QUEBEC CENTRAL RAILWAY DIARY II

C. H. RIFF

QUEBEC CENTRAL RAILWAY DIARY

ROLLING STOCK AND ANNUAL REPORTS

CANADIAN PACIFIC RAILWAY COMPANY

SUMMARY OF EQUIPMENT

COMPILED AND ISSUED BY THE CHIEF OF MOTIVE POWER AND ROLLING STOCK

M.P. 14

Issued
January 1, [redacted]
1938

QUEBEC CENTRAL LOCOMOTIVES

CLASS	No. of Loco's	ENGINE NUMBERS	Year Built	Cylinders	Pressure	Drivers Dia.	Capacity %	Weight in 1000 Lbs. On Drivers	Weight in 1000 Lbs. Engine Only
	1	24	04	18x24	170	66	17	72	109
	4	26,27,28,29	06	20x26	190	56	30	122	144
	1	30	08	18x24	180	63	19	76	120
	2	32,33	08	20x26	190	56	30	122	144
	2	34,35	10	20x26	200	66	24	122	150
	4	36,37,38,39	10-12	20x26	190	56	30	122	144
	2	40,41	12	20x26	190	63	27	126	154
	4	42,43,44,45	13	21x26	190	63	29	126	154
D6b	2	523,524	03	20x26	200	63	28	131	176
D10g	2	878,940	10-11	21x28	200	63	33	156	205
G2s	5	2536,54,56,73,88	08-10	22½x28	200	70	34	158	236
M2f	3	3300-02	04	20x26	190	57	29	145	164
M4a	1	3410	04	21x28	200	58	36	178	202
M4d	3	3424,26,27	04						
M4g	1	3500	07	22½x28	180				
M4h	2	3462,3554	07-09						

1% Capacity is equivalent to 1000 pounds tractive effort.

JANUARY 1, 1938

DOMINION ATLANTIC LOCOMOTIVES

CLASS	No. of Loco's	ENGINE NUMBERS	Year Built	Cylinders	Pressure	Drivers Dia.	Capacity %	Weight in 1000 Lbs. On Drivers	Weight in 1000 Lbs. Engine Only
	1	23	96	18x24	165	66	16	58	102
	3	24,25,26	98-01	18x24	180	66	18	62	107
	1	32	07	19x24	180	63	21	96	121
	1	33	07	19x24	190	63	22	96	121
D6a	6	37,41,42,43,44,45	02	20x26	200	63	28	128	170
D6a	2	500,504	02						
D6b	6	521,30,31,34,37,38	03					131	176
D6d	6	540,44,47,52,55,56	03-04						
D10h	4	999,1018,41,90	12-13	21x28	200	63	33	156	205
G2s	1	2552	09	22½x28	200	70	34	158	236
U3c	1	6189	07	18x26	200	52	28	133	133

CANADIAN PACIFIC RAILWAY COMPANY

SUMMARY OF EQUIPMENT

COMPILED AND ISSUED BY THE CHIEF OF MOTIVE POWER AND ROLLING STOCK

M.P. 14

Issued
January 1, 1941

QUEBEC CENTRAL LOCOMOTIVES

CLASS	No. of Engines	Engine Series	Year Built	Cylinders	Steam Pressure	Dia. of Drivers	Capacity in %	Weight in 1000 Lbs. On Drivers	Weight in 1000 Lbs. Total Engine Only
Not C.P. Standard Type	1	29	06	20x26	190	56	30	122	144
	1	37	10	20x26	190	56	30	122	144
	1	41	12	20x26	190	63	27	126	154
	4	42,43,44,45	13	21x26	190	63	29	126	154
D10e	3	811,856,866	08-10	22½x28	180	63	33	156	205
D10g	5	873,878,893,940,948	10-11	21x28	200	63	33	156	205
G2s	4	2536,2554,2573,2588	08-10	22½x28	200	70	34	158	236
G2s	1	2556	09	20x28	250	70	34	158	236

DOMINION ATLANTIC LOCOMOTIVES

D4g	1	470	12	19x24	180	62	21	109	146
D6a	3	502,503,504	02	20x26	200	63	28	128	170
D6b	3	530,534,538	03	20x26	200	63	28	131	176
D6d	5	540,544,547,555,556	03-04	20x26	200	63	28	131	176
D10h	6	999,1018,1041,1089, 1090,1092	12-13	21x28	200	63	33	156	205
G2r	1	2511	07	22½x28	200	70	34	158	236
G2s	2	2551,2552	09	22½x28	200	70	34	158	236
U3d	1	6227	11	18x26	200	52	28	143	143

1% Capacity is equivalent to 1000 pounds tractive effort.

1941

WORK EQUIPMENT
QUEBEC CENTRAL RAILWAY

SERIES	YEAR BUILT	LENGTH OVER STRIKERS	INSIDE DIMENSIONS	CONSTRUCTION	TARE WEIGHT IN 100 LBS.	CAPACITY IN 1000 LBS.	NO. OF CARS
SNOW PLOWS							
40062	08			Wood			1
40063	10			Wood			1
40064 & 40065	11			Wood			2
40066	23			Steel			1
40067 & 40068	26			Steel			2
40069	29			Steel			1
						Total.....	8
BOARDING							
40721				Wood			1
40723							1
40743	89	71'0"		Wood			1
40747	96	55'0"		Wood			1
40790	96	61'0"		Wood			1
40791	96	55'0"		Wood			1
						Total.....	6
TOOL							
40300-40303				Wood			4
40405-40909	07-19		36'0"x8'6"x8'0"	Wood			5
						Total.....	9
CABOOSE							
13	13			Wood			1
43511-43514	12-13			Wood			2
43517-43527	13-23			Steel Under-frame			10
						Total.....	13

1941

QUEBEC CENTRAL RAILWAY —Continued

FIRST CLASS WITH SMOKING ROOM

SERIES	YEAR BUILT	LENGTH OVER SILLS	SEATING CAPACITY		WHEELS	NO. OF CARS
			MAIN ROOM	SMOKING ROOM		
91-93	07	70'0"	54	14	8	3
94 & 95	86-87	67'1"	62	8	12	2
107 (steel sheathed)	-	78'6"	68	8	12	1
137-140 (steel sheathed)	07	80'6"	3 passage 68	8	8	4
153 & 154 (steel sheathed)	10	71'0"	46	24	8	2
155 & 156 (steel sheathed)	-	78'0"	48	34	12	2
					Total.....14	

CAFE PARLOR

SERIES	YEAR BUILT	LENGTH OVER SILLS	SEATING CAPACITY	WHEELS	NO. OF CARS
501(steel (sheathed)	-	77'0"	30	12	1
503(steel) sheathed)	- -	79'0"	19 & 10	12	1
			Total.....2		

OFFICIAL

Sherbrooke	-	72'0"		12	1
			Total Passenger Equipment.....24		

DOMINION ATLANTIC RAILWAY

SERIES	YEAR BUILT	LENGTH OVER SILLS	SEATING CAPACITY	WHEELS	NO. OF CARS
BAGGAGE AND SMOKING					
31 & 32	90	57'0"	40	8	2
FIRST CLASS					
11	88	57'2"	60	8	1
16	04	73'10¾"	64	12	1
23 & 24	12	65'0"	72, passage 4	8	2
				Total.....4	

1941

QUEBEC CENTRAL RAILWAY
FREIGHT CAR EQUIPMENT

SERIES	YEAR BUILT	LENGTH OVER STRIKERS	INSIDE DIMENSIONS	CONSTRUCTION	TARE WEIGHT IN 100 LBS.	CAPACITY IN 1000 LBS.	NO. OF CARS
BOX							
2900-3198	08-12	38'1¼"	36'0"x8'6"x8'0"	Steel Frame	380	80	95
FLAT							
927-959	16	42'7"		Steel		80	16
961-979	16-22	37'7"		Steel		80	10
991	21	41'7"		Steel		80	1
						Total	27
STOCK							
2000-2796		38'1¼"	36'0"x8'6"x8'0"	Steel Frame		80	287

DOMINION ATLANTIC RAILWAY

BOX							
1329	07	38'2"		Wood		60	1

ESQUIMALT and NANAIMO

FLAT							
402		34'2"		Wood			1
459,465	09	37'10"		Wood	290	60	2
511 - 574	06-10	42'2"		Wood	297	80	16
420 - 473	13-15	38'0"		Steel	313	80	3
600 - 674	09-11	42'2"		Steel	335	80	71
950 - 1299	30-36	43'2"	Logging Flat	Wood		80	350
						Total	443
BALLAST							
2000,2003,2016	11	38'4"		Wood		80	3
TANK						CAP'Y. IN GALS.	
2401	-	-		Steel Underframe		7640	1
2412	15	-		Steel Underframe		10100	1
2413	16	-		Steel Underframe		7640	1
2414 & 2415	15	-		Steel Underframe			2
						Total	5

GRAND TOTAL SUBSIDIARY LINES FREIGHT CAR EQUIPMENT.....861

1941

CANADIAN PACIFIC RAILWAY COMPANY

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M.P. 14

Issued
January 1, [redacted] 1947

QUEBEC CENTRAL RAILWAY

FREIGHT CAR EQUIPMENT

SERIES	YEAR BUILT	LENGTH OVER STRIKERS	INSIDE DIMENSIONS	CONSTRUCTION	TARE WEIGHT IN 100 LBS.	CAPACITY IN 1000 LBS.	NO. OF CARS
BOX							
2900-3198	10-12	38'1¼"	36'0"x8'-6"x8'0"	Steel Frame	380	80	86
STOCK							
2000-2796	09-13	38'1¼"	36'0"x8'-6"x8'0"	Steel Frame	372	80	276
FLAT							
927-957	16	42'7"		Steel	317	80	14
961-979	16-22	37'7"		Steel	307	80	10
					Total		386

ESQUIMALT & NANAIMO

FLAT							
402		34'2"		Wood		40	1
420	13	38'0"		Steel	313	80	1
518-563	06-10	42'2"		Wood	297	80	5
600-674	09-11	42'1"		Steel	335	80	69
950-1299	30-36	43'2"	Logging Flat	Wood		80	284
					Total		360
TANK							
2400-2411				Steel Under-frame			12
2412	15			Steel Under-frame	7640 Gals.		1
2413	16			Steel Under-frame	10100 Gals.		1
2414 & 2415	15			Steel Under-frame	7640 Gals.		2
					Total		16

GRAND TOTAL SUBSIDIARY LINES FREIGHT CAR EQUIPMENT.....762

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1947

WORK EQUIPMENT

QUEBEC CENTRAL RAILWAY

SERIES	YEAR BUILT	LENGTH OVER STRIKERS	CONSTRUCTION	TYPE	NUMBER OF CARS
SNOW PLOWS					
40063-40065	10-11		Wood		3
40066-40069	23-29		Steel		4
				Total.....	7
TOOL					
40301-40303	17	37'8"	Wood		3
BOARDING					
40721	-	-	Wood		1
40723	74	-	Wood		1
40743	89	71'0"	Wood		1
40790	96	57'0"	Wood		1
40791	96	63'0"	Wood		1
40792	14	71'0"	Wood		1
40793	-	79'0"	Wood		1
40794	02	69'3"	Wood		1
40795	07	72'0"	Wood		1
				Total.....	9
TENDER FLAT					
42000	16	48'6"			1
CABOOSE					
43517-43527	13-23	35'5"	Steel Underframe		9

7/1/47 1947

CANADIAN PACIFIC MISCELLANEOUS EQUIPMENT

WRECK CRANES

SERIES	WEIGHT	LIFTING CAPACITY	SERIES	WEIGHT	LIFTING CAPACITY
414240-251	162100	120000	414328	180000	200000
414281-286	167500	150000	414329-341	195000	200000
414287-291	172700	150000	414370	237000	300000
414320	207400	200000	414420.421	256000	320000
414321	179000	200000	414470-478	365100	400000
414322-327	195000	200000	414500	363000	500000
			414501	363000	500000

Total.... 59

SUBSIDIARY LINES MISCELLANEOUS EQUIPMENT

E. & N. MISCELLANEOUS EQUIPMENT

CLASS	SERIES	WEIGHT	LIFTING CAPACITY	TYPE OF HAMMER	NO.OF UNITS
Pile Driver	2100				1
Ballast Spreader	2150				1
Steam Crane	2300		70000		1

Total..... 3

DOMINION ATLANTIC—MISCELLANEOUS EQUIPMENT

CLASS	SERIES	WEIGHT	LIFTING CAPACITY	TYPE OF HAMMER	NO.OF UNITS
Pile Driver	922	151000			1
Wrecking Crane	802	167500	150000		1

Total..... 2

QUEBEC CENTRAL—MISCELLANEOUS EQUIPMENT

CLASS	SERIES	WEIGHT	LIFTING CAPACITY	TYPE OF HAMMER	NO.OF UNITS
Ballast Spreader	2				1
Wrecking Crane	2				1

Total..... 2

7/1/47

1947

PASSENGER CAR EQUIPMENT—Continued

JOINT LINE (T.H. & B. Ry.)

SERIES	CLASS	YEAR BUILT	LENGTH OVER SILLS	SEATING CAPACITY	WHEELS	NO. OF CARS
50-54(Steel)	Baggage	24	73'-6"	-	12	5
70-75(Steel)	Coach	24	73'-6"	76	12	5
80-89(Steel)	Coach	24	73'-6"	87	12	10
				Total.....		20

QUEBEC CENTRAL RAILWAY

BAGGAGE & MAIL

SERIES	YEAR BUILT	LENGTH OVER SILLS	SEATING CAPACITY	WHEELS	NO. OF CARS
71 ●	14	61'-0"	-	8	1
76 ●	-	80'-0"	-	8	1
77 ●	-	79'-6"	-	8	1
78 ●	17	71'-2"	-	8	1
			Total.....		4

● Steel Underframes and Steel Ends.

FIRST CLASS WITH SMOKING ROOM

SERIES	YEAR BUILT	LENGTH OVER SILLS	SEATING CAPACITY		WHEELS	NO. OF CARS
			MAIN ROOM	SMOKING ROOM		
91 & 92	07	70'-0"	52	14	8	2
94 & 95	86-87	67'-1"	62	8	12	2
137 - 140 (Steel Sheathed)	07	72'-0"	68	8	12	4
153 & 154 (Steel Sheathed)	10	71'-0"	46	24	8	2
155 (Steel Sheathed)	-	78'-0"	48	34	12	1
				Total.....		11

OFFICIAL

SERIES	YEAR BUILT	LENGTH OVER SILLS	SEATING CAPACITY	WHEELS	NO. OF CARS
Sherbrooke (Steel Sheathed)	-	72'-0"	-	12	1

1947

QUEBEC CENTRAL RAILWAY

CABOOSE

SERIES	YEAR BUILT	LENGTH OVER STRIKERS	CONST'N	NO. OF CARS
43517, 43519 43520, 43521 43523 - 43527	13-23	32'-5"	S.U.F.--------	9
Caboose 43520 Equipped With AB Brakes			Total	9

RAIL LOADER FLAT

42000	16	41'-0"	---------80---	1
			Total	1
		Q.C.R. Grand Total		25

DOMINION ATLANTIC RAILWAY

SERIES	YEAR BUILT	LENGTH OVER STRIKERS	INSIDE DIMENSIONS	CONST'N	NO. OF CARS
WORK EQUIPMENT					
BOARDING					
879	05	79'-0"		Wood --------	1
				Total	1
FLANGER					
905	90	-----	[illegible]	----------	1
		56'	4 5[illegible]	Total	1
SNOW PLOW					
911	09		Single Track	Steel -------	1
				Total	1
			D.A.R. Total		3

ESQUIMALT & NANAIMO RAILWAY

SERIES	YEAR BUILT	LENGTH OVER STRIKERS		CONST'N	NO. OF CARS
WORK EQUIPMENT					
TOOL					
2140	85	52'-0"		Wood---------	1
				Total	1
BOARDING					
2200	87	64'-2"		Wood---------	1
2207&2208	83-84	50'-0"		Wood---------	2

1947

Quebec Central Railway.

GENERAL OFFICERS.

F. GRUNDY, V.-President. Sherbrooke, P.Q.
J. H. WALSH, Gen. Manager. "
E. O. GRUNDY, Gen. Frt. and Pass. Agent ... "
A. STEELE, Gen. Supt. "
A. H. ANDERSON, Cashier. "
T. J. MAGUIRE, Accountant. "

A. S. HOBSON, Car Service Agent..... ..Sherbrooke, P. Q.
J. SHIVERRIGHT, M M.... "
T. D. WALSH, Traveling Freight Agent ..... "
P. R. NEILL, Traveling Pass. Agent.. .....Boston, Mass.

GENERAL OFFICES, SHERBROOKE, P. Q.

Miles of road operated, 213. Gauge, 4 ft. 8½ in. Locomotives, 23. American Express Co. operates over this line. Pullman Sleeping Car Co. operates over this line

FREIGHT EQUIPMENT.

KIND OF CARS	NUMBERS.	INSIDE DIMENSIONS.			CAPACITY.	No.
		Length	Width	Height		
Flat, odd Nos.....	1 to 449	34	8	.....	40000	225
"	451 to 549	34	8	.....	50000	50
Box, even Nos.....	2 to 130	34	8	6.7	40000	65
Stock, even Nos.....	140 to 200	33	8.1	6.7	40000	31
Box, even Nos.....	202 to 310	33	8.1	6.7	40000	55
"	312 to 526	34	8.1	6.7	50000	108
"	528 to 678	35	8.4	8	60000	76
Total.....	.....	.....	.....	.....	.....	610

PASSENGER EQUIPMENT.

First-class Coaches.....	11	Comb. Passenger and Baggage	7
Second-class Coaches	4	Baggage and Mail.....	5
Official.....	1	Baggage.....	1
Total.....			29

Report movements of all cars to A. S. Hobson, Car Service Agent Sherbrooke, P.Q.
Render mileage or per diem statements to A. S. Hobson, Car Service Agent, Sherbrooke, P. Q.
For balances, remit to or draw on A. H. Anderson, Cashier, Sherbrooke, P. Q.
Send bills for repairs to cars to T. J. Maguire, Accountant, Sherbrooke, P. Q.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Numbers indicate distances from Sherbrooke, Que.

Boston & Maine—Sherbrooke, Que.
Grand Trunk—Sherbrooke, Que.
Canadian Pacific—Newington, Que. 1; Megantic, Que. 148.
Maine Central—Dudswell Junction, Que. 24.
Intercolonial—Levis, Que. 143; St. Henry Junction, Que. 182; Harlaka Junction, Que. 188.

April, 1906.

DRAFTED — MAY 1906

QUEBEC CENTRAL RY.

REPORTING MARKS—"Q C"

MAY 1922

GENERAL OFFICERS.

J. H. Walsh, General Manager..... Sherbrooke.
W. S. Fry, Treasurer..... P. Q.
T. J. Maguire, Accountant..... "
W. S. Moy, Car Accountant..... "

G. D. Wadsworth, General Frt. & Passenger Agent..... Sherbrooke, P. Q.
J. T. Reid, Superintendent..... "
J. T. Hawkins, Freight Claim Agent..... "

G. M. Robins, Master Mechanic..Sherbrooke
T. D. Walsh, Traveling Freight Agent..... "

GENERAL OFFICES, SHERBROOKE, P. Q.

Miles of road operated, 301. Gauge, 4 ft. 8½ in. Locomotives, 43. Dominion Express Company operates over this line. Pullman Sleeping Car operates over this line. Limit of Load allowed to pass over this line in excess of marked capacity, 10 per cent.

FREIGHT EQUIPMENT.

Reporting Marks—"Q C"

The freight cars of this Company are numbered and classified as follows:

M. C. B. Designation	Kind of Cars: Class	Numbers	Dimensions: Inside: Length (ft. in.)	Inside: Width (ft. in.)	Inside: Height (ft. in.)	Outside: Length (ft. in.)	Outside: Width at Eaves or Platform (ft. in.)	Height from Rail: To Eaves (ft. in.)	Height from Rail: To Top of Platform or Runn'g Board (ft. in.)	Height from Rail: To over all (ft. in.)	Doors: Side: Width (ft. in.)	Doors: Side: Height (ft. in.)	Doors: End: Width (ft. in.)	Doors: End: Height (ft. in.)	Capacity: Cubic Feet Level Full	Capacity: Pounds or Gallons	
SM...	Stock, even Nos..	140 to 158	33 7	8 3½	7	34	9 10	11 8	12 4	13 6	4	6 7	.....	.....	1949	50000 lb.	
SM...	"	160 to 200	32 10	8 3½	6 3	33	9 10	10 10	11 8	13 6	4	6	.....	.....	1701	40000 lb.	
SM...	" " ..	2000 to 2800	36	8 6	8	36 8	9 4	12 7	13 5	13 11	5	7 6	.....	.....	2448	80000 lb.	
IM..	Box	202 to 248	33 6	8	6 3	34	.....	.....	.....	.....	.....	.....	.....	.....	1675	40000 lb.	
IM..	"	250 to 310	33 2	8 6	6 10	34	9 8½	11 8½	12 6	13 6	5	6 7	.....	.....	1926	60000 lb.	
IM..	" "	312 to 510	33 6	8	6 3	34	9 6	10 10	11 8	13 6	5	6	.....	.....	1675	60000 lb.	
IM..	" " ..	526 to 578	35 3	8 4	6 11	36	9 10	11 7	12 4	13 10	5	6 7	.....	.....	2031	60000 lb.	
IM..	" " ..	582 to 678	36	8 6	8	36 10	9 11	12 8	13 5	14	6	7 8	.....	.....	2448	60000 lb.	
IM..	" " ..	680 to 768	36	8 6	8	36 10	9 11	12 8	13 5	14	5	7 8	.....	.....	2448	60000 lb.	
IM..	" " ..	800 to 999	36	8 6	8	36 9¾	9 7⅝	12 6	13 3⅝	14	6	7 6	.....	.....	2448	60000 lb.	
IM..	" " ..	3000 to 3198	36	8 6	8	36 8	9 4	12 7	13 5	13 11	5	7 6	.....	.....	2448	80000 lb.	
RM..	Refrigerator green Nos	1000 to 1010	29 6	8 3¾	7 8¼	36 10	9 11½	12 2	12 11	13 8	5	6 2	.....	.....	1885	60000 lb.	
RM	" "	1012 to 1018	28 5	8 2½	7 2	36	9 9	11 8	12 6	13 5	5	6	.....	.....	1696	60000 lb.	
SM...	Stock "	1050 to 1142	35 6	8 7	7	36	9 11	11 9	12 6	14 3	5	6 9	.....	.....	2183	60000 lb.	
FM...	Flat, odd Nos....	1 to 299	.....	.....	.....	34	8 6	.....	.....	.....	.....	.....	.....	.....	.....	40000 lb.	
FM...	" " Notes A, B	301 to 449	.....	.....	.....	34	8 6	.....	.....	.....	.....	.....	.....	.....	.....	40000 lb.	
FB...	Rack, odd Nos...	451 to 549	32 11	8 4	7 4	34	8 6	.....	.....	.....	4	6 10	.....	.....	2011	60000 lb.	
.....	Flat "	551 to 629	.....	.....	.....	36	8 10	.....	.....	.....	.....	.....	.....	.....	.....	60000 lb.	
FB...	Rack " Note C	" "	33 9	8 8	7 4	36	8 10	.....	.....	.....	4	6 10	.....	.....	2145	"	
FM...	Flat "	631 to 649	.....	.....	.....	36	8 10	.....	.....	.....	.....	.....	.....	.....	.....	60000 lb.	
FB...	Rack "	651 to 749	33 9	8 8	7 4	36	8 10	.....	.....	.....	4	6 10	.....	.....	2145	60000 lb.	
FM...	Flat "	799	.....	.....	.....	33 6	8 10	.....	.....	.....	.....	.....	.....	.....	.....	80000 lb.	
FM...	" "	801 to 839	33 2	8 6	.....	36	9 0½	.....	.....	.....	.....	.....	.....	.....	1019	60000 lb.	
FM...	"	981 to 999	.....	.....	.....	40	8 10	.....	.....	.....	.....	.....	.....	.....	.....	80000 lb.	
FB...	Rack, odd Nos....	1001 to 1099	33 9	8 8	7 4	36	8 10	.....	.....	.....	4	6 4	.....	.....	2145	60000 lb	
FB...	"	1101 to 1199	33 11	9 0½	7 7	36	9 0½	.....	.....	.....	4	6 4	.....	.....	2325	60000 lb	
FB...	"	1201 to 1299	33 2	8 9	7 4	35 4	8 11	.....	.....	.....	4	6 4	.....	.....	2128	60000 lb.	
FB...	"	1301 to 1499	33 11	9 0½	7 7	36	9 0½	.....	.....	.....	4	6 4	.....	.....	2325	60000 lb.	
FB...	"	1501 to 1699	33 9	8 8	7 4	36	8 10	.....	.....	.....	4	6 4	.....	.....	2145	60000 lb.	
FB...	" " ..	1701 to 1899	33 11	9 0½	7 7	36	9 2	.....	.....	.....	4	6 4	.....	.....	2325	60000 lb.	
FB...	" " ..	1901 to 1959	34 8½	8 8¼	7 10	36 10	9 0¾	.....	.....	.....	4	6	.....	.....	2362	60000 lb.	
	Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1120

Do not confuse Quebec Central ("Q C.") with Queen & Crescent ("Q. & C.") equipment of C. N. O. & T. P.

Note A—The following cars in this series are 33 ft. outside length: 319 425 441

Note B—The following cars in this series are stencilled 50000 lbs. capacity: 307 323 349 418

Note C—Individual numbers of Rack cars in series 551 to 629: 553 565 591 597 603 627

★ Denotes additions. ● Denotes increase. ▲ Denotes

MAY, 1922

QUEBEC CENTRAL RY.

REPORTING MARKS—"Q C"

GENERAL OFFICERS.

J. H. WALSH, General Manager..... Sherbrooke, P. Q.
W. S. FRY, Treasurer..... "
T. J. MAGUIRE, Accountant..... "
W. S. MOY, Car Accountant..... "

G. D. WADSWORTH, General Frt. & Passenger Agent..... Sherbrooke, P. Q.
J. T. REID, Superintendent..... "
J. T. HAWKINS, Freight Claim Agent..... "

G. M. ROBINS, Master Mechanic..... Sherbrooke, P. Q.
T. D. WALSH, Traveling Freight Agent..... "

GENERAL OFFICES, SHERBROOKE, P. Q.

Miles of road operated, 301. Gauge, 4 ft. 8½ in. Locomotives, 43. Dominion Express Company operates over this line. Pullman Sleeping Car operates over this line. Limit of Load allowed to pass over this line in excess of marked capacity, 10 per cent.

FREIGHT EQUIPMENT.

Reporting Marks—"Q C"

The freight cars of this Company are numbered and classified as follows:

KIND OF CARS.			DIMENSIONS.																CAPACITY.	
M. C. B. DESIGNATION	CLASS.	NUMBERS.	INSIDE.			OUTSIDE.					Doors.									
			Length	Width	Height	Length	Width at Eaves or Platform.	HEIGHT FROM RAIL. To Eaves.	To Top of Platform or Runn'g Board.	To over all	SIDE. Width	SIDE. Height	END. Width	END. Height	Cubic Feet Level Full.	Pounds or Gallons.	
			ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.			
SM...	Stock, even Nos..	140 to 158	33 7	8 3½	7	34	9 10	11 8	12 4	13 6	4	6 7	.....	.....	1949	50000 lb.	
SM...	"	160 to 200	32 10	8 3½	6 3	33	9 10	10 10	11 8	13 6	4	6	.....	.....	1701	40000 lb.	
SM...	" "	2000 to 2800	36	8 6	8	36 8	9 4	12 7	13 5	13 11	5	7 6	.....	.....	2448	80000 lb.	
IM..	Box	202 to 248	33 6	8	6 3	34									1675	40000 lb.	
IM..	"	250 to 310	33 2	8 6	6 10	34	9 8½	11 8½	12 6	13 6	5	6 7	.....	.....	1926	60000 lb.	
IM..	" "	312 to 510	33 6	8	6 3	34	9 6	10 10	11 8	13 6	5	6	.....	.....	1675	60000 lb.	
IM..	" "	526 to 578	35 3	8 4	6 11	36	9 10	11 7	12 4	13 10	5	6 7	.....	.....	2031	60000 lb.	
IM..	" "	582 to 678	36	8 6	8	36 10	9 11	12 8	13 5	14	6	7 8	.....	.....	2448	60000 lb.	
IM..	" "	680 to 768	36	8 6	8	36 10	9 11	12 8	13 5	14	5	7 8	.....	.....	2448	60000 lb.	
IM..	" "	800 to 999	36	8 6	8	36 9¾	9 7⅞	12 6	13 3⅝	14	6	7 6	.....	.....	2448	60000 lb.	
IM..	" "	3000 to 3198	36	8 6	8	36 8	9 4	12 7	13 5	13 11	5	7 6	.....	.....	2448	80000 lb.	
RM..	Refrigerator green Nos	1000 to 1010	29 6	8 3¾	7 8¼	36 10	9 11½	12 2	12 11	13 8	5	6 2	.....	.....	1886	60000 lb.	
RM..	" "	1012 to 1018	28 5	8 3½	7 2	36	9 9	11 8	12 6	13 5	5	6	.....	.....	1696	60000 lb.	
SM...	Stock "	1050 to 1142	35 6	8 7	7	36	9 11	11 9	12 6	14 3	5	6 9	.....	.....	2133	60000 lb.	
FM...	Flat, odd Nos....	1 to 299	.....	.....	.....	34	8 6	.....	.....	.....	.....	.....	.....	.....	.....	40000 lb.	
FM...	" " Notes A, B	301 to 449	.....	.....	.....	34	8 6	.....	.....	.....	.....	.....	.....	.....	.....	40000 lb.	
FB...	Rack, odd Nos...	451 to 549	32 11	8 4	7 4	34	8 6	.....	.....	.....	4	6 10	.....	.....	2011	60000 lb.	
.....	Flat "	551 to 629	.....	.....	.....	36	8 10	.....	.....	.....	.....	.....	.....	.....	.....	60000 lb.	
FB...	Rack " Note C	" "	33 9	8 8	7 4	36	8 10	.....	.....	.....	4	6 10	.....	.....	2145	"	
FM...	Flat "	631 to 649	.....	.....	.....	36	8 10	.....	.....	.....	.....	.....	.....	.....	.....	60000 lb.	
FB...	Rack "	651 to 749	33 9	8 8	7 4	36	8 10	.....	.....	.....	4	6 10	.....	.....	2145	60000 lb.	
FM...	Flat "	799	.....	.....	.....	33 6	8 10	.....	.....	.....	.....	.....	.....	.....	.....	80000 lb.	
FM...	" "	801 to 839	33 2	8 6	.....	36	9 0½	.....	.....	.....	.....	.....	.....	.....	1019	60000 lb.	
FM...	" "	981 to 999	.....	.....	.....	40	8 10	.....	.....	.....	.....	.....	.....	.....	.....	80000 lb.	
FB...	Rack, odd Nos....	1001 to 1099	33 9	8 8	7 4	36	8 10	.....	.....	.....	4	6 4	.....	.....	2145	60000 lb	
FB...	" "	1101 to 1199	33 11	9 0½	7 7	36	9 0½	.....	.....	.....	4	6 4	.....	.....	2325	60000 lb	
FB...	" "	1201 to 1299	33 2	8 9	7 4	35 4	8 11	.....	.....	.....	4	6 4	.....	.....	2128	60000 lb.	
FB...	" "	1301 to 1499	33 11	9 0½	7 7	36	9 0½	.....	.....	.....	4	6 4	.....	.....	2325	60000 lb.	
FB...	" " ..	1501 to 1699	33 9	8 8	7 4	36	8 10	.....	.....	.....	4	6 4	.....	.....	2145	60000 lb.	
FB...	" " ..	1701 to 1899	33 11	9 0½	7 7	36	9 2	.....	.....	.....	4	6 4	.....	.....	2325	60000 lb.	
FB...	" " ..	1901 to 1959	34 8½	8 8¼	7 10	36 10	9 0¾	.....	.....	.....	4	6	.....	.....	2362	60000 lb.	
	Total.....																

Do not confuse Quebec Central ("Q C.") with Queen & Crescent ("Q. & C.") equipment of C. N. O. & T. P.

Note A—The following cars in this series are 33 ft. outside length: 319 425 441

Note B—The following cars in this series are stencilled 50000 lbs. capacity: 307 323 349 418

Note C—Individual numbers of Rack cars in series 551 to 629: 563 565 591 597 603 627

★ Denotes additions. ● Denotes increase. ▲ Denotes reduction.

MAY 1922

QUEBEC CENTRAL RAILWAY—CONTINUED.

PASSENGER EQUIPMENT.

M. C. B. Designation	Kind.	Series of Numbers.	Seating Cap'cty	Length of Car.	No
PA....	1st-Class Coaches.	25, 28, 32, 33	Under 70	.....	4
PA.....	" "	101 to 104	Over 70	79 ft. 9 in.	4
PB.....	" "	31, 34 to 40	Over 70	.....	8
PA.....	2d-Class Coaches.	43, 44, 45, 46	Under 70	.....	4
PB.....	" "	47 to 51, 52	Over 70	.....	6
CA.....	Comb. Pass. & Baggage.	23, 24, 80, 84	.....	Under 60 ft.	4
CA.....	" "	87, 88	.....	60 ft. & under 70 ft.	2
MB....	Baggage & Mail..	62, 63, 65, 66	.....	Under 60 ft.	4
MB....	" " ..	68, 69	.....	60 ft. & under 70 ft.	2
MB....	" " ..	72	.....	78 ft. 4 in.	1
MA....	Mail.....	70, 71, 78	.....	60 ft. & under 70 ft.	3
BE.....	Baggage.....	74	.....	Under 60 ft.	1
BE.....	"	75	.....	78 ft. 6 in.	1
BE.....	"	64, 67	.....	60 ft. & under 70 ft.	2
.....	Dining.....	500 to 502	.....	.....	3
PV.....	Official.....	.....	.....	.....	2
	Total.....				51

RECAPITULATION OF CAR EQUIPMENT.

FREIGHT.

Plain Box (XM)—	
Cars of 40,000 lbs. capacity..	8
Cars of 50,000 lbs. " ..	7
Cars of 60,000 lbs. " ..	197
Cars of 80,000 lbs. " ..	100
Stock, Single Deck (SM)—	
Cars of 40,000 lbs. capacity..	3
Cars of 50,000 lbs. " ..	3
Cars of 60,000 lbs. " ..	46
Cars of 80,000 lbs. " ..	400
Refrigerator (All Class R cars)—	
Cars of 60,000 lbs. capacity..	6
Flat (All Class F cars)—	
Cars of 40,000 lbs. capacity..	18
Cars of 60,000 lbs. " ..	49
Cars of 80,000 lbs. " ..	11
Other Revenue Freight Cars—	
Cars of 60,000 lbs. capacity..	347
TOTAL REVENUE FREIGHT EQUIPMENT—	
Cars of 40,000 lbs. capacity..	24
Cars of 50,000 lbs. " ..	10
Cars of 60,000 lbs. " ..	645
Cars of 80,000 lbs. " ..	511
Non-Revenue Freight Equipment—	
Caboose.....	22
Ballast.....	36
Other freight cars, including Miscellaneous Maint. of Way.	45
TOTAL FREIGHT EQUIPMENT CARS.....	1293

PASSENGER.

Coaches.....	26	Postal.....	8
Chair.....	1	Baggage.....	4
Dining.....	2	Baggage—Mail.....	7
Combined Passenger & Baggage.	6	Officers.....	2

TOTAL PASSENGER EQUIPMENT CARS..... 51

GRAND TOTAL, Freight and Passenger Equipment Cars..... 1344

DETAILED INSTRUCTIONS FOR RENDERING REPORTS AND FOR SETTLING MILEAGE OR PER DIEM AND REPAIR ACCOUNTS.

REPORTS OF MOVEMENTS.

Report movements of all cars to W. S. Moy, Car Accountant, Sherbrooke, P. Q.

MILEAGE OR PER DIEM REPORTS.

Render mileage or per diem statements to W. S. Moy, Car Accountant, Sherbrooke, P. Q.

BALANCES.

For balances remit to or draw on W. S. Fry, Treasurer, Sherbrooke, P. Q.

REPAIR BILLS.

Send bills for repairs to cars to T. J. Maguire, Accountant, Sherbrooke, P. Q., making separate bills for passenger equipment.

REQUISITIONS FOR MATERIAL TO REPAIR.

Send requisitions for material to repair to G. M. Robins, Mast. Mechanic and M. C. B., Sherbrooke, P. Q.

CARS RE-LIGHTWEIGHED ON FOREIGN ROADS.

All reports of cars re-lightweighed and stencilled on foreign roads should be sent to W. S. Moy, Car Accountant, Sherbrooke, P. Q.

EMBARGOES.

For application of embargoes under Per Diem Rule 16 see Embargo Regulations and instructions issued by American Railway Association.

Address embargo notices, embargo reclaims and notices of cars held under Per Diem Rules to W. S. Moy, Car Accountant, Sherbrooke, P. Q.

FREIGHT CONNECTIONS AND JUNCTION POINTS

Numbers indicate distances from Sherbrooke, Que.

Boston & Maine—
Sherbrooke, Que.....

Canadian Government—
Carrier Jct., Que. 132.....
Harlaka Jct., Que. 138.....

Canadian Government— *Cont'd.*
Levis, Que. 143.....
St. Anselme, Que. 122.....

Canadian National—
Quebec, Que.....

Canadian Pacific—
Megantic, Que. 145.....
Quebec, Que.....
Sherbrooke, Que. 1.....

Grand Trunk—
Sherbrooke, Que.....

Maine Central—
Dudswell Junction, Que. 24.

May, 1922.

QUEBEC CENTRAL RAILWAY—CONTINUED.

PASSENGER EQUIPMENT.

M. C. B. Designation	Kind.	Series of Numbers.	Seating Cap'city	Length of Car.	No
›A....	1st-Class Coaches.	25, 28, 32, 33	Under 70	.....	4
›A.....	" "	101 to 104	Over 70	79 ft. 9 in.	4
›B.....	" "	31, 34 to 40	Over 70	.....	8
›A.....	2d-Class Coaches.	43, 44, 45, 46	Under 70	.....	4
›B.....	" "	47 to 51, 52	Over 70	.....	6
CA.....	Comb. Pass. & Baggage.	23, 24, 80, 84	.....	Under 60 ft.	4
CA.....	" "	87, 88	.....	60 ft. & under 70 ft.	2
MB....	Baggage & Mail..	62, 63, 65, 66	.....	Under 60 ft.	4
MB....	" " ..	68, 69	.....	60 ft. & under 70 ft.	2
MB....	" " ..	72	.....	78 ft. 4 in.	1
MA....	Mail.....	70, 71, 73	.....	60 ft. & under 70 ft.	3
BE.....	Baggage.....	74	.....	Under 60 ft.	1
BE.....	"	75	.....	78 ft. 6 in.	1
BE.....	"	64, 67	.....	60 ft. & under 70 ft.	2
.....	Dining.....	500 to 502	.....	.....	3
›V.....	Official.....	.....	.....	.....	2
	Total.....				51

RECAPITULATION OF CAR EQUIPMENT.

FREIGHT.

Plain Box (XM)—
- Cars of 40,000 lbs. capacity.. 8
- Cars of 50,000 lbs. " .. 7
- Cars of 60,000 lbs. " .. 197
- Cars of 80,000 lbs. " .. 100

Stock, Single Deck (SM)—
- Cars of 40,000 lbs. capacity.. 8
- Cars of 50,000 lbs. " .. 8
- Cars of 60,000 lbs. " .. 46
- Cars of 80,000 lbs. " .. 400

Refrigerator (All Class R cars)—
- Cars of 60,000 lbs. capacity.. 6

Flat (All Class F cars)—
- Cars of 40,000 lbs. capacity.. 18
- Cars of 60,000 lbs. " .. 49
- Cars of 80,000 lbs. " .. 11

Other Revenue Freight Cars—
- Cars of 60,000 lbs. capacity.. 347

Total Revenue Freight Equipment—
- Cars of 40,000 lbs. capacity.. 24
- Cars of 50,000 lbs. " .. 10
- Cars of 60,000 lbs. " .. 645
- Cars of 80,000 lbs. " .. 511

Non-Revenue Freight Equipment—
- Caboose..... 22
- Ballast..... 36
- Other freight cars, including Miscellaneous Maint. of Way. 45

Total Freight Equipment Cars..... 1293

PASSENGER.

- Coaches..... 26
- Chair..... 1
- Dining..... 2
- Combined Passenger & Baggage. 6
- Postal..... 3
- Baggage..... 4
- Baggage—Mail..... 7
- Officers..... 2

Total Passenger Equipment Cars..... 51

GRAND TOTAL, Freight and Passenger Equipment Cars..... 1344

DETAILED INSTRUCTIONS FOR RENDERING REPORTS AND FOR SETTLING MILEAGE OR PER DIEM AND REPAIR ACCOUNTS.

REPORTS OF MOVEMENTS.

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Sherbrooke, Que.....

anadian Government—
Carrier Jct., Que. 132.....
Harlaka Jct., Que. 188.....

Canadian Government— *Cont'd.*
Levis, Que. 143.....
St. Anselme, Que. 122.....

Canadian National—
Quebec, Que.....

Canadian Pacific—
Megantic, Que. 148.....
Quebec, Que.....
Sherbrooke, Que. 1.....

Grand Trunk—
Sherbrooke, Que.....

Maine Central—
Dudswell Junction, Que. 24.

May 1922.

QUEBEC CENTRAL RY.

REPORTING MARKS—"Q C"

July 1926

GENERAL OFFICERS.

J. H. Walsh, General Manager..... } Sherbrooke, P. Q.
W. S. Fry, Treasurer..... "
A. H. Bradford, Gen. Accountant.. "
W. S. Moy, Car Accountant..... "

G. D. Wadsworth, General Frt. & Passenger Agent..... } Sherbrooke, P. Q.
J. T. Reid, Superintendent..... "
J. T. Hawkins, Freight Claim Agent.. "

T. M. Hawkins, Purchasing Agent.. } Sherbrooke, P. Q.
G. M. Robins, Master Mechanic..... "
T. D. Walsh, Traveling Freight Agent.

GENERAL OFFICES, SHERBROOKE, P. Q.

Miles of road operated, 333. Gauge, 4 ft. 8½ in. Locomotives, 51. Dominion Express Company operates over this line. Pullman Sleeping Car Co. operates over this line. Limit of Load allowed to pass over this line in excess of marked capacity, 10 per cent.

FREIGHT EQUIPMENT.

Reporting Marks—"Q C"

The freight cars of this Company are numbered and classified as follows:

M. C. B. Designation.	Markings and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in Place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	Outside. Height from Rail. To Eaves.	Outside. Height from Rail. To Top of Running Board.	Outside. Height from Rail. To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity of Ice Tanks. Pounds. Total Capacity for Chunk Ice.	Capacity of Ice Tanks. Measure of Capacity. Cubic Feet.	Capacity of Ice Tanks. Measure of Capacity. Depth.	Capacity of Car. Cubic Feet Level Full. Between Ice Boxes—Bulkheads in Place.	Capacity of Car. Cubic Feet Level Full. Clear Capacity (Bulkheads Collapsed).	Capacity of Car. Pounds.	Number of Cars.
			ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.		ft. in.				
....	Stook.....	140 to 158	.....	32 10	8 3½	6 3	33 ...	9 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1949	50000	
SM..	" even Nos..	1050 to 1142	.....	35 6	8 7	7 ..	36 ...	9 11	.....	.....	11 9	12 6	14 3	5 ...	6 9	.....	.....	.....	.....	.....	2123	60000	
SM..	" " "	2000 to 2800	.....	36 ..	8 6	8 ..	36 8	9 4	.....	.....	12 7	13 5	13 11	5 ...	7 6	.....	.....	.....	.....	.....	2448	80000	
IM.	Box " "	526 to 578	.....	35 3	8 4	6 11	36 ...	9 10	.....	.....	11 7	12 4	13 10	5 ...	6 7	.....	.....	.....	.....	.....	2031	60000	
IM.	" " "	580 to 678	.....	36 ..	8 6	8 ..	36 10	9 11	.....	.....	12 8	13 5	14 ...	6 ...	7 8	.....	.....	.....	.....	.....	2448	60000	
IM.	" " "	680 to 768	.....	36 ..	8 6	8 ..	36 10	9 11	.....	.....	12 8	13 5	14 ...	5 ...	7 8	.....	.....	.....	.....	.....	2448	60000	
IM.	" " "	800 to 998	.....	36 ..	8 6	8 ..	36 9½	9 7½	.....	.....	12 6	13 3½	14 ...	6 ...	7 6	.....	.....	.....	.....	.....	2448	80000	1
IM.	" " "	3000 to 3198	.....	36 ..	8 6	8 ..	36 8	9 4	.....	.....	12 7	13 5	13 11	5 ...	7 6	.....	.....	.....	.....	.....	2448	60000	
RM.	Refrigerator " "	1000 to 1010	29 6	.....	8 3½	7 8½	36 10	9 11½	.....	.....	12 2	12 11	13 8	5 ...	6 2	.....	.....	4400	113	.....	1885	.....	60000
FM..	Flat, odd Nos....	551 to 629	.....	.....	.....	.....	36 ...	8 10	.....	.....	.....	4 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60000
FM..	" "	631 to 649	.....	.....	.....	.....	36 ...	8 10	.....	.....	.....	4 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60000
FM..	" "	801 to 839	.....	.....	.....	.....	36 ...	9 0½	.....	.....	.....	4 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	80000
FM..	" " Steel Underframe..	961 to 979	.....	.....	.....	.....	36 ...	8 10	.....	.....	.....	4 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	80000
FM..	" odd Nos..	981 to 999	.....	.....	.....	.....	40 ...	8 10	.....	.....	.....	4 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	214[illegible]
FB..	Rack "	651 to 749	.....	33 9	8 8	7 4	36 ...	8 10	.....	.....	.....	12 ...	13 10	4 ...	6 10	.....	.....	.....	.....	.....	.....	.....	214[illegible]
FB..	" " ..	1001 to 1099	.....	33 9	8 8	7 4	36 ...	8 10	.....	.....	.....	12 ..	13 10	4 ...	6 4	.....	.....	.....	.....	.....	.....	.....	[illegible]
FB..	" " ..	1101 to 1199	.....	33 [illegible]	[illegible]	7 7	36 ...	9 0½	.....	.....	.....	12 8	14 1	4 ...	6 4	.....	.....	.....	.....	.....	.....	.....	[illegible]
FB..	" " ..	1201 to 1299	.....	33 2	8 9	7 4	35 4	8 11	.....	.....	.....	12 ..	13 10	[illegible]	[illegible]	.....	.....	.....	.....	.....	.....	.....	[illegible]
FB..	" " ..	1301 to 1499	.....	33 11	9 0½	7 7	36 ...	9 0½	.....	.....	.....	12 8	14 1	4 ...	6 4	.....	.....	.....	.....	.....	.....	.....	[illegible]
FB..	" " ..	1501 to 1699	.....	33 9	8 8	7 4	36 ...	8 10	.....	.....	.....	12 ...	13 10	4 ...	6 4	.....	.....	.....	.....	.....	.....	.....	[illegible]
FB..	" " ..	1701 to 1899	.....	33 11	9 0½	7 7	36 ...	9 2	.....	.....	.....	12 8	14 1	4 ...	6 4	.....	.....	.....	.....	.....	.....	.....	[illegible]
FB..	" " ..	1901 to 1959	.....	34 8½	8 8½	7 10	36 10	9 0½	.....	.....	.....	12 6	14 4	4 ...	6 ...	.....	.....	.....	.....	.....	.....	.....	
	Total.....																						

Joint equipment of C.R.R. "Q C" with Quebec & Crescent "Q & C." equipment of C. N. O. & T. P.

QUEBEC CENTRAL RY.

REPORTING MARKS—"Q C"

GENERAL OFFICERS.

J. H. WALSH, Vice-President & General Manager ..... Sherbrooke, P. Q.
G. D. WADSWORTH, Assistant General Manager ..... "
A. H. BRADFORD, Gen. Accountant & Treasurer ..... Sherbrooke, P. Q.
P. A. HAMMOND, Car Accountant ..... "
R. G. AMIOT, General Freight & Passenger Agent ..... "
C. K. BARTLETT, Superintendent ..... Sherbrook
J. T. HAWKINS, Freight Claim Agent. } P. Q.
T. M. HAWKINS, Purchasing Agent ..... "
G. M. ROBINS, Master Mechanic ..... "

GENERAL OFFICES, SHERBROOKE, P. Q.

Miles of road operated, 362. Gauge, 4 ft. 8½ in. Locomotives (coal burning), 51. Canadian Pacific Express Company operates over this line. C. P. R. and Pullman Sleeping Car Co. operates over this line. Limit of Load allowed to pass over this line in excess of marked capacity, 10 per cent

FREIGHT EQUIPMENT.

Reporting Marks—"Q C"

The freight cars of this Company are numbered and classified as follows:

M. C. B. Designation.	Markings and Kind of Cars.	Numbers.	Dimensions. Inside. Length. Between Ice Tanks—Bulkheads in Place.	Inside. Length. Between Linings Clear (Bulkheads Collapsed).	Inside. Width, Inside.	Inside. Height, Inside.	Outside. Length.	Outside. Width. Width at Eaves.	Outside. Width. Extreme Width.	Outside. Height from Rail. To Extreme Width.	Outside. Height from Rail. To Eaves.	Outside. Height from Rail. To Top of Running Board	Outside. Height from Rail. To Extreme Height.	Doors. Side Doors. Width.	Doors. Side Doors. Height.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Crushed Ice.	Capacity. Capacity of Ice Tanks. Pounds. Total Capacity for Chunk Ice.	Capacity. Measure of Capacity. Cubic Feet.	Capacity. Measure of Capacity. Depth.	Capacity. Capacity of Car. Cubic Feet Level Full. Between Ice Boxes—Bulkheads in Place.	Capacity. Capacity of Car. Cubic Feet Level Full. Clear Capacity (Bulkheads Collapsed).	Capacity. Capacity of Car. Pounds.
			ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	lbs.	lbs.		ft. in.			
SK	Stock	140 to 158		32 10	8 6	8	33	9 10			11 9	12 6	14 8	5	6 9							1949	50000
SK	" even Nos.	1050 to 1142		33 6	8	7 7	36	9 11			11 9	12 6	14 8	5	6 9							2128	60000
SK	" " "	2000 to 2800		33	8	6 8	36	8 9 4			12 7	13 5	18 11	5	7 6							24[illegible]	[illegible]
IM	Box " "	526 to 578		35 2	8	4 6	11 36	9 10			11 7	12 4	13 10	5	6							2[illegible]	[illegible]
IM	" " "	580 to 678		36	8 6	8	36 10	9 11			12 8	13 5	14	5	7 8							2448	[illegible]
IM	" " "	680 to 768		36	8 6	8	36 10	9 11			12 8	13 5	14	5	7 8							2448	[illegible]
IM	" " "	800 to 998		36	8 6	8	36 9¼	9 7¼			12 6	13 3¼	14	6	7 6							2448	60000
IM	" " "	3000 to 3198		36	8 6	8	36 8	9 4			12 7	13 5	13 11	5	7 6							2448	50000
RS	Refrigerator " "	1000 to 1010	29 6		8	8¼ 7	8¼ 36 10	9 11¼			12 2	12 11	13	5	6 2		4400	113			1885		60000
FM	Flat, odd Nos.	551 to 629					36	8 10				4 2											60000
FM	" "	631 to 649					36	8 10				4 2											60000
FM	" "	801 to 839					36	9 0¼				4 2											60000
FM	" " Steel Underframe	927 to 959					41	9 1¼				4											80000
FM	" " "	961 to 979					36	8 10				4 2											80000
FM	" "	981 to 999					40	8 10				4 2											80000
FB	Rack "	651 to 749		33 9	8 8	7 4	36	8 10				12	13 10	4	6 10							2145	60000
FB	" "	1001 to 1099		33 9	8 8	7 4	36	8 10				12	13 10	4	6 4							2145	60000
FB	" "	1201 to 1299		33 2	8 9	7 4	35 4	8 11				12	13 10	4	6 4							2128	60000
FB	" "	1301 to 1499		33 11	9 0¼	7 7	36	9 0¼				12 8	14 1	4	6 4							2222	60000
FB	" "	1501 to 1699		33 9	8 8	7 4	36	8 10				12	13 10	4	6 4							2145	60000
FB	" "	1701 to 1899		33 11	9 0¼	7 7	36	9 2				12 8	14 1	4	6 4							2225	[illegible]
FB	" "	1901 to 1959		34 8¼	8 8¼	7 10	36 10	9 0¼				12 6	14 4	4	6							2362	60000
	Total																						

PASSENGER EQUIPMENT.

M. C. B. Designation.	Kind.	Series of Numbers.	Seating Cap'cty	Length of Car.	No.	M. C. B. Designation.	Kind.	Series of Numbers.	Seating Cap'cty	Length of Car.
PA	1st-Class Coaches.	25, 38	Under 60	Under 60 ft.	2		2d-Class Coaches.	53. 54	70	60 ft. & under 7
PB	" "	35. 36	70 to 80	60 ft. & under 70 ft.	2	PB	" "	55	82	78 ft.
PB	" "	37 to 40	79	72 ft.	4	PB	" Smoker.	56	86	78 ft.
PB	" "	41. 42	72	67 ft. 2 in.	2	PB	1st-Class "	57	84	70 ft.
PA	" "	101 to 104	82	71 ft. 4 in.	4	CA	Comb. Pass. & Baggage.	84	Under 40	Under 60 ft.
PA	" "	105	70	61 ft.	1	CA	" "	85	52	60 ft. & under 7
PA	" "	106	78	78 ft.	1	CA	" "	87. 88. 90	44	[illegible]
PA	" "	107 108. 109	76	78 ft.	3	CA	" "	89	48	[illegible]
		23 24	47	47 ft.	2	MB	Baggage & Mail	62. 65 68		
PA	"	[illegible]		56 ft.	3	MB	" "	67 to 79		
[illegible]	" "	47 to 50	72	62 ft. 8 in.	4	MB	" "	52		
[illegible]	" "	[illegible]	76	60 ft. & under 70 ft.	1	MB	" "	76		

MARCH 1930

MARCH 1930

QUEBEC CENTRAL RAILWAY—CONTINUED.

PASSENGER EQUIPMENT—Continued.

C. B. signa-tion	Kind.	Series of Numbers.	Seating Cap'cty	Length of Car.	No.
B....	Baggage & Mail..	77	.....	81 ft. 10 in.	1
....	Baggage & Exp..	63, 74	.....	50 ft.	2
....	" " ..	64	.....	60 ft.	1
....	" " ..	75	.....	71 ft.	1
A....	Mail.....	70, 71	.....	61 ft.	2
....	"	78	.....	50 ft.	1
....	Dining.....	501	30	Under 70 ft.	1
....	Parlor-Cafe.....	500, 502, 503	.....	Under 70 ft.	3
....	Official.....	.....	.....	.....	2
....	Gasoline.....	2	26	30 ft.	1
	Total.....				68

RECAPITULATION OF CAR EQUIPMENT.

FREIGHT.

in Box (XM)—	
Cars of 60,000 lbs. capacity..	176
Cars of 80,000 lbs. " ..	97
ck. Single Deck (SM)—	
Cars of 60,000 lbs. capacity..	43
Cars of 80,000 lbs. " ..	381
rigerator (All Class R cars)—	
Cars of 60,000 lbs. capacity....	4
t (All Class F cars)—	
Cars of 60,000 lbs. capacity..	12
Cars of 80,000 lbs. " ..	35
er Revenue Freight Cars—	
Cars of 60,000 lbs. capacity..	201
Total Revenue Freight Equipment—	
Cars of 60,000 lbs. capacity..	437
Cars of 80,000 lbs. " ..	513
Non-Revenue Freight Equipment—	
Caboose.....	24
Ballast.....	28
Other freight cars, including Miscellaneous Maint. of Way.	45
Total Freight Equipment Cars.....	1042

RECAPITULATION OF CAR EQUIPMENT—Continued.

PASSENGER.

Coaches.....	34	Postal.....	8
Dining.....	1	Baggage & Express.....	4
Parlor-Cafe.....	3	Baggage—Mail.....	9
Combined Passenger & Baggage.	6	Officers.....	2
Gasoline Rail.....	1		

Total Passenger Equipment Cars..... 68

GRAND TOTAL, Freight and Passenger Equipment Cars..... 1105

DETAILED INSTRUCTIONS FOR RENDERING REPORTS AND FOR SETTLING MILEAGE OR PER DIEM AND REPAIR ACCOUNTS.

REPORTS OF MOVEMENTS.

Report movements of all cars to P. A. Hammond. Car Accountant, Sherbrooke, P. Q.

MILEAGE OR PER DIEM REPORTS.

Render mileage or per diem statements to P. A. Hammond, Car Accountant, Sherbrooke, P. Q.

BALANCES.

For balances remit to or draw on A. H. Bradford, Treasurer, through the Royal Bank of Canada, Sherbrooke, P. Q.

REPAIR BILLS.

Send bills for repairs to cars to A. H. Bradford, General Accountant, Sherbrooke, P. Q., making separate bills for passenger equipment.

REQUISITIONS FOR MATERIAL TO REPAIR.

Send requisitions for material to repair to G. M. Robins, Mast. Mechanic and M. C. B., Sherbrooke, P. Q.

CARS RE-LIGHTWEIGHED ON FOREIGN ROADS.

All reports of cars re-lightweighed and stencilled on foreign roads should be sent to P. A. Hammond, Car Accountant, Sherbrooke, P. Q.

EMBARGOES.

For application of embargoes under Per Diem Rule 16 see Embargo Regulations and instructions issued by American Railway Association.

Address embargo notices, embargo reclaims and notices of cars held under Per Diem Rules to P. A Hammond, Car Acct., Sherbrooke, P. Q.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Numbers in parenthesis indicate distances from Sherbrooke, Que.

dian National—
ammond Jct., Que. (130)....
vis, Que. (143).....

Canadian National—*Continued*.
Quebec, Que. (147).....
Sherbrooke, Que.....

Canadian Pacific—
Megantic, Que. (148).....
Newport, Vt.....

Canadian Pacific—*Continued*
Quebec, Que. (147) .....

Canadian Pacific—*Continued.*
Sherbrooke, Que.....

QUEBEC CENTRAL ENGINES REBUILDING

Quebec Central engines numbers 26 -29, 31-32, 33-39 and 40-41 were all built with flat valves by Canadian Locomotive Company. They were not superheated. Starting with engine No. 39, in May 1917, the C.L.C engines were rebuilt at the QCR Newington Shops over the next eleven years receiving super-heaters and piston valves.

ENGINE		
26	2-6-0	September 16, 1926
27	2-6-0	June 19, 1926
28	2-6-0	June , 1927
29	2-6-0	December 10, 1926
32	2-6-0	September 1927
33	2-6-0	May , 1924
34	4-6-0	May 27, 1919
35	4-6-0	December 18, 1918
36	2-6-0	December , 1924
37	2-6-0	February 24, 1927
38	2-6-0	October 7, 1917
39	2-6-0	May 22, 1917
40	4-6-0	July . 1928
41	4-6-0	April , 1928

QUEBEC CENTRAL ANNUAL REPORTS

Held in Canadian Pacific Archives.

1913

There are 269 pulpwood rack cars ; 119 were built by the Quebec Central and 150 came from Chicago second hand.

The company are placing pulpwood racks on fifty gondola cars.

A new enginhouse was built at Tring Junction.

The old East Angus station is now a dwelling house.

At Vallee Junction a new three stall engine shed was built to replace the one destroyed by fire. Also a new blacksmith shop and the coal chutes were rebuilt. The tank house and ice house were repaired.. a new coal pit and trestle added.

Two new snow plows were added.

The wreck on February 12th, 1913 one engine, one van and two cars were wrecked.

The wreck at Dudswell Junction on July 21st, 1912 involved extra No. 26.

Extra trains No. 31 and 32 require two engines.

July 6, 1912 Train No. 71 ran off the track one and a half miles south of the Basin.

November 13, 1913 a derailment at Scotts Junction.

1915

The Quebec Central in 1915 bought a Marion Steam Shovel from Quebec Contracting Company in liquidation and 21 Hart Ballast cars.

New superheated boilers for engine Nos. 11 and 12.

of Stockholders on Wednesday, October 21st, 1914.

Chairman to submit Annual Report for year ending June 30th, 1914.

General Manager to explain in detail the Special Appropriations out of the surplus as on June 30th,1914, which had received the approval of Sir Thomas G. Shaughnessy, as follows:-

A. Removing old Carpenter's shop and building new one at Newington, size approximately 75' x 225', concrete foundations, asbestos sheathed, brick and steel construction, similar in design to the new Paint shop built last year. This to replace the present Carpenter's shop, which is old, of wood construction, too small, dark and unsuitable for economically carrying out the work.....$25,000.00

B. New Station at Valley Junction.

Same design as Tring Junction station, to be built of asbestos concrete blocks and asbestos roof, concrete platforms, etc. Present station being very old and giving inadequate accommodation there 15,000.00

C. Additional Rolling Stock.

2 new Mail cars, 60' in length, electric lighted and complete in accordance with Post Office Department's requirements.....$12,000.

Electric lighting plant for two baggage cars and three second class coaches.... 5,500

For additions to Freight rolling stock as may be advisable throughout the year. 7,500 25,000.00

D. For permanent improvements to stations.

and replacing worn out wooden platforms with permanent concrete platforms as may be required throughout the year..... 8,000.00

Total $73,000.00

Increasing Reserve Contingent Fund from $80,000 to $100,000. 20,000.00

$93,000.00

1915

The Company changed the colour on the passenger cars from the Pullman colour to the Canadian Pacific colour.

A new station St Sebastian opened September 1914.

At St. Camille an engine-house and turntable were built. The turntable at St Sabine was repaired.

1916

A new station for Marbleton April 1916.

The new foundation was laid for Vallee Junction.

At Carrier Junction the coal chute was removed, and the weigh scale was moved to Newington.

In 1916 two first class passenger cars wer converted to second class cars. One Baggage-Mail-Passenger car converted to Baggage-Mail. One Baggage-Mail was built.

1917 A new turntable for St Gerard.

1918

One Combine was converted into an Official car.

One combine was converted in a second class coach.

One combine was converted into a baggage car.

One combine was converted into a mail car.

Repaired the cab of engine No. 11 damaged at Lake Frontiere.

Eight vans received heavy repairs.

1919

Dismantled the old roundhouse and coal chute at Vallee Junction.

A new steel turntable was erected at Levis.

A new flag station for St Jules.

A new larger engine-house was built at Lake Frontier after the old roundhouse burnt down. Engines Nos. 19 and 29 damaged.

Engine No. 14 sold to Pennington Asbestos Company.

1920

A new watertank was built at Coleraine

A new bunkroom for Tring Junction

A new freight shed and stores building at Newington.

Three hundred new stock cars arrive from the Canadian Pacific.

Electric headlights installed on locomotives.

Engines Nos. 19 and 29 were rebuilt after being damaged in the Lake Frontiere engine-house fire

Engines 18, 29 and 31 damaged in Lake Frontiere forest fire.

Twenty-five pulp rack cars converted to flat-cars.

Six snow-plows repaired.

Flat-bottom gondola cars converted into flatcars.

Four coal cars became cinder cars.

Put in a switch for the new Martin-Bennett branch line at Coleraine.

Two first class cars were built.

Three old flat cars were sold.

Q U E B E C C E N T R A L R A I L W A Y

COST OF MAINTENANCE OF C.C.R.LOCOMOTIVES FROM DEC.31st 1919 to Dec 31st 1920

Dec.31st 1919
To
Dec.31st 1920

QUEBEC CENTRAL RAILWAY
MAR 18 1921

Material for Engines and Tenders Dec.31st/19 to Dec131st/20	$33944.12
Labour on Engines and Tenders Dec.31st/19 to Dec.31st/20	$89524.66
	$123468.78

.....SUMMARY.....

Engine # 11 Running Repairs with a New ~~xxxxx~~ Pyle Electric Headlight applied	
" # 12 General Repairs with four New Driving Tyres ~~xxxxx~~ four New Driving Brasses, Shoes and Wedges Lined down, Both Cylinders bored out, two New piston heads with rings, One New Piston Rod, all New Siderod Bushings, Four New Guide Bars One New Piston Rod, Head and rings, Engine and Tender painted	302.41
" # 13 General Repairs with four New Driving Tyres, Shoes and Wedges lined down, all valves ground in and Nuts packed, Engine and Tender painted.	2678.80 1525.00
E # 14 General Repairs with Tyres turned shoes and Wedges lined down, Boiler tested, Flues removed cleaned, SafeEnded and reset, some staybolts in firebox, all valves ground in and nuts packed, Straight Air applied All brasses reduced and Keys lined up, Engine and Tender painted	799.97
Sold to Pennington Asbestos Co.- 1920	
" # 16 Running Repairs	4.14
" # 17 Running Repairs with Trailing Tyres turned, one New Crank pin, all valves ground in and nuts packed.	729.22
" # 18 Running Repairs with Wedges lined down, Two New ~~siderod~~ Crank Pins in trailing Wheels, One New Siderod, Frame Welded with Thecmit, Firebox welded with Electric Arch Engine and Tender painted	1890.23

COST OF MAINTENANCE OF Q.C.R. LOCOMOTIVES FROM JAN.1st.1921 to DEC.31st./21

Jan1St.1921
to
Dec.31st.1921

Material for Engines and Tenders Jan.1st/21 to Dec.31st/21	$41425.71
Labour on Engines and Tenders Jan.1st/21 to Dec.31st/21	96399.83
	$137825.54

..... S U M M A R Y.....

Engine #11	General repair with four New Driving Tyres, Four New Driving Brasses, Shoes and Wedges lined down, all Driving Springs Sett and tempered, all Valves ground in and packed, Engine and Tender Painted. Sold to Temiscouata Ry. March 1921	905.03
Engine #12	Sold to Temiscouata Ry.March 1921, Repairs Nil.	
Engine #13	Cleaning and Oiling to prevent rusting.	8.54
Engine #15	General repair with Tyres turned, Shoes and Wedges lined down, 50 New Flues removed Safe ended and replaced, Some Staybolts in firebox Boiler tested, Throttle and Pop Valves ground in and sett, all Valves ground in and packed.Engine and Tender Painted, New front end and door put on Smoke box, New Steam Whistle, New Straight Air Brake put on Sold to Ed.Lacroix Lte. May 1921	783.07
Engine #17	Running repairs with balance of repairs started in December of 1920, four new side Rod Bushings, Engine and Tender Painted.	634.69
Engine #18	General repair with Four New Driving Tyres, Shoes and Wedges lined down, Two New Eccentrics, Four New Guide Bars, Four New Driving Brasses, New Piston and rings left side, New Piston ring right Side, Some Staybolts in Firebox, all Rod Brasses reduced and Keys lined up, all Valves ground in and Packed,Guard rail put around Tender, Equipped with an Ashpan Blower Valve, Engine and Tender painted.	3091.87
		$ 5423.20

[illegible] RAILWAY

NEWINGTON QUE. MARCH 17th, 1922

INVENTORY OF FREIGHT AND WORK CARS

CLASS	ON HAND DEC.31st 1920	SOLD	DESTRYD OR DISMNTLD	CHANGED FROM	CHANGED TO	PURSH OR BUILT	TOTAL ON H DEC.31s 1921
BOxes	232		22			100	310
Refrigerators	7		1				6
Stocks	352					100	452
Racks	393		29	1 Rack	1 Flat		363
Flats	60	3	3	1 Rack	1 Flat	12	67
Coals	1						1
Store Car	1						1
Work							
Construction	64		4				60
Wreck	3						3
Aux Pass Cars	3						3
Concrete Mixer	1						1
Snow Plows	5						5
Ballast Plow	1						1
Stem Shovel	1						1
Caboose	20					2	22
Snow Flanger						1	1
	1144	3	59			215	1297

CERTIFIED CORRECT

Sherbrooke, Que.,

March 14th. 1921

MAR 21 1921
Sherbrooke, Que.

J. H. Walsh, Esq.,

General Manager.

Dear Sir:- General Report re construction Scotts Extension

The contract for the construction of Scotts Extension, Scotts to a point on the Canadian National Railways about two and one half miles west of St. Isidore station having been awarded to J.T. & J.F.Davis, and the contract signed by them on the 17th. day of April 1920.

At the time the contract was signed it had not been definatel decided whether the 8.1 miles of line connecting with the C.N.R. at St. Isidore or the 19.3 miles of line connecting with the C.N.R. at Diamond Jct. would be built, therefore there was an agreement with the Contractors that should the 19.3 miles of line to Diamond Jct. be adopted the signed contract would apply for 8 miles on the new line and the Contractor would have the option of taking the balance of the 19.3 miles on the same terms and etc. as the 1st. eight miles. The first four miles from Scotts being common to either line, work could be proceeded without delay.

The Contractors started work with a few men on May 13th. 1920. The progress was slow as can be judged by the total estimates for each month which are as follows.

May estimate	$	841.80
June "	$	9.012.60
July "	$	15.512.90

By these amounts you see that work was not progressing as it should.

St. Isidore or the 19.3 miles of line connecting with the C.N.R. at Diamond Jct. would be built, therefore there was an agreement with the Contractors that should the 19.3 miles of line to Diamond Jct. be adopted the signed contract would apply for 8 miles on the new line and the Contractor would have the option of taking the balance of the 19.3 miles on the same terms and etc. as the 1st. eight miles. The first four miles from Scotts being common to either line, work could be proceeded without delay.

The Contractors started work with a few men on May 13th. 1920. The progress was slow as can be judged by the total estimates for each month which are as follows.

May	estimate	$ 841.80
June	"	$ 9,012.80
July	"	$ 15,812.90

By these amounts you see that work was not progressing as it should.

On July 16th. the longer route 19.3 miles connecting at Diamond Jct having been adopted, the Contractors having previously made it known to the Company that they would accept the balance of the line at the same terms etc. The Contractors were notified on this date to proceed and to rush the completion of this line, November 16th having been fixed as time limit for completion.

1921

A new coal trestle for Vallee Junction.

Two first class cars were built.

One seventy foot baggage car built.

Two vans were built.

Engine No. 11 sold to the Temiscouta Railway in March 1921.

Engine No. 12 sold to the Temiscouta Railway in March 1921.

Engine No. 15 sold to Edward Lacroix Limited in May 1921

Seven 40 foot, 80,000 lb. capacity flatcars arrive.

Five 36 foot, 60,000 lb. capacity flatcars arrive.

One hundred boxcars were built.

Two vans and one flanger built.

A new seventy foot steel turntable replaces the wood one at Lake Frontiere.

1922

A new motor car turntable was installed at St Georges.

Ten new flatcars were built.

A new snow flanger was built.

Rebuilt the dump at at Rythers Brook near Ascot.

1924

Sold engine No.13 for $2500.00

Sold a Motor Car to the Canadian Pacific Railway.

Parlour-Cafe car No. 502 was rebuilt.

Two first class cars converted into second class cars.

Two first-class cars converted into second class cars.

Three first class cars built.

1924

One snow plow was purchased.

Three vans were bought.

One rack car converted into a flat-car.

The engine-house at Lake Frontier was repaired after an engine ran through the end of the building.

A new water tank was built at Dudswell Junction.

A new steel bridge for Weirs Undercutting.

Engines Nos. 33 and 36 were superheated.

One chair car was purchased.

Dining car No. 500 was rebuilt at Newington.

A spur was built May 1924 to Messrs. Joblin and Genois Quarry at St Samuel; 4014 feet of 56 Lb. rail and 2459 feet of 48 Lb. rail.

1929

One second class car converted into a first class car.

Two second class cars were converted ino Auxillary Cars.

Two mail-cars were converted into Baggage-Mail cars.

1932 Two second-class cars converted.

1935 A Dining car was converted into a Parlour Car.

1936 Nine cars, four baggage-cars were transferred to the Canadian Pacific Railway.

A

Value of Locomotives on the 30th June, 1912.

Engine No.	Year built	Makers Name	Original Cost		Value on the 30th June 191	
11	1888	Portland Co.	7,850.	00	3,500	00
12	1888	do	7,850	00	3,500	00
13	1890	Can. Loco. & Engine Co.	9,300	00	3,000	00
14	1890	do	9,300	00	3,000	00
15	1896	Rhode Island Loco. Works	8,352	00)	4,000	00
		Customs	2,951.	30)		
16	1896	Can. Loco. & Engine Co.	9,595	94	5,000	00
17	1896	do	9,595	94	5,000	00
18	1897 Rebuilt 1902	American Loco Co.	14,689.	80	8,000	00
19	1897 Rebuilt 1902	Can, Loco. & Engine Co, American Loco Co.	14,689	80	8,000	00
20	1899	Kingston Loco. Works	10,500	00	7,000	00
21	1899	do	10,500	00	7,000	00
22	1902	Grand Trunk Railway Co.	14,850	00	9,000	00
23	1902	do	14,850	00	9,000	00
24	1904	Loco. & Machine Co. of Montreal	12,200	00	8,000	00
25	1904	do	12,200	00	8,000	00
26	1906	Canadian Locomotive Company	14,400	00	12,000	00
27	1906	do	14,400	00	12,000	00
28	1906	do	14,662.	00	12,000	00
29	1906	do	14,662	00	12,000	00
30	1908	do	14,662	00	12,000	00
31	1908	do	14,662	00	12,000	00
32	1908	do	14,700	00	12,500	00
33	1908	do	14,700	00	12,500	00
34	1910	do	16,000	00	15,000	00
35	1910	do	16,000	00	15,000	00
36	1910	do	15,500	00	15,000	00
37	1910	do	15,500	00	15,000	00
38	1912	do	15,500	00	15,500	00
39	1912	do	15,500	00	15,500	00
40	1912	do	16,500	00	16,500	00
41	1912	do	16,500	00	16,500	00
		Total			$312,000	00

gton, 19th August, 1912.
(sgd) M. A. Hawkins, Storekeeper.

A

Value of Locomotives on the 30th June, 1912.

Engine No.	Year built	Makers Name	Original Cost		Value on the 30th June 1912	
11	1888	Portland Co.	7,850.	00	3,500	00
12	1888	do	7,850	00	3,500	00
13	1890	Can. Loco. & Engine Co.	9,300	00	3,000	00
14	1890	do	9,300	00	3,000	00
15	1896	Rhode Island Loco. Works	8,352	00)	4,000	00
		Customs	2,951.	30)		
16	1896	Can. Loco. & Engine Co.	9,595	94	5,000	00
17	1896	do	9,595	94	5,000	00
18	1897 Rebuilt	American Loco Co. 1902	14,689.	80	8,000	00
19	1897 Rebuilt	Can. Loco. & Engine Co. 1902 American Loco Co.	14,689	80	8,000	00
20	1899	Kingston Loco. Works	10,500	00	7,000	00
21	1899	do	10,500	00	7,000	00
22	1902	Grand Trunk Railway Co.	14,850	00	9,000	00
23	1902	do	14,850	00	9,000	00
24	1904	Loco. & Machine Co. of Montreal	12,200	00	8,000	00
25	1904	do	12,200	00	8,000	00
26	1906	Canadian Locomotive Company	14,400	00	12,000	00
27	1906	do	14,400	00	12,000	00
28	1906	do	14,662.	00	12,000	00
29	1906	do	14,662	00	12,000	00
30	1908	do	14,662	00	12,000	00
31	1908	do	14,662	00	12,000	00
32	1908	do	14,700	00	12,500	00
33	1908	do	14,700	00	12,500	00
34	1910	do	16,000	00	15,000	00
35	1910	do	16,000	00	15,000	00
36	1910	do	15,500	00	15,000	00
37	1910	do	15,500	00	15,000	00
38	1912	do	15,500	00	15,500	00
39	1912	do	15,500	00	15,500	00
40	1912	do	16,500	00	16,500	00
41	1912	do	16,500	00	16,500	00
		Total			$312,000	00

Newington, 19th August, 1912.

(sgd) M. A. Hawkins, Storekeeper.

[illegible]	[illegible]
Beauceville.	[illegible]
St.George.	[illegible]
Morisset.	250.00
St.Rose.	250.00
St.Germaine.	250.00
St.Justine.	250.00
St.Sabine.	250.00
St.Victor.	250.00
St.Ephrem.	250.00
St.Evariste.	250.00
Courcelles.	250.00
St.Sebastian.	250.00
St.Samuel.	250.00
St.Cecile.	250.00
Megantic.	250.00
Levis. Office occupied by station agent in Levis joint passenger station with Intercolonial Railway, consisting of passenger files, desks, stationery, etc. etc.	250.00
Freight Office and Freight Shed, desks, typewriter, safe, full equipment of stationery and freight forms, freight trucks, baggage trucks, including three large baggage wagons furnished by the Railway to Levis carters for transfer of freight and baggage between Levis and Quebec.	1,000.00
Quebec. Passenger office and baggage rooms, in building owned by the Quebec Central, located at the ferry landing, consisting of deks, coupon and local ticket cases, stamps, daters, letter press, files, stock of tickets of all kinds, etc., also scales, baggage trucks, etc. in baggage rooms.	1,000.00
Freight office located in building owned by Quebec Central corner of Dalhousie and Prince Edward streets, property owned by Quebec Harbour Commission, consisting of trucks, scales, desks, letter press, stationery, etc. etc.	500.00
Total	$13,750.00

~~(37)~~ B

Value of Passenger Car Equipment on hand June 30th, 1912.

No.	Class	Nos. on Car	Value	Amount	
1	Combination	14		200	00
1	"	15		500	00
4	"	16-17-18-19	$1800.each	7,200	00
1	"	20		1,000	00
2	Combination, Passenger, Mail and Baggage	21 and 22	$4750.each	9,500	00
2	Combination	23 and 24	$1800.each	3,600	00
1	"	27		1,500	00
4	First Class	25-28-29-30	$3,500.each	14,000	00
3	"	31-32-33	$6,000.each	18,000	00
3	"	34-35-36	$8,500.each	25,500	00
2	Second Class	44 and 46	$2,000.each	4,000	00
2	"	47 and 48	$7,500.each	15,000	00
2	"	49 and 50	$7,500.each	15,000	00
1	Baggage and Express	60		500	00
1	" "	63		2,000	00
1	" "	64		2,500	00
2	" "	61 and 62	$800.each	1,600	00
2	" "	65 and 66	$3,000.each	6,000	00
1	" "	67		3,200	00
2	" "	68 and 69	$3,500.each	7,000	00
1	Official Car	"Sherbrooke"		7,000	00
1	Cafe Car	500		5,000	00
1	"	501		6,000	00
1	Chair Car	502		3,500	00
			Total	$159,300	00

Newington, 19th August 1912,

(signed) M. A. Hawkins,
Storekeeper.

C

Value of Freight and Work Cars on hand June 30th, 1912.

Nos.	Description	Valued at	Amount	
45	Box Cars	$730.	32,850	00
43	"	300.	12,900	00
94	"	400.	37,600	00
28	"	500.	14,000	00
50	"	550.	27,500	00
6	Refrigerator Cars	800.	4,800	00
2	"	400.	800	00
11	Stock Cars	400.	4,400	00
10	"	300.	3,000	00
47	"	600.	28.200	00
55	Rack Cars	290.	15,950	00
18	"	310.	5,580	00
44	"	365.	16,060	00
32	"	540.	17,280	00
50	"	690.	34,500	00
31	"	740.	22,940	00
16	"	450.	7,200	00
80	Flat Cars	250.	20,000	00
26	"	270.	7,020	00
18	"	500.	9,000	00
1	"		650	00
19	Coal Cars	300.	5,700	00
34	"	365.	12,410	00
5	" "Gondola"	300.	1,500	00
	WORK.			
25	Work Cars	250.	6,250	00
35	"	1000.	35,000	00
1	Store Car		800	00
1	Ballast Spreader		700	00
1	Steam Shovel		2,500	00
1	Concrete Mixer		2,000	00
1	Derrick		900	00
		Brought forward	389,990	00

alue of Freight and Work Cars on ~~A~~and June 30th, 1912, continued.

Nos.	Description	Valued at	Amount	
		Brought forward	$389,990	00
2	Auxiliary Passenger Cars	$500.	1,000	00
1	do do	$1000.	1,000	00
2	Tank Cars	300.	600	00
5	Snow Plows	1000.	5,000	00
3	Cabooses	600.	1,800	00
1	"	700.	700	00
2	"	800.	1,600	00
3	"	900.	2,700	00
3	"	1000.	3,000	00
		Total	$407,390	00

Newington, 19th August 1912.

(signed) M. A. Hawkins,

Storekeeper.

Assistant Superintendent's Despatchers-Office.

Located in Sherbrooke Passenger station, consisting of desks, typewriter, files, stationery, etc, etc. $ 250.00

Sherbrooke Passenger Station.

In ticket offices owned jointly by Boston and Maine and Quebec Central, consisting of coupon ticket cases, card ticket cases, stamps, files, stock of coupon and card tickets complete. 250.00

Sherbrooke Freight Office and Freight Shed.

In building partly occupied by Quebec Central and partly occupied by Boston and Maine and Grand Trunk Railroads, consisting of desks, files, letter press, safe, freight trucks, baggage lorries, etc. etc. 250.00

At various stations along line, consisting of desks, cabinets, coupon and local card ticket cases, stamps, daters, files and stock of tickets, freight and passenger stationery, complete as follows, viz:-

Ascot Station.	250.00
East Angus Station.	250.00
Dudswell Junction Station.	250.00
Weedon.	250.00
St.Gerard.	250.00
Garthby.	250.00
D'Israeli.	250.00
Garkkey	250.00
Coleraine.	250.00
Black Lake.	250.00
Thetford Mines.	500.00
Robertson.	250.00
Leeds.	250.00
East Broughton.	250.00
Tring Junction.	500.00
Valley Junction.	500.00
St.Mary.	250.00
Scotts.	250.00
St.Henedine'	250.00
St.Anselme.	250.00
St.Henry Village	250.00
Carrier Junction.	250.00
Harlaka Junction.	250.00
St.Joseph.	250.00
Carried forward	$7,250.00

[illegible]	[illegible]
Beauceville.	250.00
St.George.	250.00
Morisset.	250.00
St.Rose.	250.00
St.Germaine.	250.00
St.Justine.	250.00
St.Sabine.	250.00
St.Victor.	250.00
St.Ephrem.	250.00
St.Evariste.	250.00
Courcelles.	250.00
St.Sebastian.	250.00
St.Samuel.	250.00
St.Cecile.	250.00
Megantic.	250.00
Levis. Office occupied by station agent in Levis joint passenger station with Intercolonial Railway, consisting of passenger files, desks, stationery, etc. etc.	250.00
Freight Office and Freight Shed, desks, typewriter, safe, full equipment of stationery and freight forms, freight trucks, baggage trucks, including three large baggage wagons furnished by the Railway to Levis carters for transfer of freight and baggage between Levis and Quebec.	1,000.00
Quebec. Passenger office and baggage rooms, in building owned by the Quebec Central, located at the ferry landing, consisting of deks, coupon and local ticket cases, stamps, daters, letter press, files, stock of tickets of all kinds, etc., also scales, baggage trucks, etc. in baggage rooms.	1,000.00
" Freight office located in building owned by Quebec Central corner of Dalhousie and Prince Edward streets, property owned by Quebec Harbour Commission, consisting of trucks, scales, desks, letter press, stationery, etc. etc.	500.00
Total	$13,750.00

A

Value of Locomotives on the 30th June, 1912.

Engine No.	Year built	Makers Name	Original Cost		Value on the 30th June 1912	
11	1888	Portland Co.	7,850.	00	3,500	00
12	1888	do	7,850	00	3,500	00
13	1890	Can. Loco. & Engine Co.	9,300	00	3,000	00
14	1890	do	9,300	00	3,000	00
15	1896	Rhode Island Loco. Works	8,552	00)	4,000	00
		Customs	2,951.	30)		
16	1896	Can. Loco. & Engine Co.	9,595	94	5,000	00
17	1896	do	9,595	94	5,000	00
18	1897	American Loco Co.				
	Rebuilt	1902	14,689.	80	8,000	00
19	1897	Can. Loco. & Engine Co.				
	Rebuilt	1902 American Loco Co.	14,689	80	8,000	00
20	1899	Kingston Loco. Works	10,500	00	7,000	00
21	1899	do	10,500	00	7,000	00
22	1902	Grand Trunk Railway Co.	14,850	00	9,000	00
23	1902	do	14,850	00	9,000	00
24	1904	Loco. & Machine Co. of Montreal	12,200	00	8,000	00
25	1904	do	12,200	00	8,000	00
26	1906	Canadian Locomotive Company	14,400	00	12,000	00
27	1906	do	14,400	00	12,000	00
28	1906	do	14,662.	00	12,000	00
29	1906	do	14,662	00	12,000	00
30	1908	do	14,662	00	12,000	00
31	1908	do	14,662	00	12,000	00
32	1908	do	14,700	00	12,500	00
33	1908	do	14,700	00	12,500	00
34	1910	do	16,000	00	15,000	00
35	1910	do	16,000	00	15,000	00
36	1910	do	15,500	00	15,000	00
37	1910	do	15,500	00	15,000	00
38	1912	do	15,500	00	15,500	00
39	1912	do	15,500	00	15,500	00
40	1912	do	16,500	00	16,500	00
41	1912	do	16,500	00	16,500	00
		Total			$312,000	00

Newington, 19th August, 1912.

(sgd) M. A. Hawkins, Storekeeper.

SHERBROOKE WEEKLY EXAMINER AUGUST 17, 1883

Sherbrooke& Magog Railway. The interest felt in the proposed trip of an engine up King Street was scarcely lessened when it became known that the British American Land Company had given permission for the contractors to lay a track through their field and form a temporary connection with the existing lines in the Grand Trunk yard, and on Monday a large number of spectators wended their wy onto the hills on each side of the new track to see the iron horse mount the hill. At eleven o'clock everything being in readiness. The WALPOLE. Driven by Jas. Young, engineer, and Ned Whicher, fireman, having Mr Jas. R. Woodward contractor, Mr A. Steele. Superintendent Quebec Central and one or two others on board; steamed slowly out and ran up the rails to the culvert, where she stopped, like a charging elephant trying the strength of the structure, then slowly backing down into the yard for a "start", the engineer gave her steam and away she went with a rush and a roar, mounting the hill in fine style though the wheels revolved pretty slowly as she went over the last pitch on to level ground. The spectators cheered and followed up to the Belvidiere Road where the arrival was announced by a loud blast from her steam lungs. She soon returned to the Grand Trunk yard, and in the afternoon attempts were made to haul a car of steel rails, but after several trials it was found necessary to unload part and then the balance was then got up, and later a car with forty rails was successfully run up, so there can be no doubt that the experiment will be successful and a great savings to the contractors.

Railroad History, the publication of the Railway, Locomotive and Historical Society Spring 1982 The Cheshire Locomotive Roster, states that Cheshire Railroad engines Walpole and Westmoreland were sold to the QC in 1881. The authors had no idea where the source of he QC sale had been lost in the past , but the Sherbrooke Examiner gave the first confirmation, the second was the photograph held in the Canadian Pacific Archives.

When I was young around 1967 I made contact with a gentleman named D'Arcy McQuen, a member of the Sherbrooke Historical Society. He mentioned that there was an old legend that rails were laid up Brook Street in Sherbrooke and not King Street.

SHERBROOKE WEEKLY EXAMINER AUGUST 4, 1882

FINE PASSENGER ENGINE: The Kingston papers state that the Canadian Engine and Locomotive Company of that City have the second engine built by them for the Quebec Central Railway ready for shipment, and they say it is a very fine one.

A

Value of Locomotives on the 30th June, 1912.

Engine No.	Year built	Makers Name	Original Cost		Value on the 30th June 1912	
11	1888	Portland Co.	7,850.	00	3,500	00
12	1888	do	7,850	00	3,500	00
13	1890	Can. Loco. & Engine Co.	9,300	00	3,000	00
14	1890	do	9,300	00	3,000	00
15	1896	Rhode Island Loco.Works	8,352	00)	4,000	00
		Customs	2,951.	30)		
16	1896	Can. Loco. & Engine Co.	9,595	94	5,000	00
17	1896	do	9,595	94	5,000	00
18	1897 Rebuilt	American Loco Co. 1902	14,689.	80	8,000	00
19	1897 Rebuilt	Can, Loco. & Engine Co. 1902 American Loco Co.	14,689	80	8,000	00
20	1899	Kingston Loco. Works	10,500	00	7,000	00
21	1899	do	10,500	00	7,000	00
22	1902	Grand Trunk Railway Co.	14,850	00	9,000	00
23	1902	do	14,850	00	9,000	00
24	1904	Loco. & Machine Co.of Montreal	12,200	00	8,000	00
25	1904	do	12,200	00	8,000	00
26	1906	Canadian Locomotive Company	14,400	00	12,000	00
27	1906	do	14,400	00	12,000	00
28	1906	do	14,662.	00	12,000	00
29	1906	do	14,662	00	12,000	00
30	1908	do	14,662	00	12,000	00
31	1908	do	14,662	00	12,000	00
32	1908	do	14,700	00	12,500	00
33	1908	do	14,700	00	12,500	00
34	1910	do	16,000	00	15,000	00
35	1910	do	16,000	00	15,000	00
36	1910	do	15,500	00	15,000	00
37	1910	do	15,500	00	15,000	00
38	1912	do	15,500	00	15,500	00
39	1912	do	15,500	00	15,500	00
40	1912	do	16,500	00	16,500	00
41	1912	do	16,500	00	16,500	00
		Total			$312,000	00

Newington, 19th August, 1912.
(sgd) M. A. Hawkins, Storekeeper.

~~(34)~~ B

Value of Passenger Car Equipment on hand June 30th, 1912.

No.	Class	Nos. on Car	Value	Amount	
1	Combination	14		200	00
1	"	15		500	00
4	"	16-17-18-19	$1800.each	7,200	00
1	"	20		1,000	00
2	Combination, Passenger, Mail and Baggage	21 and 22	$4750.each	9,500	00
2	Combination	23 and 24	$1800.each	3,600	00
1	"	27		1,500	00
4	First Class	25-28-29-30	$3,500.each	14,000	00
3	"	31-32-33	$6,000.each	18,000	00
3	"	34-35-36	$8,500.each	25,500	00
2	Second Class	44 and 46	$2,000.each	4,000	00
2	"	47 and 48	$7,500.each	15,000	00
2	"	49 and 50	$7,500.each	15,000	00
1	Baggage and Express	60		500	00
1	" "	63		2,000	00
1	" "	64		2,500	00
2	" "	61 and 62	$800.each	1,600	00
2	" "	65 and 66	$3,000.each	6,000	00
1	" "	67		3,200	00
2	" "	68 and 69	$3,500.each	7,000	00
1	Official Car	"Sherbrooke"		7,000	00
1	Cafe Car	500		5,000	00
1	"	501		6,000	00
1	Chair Car	502		3,500	00
			Total	$159,300	00

Newington, 19th August 1912,

(signed) M. A. Hawkins,
Storekeeper.

C

Value of Freight and Work Cars on hand June 30th, 1912.

Nos.	Description	Valued at	Amount	
45	Box Cars	$730.	32,850	00
43	"	300.	12,900	00
94	"	400.	37,600	00
28	"	500.	14,000	00
50	"	550.	27,500	00
6	Refrigerator Cars	800.	4,800	00
2	"	400.	800	00
11	Stock Cars	400.	4,400	00
10	"	300.	3,000	00
47	"	600.	28.200	00
55	Rack Cars	290.	15,950	00
18	"	310.	5,580	00
44	"	365.	16,060	00
32	"	540.	17,280	00
50	"	690.	34,500	00
31	"	740.	22,940	00
16	"	450.	7,200	00
80	Flat Cars	250.	20,000	00
26	"	270.	7,020	00
18	"	500.	9,000	00
1	"		650	00
19	Coal Cars	300.	5,700	00
34	"	365.	12,410	00
5	" "Gondola"	300.	1,500	00
	WORK.			
25	Work Cars	250.	6,250	00
35	"	1000.	35,000	00
1	Store Car		800	00
1	Ballast Spreader		700	00
1	Steam Shovel		2,500	00
1	Concrete Mixer		2,000	00
1	Derrick		900	00
		Brought forward	389,990	00

alue of Freight and Work Cars on ~~and~~ June 30th, 1912, continued.

Nos.	Description	Valued at	Amount	
		Brought forward	$389,990	00
2	Auxiliary Passenger Cars	$500.	1,000	00
1	do do	$1000.	1,000	00
2	Tank Cars	300.	600	00
5	Snow Plows	1000.	5,000	00
3	Cabooses	600.	1,800	00
1	"	700.	700	00
2	"	800.	1,600	00
3	"	900.	2,700	00
3	"	1000.	3,000	00
		Total	$407,390	00

Newington, 19th August 1912.

(signed) M. A. Hawkins,

Storekeeper.

Assistant Superintendent's Despatcher's Office.

Located in Sherbrooke Passenger station, consisting of desks, typewriter, files, stationery, etc, etc. $ 250.00

Sherbrooke Passenger Station.

In ticket offices owned jointly by Boston and Maine and Quebec Central, consisting of coupon ticket cases, card ticket cases, stamps, files, stock of coupon and card tickets complete. 250.00

Sherbrooke Freight Office and Freight Shed.

In building partly occupied by Quebec Central and partly occupied by Boston and Maine and Grand Trunk Railroads, consisting of desks, files, letter press, safe, freight trucks, baggage lorries, etc. etc. 250.00

At various stations along line, consisting of desks, cabinets, coupon and local card ticket cases, stamps, daters, files and stock of tickets, freight and passenger stationery, complete as follows, viz:-

Ascot Station.	250.00
East Angus Station.	250.00
Dudswell Junction Station.	250.00
Weedon.	250.00
St.Gerard.	250.00
Garthby.	250.00
D'Israeli.	250.00
Coleraine.	250.00
Black Lake.	250.00
Thetford Mines.	500.00
Robertson.	250.00
Leeds.	250.00
East Broughton.	250.00
Tring Junction.	500.00
Valley Junction.	500.00
St.Mary.	250.00
Scotts.	250.00
St.Henedine'	250.00
St.Anselme.	250.00
St.Henry Village	250.00
Carrier Junction.	250.00
Harlaka Junction.	250.00
St.Joseph.	250.00
Carried forward	$7,250.00

INSPECTION OF LINE APRIL 27th, 1908.

Left Sherbrooke by special train about 10.0. a.m. with General Superintendent, Mr. Steele, Engineer, Mr. J. T. Morkill, Treasurer, Mr. W. S. Fry, and Stenographer Hammond.

Roadmaster Farquhar joined same at Newington.

Stopped at Moulton Hill to look into the necessity of increasing the length of siding at that point. Owing to the increased length of our freight trains consequent upon better hauling capacity of our Engines, it has become necessary to increase the siding and it is advisable to add seven or eight car lengths of additional siding. It was decided to have this put under way at once. Moulton Hill is a point situated between Ascot and the top of the grade, and it is necessary to have siding here to cross trains, thereby saving delay coming into Sherbrooke.

Rails. In connection with the new 80lb rails that we are to receive it is proposed to lay about six miles of these rails from a point two and one half miles north of Ascot, thereby covering a section of line which is rather curvy including the passage of high embankments on hill side.

Secure from the Cammell Company blue prints of the fish plates on 80lb rails which they are to ship to us in June so that we may in the meantime provide ourselves with rail braces and bolts suitable for the 80lb rails.

Newington. The coal shoots referred to in my report of inspection in November last were completed towards the end of the year, and have been in working order since, doing good service and saving considerable in the cost of handling coal, as already reported.

Owing to the fire which destroyed the buildings owned by Mr John Mulvena at Newington it is suggested by the General Superintendent that it would be advisable to acquire from Mr Mulvena the piece of land adjoining our right of way so as to straighten the main line, give siding facilities, and better approaches to the Company's land. This to be gone into.

Sherbrooke-General Offices. Nothing has yet been done in regard to the enlargement of the General Offices at Sherbrooke. This is under consideration.

Acquiring additional land at Sherbrooke. No further progress has been made with the British-American Land Company with regard to acquiring land in Sherbrooke yard for siding facilities. This is under consideration.

East Angus. The station at this point, as reported last year, is too small and too old to alter or enlarge, and it is necessary to build a new station. The cost of a new brick station and the alterations to the present building so as to convert it into a freight shed would cost, approximately, $3000. The advisability of having this work put in hand this summer or fall to be considered.

The Carnegie 70lb rails laid in track between Garthby and Coleraine stations after the heavy winter traffic that passed over them shew considerable signs of wear, particularly at the joints. Many have been renewed during the past winter. As already reported, these rails have given very poor service and will have to be replaced as soon as possible.

Black Lake. The freight shed at this point which was completed last fall is giving every satisfaction owing to its favorable situation. The freight shed itself is built on our own grounds and Mr Slade of the American Abestos Company has agreed, verbally, to transfer to the Company the ground at back of station occupied as high-way, and he has also agreed to transfer twenty feet of right of way on each side of the track. This wants to be gone into later on when a favorable opportunity arises.

Robertson. In order to handle the heavy increased traffic coming from the Chaudiere district towards Sherbrooke the coming summer consisting of pulpwood owned by the Berlin Pulp and Paper Company, they having purchased fifty to sixty thousand cords of wood to be shipped from Beauce Junction, St Mary, and Scotts, it has become necessary to increase the siding facilities at Robertson station so as to make that a storage point, the object being to move cars from Beauce Junction up the grade to Robertson, and the trains moving from Tring Junction to Sherbrooke will take the loaded cars from Robertson and be able to handle from thirty to thirty-five cars between these points as compared

with twelve or fifteen cars at the present time.

In order to do this we are to consider the advisibility of placing a turntable at Robertson.

In addition to above the continual increase in the asbestos business calls for additional train service (an abbestos train) to be run between Sherbrooke and East Broughton daily, the Engine would then come as far as Robertson to turn instead of Tring Junction as at present and thus saving mileage and expenses.

The cost of the turntable and additional track at Robertson would be, approximately, $4000, about one half mile of track being required at Robertson for this purpose.

It was at one time thought more advisable to put in a "Y" at Robertson but the nature of the ground there not being favorable, a turntable would answer the purpose with equal facilities.

TUESDAY. APRIL 28th.

This is Mr Steele's birthday

Left Megantic 7.0am stopped at Moose River bridge which is now about complete, The Dominion Bridge Company's representative will deliver over the bridge this week.

Stopped at St Victor, inspected new bridge erected by the Dominion Bridge Company during the month of March.

The question of replacing the wooden approach to the steel bridge at St Victor for which a tender has been received from the Dominion Bridge Company for $414 for steel girders is to be considered.

Went on to Beauce Junction arriving there about 1.0pm. The water had risen in the Chaudiere Valley, inundating the line at a point four miles above St Joseph, thereby cutting off all traffic. The regular train service only operating between Beauce Junction and St Joseph, passengers and mails being moved on to a point four miles south and from there they walked over the hillside, mails being transferred from a point one half mile beyond by hand car to Beauceville and St George. Passenger traffic is now cut off between the south of St Joseph and the remainder of the branch until the water goes down again. We arrived Beauce Junction by special train and went to the point where the water is over tracks,

i.e:- four miles south of St Joseph, from there walked over the hillside for about one mile and took handcar to Beauceville.

New station just about completed and Agent went into station that morning, it being very neat and suitable and meets the requirements of the place.

Stopped at Veilluex's place in St Francis Village, looked into complaint which he has made there in regard to damage to his property caused by water.

Mr Steele interviewed old Mr Poulin in regard to water course used by the Company on the east side of the highway. Poulin states that this was always a water course and utilized by the Company and Veilluex could not possibly have any complaint to make in respect to same.

Returned by hand car from Beauceville to the point where water was over track, walked over hillside to the train and thence to Beauce Junction.

At St Anselme met Mr Morrison, Contractor for Trans-continental Company, he wishes to buy locomotives, discussed with him the possibility of selling Engines Nos. 4 and 9. He is to decide later whether he will purchase one of these.

Went over to Quebec same night and returned to Levis 11.0am April 29th.

Wednesday, April 29th.

Looked over our wharf property at Levis and Engineer, Mr. J. T. Morkill, took measurements in regard to improving and extending the wharf, as well as filling in old portion of wharf, in order to enlarge siding facilities and give more accommodation for our coal stock.

Left Levis at 1.0pm, stopped at two culverts situated between Harlaka and St Henry Junction, these culverts require renewing this year, the charge will come under ordinary maintenance.

Stopped at St Anselme station and discussed with General Superintendent and Agent the question of placing a new freight shed here to accommodate the increased traffic. Proceeded to Trans-continental siding and looked over the position of the overhead bridge as well as the diversion of water course which they are to

make at that point in accordance with blue prints received from Mr Lumsden, Chief Engineer.

Received cable this morning from Board authorising the purchase of Official car now at Baltimore in accordance with my letter of the 20th.

On arrival at Beauce Junction car attached to No 16 train on to Sherbrooke.

Water in Chaudiere Valley had risen considerably since last night, the line between Beauce Junction and St Joseph is covered in one place, viz:- Dussault's siding, so that today the mails were all transferred from Beauce Junction by hand car and boat up to St George.

When we returned to Sherbrooke Mr. J. T. Morkill gave the following particulars representing cost of filling wharf at Levis:-

Filling old portion

140 x 42 x 12. -------- 70560 C.ft.

2613 C.yds.

Proposed addition on the outside of wharf

being 120 x 27 x 42. --------81000 C.ft.

3000 C.yds.

Average depth being 25 feet.

Q U E B E C C E N T R A L R A I L W A Y

COST OF MAINTENANCE OF PASSENGER CARS ENDING JUNE 30TH 1919

July 1st 1918
to
June 30th 1919

Labour on all Passenger cars during year	$ 17547.23
Material on all Passenger cars during year	8370.47
	$ 25917.70

...S U M M A R Y...

July 1st 1918
to
June 30th 1919

One Combination car changed to Official Car for Superintendent	$ 4360.00	
One Combination Car changed to Baggage	800.00	
One Combination Car changed to Mail Car	1200.00	
Heavy repairs on 16 Passenger Cars, Painted and Varnished	6400.00	
Heavy repairs on 4 Cabooses	800.00	
Repainted and Varnished two coats and overhauled 43 cars and 8 Vans	8600.00	
Running repairs on all Coaches, Baggage and Mail cars	3757.70	
		$ 25917.70

CERTIFIED CORRECT...

E W Pitts M A Pitts

MASTER MECHANIC...STOREKEEPER...

KOMURA'S RETURN

Japanese Envoy Will Go Home Over C.P.R. Line

Ottawa, Sept. 24.—Baron Komura, the Japanese peace plenipotentiary, is to make his homeward journey by the Canadian Pacific route. Sir William Van Horne, chairman of the board of directors of the C.P.R., has placed his private car, Saskatchewan, at the disposal of the Japanese envoy, and, accompanied by Baron Kaneko and Mr. Sato, chief attache of the Japanese legation at Washington, Baron Komura will leave New York on Wednesday morning for Montreal. The Saskatchewan will be attached to the Imperial Limited the same evening and proceed direct to Vancouver, arriving there on Monday, Oct. 2, the sailing day of the Empress of India, on which vessel the two Japanese statesmen and their staff have taken passage. As Baron Komura is still in feeble health it will not be possible for him to accept any hospitality or participate in any public function while in the Dominion. Indeed, as a precautionary measure he is to be accompanied to Vancouver by a New York physician and a trained nurse. Consul-General Nosse, who has strongly urged the baron to travel by the Canadian route, will accompany the party a portion of the distance. Mr. Sato goes as far as Vancouver. It is probable that the Japanese residents of that city will unite to give the two barons a cordial farewell.

JANUARY
25
1905

Hamilton Spectator.

Car Saskatchewan
at
MONTREAL
Expo rail.

A Round-House Fire.

SHERBROOKE, Que., July 5.—The fire at the Grand Trunk round-house was confined by the fire brigade to that building, the walls of which were very substantially constructed. This building was circular in form, and was built thirty-one years ago, some 160 feet in diameter, with iron roof, built upon the plan of Colonel Gzowski. The fire took in an oil room used by the Passumpsic Railway Company, in which were stored some fourteen barrels of oil. The Quebec Central employees succeeded in getting out two of that Company's locomotives, but before any of the others in the building could be removed the fire drove the men from the shed which moved the turn-table, and which unfortunately was situated near the burning oil room. The roof fell with a terrific crash within half an hour after the fire commenced, burying the five remaining engines underneath a mass of girders and sheet iron. The Grand Trunk loses a Mogul engine; the Passumpsic two passenger engines; the Intercolonial one; and the Quebec Central part of a locomotive undergoing repairs, the tender, smokestack, headlight, and connection being in another building. The property was almost wholly covered by insurance. Fortunately not a breath of wind was stirring or the fire might have been of a much more serious character in extent, as the yard was full of cars principally loaded with lumber, besides large quantities of bark and lumber between the freight sheds and other buildings. It is expected that the engines which passed through the fire will not be a total loss.

JULY 5
1882

THE ANCIENT CAPITAL

(*Special to the Witness.*)

QUEBEC, April 25.

A Q. C. R. STATION BURNED.

On Thursday last the Quebec Central Railway station at St. Francois, Beauce county, was totally burned down, the fire being caused by the inability of the driver to stop the locomotive on entering the station. The result was that on running to the end of the rails the locomotive turned over, setting fire to the building, which was destroyed with all its contents.

MONTREAL
DAILY
WITNESS

April 25, 1887

THE TRESTLE GOES — Men from Newton Construction have started to pull down the CPR's trestle bridge on Wellington Street South. Last reconstructed in 1925, the old structure is to be replaced with a concrete bridge which should be finished in about three months.

(Record photo: Gerry Lemay)

Old Wellington Street trestle to make way for modern span

JUN. 12. 1967

The big black-tarred, wooden trestle bridge on Wellington Street South which a city alderman described as "ridiculous" last February is to be replaced with a new modern concrete span.

Owned by the Canadian Pacific Railways and used by the Quebec Central Railway as an access to the yards, the new bridge is scheduled to be completed in three months.

Men from the Sherbrooke contractors, Newton Construction, who were awarded the contract to replace the bridge, have already started to tear down the old structure which was last reconstructed in 1925.

CPR Divisional Engineer John Bicknell told the Record this morning that the new bridge will be built with prestressed concrete and concrete piers except for the span over the Canadian National Railway's main line where steel construction will carry the single track.

"The schedule is three months," Mr. Bicknell said, "but we hope to do better."

The old trestle came under fire from the City Council last February when Ald. Marcel Savard brought the bridge to the council's attention. The aldermen all agreed with him at the time that the trestle should disappear and be replaced with "something better."

Ald. Savard said it was "ridiculous to have this in 1967."

Mr. Bicknell said, however that CPR decided to replace the bridge last fall after a routine bridge inspection.

The railway, he explained, found it was uneconomical to continue maintaining the present bridge and decided to go to a new structure.

The city, he continued, wanted a wider span on Wellington Street.

JUNE 12, 1967

STATION SOLD — Newington station in the East ward is little more than a skeleton today. However, back in the 1920's and 1930's this Quebec Central Railway owned station was used by people bound for Quebec. The station was sold by tender July 25 to Maurice Leclair, an Iberville contractor. Mr. Leclair will begin to tear the building down this week.
(Record photo: Gerry Lemay)

Old Newington station is sold; demolition to begin shortly

JUL 28 1967

Newington station, owned by the Quebec Central Railway, was sold by tender July 25 to Maurice Leclair, an Iberville contractor for under $500, a railway spokesman announced yesterday.

The station, located off Talbot Street and near the Department of Roads, was built in the summer of 1927, and was used only briefly until 1936. Mr. Leclair is expected to begin tearing down the building shortly. The property will remain with the railway.

Last spring, vandals completely destroyed the interior of the building and all the windows were broken. "When this occurred we decided that the most practical thing to do would be to sell the building," a QCR spokesman explained.

In 1936 the dispatching office was moved to the present location of the Quebec Central Railway, 165 Wellington Street North. This move signaled the end of the station for railway use.

During World War 11, the building was leased by the Department of National Defense as part of an internment camp. The Newington shops, which date back to the middle 1800's, and were located just across the tracks from the station, were the main portion of this interment camp.

Originally, the shops were used to repair steam engines and build railway cars. The Quebec Department of Highways bought the shops before the war.

The Newington station was leased to two chicken hatcheries around 1945. From this time until 1964, Bray Chick Hatchery rented the building. Then, the Humbert Chick Hatchery took over the building until last spring when it was damaged by vandals.

July 28, 1967

the *Pioneer*.

It may be as well to mention here that we had the "honor" to pull up behind our train an engine intended for the Canada Meat and Produce Company's works, which are situated on this line, about a mile from the station.

[illegible] of the trip passed off