

QUEBEC CENTRAL

FREIGHT CARS

QUEBEC CENTRAL ROLLING STOCK

The Quebec Central started operation with 25 boxcars and 50 flatcars in 1875 as revenue equipment.. This was increased in 1881, but unfortunately Ontario Car repossessed twenty-four cars that brought on the beginning of the 1885 crises. Additional rolling stock was added in 1890, 1893 and 1897.

After 1902 most of the railway's rolling stock was built at the company's Newington shop. The company did go to outside builders on a number of occasions:

- 1906: Rhodes, Curry 6 refrigerator cars
- 1910: Canadian Car 35 Hart ballast gondola cars
- 1917: Canadian Car 100 outside braced boxcars

As a result of the Quebec ban on the export of pulp from Crown Lands, that excluded the region served by the company, the railway converted and built a great number of pulp rack cars. These cars were unique this region for they resembled roof-less stock cars. The Quebec Central roster contained a high proportion of stock cars, many lasting till the late fifties. These cars besides moving cattle were used for pulpwood and other lading. The last order of revenue rolling stock was an order for two hundred newsprint cars built in the summer of 1980 by National Steel Car.

In 1937, the QC transferred 71 pieces of rolling stock to the CPR: including fifty-two stockcars, and seventeen boxcars. as well as two passenger cars - one baggage-mail and one baggage,

Quebec Central Railway Freight Equipment 1900-1940

No	Type	Length	Built	Odd/ Even	Builder	Retired
2-48	Boxcar	30'	1880 *	Even		1913
50-138	Boxcar	34'	1880 *	Even		1920
202-310	Boxcar	34'		Even		1924
312-510	Boxcar	35'	6-1905	Even		1924
514-524	Boxcar	35'	6-1906	Even		1924
526	Boxcar	35'	6-1906	Even		1937
528-578	Boxcar	36'	6-1905	Even		1937
680-678	Boxcar	36' 10"	5-1915	Even		1937
800-998	Boxcar	36' 9"	2-1918	Even		1937
2802-2998	Boxcar	36' 8"	10-1921	Even	CPR	1959
3000-3198	Boxcar	36' 8"	6-1931	Even	CPR	1959
1000-1010	Reefer	36'10"	2-1910	Even		1937
1012-1018	Reefer	36'	1910	Even		1922
140-160	Stock	34'	1881*	Even		1929
162-200	Stock	33'		Even		1924
1050-1142	Stock	36'	2-1910	Even		1937
2000-2800	Stock	36'8"	8-1920	Even		1959
1-299	Flat	34'		Odd		1924
307,319, 323,349 413,425,441	Flat	33'		Odd		1924
551-629	Flat	36'	2-1910	Odd		1937
631-649	Flat	36'	2-1910	Odd		1937
799	Flat	38' 8"	1-1913	Odd		1925
801-839	Flat	36'	2-1910	Odd		1931
927-959	Flat-SU	41'	1-1927	Odd		1959
961-979	Flat-SU	36'	1-1923	Odd		1959
981-999	Flat-SU	40'	10-1921	Odd		1942

Quebec Central Railway Freight Equipment 1900-1940

No.	Type	Length	Built	Odd/ Even	Builder	Retired
451-459	Pulp-Rack	33'		Odd		1924
563,566	Pulp-Rack	36'	2-1910	Odd		
591,597						
603,625						
651-749	Pulp-Rack	34'	12-1911	Odd		1937
1001-1099	Pulp-Rack	36'	1-1913	Odd		1937
1101-1199	Pulp-Rack	34'	1-1914	Odd		1928
1201-1299	Pulp-Rack	34'	1-1913	Odd		1931
1301-1499	Pulp-Rack	34'	1-1914	Odd		1932
1501-1599	Pulp-Rack	34'	1-1914	Odd		1937
1701-1899	Pulp-Rack	34'	6-1917	Odd		1937
1901-1959	Pulp-Rack	34'	1-1919	Odd		1937
801-839	Coal Drop Bottom	33'	1910	Odd	Second- Hand	1920
841-849	Gondola	36'	2-1910	Odd		1920 NR
851-919	Hart Cars	34' 8"	2-1911	Odd	Cdn.Car	1921 NR
923-963	Hart Cars	32'	1-1915	Odd	ex Quebec Contracting	1921 NR

Quebec Central Freight Cars 1938-1958 acquired from CPR 1919-1928

2000-2800	even	Stock Cars	36 ft 8"	287 cars	
2900-3198	even	Box Cars	36 ft 8"	96 cars	
927- 959	odd	Flat Cars	41 ft	16 cars	steel underframe
961-979	odd	Flat Cars	36 ft	10 cars	steel underframe
989-995	odd	Flat Cars	40 ft	6 cars	steel underframe

III: Freight Cars assigned Quebec Central Reporting Marks 1979 -

Although the use of the ARR reporting mark for the Quebec Central (QC) had ceased with the retirement of the early 20th Century equipment in 1959, CPRail resurrected it for a 1979 order with National Steel Car Company of Hamilton for 300 new 50-foot box cars with 5207 cu.ft. capacity. They were built in two lots during 1979 and 1980 as QC 75000-75299. CPRail probably chose the QC reporting mark for these cars designed for international newsprint loading, and to take advantage of a AAR rules change in the 1970s which previously had specified empty cars must be moved toward the home road.

This waiver which had now made these empty cars "free runners," enabling them to be routed anywhere loaded or empty and not necessarily be returned to their home rails for the next load, proved to be an attractive incentive by non-railroad industries to fund the building of new box cars for leasing to a large number of U.S. short lines usually for a period of 15 years.

When many of these leases were nearing termination, CPRail acquired a large number of these 'free runners' from the lessors and assigned them into the QC 74000s, 76000, 77000 and 210000 number series. The rainbow of colours with QC marks began to appear in CP service as early as 1982.

Most of the box cars had the following specifications:

154000-157000 Light Weight; 50-6 Inside Length; AAR XM or XP steel rib; Capacity 5077 to 5344 cubic feet.

	Total	Builder	Date	Former	In QC service
QC 74000-099	100	PS-BE	1980 Lot 1082	WCTR 102000s	(TUC) 1982-1994
QC 74100-210	211	ACF-STL	1978	CLP 3000-3100s	(Itel) 1983-1984
		FMC	1976	VTR 3500s	(SSI) 1983-1984
QC 74400-608	102	PS-BE	1977 Lot 9942	WCTR 101000s	(TUC) 1984-2003
	105	PCF-RN	1978	WCTR 101000s	(TUC) 1984-2003
QC 74700-799	99	PS-BE	1979 Lot 1044 AA 5100s		1984-2003
QC 74800-825	26	PCF-RN	1979	BMS 200-500s	(Brae) 1984-2003
QC 74826-924	99	PS-BE	1979 Lot 1044 GMRC 11000s		(Brae) 1984-2003
QC 75000-099	100	NSC	1979 new		1979-
QC 75100-299	200	NSC	1980 new		1980-
QC 76000-074	75	ACF-STL	1978 Lot 11-06853	CLP 3000-3100s	(Itel) 1986-2003
QC 76075-156	81	PS-BE	1978 Lot 9969	CLP 3100-3200s	(Itel) 1986-2003
QC 76157-201	45	FMC	1976	GMRC 0600s	(SSI-Itel) 1986-2003
QC 76202-305	104	FMC	1976	VTR 3500s	(Itel) 1986-2003
QC 76306-349	44	PS-BE	1978 Lot 9973 NOBP	3100-3200s	(Itel) 1986-2003
QC 76350	1	FMC	1977	CLP 3016	(Itel) 1986-2003
QC 76500-549	50	FMC	1979	DVS 1001-1050s;	(Itel) 1986-2000
				MSCA 6075-6124	
QC 76550-649	100	PS-BE	1979 Lot 1043B	SAN 10000 & 13000s	1986-2003
QC 76700-799	100	PS-BE ?	1979?	SAN 10000s	1986-1995
QC 77000-099	100	FMC	1979	NOPB 4100s	(Itel) 1986-
QC 77100-249	150	FMC	1979	EACH 2300-2600s	(GERC) 1986-
QC 77250-308	59	FMC ?	tbd	tbd	2007-
QC 77400-449	50?	PCF-RN	1978	WCTR 101000s	(TUC) 1983-1984
QC 210300-353	54	SIECO	1973-1974	B&M 3000-49 & 78000-599	1989-1999
QC 210500-573	74	BFF-RV	1975-1976	VC 9000-9100s	(NRUC) 1989-1999
QC 210600-849	250	various?	1971-1972	CR ?	(DJJX) 1989-1999

Key: Builders:

ACF-STL	American Car Foundry - St. Louis, Missouri
BFF-RV	Berwick Forge & Foundry - Renova, Pennsylvania
FMC	Food Machinery Company, Portland Oregon
NSC	National Steel Corporation, Hamilton, Ontario.
PCF-RN	Pacific Car Foundry - Renton, Washington
PS-BE	Pullman Standard - Bessemer, Alabama
SIECO	Southern Iron & Equipment Company, Chamblee, Georgia

Former Lessee Railways:

AA	Ann Arbor Railroad System
B&M	Boston & Maine Railroad
BMS	Berlin Mills Railway
CIRR	Chattahoochee Industrial Railroad
CLP	Clarendon & Pittsford Railroad Company.
CR	Conrail
DVS	Delta Valley & Southern Railway Comapny
EACH	East Camden & Highland Railroad Co.
GMRC	Green Mountain Railway Corporation
MCSA	Moscow Camden & San Augustine Railroad
NOBP	New Orleans Public Belt Railroad
SAN	Sandersville Railroad Company
VC	Virginia Central Railway
VTR	Vermont Railway Inc.
WCTR	White City Terminal Utility Railway

Leasing Companies

BRAE	Brae Corporation
DJJX	David J. Joseph Company
GERC	General Electric Railcar
Itel	Itel Rail
NRUC	National Railway Utilization Corporation
SSI	SSI Corporation
TUC	Trans Union Corporation

Quebec Central Railway

Caboose-Vans

In the period 1900 to 1938 there has not been located an accurate list of Quebec Central service equipment most notably vans or cabooses. It is known that up until 1912 there were 7 vans, then in 1913 there were 14 vans. The number jumped to 22 in 1922, and 25 by 1926. During this later time there was some consternation on the part of CPR officials when it was learned that Quebec Central had purchased cabooses from the Grand Trunk-CNR. The QCR's early vans were built of wood and possessed both cupola and bay windows. The last disappeared around 1941, converted to the bunkhouse at Morrisett. Around 1938 the Canadian Pacific supplied the following vans.

Number	Built	Construction
13	1913	wood
43511	1912	wood
43514	1912	wood
43517	1913	steel underframe
43519	1919	steel underframe
43520	1919	steel underframe AB Brakes
43521	1913	steel underframe
43523	1921	steel underframe
43524	1921	steel underframe
43525	1923	steel underframe
43526	1923	steel underframe
43527	1923	steel underframe

Snow Plows

QCR	QCR	Built	CPR Numbers	
1				
2	40062	1908	Wood	
3	40063	1910	Wood	
4	40064	1911	Wood	
5	40065	1911	Wood	
6	40066	1923	Steel	ex CPR
7	40067	1926	Steel	ex CPR
8	40068	1926	Steel	ex CPR
9	40069	1929	Steel	ex CPR

Rail Loader – Air Crane

42000	1916	48 foot from CPR 1944 preserved CHRA Delson
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Flanger – Ballast Spreader

1		
2		scrapped 1938
400501	ex QCR No. 1	scrapped 1950.

Tool Cars

40300-40303	1917	36 foot
40405-40409	1917	36 foot