt a number of cars acquired second hand in the United States. The shops put steel underframes and steel sheathing on most of the railway passenger fleet.

The Newington repair shops were closed August 12 1932 and 125 men were laid off. Engines requiring repairs were in the meantime placed in storage and the QC loaned or leased five engines and eight passenger cars from the CPR until such time the QC's equipment could be repaired.

October 1, 1932 the freight office and yard operations were consolidated with the CPR at Sherbrooke. December 1, 1932, the running repair staff, the coal, water and roundhouse facilities at Newington were consolidated with those of the Canadian Pacific in the latter's yard in upper town Sherbrooke.

The Newington shops reopened April 10 1934 with a staff of 40-55 men on a temporary basis to allow repairs to be made to some locomotives and cars. The shops were open only 14 days a month. Some repairs to both locomotives and cars were being made at CPR Angus Shops. Still conversions were made to the three passenger cars including the conversion of a dining car into a parlour car.

The Great Depression of the nineteen thirties brought problems to the Newington facility. Car loadings were down, many of the QCRs own cars sat empty of sidings all along the railway. This and the fact that railroads across North America were switching to all equipped to build, doomed the jobs of the four hundred men that worked building new rolling stock. The shops were closed in 1932, except for the repair and maintenance of Quebec Central cars. A few cars were rebuilt for work train service. More and more it was used to maintain QC passenger cars for most of heavy repairs made to Locomotives were made at the CPR Angus shops in Montreal.

Newington shops were closed finally May 1, 1939. They sat vacant for over one year when the buildings were sold to the Quebec Department of Roads October 5, 1940. The Military Authorities occupied the building the same day.

Many of the engines were stored about the shop tracks in their last days. It was for this reason it was the distinction of one of the first excursions by the Canadian Railroad Historical Association in 1938.

The turntable was a very short 65 feet. It was impractical to extend the bridge without tearing down the roundhouse Canadian Pacific was rebuilding the G-2 class engines with larger tenders. The Newington facility was now outdated and on April 30, 1939, the Quebec Central closed Newington and moved to the Canadian Pacific yards in upper Sherbrooke. The engines in the "boneyard" were sent off for scrapping.

Some of the shop buildings were demolished immediately. The station Boiler-Machine Shop, carpenter, paint-shop and stores were leased to the Quebec Department of Highways. In 1940 they in turn leased the buildings to the Department of National Defence for use as an internment camp, for German-speaking refugees and then later prisoners of war. After the war the Department of Highway rebuilt all the buildings and occupies them to this day. A number of light industrial buildings were built on the site of the freight yards, and for a number of years a local mine trucked copper from Mouton Hill to a ramp built on the site of the coal chute.

Operations:

The freight trains terminated at the yards, loaded cars were sent down to the GTR-CNR yards. Prior to 1927 the CPR ran transfer freights down the hill to Newington. The QCR lugged freight to the CPR after 1927. With the acquisition of the Massawippi Valley in 1926, and the QC ran trains over the CNR, Newport trains backed up the grade to Newington. When the QCR moved to the CPR Uppertown station, one year later, the empty passenger trains of the QC backed down the hill to the Newington yards. All the trains from the Newport line were forced down that grade. In some cases the engines were turned at the CPR roundhouse prior to descending the hill with this move it now meant that Newington was a base for helper engines going in both directions. Helpers were assigned north to Moulton Hill Siding and St Gerard, and south up the massive grade to the CPR station. Engine 50 was regularly assigned as the Newington helper and switcher.

Prior to the replacement of the wood trestle in 1967, the CPR yard switches came down to act as helpers for Quebec Central trains, up the hill, to the upper town CPR yard. Canadian Pacific 2-8-0s backed down the hill from the station to pick up QC trains. If the incoming train was a doubleheader the helpers were put on after the train had crossed the wooden trestle, the engines would then all start in unison, to pull and tug the train up the severe grade. It was not unusual to charge the hill two or three times. Once past the Belvedere Street bridge the pace of the train quickened, one car at a time, as it crested the summit, then negotiated the CPR turnouts and finally entered the yards. In the fifties CPR S-2 diesels were assigned the job of assisting the steam trains of the QCR and on more than one occasion two S-2s have come down to assist a double-headed freight.

MOULTON

MP 8 (1951)

(not on list)

ASCOT

MP 11

Stations: 1874-1964

According to *Le Pionnier*, November 28th, 1890 the QCR built a new station. The QCR in 1932 closed its open agency but the Station remained listed in the timetable as late as 1963.

Site of Ascot Brick Works and a large gravel pit.

WESTBURY

MP 14

Station: 1874-1882

Location of inaugural train in 1874.

EAST ANGUS

MP 17

Station: 1882-1911

East Angus was named after William Angus who built a paper mill in 1882. The mill located on the shore of the St Francis River required a one mile branch line to the mill built and owned by the QCR. In 1911 the station a two storey structure was moved back from the track and used as a residence since.

Station: 1911-

The Railway built an asbestos block station around 1911 or 1912 that was featured in *Canadian Railway and Marine World*. This station has been preserved.

BASIN MP 19
Station: 1875-1882

DUDSWELL STATION MP 25
Station: 1875-1889

The QCR built its first station here in 1875. In 1890 when the Maine Central arrived at Dudswell; according to the *Sherbrooke Weekly Examiner*, the QCR moved its station building from Dudswell to Bishop's Crossing one mile north.

DUDSWELL JUNCTION MP 25
Station: 1890-1925

A Junction station with the Maine Central Railway. A restaurant and bar were in this rather large station but were open only at train time. When the Maine Central quit running into Canada in November 1925 the station was torn down with some of the material going to the construction of the Newington station.

Facilities:

A ball signal, a common MEC structure protected the diamond crossing. Two water towers were located here, the first a standard square enclosed tower which was replaced in 1924 with an octagonal tank that lasted until 1960.

Operations:

It was the site of interchange between the Dominion Lime Railway and the Leigh Martin Sawmill railroad. They continued to run to Lime Ridge 1989 and Burybrook 1938.

DUDSWELL STATION MP 26 1
Station: 1890-1904

According to the *Sherbrooke Daily Record* of January 2nd, 1904, the Quebec Central decided to change the name of it's station from Dudswell to Bishop's Crossing as the Post-Office only a few feet from the station had the later name.

BISHOP'S CROSSING MP 26 1
Station: 1904-1930

BISHOPTON MP 26
Station: 1930-1954

The name was changed again in 1930 but on March 12th, 1954 a fire destroyed the station.

Station: 1954-1969

The QCR built a replacement station using asbestos shingles. It was moved and converted into a residence in 1970.

MARBLETON MP 28 Junction with the Quarries Branch
Station: 1876-1916

The QCR arrived here and built a station in 1876, a two and a half mile branch line was built at this time called the Quarries Branch. It was built west to the lime quarries of Dudswell Lime Company. This station was located inside a wye used for turning engines.

Facilities:

When the Dominion Lime Railway (later Maine Central) was built from Dudswell Junction in 1889 most of this trackage was abandoned leaving just the tail of the Wye.

Station: 1916-1958

In April of 1916 the Quebec Central built a new station. It was closed as an open agency in 1931 but remained in partial service until 1958.

Facilities:

The wye was removed in 1933 when the St Gerard wye was built.

WEEDON

MP 37

Station: 1875-1968

LAKE WEEDON

MP 42

Station: 1875-1909

The first terminus of the QCR in 1875.

Facilities: A small wooden turntable was used to turn the engines.

Renamed St Gerard in 1909.

ST. GERARD

MP 42

Station: 1909-1980

The town changed the name to St Gerard in 1905 but the railway waited until 1909 to make the change.

Facilities:

The railway replaced an earlier turntable with a wood gallows type in 1917. In 1933 the Company replaced that turntable, took out the Marbleton Wye, and built a new wye north of town *of the station*. But this wye was removed in 1949 1950 due to highway construction and another wye was built south of the station building.

BATOCHE

MP 43

CAMP COMFORT

MP 45

Station: 1933-1950

A flag stop opened to serve a summer camp, 14 x30 feet constructed of eight telephone poled with a red tin roof.

GARTHBY

MP 48

Station: 1876-1899

The first QCR station burned when fire destroyed the whole town July 1, 1899.

Station: 1899-1926

The second station was also a victim of fire July 12, 1926.

Station: 1926-1968

A brick station was built in 1926 to serve the town.

DISRAELI

MP 53

Station: 1877-1968

COLERAINE

MP 58

Junction with the Vimy Ridge and Normandie mines

Station: 1877-1902

A small station was built along with a small manual coal pocket.

Station: 1902-1968

A new station was built to replace the original.

Facilities:

A coal chute built in 1916 replaced the manual coal pocket. A octagonal water tower built in 1920 replaced the square enclosed tank. Coleraine was the point of junction with the Bennett-Martin Asbestos

Corporation spur line to the Vimy Ridge and later Normandie Mines.

BLACK LAKE

MP 64

Station: 1877-1902

Fire destroyed the small station.

Station: 1902-1968

THETFORD MINES

MP 68

Station: 1878-1908

The first station was moved on to the Bell Mine's property served as a church and is preserved today.

Station: 1908-1954

A large brick two story station served this large asbestos mining centre built in 1908.

Facilities:

The Railway built a large asbestos block freight shed in 1911. A steel turntable and a steel coal chute were built at the north end of the yard near St Alphonse Street. The turntable may have come from Newington.. This area was removed as part of the 1954 relocations.

THETFORD MINES

MP 70.8 (1954)

Station: 1954-2012

The railway relocated eight miles of track in 1954 as part of "Relocations".

Facilities:

The steel chute was moved to this location and a wye was part of a spur that went back east to connect the northern part of the QCR Thetford Mines old yards and serviced the three mills and two oil dealers.

ROBERTSON

MP 74

Station: 1878-1968

The line opened December 11, 1878 to the town named after the first Quebec Central President J. G. Robertson.

BROUGHTON

MP 79

Station: 1879

LEEDS

MP 79

Facilities:

A water tank was built in 1918.

EAST BROUGHTON

MP 84

Station: 1879-1968

A new station was built and opened October 28, 1898.

TRING

MP 88

Station: 1879-1894

Facilities:

When the Megantic Branch was built in 1894 the right of way was relocated and a new point Tring

Junction established. The siding became known as Old Tring Siding.

TRING JUNCTION
TRING JUNCTION

MP 90

Junction with the Megantic Subdivision MP 0.0

Station: 1894-1912

The wood station would be replaced in 1912.

1912-Present

In 1912 a new asbestos cement block building was built similar to the station at East Angus. The station is preserved.

Facilities:

A three-stall engine house was built in 1913 inside the wye that turned the engines. There was also a coal tower ice house and two water tanks. The engine house and bunkhouse were removed in 1940.

Operations:

Junction was the terminal of many of the QCR Sherbrooke freight trains as well as the Megantic Subdivision trains. The reason was to avoid the Vallee to Tring grade where necessary.

ST. FREDERIC

Station: 1882

BEAUCE JUNCTION

MP 99

Station: 1881-1910

The point of junction with the Levis and Kennebec Railway in 1881. The Chaudiere River was first crossed by a wood four span covered bridge which was replaced by a steel bridge in 1905. At first a small three stall roundhouse was located north of the station during these years. The Chaudiere branch line that would eventually reach Lac Frontiere joined the main line here.

VALLEY JUNCTION

MP 99 Junction with the Chaudiere Subdivision MP 0.0

VALLEE JUNCTION

Station: 1910-Present

The large asbestos block station of a design unique to the Quebec Central was built around 1917. The upper floor used as the bunk room for train crews.

Facilities:

Quebec Central's second major terminal was at Vallee Junction in the heart of the Chaudiere Valley exactly one hundred miles from Sherbrooke. Prior to World War I, it was known as Beauce Junction. It was the point where the Quebec Central and the Levis & Kennebec connected in 1881.

At the turn of the century the company had a small three-stall roundhouse, turntable and coal chute located just north of the station. The turntable pit was built into the side of the embankment and its circular pit still can be seen. A small facility for repairing rolling stock was nearby. A square water tank was located next to the bridge.

The original four span covered bridge was replaced by steel through truss bridge in 1905. That bridge was washed away by the floods in August of 1917. In 1916 a new steel turntable was installed. The 1917 Flood devastated the entire facility.

In 1918 a new 10-stall roundhouse water tank and coal chute were built at Vallee Junction, the turntable was moved from the old engine house and in 1919 the old engine house was dismantled.

The town requested that a new terminal be built away from the town. A ten-stall brick roundhouse was built south of the station adjacent to the Lac Frontiere line in 1918. A large wooden coal chute and a standard octagonal water tank was also built. The coal tower was replaced in the fifties by a small steel structure.

Operations:

There is a severe grade southbound as the rails climb out of the valley to the summit of the railway

thirteen miles south. Trains were dispatched to Sherbrooke, Quebec, Levis, Megantic and Lac Frontiere.

Southbound freight trains for many years ran from Tring Jct. with engines, vans, and crews being dispatched from Vallee. This was to avoid having to tote empty cars up the grade.

In the early thirties engine 46 was assigned the job as switcher and helper. Vallee for many years served as home base for the half dozen of Quebec Central's original engines. In the early fifties a couple of CPR U class switch engines were used here, but the standard power over the years tended to be the standard D-10 class. With dieselization one of CP's diesel hydraulic engines was the yard switcher.

In the fall of 1956 the company built a footbridge across its yard throat by order 82000 of the BTC.

ST. MARY
STE. MARIE

MP 106

Station: 1876-1968

Facilities:

Brown Corporation had a pulp mill and railway spur here for many years.

SCOTTS

MP 111

Station: 1875-1920

SCOTTS JUNCTION
SCOTTS JUNCTION

MP 111

Station: 1920-1947

Site of the junction between the original route of the L&K to Levis with the Quebec City route of 1921 - the QC Chaudiere Subdivision. It was the location of the train wreck March 10th, 1947 that destroyed the station.

Station: 1947-1980

After the 1947 wreck a small asbestos shingled was built.

Facilities:

There was a wye north of town and an octagonal water tank.

BRAS

MP 117

Station: 1921-1968

VILLE LAMBERT

MP 121

Station: 1921-1968

BREAKEYVILLE

MP 127

Station: 1921-1975

Facilities:

Site of Breakey Lumber Mill. Just north of the station at Anderson Siding connection was made with the Chaudiere Valley - J. Breakey Railroad. Water tank.

DIAMOND JUNCTION

MP 130

Station: 1921-1940

Facilities:

Junction with Canadian National Railways and a wye for turning engines.

WALSH

MP 130 *Station:* 1940-1994

CHARNY
CNR Station

MP

CADORNA

MP 144

Facilities:

Junction of Canadian National and Canadian Pacific Railways.

Operations:

Running rights on the CPR into Palais Station

QUEBEC CITY

MP 147

Station: 1894-1916

The Quebec Central owned a station at Market and Champlain Streets in Quebec City adjacent to the ferry terminal. It was a large Victorian structure with accompanying turret. It was built in 1894 and was used by the Quebec Central as its Quebec City station until fire destroyed it February 15th, 1916. The QCR moved into the Richlieu and Ontario Navigation Company's building for the next five years.

Station: 1921-1967

The Quebec Central terminated at the impressive CPR Palais Station at Quebec City. The station opened in August 1916 was designed by M. H. E. Prindel as a modern adaption of the Chateau of the Loire in France. The Canadian Pacific, Canadian National and Quebec Central used this station. The station yard had eight stub end tracks varying in capacity from 7 to 10 cars and three through track that provided for handling of pilgrimage trains which ran through to Ste-Anne-De-Beaupre via the Quebec Railway Light and Power Company.

Facilities:

Quebec Central used the yards and engine terminals of the Canadian Pacific at Quebec City.

II: LEVIS SUBDIVISION

SCOTTS JUNCTION

MP 111 from Sherbrooke

ST. MAXINE
(not on list)

STE. HENEDINE

MP 117

LAROCHELLE

MP 122

Station: 1875

ST. GERRAIS

MP 122

Station: 1882

ST. ANSELME

MP 122

Station: 1875-1968

Facilities:

Site of a square enclosed water tank.

ST. HENRY

MP 129

ST HENRI

Station: 1875-1895

Le Pionnier of April 26th, 1895 mentions the station burnt down.

ST. HENRI VILLAGE

ST. HENRY JUNCTION

MP 132

Station: 1873-1910

The point of the first construction of the Levis and Kennebec; for this was the junction with the Grand Trunk and the latter Intercolonial route to the east. In 1884 this was the point of diversion for the "Deep - water Branch" from the first L&K Upper town Levis Station to the Lower Town station.

CARRIER JUNCTION

MP 132

Station: 1910-

Facilities:

Located here was a coal shed, a wye and track scales where the QCR interchanged with the Intercolonial and later the Canadian National Railways. The coal shed was removed in 1940

LEVIS - Upper Town

Station: 1875-1884

The Levis and Kennebec built a small terminal in the upper town portion of Levis. A station, small engine house, and turntable served as the Quebec Central northern terminal until 1884, when the new lower town line was opened. *The L&K terminal was located on the top of Levis Cliff, there was no connection with the Intercolonial and all freight had to be carted up and down the steep cliff.* When the Quebec Central built to the ICR at Harlacka the entire line from Levis to St Henry Junction was torn out in 1886.

HARLACKA

MP 13

Station: 1884-1957

Site of junction with the Intercolonial-Canadian National Railways Levis to St Charles.

LEVIS

MP 143

Station: 1884-1957

The station was built originally as the Hall Lauzon in 1864. Purchased by the Intercolonial in 1884 and used as a joint station by the Intercolonial, Quebec Central, and the Grand Trunk. A new Castle station was built on the north side in 1902 but was destroyed by fire November 24th, 1914, forcing a move back to the first station.

POINTE LEVIS

MP 144

Facilities:

It is believed the Quebec Central may have used the Grand Trunk roundhouse at Hadlow between 1884 and 1906 in which year the railway built a three stall roundhouse and turntable crammed on a narrow piece of land between the cliffs and the St Lawrence River one mile west of the Levis Station. The railway first built a lumber yard at this location around 1895. In 1919 a new steel turntable was installed. In 1940 the coal chute was taken down and an old QCR car stationed there and all trains took coal at Vallee.

III: MEGANTIC SUBDIVISION TRING SUBDIVISION (after 19xx)

TRING JUNCTION

MP 0.0

Junction with Quebec Subdivision MP. 90

Station: 1894-Present

ST. JULES MP 4.4 (1951)
(not listed)

ST. VICTOR MP 11 MP 9.9 (1951)
Station: 1894-1968

ST. EPHREM MP 17
Station: 1894-1968

ST. EVARISTE MP 24
Station: 1894-1968

LAMBTON MP 32
Station: 1895-1915
Facilities:
Square enclosed water tank.

COURSELLES MP 32
Station: 1915-1968
Facilities:
Octagonal water tank.

ST. SEBASTIAN MP 41
Station: 1895-1914
Station: 1914-1968
New Station built 1914.

ST. SAMUEL MP 46
Station: 1895-1968

STE. CECILE MP 50
Station: 1895-1968
Facilities:
Water tank

MEGANTIC MP 60
Station: 1895-1915

When the Quebec Central built its line into Megantic in 1895 a trestle several hundred feet long was built across the flood plain of the Chaudiere so that the railway could make a connection with the Canadian Pacific in the heart of the town. The company built its own station on Frontenac Street, *and backed on to Quebec Central Street. This was the first co-operation between the QCR and the CPR for two years after the Canadian Pacific lease the QCR station was moved into the centre of the CPR yard and converted into a company store.*

Station: 1915-1987

Quebec Central trains started in 1915 using the CPR station that had been built in 1889. A new large brick CPR station was built in February 1927 and is still in existence..

Facilities:

A freight shed was to the east of the station at the bottom of Champlain Street. The engine house was built close to the Chaudiere River. The trestle work was filled in prior to 1905. The CPR was upgrading the

capacity of the yard at the same time to allow it to store over two hundred cars. The QC freight house was enlarged and became the bunkhouse. The QCR engine house was torn down. The CPR also replaced the roundhouse with a new concrete structure that could hold fifteen engines.

IV: CHAUDIERE SUBDIVISION

BEAUCE JUNCTION MP 0.0

VALLEY JUNCTION

Junction with the Quebec Subdivision MP 99

VALLEE JONCTION

Station: (no dates)

Facilities:

Point of connection with the main line Sherbrooke to Quebec. Water, coal, turntable and ten-stall roundhouse.

ST. JOSEPH MP 5

Station: 1878-1968

ST. FRANCIS MP 15

Station: 1884-1888

Station destroyed when an old engine tipped over and set the station on fire.

Station: 1888-1906

Railway relocated to higher ground and the new station was named Beauceville.

BEAUCEVILLE MP 15

Station: 1906-1968

The entire railway was built to higher ground due to flooding in the past.

Facilities:

Octagonal water tank.

NOTRE DAME DES PINS MP 19

Station: 1933-1960

Flag stop.

ST. GEORGE MP 23

ST. GEORGES

Station: 1908

Facilities:

St. George was the terminal for the Ledoux-Jennings gas car in 1923. A special motorcar turntable was installed in 1922.

CUMBERLAND MP 28.4 (1951)
(not on list)

MORRISETT MP 35

Station: 1910-1968

Facilities:

In 1937 a turntable was installed, and an old caboose was converted into a bunk house.

Loubier's Tank MP 37 Not named, MP 37.0 (1951)

Facilities:

Water tank

ST. ROSE MP 42

Station: 1910-1968

STE. GERIVIAINE MP 46

Station: 1910-1968 .

Carbonneau's Tank MP 48.2 Not named, MP 48.2 (1951)

Facilities:

Water tank built 1918

STE. JUSTINE MP 51

Station: 1910-1968

Facilities:

The turntable, water tank and coal tower were then built at **Ste. Justine** in 1917. In 1917 a new coal tower and turntable were built, replacing those of St.Camille. Ste. Justine remained the sole source of coal for this branch line.

STE. SABINE MP 55

Station: 1910-1968

Facilities:

A temporary site of a turntable in 1916.

ST. CAMILLE MP 61

Station: 1916-1968

Facilities:

Another site of a temporary turntable and engine house built in 1915 and taken down in 1917. The turntable, water tank and coal tower were then built at **Ste. Justine** in 1917.

Black River MP. 62.6 Not named, MP 62.7 (1951)

Facilities:

Water tank built 1916.

CARTER BROOK JUNCTION MP 66.5

Station:

This was the junction between the QCR and the Carter Lumber Company Railway. It is not known if there was a QCR station.

Facilities:

The Lumber railway ran east to the St John River on the Maine border. It was reported intact in 1

DAAQUAM MP 71

Station: 1916-1985

Facilities:

Site of lumber mill of Eduard Lacroix which operated a one mile spur to the St John River.

ENGLISH LAKE

MP 79

Station: 1916

Line opened January 4th, 1916 and this name was used briefly.

LAC FRONTIERE

MP 79

*Station: 1917-1968**Facilities:*

When **Lac Frontiere** became the end of the line in 1917 a wood turntable, a two-stall engine house and water tank were built. This engine house burnt down in 1919 with engines **18**, **19** and **31** damaged in the fire. Oddly a coal chute was never built at Lac Frontiere for all trains took coal on at **St Justine**.

IV: QUARRIES BRANCH**Marbleton to the Lime Quarries***No known station*

This branch was in operation from 1876-1888. There was a wye at Marbleton with a long tail that reached for half a mile to the highway until about 1930.

V: ANGUS BRANCH*No station***V: MASSAWIPPI VALLEY RAILWAY****NEWPORT SUBDIVISION** (by 1951)**QCR BEEBE SUBDIVISION** (by 1980)

Sherbrooke to Lennoxville

MP 0.0

2.6 miles on the CPR Sherbrooke to GTR, and after 1924, CNR connection;

.03 miles running rights on GTR, and after 1924, CNR to Lennoxville.

LENNOXVILLE

MP 2.6

Station: 1875-1880

The B&M QCR used the Grand Trunk station but the B&M QCR had their own freight station located at Adams on land now owned by Screen Plate. This was the original terminal of the Massawippi Valley in 1870 until it ran over the GTR into Sherbrooke.

CAPELTON

MP 7.1

*Station: Closed in 1939.***EUTIS**

MP 8.3

*Station: 1910-1939***NORTH HATLEY**

MP 12.4

*Station: 1871-1969**Facilities:*

Site of two different watertowers.

WOODLAND BAY

Station: 1924

Flag stop established Perkins Point June 21 1924

MASSAWIPPI

MP 18.7

Station: 1870-1909

The first Massawippi station burned June 10th, 1909.

Station: 1909-1938

In 1936 the station was closed, moved and converted into a cottage on land owned by a QCR official.

AYER'S FLAT

MP 21.1

Station: 1871-1904

AYER'S CLIFF

Station: 1904-1968

LIBBEE'S MILLS

MP 25.9

LIBBY'S MILLS

Station: 1876-1900

BOYNTON

MP 25.9

Station: 1900-1939

Facilities:

Site of a water tank

TOMIFOBIA

MP 30.1

STANSTEAD JUNCTION

MP. 33.9

Station: 1871-1909

BEEBE JUNCTION

MP 33.9

Junction with the Stanstead Subdivision.

Station: 1909-1968

NORTH DERBY, Vermont

MP 34.9 International Border

Station:

The first station burnt down on April 18th, 1901.

Facilities:

Point of interchange with Stanstead Granite Quarry branch and later the Stanstead Granite Quarry Electric Railway.

NEWPORT, Vermont

MP 40.1

Facilities:

Quebec Central used the yards and engine terminals of the Canadian Pacific at Newport,

VI: MASSAWIPPI VALLEY RAILWAY - STANSTEAD SUBDIVISION

STANSTEAD JUNCTION BEEBE JUNCTION

MP 0.0

Junction with Newport Subdivision MP 33.9

BEEBE PLAIN

MP 0.5

Station: 1896-

Station built October 1896

ROCK ISLAND and DERBY LINE

MP 2.4

Station: 1896-1955

A new station was built on Passenger Street in 1896. It was tom down in 1955

STANSTEAD

MP 3.4

Freight Station:

Facilities:

The B&M built the extension in November of 1896. There was a one stall engine house, turntable, freight shed station and coal pocket. It was abandoned in 1933 and the track torn out in 1955.

STANSTEAD - ROCK ISLAND - DERBY LINE

Station: 1870-1928

In 1928 the Quebec Central built a new union station on the site of the 1870 station site.

SUMMARY OF LOCATIONS OF MAJOR FACILITIES

Engines Houses

Beauce Jct.	3-stall	1881
Lac Frontiere	2-stall	1917-1919
Levis Upper Town		1875-1884
Megantic		1895
St. Camille		1915-1917
Sherbrooke	2-stall (B&M)	
Stanstead	1-stall (B&M)	1886
Tring Jct.	3-stall	1913

Roundhouses

Megantic	(CPR)	
Newington	(GTR)	
Pointe Levis	3-stall	1906 Lake Weedon wood
Vallee Jct.	10-stall	1918 Levis Upper Town 1875

Turntables

Beauce Jct.	1881
Lac Frontiere	wood 1917
Morrisett	1937
Newington	65'
Pointe Levis	1906; 1919
Ste. Justine	1917
Ste. Sabine	1916
St. Camille	1915-1917
St. Georges	1922; 1929
St. Gerard (2)	gallows 1917
Stanstead	(B&M) 1896
Sherbrooke	(B&M)
Thedford Mines	
Vallee Jct.	1916; 1918