

QUEBEC
CENTRAL
RAILWAY
DIARY
IV

C. H. RIFF

THE LAST BOSTON AND MAINE RAILROAD TRAINS INTO SHERBROOKE QUEBEC.

John Davis, Grand Trunk Historian of South Paris Maine states that the two Portland Division Dispatcher Sheets that I have access too for May 29th and May 31st, 1926 have in-bound movements on May 29th to Sherbrooke at Lennoxville of Boston and Maine engines 2125 and 2015, 2371 and 1488. Out-bound were engines 2371, 2125, 2011, 2016 and 2374.

On May 31st, 1926 there were engines in-bound Boston and Maine 2125, 2374, 2016 and 1488. The out-bound engines that day were Boston and Maine engines 1488, 2125, 2016, 2374 and 2015.

The Sherbooke Gazette on June 1, 1926 states that the last Boston and Maine train left Sherbrooke, Quebec at 9:15 Monday evening and was pulled by Boston and Maine engine No. 2115.

Engineer A. J. Whiccombe took the first Quebec Central train to Newport using Quebec Central engine No. 42.

The Quebec Central ran a special train of three locomotives and twenty-five loaded cars as well as the necessary cars to establish operation of the line.

OPERATION OF HELPERS ON THE QUEBEC CENTRAL RAILWAY.

Quite often Canadian Pacific 2-8-0's would back down the hill or grade from the up-town Canadian Pacific station to pick up and assist a Quebec Central train. They would back down to Newington some times, and some times would meet a train on the south end of the wood trestle between Galt and Short Streets, especially if the incoming train was a double-header. Towards the end of the steam era Alco-MLW yard switchers would come down and on at least one occasion two S-1's came down to assist two steam engines.

Conversation with Charles Riff September, 1, 1980

He is the photographer of the doubleheaded trains

That appear in the Booth book.

EDWARD WILLIAM RIFF

My grandfather Edward William Riff, born November 2, 1885, joined the Quebec Central as a fireman on June 18th, 1907 and was promoted to engineer on on June 20th, 1912. From a 1949 Seniority List. He retired November 1950. He died at Sherbrooke April 2nd, 1961. He had been employed with the Grand Trunk Railway as a fireman before joining the Quebec Central Railway.

GEORGE BURRINGTON

George Burrington was born in Vermont I believe around St Johnsbury. He had been employed with the Boston and Maine Railroad. He was transferred with a number of Boston and Maine train crews to the Quebec Central Railway at the time of the QCR lease in 1926. They kept all their seniority rights.

He told me in 1967 about the following Quebec Central engines.

No. 46 , the 2-8-0, the "Hogs", was used as the "helper" out of Valley Junction.

No. 50 was used as the helper and switcher at Newington shops.

Engines 30 and 31 were stationed at Lake Frontiere.

Engine No. 34 was used to Newport and it had Valve Gear.

Engine No. 35 was also used on the Newport line and it also had a funny valve gear.

He also told me he remembered running thse Boston and Maine engines: 49, 489, 490, 761, 762, 1325, 405 the shuner and 420

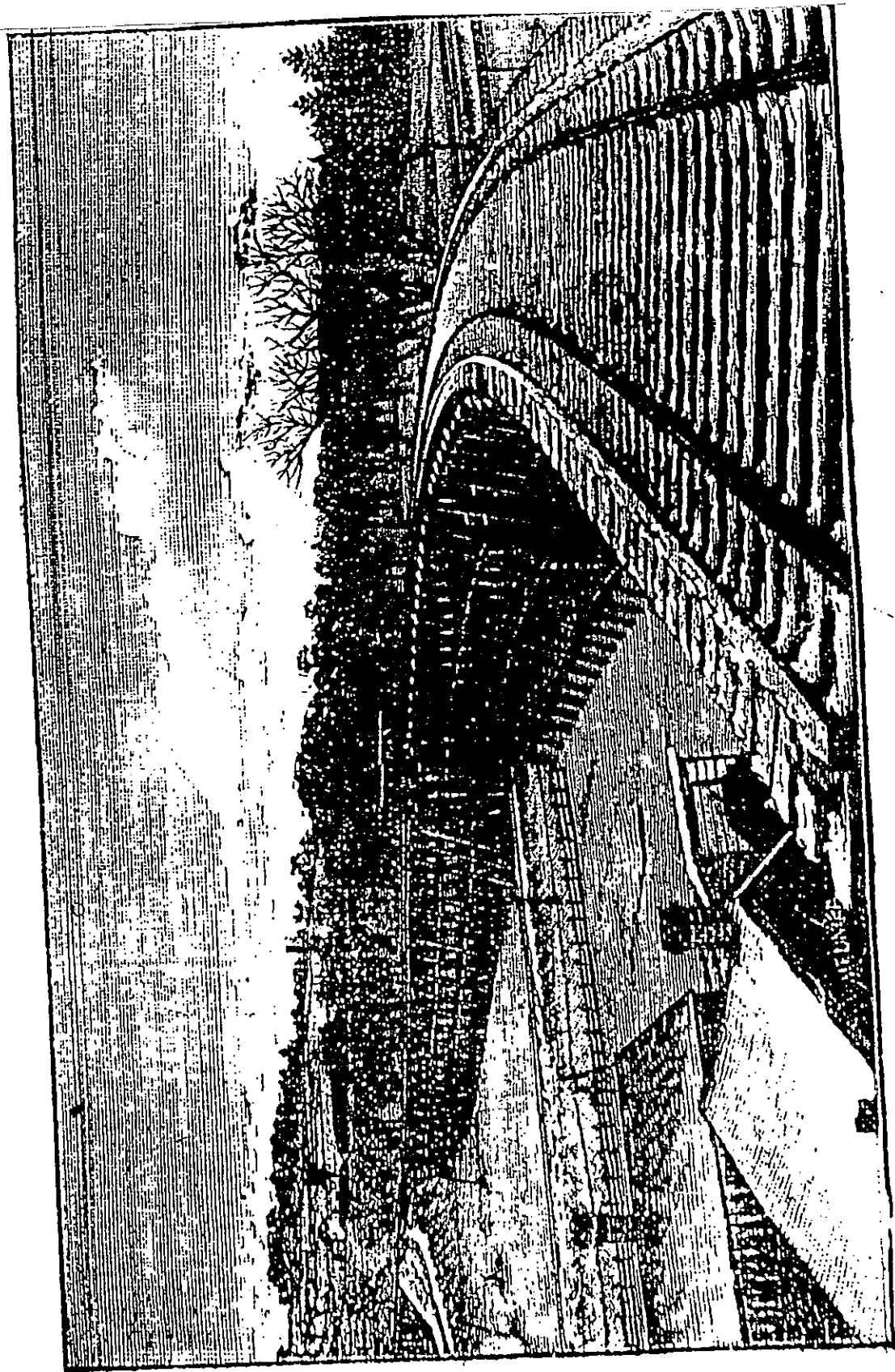
QUEBEC CENTRAL ENGINE Nos. 22 and 25. Ex Grand Trunk 2-6-0

In 1966 retired engineer George Burrington took me to meet another retired QCR engineer named Moses Willard at his house Mr Willard suffered from arthritism. He retired on QCR No. 2554 in 1954.

I remember he stated that QCR No. 23 was a very bad engine, it was problem to use the old engine out of Newington. It could not hold enough steam to make the grade north from Newington. It could not hold a fire well. God awful engine. Burrington who came from the B&M in 1926 did not ever remember No. 23. Willard ran engines 18 and 19 on th Megantic line.

No. 23 was used on the St George to Vallee Junction line, it opened the line in 1908.

QUEBEC
CENTRAL
WELLINGTON
STREET
TRESTLE



SHERBROOKE WEEKLY EXAMINER

July 3, 1885 The Waterloo and Magog opened on Monday Sherbrooke to Montreal.

October 2, 1885 The Central Vermont-Waterloo and Magog Railroad connection with the Quebec Central and the Grand Trunk Railroads will be built by contractors Mssrs. Gordon and Loomis and is to be completed by March 1st, It will cost \$26,000.

November 6, 1885 The International Railway get all new people on the Board and they are all Canadian Pacific people.

January 29, 1886 Rails are being laid on the Quebec Central - Central Vermont connection.

February 2, 1886 A locomotive, tender and Pullman were on the trestle as they carried the magnates of the Vermont Central Railroad Company in their trial trip over the new structure on Wednesday. In the car among others were Govenor Smith, J. M. Hibbard the General Manager, S.W. Cummings, J. Chittenden, and I. B. Futoye.

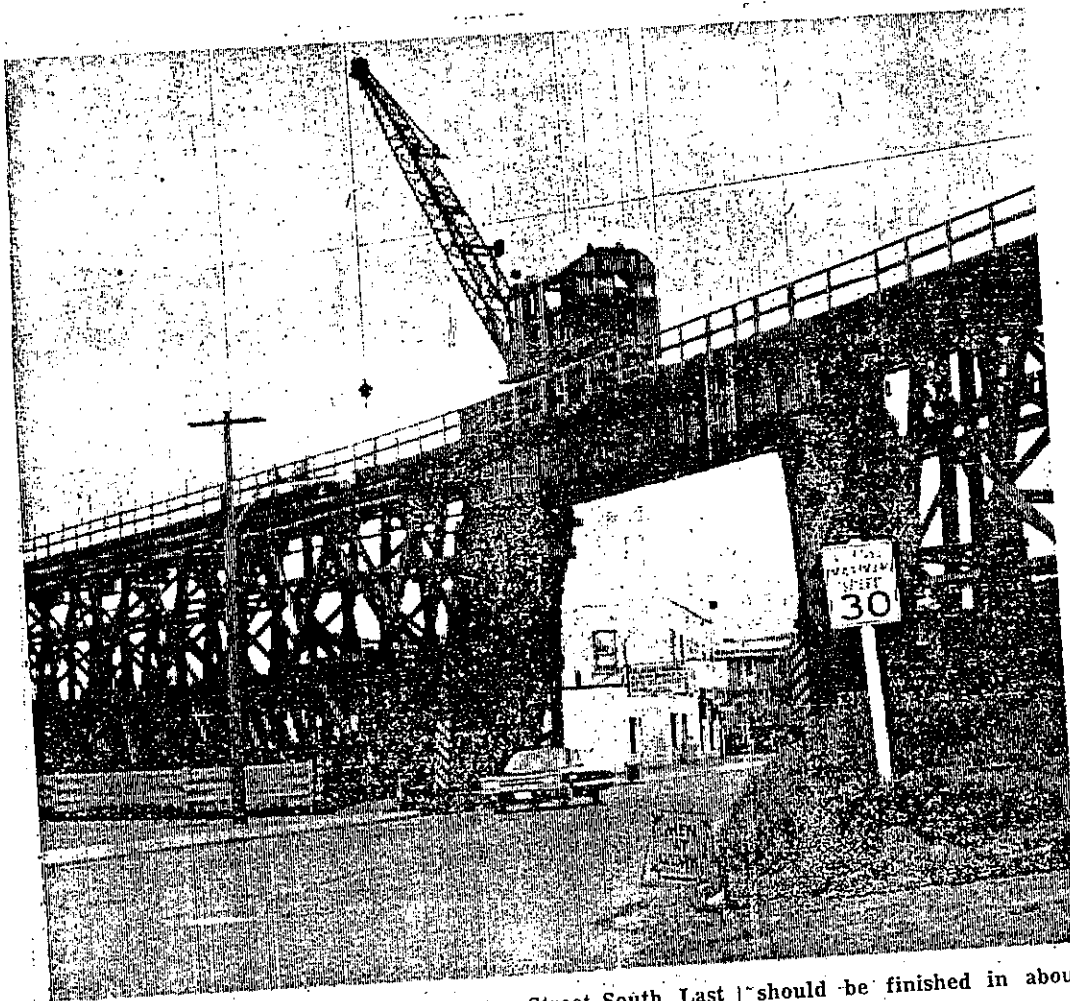
February 19, 1886 The Vermont Central Railroad commenced Monday last passenger trains from Montreal and immediate points over the CVR began running into the Grand Trunk depot at this point and passengers can now take the train there or at the Belvidere Street depot as is most convenient to them.

SHERBROOKE WEEKLY EXAMINER

April 22, 1886 Rail is being laid on the Canadian Pacific
Lennoxville to Sherbrooke section.

May 25, 1888 The first train of the Southeastern came into
Sherbrooke yesterday. The SER will probably run this branch until the
new lin is completed.

June 4, 1886 A Vermont Central- Canadian Pacific deal.



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.

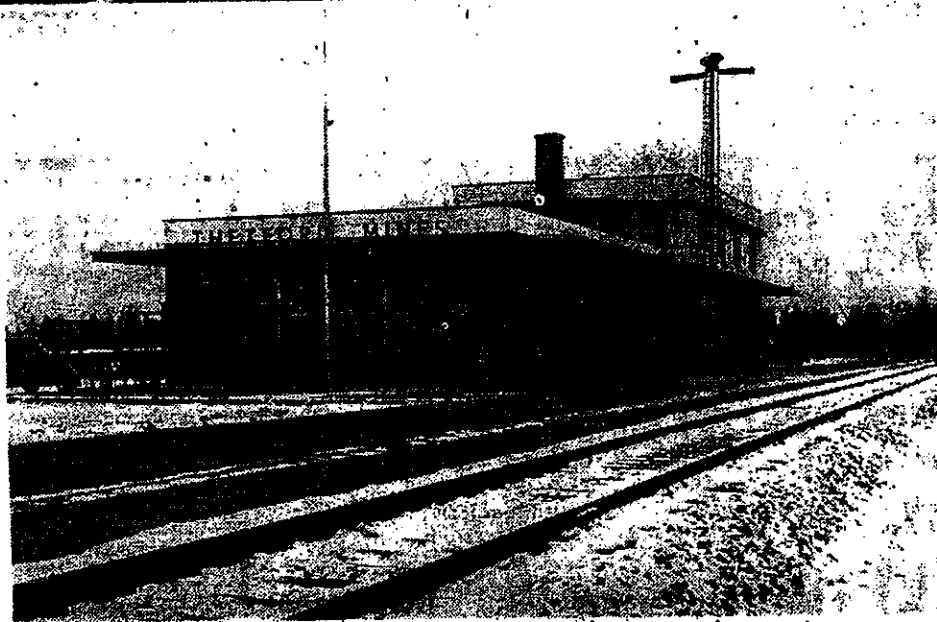
The city, he continued, wanted a wider span on Wellington Street.

JULY 12, 1967

1953

THETFORD
MINES
DIVERSION

Un boulevard longe les précipices de Thetford



● Ces photos ont été prises il y a quelques jours à peine à deux endroits bien différents de Thetford où se trouvent les plus riches gisements d'amiante au monde. En passant sur le magnifique boulevard que nous voyons ici, le voyageur ne peut manquer de prolonger ses regards sur ces immenses "pyramides" derrière lesquelles tout

un monde travaille sans arrêt à des profondeurs qui atteignent parfois plus de 600 pieds, pour arracher au sol un produit dont l'industrie moderne a le plus grand besoin. Les travaux se poursuivent à une telle allure que cette année, une cinquantaine de maisons devront être déplacées pour faire place aux mineurs. Même l'ancienne gare n'a pu résister à cette offens-

ve. La photo du bas nous fait voir la nouvelle station du chemin de fer qui depuis un certain temps remplace la première qu'il a fallu détruire. Cette nouvelle gare a été aménagée en dehors de la ville à un endroit où le sous-sol semble ne vouloir rien offrir d'intéressant au pic du chercheur d'amiante. (Photos des Ateliers Irénée, Thetford-Mines).

November 26, 1955

L'Action Catholique

BY S. S. WORTHEN.

Late in 1953, Thetford Mines, Que., faced the possibility of becoming a ghost town. Since it is an asbestos mining district essentially, the economy of the region as well as that of the city is based on the production of asbestos. The mines from which the fire-proof material is dug are found throughout the town and the surrounding countryside. Engineers who are constantly determining the location of new ore bodies, found that these deposits underlie the very foundations of a large part of Thetford Mines, and unless some means could be found to facilitate their excavation, the mines would have to be abandoned and the area forced into a severe financial predicament. The Bell mine, the King mine, and the Johnson mine have been working in this area for some 75 years, and having a thorough knowledge of the area, their engineers set to work to determine the plan of action. Acting in conjunction with city officials, it was decided to make several modifications on their present methods. The first step was to do away with the open-pit mining and take the operations underground. At the same time, the waste rock material from which the asbestos had been removed was dumped back into the large derelict open pits to fill them up.

The biggest job was the relocation of the railway and the removal of the streets and houses which might be threatened by land subsidences due to mining operations. Besides the eight and a half miles of new railway, a new marshalling yard was established with six tracks and a new station is to be constructed. Access to the mining area is afforded by a one mile spur from the eastern end of the city. A new street one and a half miles long with the necessary connections is to be built, and another street, $1\frac{1}{4}$ miles in length is to be built around the southwesterly side of the City. About 100 houses and other establishments, including the Church of England and the Head Office of the Johnson's Company will have to be relocated. The entire cost of the work will be shouldered by the three mining companies and the estimated cost is \$5,500,000. This sum is being administered by a joint corporation called Relocations Limited.

The railway diversion takes place just outside the town of Black Lake, where the line crosses the main highway and runs parallel to it on the north side for about half a mile. At this point it swings northwest across the Thetford River and passes to the northwest side of the city of Thetford Mines to the new yard and station. The new yard is to ~~the rear of~~ the present hospital. Just east of the city limits, the new diversion comes down to join the present line running towards Robertson and Vallee Junction.

Chapter V

THE RELOCATIONS PROJECT

*M*ention has been made in Chapter I of an agreement concluded between the Asbestos Corporation Limited, the Johnson's Company Ltd., and Bell Asbestos Mines Ltd. concerning the removal of certain surface encumbrances from areas which would be involved in the future mining activity of the three companies. A fourth company, totally owned by the above three principals, was incorporated under the laws of the Province of Quebec and directed to carry out the work of removing surface obstructions to future mining and, where appropriate, relocating them in sites remote from the mining operations. This company was named Relocations Limited.

The main concern was the subsidence of the surface of the ground which foreseeably would be brought about by underground caving procedures in the mines belonging to the three principals. However, consideration also had to be given to the extension of some open pit operations within the vulnerable area.

Guided by the study made by Ford, Bacon & Davis Incorporated, of New York, the probable maximum area of future subsidence was determined. Planes at 40 degrees were drawn from the outside limits of projected underground working areas to their intersections with the surface. The hatched line on Plan No. 3 shows the outline of these intersections at surface elevation. All facilities within the hatched line were to be demolished, removed or relocated.

Among the facilities within the hatched line shown on Plan No. 3 was the main line of the Quebec Central Railway from Sherbrooke to Quebec City. The track skirted the edge of an open pit operated by the Beaver Mine of the Asbestos Corporation Limited, crossed the centre portion of the orebody which connected the Bennett-Martin open pit with the Bell open pit, and followed the side of the Bell open pit. The railway station occupied a site near the side of

— 63

BELL ASBESTOS MINES Ltd.

1878-1967

George W. Smith, 1968

the Bell workings which obstructed work on the proposed extension of the upper portion of the Bell open pit which, by agreement, was to be a temporary source of ore for the King mill of the Asbestos Corporation. The entire extent of the railway facilities inside the aforementioned hatched area was within the zone which underground workings would eventually cause to subside.

In addition to the Quebec Central Railway, Highway No. 1 from Sherbrooke to Quebec City lay within the future mining and subsidence area and, with local streets, provided the traffic arteries which connected the various parishes and communities of Thetford Mines. Both the railway and the highway had to be removed and replaced by new routes remote from the mining area.

Each of the three principal companies assumed responsibility for moving its own shops and other buildings, and Relocations Limited was instructed to attend to the rest.

As already mentioned, the program upon which Relocations Limited had to embark made mandatory the very early re-routing of part of the Quebec Central Railway. Eight and one-half miles of main line track between the Town of Black Lake and the northerly end of the City of Thetford Mines were replaced by a new right-of-way which skirts the City on its west side. It required a three-span bridge across the Thetford River, the centre span being 102 feet in length and the outer spans each being 72 feet. There are nine concrete culverts and forty-one metal pipe culverts. Seventeen miles of fencing were erected to contain the right-of-way; 100,000 cubic yards of material were excavated; and 560,000 tons of mill tailings were placed as fill for the railway grade. A new marshalling yard measuring 5,000 feet in length with six tracks was constructed, and a new station with attendant freight shed was built. A railway spur line one mile long was laid to provide access to the plant of the Johnson's Company.

A new city street one and one-half miles in length with connections to existing streets was constructed around the southeasterly outskirts of the city, and another street with a length of approximately 6,000 feet was built around the southwesterly outskirts. Each of the new streets carries an 8-inch, class 150, asbestos cement water main.

More than one hundred houses and other establishments were relocated more remotely from the mine workings, and considerable changes were made in the power and telephone systems. Sewage and water services were provided and linked with existing facilities.

The surface area necessary for new townsite facilities was provided by the Johnson's Company Ltd. and became known as Johnson's Park. Relocations Limited carried out the required construction work at a cost of \$522,000.

Buildings were relocated or demolished only as the necessity arose, and in such a way as would cause the least possible inconvenience or disruption of domestic, business or municipal affairs. Among the larger buildings which were demolished and replaced were the Anglican Church, the main office of the Johnson's Company Ltd., the Ecole d'Youville, and the Johnson's Memorial High School. Relocations Limited contributed \$249,714.00 to this part of the program (See photos on page 70).

Various methods, depending upon circumstances, were adopted to compensate owners of buildings within the removal zone. In some cases Relocations Limited carried out the relocation of houses, but, in general, Relocations Limited provided new serviced lots and paid a generous indemnity to individual owners to undertake the moving of their own houses from the old sites to the newly provided and serviced lots. In other cases, Relocations Limited made lump sum payments to owners who then made their own arrangements.

The Provincial Government decided to construct an alternate highway No. 1 which would by-pass the City of Thetford Mines. The alternate highway would carry heavy traffic around the City to prevent congestion on local streets, and would also avoid two level crossings on the Quebec Central Railway. Relocations Limited was required to contribute \$300,000 toward the cost of the new by-pass.

The grade for the diversion of the railway was done expeditiously by Quemont Construction Incorporated under contract to, and supervision of, the Quebec Central Railway.

The grades of the spur line for the Johnson's Company and the new street around the southeasterly portion of the City were carried out by the Kennedy Construction Company under contract to Relocations Limited and in accordance with engineering plans prepared by Letendre, Monti and Associates.

The Foundation Company of Canada built the road to the southwest of the City under contract to Relocations Limited and also in accordance with engineering plans prepared by Letendre, Monti and Associates.

The Kennedy Construction Company and local contractors participated in the relocation of houses and in preparation of the necessary townsite facilities to receive them.

Close liaison was maintained with the City Engineer of Thetford Mines in all phases of the work, and Ford, Bacon & Davis Incorporated, of New York, acted in a consultative capacity throughout the project.

In view of the legal aspects of the formal agreement entered into by the Asbestos Corporation Limited, the Johnson's Company Ltd., and Bell

Asbestos Mines Ltd. each of the parties granted to each of the other two parties a servitude providing freedom from responsibility for subsidence due to lack of lateral ground support brought about by the mining procedures set forth in the agreement.

The work of Relocations Limited was completed by 1963 and its charter was surrendered. It had spent \$6,599,804.74 in carrying out its assignment.

A few interesting photographs of what came to be known as the Relocations Project are shown herewith.



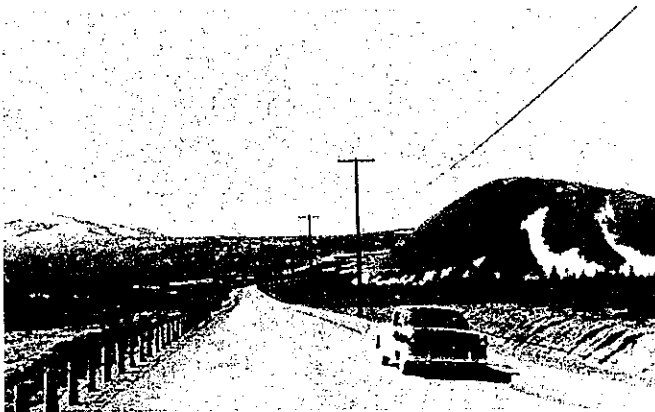
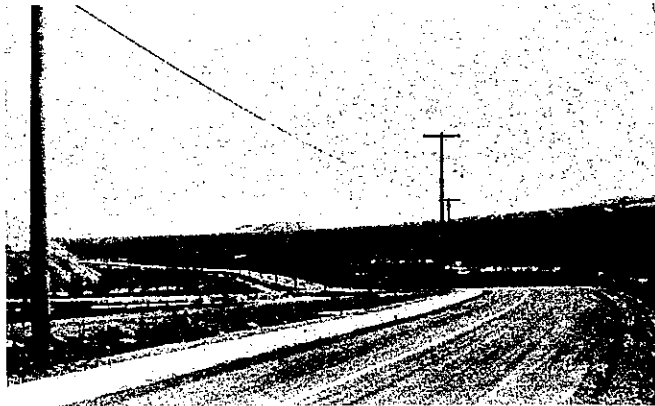
Cutting Quebec Central Railway new main line at Mink farm — 1953.

Cutting Quebec Central Railway new main line near Black Lake — 1953.



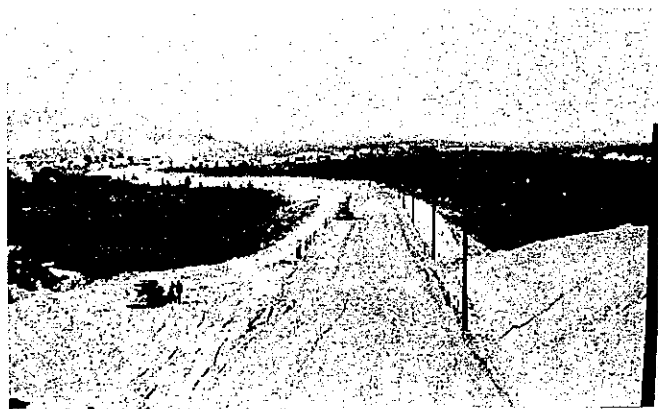
Quebec Central Railway Bridge near Black Lake — April 1955.

South By-Pass (Mooney Street) looking east. — April 1955.



South By-Pass (Mooney Street) Looking west — April 1955.

North By-Pass (Caouette Blvd.) Looking West — April 1955.



MARCH 29, 1955

QUEBEC
CENTRAL
STRANDED
PASSENGER
TRAIN

Stranded Rail Passengers R

ard Cleanup May Co \$400,000

5 Kill Two De



Rescue workers complete gigantic task of digging out stranded train.

More than 10 Quebec Central Railroad passengers last night were killed in a railroa crash 22 miles south of Montreal.

During the crash, Lambert took four passengers isolated south of the Canadian border, Quebec, and 8:35 p.m.

By 9 p.m. the chugging locomotive was stuck at Junction, about south of the cut, hind a plow engine and a passenger train.

said the train broke its rear Central Railroad freight car, which was carrying five there Sunday.

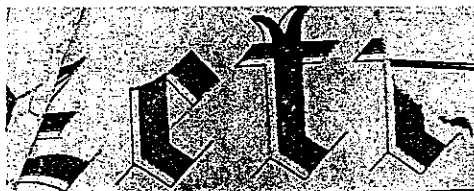
At least five in the pile-up on the weekend.

CNR

Sun

This

Official Montreal publication



— TEMPERATURE —
 Maximum Minimum
 Today 26 13
 Yesterday 45 31
 Average for this Date 35 25
 Detailed Weather Report: Page 27

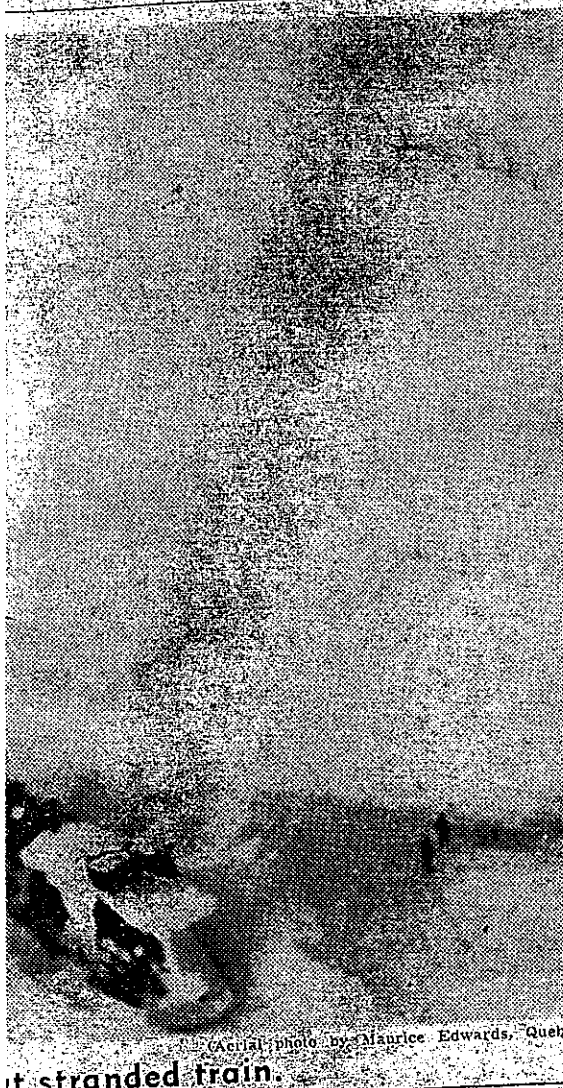
1955

PRICE FIVE CENTS

Passengers Rescued

\$400,000

5 Killed By Storm; Two Snowmobiles Deliver Food



(Aerial photo by Maurice Edwards, Quebec)
 it stranded train.

More than 100 rescue workers freed a storm-stranded Quebec Central Railway passenger train with 150 passengers last night after shovelling through 20-foot snowdrifts in a railroad cut-through near St. Lambert-de-Levis, 22 miles south of Quebec City.

During the day two snowmobiles from nearby St. Lambert took food and blankets to the train's 150 passengers, isolated since late Sunday.

The Canadian Pacific Railway supervisor at Sherbrooke, Que., reported workers had cleared the tracks at 8.35 p.m.

By 9 p.m. the train was chugging towards Scott Junction, about 10 miles south of the cut-through, behind a plow-equipped locomotive. CPR officials here said the train would continue its regular Quebec Central Railroad run to Sherbrooke, Que., arriving there early today. It was originally scheduled to arrive there Sunday night.

At least five persons died in the province as a result of the weekend blizzard, in-

cluding a family of three found asphyxiated early yesterday in their snow-covered car near Levis, Que.

The storm forced 1,500 residents of Ste. Croix de Lotbiniere, 30 miles southwest of Quebec City, to implement strict food rationing.

Snowplow, Rescue Train Reach Stranded Travellers

Canadian Pacific Railway officials in Montreal said yesterday a railroad snowplow and rescue train reached the stalled Quebec-Sherbrooke train late yesterday. All 150 passengers, including children, were reported to be warm and well-fed.

Quebec Central Railway is a subsidiary of the CPR.

A two-locomotive train that attempted a rescue Sunday night got stuck itself. First word of the stalled train came when its con-

CNR Sees Surplus This Year

Ottawa, March 28. — (C) — The publicly-owned CNR, which has just reported a \$28,758,000 deficit for 1954, today presented Parliament with an estimate of a \$500,000 surplus for this year.

The company in its annual budget indicated an expense-slashing program that would cut operating costs by about \$34,500,000 against a forecast drop of \$5,600,000 in its operating revenues.

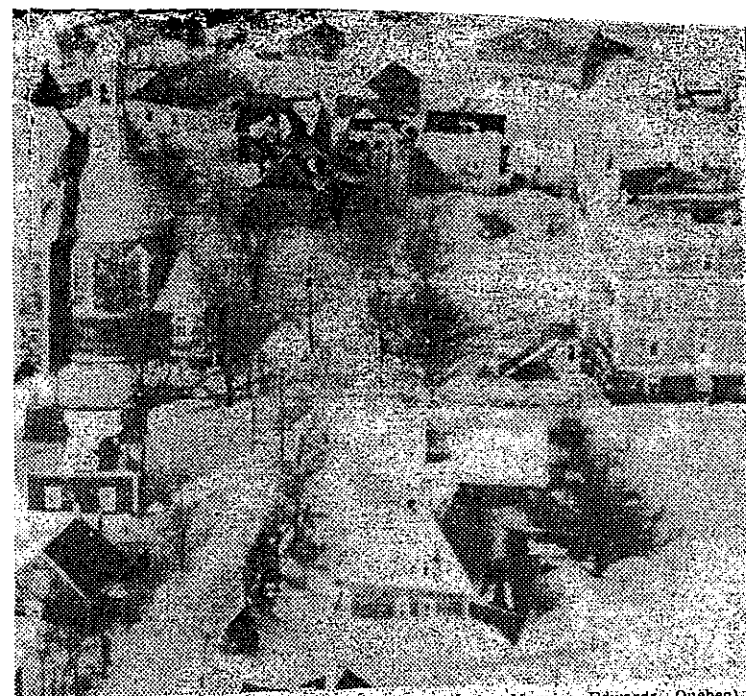
The budget was tabled today in the Commons by Leopold Lan-

Bread to Stricken

Ottawa, March 28. — (C) — Bread was flown by helicopter today to Embury, Ont., a district village 23 miles southeast of Ottawa snowed in by the weekend storm. Arnold Morrison, bakery manager, said his customers had been without bread since Friday and were "beginning to get worried."

ductor and trainman arrived in St. Lambert after fighting their way through the storm on foot for two miles. The train stalled in 10-foot drifts and during the night winds piled another 10 feet of snow into the cut-through. Bert and Edouard, owner of the general store in St. Lambert,

'Alarming'



(Aerial photo by Maurice Edwards, Quebec)

where food, heat and medical supplies are in an emergency move.



his photo the utter desolation of Quebec following the storm.

WHILE BEING SUBMITTED TO THE COMMONS RAILWAY COMMITTEE LATER THIS WEEK.

The company proposed to budget for operating revenues of \$635,000,000 in 1955, compared with an estimate of \$688,500,000 and the actual \$640,837,000 realized in 1954. Operating expenses were placed at \$591,900,000, against last year's estimate of \$643,700,000 and the actual total of \$626,465,000.

The 1955 operating revenue would be \$43,100,000 as the result of the expense cuts, compared with the actual 1954 net of \$14,171,000. The 1954 estimate was \$44,800,000.

After other charges including equipment rentals totalling \$11,000,000, the CNR this year would have available \$32,100,000 to cover bond and loan interest amounting to \$31,600,000, leaving a surplus of \$500,000.

Last year, the CNR budgeted for exactly the same surplus, estimating it would have \$31,900,000 available against interest commitments of \$31,400,000.

Actually, it came up with \$2,451,000 against bond liabilities of \$31,209,000.

In its capital budget for 1955, the CNR indicated it plans to spend \$103,395,000 on new property and equipment and for the acquisition of securities, of which it would require \$36,549,000 in new money from Parliament.

Of the over-all amount, it would get about \$15,000,000 from depreciation reserves, another \$19,000,000 from sale of preferred stock to the Government and \$15,000,000 from working capital. A further \$20,400,000 was authorized by Parliament last year.

Spending on additions and improvements to property would be \$44,758,000, already authorized branch line construction would cost \$12,160,000, while \$40,781,000 would go for new rolling stock.

Cancelled Classes To Reopen Today

City Catholic schools and Greater Montreal Protestant Schools were open yesterday despite the weekend snow storm. Some schools, notably in the Lakeshore area, reported pupils absent where bus services were curtailed.

Both school boards expect normal operations today.

The School for Crippled Children, which was closed yesterday because of poor road conditions, will be open today.

South shore students of five schools in that district, who also had a holiday yesterday, will be back at their desks again today.

H. G. Greene, secretary-treasurer of the Chambly Country Protestant Central School Board, reported that three schools did not open, while in two other cases only

CARRIERS MOVED THE PROVISIONS.

He said there was no lack of heat on the train but that supplies of food were low before provisions from the town arrived. He personally contributed more than \$200 worth of food and other laggers supplied bread, apples, butter, milk, eggs and other stuffs.

Mr. Fontaine said volunteer snow shovellers called to the train from St. Lambert, St. Isidore, de Dorchester and Coudoube, also in Dorchester county. They worked from dawn until 9 p.m.

"I can assure you," he said, "that if it wasn't for the work these volunteers did the train would have been stuck there for at least another two days."

Passengers on the train, who had played cards, sung and slept during their unscheduled stop-over, cheered their rescuers as the train pulled out of the cut-through. But celebrations were kept to a minimum in St. Lambert de Levis as dead-tired workers trudged home to their farms for a good night's sleep.

Quebec Provincial Police used a snowmobile yesterday to reach the car near Levis, Que., where a father, mother and child from Alabama were entombed by the blizzard.

Acrobatic Family Die In Auto

John Robert Wallace and his wife, Edna Reepy, an acrobatic team on a nightclub tour, and their five-year-old daughter, Gail, residents of Mobile, Ala., died after their car stuck in the snow Sunday. They had completed a Montreal engagement last week and were on their way to Quebec City. Caught Saturday by the storm in St. Etienne de Lauzon, they struck out again Sunday. They died of carbon monoxide poisoning about 300 feet from the house of the farmer who discovered them yesterday. With visibility cut to zero by driving snow, they had apparently decided to wait out the night in the car with the motor running for warmth.

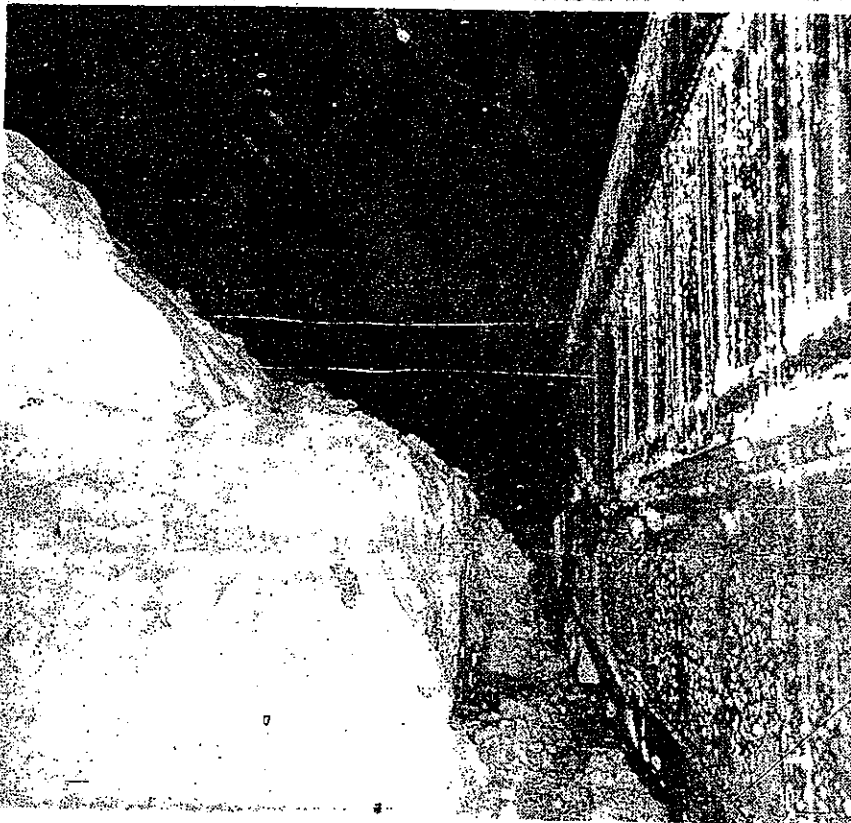
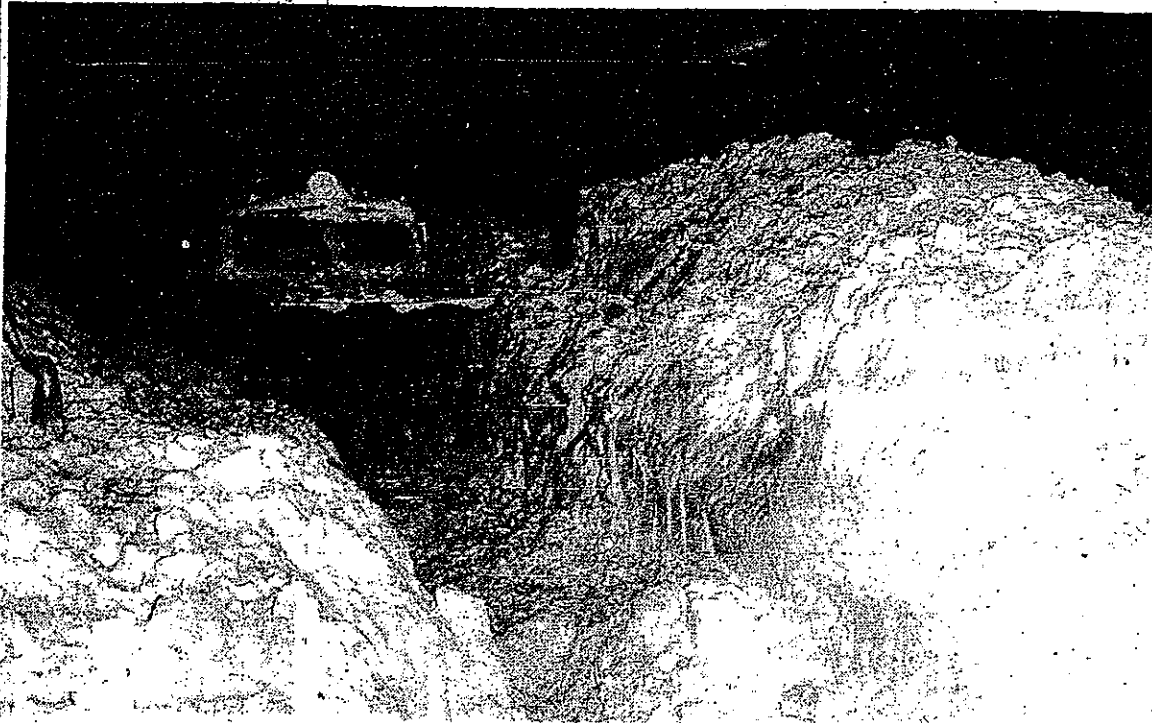
Antonio Normand, 23, of Shawinigan Falls, Que., met death the same way when his car stalled about 40 miles north of Sherbrooke, Que. Montrealeur Joseph Dore, 72, died near his home while shovelling snow.

Provincial Transport dispatchers said yesterday bus schedules were "gradually getting back to normal" although many routes were still impassable.

The Montreal-Quebec run was expected to be open regular service today. Montreal-Toronto buses were having trouble with blocked highway near Cornwall, Ont., and extra snow-removal equipment has been sent to their aid.

Buses leaving Montreal for Sherbrooke on Route 1 were forced to stop at Granby yesterday. The Laurentian highway to Ste. Jovite was open. Route 74 to St. John, Que., was narrowed to an eight-foot width by drifting

Lorsqu'une tempête de neige se mêle d'im mobiliser un convoi tiré par 2 locomotives



● Le convoi du Québec-Central qui a quitté Québec dimanche après-midi, en direction de Sherbrooke, a passé 30 heures dans un banc de neige, en rase campagne, entre St-Lambert et St-Isidore. La neige accumulée sur la voie ferrée était plus haute que la charrue et les deux locomotives qui tiraient cinq wagons, transportant 150 passagers. Une charrue envoyée de Scott, à la rescousse, s'est à son tour immobilisée dans la neige, à quelque deux milles du but. Une centaine d'hommes ont été mobilisés pour dégager le convoi à la petite pelle. En haut, la charrue émerge de la trouée faite par les pelleteurs. En bas, les wagons à passagers, encore tout enneigés, après avoir été tirés du banc de neige

MARCH 29
1955

Trante heures dans un train que la tempête avait immobilisé

3/29/1955

Grande aventure où le comique a constamment alterné avec le tragique - Neige par-dessus les locomotives - Problème de l'alimentation - Récit du R. P. Poulin, o.m.i.

THETFORD-LES-MINES, 29. — (Par téléphone). — Après avoir été immobilisé pendant 30 heures, dans la neige, alors que la pire tempête de l'hiver balayait la région, le convoi du Québec-Central, parti de Québec un peu après quatre heures, dimanche après-midi, est arrivé ici à 2 heures ce matin. Les 150 voyageurs qu'il y avait à bord ont vécu des heures qu'ils n'oublieront jamais. Pour plusieurs, ce sera la nuit la plus dramatique de leur vie. Pour d'autres ce sera une grande aventure, où le comique a constamment alterné avec le tragique.

Prévoyant que le voyage serait rude, la compagnie avait placé en avant des cinq wagons de voyageurs, deux locomotives et une charrie. Ces précautions ne devaient pas être encore suffisantes. Le convoi était en marche depuis environ une heure, lorsqu'à une faible distance de la petite gare du Bras, entre St-Lambert et St-Isidore, un banc de neige d'une hauteur démesurée le força à s'arrêter brusquement.

Le R. Père Philippe Poulin, O.M.I., de Calgary, Alberta, qui était parmi les voyageurs, nous a déclaré, qu'il y avait de la neige par-dessus les locomotives.

ON NE PEUT RECULER

Les préposés au convoi sortirent dans la bourrasque pour aller faire une enquête et constatèrent que les locomotives étaient si embourbées, qu'il était impossible de reculer. Des secours furent aussitôt demandés et le conducteur rassura les voyageurs en leur disant que la compagnie envoyait en toute hâte une charrie qui se trouvait à Scott, soit à une quinzaine de milles en direction sud, c'est-à-dire sur la route que devait suivre le convoi.

Malheureusement, la charrie venant de Scott s'immobilisa à son tour dans la neige, à une couple de milles environ du train qu'elle devait dégager.

Et les voyageurs attendirent. — Pendant les premières heures, alors qu'il y avait encore des provisions à bord, les gens étaient gais et tiraient le meilleur parti possible de leur contretemps.

NUIT MOINS GAIE

Au cours de la nuit, comme les secours tardaient à arriver, le conducteur brava les fureurs de la tempête pour aller mobiliser des pelletiers dans les environs. Personne ne répondit à l'appel. Le salaire qu'on leur offrait ne tentait pas.

La nuit se passa tant bien que mal, mais le matin il n'y avait plus d'eau pour le café ni de pain pour les sandwiches. Dans le wagon-réfectoire, bien qu'elles fussent vendues à \$0.45, elles disparurent rapidement.

DEJEUNER A 10 HEURES

Au cours de l'avant-midi, une auto-neige arriva enfin avec des provisions. Vers 10 heures, personne n'avait encore déjeuné. Chez un groupe de voyageurs, la mauvaise humeur commença à se manifester. On insista pour obtenir gratuitement les sandwiches et le café. Les préposés au train se rendirent à la demande, mais ser-

vir tout ce monde n'étant pas une tâche à laquelle on s'était préparé. Les tasses faisaient défaut et le service était nécessairement très lent. Le comptoir aux sandwiches fut pris d'assaut et la faim fit oublier à plusieurs certaines règles élémentaires de courtoisie.

PLEURS D'ENFANTS

On entendait des hommes maugréer, mais on entendait surtout des enfants pleurer. Finalement, un homme se dévoua pour aller chercher une chaudière pour la lait chez un cultivateur.

Au cours de la nuit, une femme fut prise d'une indigestion aiguë, et il y eut toute une alerte dans son compartiment. Deux médecins étaient à bord et s'empressèrent de lui prodiguer des soins.

Au cours de la journée de lundi, on réussit à mobiliser une armée de pelletiers, qui s'attelèrent à la tâche de dégager le convoi. La

(Suite à la page 2, 2e col.)

MARCH 31
1955

Version d'un employé des chemins de fer

SHERBROOKE, 29 — BUP
Une trentaine de personnes, fati-

guées, mais heureuses, ont terminé ce matin le voyage en chemin de fer dont ils garderont sans doute le plus durable souvenir. Le convoi du Québec-Central, parti de Québec dimanche après-midi, devait arriver dimanche soir, mais n'est entré en gare qu'à 4 h. 15 ce matin. Il avait été immobilisé par la tempête, dans d'énormes canes de neige, entre St-Lambert et St-Isidore, pendant près de 30 heures.

M. B. Blouin, un employé de la compagnie, à Sherbrooke, a déclaré que tous les voyageurs s'étaient bien tirés de leur aventure, que la chaleur avait été maintenue dans les wagons, pendant que le train était immobilisé et que les gens de St-Lambert avaient bravé des chemins impraticables, pour venir ravitailler les voyageurs.

M. Blouin a tout particulièrement rendu un hommage à un cultivateur de St-Lambert, M. Bertrand Fontaine, qui a fait quinze voyages en auto-neige pour transporter des provisions à bord du train et donner aux voyageurs l'assurance que la population locale verrait à ce qu'ils ne manquent de rien.

M. Fontaine a établi un véritable service d'auto-neige, sur un parcours de trois milles et demi, entre le convoi et le village de St-Lambert.

Il a transporté une centaine d'hommes qui avaient consenti à venir pelleter pour dégager le convoi et des stocks de provisions qu'il prenait au magasin de son frère, M. Conrad Fontaine.

Vers le milieu de l'après-midi, Fontaine avait transporté 25 livres de beurre, cent pains, 50 livres de jambons tranchés, 25 livres de fromage, 30 douzaines d'œufs et 200 gâteaux. Toutes ces provisions furent mises à la disposition des passagers et des employés du train.

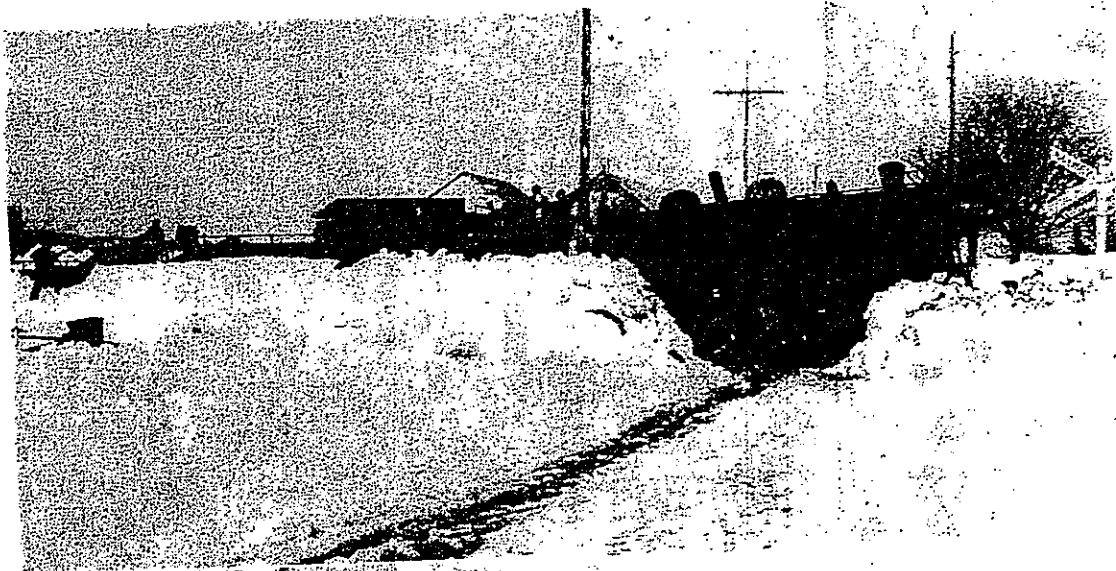
Des cultivateurs des environs apportèrent du lait frais pour les enfants.

Le moral était excellent à bord du convoi. Les voyageurs jouaient aux cartes et chantaient.

MARCH 31
1955

Sauvegarder la famille et son bien-être, dit M. Saint-L

Deux scènes du déraillement de trois locomotives à Breakeyville



● Trois locomotives poussant un chasse-neige ont déraillé, hier avant-midi, au passage à niveau de Beaulieu, sur la voie conduisant de Breakeyville à

St-Jean-Chrysostome. Le bris d'un rail serait la cause du déraillement. Personne n'a été blessé. Le convoi de déblaiement devait se frayer un chemin à

travers une neige très épaisse qui offrait une très grande résistance, étant donné la présence de remblais de neige de quinze pieds. En outre, chaque côté

de la voie. Celle-ci a été brisée sur une distance de cent pieds. Des équipes de cheminots, de même qu'une grue, ont été dépêchées sur les lieux pour rétablir l'ordre.

MARCH 31

1955

Trois locomotives ont déraillé à Breakeyville

CHARNY, 31. — (Spécial). — Trois locomotives poussant une charrette à neige ont déraillé, hier, de la voie reliant Charny au moulin à papier de Breakeyville. L'accident serait dû au bris d'un rail.

Le chasse-neige devant se faire a été brisée sur une distance de cent pieds. Une cinquantaine d'hommes ont été dépêchés sur les lieux, hier midi, pour réparer la voie et pelleter la neige autour des locomotives. Une puissante grue mécanique a été dirigée hier soir, mais on craignait que la voie ne puisse supporter un poids si énorme. On croit devoir en venir à construire une voie temporaire plus solide à côté de la première pour permettre un travail efficace de la grue. Le déblaiement ne sera pas complet avant ce soir, croit-on. Néanmoins, le travail se poursuit.

Le déraillement s'est produit vers 11 h. 15, hier avant-midi, au passage à niveau du rang Beau-bien, conduisant à St-Jean-Chrysostome. La locomotive du centre dérailla entraînant les deux autres. Seul, le chasse-neige est demeuré sur les rails. Le convoi était parti de Charny. La voie

MARCH 31 1955

SEVERE STORM

Worst of Winter Visits Quebec Section

Canadian Press Service

Quebec, Jan. 24.—The worst storm of the winter struck this section last night, the wind reaching this morning a velocity of 62 miles an hour, while seven inches of snow had fallen.

Troop trains for Quebec are stalled east of Harlaka Junction, a short distance from here, and the track is blocked with drifts ten to twelve feet deep. The Canadian government steamers Montcalm and the Canadian Voyageur, the latter bound for Halifax, are adrift in the St. Lawrence somewhere between Godbout and Pointe Des Monts, but cannot see the shore nor report their exact position. Telephone communication with Montreal was interrupted for several hours.

A man named Bourget, of Limouilou, was blown off a pier in the harbor here to-day by the high wind, and landed in the hold of a ship under construction, and was instantly killed.

JANUARY-24
1919

QUEBEC
CENTRAL

LEDOUX-
JENNINGS
RAILCARS

The Quebec Central Ry. has we are officially advised, ordered from Ledoux, Jennings, Ltd., Montreal, a gasoline railway motor car similar to those acquired by the Canadian National Rys., described in Railway and Marine World for June, pg. 289, and illustrated with this article.

The Quebec

August 1922

Quebec Central Ry.—As stated in Canadian Railway and Marine World for September, the Q.C.R. ordered two gasoline cars from Ledoux, Jennings, Ltd., Montreal, one of which had been delivered and loaned to the C.P.R. for use on its Lasalle Loop Division, Montreal Terminal Division, Quebec District, between Highlands and Cote St. Paul, 5.85 miles. We were

CANADIAN RAILWAY AND MARINE WORLD

officially advised that delivery of the second car was expected by Sept. 15, and that, on delivery, it would be placed in service between Levis and Scotts Jct., Que., 32 miles. As stated in our September issue, the Quebec Central Ry. cars are similar to Canadian National Rys. cars 15,812 and 15,813, but differ from both of them in that while they have the small leading truck like the 15,812, they also have a baggage compartment, similar to that provided in car 15,813.

October 1922.

Quebec Central Ry. gasoline railway motor car 1, which was loaned to the C.P.R. for operation between Highlands and Cote St. Paul, 5.85 miles, on the Lasalle Loop Subdivision, Montreal Terminal Division, Quebec District, was, at our last advice, still in the latter railway's possession. Car 2 was delivered by Ledoux, Jennings, Ltd., on C.P.R. tracks at Montreal on Sept. 20, and ran under its own power to Sherbrooke, the same day. It was placed in Q.C.R. service as trains 9 and 10 between Levis and St. George, on Sept. 24, and has been operating on that run since then. Train 10 leaves Levis at 2.45 p.m., arrives Scotts Jct. at 4.05 p.m.; leaves Scotts Jct. at 4.08 p.m., arrives Valley Jct. at 4.35 p.m.; leaves Valley Jct. at 5 p.m. and arrives at St. George at 6 p.m. Train 9 leaves St. George at 6.40 p.m., arrives at Valley Jct. at 7.45 p.m.; leaves Valley Jct. at 8.12 p.m., arrives at Scotts Jct. at 8.40 p.m.; leaves Scotts Jct. at 8.43 p.m. and arrives at Levis at 10.10 p.m. The distance between Levis and St. George is 66 miles. We are officially advised that, while it has not been decided whether the gasoline cars will operate on the Q.C.R. during the winter, it is not expected, in view of the severe winter conditions, that operation will continue after Dec. 15.

December 1922

GASOLINE CARS INSTALLED BY Q. C. RAILWAY

**Car to Carry Thirty Passengers
Arrived Today—Will Be Op-
erated Between Levis and St.
George.**

Many railways throughout Canada and the United States have equipped their lines with gasoline railway motor cars for service on the shorter stretches of their lines.

These cars, built to carry from twenty-five to seventy passengers, including baggage, have proven most successful as a means for quick and easy transportation of passengers between various points, and are being adopted by many of the roads which did not look favorably upon them when they were first put on the market.

One of the greatest advantages of these cars to the railway is the added facility which is given for competition with the motor buses which operate on the highways of the country to the great detriment of the railway passenger business.

The Canadian Pacific and Canadian National Railways have already installed several of these cars, and the Quebec Central, after considering the operation of gasoline railway motor cars for branch line service, placed an order with Messrs. Ledoux, Jennings, Ltd., Montreal, for two cars, the specifications being similar to those built by the same firm for the Canadian National Railways, with the exception of the inclusion of a smaller baggage compartment. It was the original intention of the Quebec Central Railway to order equipment with a trailer, the combined cars to accommodate about sixty-five passengers with baggage compartment, but later it was thought advisable, on account of limitation of engine power, to drop the idea of a trailer and try out the single unit, seating thirty passengers, until such time as a more powerful engine was devised capable of hauling a trailer.

One of these cars is being delivered today, coming under its own power from Montreal to Sherbrooke by the Canadian Pacific Railway some time during the day. It is the intention of the company to commence with the fall change of time, September 25th, to operate this car between Levis and St. George, connecting with main line trains from and to Quebec as Scott's station. The operation of these cars will effect a considerable improvement in the service to the public and enable the railway to meet the road bus competition which has been established along the Government highway paralleling the railway in that section. If these motor cars prove successful, it is anticipated it is the intention of the company to extend the service on other parts of the line.

The car which is to arrive today is thirty feet three and a half inches in length, seven feet one inch in

width and has a wheel base of eighteen feet. The baggage compartment is eleven feet nine inches in length, and is the same width as the car. The total weight is thirty tons, and the car has a seating capacity for thirty passengers. The whole is driven by a Reo six-cylinder 50 h.p. motor.

September 21
1922

The Quebec Central Ry. management, after considering the operation of gasoline railway motor cars for branch line service, ordered two from Ledoux, Jennings, Ltd., Montreal, the specifications being similar to those built by the latter company for the Canadian National Rys., with the exception of the inclusion of a small baggage compartment. It was the Q.C.R.'s original intention to order cars with trailers, the combined cars to accommodate about 65 passengers, with baggage compartment, but later it was thought advisable, on account of engine power limitation, to drop the idea of a trailer, and try the single unit, seating 30 passengers, until such time as a more powerful engine is devised, capable of

ORLD

597

Dec 1924

tion. While in service the car did not prove entirely satisfactory, principally on account of its limitations. Our experience with gasoline equipment, however, has convinced us of its practicability in sections where there is a limited traffic, and there is no question as to the saving that can be effected in operating expenses, as compared with steam service. Our average operating and maintenance costs were about 23c a mile from Apr. 30 to Dec. 1, 1923."

Quebec Central Ry. Co.

December
1924

Fifty Years Ago

MAY 26, 1927

THE "GASOLINE CAR"

Saturday afternoon experiments were being made with a "gasolene" car on the Stanstead branch of the Q.C.R. We first saw the car coming down grade, all a clatter, with bell clanking in grand style. It was "sliding" downhill without power, and the army of kids about reminded one of the grasshopper invasion some years ago. Going up the grade was different--something of the snort, pull and stop sort. Finally "motor trouble" developed and the demonstration ceased. The car had been brought here for Sunday service on the branch, but it was run in for repairs and the "steam cars" made the two return trips necessary last Sunday. It is, however, expected that the new conveyance will be able to function next Sunday. By contract the railway is obligated to maintain service on the branch connecting with all passenger trains on the main line. The cost, however, is now out of all proportion to revenue. Things have changed since the railway first came; most people have automobiles and nearly all the rest have to walk. The railway is entitled to sympathy. Here passenger traffic has fallen off seriously while operating costs have mounted skyward. No one should scoff at the gasoline car; it would be better to get behind and push.

The "gasoline car" is now functioning as a regular Sunday feature of the Stanstead branch. After unsuccessful attempts, May first and eighth, it got away with its load May fifteenth, making the grade to Rock Island with the mails and fifteen or twenty passengers, and to Stanstead with a small number. To operate the "steam cars" requires a full crew which sometimes outnumbers the passengers, and the crew traveling a total distance of less than fourteen miles on the two return trips Sunday, receives double pay for a full day. The "gasoline car" requires only a conductor and a "motor man." We said motor-man; perhaps chauffeur would be nearer correct, since the car is propelled by a six-cylinder Reo automobile engine.

Ledoux-Jennings Car
used on Stanstead-Beebe Junction
Shuttle.

MAY 26, 1927

1921

ad Journal.

THURSDAY, MAY 26, 1927

WHOLE No. 4241

The "gasoline car" is now functioning as a regular Sunday feature of the Stanstead branch. After unsuccessful attempts, May first and eighth, it got away with its load May fifteenth, making the grade to Rock Island with the mails and fifteen or twenty passengers, and to Stanstead with a smaller number. To operate the "steam cars" requires a full crew which sometimes outnumber the passengers, and the crew traveling a total distance of less than fourteen miles on the two return trips Sunday, receives double pay for a full day. The "gasoline car" requires only a conductor and "motor man." We said motor man; perhaps chauffeur would be nearer correct, since the car is propelled by a six-cylinder Rep. automobile engine.

SOME months ago, in the readjustment of rates under the new railway management, the Pullman sleeping car rate from Beebe Junction to either Springfield or Boston was raised to \$4.15. Prior to that Beebe Junction had been in the Newport "block" the rate to either point named being \$3.00. The increase came when Beebe Junction was placed in the Sherbrooke "block." What it meant was an extra charge of \$1.15 for approximately six miles. When this matter was brought to the attention of the local Chamber of Commerce an appeal was made to the Pullman Company, then to the O. P. R., through the Q. O. B., with the result that Beebe Junction has been put back into the Newport block, the former rate of \$3.00 being restored. This rate covers all levies for governmental purposes.

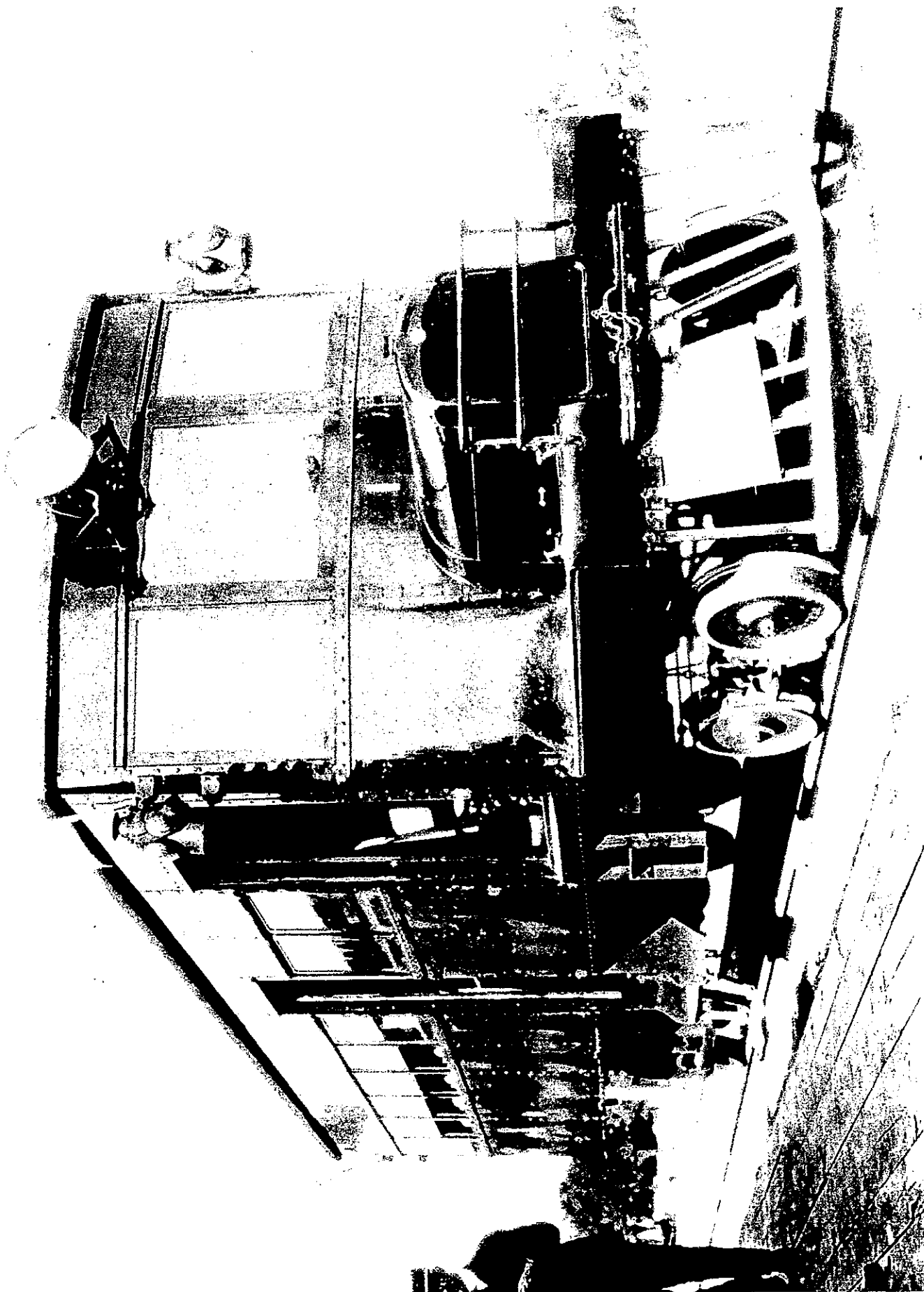
September
1922

LaSalle Loop Railway.—The Board of Railway Commissioners passed an order, May 31, authorizing the C.P.R. to build a branch line from its main line, mile 42.82, Adirondack Subdivision, Quebec District, between the St. Lawrence bridge and the Lachine Canal, running southerly and easterly, about 4.5 miles. At the hearing of the application, prior to the issue of the order, it was shown that the LaSalle Town Council had granted the company 25 years exemption from taxation in respect of the line, upon condition that at least three passenger trains a day be operated by electricity or some other power than steam. The plan which was annexed to the application, showed that the line was to be in the nature of a loop line, centering on Highlands station, and would consist of a reconstructed freight line from Highlands station along the south bank of the Lachine Canal, to near Church Ave. bridge; and a new section having Highlands to the south of the line mentioned above, and following the main line to half way between the Lachine Canal and the Lachine bridge, where it would turn to the east, running parallel to, but rather more than half a mile from the St. Lawrence River, for about 1.3 miles, then turning northeast and running parallel to, by a quarter of a mile from the Montreal aqueduct for about a mile, then turning north, crossing the western part of Emard Ward and re-entering LaSalle, making a wide sweep towards the canal, joining the old freight line near the boundary line between LaSalle and Cote St. Paul.

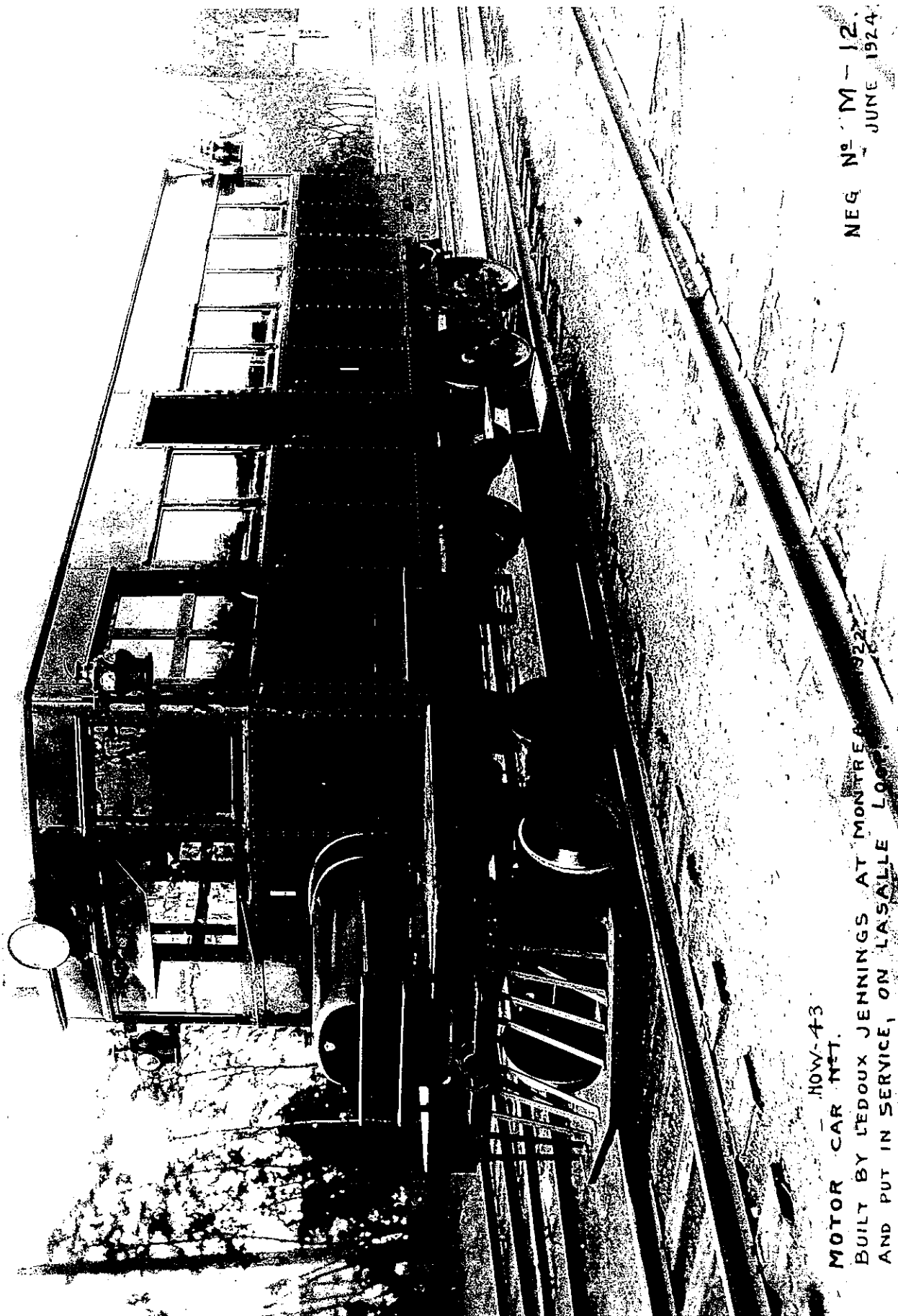
Work on the construction of the line was reported to have been started July 4, and on July 31, the Board of Railway Commissioners authorized it to be opened for traffic. A service was put in operation Aug. 1, but the official opening took place Aug. 10. The line is at present operated by a gasoline motor car, built for the Quebec Central Ry., which is described on another page of this issue.



35-100-101. JENNINGS, AT MONTREAL 1923. JUNE 1923.
ON LASALLE LOOP.



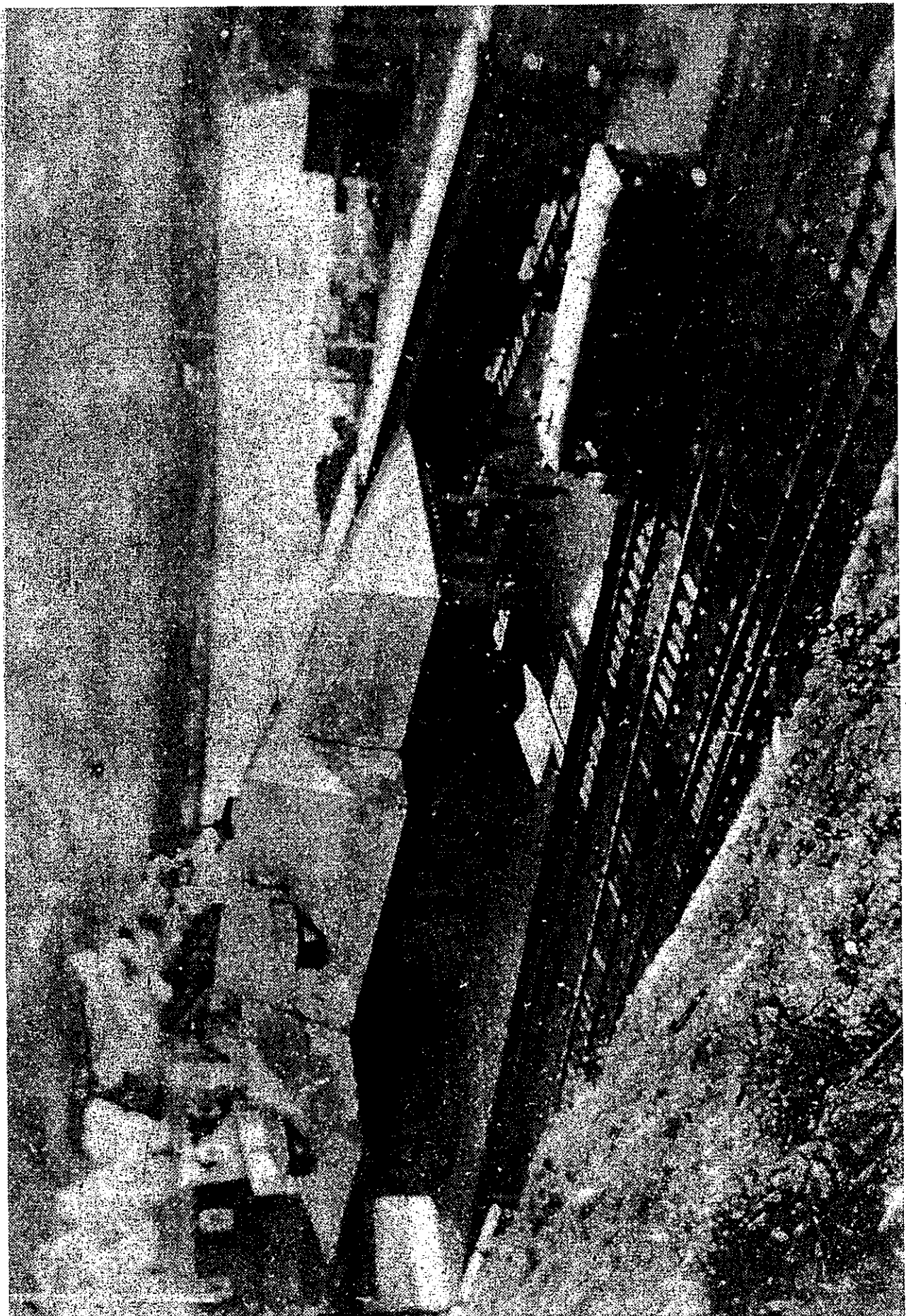
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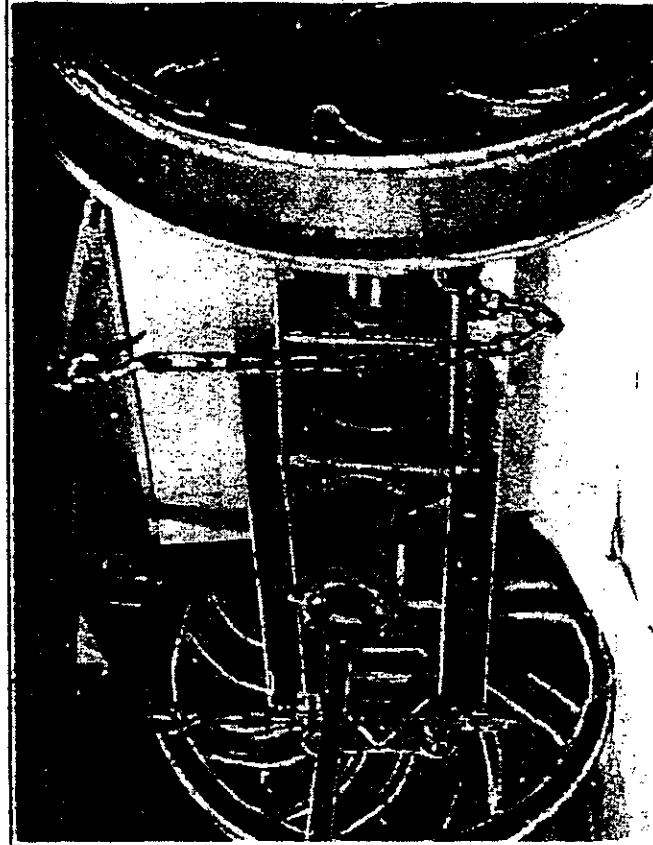
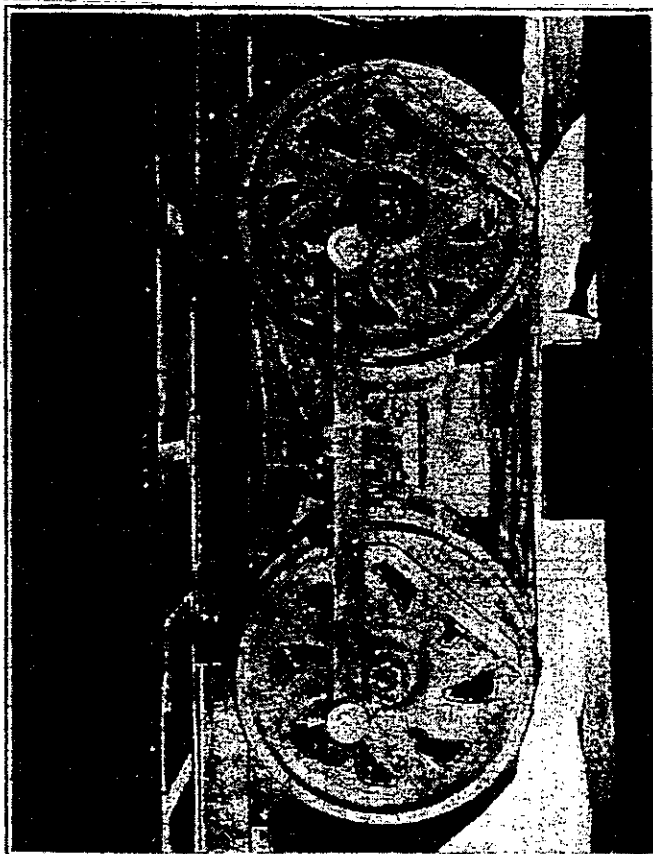


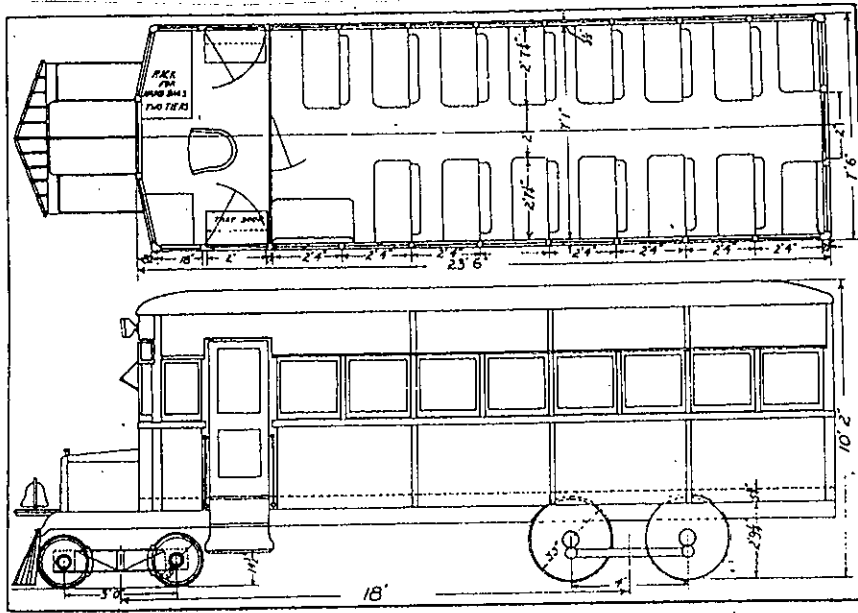
MOTOR CAR NO. 43

BUILT BY L'EDOUX JENNINGS AT MONTREAL 1922
AND PUT IN SERVICE, ON L'ASALLE LOGS

NEG. NO. M-12
JUNE 1924







Gasoline Railway Motor Car.

QUEBEC
CENTRAL
EARLY
LOCOMOTIVES

Canadian Pacific

Canadien Pacifique

NOTION
OLSERVICE
DEPARTMENTDE
FROM

830829

Ray Corley,
Derek Booth.

DATE

SUJET
SUBJECT

Omer Lavallee

MESSAGE

In looking up some information for Carl Riff, who visited the week before last while I was in Sudbury, Jim Shields came across the attached information on a loose sheet in our QCR papers. Evidently used to try to calculate a depreciation schedule, it is the first evidence we have that the QCR had locomotives running in road numbers continually from No. 1 upward. You will note that Nos. 5-8 are noted as "second hand when purchased", and disposed of, respectively, in 1906, 1906, 1895 and 1888. Nos. 1 and 4 are described as "poor - used for switching" and No. 9 as "poor used for branch service". Presumably this list is 1906 or within a year or two afterward.

Jim also found a few voucher references =

Engins 5 & 6 bought from Drummond County Ry in July 1899 \$1500 each

✓ 22 & 23

✓ Second Hand for \$14000 each.

JK

EMPLOYER LA PARTIE INFÉRIEURE POUR RÉPONDRE
USE LOWER PORTION FOR REPLYRÉPONSE DE
REPLY FROM

DATE

147-5

Q.C.R.

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 Iber-

ville 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 internment 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 QUEBEC CENTRAL BRIDGE AND THE 1896 ST FRANCIS RIVER FLOODS.

SHERBROOKE GAZETTE.

April 24, 1896 Our local photographers have on view some excellent photographs of the high water and ruins of the Quebec Central Bridge.

April 24, 1896 Mssrs. C.C. Smith and Company have the contract for building a new bridge for the Quebec Central across the St Francis River.

May 8, 1896 Work is going on rebuilding the Quebec Central bridge near Newington. A large force of men have been at work and it is expected that trains will be able to run over it in about one week.

May 15, 1896 A Quebec Central Railway train crossed the St Francis River at Newington for the first time since the flood on Tuesday last at about 5:30 P.M. The temporary bridge constructed by Mssrs C. C. Smith and Company proved perfectly safe and did not give a particle when the loaded train with seventeen cars was run over it. Work on the stationary bridge which will be built outside of the temporary one will be resumed at once.

**QUEBEC
GOVERNMENT
INSPECTIONS**

No. 31.

1911--Corporation de la paroisse de l'Enfant Jesus, Applicant, vs. The Quebec Central Railway Company, Respondent.

The matter of this complaint sufficiently appears from the finding fully cited below. Sir Georges Garneau, one of the Commissioners, was specially delegated

2 Geo. V. ~~Corporation~~ Sessional Paper No. 66.

A.D. 1912

to proceed to the locality and make full investigation. This he did on the 9th of January, 1911, and reported. As a result of his investigation and report the following conclusion was reached:—

1. "That there is no reason to prevent the Quebec Central Railway Company from rebuilding its engine-shed on the spot where it is now situated, but that the walls and roof of the said shed should be covered with corrugated or other incombustible material to the satisfaction of the Commission. The company is allowed to pave the shed with earth beaten down and mixed with ashes or scoria, which shall be replaced by a cement pavement when the earth shall have been sufficiently rammed down and become solid. The company shall not allow any explosive substance to be kept in the said shed;

2. "That for the present, there is no reason to prevent the company from opening and maintaining a public crossing on the Jacob by-road;

3. "That the Quebec Central Railway shall put up at its own expense an automatic alarm bell or other protective appliance approved by the commission to protect the level crossing beside its water tank. Upon the approach of trains or locomotives coming from the west side, or the side on which the bridge over the Chaudiere River is situated. Such bell or appliance to be put up at a distance of a thousand feet from the said level crossing;

4. "A delay of two months is given the company to comply with the above order No. 3.

Added to this is a large area of excellent arable land, easily worked, the whole giving promise of development of the upper Saguenay & Lake St. John region that may yet justify an important shipping entrepot on the south shore of Ha! Ha! Bay. Whether the outlet by rail will continue as at present via the Quebec & Lake St. John Railway to Quebec is somewhat doubtful. The completion of the Quebec & Saguenay Railway to Murray Bay would bring a connecting line to no great distance to the south of Ha! Ha! Bay. It is stated that the valley of the Murray River affords a comparatively easy means of access and fairly good facilities for railway construction. A line from Murray Bay to Ha! Ha! Bay would afford a second railway connection between the Lake St. John Basin and the City and Port of Quebec.

As the Roberval and Saguenay is not as yet being operated by the Company no extended report as to its condition is called for.

REPORT OF INSPECTION OF THE QUEBEC CENTRAL RAILWAY BY THE COMMISSION.

The Commission made an extended inspection of the Quebec Central Railway and branch lines in October last, leaving Quebec on the morning of the 17th. It proceeded up the Valley of the Chaudiere as far as Ste. Sabine, from which point the Company is extending its line further to the north of the Maine boundary. On its return to Valley Junction the Chaudiere River was crossed and the special train proceeded over the main line as far as Tring Junction. From there it proceeded up to Lake Megantic on the Tring and Lake Megantic branch, reserving inspection until the return on the following day. Resuming inspection on the morning of October 19th, the Commission proceeded via Tring Junction to Sherbrooke, the headquarters of the railway, stopping at a number of points. At various places the Commission made personal and local inspection into matters respecting change of stations, alteration of crossings and the like in respect of pending applications.

The country traversed by the Quebec Central Railway and its branches is long settled and well known, so that extended remarks concerning the prospects of the railway are not called for. Suffice to say that the railway traverses in the main a good agricultural region, rea-

ches lumber and pulp supplies, particularly in the direction of Ste. Sabine and Lake Megantic, has various quarries on its lines, and in Thetford Mines and vicinity serves the extensive and rich asbestos mining district of the Province.

The railway has been improved from time to time, but in its original construction care was taken to avoid heavy work. Hence grades are frequently steep and curves sharp. The bridges are of steel and the roadbed of generally 70 lb. iron and good ties is well laid and ballasted. Many of the culverts are of wood and in some cases in poor order. Some are being repaired, however. The right of way is generally clear and well kept. The stations are of good design and attractive appearance. Altogether the railway is safely adapted to the local traffic upon which it chiefly depends. The rolling stock appeared to be efficient and good, though necessarily of somewhat light character. The management and employees of the Company appear to be able and zealous, and the operation and maintenance of the railway to be competently directed.

In respect of all three of the inspections above noted the Commission was accompanied by its engineer Mr. L. A. Vallée, whose reports of the condition of permanent way, etc., are attached and submitted.

The management and staff of the railway extended every courtesy and assistance in each case.

DETAILED REPORT OF THE INSPECTION OF THE QUEBEC AND LAKE ST. JOHN RAILWAY BY THE COMMISSION'S ENGINEER.

1. FROM QUEBEC TO LA TUQUE JUNCTION.

The track from Quebec to La Tuque Jct., a distance of 78.5 miles is in a good state of operation, taking into account that the Company shall continue to replace whatever defective sleepers might be found and to exercise a constant supervision over all bridges and culverts and that the special rules and instructions mentioned in Time Table No. 72 of the Company, under date June 14, 1913, shall be strictly observed for the guidance of trains, etc., over the whole line generally. No dangerous spot was found along this part of the line. The rails are of steel, weighing seventy pounds to the linear yard and all the principal bridges have a metal superstructure resting upon supports of masonry.

of the Town of La Tuque on the borders of the St. Maurice River. All that part of the line is in a good state of operation, all the bridges and culverts are of steel with stone and concrete masonry, the rails, which are of steel and weigh 56 pounds per linear yard, were taken from the main line. The sleepers are laid as on the main line 2' from centre to centre, i. e., 2640 per mile. The high embankment near little Lake Wawagamack should be widened, because its actual width at the summit, for the most part, is not more than 9' to 10'.

The embankment at the extremity of the bridges over the Batiscan and Bostonnais Rivers should be raised.

About 17,000 of the most defective sleepers, an average of 500 per mile should be replaced between La Tuque Jct and the Town of La Tuque.

ENGINEER'S REPORT UPON THE INSPECTION OF THE QUEBEC CENTRAL RAILWAY.

I have the honour to report as follows upon the inspection which I made of the Quebec Central Railway and its branch lines on the 15th and 16th of October, when I accompanied the members of the Quebec Public Utilities' Commission.

The main line from its junction with the Intercolonial at Harlaka, five miles from Levis, to Sherbrooke, a distance of 137.5 miles, is in good condition, the rails are of steel and weigh seventy pounds per linear yard from Harlaka to Tring Junction, a distance of 48.5 miles, and eighty pounds from Tring Junction to Sherbrooke, a distance of 89 miles. The sleepers are of cedar, hemlock and spruce, and seem to be well preserved. The bridges and principal culverts are of steel with stone or concrete supports. All the pillars and abutments in wood of the bridge over the Chaudiere River, at Valley Junction, have been replaced by concrete construction, also the bridge over the St. Francis River, near Sherbrooke, which was recently rebuilt. The metal superstructure of the bridge over the Etchemin River is to be replaced next year, several wooden bridges have also been replaced by permanent constructions of steel or concrete.

The bridges of the mining companies the Amalgamated Abestos Corporation and the Bell's Asbestos Company over the tracks of the

Quebec Central Railway, at Thetford Mines, have been raised to the height required by the order of this Commission.

The ballast over the whole line is of good quality, and the road seems well drained.

The telegraph line, level farm crossings and fences are in good order.

The right of way has been cleaned up from end to end.

Very neat stations have been built at Thetford Mines and East Angus and others have been repaired.

Sidings have been constructed wherever the traffic required them.

A large number of curves are to be found on the line, the sharpest are on each side of Leeds Station, north of Basinet Station and Ascot. None of them are dangerous, but the speed of the trains at such places should be reduced. The heaviest grade is from Valley Junction to Tring.

This railroad has level crossings over two other railway lines, the Intercolonial, at Carrier Junction, and the Maine Central, at Dudswell Junction.

These two crossings are provided with semaphores and signalling systems for the protection of trains. I did not observe any dangerous spots, but care should be taken in the running of trains because of the great number of curves and grades.

Branch Line from Valley Junction to Ste. Sabine

This branch, from its junction with the main line at Valley Junction, to Ste. Sabine, on the border line between the counties of Dorchester and Bellechasse, is 55.94 miles long.

The whole line is in good condition, and also the stations, freight sheds, fences, telegraph line and drainage.

The rails over the whole line are of steel, weigh sixty pounds per linear yard and are laid on sleepers of cedar, hemlock, and spruce, 2640 to the mile.

The ballast is of good quality. The bridges and principal culverts are of steel with concrete supports; the small culverts in wood are also in good condition; the whole of fairly recent construction. I did not observe any dangerous spots on this branch line.

The Company is actually building five additional miles of road from its present terminus to Ste. Sabine in the direction of Cabano, in the county of Temiscouata.

No. 34.

1910—Quebec Central Railway Company. Application having been made to the Commission by the Quebec Central Company for permission to open for the public conveyance of passengers that part of its railway from St. George Beauce to the dividing line between the counties of Dorchester and Beauce in the parish of St. Sabine—a distance of 31.34 miles.

And a favourable report upon this application having been received from the Commission's engineer

The said application is this day granted.

Quebec, December 15th, 1910.

34

Opens to St Sabine.
December 15
1910.

Branch Line from Tring to Megantic

This branch from its junction with the main line at Tring Station to its connection with the Canadian Pacific Railway in the Town of Megantic, county of Frontenac, is sixty miles long. The whole is in good condition.

The rails are of steel and weigh sixty pounds per linear yard and are laid on sleepers of cedar, hemlock and spruce.

The principal bridges are of steel with supports of masonry and concrete and the culverts are of cedar.

The ballast is of good quality; the Company is now re-ballasting the line from St Victor towards Megantic, and is also replacing defective sleepers.

The fences enclosing the right of way are in good condition as also the telegraph line and the level farm crossings. The whole right of way has been cleaned up in accordance with the requirements of the Department of Lands and Forests for the protection of forests from fires. Several wooden culverts should be replaced in the near future. There do not appear to be any dangerous spots on this line.

On the whole the main line and branches of this railroad are in a very satisfactory condition and the company does not seem to neglect anything to maintain its line in such a way as to secure the safety and accommodation of the public. To sum up, the Quebec Central Railway possesses and operates 305.59 miles of railroad, as follows:

	Miles
Main line: Harlaka to Sherbrooke.....	137.50
Chaudière Branch: Valley Junction to Ste. Sabine .	55.94
Tring Branch: Tring to Megantic.....	60.
	<hr/>
	253.44
Shunting tracks, sidings and accommodation lines...	52.15
	<hr/>
Total.....	305.59
Trackage Rights on Intercolonial from Harlaka to Levis.....	5.00

Humbly submitted,
LOUIS A. VALLEE,
Engineer.

and Westbury Islands, near Ascot Corner. On September 4th, we moved to Ulverton, about seven miles from Richmond.

The survey of the Ulverton Rapid was carried on along the river St. François as far up as the Grand Trunk Railway bridge, near Richmond.

I have the honour to submit a few remarks upon the work done in each case, and to describe briefly the effect that would result from the development of these water-powers.

The field work was completed on September 26th. All the camp equipment was packed and shipped to Weedon, in care of Mr. J. A. St-Denis, our clerk. A complete list was made of all the articles and supplied to the office of the Commission.

Respectfully submitted,

(Signed) P. E. BOURBONNAIS.

WESTBURY RAPIDS (PLATE XV)

The Westbury rapids are located on river St. François, about three miles above the town of East Angus, in the townships Westbury and Dudswell, in the counties of Compton and Wolfe.

They comprise Westbury rapid proper, above the point called "The Basin", the rapid Ledge, the rapid Tardif and a small rapid where the river is crossed by the Maine Central Railroad.

At the head of these rapids is a flat section of the river, called the dead waters, which extends a distance of four miles as far as the highway bridge at Bishop's Crossing. Along this latter part the shores of the river are low and would not be suitable for any power development.

At the foot of the rapids, there is another flat section called "The Basin"—the water surface of which is the same as that in the pond above the dam of the Brompton Pulp & Paper Company,

Quebec Central Railway, at Thetford Mines, have been raised to the height required by the order of this Commission.

The ballast over the whole line is of good quality, and the road seems well drained.

The telegraph line, level farm crossings and fences are in good order. The right of way has been cleaned up from end to end.

Very neat stations have been built at Thetford Mines and East Angus and others have been repaired.

Sidings have been constructed wherever the traffic required them.

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The ballast is of good quality. The bridges and principal culverts are of steel with concrete supports; the small culverts in wood are also in good condition; the whole of fairly recent construction. I did not observe any dangerous spots on this branch line.

The Company is actually building five additional miles of road from its present terminus to Ste. Sabine in the direction of Cabano, in the county of Temiscouata.

Accidents during year ended 30th June 1915.

Cause of accidents.	Employees	Other persons
Falling from car.....	1	3
Walking, standing, lying, sitting or being on track.....	17	
Other accidents.....		
Total.....	18	3

The following is a statement of the date of each accident, the place where it occurred, the cause, nature and extent of injury inflicted upon each person, and the name of such person.

Date 1914	Name of person injured	Place where accident occurred	Cause and nature of accident
July 9th.....	Joseph Lacroix.....	East Angus.....	Injured—Fell off car while unloading rails.
July 15th.....	J. McKenna.....	Newington.....	Injured—Eye burned by molten iron.
July 25th.....	E. Garant.....	East Angus.....	Injured back while laying rails
Aug. 19th.....	G. Morency.....	Newington.....	Slightly injured at Shops.
Sept. 21st.....	J. Robinson.....	Carrier Jet.....	Killed—Struck by train while walking along tracks trespassing
Sept. 27th.....	John Péron.....	St-Sébastien.....	Killed—Walking along track trespassing
Oct. 9th.....	Thos. Rocheleau.....	Newington.....	Injured—Eye and forehead burned by molten iron.
Oct. 22nd.....	Wm. Dorey.....	Tring Jet.....	Injured—Body burned by iron.
Oct. 26th.....	Joseph Gagnon.....	Newington.....	Injured—Leg cut with axe.
October 28th.....	L. H. Weston.....	Newington.....	Injured—Repairing passenger car.
Nov. 17th.....	O. Martineau.....	Thetford-Mines.....	Injured—Adjusting telegraph wires
Dec. 10th.....	D. Harris.....	Newington.....	Injured—Dislocated shoulder shaking grates of engine.
Dec. 15th.....	Edward Riff.....	D'Israéli.....	Injured—Placing snow fence panels.
Dec. 15th.....	Achille Gagné.....	Newington.....	Injured—Hand crushed.
Dec. 18th.....	W. Grégoire.....	Newington.....	Injured—Repairing car.
Jan. 14th.....	Wm. Pridden.....	Newington.....	Injured—Fell off car and broke leg while shunting.
Jan. 24th.....	W. E. Fraser.....	Leeds.....	Injured—Fingers crushed.
Feb. 5th.....	Théodore Poulin.....	Gilbert River.....	Injured—Leg crushed while unloading ties.
Apr. 3rd.....	R. Vallée.....	Black-Lake.....	Killed—Child 3½ yrs old, struck by train while trespassing.
June, 14th.....	Marie-R.-A. Gagné.....	Moulton Siding.....	Injured—Arm sprained while lifting ties.
June 16th.....	T. Gagné.....	Bishops Crossing.....	

QUEBEC PUBLIC SERVICE REPORT

Opening of the Quebec Central Railway to Lac Frontiere.

Ordered January 19, 1916

The Quebec Central Railway to open a new section Ste Sabine to English Lake (Lac Frontiere). Reported December 22, 1915 the opening conditional upon the installation of a turntable at English Lake. The company have completed a turntable January 1916, and the road opened January 8th, 1916.

Quebec Central Ry.—Some little time ago the roundhouse at L'Enfant Jesus, Beauce county, was destroyed by fire, and when the company started to rebuild it the municipality filed a complaint with the Public Utilities Commission. The municipality objects to the continuance of the roundhouse, tank and shunting yard. The Chairman and the engineer of the Commission visited the place Dec. 22, heard what was urged by the municipality, and will report.

The company has under survey an extension of its St. Francis branch from St. Sabine road, to which track was laid in 1910, to Cabano, Que., about 100 miles, and from Scotts to Quebec Bridge, about 19 miles. (Jan., pg. 1015.)

MEGANTIC BRANCH STATIONS

QUEBEC PUBLIC SERVICE REPORT

1914

October 28, 1913

Louis Bolduc requested that the Quebec Central Railway to move its station at St Samuel near to the Lake Megantic Granite works.

January 27, 1914

The petition to change the location of the Quebec Central Railway station to the grade crossing at St Sebastien but owing to the grades 1.25 miles from there can not be done. The station is 1.25 miles distant from the town.

RAILROAD
MAGAZINE
JANUARY
1940

RAILROAD MAGAZINE
JANUARY 1940

The Quebec Central Railway

By ROBERT R. BROWN

Eastern Canadian Representative of the Railway and Locomotive Historical Society, Inc.

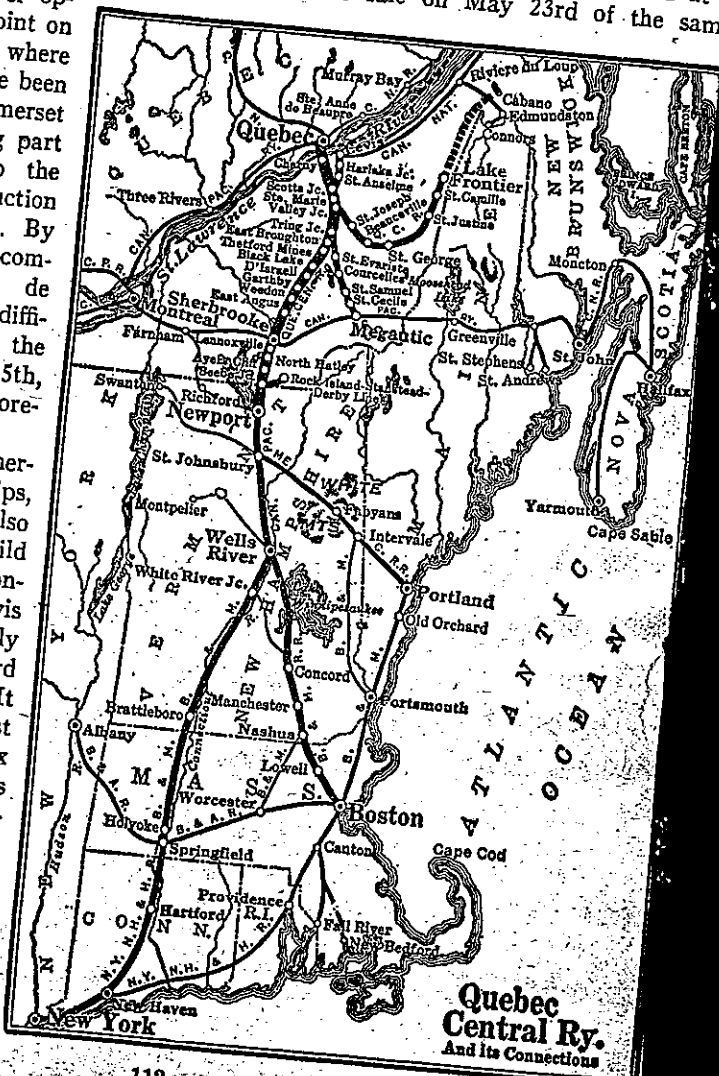
THE original main line of the Quebec Central Railway, extending from Levis to Sherbrooke, was formed by the amalgamation of two separate but allied projects. First, the Levis & Kennebec Railway was incorporated in 1869, to build from Levis, on the south shore of the St. Lawrence River opposite Quebec, to a point on the Maine boundary where connection was to have been made with the Somerset Railroad, thus forming part of a through line to the Maine coast. Construction started in June, 1871. By December, 1874, it was completed to St. Joseph de Beauce, but financial difficulties put a stop to the work and on February 15th, 1877, the bondholders foreclosed.

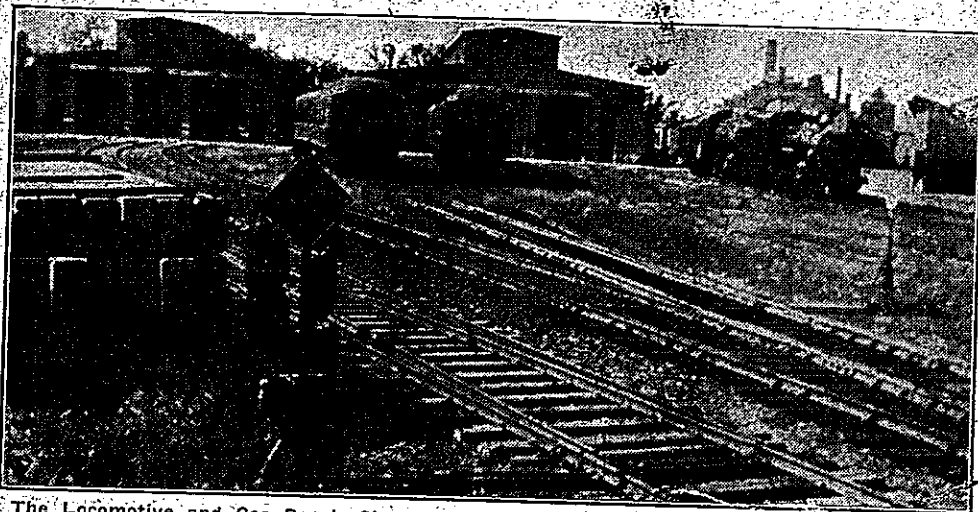
Meanwhile, the Sherbrooke, Eastern Townships, and Kennebec Railway, also chartered in 1869, to build from Sherbrooke to a convenient point on the Levis & Kennebec, was slowly being extended northward from the former point. It was completed to East Angus in October, 1874. Six months later its name was changed to the Quebec Central Railway, and in 1876 it reached Thetford.

At this point, workmen noticed a peculiar rock formation. Looked on then as a mere curiosity, it has since developed into the largest

asbestos mine in the world, and a source of considerable revenue for the Quebec Central.

Early in 1881 the road was completed to a connection with the L&K at Valley Junction. The QC bought that road at a Sheriff's sale on May 23rd of the same





The Locomotive and Car Repair Shops at Newington Are Thoroughly Up-to-Date, Both in Appearance and the Nature of Their Equipment. Motive Power and Rolling Stock Retain QC Identity but Are Maintained to Conform to the High Standards Set by the Canadian Pacific

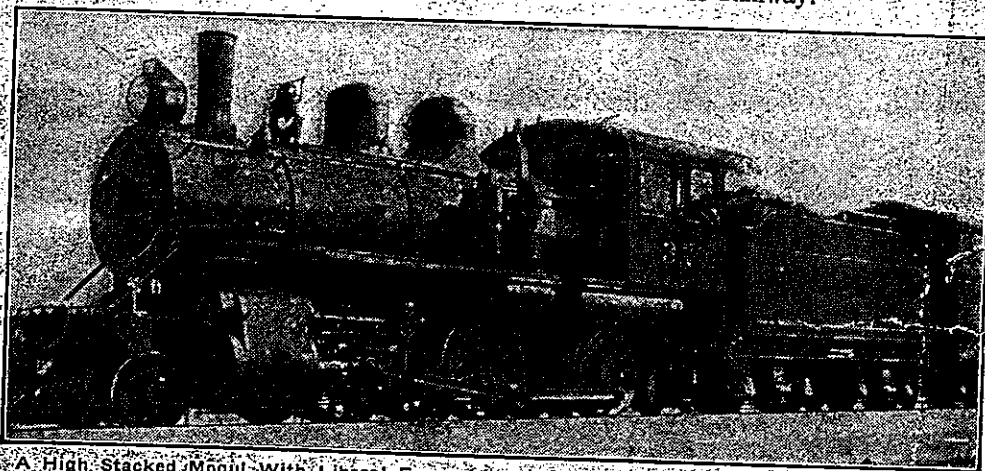
ice is provided by busses run by a subsidiary company.

Modern parlor-cafe cars are used on regular runs between Quebec and Sherbrooke and there is a Pullman sleeper between Boston and Quebec twice a week, and one from New York to Sherbrooke once a week.

At one time large quantities of lumber and pulp-wood were carried by the road, but the traffic in these items has diminished greatly in recent years. The asbestos mines at and near Thetford now provide the greatest amount of freight but

the paper mill at East Angus, a quarry at Lime Ridge, and a copper mine at Capelton, also supply considerable tonnage.

The city of Sherbrooke is an important distributing point for general merchandise. The offices of the railway are situated in a fine modern company-owned building and the shops, which are located in Newington, nearby, are fitted out to handle all locomotive and car repairs. Needless to say, all equipment is kept quite up to the high standard set by the Canadian Pacific Railway.



A High Stacked Mogul With Liberal Expanses of Side Rod. Note the Position of the Marker Lamp. Number 37 Rolled Out of the Kingston, Ontario, Shops of the Canadian Locomotive Company Two Days Before Christmas, in 1910

[illegible]

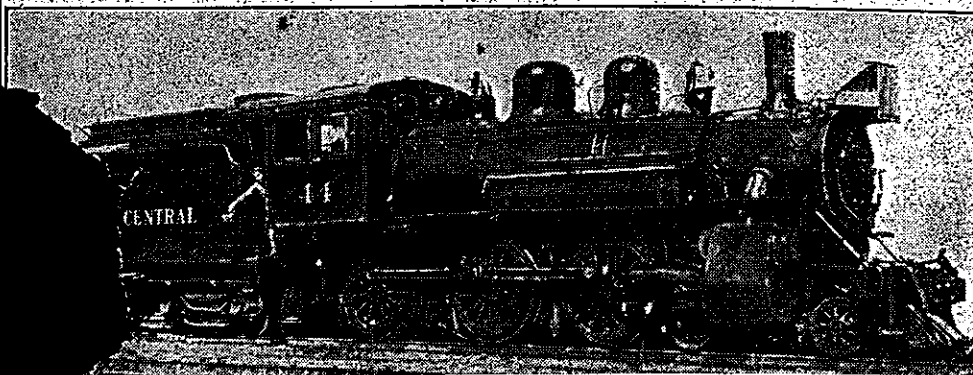
NOTES: Named engines: 1—J. G. Robertson; 2—R. D. Morrell; 3—L. N. Larochelle; Chas. A. Scott; 5—Hon. H. J. Blanchet. Numbers 1 and 2 were ex-Sherbrooke, Eastern Townships & Kennebec Railway engines. Numbers 3, 4, and 5, ex-Levis & Kennebec jobs. Numbers 11 and 12 were sold to the Temiscouata Railway in 1923; Number 15, to the Dominion Line Company of Lime Ridge, Ore. Numbers 18 and 19 were wrecked in 1902. Number 31 went to John Breakey & Company of Breakeyville, and was converted into a woodburner.

RAILROAD MAGAZINE is indebted to Robert R. Brown and the Canadian Railroad Historical Association Bulletin for permission to publish this roster.

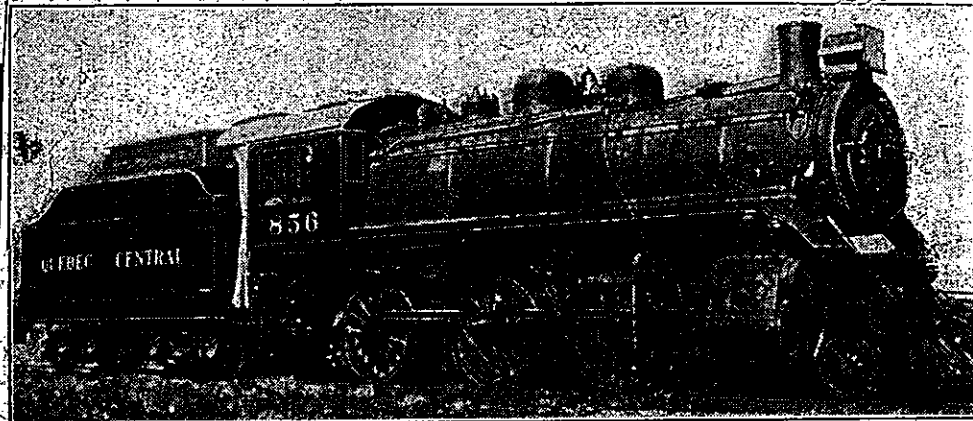
Next Month's Roster: THE WABASH
Coming in the Near Future: THE NEW YORK CENTRAL

SEE ALSO 1947 CAP ROSTER

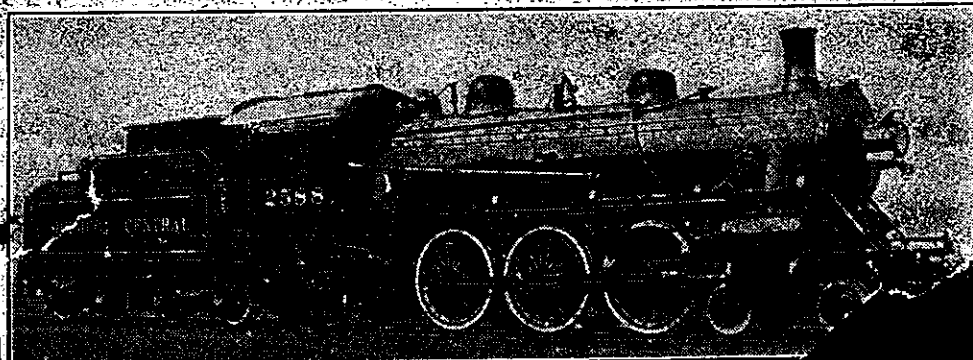
Jan. 1940



Small QC Ten-Wheeler Built in Kingston in 1913. Number 44 Weighs 154,000 Pounds Without Tender, of Which 126,000 Pounds Are Carried on the Drivers



Number 856, a Larger 4-6-0, Is Now Out of Service. A 1909 Product of the Canadian Pacific's Angus Shops in Montreal. She Was Rented by the Quebec Central from That Road. Eccentric Rods Were Missing at the Time This Picture Was Taken

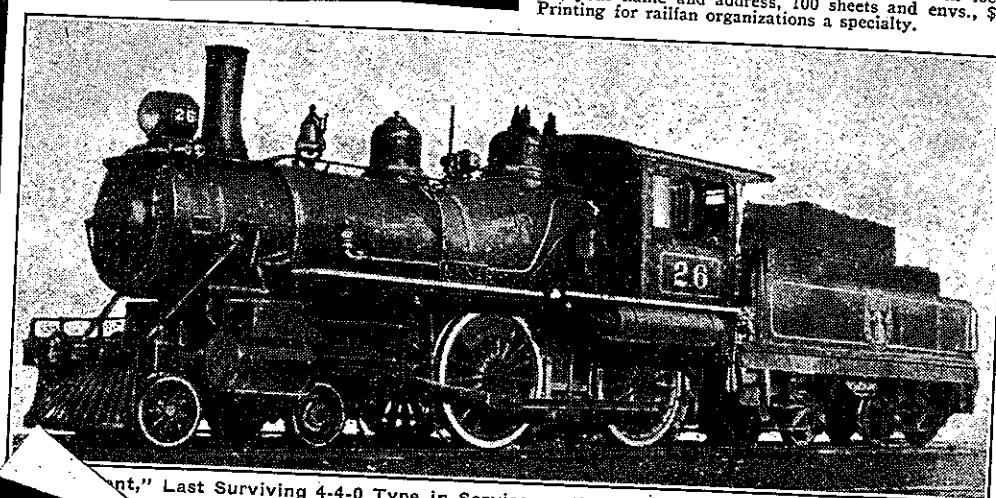


Newest Quebec Central Engine is a Pacific Type Built by the CP in 1914. G-2-s. She Bears the Québec Central Roster Number 67. Fredrick D. Horne, Brattleboro, Vt., Obtained the Sharp Photo from Which Our Reproduction Was Made. Brooke, Québec, in 1935



No. 24 Is Still on the QC Roster (See Page 115), but Her Cab Was Boarded up When This Photo Was Taken Some Time Ago by Joseph Lavelle (Who Is Listed on Page 141)

F. D. HOFFMAN, 106 High St., Brattleboro, Vt. will sell or trade good 122 size pix and negs. of Eastern roads, incl. QC (see page 116).
 ROBERT HOLLANDER, 49 N. Marr St., Fond du Lac, Wis., collects tfs.; wants to hear from other collectors.
 (*) ROY HUBBARD, 102-16 Jamaica Ave., Richmond Hill, N. Y. (grandson of retired PRR veteran) offers privately printed pictorial Xmas cards, picturing old and modern locos. and rr. scenes, at 15 for \$1, incl. envelopes. Also pictorial stationery printed with loco. pic, your name and address, 100 sheets and envs., \$1. Printing for railfan organizations a specialty.



"Last Surviving 4-4-0 Type in Service on the Dominion Atlantic; Built by Baldwin; Cylinders 17x24 Inches, Drivers 66 Inches; Photo by H. A. Jenkins (Page 141)"

HISTORIQUE
DE
SAINT SEBSTIEN

Outre la chemin de fer, Saint-Sébastien possède pour l'accommodation du public voyageur, un service d'autobus qui, depuis 1938, relie notre paroisse aux paroisses voisines et jusqu'à la ville de Québec.

INDUSTRIE LAITIÈRE

La fabrication du beurre et du fromage est depuis plus de cinquante ans la source principale de revenus de Saint-Sébastien. En 1889, M. Napoléon Beaudoin, de St-Henri de Lévis, organisa une société destinée à promouvoir la fabrication du fromage dans notre paroisse. Au printemps de 1890, une fabrique fut construite sur le lot 24 du 2^e rang; bientôt des divergences d'opinion vinrent semer la discorde, et un groupe de sociétaires vint "l'enlever de force" — c'est l'expression qu'on employa pour qualifier l'incident — et allèrent la placer sur le lot voisin, près du chemin. L'opposition qui s'en suivit disparut peu à peu et dès le mois de juin, la fromagerie était en opération.

Durant quatre années, elle a fonctionné avec succès. En 1894, le groupe qui avait participé au déplacement de la bâtisse abandonna la société pour se construire une fabrique semblable au premier rang.

Ce premier démembrement fut suivi de plusieurs autres: six ans après l'engagement de M. Beaudoin, une autre fromagerie fut construite au "cordon" et une troisième dans les 2^e et 3^e rangs, en bas de la cédrière, de sorte que l'arrondissement du début se trouvait maintenant divisé en quatre parties. Cette situation demeura jusqu'à la mort de M. Beaudoin, en 1899. A cette époque, une autre société fut formée et fut dissoute trois ans plus tard, en 1902.

M. J.-E. Dion, négociant, prit l'organisation en mains et une nouvelle société vint prendre les intérêts des cultivateurs. Depuis la formation de la Société Coopérative et la construction de la beurrerie du village, en 1914, le nombre des fabriques a diminué: une seule, avec la beurrerie du village, fonctionne encore au "cordon".

CHEMIN DE FER QUÉBEC CENTRAL

Un des promoteurs de ce chemin de fer fut feu Sir Alexander T. Galt, membre du Parlement pour le comté de Sherbrooke en 1867 et généralement reconnu comme un des Pères de la Confédération. C'est à peu près vers ce temps qu'une assemblée des principaux citoyens du district fut tenue en vue de considérer le projet d'un chemin de fer de Sherbrooke-Nord passant par le district de Thetford Mines pour aller rejoindre la ligne projetée de Lévis-Sud à Rivière Chaudière connue sous le nom de Lévis & Kennebec Railway qui eut pour résultat l'incorporation en date du 5 avril 1869 du chemin de fer Sherbrooke Eastern Townships & Kennebec Railway. La construction de ces deux chemins de fer fut commencée en 1870 et fut complétée à l'endroit actuellement appelé Valley-Jct, sur la rivière Chaudière, en 1880, et consolidé comme étant le chemin de fer Québec Central et sur laquelle route le service régulier des trains fut établi entre Sherbrooke et Lévis, le 12 mai 1881.

Lorsque ce chemin de fer fut construit à Thetford Mines les usages de l'amiante étaient très limités et les habitants de ce district parlaient du minéral qu'ils nommaient "pierre à canon". Bien peu alors réalisaient la valeur extraordinaire de ce matériau et ce qu'il représenterait pour l'industrie du pays et même pour le monde entier quelques années après.

Quand le Québec Central fut terminé à Valley-Jct, en 1880, il y avait des demandes urgentes pour l'établissement d'un service de chemin de fer dans la partie haute de la rivière Chaudière. Les travaux de chantiers dans ce district se développaient de plus en plus. En réponse à ces demandes, les travaux de cons-

La construction du **Québec Central** amena l'établissement d'un bureau de poste à la station. Les titulaires ont été :

Pierre Marceau	1900-1910
Jos. Rouleau	depuis 1910.

La paroisse de Saint-Sébastien est desservie par le service rural postal depuis la mi-février 1937.

CHEMIN DE FER

Les premiers pourparlers en vue d'un chemin de fer dans nos cantons semblent remonter à l'année 1882. En effet, lors de la nomination au Sénat canadien de M. Joseph Bolduc, député conservateur de Beauce à la Chambre des Communes, en 1884, la question du chemin de fer devint l'objet des conversations générales. Tout le monde savait l'intérêt du nouveau sénateur pour ce projet et sa nomination augmenta les espérances communes.

Les Souvenirs beaucerons et la famille Bolduc, publiés en 1938, rapportent une page intéressante de l'histoire de notre chemin de fer. "L'oeuvre capitale du sénateur Bolduc, y lit-on (page 94), fut la construction de l'embranchement de chemin de fer de Mégantic qui apporta un merveilleux développement à la région qu'il traverse. Il employa toute son énergie et son activité à obtenir ce tracé de la compagnie et à détourner au profit de cette ligne les fonds votés par le gouvernement pour le prolongement de la voie ferrée sur la rive est de la Chaudière.

Son principal adversaire fut le Rév. François Elie dit Breton, (curé de Saint-Nérée de Bellechasse) qui se fit le champion des habitants des paroisses du haut du comté, à l'est de la Chaudière. Le curé Breton, quoique soutenu par plusieurs personnages influents, ne put empêcher la réalisation du projet que l'honorable Bolduc avait tant à coeur. Malgré un voyage à Londres, auprès des directeurs de la Compagnie, le Rév. Curé ne put triompher des arguments des promoteurs du tracé nouveau de Tring à Mégantic.

L'achat du droit de passage de la voie sur un parcours de soixante milles était un obstacle qui menaçait de retarder l'ouverture de la ligne tant désirée. M. Bolduc promit à la

compagnie le don gratuit de tout le terrain nécessaire à la construction de la voie ferrée de Tring à Mégantic. Pour tenir sa promesse, il frappa à toutes les portes, et, grâce à ses instances et à ses sollicitations, le terrain fut fourni sans charge".

Le 16 juillet 1890, quatre des premiers officiers de la Compagnie du **Quebec Central Railway** vinrent visiter les lieux et dès le mois de septembre des ingénieurs commencèrent à fixer le tracé du futur chemin de fer.

Quelques difficultés se présentèrent, notamment à St-Sébastien où l'on dut faire trois tracés différents avant d'en arriver à une entente. Le tracé définitif fixait la gare à un mille et demi du chemin de front, ce qui, au dire des contemporains, était l'endroit le plus désavantageux de la paroisse; des représentations solidement appuyées et présentées à la Compagnie par l'entremise du sénateur Bolduc, ne purent rien contre le choix des ingénieurs.

Durant l'hiver de 1890-1891, les plans furent élaborés et les travaux débutèrent au printemps de 1891. Ce n'est cependant qu'en novembre 1893 que les travaux de déboisement sur le parcours de la ligne commencèrent à Saint-Sébastien. Ces travaux amenèrent une affluence d'étrangers, des Italiens pour la plupart, qui envahirent la paroisse jusqu'à l'achèvement de la ligne.

"L'embranchement Tring-Mégantic, lit-on encore dans les **Souvenirs beaucerons et la famille Bolduc**, fut béni le 4 octobre 1894, en présence de Mgr Bégin. L'honorable J.-A. Chapleau, lieutenant-gouverneur de la province de Québec, assista à cette cérémonie. Joseph Bolduc, au comble du bonheur et de la joie, voyait son oeuvre accomplie".

Au mois d'août 1895, la ligne fut inaugurée et le transport des voyageurs et du fret débuta le 15 octobre de la même année. Le premier chef de gare fut M. Alfred Denis qui n'occupa ce poste qu'un mois durant. Il fut remplacé le 15 novembre par M. J.-L. Jacob qui demeura en fonctions jusqu'au 30 octobre 1898 alors que M. J.-L. Beaulieu vint le remplacer. Le 10 juin 1904, M. J.-A. Vallée succéda à M. Beaulieu et le 10 août 1906, M. J.-N. Paradis prenait charge du poste qu'il occupe encore aujourd'hui.

La gare, construite en 1896, fut reconstruite en 1914 et se conserve encore aujourd'hui en excellente condition.



Serge Roy
Rue Commercial
St St Sebastien

BASIN

accident sur la ligne de chemin de fer
 de la Compagnie du Grand Nord
 Samedi, le 17 courant, il y a eu
 un accident assez sérieux sur
 la ligne près de chez Lathrop
 d'abord. La locomotive a été
 renversée par un dérailleur
 qui a rompu le rail. Les
 wagons. Les travailleurs, un
 nombre d'environ 70, furent
 blessés et 15 ou 16 d'entre eux
 furent en bas du ravin, d'une
 hauteur de 15 à 25 pieds. Le
 train a été arrêté sur un pont
 de charbon. Les wagons
 ont été renversés et les
 wagons ont été renversés dans
 la gorge. Un autre a une
 fracture de la colonne vertébrale.
 Un troisième a une fracture
 de la cheville et un autre
 a une fracture de la jambe.
 La plupart des blessés sont
 des Français.

Accident on the Sherbrooke Eastern Townships and Kennebec Railway Saturday December 17th

There was an accident on the
 line close to Lathrop - Dudswell
 This accident occurred at the Basin
 north of East Angus

The train was composed of
 flatcars with many labourers riding
 on the top of the cars. The cars
 became disconnected and then derailed.
 The labourers were thrown off the
 cars and fell about twenty feet
 into the snowy gorge of the
 St Francis River. Many of the men
 were injured

December 31, 1874

At a few minutes past two Superintendent Steele shouted "all aboard," and the train started, the locomotive being in charge of Mr. John Conan, a sharp, clear-headed engineer. The ride to Marlinton, along the north side of the valley of the beautiful M. River is first, was very romantic, and delightful to the excursionists, but it must have been somewhat disconcerting to the engineers who located the line, and to the contractors who built the road. It is a succession of curves, deep cuttings and fillings that were sufficient to appal any but skilful men who could not be so proud of them. However, the difficulties have been nearly all overcome, and when the work now being done to lower some of the grades, straighten some of the curves, and to fill in the trestle work is completed, the road will be a safe and substantial one.

THE HOLLOW BRIDGE.

The train proceeded very slowly until it reached Big Hollow Bridge. Messrs. Peterson and Blackwell seated themselves at the rear of the car, and with the printer, specifications and diagrams before them, put nasty questions to Mr. Woodward about culverts, grades, curves, slopes, trestles, etc., which were all answered satisfactorily, the train being stopped several times in order to allow them to examine the work. The rest of the party also took a deep interest in the inspection. The three excursions had been produced directly after the train left the station, and the most reckless gambling for dollars and pips was soon in full swing, despite the stringent provisions of Mr. Blake's Bill for the prevention of gambling on public conveyances. The card players had all the excitement of gambling without either the risk or the profit. At Big Hollow the train was stopped to allow the inspectors to examine the bridge, and Mr. Peterson to take a photograph of it. The trestle work at this place, over Big Hollow Creek, is seventy-two feet in height, and it is a sight sufficient to make a nervous person shakely to pass over it on a train. Mr. Fred Bowen pointed out the spot where the locomotive with a construction train leaped the rails at the end of that bridge a couple of years ago, and a gang of over fifty men, seized with a panic, jumped from the train over the bridge. Standing on the spot and looking down into the black-looking gulf below, the thought of seeing men take such a leap makes one shudder. Several of the poor fellows who did jump over were maimed for life; but owing to the depth of snow on the ground at the time no lives were lost. There is a pretty little trout stream running through Big Hollow, and the railway men say trout, martin and fisher are plentiful in that vicinity. Gold is also found there in small quantities, but not sufficient to pay to wash for it.

MARLBOROUGH.

Marlinton Station, in the County of Wolfe, 22 miles from Sherbrooke, was reached at noon. At this prospective village a branch line has been built out two miles and a half to the north, to a limestone quarry, which the party proposed to visit on the way back. The road from Marlinton to Weedon Lake is through a newly settled country. The land along the immediate line of railway on both sides is rough and of poor quality, but it is said there are sections of good country for settlement back at short distances from the road. The timber is a thick growth of spruce, balsam, tamarac, yellow and black birch and hemlock, while here and there are new settlements forming openings in the thick forest.

THE NEW SECTION.

From Weedon east the inspection of the newly constructed eighteen miles of road commenced. This part of the line runs through a much better country for railway construction than the old section, extending through Carthby and into Colborne, in Megantic county. About fifteen miles of this is through Crown Lands, which are now opened up for settlement in the most convenient manner—a tract of country fifteen to twenty miles square. The beneficial result of the railway is seen already from the fact that about two hundred lots have been located in that locality this season. The country is

the fact that the company have \$70,000 capital engaged in it, and when the lines are in full operation they employ about two hundred men. Wood is very cheap throughout the whole of that section, and the lime cliffs at Marlinton are the only limestone quarries of any extent in a district of thirty miles square. The Marlinton line is sent in large quantities to the United States. Mr. Lumis, one of the proprietors, says this industry requires no protection, as no Yankee manufacturers can compete with them in their business. When the party had inspected the lines and quarries, they got on board the train and gave Mr. Chamberlain and Mr. Lumis three hearty cheers for their enterprise. On the return of the train to the main line at Marlinton, some men appeared bearing a huge tin vessel filled with a steaming liquid, and when it was taken safely on board,

OYSTER SOUP.

was announced as the order of the evening. It was a novelty in railway engineering, but few persons outside of Sherbrooke are aware of the strides which have been made in science and civilization by the people of this railway centre of late. When they do a thing in this city, they never do it by halves, unless they do it on the half-shell. Dipping hot oyster soup on a rapidly moving train can no doubt be successfully introduced into railway engineering, but after the experience of yesterday the whole of the inspectors have come to the conclusion that it works better on roads which have no sharp curves, because the oscillation of the railway carriage has a tendency to spill oyster soup down the back of the man in front of you, or into your own lap, or somebody else's coat pocket. However, the party came to another conclusion also, and that is, the man who cooked those oysters knew his business.

The excursion was the jolliest affair that has taken place in the Townships for a long time. All it required to make it a thorough success was the presence of the ladies, but then, as some of the oldest inspectors on board, men who took theirs with a stick in it, said, "What do ladies know about engineering anyhow?" The same parties have remarked that Marlinton will always be associated in their memories with railway inspections, lime kilns and oyster soup.

Messrs. H. O. Houghton & Company, of Boston, publishers of the *Atlantic Monthly*, have just issued a fine, life-size portrait of John Greenleaf Whittier, the beloved and honored Quaker poet, whose name is a household word in tens of thousands of homes, and wherever the English language is spoken. The fact that Mr. Whittier completes his 70th year in December makes the publication of his portrait at this time peculiarly appropriate, and we are sure that there are many of our readers who will be glad to avail themselves of this opportunity to procure it. The price of the portrait to all subscribers or purchasers of the *Atlantic Monthly* is but one dollar, and the picture, which is of unusual excellence and finish, is the work of Mr. J. E. Baker, one of the best crayon artists in the country. The *Atlantic* itself presents a most attractive programme for the coming year,—a life story by W. D. Howells, Henry James, Jr. and W. H. Bishop; short stories by T. B. Aldrich, Rose Terry Cooke, Constance F. Woolson, J. W. De Forest and others; frequent sketches and essays by Mark Twain and Charles Dudley Warner, the two best American humorists; descriptions of foreign life and travels by the Sculptor Story, T. B. Aldrich and C. E. Norton; poetry by Whittier, Longfellow and Holmes; and many other good things,—all for \$4.60 a year; and the publishers will moreover send the November and December numbers for the present year free to all new subscribers. Beautiful life-sized portraits of Longfellow and Bryant, similar to that of Whittier, can be also obtained by subscribers or purchasers, if desired, for one dollar each, additional.

THE QUEEN OF TABLE WATER.—The Apollinaria Natural Mineral Water, after having achieved so brilliant a success in Great Britain, is about to be introduced to the notice of our cousins across the Atlantic and of our colonial brethren. Looking back over the

Accident.—On Saturday, a rail train and gravel train collided on the S. E. T. & K. E. R. near Malvern's, owing to a misunderstanding as to time. Three or four men were slightly bruised, and one had his forehead cut. The locomotives were not injured, as the trains were slowed up; but one of the tenders was slightly damaged. The accident occurred at a wooded turn in the road—the only place where it could have happened. The trees have since been cut down.

STRIPPED.—A man was stabbed on the G. T. Train between Waterville and Coaticook yesterday evening. Upon reaching Coaticook the conductor found him lying insensible on the platform of the car. The mail conductor has been arrested on suspicion of knowing something about it.

It will be seen from the advertisement of Messrs. Bowen & Woodward that the construction of the S. E. T. & Kennebec road is being pushed on with vigor, as ten extra miles are to be graded immediately. Mr. Bowen, who is now in London superintending the purchase of rails, advises his partner, that he has purchased 700 tons, 400 of which are to be shipped on the 10th inst., and the remaining 300 soon afterwards, without delay. The large sums of money now expended mostly in labor in this vicinity by the company must add greatly to the progress of the town and district; most of it goes into the pockets of laborers and workmen, just the class who require it at the close of the working season. The additional ten miles will give easy access to a most flourishing section of the outlying townships.

Sherbrooke
Gazette

September 4
1874

MR JAMES ATTO

A small child named Eortier was run over and killed by a Q. C. R. train near Thetford Mines on the 29th ult. Engineer James Atto saw the child sitting between the rails, applied the air brakes and reversed the engine. Then he got out of the front cab window, ran along the foot board and was just getting on the cow-catcher when the child was struck. If given a few seconds more he would have been able to save the child's life.

Stansted Journal

June 6

1895

James Atto

Killed on QCR

Thetford Mines 1901

DATES- LEVISINNES

Michel Poitras, l'un des propriétaires de ce journal, et lui présentent une adresse accompagnée d'un magnifique cadeau, à l'occasion de sa fête patronale. L'adresse est signée par A.-T.-J. Levasseur, assistant-rédacteur, Philéas Drollet, P.-X.-Félix Marois, Jacques Darveau, Félix Laberge, Joseph Patry, Louis Poitras, J.-Bte. Jobin, Elzéar Alarie, Victor Leclerc, Cyrille Gagné.

29 septembre 1873 — Dit *l'Echo de Lévis* : " Nous apprenons que le Conseil des Arts et Manufactures a décidé d'ouvrir, dans le courant d'octobre prochain, une école à Lévis. Cette école se tiendra pendant tout l'hiver et sera dirigée par une personne compétente et habile. On y enseignera le dessin linéaire, et en général les sujets relatifs aux arts et aux sciences mécaniques..... Le Conseil, encouragé par le succès qu'a obtenu son école à Québec, l'hiver dernier, école qui fut fréquentée par un grand nombre de jeunes gens engagés dans les industries et les manufactures, a décidé, à la sollicitation de M. J. Boivin, d'en ouvrir une semblable à Lévis. Il y a à Lévis un nombre considérable de jeunes gens engagés dans les manufactures et que la difficulté des communications en hiver empêche de suivre les leçons données à Québec. Nul doute qu'ils s'empresseront de profiter de l'avantage qui leur est offert d'acquérir les connaissances qui pourront les mettre en état de se faire un avenir dans

l'industrie..... Lévis possède, dans la personne de M. Boivin, de Saint-Romuald, un représentant intelligent et énergique des intérêts de la rive sud, au sein du Conseil des Arts et Manufactures. L'Ecole des Arts de Lévis est due à son initiative et à ses sollicitations; et nous apprenons que le Conseil est décidé à la maintenir d'une manière permanente, si ses efforts sont appréciés par la jeunesse de notre ville."

2 octobre 1873 — Inauguration de la première section du chemin de fer Lévis et Kennebec, c'est-à-dire de Lévis à Saint-Henri. Les invités des entrepreneurs Larochelle et Scott sont l'honorable J.-G. Blanchet, président de la Cie, F.-X. Lemieux, Pierre Garneau, J.-B. Renaud, Phidyme Demers, directeurs, Edouard Demers, secrétaire, Jacques Jobin, maire de Lévis, Robert Demers, Pierre Lefrançois, Mathias Grégoire, conseillers de cette ville, l'honorable Pierre Fortin, Adolphe-P. Caron, C.-W. Carrier, T.-H. Grant, Benjamin Huot dit Saint-Laurent, Elisée Beaudet, Louis Méthot, Joseph-G. Bossé, Evariste Lemieux, Laurent Têtu, Simon Thompson, A.-N. Montpetit, le docteur Alfred Morisset, etc, etc. Les journalistes présents sont L.-H. Huot, du *Canadien*, P. Phelan, du *Chronicle*, Guillaume Amyot et Ernest Myrand, du *Courrier du Canada*, I.-N. Belleau et L.-G. Desjardins, de l'*Echo de Lévis*. Au dîner qui suit l'inauguration il y a plus

l'estime de ses concitoyens et l'affection de ses nombreux amis au milieu desquels sa mort laisse un vide difficile à remplir. D'un caractère franc, énergique, honnête et aimable, il occupa souvent au milieu de ses concitoyens le premier poste d'honneur et la première place de confiance, positions dans lesquelles il se faisait néanmoins autant remarquer par sa grande modestie que par les autres qualités qui le distinguèrent. Il fut pendant sa vie la Providence des pauvres, l'honneur de ses concitoyens et le modèle du bon chrétien. M. Bernier était le frère aîné de feu le Révd M. Bernier, premier curé de Saint-Anselme, et le père de M. L.-J.-A. Bernier, magistrat de district, de Lévis."

14 septembre 1873 — Grande assemblée politique à Lévis convoquée par Louis-H. Fréchette. Portent la parole: l'honorable Joseph Cauchon, François Langelier, M. Fréchette, etc.

15 septembre 1873 — Georges-Thomas-Napoléon McNeil, fils de feu Thomas McNeil et de Perpétue Marticotte, épouse Marie-Eugénie-Clara Jobin, fille de Jacques Jobin et de Émérance Fréchette.

24 septembre 1873 — Georges-Stanislas Grégoire, fils de Mathias Grégoire, est admis à l'étude de la médecine.

28 septembre 1873 — Les employés de *l'Echo de Lévis* se réunissent à la résidence de

Pierre Boisbriand et de Henriette Boucher, à Marie-Trasienne Pelletier, fille de Zéphirin Pelletier et de Marie-Trasienne Dutremble.

19 août 1873 — Rémi Boucher, fils de Pierre Boucher et d'Archange Nadeau, épouse Marie-Georgiana Couture dit Bellerive, fille de Narcisse Couture dit Bellerive et de Louise Denis.

25 août 1873 — Le Conseil de ville décide qu'à l'avenir la rue courant de l'est à l'ouest, sur la cime du cap, et connue sous le nom de rue Saint-Félix, portera le nom de rue Fraser. La petite rue courant du nord au sud, au-dessous du Collège, prendra le nom de rue Saint-Félix.

26 août 1873 — La première locomotive du chemin à lisse de Lévis à Kennebec arrivée à la gare de la Chaudière le 25 est conduite à la gare de Saint-Henri. Elle porte le nom de *L'honorable J.-G. Blanchet*.

26 août 1873 — L'abbé Placide-Edouard Beaudet, vicaire de Saint-Joseph de Lévis, remplace l'abbé Joseph Hoffmann comme procureur du collège de Lévis.

27 août 1873 — Dit *l'Echo de Lévis* : " Décédé au Cap Saint-Ignace, le 14 courant à l'âge avancé de 79 ans, Hypolite Bernier, écuyer, ancien major de milice, après quelques semaines de maladie supportée avec toute la résignation du véritable chrétien. Doué des plus rares qualités du coeur, le défunt s'était acquis

QUEBEC
CENTRAL
LEASES
BOSTON
AND
MAINE

Boston and Maine Line Leased to Canadian Pacific.

Canadian Railway and Marine World for March gave, on pg. 129, particulars of the Canadian Pacific Ry. and the Boston and Maine Rd. Co.'s joint application to the Interstate Commerce Commission for authority for the sublease by the B. & M. R. to the C.P.R., of certain lines. The matter came before the Commission's Division 4, Commissioners Meyer, Eastman and Woodlock, who gave the following decision on Feb. 27: The Boston & Maine Rd. and the Canadian Pacific Ry., on Jan. 13, 1926, filed a joint application for an order authorizing the C.P.R. to acquire control, by sublease, of a railway extending from Wells River in the Town of Newbury northwesterly to the international boundary in Derby, Vt., a distance of about 69 miles. The Vermont Public Service Commission has advised us that it did not desire to make any recommendations except to call attention to Vermont's policy regarding the operation in that state by alien railway corporations, as expressed in certain provisions of its general laws. A hearing has been had, and no objection to the granting of the application has been presented to us, except as hereinafter stated. The line covered by the application will be referred to hereafter as the Wells River line. It is owned by the Connecticut & Passumpsic Rivers Rd. Co. and was leased to the Boston & Lowell Railroad Corporation for 99 years from Jan. 1, 1887, which lease was assigned to the B. & M. on Dec. 13, 1892. At the international boundary it connects with the Massawippi Valley Ry., which is located wholly in the Province of Quebec and extends generally northerly to Sherbrooke, Que., approximately 35 miles. The Massawippi Valley Railway is also leased to and operated by the B. & M., the two lines forming a continuous rail line from Wells River to Sherbrooke. The B. & M. plans to lease the Massawippi Valley Ry. to the Quebec Central Ry. Co., a subsidiary of the C.P.R., but this proposed transfer is not involved in this application. The Wells River line connects and interchanges traffic with the Montpelier & Wells River Rd. at Wells River, with the St. Johnsbury & Lake Champlain and Maine Central Railroads at St. Johnsbury, Vt., and with the C.P.R. at Newport, Vt., and Sherbrooke.

The Montpelier & Wells River and the St. Johnsbury & Lake Champlain Railroads are both subsidiaries of the B. & M. For years the annual operating expenses of the former road have exceeded its annual operating revenues by from \$50,000 to \$100,000, while the latter road has failed year after year to earn its fixed charges, and is indebted to the B. & M. to the amount of \$1,900,000 for advances to pay operating and interest deficits. In an effort to keep the roads running, the management has lately been turned over to local people, with the hope that they can

secure more traffic and can operate at a smaller cost than has been possible heretofore. It is testified that both roads must cease operation unless some way can be found by which they can be operated without loss. The two lines serve the granite-quarrying industry of northern Vermont, and the testimony is that their continued operation is vital to the welfare of the sections they traverse. The communities in the tributary territory have no other railway service. Granite from the quarries served by the St. Johnsbury & Lake Champlain is used largely for building construction, while that from the territory reached by the Montpelier & Wells River is utilized mainly for monumental purposes. The principal markets for the granite are in the west and northwest. Most of the shipments move over Canadian lines, because they furnish an expedited service with a differential in class rates. The B. & M. proposes to sublease the Wells River line to the C.P.R. for 30 years from March 1, 1926. The C.P.R. agrees to maintain and operate the line; to pay an annual rental of \$246,000, and all taxes, rates, duties, and assessments levied upon the property; and at the termination of the sublease to surrender the property in the like good order and condition in which it now is. Permanent additions or improvements made by the C.P.R. with the previous consent in writing of the B. & M. shall be paid for by the latter company on the termination of the sublease at their then value. The proposed rental payment equals 6% on a stipulated valuation of the line.

For some years the B. & M. has planned to relieve itself from operating the Massawippi Valley Ry., the only line operated by it in Canada. The testimony is that this road originates but little local business; that its traffic is almost wholly overhead; and that its operation has been unprofitable to the B. & M. The C.P.R. desires to secure a connection with the B. & M. at some point south of Newport, in order to place it more on a parity with the Canadian National Ry., which connects with the B. & M. at White River Jet. By so doing it is believed that it can increase its traffic from New England points, and to that end it has agreed to lease the two lines. The Canadian lines give the industries in New England, particularly in northern New England, two gateways through Canada, which, it is testified, have been of benefit in times of congestion, and of value at all times to many manufacturers because of their differential westbound rates. Representatives of the granite industry and other business interests of northern Vermont testified in support of the application. If the proposed sublease becomes effective the St. Johnsbury & Lake Champlain and Montpelier & Wells River Railroads will connect directly with the C.P.R. This is

expected to result in an expedited service, a better car supply, and perhaps some reduction in rates, through the elimination of one intermediate carrier.

The proposed acquisition of the Wells River line by the C.P.R. is not expected to effect any substantial diversion of traffic from the B. & M. The C.P.R. service will terminate at Wells River, where connection will be made with the B. & M., instead of at Newport. Apparently the proposed sublease would benefit the B. & M., the C.P.R., and the New England shippers. At the hearing, communications from a number of New England industries were introduced in evidence, all favoring the proposed acquisition. The project apparently has the united support of the commercial interests in the affected territory.

The State of Vermont, through its Attorney General, called attention to certain sections of its general laws which provide, in effect, that an alien railway corporation shall not, by itself or through others, own or acquire title to any railroad, or the use thereof, or have anything to do with the management or control of a railroad in that state without leave of the General Assembly. The statute confers upon the Court of Chancery jurisdiction to enforce the prohibition. The C.P.R. is incorporated under the laws of Canada. The Attorney General stated at the hearing that from such survey as he had made he would favor the proposed acquisition, but that he thought the provisions of the statute should be complied with. Paragraph (2) of sec. 5 of the act confers jurisdiction upon us to authorize one carrier to acquire control of another either under a lease or by the purchase of stock or in any other manner not involving the consolidation of such carriers into a single system for ownership and operation, provided we find such acquisition will be in the public interest.

Upon the facts presented, we find that the acquisition by the C.P.R. of control of the Wells River line in accordance with the terms of the sublease, a copy of which is filed with the application, will be in the public interest, and that the terms and conditions of the sublease are just and reasonable.

An order approving the joint application was issued on the same day, it providing that the C.P.R., when filing or adopting schedules establishing rates and fares on the leased line, shall refer to the order by title, date and docket number.

April 1926

Quebec Central Ry. has rebuilt 4 passenger cars, 2 combination smoking and baggage cars, and 2 mail and baggage cars at its Newington shops, equipping them with steel underframes and steel sheathing, and modernizing them in every way. They have been put in service on the line between Sherbrooke, Que., and Newport, Vt., leased recently from Boston & Maine Rd.

September 1926

Boston & Maine Lines Transferred to Canadian Pacific, Etc.

As stated in Canadian Railway and Marine World for Dec. 1925, the Boston and Maine Rd. announced in November that the lines in and near Canada, which it had operated for many years under lease, would be transferred to the Canadian Pacific Ry., and its subsidiary, the Quebec Central Ry. These lines, aggregating 104 miles, extend from Wells River, Vt., to Beebe Jct., Quebec, Que.; from Beebe Jct., to Lennoxville, Que., and from Beebe Jct., to Stanstead, Que. They may be more particularly described as from Wells River, via St. Johnsbury and Newport, Vt., and Beebe Jct., Que., to Lennoxville, also the branch from Beebe Jct., to Stanstead. The portion of the line between Wells River and Derby, at the Maine-Quebec boundary, consists of the old Connecticut and Passumpsic River Rd., and the portion between the international boundary and Lennoxville, with the branch to Stanstead, comprises the old Massawippi Valley Ry. In February the Interstate Commerce Commission authorized the Canadian Pacific to take a sublease of the portion of the line from Wells River to Derby, about 69 miles. The Massawippi Valley Ry., having been incorporated by the Dominion Parliament, does not come under I.C.C. jurisdiction.

The portion of the line between Wells River and Newport, Vt., 61.7 miles, was taken over by the Canadian Pacific on June 1, named Lyndonville Subdivision, and attached to the Farnham Division, Quebec District, which has its headquarters at Farnham, Que., A. Williams being Division Superintendent. It is under the immediate jurisdiction of F. A. Winterson, Assistant Superintendent, Farnham. The remaining portion of the line from Newport to the international boundary at Derby, about 5 miles, was taken over on the same date by the Quebec Central, which also took over the rest of the B. & M. line, that is the Massawippi Valley Ry., from the international boundary to Lennoxville, Que., a total of 40.08 miles, and the Stanstead Branch, from Beebe Jct. to Stanstead, 3.44 miles. The Newport-Lennoxville line has been named the Newport Subdivision, and the Stanstead Branch has been named the Stanstead Subdivision. The Quebec Central now has a direct line from Newport to Quebec City. J. H. Walsh is General Manager, at Sherbrooke, Que., and J. T. Reid is Superintendent. Mr. Walsh presided at a dinner, at St. George's Club, Sherbrooke, May 14, to D. S. Brigham, Assistant General Manager, and other Boston & Maine officials. Grant Hall, Vice President, Canadian Pacific, and President, Quebec Central; the Mayor of Sherbrooke, and the President, Sherbrooke Board of Trade, were also among the guests.

It was reported recently that the Canadian Pacific was about to also lease the portion of the B. & M. lines between Wells River, Vt., and Boston, Mass. Canadian Railway and Marine World has been advised officially, by both the Canadian Pacific and Boston & Maine managements, that the report was unfounded. The arrangement heretofore in force in regard to joint line passenger train service between those points will continue.

A TRIP OVER THE
QUEBEC CENTRAL
RAILWAY IN JULY
1965.

A TRIP OVER THE QUEBEC CENTRAL IN 1965.

A Trip over the Quebec Central July 14th, 1965.

The Quebec Central Budd car left Sherbrooke at seven o'clock in the morning, Daylight Savings Time. The RDC was brought into the station using an Alco S-1 switcher. The car was disconnected and a couple of men prepared the car, this included hanging the portable light to the front of the car. I boarded the train. The train left just after the arrival of the Canadian Pacific's Atlantic Limited at Sherbrooke. Soon we were off, down the grade and I looked ahead as we passed over the Newington trestle and up through the grade to old Newington, as we crossed the road crossing at Newington I spotted my Uncle Charlie just going into work at the Box-Toe Company. We travelled up the grade and I could look down the valley and spot in the distance my Grand-mothers apartment at Lennoxville then across the Moulton Hill crossing.

I was able to take a couple of photographs through the rear window of the car as the train left East Angus. We went beside the canyon of the St Francis River and a hydro plant north of East Angus. Approaching Bishopton I saw the rails from a siding disappear into the distance towards Lime Ridge.

The station at Bishopton was a disappointment in that it seemed very modern with its flat roof and pastel shaded asbestos sided shingles. We proceeded through forests passing a small logging operation and then after a reverse curve came into the town of Weedon with its feed and grain tower. And dairy plant. The red wood Weedon station was noted in my notebook.

After passing St Gerard the railroad parallels the highway for several miles. Approaching Garthby I noted there was a wooden ramp, so that dump trucks could deposit copper ore directly into railroad cars from the end. We followed the lake which was on one side, then we suddenly crossed the lake, when the highway seemed to cross the railway in the middle of the lake on a causeway. Disraeli had a lumber mill on the shores of the lake. The station appeared to be high. One could enter the station on the level at the rear but there were several stairs down to the railway platform. In the lumber mill it was noted that a horse was used to pull and switch railroad cars about the mill.

The railroad as we approached Thetford Mines was on the new alignment built in 1954. High on a hill of grey Asbestos tailings there was a small industrial engine pulling a couple of dump cars. There was a modern station at Thetford Mines. A train was in the yard and in the distance another locomotive switched the large oil tanks.

Onwards we went; then the Budd Car swung through a curve and we were back onto the original QCR tracks, passing Robertson with its fair grounds. South of Leeds I spotted the old octangular concrete base of a Canadian watertower.

East Broughton was noted as what seemed a classic wood red station with an attached one storey baggage annex. Baggage and express seemed abundant on the platform.

Tring Junction was not what one expects when the mainline joins a branchline. It is almost the opposite for after passing the eastern wye switch the line curves to enter into the middle of the five

track yard. On this day the yard was occupied by a number of large propane tank cars.

We then descended the Chaudiere valley, rattled through some switches with sidings full of boxcars crossed the Chaudiere River on a long bridge. This was Vallee Junction. Descending from the Budd Car I had landed in quite a lot of railway activity. A freight train was leaving Vallee Junction. As I went to the other side of the station I passed the RDC being fueled by two 55 gallon oil drums mounted on a baggage wagon. On the other side of the station I found an iron pedestrian viaduct that carries one high above the four track yard throat and then up the remaining hillside. I then noticed as what seemed a 44 tonner engine sitting in the distance just as the lac Frontiere train was leaving town. In the northward direction were the freight yards, prominent were empty pulpwood flatcars. I walked south to see the 44 tonner and instead it turned out to be Canadian Pacific No. 23, a diesel-hydraulic switcher built in 1960. I spent the rest of the day exploring the environs of Vallee Junction as the small No. 23 clanked about its functions with the distinctive white capped French Canadian crews. An RS-3 departed south prior to the mid-day. I spent the latter half of the day in the station with its large waiting room, I remember located between the doors was a small old fashioned wood telephone booth. The train from Quebec was due to arrive at 5:46 but at about 5:00 o'clock a horn sounded to the north, a headlight could be seen north of town, then there emerged an RS-24 with a small train. It was six cars long, all boxcars except for an

empty B&O coal hopper. The train came into the station on the Lac Frontiere side of the station dropped its cars, picked off the van and went down to the engine terminal.

The RDC arrived not to much long afterwards. There were a number of passengers that had been delivered by a bus. The train was again refuelled. So we were off southbound. At East Broughton we passed a southbound freight hauled by two RS-18's that had left Vallee Junction earlier that day. As the passenger train headed south it rained. Although summer the evening was dark because of the rain.

Arrival at Sherbrooke was on time but we had to wait for a while at the Alexander Street crossing for it would appear clearance up to the Canadian Pacific mainline.

CANADIAN
RAILWAY
AND
MARINE
WORLD

Quebec Central Ry.—Press reports state that about five miles of grading have been completed on the extension of the line from St. Sabine to English Lake (also called Lac la Frontier), 26 miles, and that a second five miles will be completed this year. P. J. Wolfe, Sherbrooke, Que., is the contractor for the grading. J. T. Morkill, Chief Engineer. It is expected that the contract for the remaining 16 miles will be let in 1915.

August 1914

Quebec Central Ry.—On June 2, during a heavy electrical storm, accompanied by torrential rains, a section of the track between Colerain and Black Jack was washed out and 3 small bridges were weakened. One locomotive and 5 cars were derailed, but no serious damage was done. The through passenger train service between Quebec and Sherbrooke was maintained by passengers being transferred round the break, during the 2 days repairs were in progress. (June, pg. 285.)



Quebec Central Ry. has adopted a trade mark, a facsimile of which is given herewith, the center containing a view, from the south side of the St. Lawrence River, of the City of Quebec, the outstanding point of interest reached by the company's lines.

1928

Sherbrooke Viaduct and Bridge.—Sherbrooke, Que., City Council applied recently to the Board of Railway Commissioners for an order directing the C.P.R. to enlarge the Gault St. viaduct and to rebuild the Belvedere bridge there. Arguments were heard by the Board Nov. 26, when it was stated that the C.P.R. would pay two-thirds of the cost of a new bridge on Belvedere St., estimated to cost \$50,000. The Board is reported to have decided that improvements are necessary, and it is said an effort is being made to bring about a settlement between the different parties concerned.

La Salle Loop Line.—As stated in Canadian Railway and Marine World for Sept., 1922, pg. 461, the C.P.R. La Salle loop line in Montreal was opened Aug. 10. The construction of this line has resulted in opening up for industrial development a large area lying close to the heart of Montreal. This area, while in the town of La Salle, which is separated municipally from Montreal, is nearer to the center of the city than many sections of the city itself. The eastern limits of La Salle are less than four miles from the center of Montreal, or less than half the distance of the industrial area in the eastern end of the city. The new line runs through the heart of La Salle, and opens up some 4,675 acres of industrial sites. The entire area served by the line is level; roads and sewerage are assured to new industries locating; adequate water supply is available, as is power at low rates, and labor is plentiful. Since the line was opened, passenger service has been provided by a self-propelled gasoline motor car loaned by the Quebec Central Ry., similar to the car belonging to that railway described in Canadian Railway and Marine World for Sept., 1922, pg. 456.

JANUARY 1923

Quebec Extension Ry. Co. which was organized to build a line of some 112 miles from Washburn, Maine, to the international boundary at Lac Frontier, has applied to the U.S.A. Reconstruction Finance Corporation for a loan of \$3,300,000 for the construction of a 90-mile section of the line from Portage, Me., to St. John's River crossing and to Lac Frontier. As stated in Canadian Railway and Marine World for April, 1925, pg. 162, the Q.E.R. proposes to connect with the Canadian Pacific Ry. through the Aroostook Valley Rd. at the New Brunswick boundary, and through Quebec Central Ry. at the Quebec boundary. The Aroostook Valley Rd. extends from Caribou and Sweden through Carson and Washburn to Presque Isle, Me., connecting with the C.P.R. to Washburn Jct., in the town of Presque Isle. In 1911 it obtained power from the Maine Legislature to extend its line from Washburn to the westerly boundary of the state at or near Lac Frontier, Que., where connection could be made with Quebec Central Ry.

PR 10.7
Quebec Central Ry.—We are advised officially that the betterment, etc., for this year will consist of the renewal of from 12 to 15 miles of 85 lb. rails; the rails re-

work will be done on the Massawippi subdivision to complete its replacement in standard condition after the floods of November, 1927; terminal freight sheds and other accommodation will be provided at Rock Island, Que., and Derby Line, Vt.; a passenger station will be built at Rock Island, Que., to replace the present building and give improved accommodation.

— Montreal Ont. press

BOARD OF
TRANSPORT
DISCONTINUING
QUEBEC
CENTRAL
PASSENGER
SERVICE ON
THE LEVIS
SUBDIVISION

RE QUEBEC CENTRAL RAILWAY LEVIS
SUBDIVISION PASSENGER SERVICE
(File No. 27563.176)

Board of Transport Commissioners. August 6, 1957.

Railways IIA -

Discontinuance of passenger train service - Not function of Board to order experiments to develop new business - Upon an

RE QUEBEC CENT. RY., Sylvestre D.C.C.

341

application for approval of a proposal to discontinue rail passenger service, the Board first authorized the company to substitute a mixed train service on an experimental basis, and when this proved unsuccessful for lack of patronage granted the application in full. The Board declined to order the establishment of a rail diesel car service to attract traffic away from other forms of transportation; it was not the function of the Board to require the railways to enter into costly experiments for the sole purpose of developing new business.

G.P. Miller and A.O. Gadbois, for Quebec Central R. Co.

Gerard Corriveau, Q.C., for those in opposition.

SYLVESTRE D.C.C.:—Upon hearing this application at Levis, Quebec, January 28 and 29, 1957, Board's Order No. 90891 dated February 5, 1957 was issued authorizing the Quebec Central Railway Co., hereinafter called the "Company", to discontinue the operation of passenger train service provided by passenger trains Nos. 2 and 5 on the Levis Subdivision between Scotts Junction and Levis, Quebec subject to the conditions that the Company would operate in their stead a mixed train from Vallee Junction to Levis and return daily except Sunday on a trial basis effective February 18, 1957 and to be continued until further order of the Board; the said mixed trains to arrive at Levis not later than 10 a.m. and return not earlier than 2 p.m. of the same day.

It was shown at the hearing that the passenger revenue derived from passengers handled by trains Nos. 2 and 5 averaged \$11.18 per day during the period May 16 to December 31, 1956, inclusive. It was, therefore, apparent, in view of the alternate public transportation service available, that if the matter were determined solely on the revenue derived and the costs of providing this service, the financial burden placed on the railways far outweighed public necessity and convenience.

The Board was urged at the hearing and in written submissions to direct the Company to substitute a rail diesel car for the service then in effect and schedule the proposed service to operate from Lac Frontiere to Levis, arriving at the latter point in the late morning and leaving in the late afternoon, this service to be provided on an experimental basis with a view to attracting to the railway passenger traffic now moving by private automobile or public transportation services.

It is not the function of the Board to require the railways to enter into costly experiments for the sole purpose of developing new business. Public necessity and convenience is the determining factor in dealing with these matters.

However, in an effort to determine the necessity for passenger service on this subdivision, it was arranged with the Company for the operation of the above mentioned mixed train service scheduled to arrive in Levis not later than 10 a.m. and to leave not earlier than 2 p.m. of the same day. The Company was directed to take and maintain a record of the patronage of such mixed trains from the inception of this service February 18, 1957 until April 28, 1957.

A review of the record of passengers handled on these mixed trains for the period indicated showed that a total of 369 passengers travelled on them which averages out at 2.9 passengers per trip. Approximately 65% of these passengers travelled to and from Ste. Henedine Station located in the Municipality of Dorchester which municipality did not enjoy a reliable alternate public transportation service at that time.

The Board is now advised that a regular bus service was established in this area on May 15, 1957. This service is in operation between St. Zacharie and Quebec City and serves the village of Ste. Henedine. This bus operates daily from Ste. Henedine about 9 a.m. for Quebec City and is due at Ste. Henedine on the return trip about 6:40 p.m. Furthermore, in the event that this bus service should be discontinued at any time the Company has undertaken to handle all passengers from Ste. Henedine by taxi at no extra cost to connect with the Quebec Central transportation buses operating to and from Quebec City.

With respect to handling of express traffic in this area the Company will move this traffic on a way-freight service from Vallee Junction to Levis and return 3 days a week.

On the whole I consider that it has been clearly established that withdrawal of passenger service in this territory can be effected without undue inconvenience to the public.

An Order will issue accordingly.

CHASE C. concurs.

BOARD OF
TRANSPORT
HEARING
QUEBEC
CENTRAL
SERVICE TO LAKE
FRONTIER 1943

spondent satisfied the burden that lay upon it in the circumstances to show that the ship was seaworthy at the beginning of the voyage or that the loss was not due to its unseaworthiness.

I should allow the appeal, set aside the judgment below and direct judgment to be entered in favour of the appellant, Insurance Company of North America, for the amount claimed, with costs throughout.

Appeal dismissed.

PARISH OF STE. ROSE, et al. v. QUEBEC CENTRAL RY. CO.

(File 27563.176)

The Board of Transport Commissioners. February 12, 1943.

Railways II D — Train service — Passenger — Mixed — L.C.L. traffic
— Equipment — Type — Condition — Additional — Cost of operation.

This was an application of the Parish of Ste. Rose and other parishes, as well as residents thereof, for an order requiring the Quebec Central Ry. Co. to give a reasonable passenger train service in the southeastern portion of the counties of Dorchester, Bellechasse, and Montmagny by extending daily to Lake Frontier the service of passenger train No. 30, running between Vallee Jct. and Morisset; and also extending to Lake Frontier on a tri-weekly basis the mixed train service of trains 37 and 32 operating daily between Vallee Jct. and Morisset.

Complaint was also made against the uncleanly condition, heating and lighting of the passenger equipment on this line, which the railway company promised to improve.

While the morning west bound train leaves Lake Frontier rather early, the main argument was that, owing to late connections with the Quebec-Sherbrooke train at Vallee Jct., train 34 was invariably so late at night arriving at Lake Frontier that passengers, particularly those having to drive 4 or 5 miles, did not reach their homes until long after 1 o'clock.

The railway company's objections to the service asked for were that it could not be performed without a new set of equipment, not now available, and that, even if equipment were available, passenger traffic between Morisset and Lake Frontier was not commensurate with the additional expense of operating the improved passenger service. Also that trains 37 and 32 provide connections for people in the territory with trains coming or going to Thetford Mines and Sherbrooke, and that parishes between Vallee Jct. and Morisset are more important from a traffic standpoint than those between Morisset and Lake Frontier.

Restrictions imposed by the Transport Controller, which tend to curtail rather than improve passenger train service so as not to injure emergency travel and wartime transportation requirements, preclude the Board from ordering the railway company

to provide additional motive power which might have the effect of retarding the movement of war material.

The situation, in the Board's view, would be greatly improved if train 34 handled only one car of L.C.L. freight three times a week. It would not lose so much time shunting at many stations, and could also perhaps be operated on a shorter schedule.

Held, in the circumstances, that three times a week—Tuesday, Thursday, and Saturday—mixed train 34 leaving Morisset for Lake Frontier should consist of the ordinary passenger equipment to which would be attached one freight car containing L.C.L. freight; and that Monday, Wednesday, and Friday the same train leaving Morisset should consist of the normal passenger equipment plus other freight traffic, C.L. and L.C.L., destined to stations between Morisset and Lake Frontier; that train 33 from Lake Frontier to Morisset should continue as at present—a mixed train every day but Sunday—handling C.L. and L.C.L. traffic, so as to prevent unnecessary delay to the movement of freight cars.

HEARD at Quebec on January 20, 1943.

L. Philippe Picard, K.C., M.P., *Hon. Valmore Bienvenue*, M.L.A., and *Fernand Choquette*, K.C., M.L.A., for applicants; *J. E. Paradis*, for Quebec Central Ry. Co.

The facts are fully set out in the judgment.

GARCEAU D.C.C.:—After hearing the witnesses called by the applicants, it is possible to give a definition of "reasonable service" as it appears in the application under review. To my mind there are definitely two points complained of and they are as follows:

- 1—the train service performed by the railway; and
- 2—the type and condition of passenger equipment used by the railway in the performance of the train service to and from Lake Frontier.

The winter train service, in effect since November 15, 1942, and which has been the same for the last eleven years (1932) is as follows:

Westbound		Eastbound	
Train No. 33	Train No. 31	Train No. 30	Train No. 34
mixed daily	pass. daily	pass. daily	mixed daily
Exc. Sunday	Exc. Sunday	Exc. Sunday	Exc. Sunday
6:15 A.M.	Lv. Lake Frontier	Arr.	10:55 P.M.
8:50 A.M.	Arr. Morisset	Lv.	8:05 P.M.
	9:04 A.M. Lv. Morisset	Arr.	7:50 P.M.
	10:30 A.M. Arr. Vallee Jct.	Lv.	6:20 P.M.

Train No. 31 connects at Vallee Jct. with Train No. 1 arriving at Palais Station, Quebec, at 12.35 p.m., while Train No. 30

leaves Vallee Jet. after arrival of Train No. 6 which departs from Palais Station at 4.15 p.m.

The previous train service (winter of 1931-32) was provided by a through train which left Lake Frontier at 6.20 a.m. to reach Levis at 10.50 a.m. The return trip left Levis at 5.50 p.m. arriving at Lake Frontier at 10.35 p.m. This service was discontinued for lack of patronage and was replaced by the mixed service to and from Morisset and a passenger train from Morisset to Quebec. Since December 4, 1942, through coaches for Lake Frontier are attached to the main line trains connecting at Vallee Jet. This eliminates the trouble of having to change trains at Vallee Jet.

Although the applicants mention that the morning westbound train leaves rather early, particularly for those who have to drive 4 or 5 miles to the station, the main argument was against the lateness of arrival home at night. Train No. 34 being a mixed train from Morisset to Lake Frontier, it is impossible to expect it to abide by its schedule. Witnesses were unanimous in asserting that very seldom did the train arrive at Lake Frontier before midnight and very frequently it was after 1 o'clock in the morning. Add to this a sleigh ride of an hour or two and these passengers arrive home really quite exhausted. Counsel for the railway pointed out that one of the reasons why Train No. 34 was late in arriving at Lake Frontier was on account of connections at Vallee Jet, where the Quebec-Sherbrooke train has been arriving consistently late. Naturally the Vallee Jet-Lake Frontier train cannot leave before the Quebec passengers have arrived. In this respect, a statement which has been filed by the railway on January 28 and copy of which was supplied to counsel for the applicants shows the times trains Nos. 30-34 left Vallee Jet. and Morisset and arrived Lake Frontier from November 15, 1942, to January 15, 1943, inclusive.

An analysis of this statement indicates that during the two months shown, train No. 30 made 53 trips and that it left Vallee Jet. late every time; the average delay over the entire period was 56 minutes. Train No. 34 with the same number of trips left Morisset 27 times late, the average delay being 1 hour and 15 minutes and arrived Lake Frontier 42 times late with the average delay increased to 1 hour and 46 minutes.

It is interesting to note that on 11 days the train was able to reach its terminal on time after having left Vallee Jet. 10 to 30 minutes behind schedule. It is therefore possible to conclude that the contention of the applicants pertaining to the late arrival of train No. 34 is substantiated by the analysis of the above-mentioned statement and also that the contention of railway counsel of the late departures from Vallee Jet. of train No. 30 has been well corroborated.

As to the complaint of the applicants of the trains being scheduled too early in the morning and too late at night, it will be noted that there is only a difference of a few minutes between the time of departure and arrival in the present timetable and the service given in the winter of 1931-1932 when a through train was operated from Lake Frontier and Quebec or Levis in both directions. This grievance might be omitted.

The principal complaint of the applicants against the train service can therefore be stated as an opposition to the type of train operated. The applicants suggest to this Board that train No. 30, which is a passenger service between Vallee Jet. and Morisset, be extended from Morisset to Lake Frontier on a daily basis. This request, if granted, would give the territory involved a daily passenger service. That would leave the freight to be taken care of. The applicants suggest that trains 37 and 32 which are mixed trains operating daily between Vallee Jet. and Morisset could be extended to Lake Frontier on a tri-weekly basis.

The railway cannot agree to this suggestion for two main reasons: first of all, it could not perform the service requested without a new set of equipment and, secondly, it would not be advisable to change the character and frequency of the mixed train now operating between Vallee Jet. and Morisset. These trains (Nos. 37 and 32) provide connections for the people in the territory with trains coming or going to Thetford Mines and Sherbrooke. Furthermore, the railway states that the parishes between Vallee Jet. and Morisset are more important from a traffic standpoint than those between Morisset and Lake Frontier. For this reason, and rightly so, the railway is reluctant to change any of the present services operating between Morisset and Vallee Jet. and thereby create dissatisfaction in this territory.

The other alternative, which would not displease any of the customers, is to put into service another locomotive and some passenger equipment. Here again, two reasons were advanced by the railway in objecting to the suggestion of the applicants. First of all, the equipment is not available, especially the motive power. I am inclined to agree with the railway on this point. There is absolutely no doubt that the railways of Canada do not have any idle locomotives at the present time. They are very hard pressed to fulfil adequately and efficiently the wartime transportation requirements commensurate with the all-out effort of this country. Since this case was heard, passenger travel restrictions have been imposed by the Transport Controller. These restrictions not only affect the type of equipment used on main line trains in Ontario and Quebec, but also the frequency and cancellations of many trains. It is therefore evident that at the moment the tendency is not to improve passenger train service but definitely to curtail it without injuring the fulfilment of emergency travel requirements. In the present circumstances, the Board could not order the Quebec Central to provide additional motive power in order to improve passenger service, if by doing so it retards the movement of war material.

The second objection of the railway is that even though the equipment were available to perform the service requested, the passenger traffic between Morisset and Lake Frontier is not commensurate to the additional expense which would be incurred by the railway in the operation of the improved passenger service. Witness for the railway submitted a statement showing that the monthly additional out-of-pocket cost would be \$1,975. This means an additional train mile cost of 83.1 cent but it does not mean that it is the total out-of-pocket cost of operating these passenger trains. Mr. Wadsworth in his letter to the Board of December 2, 1942, mentions a conservative cost of \$1.25 per train mile and also refers to an ascertained revenue of 75c per train mile during the winter of 1941-1942 when the number of passengers that travelled on the trains between Morisset and Lake Frontier averaged about 44 per day in each direction. The figures presented at the hearing by the railway in connection with this year's travel do show a slight increase but not sufficient to absorb the additional out-of-

pocket cost of \$3.1 cents per train mile. However, the argument of revenues not being commensurate to the additional cost does not carry much weight in this particular case. The question of equipment is by far the most important to be considered.

Mr. Choquette, M.P.P., one of the counsels for the applicants, has suggested that the train running from Morisset to Lake Frontier be operated as a straight passenger train 3 times a week both ways and as a mixed train for the other three days. This suggestion was opposed by the principal counsel for the applicants who strongly objected to it. The railways also were not in favour of this second alternative, claiming that the arrival of the mixed train would be considerably delayed on the days that it operated on account of the increased freight of L.C.L. or in carloads which would have to be handled on those days.

The Board, however, has given serious consideration to the suggestion of Mr. Choquette. If acted upon, the passengers would at least have three days during the week when they would be assured of a train service being operated within the elapsed time shown in the time-table, even though it could not operate "on time" on account of connections at Vallee Jet. It has been found that there might be a better way, which would permit at least three times a week to have the passengers travel under scheduled time and three times a week travel on a train which would not be unduly delayed.

When weather conditions are normal, it is the understanding of the Board that the major reason for the lateness of the trains is the shunting of carloads at many stations. The average number of freight cars handled on train No. 34 has been ascertained at 14 cars, 13 of which are carloads and the other is a car of L.C.L. out of Morisset. The distribution of the 13 carloads is as follows: 4 or 5 cars to Ste. Rose, and the balance is distributed about equally between all other stations except Daaquam and Lake Frontier which do not average one car per day.

It may be well to consider once more the statement, previously referred to, which the railway filed with this Board, showing times train No. 34 left Morisset and arrived Lake Frontier. As it will be recalled, the statement covers the period from November 15, 1942, to January 15, 1943. During these two months,

the period between December 21 and January 6, inclusive, was marked by abnormal operating conditions brought about not only by rigorous and exceptionally consistent bad weather conditions, but also by increased passenger travel occasioned by armed forces personnel on Christmas furlough and civilian holiday travel. For these reasons, that period is excluded from the following figures relating to train No. 34:

Number of trips made	39
Number of times train late leaving Morisset	27
Average number of minutes late	50
Number of times train late arriving Lake Frontier	29
Average number of minutes late arriving Lake Frontier ..	73

The above compilation indicates that train No. 34 lost an additional 23 minutes between Morisset and its terminal. This can largely be attributed to the shunting of earloads at the various stations.

In view of these facts, it is my opinion, corroborated by our officials, that if three times a week train No. 34 handles only the one freight car, loaded with L.C.L., such a train could be operated on time between Morisset and Lake Frontier. By "on time", I mean that it would not lose time between its termini as it does now. Experience might also show that it could be operated on a shorter schedule.

This service, without disrupting any other services, would at least give the opportunity three times a week to the travelling public to know that, unless weather conditions would interfere, the train would be on time between Morisset and Lake Frontier. This is not a complete remedy to the situation, but it will be a great improvement and I believe it is worth trying.

The second point of complaint of the applicants concerns the type and condition of passenger equipment used by the railway. Witnesses have explained to the Board that the cars are heated by Baker heaters which are not attended to properly by the train crew who are busy elsewhere shunting cars or unloading L.C.L. freight at the stations along the line. The cars are also reported to be dirty, poorly lighted and on many occasions passengers have been known to create disturbances. The evidence has shown that these grievances are substantially true. It is easy to understand that, when a train leaves at 5 o'clock

at night and reaches the end of its run at 10.55 p.m., the passengers must provide themselves with some food and that the floors of the cars are likely to be littered with paper, orange peel, empty bottles, etc. A partial remedy could possibly be given if these cars were cleaned before leaving Morisset for Lake Frontier. There is no reason why the cars are not in the best of condition when they leave Lake Frontier in the morning. At the hearing, the railway has promised to improve the question of heating and of cleanliness of the cars and it is the intention of the Board to see that these promises are fulfilled.

I must congratulate counsel for both parties for their able and strenuous efforts to impress the Board with the respective rights of their clients. If sympathy could prevail over the stern necessities of war conditions, which demand the sacrifice in this instance of the comfort and convenience of the public, the ability and clarity of Mr. Paradis, counsel for the railway, would not have prevailed against the impressive address, supported by the weighty evidence, of Mr. Picard and the forceful arguments of Hon. Mr. Bienvenue and of Mr. Choquette.

Having the responsibility of ordering what is considered practicable and feasible in the circumstances, I would direct that 3 times a week, Tuesday, Thursday and Saturday, mixed train (No. 34) leaving Morisset for Lake Frontier should consist of the ordinary passenger equipment to which would be attached one freight car containing the L.C.L. freight, and that Monday, Wednesday and Friday, the same train leaving Morisset should consist of the normal passenger equipment plus other freight traffic carload and L.C.L. destined to stations between Morisset and Lake Frontier. Train No. 33 from Lake Frontier to Morisset should continue as at present, a mixed train every day but Sunday, handling carload and L.C.L. traffic; this to prevent unnecessary delay to the movement of freight cars.

CROSS C.C., and MACPHERSON C., concurred.

END OF MIXED TRAIN SERVICE ON LAC FRONTIERE AND MEGANTIC BRANCH LINES.

The Quebec Central Railway mixed train service Tring Junction and Vallee Junction to Lac Frontiere was discontinued effective August 1st, 1960 and was replaced by way freight service.

Un déraillement à Ste-Marie de Beauce



Comme on peut le constater par cette photographie, l'un des dommages matériels considérables. En haut, à gauche, on remarque à l'arrière, un coin de la rivière Chaudière. Les autres photos montrent le véritable désastre. A droite, en haut, on voit les débris après le déraillement.

A Ste-Marie de Beauce, a cause de la rupture des rails, les trains ont été arrêtés et les passagers ont été évacués. Les trains ont été arrêtés et les passagers ont été évacués.