

FRANKLIN D.  
ROOSEVELT

OVER THE

QUEBEC

CENTRAL

RAILWAY

JULY 31<sup>st</sup>, 1936

QUEBEC CENTRAL RAILWAY

SPECIAL TRAIN

E.E.

HIS EXCELLENCY THE HONORABLE FRANKLIN D. ROOSEVELT

PRESIDENT OF THE UNITED STATES OF AMERICA

AND PARTY

JULY 31ST, 1936.

CONSIST (AS MARSHALLED FROM HEAD END OF TRAIN)  
C.P.R. BAGGAGE (TRANS-CANADA TYPE)  
C.P.R. 12-1 SLEEPER  
N.Y.C.R.R. CLUB-LOUNGE CAR  
C.P.R. 12-1 SLEEPER  
N.Y.C.R.R. DINING-CAR  
PULLMAN CO. 6-COMPARTMENT, 3-DINING-ROOM  
PULLMAN CO. 6-COMPARTMENT, 3-DINING-ROOM  
PULLMAN CO. PRIVATE CAR "PIONEER"

Q.C.R. ENGINES NOS. 42 AND 45, MEGANTIC SUB-DIVISION, MEGANTIC TO TRING JUNCTION.

Q.C.R. ENGINE NO. 2554, QUEBEC SUBDIVISION, TRING JUNCTION TO QUEBEC (WOLFE'S COVE).

CONDUCTOR - L. LEGENDRE  
BRAKEMAN - C.R. WILLIAMS  
- V. GREGOIRE

ENGINEER - H.J. MARK  
- S. LEHURAY  
FIREMAN - E.J. FOREST  
- W.F. DUNN

QUEBEC CENTRAL RAILWAY

JULY 31ST, 1936.

MEGANTIC AND QUEBEC SUBDIVISIONS

MEGANTIC	LV.	5.00	A.M.
ST. SAMUEL		5.30	"
ST. SEBASTIAN		5.40	"
COURCELLES		5.58	"
ST. EVARISTE		6.14	"
ST. EPHREM		6.29	"
ST. VICTOR		6.41	"
TRING JCT.	ARR.	7.02	"
TRING JCT.	LV.	7.05	"
VALLEY JCT.		7.22	"
STE. MARIE		7.31	"
SCOTTS JCT.		7.36	"
VILLE LAMBERT		7.50	"
BREAKEYVILLE		7.59	"
DIAMOND		8.05	"
CADORNA		8.40	"
WOLFE'S COVE	ARR.	8.55	"

QUEBEC CENTRAL RAILWAY

JULY 31ST, 1936.

MEGANTIC AND QUEBEC THROUGH FARE

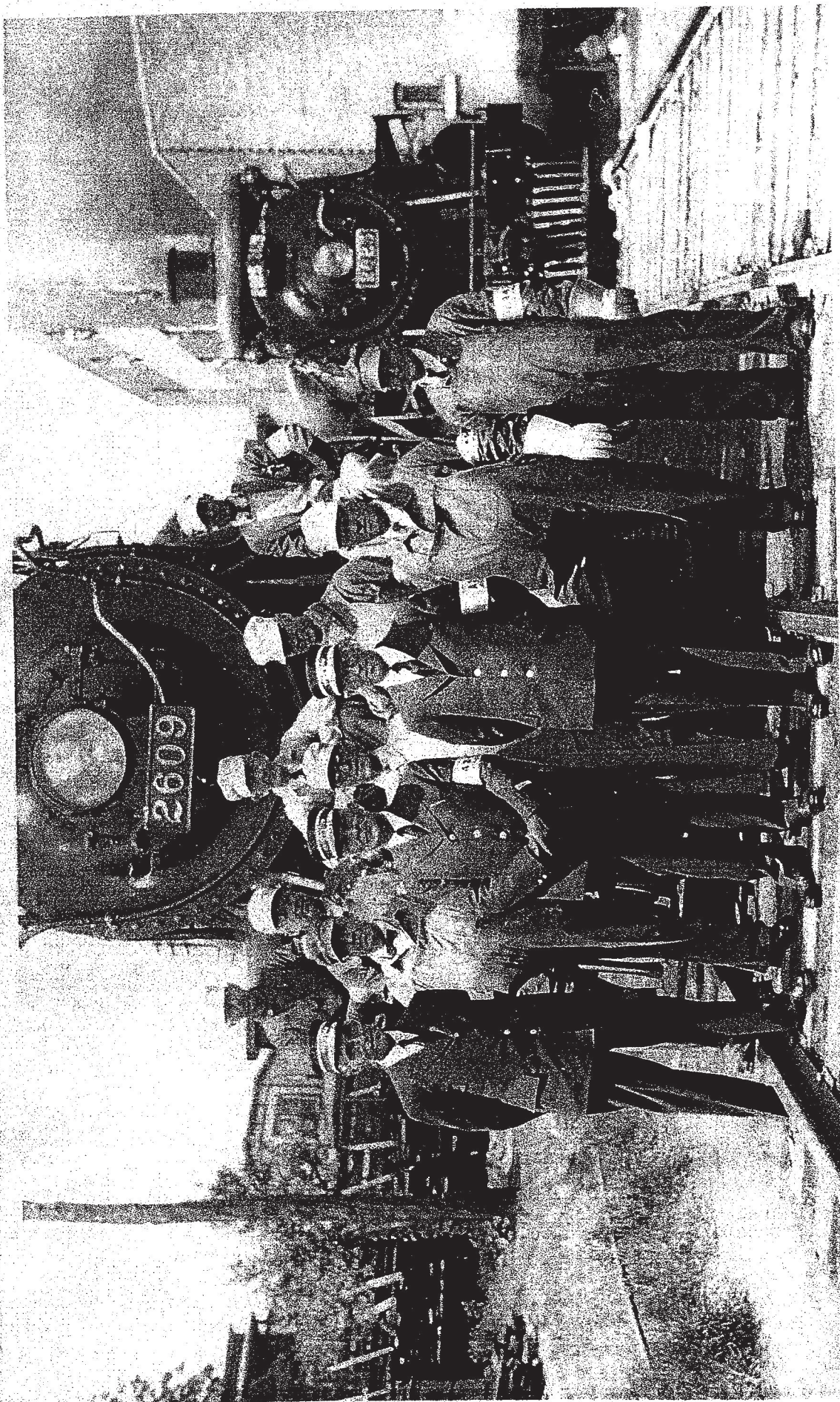
MEGANTIC	LV.	5.00	A.P.
ST. SAMUEL		5.30	"
ST. SEBASTIAN		5.40	"
COURCELLES		5.50	"
ST. EVARISTE		6.14	"
ST. EPHREM		6.25	"
ST. VICTOR		6.41	"
TRING JCT.	ARR.	7.02	"
TRING JCT.	LV.	7.05	"
VALLEY JCT.		7.22	"
STE. MARIE		7.31	"
SCOTTS JCT.		7.36	"
VILLE LAMBERT		7.50	"
BREAKEYVILLE		7.59	"
DIAMOND		8.05	"
CADORNA		8.40	"
WOLFE'S COVE	ARR.	8.55	"



THE 1939 ROYAL  
TRAIN OVER THE  
QUEBEC CENTRAL  
RAILWAY

JUNE 12<sup>th</sup>, 1939  
SHERBROOKE TO  
CHARNY







1939 ROYAL TRAIN JUNE 12<sup>th</sup>,1939

Alexander Street Crossing, Sherbrooke, Quebec

First Row

A.

B. Ben Dean

C. J. M. Roy

D. E. J. Forest

E. A. D. Ball

F. P. Brault

Second Row

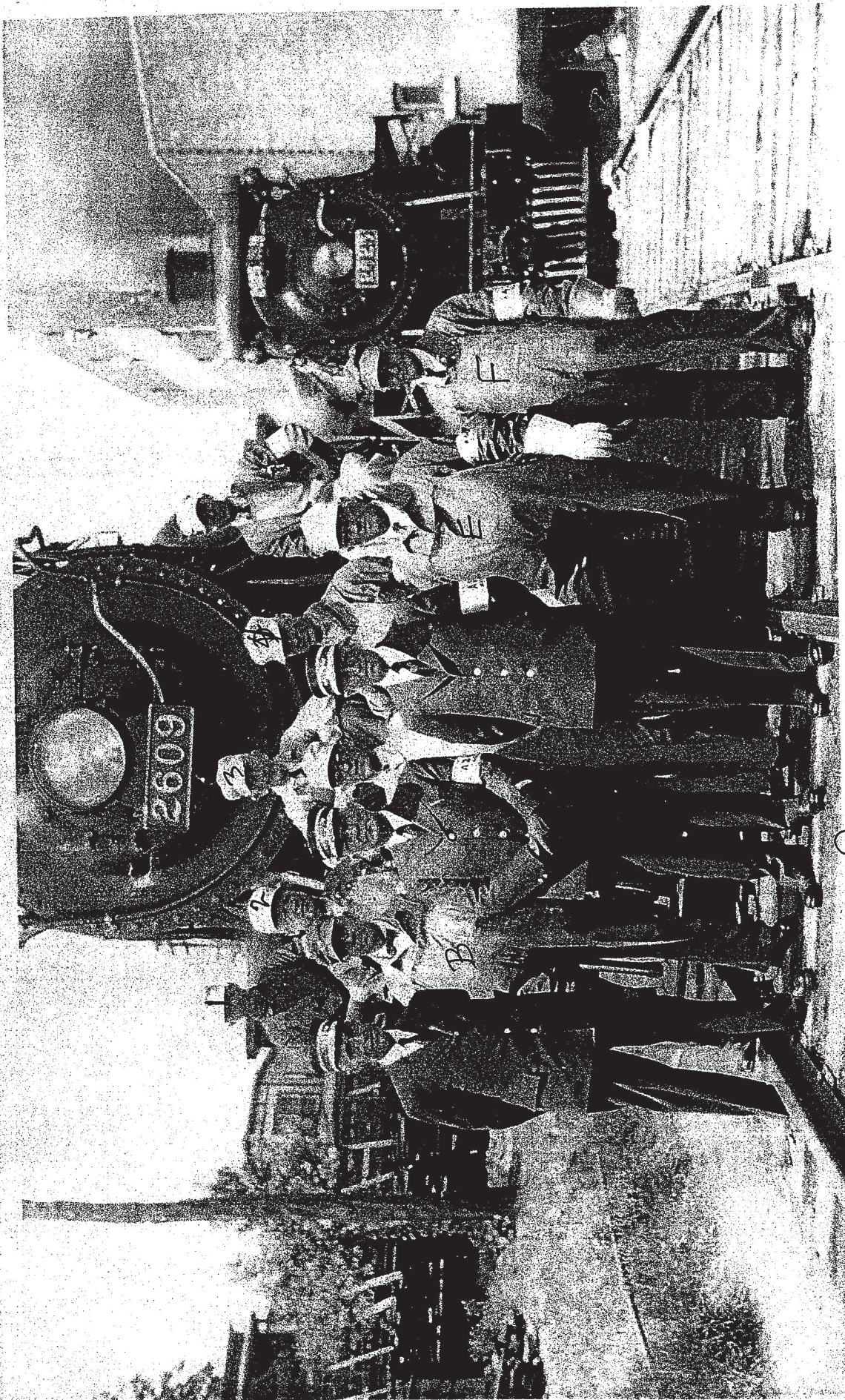
1. Bill Pettes

2. William Varney

3. Herb Wark

4. A. Spry





0

2



TO:- J.Roy, Conductor - Royal Train, June 12th, 1939.  
 " A.Ball, Loco.Engineer - Royal Train, June 12th, 1939.  
 " H.J.Wark, Loco.Engineer - Royal Train, June 12th, 1939.  
 TO:- H.Nadeau, Conductor - Pilot Train, June 12th, 1939.  
 " B.Dean, Loco.Engineer - Pilot Train, June 12th, 1939.  
 " A.Spry, Loco. Engineer - Pilot Train, June 12th, 1939.

SPECIAL INSTRUCTIONS REGARDING HANDLING ROYAL AND PILOT TRAINS,  
 SHERBROOKE TO JOFFRE, MONDAY, JUNE 12th, 1939.

P I L O T   T R A I N

Engine crew called	Engine 2609 - Leading - Engineer B. Dean
at Sherbrooke and	" " - " - Fireman E.J. Forest.
movements of	
<u>Engines</u>	Engine 2629 - Second - Engineer A. Spry
	" " - " - Fireman W.S. Varney

Engine crew of Pilot train will come on duty at Sherbrooke at 9.15 A.M., prepared to leave shop track at 10.00 A.M., to move to a point on main track north of Alexander Street Crossing, clear of "bonded" track, so as to be at this point not later than 10.30 A.M., and remain there until engine arriving with Pilot Train is clear in spur known as "City Siding", and switch spiked. Engines 2609 and 2629 will then back and couple on to Pilot Train.

Conductor and	Conductor - H. Nadeau
<u>Trainmen</u>	Trainman - R. Downes
	" - H. Samson

Conductor of Pilot Train will be on hand at C.P.Ry. Yard Office, Sherbrooke Station, at 9.00 A.M. to receive train orders. Trainmen will come on duty at 9.30 A.M.

Mechanical Officers	Mr. A. Peers, District Master Mechanic, and Mr. C. Powers,
<u>on Pilot Train</u>	Division Master Mechanic, Canadian Pacific Railway, will
	travel on the two engines of Pilot Train.

R O Y A L   T R A I N

Engine crew called	Engine 2625 - Leading - Engineer A.D. Ball
at Sherbrooke and	" " - " - Fireman W.E. Pettes
movements of	
<u>engines</u>	Engine 2658 - Second - Engineer H.J. Wark
	" " - " - Fireman P. Brault.

Engine crew will come on duty at Sherbrooke at same time as Pilot Train crew, i.e. 9.15 A.M., prepared to leave shop track at same time as engines of Pilot Train at 10.00 A.M., so as to move to "Armstrong" siding, and to be at this point not later than 10.30 A.M., where they will remain parked until after the departure of the Pilot Train and the arrival of the Royal Train, and the incoming engine of Royal Train has been parked in spur known as "E.T." siding, and switch spiked. Engines 2625 and 2658 will then couple on to Royal Train.

Conductor and	Conductor - J. Roy
<u>Trainmen</u>	Trainman - A. Doyon
	" - L. Legendre

Conductor of Royal Train will be on hand at C.P.Ry. yard Office at 9.00 A.M. to receive train orders. Trainmen will

blast of steam  
whistle signal when  
about to start from  
Sherbrooke and  
Leeds Tank

Leeds Tank.

Pilot and Royal  
trains will be given  
C.N.R. Train orders  
covering movement  
Diamond to Joffre  
orders at Sherbrooke  
C.P.R. Station.

C.N.R. Train Orders covering movement Diamond to Joffre will be delivered to Conductors at Sherbrooke C.P.R. Station by C.N.R. Operators. At 9.00 A.M. June 12th Conductors will be on hand to receive same. Conductors of both Pilot and Royal Trains should secure the register tickets from C.N.Rys. Operator at Sherbrooke, fill same out and hand them to the Operator at Diamond as trains move by; Conductors should also be prepared to accept terminal clearances (on hoop) at the same time.

Train and Engine  
crews to be attired  
in new suits & or  
clean overalls. Arm  
bands to be worn.

Train crews to wear new uniforms white shirts and collars, dark ties and black boots or shoes. Engineman to wear new or clean overalls and caps. Arm bands will be supplied every person or employee to indicate that they have duties to perform on or in connection with Pilot or Royal Trains these arm bands to be worn around left arm sufficiently high so same will not bunch through movement of arm (above elbow). Employees travelling on both trains will carry identification cards.

Flagging equipment  
& train supplies &  
tools check at  
Sherbrooke.

Flagging equipment and all other equipment will arrive and go along on both trains from Sherbrooke; equipment should include one claw bar, spikes and spiking hammer, be sure same are in Baggage Car. Trainman on rear of each train must check flagging kit at Sherbrooke to see that kit is not short of any fuses or torpedoes. If flagging material used on trip Sherbrooke to Joffre rear Trainman will advise C.N.R. at Joffre. All equipment will go through with train when handed to C.N.R.

No tickets or fares  
to be collected.

Conductors on both Pilot and Royal Trains will not collect any tickets or cash fares as Trains are on charter basis.

Speed restrictions  
passing stations.

Both Royal and Pilot trains to slow down passing stations. Royal Train will pass East Angus and Thetford Mines at very slow rate of speed to allow the people to see Their Majesties the King and Queen.

Operators will  
register trains at  
Registering points,  
Conductors to hand  
slip to Operators.

Arrangements will be made for Operators at Register points to register your trains. Conductors J. Roy and H. Madeau to hand Operators register slip when passing.

There will be a B.&  
B. man on hand at  
Leeds Tank to  
assist taking water.

There will be a B.&.B. man on hand at Leeds Tank to help take water on both trains.

Where Conductor and  
Trainman are to ride  
on Royal Train.

Conductor and one Trainman to ride in Baggage Car and Second Trainman to ride in the third car from rear on Royal Train.

Enginemen to look for  
signals when passing  
sectionmen &  
stations.

When passing sectionmen or other gangs of workmen and signals Engineers and Firemen will lookout for signals from them in case anything might be found wrong with running gear. Look toward rear of train frequently to see if all is O.K.

Diamond Jct. Operator  
At Diamond, Pilot Train and Royal Train will be handed a  
to be on ground just clearance by Operator as trains pass at slow speed, South  
south of Walsh Jct. of Walsh Jct. Switch.  
switch to hand and



stop, to be opposite the cab window of leading Engine.

Special devices for  
securing couplers  
between cars.

Account of the close clearance between air and signal connections and uncoupling mechanism of the Pilot and Royal trains there may be danger of cars or rather couplers becoming disconnected. To guard against such an occurrence a hook in toggle of the bottom lock lift inserted to prevent the lifting of coupler lift. In some cases a small clamp is used for the same purpose. The above information given to all in case it should be necessary to disconnect the cars in an emergency.

Total number of cars  
in trains also  
tonnage.

Pilot Train consists of 12 cars - 1187 tons  
Royal Train consists of 12 cars - 1195 tons.

Train Schedules.

Schedules of Royal and Pilot trains are attached.

*F. H. Howard*

Superintendent.

Lv.	Sherbrooke	12.30	PM	EST	
	Moulton	12.45	PM	EST	
	Assot	12.49	PM	"	
	East Angus	1.02	PM	"	
	Dodswell	1.19	PM	"	
	Bishopton	1.21	PM	"	
	Marbleton	1.34	PM	"	
	Lafond	1.37	PM	"	
	Weedon	1.40	PM	"	
	St. Gerard	1.48	PM	"	
	Garthby	1.58	PM	"	
	Disraeli	2.07	PM	"	
	Coleraine	2.15	PM	"	
	Black Lake	2.25	PM	"	
	Thetford Mines	2.32	PM	"	
	Robertson	2.42	PM	"	
Ar.	Leeds Tank	2.49	PM	"	Water Stop
Lv.	Leeds Tank	2.54	PM	"	
	Leeds	2.56	PM	"	
	East Broughton	3.05	PM	"	
	Tring Jet.	3.14	PM	"	
	St. Bruno	3.22	PM	"	
	Lilodeau	3.30	PM	"	
	Vallee Jet	3.31	PM	"	
	Ste. Marie	3.43	PM	"	
	Scotts Jet.	3.51	PM	"	
	Bras	4.01	PM	"	
	Ville Lambert	4.08	PM	"	
	Breakeyville	4.18	PM	"	
	Diamond	4.25	PM	"	
Ar.	Joffre	4.30	PM	"	

Deliver to Canadian National.

Lewis June 12 1924

To EPR Aug 2625

To \_\_\_\_\_

To \_\_\_\_\_

X \_\_\_\_\_ OPR \_\_\_\_\_ TIME \_\_\_\_\_

EPR Aug 2625 run page 2<sup>nd</sup> train  
 leaving Diamond on Monday June 12<sup>th</sup>  
 as follows with right over all  
 trains except page 2<sup>nd</sup> train EPR 2609  
 west on eastward track leave  
 Diamond four twenty five 425 pm  
 arrive Joppe four thirty 430 pm.  
 Sanderson Valley R.R. crossing  
 mileage fourteen point nine 14.9  
 has been removed.

A. H. B.

Conductor and Engineman must each have a copy of this Order.

REPEATED AT 1001 am

CONDUCTOR	ENGINEMAN	TRAIN	MADE	TIME	OPERATOR
<u>J. Roy</u>	<u>EPR 2625</u>	<u>Aug 12 1924</u>	<u>1001</u>	<u>am</u>	<u>Page</u>

Lewis June 12 1939

TO CPT Eng 2609

TO one passenger train

TO 2605

AT Wheelbarke

X

OPR.

TIME

CPT Eng 2609 run passenger train  
 leaving Diamond on Monday June  
 12<sup>th</sup> as follows with right over  
 all trains on Eastward track.

Leave Diamond three fifty five 355 pm  
 arrive Joffre four o'clock 400 pm.  
 Chandler Valley Ry crossing  
 Mileage from ten point nine 14.9  
 has been removed.

U. H. B.

Conductor and Engineman must each have a copy of this Order.

REPEATED AT

Joffre on

CONDUCTOR	ENGINEMAN	TRAIN	GRADE	TIME	OPERATOR
H. Maden	CPT Eng 2609	Ames 948	Gray		
J. R. 4	Wash 949	Ames 948	Gray		



Shed No 1

Second No 1 Eng 7609 and third  
No 1 Eng 7675 may pass Sheford mines  
Ding Jt talle get seals get in  
Diamond ditch out registering cpr

Sheford mines Ding Jt talle get seals  
get in Diamond register second No 1  
Eng 7609 signaler Green Third No 1 Eng  
7675 signaler The

Conductor and Engineer must each have a copy of this order.

Made

Cem

time

706a

M.

E. L.

Reames

Opp.

To: Thine No 1

At:

X Second No 1 <sup>Apr.</sup> Eng 2609 late <sup>M.</sup>  
as follows.

✓ <u>Green</u>	<u>Thirteen</u>	<u>Eight</u>	<u>Five</u>	<u>1145</u>
✓ <u>Beet</u>	<u>Thirteen</u>	<u>Eight</u>	<u>Five</u>	<u>1203</u>
✓ <u>East Angles</u>	<u>Thirteen</u>	<u>Eight</u>	<u>Five</u>	<u>1318</u>
✓ <u>Dishington</u>	<u>Thirteen</u>	<u>Eight</u>	<u>Five</u>	<u>1235</u>
✓ <u>Needham</u>	<u>Thirteen</u>	<u>Eight</u>	<u>Five</u>	<u>1353</u>
✓ <u>Okewood</u>	<u>One</u>	<u>Eight</u>	<u>Five</u>	<u>117</u>
✓ <u>Tarkby</u>	<u>One</u>	<u>Eight</u>	<u>Five</u>	<u>118</u>
✓ <u>Wynant</u>	<u>One</u>	<u>Eight</u>	<u>Five</u>	<u>129</u>
✓ <u>Celebrary</u>	<u>One</u>	<u>Eight</u>	<u>Five</u>	<u>131</u>
✓ <u>Blaken</u>	<u>One</u>	<u>Eight</u>	<u>Five</u>	<u>148</u>
✓ <u>Butter</u>	<u>One</u>	<u>Eight</u>	<u>Five</u>	<u>156</u>
✓ <u>Robertson</u>	<u>Two</u>	<u>Eight</u>	<u>Five</u>	<u>207</u>
✓ <u>Feeds</u>	<u>Two</u>	<u>Eight</u>	<u>Five</u>	<u>221</u>
✓ <u>Feeds</u>	<u>Two</u>	<u>Eight</u>	<u>Five</u>	<u>249</u>
✓ <u>East Brighton</u>	<u>Two</u>	<u>Eight</u>	<u>Five</u>	<u>232</u>
✓ <u>Tang</u>	<u>Two</u>	<u>Eight</u>	<u>Five</u>	<u>242</u>
✓ <u>Talling</u>	<u>Two</u>	<u>Eight</u>	<u>Five</u>	<u>259</u>
✓ <u>Okewood</u>	<u>Two</u>	<u>Eight</u>	<u>Five</u>	<u>311</u>
✓ <u>Seethy</u>	<u>Two</u>	<u>Eight</u>	<u>Five</u>	<u>319</u>
✓ <u>Pilly</u>	<u>Two</u>	<u>Eight</u>	<u>Five</u>	<u>334</u>
✓ <u>Brickville</u>	<u>Two</u>	<u>Eight</u>	<u>Five</u>	<u>344</u>
<u>Wine</u>	<u>Two</u>	<u>Eight</u>	<u>Five</u>	<u>355</u>

No 1 turning in direction

E. S.



TO:- J. Roy, Conductor - Royal Train, June 12th, 1939.  
 " A. Ball, Loco. Engineer - Royal Train, June 12th, 1939.  
 " H.J. Wark, Loco. Engineer - Royal Train, June 12th, 1939.  
 TO:- H. Nadeau, Conductor - Pilot Train, June 12th, 1939.  
 " B. Dean, Loco. Engineer - Pilot Train, June 12th, 1939.  
 " A. Spry, Loco. Engineer - Pilot Train, June 12th, 1939.

SPECIAL INSTRUCTIONS REGARDING HANDLING ROYAL AND PILOT TRAINS,  
SHERBROOKE TO JOFFRE, MONDAY, JUNE 12th, 1939.

P I L O T T R A I N

Engine crew called	Engine 2609 - Leading -	Engineer B. Dean
at Sherbrooke and	" " - "	Fireman E.J. Forest.
movements of		
<u>Engines</u>	Engine 2629 - Second -	Engineer A. Spry
	" " - "	Fireman W.S. Varney

Engine crew of Pilot train will come on duty at Sherbrooke at 9.15 A.M., prepared to leave shop track at 10.00 A.M., to move to a point on main track north of Alexander Street Crossing, clear of "bonded" track, so as to be at this point not later than 10.30 A.M., and remain there until engine arriving with Pilot Train is clear in spur known as "City Siding", and switch spiked. Engines 2609 and 2629 will then back and couple on to Pilot Train.

Conductor and	Conductor -	H. Nadeau
<u>Trainmen</u>	Trainman -	R. Downes
	" -	H. Samson

Conductor of Pilot Train will be on hand at C.P.Ry. Yard Office, Sherbrooke Station, at 9.00 A.M. to receive train orders. Trainmen will come on duty at 9.30 A.M.

Mechanical Officers	Mr. A. Peers, District Master Mechanic, and Mr. C. Powers,
<u>on Pilot Train</u>	Division Master Mechanic, Canadian Pacific Railway, will
	travel on the two engines of Pilot Train.

R O Y A L T R A I N

Engine crew called	Engine 2625 - Leading -	Engineer A.D. Ball
at Sherbrooke and	" " - "	Fireman W.E. Pettes
movements of		
<u>Engines</u>	Engine 2658 - Second -	Engineer H.J. Wark
	" " - "	Fireman P. Brault.

Engine crew will come on duty at Sherbrooke at same time as Pilot Train crew, i.e. 9.15 A.M., prepared to leave shop track at same time as engines of Pilot Train at 10.00 A.M., so as to move to "Armstrong" siding, and to be at this point not later than 10.30 A.M., where they will remain parked until after the departure of the Pilot Train and the arrival of the Royal Train, and the incoming engine of Royal Train has been parked in spur known as "E.T." siding, and switch spiked. Engines 2625 and 2658 will then couple on to Royal Train.

Conductor and	Conductor -	J. Roy
<u>Trainmen</u>	Trainman -	A. Doyon
	" -	L. Legendre

Lv.	Sherbrooke	12.30	PM	EST	
	Moulton	12.45	PM	EST	
	Assot	12.49	PM	"	
	East Angus	1.02	PM	"	
	Dodswell	1.19	PM	"	
	Bishopton	1.21	PM	"	
	Harbleton	1.24	PM	"	
	Lafond	1.37	PM	"	
	Woodon	1.40	PM	"	
	St. Gerard	1.43	PM	"	
	Garthby	1.58	PM	"	
	Disraeli	2.07	PM	"	
	Coleraine	2.15	PM	"	
	Black Lake	2.25	PM	"	
	Thetford Lines	2.32	PM	"	
	Robertson	2.42	PM	"	
Ar.	Leeds Tank	2.49	PM	"	Water Stop
Lv.	Leeds Tank	2.54	PM	"	
	Leeds	2.56	PM	"	
	Nest Broughton	3.05	PM	"	
	Tring Jet.	3.14	PM	"	
	St. Bruno	3.22	PM	"	
	Biledeau	3.30	PM	"	
	Vallee Jet	3.31	PM	"	
	Ste. Marie	3.43	PM	"	
	Scotts Jet.	3.51	PM	"	
	Bras	4.01	PM	"	
	Ville Lambert	4.08	PM	"	
	Broakeyville	4.18	PM	"	
	Diamond	4.25	PM	"	
Ar.	Joffre	4.30	PM	"	

Deliver to Canadian National.

lv.	Sherbrooke	12.30	PL	EST	
	Donlon	12.43	PH	EST	
	Arceel	12.49	PL	"	
	East Angus	1.02	PH	"	
	Indagelt	1.19	PH	"	
	Richampton	1.21	PH	"	
	Charleton	1.34	CL	"	
	Belton	1.37	PH	"	
	London	1.40	PH	"	
	St. Gerard	1.43	CL	"	
	Portage	1.53	CL	"	
	Simnoli	2.07	PH	"	
	Coleraine	2.15	PH	"	
	Blue Lake	2.25	PH	"	
	Thetford Mines	2.32	PH	"	
	Robertson	2.42	PH	"	
Ar.	Leeds Park	2.49	PH	"	Water Stop
lv.	Leeds Park	2.54	PH	"	
	Leeds	2.56	PL	"	
	St. Beognaton	3.05	PH	"	
	Tring Jet.	3.14	PH	"	
	St. Bruno	3.22	PH	"	
	Ellsboro	3.30	PH	"	
	Welles Jet.	3.31	PH	"	
	St. Marie	3.43	PH	"	
	Beville Jet.	3.51	PH	"	
	Gran	4.01	CL	"	
	Ville Lambert	4.03	PH	"	
	Bevelville	4.13	PH	"	
	Diamond	4.25	PH	"	
Ar.	Jeffre	4.30	PH	"	

Deliver to Canadian National.

Lv.	Sherbrooke	12.30	PM	EST	
	Moulton	12.45	PM	EST	
	Ascut	12.49	PM	"	
	East Angus	1.02	PM	"	
	Dodswell	1.19	PM	"	
	Bishopton	1.21	PM	"	
	Harbleton	1.24	PM	"	
	Lafond	1.37	PM	"	
	Neelon	1.40	PM	"	
	St. Gerard	1.43	PM	"	
	Garthby	1.58	PM	"	
	Diaracli	2.07	PM	"	
	Coleraine	2.15	PM	"	
	Black Lake	2.25	PM	"	
	Thetford Lines	2.32	PM	"	
	Robertson	2.42	PM	"	
Ar.	Leeds Tank	2.49	PM	"	Water Stop
Iv.	Leeds Tank	2.54	PM	"	
	Leeds	2.56	PM	"	
	East Broughton	3.05	PM	"	
	Tring Jet.	3.14	PM	"	
	St. Bruno	3.22	PM	"	
	Bilodeau	3.30	PM	"	
	Vallee Jet	3.31	PM	"	
	Ste. Marie	3.43	PM	"	
	Scotts Jet.	3.51	PM	"	
	Bras	4.01	PM	"	
	Ville Lambert	4.08	PM	"	
	Broakeyville	4.18	PM	"	
	Diamond	4.25	PM	"	
Ar.	Joffre	4.30	PM	"	

Deliver to Canadian National.

Lv.	Sherbrooke	12.30	PM	EST	
	Moulton	12.45	PM	EST	
	Ascot	12.49	PM	"	
	East Angus	1.02	PM	"	
	Dodswell	1.19	PM	"	
	Bishopton	1.21	PM	"	
	Harbleton	1.24	PM	"	
	Daford	1.37	PM	"	
	Neelon	1.40	PM	"	
	St. Gerard	1.48	PM	"	
	Garthby	1.58	PM	"	
	Disraeli	2.07	PM	"	
	Coleraine	2.15	PM	"	
	Black Lake	2.25	PM	"	
	Thetford Lines	2.32	PM	"	
	Robertson	2.42	PM	"	
Ar.	Leeds Tank	2.49	PM	"	Water Stop
Lv.	Leeds Tank	2.54	PM	"	
	Leeds	2.56	PM	"	
	East Broughton	3.05	PM	"	
	Tring Jet.	3.14	PM	"	
	St. Bruno	3.22	PM	"	
	Bilodeau	3.30	PM	"	
	Vallee Jet	3.31	PM	"	
	Ste. Marie	3.43	PM	"	
	Scotts Jet.	3.51	PM	"	
	Bras	4.01	PM	"	
	Ville Lambert	4.08	PM	"	
	Broakeyville	4.18	PM	"	
	Diamond	4.25	PM	"	
Ar.	Joffre	4.30	PM	"	

Deliver to Canadian National.



A rear end collision took place near East Broughton about midnight Wednesday February 12<sup>th</sup> 1913. While the second section of No 76, a freight train, was stalled about three quarters of a mile south of Williams Siding (M.P. 82.) it was run into by the first section of train No. 14, the engine going down into the ditch.

Engineer Lawrence Coogan of Sherbrooke in engine No 16 had sufficient time to apply the air brake, as reversed the locomotive ended up in the ditch with the locomotive. The fireman and brakemen had time to jump. Destroyed were three freight cars and the van. The blame was placed on the first train not having sufficiently protected itself.

Sherbrooke Daily Record Feb 14 1913. p 1.



Train Order No. 18 June 12

To Quond No 1 At The Rock

Quond No 1

Quond No 1 Eng No 9 and

No 1 Eng No 5 may pass the

Eng No 1 before it occurs for

Diamond with out registering

Thurford mine Eng No 1 before

get to Diamond register second

Eng No 9 signal Eng No 7

Eng No 5 signal the

Conductor and Engineer must each have a copy of this order.

Made Cen time 7:00 P.M.

Leave June 12 1939

TO CPT Eng 2609

TO Chicago &amp; North Western

TO 2645

at Chubbuck

X

OPR.

TIME

CPT Eng 2609 room page 8th  
Leaving Diamond on Monday June  
12th as follows with right over  
all trains on Eastward track.

Leave Diamond three fifty five 355pm  
arrive Joffre four o'clock 400pm  
Chaudron Valley by crossing  
Mileage fourteen point nine 14.9  
has been removed.

U. N. D.

Conductor and Engineman must each have a copy of this Order.

REPEATED AT

944 on

CONDUCTOR	ENGINEMAN	TRAIN	MADE	TIME	OPERATOR
H. Nadeau	CPT Eng 2609	Chicago & North Western	948	Gray	
J. R. O'Y	Eng 2645	Chicago & North Western	949	Gray	

TO:- J. Roy, Conductor - Royal Train, June 12th, 1939.  
 " A. Ball, Loco. Engineer - Royal Train, June 12th, 1939.  
 " H.J. Wark, Loco. Engineer - Royal Train, June 12th, 1939.  
 TO:- H. Nadeau, Conductor, - Pilot Train, June 12th, 1939.  
 " B. Dean, Loco. Engineer - Pilot Train, June 12th, 1939.  
 " A. Spry, Loco. Engineer - Pilot Train, June 12th, 1939.

SPECIAL INSTRUCTIONS REGARDING HANDLING ROYAL AND PILOT TRAINS,  
 SHERBROOKE TO JOFFRE, MONDAY, JUNE 12th, 1939.

PILOT TRAIN

Engine crew called	Engine 2609 - Leading - Engineer B. Dean
at Sherbrooke and	" " - " - Fireman E.J. Forest.
movements of	
<u>Engines</u>	Engine 2629 - Second - Engineer A. Spry
	" " - " - Fireman W.S. Varney

Engine crew of Pilot train will come on duty at Sherbrooke at 9.15 A.M., prepared to leave shop track at 10.00 A.M., to move to a point on main track north of Alexander Street Crossing, clear of "bonded" track, so as to be at this point not later than 10.30 A.M., and remain there until engine arriving with Pilot Train is clear in spur known as "City Siding", and switch spiked. Engines 2609 and 2629 will then back and couple on to Pilot Train.

Conductor and	Conductor - H. Nadeau
<u>Trainmen</u>	Trainman - R. Downes
	" - H. Samson

Conductor of Pilot Train will be on hand at C.P.Ry. Yard Office, Sherbrooke Station, at 9.00 A.M. to receive train orders. Trainmen will come on duty at 9.30 A.M.

<u>Mechanical Officers</u>	Mr. A. Peers, District Master Mechanic, and Mr. C. Powers,
<u>on Pilot Train</u>	Division Master Mechanic, Canadian Pacific Railway, will
	travel on the two engines of Pilot Train.

ROYAL TRAIN

Engine crew called	Engine 2625 - Leading - Engineer A.D. Ball
at Sherbrooke and	" " - " - Fireman W.E. Pettes
movements of	
<u>engines</u>	Engine 2658 - Second - Engineer H.J. Wark
	" " - " - Fireman P. Brault.

Engine crew will come on duty at Sherbrooke at same time as Pilot Train crew, i.e. 9.15 A.M., prepared to leave shop track at same time as engines of Pilot Train at 10.00 A.M., so as to move to "Armstrong" siding, and to be at this point not later than 10.30 A.M., where they will remain parked until after the departure of the Pilot Train and the arrival of the Royal Train, and the incoming engine of Royal Train has been parked in spur known as "E.T." siding, and switch spiked. Engines 2625 and 2658 will then couple on to Royal Train.

Conductor and	Conductor - J. Roy
<u>Trainmen</u>	Trainman - A. Doyon
	" - L. Legendre



Pilot and Royal trains to sound two of steam whistle just before starting from Sherbrooke and blast of steam Leeds Tank.  
whistle signal when about to start from Sherbrooke and Leeds Tank

Pilot and Royal trains will be given C.N.R. Train orders covering movement Diamond to Joffre orders at Sherbrooke C.P.R. Station. C.N.R. Train Orders covering movement Diamond to Joffre will be delivered to Conductors at Sherbrooke C.P.R. Station by C.N.R. Operators. At 9.00 A.M. June 12th Conductors will be on hand to receive same. Conductors of both Pilot and Royal Trains should secure the register tickets from C.N.Rys. Operator at Sherbrooke, fill same out and hand them to the Operator at Diamond as trains move by; Conductors should also be prepared to accept terminal clearances (on hoop) at the same time.

Train and Engine crews to be attired in new suits & or clean overalls. Arm bands to be worn. Train crews to wear new uniforms white shirts and collars, dark ties and black boots or shoes. Engineman to wear new or clean overalls and caps. Arm bands will be supplied every person or employee to indicate that they have duties to perform on or in connection with Pilot or Royal Trains these arm bands to be worn around left arm sufficiently high so same will not bunch through movement of arm (above elbow). Employees travelling on both trains will carry identification cards.

Flagging equipment & train supplies & tools check at Sherbrooke. Flagging equipment and all other equipment will arrive and go along on both trains from Sherbrooke; equipment should include one claw bar, spikes and spiking hammer, be sure same are in Baggage Car, Trainman on rear of each train must check flagging kit at Sherbrooke to see that kit is not short of any fuses or torpedoes. If flagging material used on trip Sherbrooke to Joffre rear Trainman will advise C.N.R. at Joffre. All equipment will go through with train when handed to C.N.R.

No tickets or fares to be collected. Conductors on both Pilot and Royal Trains will not collect any tickets or cash fares as Trains are on charter basis.

Speed restrictions passing stations. Both Royal and Pilot trains to slow down passing stations. Royal Train will pass East Angus and Thetford Mines at very slow rate of speed to allow the people to see Their Majesties the King and Queen.

Operators will register trains at Registering points, Conductors to hand slip to Operators. Arrangements will be made for Operators at Register points to register your trains. Conductors J. Roy and H. Madeau to hand Operators register slip when passing.

There will be a B. & B. man on hand at Leeds Tank to assist taking water. There will be a B. & B. man on hand at Leeds Tank to help take water on both trains.

Where Conductor and Trainman are to ride on Royal Train. Conductor and one Trainman to ride in Baggage Car and Second Trainman to ride in the third car from rear on Royal Train.

Enginemen to look for signals when passing stations. When passing sectionmen or other gangs of workmen and Engineers and Firemen will lookout for signals from sectionmen & them in case anything might be found wrong with running gear. stations. Look toward rear of train frequently to see if all is O.K.

Diamond Jct. Operator At Diamond, Pilot Train and Royal Train will be handed a to be on ground just clearance by Operator as trains pass at slow speed, South

Lv.	Sherbrooke	12.30	PM	EST	
	Moulton	12.45	PM	EST	
	Ascot	12.49	PM	"	
	East Angus	1.02	PM	"	
	Dodswell	1.19	PM	"	
	Bishopton	1.21	PM	"	
	Marbleton	1.24	PM	"	
	Lafond	1.37	PM	"	
	Woodon	1.40	PM	"	
	St. Gerard	1.48	PM	"	
	Carthy	1.58	PM	"	
	Disraeli	2.07	PM	"	
	Coleraine	2.15	PM	"	
	Black Lake	2.25	PM	"	
	Thetford Mines	2.32	PM	"	
	Robertson	2.42	PM	"	
Ar.	Leeds Tank	2.49	PM	"	Water Stop
Lv.	Leeds Tank	2.54	PM	"	
	Leeds	2.56	PM	"	
	East Broughton	3.05	PM	"	
	Tring Jet.	3.14	PM	"	
	St. Bruno	3.22	PM	"	
	Bilodeau	3.30	PM	"	
	Vallee Jet	3.31	PM	"	
	Ste. Marie	3.43	PM	"	
	Scotts Jet.	3.51	PM	"	
	Bras	4.01	PM	"	
	Ville Lambert	4.08	PM	"	
	Breakeyville	4.18	PM	"	
	Diamond	4.25	PM	"	
Ar.	Joffre	4.30	PM	"	

Deliver to Canadian National.

✓ Bishopston	Two & thirty Eight	1238 pm
✓ Needon	Two & fifty Eight	1258 pm
✓ Okeford	One & thirty	117 pm
✓ Farthly	One & thirty	118 pm
✓ Wincoburn	One & thirty Eight	129 pm
✓ Coleraine	One & thirty	181 pm
✓ Ballym	One & thirty Eight	149 pm
✓ Kesh	One & thirty	156 pm
✓ Ballym	Two & thirty	211 pm
✓ Ballym	Two & thirty	221 pm
✓ Ballym	Two & thirty	242 pm
✓ Ballym	Two & thirty	272 pm
✓ Ballym	Two & thirty	292 pm
✓ Ballym	Two & thirty	311 pm
✓ Ballym	Two & thirty	319 pm
✓ Ballym	Two & thirty	334 pm
✓ Ballym	Two & thirty	344 pm
✓ Ballym	Two & thirty	355 pm

701 running in sections

E. J.

Conductor and Engineer must each have a copy of this order.

Repeated at 7:10 PM

CONDUCTOR	ENGINEER	TRAIN	DATE	NAME	OPERATOR
✓ Kinsman		✓ 109			
✓ 109		✓ 109			
✓ 109		✓ 109			



Lewis from 18 107

To CPR Aug 2625

At Sheelbrooke

To

To

OPR.

TIME

X

CPR Aug 2625 run page 2<sup>nd</sup> train  
leaving Diamond on Monday June 12<sup>th</sup>  
as follows with right over all  
trains except page 2<sup>nd</sup> train CPR 2609  
west on eastward track leave  
Diamond four twenty five 425 pm  
arrive Joffre four thirty 430 pm.  
Chaudiere Valley Rg crossing  
mileage fourteen point nine 14.9  
has been removed.

A. H. B.

Conductor and Engineman must each have a copy of this Order.

REPEATED AT 1001 am

CONDUCTOR	ENGINEMAN	TRAIN	MADE	TIME	OPERATOR
J Roy		2625	1002		Gray

Lewis June 12 1939

To CPT Aug 2625

To

To

To

At Shushrooke

TIME

X

OPR.

CPT Aug 2625 run page 24  
 leaving Diamond on Monday June 12<sup>th</sup>  
 as follows with right over all  
 trains except page 24 CPT 2609  
 west on eastward track leave  
 Diamond four twenty five 425 pm  
 arrive Joffre four thirty 430 pm.  
 Chaudiere Valley R. crossing  
 miley fourteen point nine 14.9  
 has been removed.

A. H. B.

Conductor and Engineman must each have a copy of this Order.

REPEATED AT 1001 am

CONDUCTOR	ENGINEMAN	TRAIN	MADE	TIME	OPERATOR
J. Roy		Aug 2625	Aug 12 1939		

August 30 1874  
April 30 1880  
May 31 1882  
January 20 1883  
February 12 1885  
June 30 1885  
April 21 1887  
October 28 1894  
January 15 1900  
October 3 1901  
March 10 1903  
September 5 1904  
November 21 1904  
July 3 1905  
January 10 1906  
MARCH 19 1908  
June 30 1908  
October 15 1909  
July 6 1912  
July 21 1912  
~~February~~  
~~November~~ 14 1913  
November 13 1913  
April 20 1914  
February 23 1916  
April 20 1918  
January 13 1920  
February 26 1923  
MARCH 12 1923  
June 25 1935

Newington.

Weedon.

St Henedine.

Beauce Jct.

April 14 1886 Lennard

Dec 30 1887.

St Evariste

Beauce Jct.

Thetford Mines

Disraeli

Tring Jct.

Thetford Mines

Shorbrooke.

Dudswell Jct

St Henry Jct.

St Jules

St Georges.

East Angus.

Dudswell Jct.

East Broughton.

Scotts Jct.

Old Tring Siding

Cumberland Siding

East Angus

Frenchettes

Frenchettes

St Georges

St Georges





# CANADIAN PACIFIC RAILWAY COMPANY



TRAIN ORDER No. 15

June 12 1939

TO

All North Bound  
Trains

AT

St. Jerome

X.

OPR.:

M.

Assex and Ville Lambert  
Open as Telegraph office  
and train order signals  
installed

C. L.

Conductor and Engineer must each have a copy of this order.

REPEATED AT

M.

CONDUCTOR	ENGINEER	TRAIN	MADE	TIME	OPERATOR
<u>O. D. [Signature]</u>	<u>[Signature]</u>	<u>10161</u>	<u>Am</u>	<u>709am</u>	<u>[Signature]</u>

CONDUCTOR	ENGINEER	TRAIN	MADE	TIME	OPERATOR
<i>W. J. ...</i>	<i>W. J. ...</i>	<i>1001</i>	<i>W. J. ...</i>	<i>9:00</i>	<i>W. J. ...</i>

REPORTED AT: *W. J. ...*

Conductor and Engineer must each have a copy of this form.

TO: *Eng 2534*  
 FROM: *Eng 2609 and 2625*  
 AT: *W. J. ...*  
 M. *10:00*

TRAIN ORDER NO. *14*  
 TO: *Eng 2534*  
 FROM: *Eng 2609 and 2625*  
 AT: *W. J. ...*

Lv.	Sherbrooke	11.45 AM	EST	
	Moulton	12.00 Noon	"	
	Ascot	12.05 PM	"	
	East Angus	12.13 PM	"	
	Dudswell	12.36 PM	"	
	Bishopton	12.38 PM	"	
	Marbleton	12.41 PM	"	
	Lafond	12.55 PM	"	
	Weedon	12.58 PM	"	
	St. Gerard	1.07 PM	"	
	Garthby	1.18 PM	"	
	Disraeli	1.23 PM	"	
	Coleraine	1.37 PM	"	
	Black Lake	1.48 PM	"	
	Thetford Mines	1.56 PM	"	
	Robertson	2.07 PM	"	
Ar.	Leeds Tank	2.15 PM	"	Water Stop
Lv.	Leeds Tank	2.21 PM	"	
	Leeds	2.23 PM	"	
	East Broughton	2.32 PM	"	
	Tring Junction	2.42 PM	"	
	St. Bruno	2.50 PM	"	
	Bilodeau	2.53 PM	"	
	Vallee Junction	2.59 PM	"	
	Ste. Marie	3.11 PM	"	
	Scotts Junction	3.19 PM	"	
	Bras	3.29 PM	"	
	Ville Lambert	3.37 PM	"	
	Breakeyville	3.47 PM	"	
	Diamond	3.55 PM	"	
Ar.	Joffre	4.00 PM	"	

Deliver to Canadian National.



Second to 101 (ing 2007) and 2008  
as follows.

✓ New Haven	Eleven Fifty Five	1145 am
✓ West	Twelve Twenty Five	1202 p
✓ East Orange	Twelve Eighteen	1218 p
✓ Dishepton	Twelve Thirty Eight	1238 p
✓ Woodrow	Twelve Fifty Eight	1258 p
✓ Okrand	one Twenty Five	107 p
✓ Farley	one Eighteen	118 p
✓ Spracht	one Twenty Eight	128 p
✓ Cokering	one Twenty Seven	137 p
✓ Black Jan	one Forty Eight	148 p
✓ Hughes Mine	one Fifty Six	156 p
✓ Robertson	Two Twenty Seven	207 p
✓ Leeds Land	Two Twenty One	221 p
✓ Carter	Two Twenty Four	224 p
✓ East Brighton	Two Thirty Two	232 p
✓ Tully Jet	Two Forty Two	242 p
✓ Tully Jet	Two Fifty Nine	259 p
✓ Okeville	Three Eleven	311 p
✓ Okeville	Three Twenty Four	314 p
✓ Okeville	Three Thirty Seven	337 p
✓ Okeville	Three Forty Seven	347 p
✓ Okeville	Three Fifty Five	355 p

201 Turning in Distributions

E. F.

as follows:

Save! Chubrow	Melroe Thirty	1230 pm
Aspet	Melroe Forty Nine	1249 pm
East Angua	One Noight Two	102 pm
Bishopston	one Twenty one	121 pm
Aspet	one Forty	140 pm
At Grant	one Forty eight	148 pm
Tarkay	One Fifty eight	158 pm
Disradie	Two Noight Seven	207 pm
Cebaine	Two Fifteen	215 pm
Black Lake	Two Twenty five	225 pm
Thompson	Two Twenty Two	232 pm
Peterson	Two Forty Two	242 pm
Reeds Tank	Two Fifty Four	254 pm
Reeds	Two Fifty Six	256 pm
East Broughton	Three Noight Five	305 pm
Ding	Three Fifteen	314 pm
Talley	Three Thirty one	331 pm
At Grant	Three Forty three	343 pm
Scotts	Three Fifty one	351 pm
Ville	Four Noight Eight	408 pm
Oriskanyville	Four Eighteen	418 pm
Arrived Diamond	Four Twenty five	425 pm

No. 1 Running in Auction

E. J.

FORM  
19

CANADIAN PACIFIC RAILWAY COMPANY

Printed in Canada.

FORM  
19

Train Order No. 20

June 12th 1939

To Thud no 1.

At Shirbrooke

Thud No 1 Eng 2625 has right  
over No 6 Eng 2554 Shirbrooke  
to Diamond station.

EX

Conductor and Engineer must each have a copy of this order.

Com

7552

Pg



