

QUEBEC CENTRAL

ROLLING STOCK

Locomotives of the Sherbrooke, Eastern Townships and Kennebec Railway

1. J.G. Robertson 4-4-0 16x24 60" Mason 5-1874
2. R.D. Morkill 4-4-0 16x24 60" Mason 5-1874

Locomotives of the Levis and Kennebec Railway

1. Hon. H.J. Blanchet 4-4-0 16x24 60" Rodgers
1873

2. L.N. Larochelle 4-4-0 16x24 60"
Rhode Island 9-1874 CN 637

3. Chas. A Scott 4-4-0 16x24 60"
Rhode Island 11-1874 CN 676

22. ex QMO&O 4-4-0 15x25 60"
Kingston 1876

(Note QMO&O 22 was sold to or transferred
to the Levis and Kennebec in February 1878
when Senecal was managing both the QMO&O
and the L&K. Quebec Sessional Papers.)

LOCOMOTIVES OF THE QUEBEC CENTRAL

1	4-4-0	Mason "J.G. Robertson"	5-1874 CN 529	16x24	60"	Ex SET&K
2	4-4-0	Mason "R.D. Morkill"	5-1874 CN 530	16x24	60"	Ex SET&K
3	4-4-0					
4	4-4-0	Rodgers "Hon. H.J. Blanchet"	1873	16x24 acquired 1881	60"	Ex L&K No 1
5	4-4-0	Rhode Island "L.N. Larochelle"	9-1874 CN 637	16x24 acquired 1881	60"	Ex L&K No 2
6	4-4-0	Rhode Island	11-1874 CN 676	16x24 acquired 1881	60"	Ex L&K No 3
7	4-4-0	Hickley "Walpole"	4-1852 CN 362	16x20 acquired 1881	54"	Ex Cheshire RR X1895
8	4-4-0	Hincley "Westmoreland"	10-1852 CN 404	16x20 acquired 1881	54"	Ex Cheshire RR X1888

9	4-4-0	CLC	8-1882			
		Sold to Quebec Contracting 1909-Quebec Bridge				
10	4-4-0	CLC	8-1882			
11	4-4-0	Portland	6-1888	18x24	62"	#581
	8-1914	rebuilt CPR	Sold Temiscouata 3-1921			
12	4-4-0	Portland	7-1888	18x24	62"	#582
	8-1914	rebuilt CPR	Sold Temiscouata 3-1921			
13	4-4-0	CLC	7-1890	17x24	62"	#389
		Sold to Quebec Asbestos, East Broughton 1923				
14	4-4-0	CLC	7-1890	17x24	62"	#387
		Sold to Pennigton Asbestos 1920, then sold QRL&P 10, 1923				
15	4-4-0	Rhode Island	12-1895	18x24	62"	#3094
		Sold to Ed. Lacroix 3-1921, then sold to Dominion Lime, Lime Ridge 1925				
16	4-4-0	CLC	9-1896	17x24	63"	#452
		X 10-1934				
17	4-4-0	CLC	9-1896	17x24	63"	#453
		X 10-1934				

18/1 4-4-0	CLC	1897	17x24	63"	#
	Wrecked at Thetford Mines 10-1901				See note 18
19/2 4-4-0	CLC	1897	17x24	63"	#
	Wrecked at Thetford Mines 10-1901				See Note 19
18/2 4-4-0	Manchester	3-1902	18x24	66"	#25873
	X 10-1934				See Note 18 ←
19/2 4-4-0	Manchester	3-1902	18x24	66"	#25874
20 4-4-0	CLC	8-1899	18x24	63"	#477
	X 10-1934				
21 4-4-0	CLC	8-1899	18x24	63"	#478
	X 10-1934				
22 2-6-0	Grand Trunk	1882	18x26	63"	
	Acquired by QCR	1902	X 10-1934		See Note 22
23 2-6-0	Grand Trunk	1882	18x26	63"	
	Acquired by QCR	1902	X 10-1934		See Note 23
24 4-4-0	MLW	1904	18x24	63"	#30113
	X 11-1939	1917	given new CPR tender		

25	4-4-0	MLW X 10-1934	1904	18X24	63"	#30114
26	2-6-0	CLC Rebuilt 9-16-1939	4-1906	20X26 X 11-1939	56"	#694
27	2-6-0	CLC Rebuilt 6-19-1926	4-1906	20X26 X 11-1939	56"	#695
28	2-6-0	CLC Rebuilt 6-1927	12-1906	20X26 X 6-1939	56"	#749
29	2-6-0	CLC Rebuilt 12-10-1926	12-1906	20x26 X 7-1951	56"	#750
30	4-4-0	CLC X 12-1939	1-1908	18x24	63"	#799
31	4-4-0	CLC Sold to John Breakey & Company, 3-30-1937 Rebuilt to a wood burner at that time.	1-1908	18X24	63"	#800
32	2-6-0	CLC Rebuilt 9-1927	10-1908	20x26 X 2-1940	56"	#875
33	2-6-0	CLC Rebuilt 5-1924	10-1908	20X26 X 2-1940	56"	#876

34	4-6-0	CLC Rebuilt 5-27-1919	7-1910	20x26 X 2-1940	66"	#948
35	4-6-0	CLC Rebuilt 12-18-1918	7-1910	20x26 X 3-1940	66"	#949
36	2-6-0	CLC Rebuilt 12-1924	12-1910	20x26 X 3-1940	56"	#965
37	2-6-0	CLC Rebuilt 2-24-1927	12-1910	20X26 Wrecked St Evariste 7-31-1943	56"	#966
38	2-6-0	CLC Rebuilt 10-7-1917	3-1912	20x26 X 3-1940	56"	#1037
39	2-6-0	CLC Rebuilt 5-22-1917	3-1912	20x26 X 4-1940	56"	#1038
40	4-6-0	CLC Rebuilt 7-1928	5-1912	20X26 X 4-1940	63"	#1073
41	4-6-0	CLC Rebuilt 4-1928	5-1912	20x26 X 7-1951	63"	#1074

42	4-6-0	CLC X 7-1951	6-1913	21x26	63"	#1193
43	4-6-0	CLC X 7-1951	6-1913	21x26	63"	#1194
44	4-6-0	CLC Transferred to Dominion Atlantic	6-1913	21X26	63"	#1195 X DAR 1954
45	4-6-0	CLC Transferred to Dominion Atlantic	6-1913	21x26	63"	#1196 Returned to QCR

46	2-8-0	MLW ex CPR 3500	9-1907 acquired 8-1914	221/2X28	57"	#43103 X 7-1939 *
47	4-6-0	North British ex CPR 523 received number QC 523 in 1936	11-1903 acquired 7-1916	20x26	63"	#16037 D-6-b X- 8-1939 on paper only *
48	4-6-0	North British ex CPR 524 received number QC 524 in 1936	11-1903 acquired 6-1916	20x26	63"	#16038 D-6-b X- 8-1939 on paper only *
49	2-8-0	Cdn Foundry ex CPR 3300 Maybe QC 3300 1936-1939 *	11-1904 Acquired 7-1917	20x26	57"	#834 M2f X 9-1939

- 50 2-8-0 Cdn Foundry 12-1904 20x26 57" #835
ex CPR 3301 Acquired 7-1917 M2f X 10-1939
Maybe QC 3301 1936-1939 *
- 51 2-8-0 Cdn Foundry 12-1904 20x26 57" #836
ex CPR 3302 Acquired 1917 M2f X 1-1940
Maybe QC 3302 1936-1939 *
- 52 2-8-0 ALCO-Sch 10-1904 21x28 58" #30276
ex CPR 3424 Acquired 9-1918
to QC 3424 1936
- 53 2-8-0 ALCO-Sch 10-1904 21x28 58" #30278
ex CPR 3426 Acquired 9-1918
to QC 3426 1936
- 54 2-8-0 CLC 12-1904 21x28 58" #628
ex CPR 3410 Acquired 6-1920
to QC 3410 1936
- 55 2-8-0 ALCO-Sch 10-1904 21x28 58" #30279
ex CPR 3427 Acquired 6-1920
to QC 3427 1936
- 56 4-6-0 CPR-ANGUS 9-1910 21x28 63" #
ex CPR 878 Acquired 8-1921
to QC 878 1935

57	4-6-0	MLW	9-1911	21x28	63" #50253
		ex CPR 940	Acquired 11-1920		
		to QC 940	1935		
58	2-8-0	CPR-ANGUS	12-1909	221/2x28	58" #
		ex CPR 3560	Acquired 7-1923		
		to QC 3560	1936		
59	2-8-0	CPR-ANGUS	12-1909	221/2X28	58" #
		ex CPR 3561	Acquired 8-1923		
		to QC 3561			
60	4-6-2	CPR-ANGUS	3-1908	221/2x28	70" #
		ex CPR 2536	Acquired 5-1926		
		to QC 2536	7-1935		
61	4-6-2	CPR-ANGUS	6-1909	221/2X28	70" #46066
		ex CPR 2573	Acquired 5-1926		
		to QC 2573	1935		
62	2-8-0	CPR-ANGUS	10-1909	221/2x28	58" #
		ex CPR 3554	Acquired 8-1926		
		to QC 3554	1936		
63	2-8-0	CPR-ANGUS	3-1907	221/2X28	58" #1511
		ex CPR 3462	Acquired 8-1926		
		to QC 3462			

64	2-8-0	CPR-ANGUS	12-1909	221/2x28	58" #
		ex CPR 3563	Acquired	10-1926	
		to QC 3563			
65	4-6-2	MLW	4-1909	221/2x28	70" #46047
		ex CPR 2554	Acquired	10-1926	
		to QC 2554	1935		
66	4-6-2	MLW	5-1909	20x28	70" #46049
		ex CPR 2556	Acquired	5-1929	
		to QC 2556	1935		
67	4-6-2	CPR-ANGUS	5-1910	221/2x28	70" #
		ex CPR 2588	Acquired	6-1930	
		to QC 2588	1935		

Roster

LEASES

These engines were loaned or transferred to the Quebec Central by the parent Canadian Pacific in the period 1932-1936 when the QCR Newington Shops were first closed. They were leased but not owned by the QCR were returned to the CPR. They were lettered for the QCR. A unique item was the 871 which twice in it's life was a QCR engine.

681	4-6-0	CLC	7-1905	21x28	63" #732
		X 4-1939			

699	4-6-0	MLW	3-1906	21x28	63" #39379
		X 8-1940			

871	4-6-0	CPR-ANGUS	8-1910	21x28	63" #
		to CPR 871, THEN QCR 871 (1954)			

1055	4-6-0	MLW	12-1912	21X28	63" #52072
		to CPR 1055 (1936)	X 1-1960		

These engines were loaned or transferred to the Quebec Central by the parent Canadian Pacific in the period 1932-1936 when the QCR Newington Shops were first closed. They were leased but not owned by the QCR were returned to the CPR. They were lettered for the QCR. A unique item was the 871 which twice in it's life was a QCR engine.

681	4-6-0	CLC X 4-1939	7-1905	21x28	63" #732
699	4-6-0	MLW X 8-1940	3-1906	21x28	63" #39379
871	4-6-0	CPR-ANGUS to CPR 871, THEN QCR 871 (1954)	8-1910	21x28	63" #
1055	4-6-0	MLW to CPR 1055	12-1912 (1936)	21X28 X 1-1960	63" #52072

G-2 4-6-2

2536 4-6-2 CPR-ANGUS 3-1908 22.5x28 70" #
 Renumbered July 1935 from QCR 60
 acquired in 1926 X 10-1959

2554 4-6-2 MLW 4-1909 22.5x28 70" #
 Rebuilt September 1939
 Renumbered 1935 from QCR 61 ^{65?}
 Acquired in 1926 X 2-1961

2556 4-6-2 MLW 5-1909 20x28 70" #
 Rebuilt August 1940
 Renumbered 1935 from QCR 66
 Acquired in 1929 X 6-1961

2573 4-6-2 MLW 6-1909 22.5x28 70" #
 Rebuilt March 1943
 Renumbered 1935 from QCR 65 ^{66?}
 Acquired in 1926 X 7-1956

2588 4-6-2 CPR-ANGUS 5-1910 22.5x28 70" #
 Rebuilt February 1940
 Renumbered 1935 from QCR 67

2-8-0

Between 1935 and 1938 the Quebec Central locomotives that had been acquired from the Canadian Pacific were given their old CPR numbers. Three of the QCR 2-8-0s 58, 59, 64 were returned to the CPR in June 1936 and so it is believed were not renumbered. The only source of information is the Canadian Pacific Summary of Equipment January 1 1938 and a single photograph of QC 3462 taken at Quebec City by Norman Lowe.

3410	2-8-0	CLC	12-1904	21x28	58"	#628
		ex QCR 54 (1920-1936) to CPR 3410 1938				
		X 9-1955				
3424	2-8-0	ALCO-Sch	10-1904	21x28	58"	#
		ex QCR 52 (1918-1936) to CPR 3424 1938				
		X 8-1951				
3426	2-8-0	ALCO-Sch	10-1904	21x28	58"	#30278
		ex QCR 53 (1918-1936) to CPR 3426 1938				
		X 3-1959				
3427	2-8-0	ALCO_Sch	10-1904	21x28	58"	#30279
		ex QCR 55 (1920-1936) TO CPR 3427 1938				
		X 3-1959				
3462	2-8-0	CPR ANGUS	3-1907	22.5x28	58"	#1511
		ex QCR 63 (1926-1936) to CPR 3462				
		X 4-1961				

[6]

3500 2-8-0 MLW 9-1907 22.5x28 58" #43103
ex QCR 46 (1914-1936) Scrapped 7-1939 not
transferred back to the CPR.

3554 2-8-0 CPR-ANGUS 10-1909 22.5X28 58" #
ex QCR 62 (1926-1936) to CPR 3554 1938
X 9-1955

3300 2-8-0 Engines QC 49, 50, 51 were assigned new
numbers in the Equipment Summary of 1938
3301 2-8-0 there is at present no proof the engines were
relettered the new numbers and may have gone
3302 2-8-0 to scrap like QC 47 and 48

D-10

In 1938 the Quebec Central returned to the Canadian Pacific their M-4 2-8-0s and received six CPR D-10s to be added to the two D-10s the QCR already had numbers 878 (56) and 940 (57).

811	4-6-0	MLW	11-1908	22.5x28	63"	#45714
		Acquired 1938	X	3-1956		
856	4-6-0	CPR-ANGUS	4-1910	22.5x28	63"	#
		Acquired 1938	X	1-1956		
866	4-6-0	CPR-ANGUS	8-1910	22.5x28	63"	#
		Acquired 1938	X	12-1959		
873	4-6-0	CPR_ANGUS	9-1910	22.5x28	63"	#
		Acquired 1938	X	11-1955		
878	4-6-0	CPR-ANGUS	9-1910	22.5x28	63"	#
		ex QCR 56 renumbered 878	1935-1936			
		Wrecked at Scotts Junction	March 10 1947			
		with CPR 885				
893	4-6-0	CPR-ANGUS	1-1911	22.5x28	63"	#
		Acquired 1938	X	12-1959		
940	4-6-0	MLW	9-1911	22.5x28	63"	#50253
		ex QCR 57 renumbered 940	1935-1936	X	9-1955	

948	4-6-0	MLW	10-1911	22.5x28	63"	#50261
		Acquired 1938	X 6-1956			

The following locomotives were assigned to the Quebec Central Railway but they were owned by the Canadian Pacific Railway. These engines were lettered for the Quebec Central but were never taken into the QCR capital account.

890	4-6-0	CPR-ANGUS	12-1910	22.5x28	63"	#
		1959-1960	X 1-1961			
1072	4-6-0	ALCO-Sch	10-1912	22.5x28	63"	#
		1950-1960	X -5-1961			
1083	4-6-0	MLW	10-1912	22.5x28	63"	#52120
		5-1956-4-1960	X 8-1960			
1108	4-6-0	CLC	1913	22.5X28	63"	#1144
		1946-6-1956	X 6-1956			

871	4-6-0	CPR-ANGUS	8-1910	22.5x28	63"	#
		Acquired for a second time in 1954. 871 was leased to the QCR in 1932 was returned to the CPR relettered for the CPR and worked at Smith Falls				

[D]

The following locomotives were owned by the Canadian Pacific and were assigned or leased to the Quebec Central during the 1950s. They were lettered Canadian Pacific. In some cases in the last days of steam some only ran over the QCR for a few days.

D-10s 4-6-0

819, 838, 844, 847, 851, 855, 861, 870, 872, 876, 879, 880, 885

933, 946, 970, 1039, 1059, 1066, 1068, 1073,

G-2s 4-6-2

2511, 2527, 2541, 2604, 2609, 2610, 2663

P-1 2-8-2

5107, 5143, 5146, 5152

U-3d 0-6-0

6226, 6243

According to Official Quebec Central Accounting Books held in the Canadian Pacific Archives that two engines were purchased in July 1899 from the Drummond County Railway second-hand for \$1500.00. A photograph at the Sherbrooke Archives shows an old Grand Trunk engine 65 on a construction train. Further there are two photographs at the National Archives that show an old GTR 4-4-0 at the rear of the Foundry at the QCR Newington Shops with a number 5. These engines do appear in any other QCR documents. They may have been used on construction trains for contractors or just for parts. To add to the mystery is that there is a photograph of a 0-4-0 taken at the Beauce Junction gravel pit around 1900. This small 0-4-0 looks like the one used at the Brown Mill at Ste Marie de Beauce.

No 5	Grand Trunk 65 (265) built Neilson 9-1868 SN 1409
4-4-0	sold to Drummond County Ry. No 3 December 18 1890. Scrapped 1906
No 6	Grand Trunk 59 built Neilson 8-1868
4-4-0	sold to Drummond County Ry. February 1891 DCR No.3 Scrapped 1906

Royal Train

The following Canadian Pacific engines were assigned to the 1939 Royal Train for operation over the Quebec Central from Sherbrooke to Charny.

2629	4-6-2	CPR-ANGUS	5-1912
2625	4-6-2	CPR-ANGUS	5-1912
2658	4-6-2	MLW	6-1913
2609	4-6-2	MLW	3-1912

Railcars -CPR

The following Railcars were assigned for operation over the Quebec Central but were owned and lettered Canadian Pacific.

9007	Electromotive Corp.	built 1932
	Ran Sherbrooke to Newport December 10. 1945 to November 1951.	
9061	Budd	built 1957
	Operated March 1957 to April 1967	
9062	Budd	built 1957
	Operated March 1957 to April 1967	
9058*	Budd Operated over the QCR in the last days of passenger service after DAR 9058 was repaired at Angus.	

Rail Cars Quebec Central

- 1, Ledoux-Jennings built 1923
Sold to the CPR No, 43 in 1923

- 2 Ledoux-Jennings built 1923
Ran St George de Beauce to Levis in 1923
Ran on the Stanstead Branch 1928
Some claim converted to weed cutter.
Stored at engine storage Newington for many years.
Scrapped Angus Shops 1939.

- M286 1929 Packard Inspection Car Only QCR Car to carry
the QCR Herald. Scrapped 1960.

- Model T A car converted at the Newington Shops and was by the
as a work car for ditching, Named The Flea.

Diesel Electric Units on the Quebec Central

Unfortunately the Quebec Central has never owned any diesel locomotives, since the first days of the diesel the Quebec Central has been assigned Canadian Pacific and CPRail units.

The first diesel-electric to run over the QCR occurred when the General Motors "Train of Tomorrow" visited the line in 1949. During the nineteen fifties some CPR RS-10s and FA-1 units teamed up with steam, but these were not permanent assignments. The Atlantic Region, including the QCR, was the last area to be designated to be dieselized, a program was accomplished in 1960.

The CPR diesels used on the QCR lines came from Montreal Locomotive Works. These diesels are all based at St Luc Shops, Montreal. Few engines stayed more than a few days on the QCR. The principal types of power were RS-3, RS-10, RS-18, RS-23, and in the late seventies Montreal C-424s were added to the list. On rare occasions a General Motors unit or a Montreal six-axle unit has seen service. When the CPR leased a few Boston & Maine units in the sixties and a couple saw service on the line.

During the 1960s two of Canadian Pacific's HS-5 class 44-Ton CLC diesel-hydraulic centre-cab switchers were used to switch the Vallee Junction yard. Changes in crew requirements on switch engines made redundant at the beginning of the seventies.

QUEBEC CENTRAL RAIL CARS AND PASSENGER EQUIPMENT

I: RAIL CARS

In 1922 the Quebec Central management investigated the operation and benefits of gasoline railway motor cars.

1	Ledoux-Jennings	1922	Sold to the CPR No, 43 in 1923
2	Ledoux-Jennings	1922	The 26-seater ran St George de Beauce to Levis in 1923 Ran on the Stanstead Branch 1928 Some claim converted to weed cutter. Stored at engine storage Newington for many years. Scrapped Angus Shops 1939.
M286	Packard Inspection Car	1929	Only QCR Car to carry the QCR Herald. Scrapped 1960.
'The Flea'	Ford Model T auto		Built and converted at the Newington Shops And was used as a work car for ditching,

The QC went to the Ledoux-Jennings Company of Montreal for two cars. *Canadian Railway and Maine World* reported

"it was the Q.C.R.'s original intention to order cars with trailers, that, the combined cars to accomodate about 65 passengers, with a baggage compartment, but later it was through advisable, on account of engine power limitation, to drop the idea of a trailer, and try the single unit, seating 30 passengers until such time as a more powerful engine is devised capable of hauling a trailer."

A primitive bus line was completing with the railway on the Levis subdivision and it was only a year earlier that mainline trains had by passed Levis in favour of the new Quebec Bridge route to the centre of Quebec. The railway planned to use the cars between Levis and Scotts Jct. Connecting with maine line passenger trains.

The two cars were propelled by Reo six cylinder 50 HP. engine. The cars had a baggage compartment and seating for 30 passengers. The car had two rear wheels connected by side rods.

The first gas car built for the QC was loaned to the CPR for "temporary" use on the 5.85 mile LaSalle Loop Line, Montreal Terminal Division.

The second gas car was delivered to the CPR at Montreal September 20, 1922 and ran under its own power to Sherbrooke the say day. On September 24, 1922 the car was placed in service on trains 9 and 10 between Levis and St Georges, leaving Levis at 2:45 PM, arriving St.Georges at 6:00 PM. The return train 9 left St George's at 6:40 PM for a 10:10 PM arrival at Levis. It is obvious that the 66 mile trip was a very local service. It was planning to expand the car service to the Megantic line if the cars had been successful. The heavy snows along the St Lawrence River Plain reduced the effectiveness of the gasoline cars. were taken off the Levis-St George run December 1, 1923. The railcar was transferred to the Stanstead Branch in May 1927. The *Stanstead Journal* gave the following account in its May 26, 1927 issue.

"Saturday afternoon experiments were being made with a "gasoline" car on the Stanstead branch of the QCR. We first saw the car coming downgrade, all a clatter with bell clanging in grand style. It was "sliding" downhill without power, and the army of kids about reminded one of the grasshopper invasion some years ago. Going up the grade was different - something of the snort, pull and stop sort. ceased. The car had been brought here for Sunday service on the branch, but it was run in for repairs and the "steam cars" made the two return trips necessary last

Sunday. It is however, expected that the new conveyance will be able to function next Sunday. By contract, the railway is obligated to maintain service on the branch connecting with all passenger trains on the main line. The cost, however is now out of all proportion to the revenue."

Later: *"the gasoline car is now functioning as a regular Sunday feature of the Stanstead branch. After unsuccessful attempts, May first and eighth: it got away with its load May fifteenth making the grade to Rock Island with the mails and fifteen or twenty passengers to Stanstead."*

The car's use on the Stanstead branch was curtailed with the discontinuance of passenger service to Stanstead in December 1928. Motor car 1 remained on the CPR, being transferred to the capital account as CP N043 in 1923. It never did operate on the QCR.

Motor car No.2 legend has it was converted into a weed killer and was known to spend its last days in the storage shed at Newington. It was scrapped at CP's Angus Shops in 1939. Oddly enough Ledoux-Jenning railcars built for the D&H subsidiary QM&S were sold to the QC subsidiary, the Temiscouta Railway, in 1933 and lasted on that line until 1950.

The Quebec Central had a 1929 or 1930 Packard rail-automobile, the M-286, that ran on the rails. It was fully equipped with airbrakes, horn, siren, bell, and an extra heavy frame for the vehicle weighted about four tons. The car was the only piece of equipment that carried the Quebec Central Herald. It lasted until the early sixties.

II: SELF-PROPELLED CARS AND RAIL DIESEL CARS ASSIGNED TO THE QUEBEC CENTRAL

The following Railcars were assigned for operation over the Quebec Central but were owned and lettered Canadian Pacific.

9007	SPC	Electro-Motive Corp. built 1932 Ran Sherbrooke to Newport December 10, 1945 to November 1951.
9061	RDC-1 Budd	built 1957 Operated March 1957 to April 1967
9062	RDC-1 Budd	built 1957 Operated March 1957 to April 1967
9058	RDC-1 Budd	Operated over the OCR in the last days of passenger service after DAR 9058 was repaired at Angus.

The Quebec Central was assigned Canadian Pacific gas-electric car 9007 on December 10th 1945 for use between Sherbrooke and Newport. The car was built in January 1932 by Electro-Motive Corporation. It had a Winston gas engine and a Westinghouse electrical transmission. It was not a popular car with crews and passengers alike. The fumes were extremely noticeable, and many engineers refused to run them. They remained until train service was dropped from the Newport Line in 1951. The car was transferred back to the CPR for use between Foster and Waterloo, Quebec.

In March 1957 Canadian Pacific RDC units 9061 and 9062 'Budd Cars' were assigned to handle the Quebec City—Sherbrooke run. These cars were lettered for the CPR, unlike the Dominion Atlantic which had their cars lettered for the DAR. This was due to maintenance procedures between the CPR and its subsidiaries. In 1967 the cars were transferred back to CP Montreal commuter service.

Quebec Central Transportation Equipment

The QCT's first bus was a General Motors 21 passenger coach with a mail compartment purchased in 1931. It was followed by two more GMC and one Reo; all were gasoline powered buses. In 1937, the company acquired a streamlined coach, GMC model 625 with the body built by Canadian Yellow Cab Manufacturing Ltd of Walkerville. It operated on the Sherbrooke-Newport route. The QCT acquired two GM model PD-24 diesel powered parlour coaches, and two GM TG-21 seventeen passenger gasoline coaches in 1941. The diesel equipment was used on the Newport and St Georges routes. The smaller units were used out of Thetford Mines. Two more of the larger diesel units were acquired the next year. After the war the company acquired a brand new twenty-nine passenger Flexible Clipper and two buses from C.P. Transport of Brandon. When the QCT operated the local and school buses in St Georges, it owned almost a dozen school buses. Additional modern equipment was purchased right up to the time in 1965 Provincial Transport took over the Quebec Central Transportation.

Quebec Central Transportation

Bus. No	Year Acquired	Built	Builder	Model	Capacity	Gas/Diese
1	1931		GMC	U-625	21	Gas
2	1932		GMC	U-625	21	Gas
3	1932		GMC	U-625		Gas
4	1931		REO		15	Gas
5	1937		GMC Yellow Cab	U-625	27	Gas
6	1941		GMC	TG-21	17	Gas
7	1941		GMC	TG-21	17	Gas
8	1941		GMC	PD2902	33	Diesel
9	1941		GMC	PD2902	33	Diesel
10	1942		GMC	PD2902	29	Diesel
11	1942		GMC	PD2902	33	Diesel
12	1945		GMC BUICK	Flexible Clipper	29	Gas
14	1946		White	T-120	29	Gas
15	1946		White	T-120	29	Gas
16	1948		GMC	PD2902	33	Diesel
17	1948	1947	GMC		33	Diesel
18	1947	1947	GMC		33	Diesel
19	1947	1947	Twin C-Fageol		33	Diesel
20	1948	1948	Twin C-Fageol		37	Gas
21	1948	1948	Twin C-Fageol		37	Gas
22	1948	1948	Twin C-Fageol		37	Gas
23	1948	1948	Twin C-Fageol		37	Gas

24	1948	1948	Twin C-Fageol		37	Gas
25	1948	1946	Chev. School St Georges		28	Gas
26	1948	1946	Chev. School St Georges		28	Gas
27	1948	1939	PreVost - Dodge St Georges		29	Gas
28	1948	1945	Dodge School St Georges		33	Gas
29	1948	1940	Ford Transit St Georges		29	Gas
30	1948		GMC	Twin Coach	37	
31	1948		GMC	Twin Coach	37	
32	1948		GMC	Twin Coach	37	
33	1948		GMC	Twin Coach	37	
34	1951		GMC	Twin Coach	37	
35	1951		GMC	PD-4103	41	
36	1953		GMC	PD-4103	41	
37	1953		GMC	PD-4103		
38	1953		GMC	PD-4103		
39	1953		GMC	PD-4103		
40	1955		GMC	PD-4104	1525	
41	1955		GMC	PD-4104	1526	
42	1955		GMC	PD-4104	1527	
43	1957		GMC	PD-4104	2229	
44	1958			PD-4104	3810	
45						
46	1963			PD4106	1937	