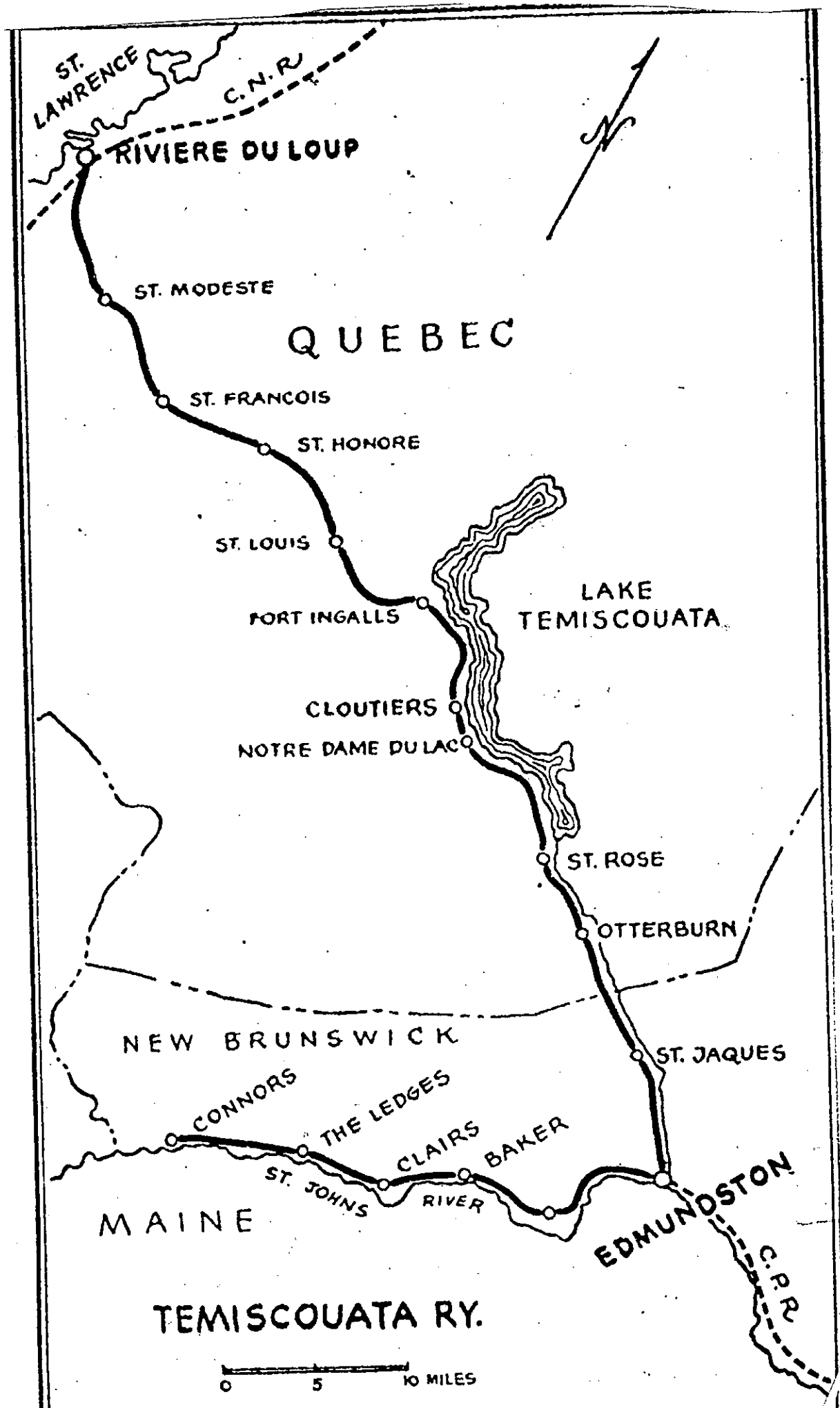


# THE TEMISCOUATA RAILWAY

C. H. RIFF

2013



ST. LAWRENCE

C.N.R.

RIVIERE DU LOUP

ST. MODESTE

QUEBEC

ST. FRANCOIS

ST. HONORE

ST. LOUIS

FORT INGALLS

LAKE TEMISCOUATA

CLOUTIERS

NOTRE DAME DU LAC

ST. ROSE

OTTERBURN

NEW BRUNSWICK

ST. JACQUES

CONNORS

THE LEDGES

CLAIRS

BAKER

MAINE

ST. JOHNS

RIVER

EDMUNDSTON

C.N.R.

TEMISCOUATA RY.

0 5 10 MILES

## TEMISCOUATA

The Temiscouata Railway ran over the height of land eighty one miles connecting the St Lawrence and the St John Rivers. The route had been of interest from the earliest days of railway development.

The route had formed part of many schemes to build an Interprovincial Railway prior to the construction of the Intercolonial, and was first surveyed by Captain Pipon and Lieutenant Henderson in 1846, acting under the instructions from Mr Gladstone, then Secretary of State for the Colonies. Between 1864 and 1868 the region was surveyed by Sir Sandford Flemming but was ruled out in favour of the more military correct Shore Line route. The route was the shortest on an all Canadian territory between the St Lawrence River and the Intercolonial Railway and the ice free port of St John, New Brunswick, but far inland, it was un-defendable to a military strategy. As part of the ICR locations a Mr Crawford made a survey of a viable route.

The narrow guage New Brunswick Railway had built north from Frederickton, New Brunswick to Edmunston along the valley of the St John River. Its target terminal was Riviere du Loop. Instead it stopped at Edmunston and found that by crossing the international boundary into Maine was more lucrative. The NBR was standard guaged and became a Canadian Pacific interest.

The Province of Quebec granted a charter to the Temiscouta Railway October 6th, 1885 to build a railway from the Intercolonial Railway at either Riviere du Loop or Riviere Ouelle to Edmunston, New Brunswick. The companies charter gave the right to build two branch lines; one westward along the St John River near the point where the St Francis River intersects. The other branch was to build a branch east to the boundary of the County of Temiscouata. The company was incororated by Alexander Roderick McDonald, the Superintendent of the Quebec Division of the Intercolonial Railway, Doctors Paul Etienne Grandbois and Damase Rossignal; and George Deschenes, Adolpe Hamel, Joseph Israel Tarte, john J. McDonald and Charles Betrand. These rights were later confirmed by a Dominion charter. While the promoters were local men it was not secret

that behind the scenes was the great Grand Trunk Railway. The completion of the Temiscouata Railway would provide both the Grand Trunk and the Intercolonial Railways with the shortest route between Montreal and the Atlantic seaboard on all Canadian territory. The Canadian Pacific was completing its Short Line towards the Atlantic through Maine. The Grand Trunk wanted to secure a route of its own. Reports at the time stated that the GTR would purchase or lease the Temiscouata Railway and the GTR would lease a right of way over the section of the Intercolonial from Charny to Riviere du Loup, that very section had been built by the Grand Trunk and leased to the Intercolonial earlier in the decade. The GTR looked at an extension overland to Moncton. The official Quebec Sessional Papers stated in 1890 that "the Grand Trunk authorities both in England and Canada fully sympathize with the project which would considerably increase the receipts of the Intercolonial and facilitate trade and traffic between the provinces." A further reason for the construction of the Temiscouata was the large amount of timber and pulpwood available upstream along the massive St John River in both Quebec and Maine. This was at the time that pulp was being first used for paper manufacture. Shipments could be made to a port at Riviere du Loop for river shipment to paper towns as far upstream as Thorold.

In 1886 the company with its charter had secured bonuses from the Dominion, Quebec, and New Brunswick Governments, amounting in all to about \$9000 a mile, which put them in a position to make arrangements with the firm of Messrs. McDonald and Boswell to construct and equip the railway. Three engineering parties were organized and surveys made of alternative routes. It was found that the Crawford Route was actually the best, for the other two routes one would have been much longer and the other would have given a summit 230 feet higher.

The route of the Temiscouata would cross the divide between the St Lawrence and the St John rivers several times, the first being only sixteen miles from the St Lawrence River; but the summit is only reached at the 24 mile at an elevation of 1330 feet above sea level and 1004 feet above the junction with the Intercolonial Railway. This summit elevation was kept for three miles, then the line descended 830 feet to the shores of Lake Temiscouata at milepost 44. The railway then followed Lake Temiscouata

and the Madawaska River to Edmunston, New Brunswick on a slight grade. The Governments had limited the grades to 1.5% and the curves to 7 degrees.

Four sub contracts were let, covering the sixty miles already located and construction commenced in October, 1887, and during the winter a few heavier cuts were started and ties and timber were cut. Several swamps were crossed, some had to be cross laid with timber, others the ties were laid on the original surface and the track was raised with ballast brought in by train. The use of ditches was avoided when this was done. Ballast was found at several points, one pit was worked with a steam shovel and the other by hand. The ballast material was ploughed off the flatcars using a cable and plow. The filling of trestles the contractors used dump cars.

Across the Madawaska River a temporary trestle was built in the first it was 350 feet long and about 32 feet high. The river was 280 feet wide and seven feet deep at ordinary levels. The trestle was in a special location the river rises eight feet during the spring flooding and has a current of six miles an hour. During the spring runoff about 13 million feet of timber had to pass under or through this wood railway trestle, and to prevent a log jam, the piles were driven in W shaped rows on the upstream side, and boom logs laid against them leading to 15 foot clear openings through which the log drives could pass through without problem. This trestle was a temporary measure, to allow the log drives that first spring. A permanent structure, was constructed in August 1888, consisting of two ordinary steel through truss spans of 140 feet long were built by Dominion Bridge Company. The bridge rested on two abutments and one pier built of 18 by 24 inch granite brought from McAdam, New Brunswick. Wood piles could not be driven in the center part to build the center pier, a coffer dam was built and the foundation was excavated to a depth of seven feet. Four courses of timber were laid and the masonry set on top of the timber. Across the Riviere du Loop two one hundred foot steel spans were built. A great number of wood trestles were built, the longest was 550 feet and fifty feet high.

The old Temiscouata Highway, which was built as a military road and followed the general railway route allowed an easy access for construction materials to be delivered at many points.

An order was given to Cammel and Company for a quantity of toughened steel 56 pound rails. A severe winter slowed the construction that winter. The rails arrived that spring and track laying commenced June 15th, and was pushed from Riviere du Loop as fast as the trestling and grading would allow. When delayed the track laying crews were set to work on ballasting.

The balance of the location from St. Rose to Edmunston twenty-one miles, was finished in September, 1887 and the grading commenced, and by the 23rd of October, 1887 it was far enough advanced for tracklaying to be started at the Edmunston end. By the end of the year only a few miles remained to be laid. On January 7th, 1888 the rails were connected and on January 10th, 1888 the contractors arranged a train and took the directors on the inaugural trip from Riviere du Loop to Edmunston and return. March 18th, 1888 the contractors announced that they intend to run six ballast trains as soon as the weather would allow. Extensive ballasting was completed that summer. Six water tanks were built. All the stations, offices, machine shops, engine sheds, and turntables were completed. August the first 1888, it was reported that only half of the Temiscouata Railway had been ballasted and there was still considerable work to be completed on bridges and stations.

September 22nd, 1888 a landslide on the bank of Lake Temiscouata stopped ballast trains and delayed the completion of the railway by months.

August 31st, 1888 the first through train ran over the Temiscouata, a stock train, with cattle imported from the Province of Quebec. November first, 1888 the first regular train ran over the Temiscouata and the TMC was open, three trains were to run each way per week.

It was reported that New Brunswick railway promoter Gibson, the builder of the New Brunswick Railway had sold his shares or interest in the Temiscouata to the Canadian Pacific Railway.

The St John Daily Sun reported November 21, 1888 that "one of the benefits of the opening of the Temiscouata is the finding of new markets for the surplus products of the country. Our Edmunston correspondent writes tat Quebec buyers have already been there and bought all the spring lambsthat were in th market."

The inspector for the Government of Quebec reported that the entire

line between Riviere du Loop and Edmunston saw construction completed in 1889. Ballasting and the completion of all stations were finalized by 1890.

The Temiscouata Railway acquired the right to build an extension of its railway from Edmunston to St Leonard, New Brunswick and the company had the additional right to build an international bridge over the St John River to a point on the American side that would provide a connection with the Bangor and Aroostock Railway.

A few years later in 1895 the company decided that instead of building to St Leonard that they wanted to build an extension to either Berry Mills or Moncton. Two years later the charter was once again amended so that the TMC could build to a point with the Central Railway at or near the Newcastle coal fields and had the right to acquire the latter company.

In the spring of 1890 the contractor J.J. McDonald turned the railway over to the Temiscouata Railway Company. Trains were run daily between Riviere du Loop and Edmunston where it connected with the New Brunswick Railway (CPR) forming part of a new short line between St John, New Brunswick and Quebec City, Quebec.

According to the Quebec Sessional Papers of 1890 that the Temiscouata Railway had arranged running rights over the Intercolonial Railway as far as Levis and from there with the Grand Trunk as far as Montreal. The route would reduce the distance between Montreal, Quebec and St John, New Brunswick by 160 miles all on Canadian territory.

January 1st, 1889 the contracts were signed for the construction of the St Francis branch. Two months later, the Temiscouata was shut down and suspended service for full three weeks because of a massive snow storm that blockaded the railway. June 1889 daily train service was started, the company stating that traffic was rapidly increasing.

The first sod of the St Francis Branch was turned Wednesday 20th of October, 1889, by Frederick La Forest the solicitor for the company. Thomas Crockett was appointed General Superintendent in November. A new timetable was issued November 25th, 1889, that trains will leave Edmunston daily on the arrival of the New Brunswick Railway train at 9:34 AM. and would arrive at Riviere du Loop at 2:13 PM. The train would leave Riviere du Loop seven o'clock in the morning and arrive at

Edmunston 11:40 AM. making close connections with the NBR train that leaves Edmunston for the south at noon.

March 1890, the Privy Council met with Sir Joseph Hickson, President of the Grand Trunk Railway and William Wainwright, GTR General passenger agent regarding the Grand Trunk extending into the Maratimes via the Temiscouata. The GTR claimed that over the Temiscouata the Grand Trunk "has virtually now got control of this road" and now wants the Government to give the GTR a subsidy of \$12,000 per mile to enable the GTR to build the missing link from Edmunston to Moncton, a distance of less than 200 miles.

April 22nd, 1890 the Canadian Pacific Railway was concerned enough for President Van Horne, Shaughnessy and others to go to Ottawa to block the extension of the Grand Trunk- Temiscouata towards Moncton. They asked the Government to postpone any action to giving the Temiscouata from receiving a subsidy for the road until the next session of Parliament.

September 1890 four or five miles of track had been now laid on the St Francis branch , locomotives were running over the track but it was hoped to push on by the year end. The new branch would be quite a convenience to the lumbermen who would be able to transport their supplies by railway than by the scows hauled by horses on the river bank as they had done for years. May 1891 saw a regular train service to Clair, and by October 1891 twelve more miles of track had been laid and train service had started from Connors. Connors was situated at the junction of the St Francis and St John Rivers.

March 21st, 1891, once again the Temiscouata Railway it was stated was in negotiations with the Grand Trunk Railroad for the purchase or lease of the railway, and its right to build south and east to Salisbury, two hundred miles. This seemed to be the end of the Grand Trunk in the maratimes, at least for the time being.



In late 1898 the last interest coupon upon the mainline bonds of the Temiscouata payable by the Quebec Government under its guarantee were cashed and immediate default was about to occur. The bondholders appointed a committee to enforce their security and rights. Given the name the Temiscouata Bondholders Committee, it was registered in England with a capital of L100 in L100 shares.

At the Annual Meeting of the stockholders in Montreal December 6th, 1898 C. Riordan, paper maker of Merritton and Toronto was named President; Frank Grundy, Quebec Central General Manager was named Vice-President, the directors were J. G. Riordan, W. J. Douglas, T. Malcolm, D. Ross and T. Crockett.

In 1898 The first President of the Temiscouata A. R. McDonald was involved in litigation surrounding the contracts involved in the construction of the railroad in 1886 and 1887. He had sued attempting to recover bonds as part of an early agreement. McDonald had entered into a partnership with the contractors that built the railway, and he had signed the contracts while he was also the President of the Temiscouata. McDonald had entered, it would seem to many, into an illegal agreement with the contractors. The capital of the company was to be divided into four segments with the President keeping one quarter of the stock, as well, the President was to receive an additional 15% of the bonds for giving the contract to the contractors, President McDonald won the first round in Superior Court, the Quebec Court of Review reversed the judgement, calling the agreement illegal.

Shortly after this last decision the Temiscouata Railway Company entered a legal claim against McDonald to compel him to render an account of the profits realized by himself under the contracts of 1886. The railway demanded an accounting of all monies, benefits and advantages derived by McDonald.

It was announced March 1900 that the bondholders had received the last guaranteed interest cheque from the Province of Quebec. This was on

the St Francis Branch bonds and now both the mainline and branchline bonds were in default.

The operation of freight trains over the grades on the Temiscouata was reflected in a statement made before the Railway Board.

A Temiscouata engine, sixteen empty boxcars and train crew leave Riviere du Loop and set out sixteen empties at St Jacques, mileage 75, the engine would cut off and run to Edmunston, M.P. 81, the engine is turned and returns to St Jacques where it takes on sixteen loaded cars. The train runs thirty-eight miles to Cabano, M.P. 43. at Cabano the train is cut in two, eight cars are left there, doubling the hill, two trips are made hauling eight cars each time fifteen miles to St Honore, M.P. 27. The two sets of cars are put together to form a sixteen car train. the train runs to Riviere du Loop.

## QUEBEC CENTRAL MANAGEMENT

December 6th, 1900 the annual meeting of the Temiscouata Railway was held in Quebec and a new slate of officers were elected. The new President was Frank Grundy, the Vice-president was John Henry Walsh, Secretary D. B. Lindsay. Grundy and Walsh were officials of the Quebec Central Railway. Frank Grundy was born in Bury England in 1836. He started his railroad career with the Manchester, Sheffield and Lincolnshire Railway. He became the General Manager in 1869 of the Mid-Wales, Swansea and Carmarthen Junction Railway. He was there for twenty years; but in 1889 the English Association of American Bond and Shareholders requested that Mr Grundy go to Canada and look into the affairs of the Quebec Central Railway. The Quebec Central had completed its mainline between Sherbrooke and Levis in the Province of Quebec in 1881. It had been financed by Bonds sold in England. These Bonds had a five year provincial government guarantee. In 1886, when the guarantee ran out the QCR was broke, the contractor was bankrupt and the shareholders ruined. The bondholders looked like they held worthless paper. Grundy became the new QCR General-Manager in 1889. He set about upgrading the roadbed and equipment. In a decade the Quebec Central had gone from a failure to a large success. The Temiscouata shares were held by the same association and they were in the same position with the Temiscouata as they had been a decade earlier with the QCR. This was the beginning of a forty year association between the Temiscouata and the Quebec Central.

The London Times reported that a meeting was held about June 22nd, 1904 presided over by Colonel Sir C. E. Howard Vincent M.P. First the chairman declared how fortunate they were in having secured the services of Frank Grundy, who did such notable work with the Quebec Central Railway. Colonel Vincent told how the Temiscouata Bondholders Committee had thrown away good money on wasteful and abortive legal wrangling over the bond issue, although their efforts had managed to put the bondholders into possession of the Temiscouata Railway, without the usual costly litigation with the shareholders.

Grundy had not only operated the railway but under his management \$191,000.00 had been pumped into repairs. The committee was very clear, they hoped to repair the railway, then reach an agreement with the trustees and then sell the railway to some party.

The London Times again reported February 22nd, 1906 that at another meeting of the Temiscouata Bondholders Committee was held at London, England. The meeting was chaired by Sir Howard Vincent M.P. once again. It was revealed that talks were being held to sell the railway. In this case the railway that the committee placed its hopes were the National Transcontinental Railway. The NTR was a scheme created by Prime Minister Sir Wilfred Laurier in 1903 to build a second Canadian transcontinental railway, using in part the Grand Trunk assistance. The NTR with the Grand Trunk Pacific, a railway would be built from Moncton to Prince Rupert. It may seem odd but a part of this railway would be built from Edmunston to Moncton, on the old Temiscouata plans of a decade earlier.

At the same meeting Colonel Vincent read a letter from Frank Grundy explaining that the Quebec Central planned to extend its line from Beauceville up the Famine River valley to the St John River district to a connection with the Temiscouata at Cabano. Grundy further advised the bondholders that it was not probable that the government would build a railway east of Quebec for it seemed improbable that the Canadian government would build a line extremely competitive to its own Intercolonial. Grundy was wrong, but so was Colonel Vincent. The NTR was not that interested in the Temiscouata.

The National Transcontinental Railway Commission entered into an agreement with the Temiscouata Railway in 1908, but not to buy the TMC, for the NTR route was located parallel to the Temiscouata Railway St Francis Branch for a distance of about eighteen miles between Caron Brook and Edmunston. The NTR route surveyed came out to be on the Temiscouata right of way and for one section directly on top of the TMC. A mutual arrangement was made, the Temiscouata agreed to sell two miles of right of way to the NTR, and the NTR would construct two new miles for the Temiscouata. The NTR laid their track on the roadbed of the former TMC. With the work completed, the two railways had a mutual double track railway for two miles. The agreement was approved by the bondholders April 21st, 1908. NTR added \$35,000.00 to the coffers of the Temiscouata. The new route between Edmunston and Baker Lake was

constructed by NTR contractors Kennedy & McDonald. The first passenger train over the TMC-NTR section ran October 17th, 1909.

Temiscouata President Frank Grundy died December 1910. The bondholders gave John Henry Walsh the job of President. John Walsh had been born at Quebec in 1860 and joined the QCR in 1881. He had become the General Manager of the Quebec Central in 1906, when Grundy retired from the QCR.

Two years later when the Quebec Central was leased to the Canadian Pacific there were rumors reported in the Canadian Railway and Marine World that the CPR would also take over the Temiscouata, because the TMC was owned by the same interests in England. This also did not occur.

During the depression years there was a large decline in the local pulpwood economy that caused serious financial difficulties, There was reduced maintenance of the track to the point where passenger trains were limited to twenty-five miles per hour. The Temiscouata acquired three second hand Ledoux- Jennings rail motor cars from the Canadian National. The CNR had acquired these railcars from the Quebec Montreal and Southern Railway when the CNR absorbed the Delaware and Hudson subsidry in 1930. These motor cars pulling a trailer replaced passenger train operation.

John Henry Walsh retired from the position of President of the Temiscouata September 10th, 1936. Gifford D. Wadsworth was elected at a meeting of the Board of Directors at Quebec City to take on the role of President. Wadsworth, following in the shoes of both Grundy and Walsh, was also a General Manager of the Quebec Central Railway.

Gifford D. Wadsworth was born at Sherbrooke in 1884. He had spent his entire working career with the Quebec Central. He was appointed General Manager of the QCR January 1931 upon the retirement of Mr Walsh from that position. A. H. Bradford, also of the Quebec Central became the new Temiscouata Vice-President at this same meeting.

Charles A. Stewart was appointed the Temiscouata General Manager. Mr Stewart a native of Bathurst, New Brunswick had entered the service of the Temiscouata in May 1904.

While the Temiscouata Railway was but a small railroad the maintenance of the property took a high priority for a railroad of its size and earnings. Between 1910 and 1959 there was only one derailment on the Temiscouata, March 27th 1938 at Madawaska Siding that caused an inquiry from the Canadian Board of Railway Commissioners. An engine and snowplow derailed.

In 1939 the Temiscouata and the Canadian National Railways reached an agreement whereby the Temiscouata obtained running rights over the CNR between Edmunston (M.P. 82.42) and Baker Brook (M.P. 94.33) on the CNR's NTR tracks. This allowed the Temiscouata to abandon twelve



miles of track on the St Francis Branch. This was the same section that the TMC sold to the NTR in 1909.

The end of forty years of Quebec Central management of the Temiscouata came to an end September 5th, 1940 when G. D. Wadsworth resigned the post of President of the company. Charles Stewart previously the Temiscouata General Manager and Secretary was given the role of President and Managing Director. The role of General Manager was abolished. The company was on hard times.

Effective November 29th, 1941 Canadian National express was established to provide express service on the Temiscouata superseding the express service of Canadian Pacific Express.

During the Second World War full passenger train service was returned to the Temiscouata Railway. The motor cars were put in storage.

November 1948 the Board of Railway Commissioners held hearings at Edmunston to consider the application of the Railway to discontinue regular train service between Edmunston and Connors, New Brunswick. The railway company had been running a daily passenger-mixed train over the small branchline. The company said the railroad could run three extra freight trains. The service arriving at Edmunston 10:15 A.M. consisted of a daily except Sunday mixed train leaving Connors at 8:00 A.M. The mixed train left Edmunston 12:30 P.M. to arrive Connors at 2:20 P.M. the train normally consisted of a baggage-mail car and a coach and a limited number of freight cars. The principal traffic was car-load freight. In bound freight consisted of fertilizer, feed, automobiles, building materials coal and coke, most of which was billed for Clair. The outbound traffic was forest products such as pulpwood, sawn lumber, poles and Christmas trees. The TMC claimed the elimination of passenger and mail service would save the railway \$11,000 per year. There was no protest over the demise of passenger and mail service as there was a parallel highway able to handle the service. The regulatory board approved the discontinuance of the passenger train service and the substitution of a three times a week freight service.

## CANADIAN NATIONAL

A serious financial blow hit the Temiscouata Railway in the late 1940's, for in 1950 there would be an upcoming bond redemption the railway was unable to meet. The railway was up for sale. The Canadian Minister of transport introduced Bill 145, an Act respecting the acquisition of the Temiscouata Railway, and was given first reading in the House of Commons on November 4th, 1949. The purpose of this bill was to provide for the purchase by the Dominion Government of the Temiscouata Railway. The Act ratified an agreement made October 14th, 1949 between the Government and the Temiscouata. The Dominion of Canada purchased lock stock and barrel the whole railroad for \$480,000 free and clear of all charges, liens and encumbrances. The Temiscouata directors had already approved the deal. The purchase was ratified by Order 13 George VI, 1949. the management and operation was entrusted to the Canadian National Railways February 10th, 1950.

The Temiscouata equipment and facilities were transferred to the Canadian National. The Temiscouata ten wheelers were assigned new CNR numbers, They took on CNR identities, complete with CNR's distinctive number plates. The old 4-4-0's were sent for scrap at Moncton. The rest of the rolling stock passenger and freight cars also went for scrap. The engines were moved into the CNR roundhouse at Riviere du Loop.

On September 12th, 1950 the former Temiscouata shops at Riviere du Loop were destroyed by fire

Passenger and express service between Riviere Du Loop and Edmunston in 1954 was provided by diesel electric motor unit 15811 on a daily except Sunday schedule. CNR assigned their 1000 class tenwheelers on regular freight trains. The 1100 class, the former TMC engines were used on extra freights. The right of way of the old Temiscouata needed rebuilding and small General Electric 70 tonners were introduced and they ran at first on ballast trains.

The Canadian National operated steam locomotives until 1956-1957 when diesels took over the powering of all trains in 1957.

The Canadian National Railways applied July 21st 1959 to the Board of Transport to grant it leave to abandon the operation of the Connors Subdivision between Clairs (M.P. 7.80) and Connors (M.P. 18.92) a distance of 11.2 miles. The matter was heard at Edmunston February 9th and 10th 1960. The Canadian National painted a bleak picture, that the rails were light 56 pound rails on untreated soft-wood ties. The ballast was minimal. The five bridges on the line there was only one 65 foot steel bridge the rest were untreated wood trestles. There were three small stations left, with diminutive sidings. Connors steel turntable was still left. The traffic between 1956 to 1959 was a total of 47 inbound cars and 223 cars outbound, in a three year period. The annual loss was \$20,000. The CNR was given leave to abandon the track no earlier than September 1st, 1960.

## TEMISCOUATA LOCOMOTIVES

Number	Type	Builder	Date	Cylinders	Drivers
1 (1st)	4-4-0	Dubs	1872	16X22	60"
	ex Intercolonial, acquired 1887, retired 1910 sold to Davie Shipyards,(Levis), scrapped 1928.				
1 (2nd)	2-6-0	MLW	1910	14X26	51"
	ex C&P #5, not suitable, sold September 5,1918 to National Transcontinental Ry. CGR 4537, CNR 407, sold to NTR in exchange for #10.				
2	4-4-0	CLC	1887	17X24	62"
	built for Red River RR but not delivered, sold to Fraser Company, Edmunston 1917				
3	4-4-0	CLC	1887	17X24	62"
	built for Red River RR but not delivered, sold Canadian Tube & Steel, Montreal 1929				

5	4-4-0	Manchester	1888	17X24	62"
		scrapped 1920			

6 (2nd) 4-6-0 MLW 4-1911 16X24 51"  
ex New Brunswick Coal & Ry., No. 6  
acquired 1927, to CNR 1014 (2nd) 1950

7 (1st) 4-4-0 Pittsburgh  
scrapped 1909

7 (2nd) 4-6-0 MLW 4-1911 16X24 51"  
ex C&P #7, to CNR 1015 (2nd) 1950

- |    |   |          |        |       |     |
|----|---|----------|--------|-------|-----|
| 8  | 4-6-0   | MLW      | 9-1909 | 16X24 | 51" |
|    | New, to CNR 1016 (2nd) 1950   |          |        |       |     |
|    |   |          |        |       |     |
| 9  | 4-6-0   | MLW      | 9-1909 | 16X24 | 51" |
|    | New, to CNR 1017 (2nd) 1950   |          |        |       |     |
|    |   |          |        |       |     |
| 10 | 4-6-0   | MLW      | 4-1911 | 16X24 | 51" |
|    | built for O'Brien, McDougall & O'Gorman<br>#7 to CGR 4521, exchanged for No.1 (2nd)<br>in 1918. |          |        |       |     |
|    |   |          |        |       |     |
| 11 | 4-4-0   | Portland | 1888   | 18X24 | 62" |
|    | built Quebec Central No. 11, rebuilt CPR<br>1914, to Temiscouata 1920                           |          |        |       |     |
|    |   |          |        |       |     |
| 12 | 4-4-0   | Portland | 1888   | 18X24 | 62" |
|    | built Quebec Central No. 11, rebuilt CPR<br>1914 to Temiscouata 1920                            |          |        |       |     |

Manchester	Manchester Locomotive Works
CLC	Canadian Locomotive Company
MLW	Montreal Locomotive Works
Portland	Portland Company

## TEMISCOUATA MOTOR CARS

1.           Ledoux-Jennings           9-1-1922           Reo T-6   50 HP  
          ex Quebec Montreal & Southern 50       Capacity 26 passengers  
          ex Canadian National 15704, to Temiscouata 1933
  
- 2           Ledoux-Jennings           4-4-1923           Reo T-6   50 HP  
          ex Quebec Montreal & Southern 51       Capacity 30 passengers  
          ex Canadian National 15705, to Temiscouata 1933
  
- 3           Ledoux-Jennings           4-12-1923          Reo T-6   50 HP  
          ex Quebec Montreal & Southern 52       Capacity 30 passengers  
          ex Canadian National 15706, to Temiscouata 1933
  
- 52          Motor car trailer       Wood
  
- 53          Motor car trailer       Steel
  
- Motor truck

## TEMISCOUATA

## PASSENGER CARS

Coach	1	60	58 feet 4"		
Coach	2	60	58 feet 4"		
Coach	3	64	57 feet 4"	ex TH&B 7	1922
Coach	4	64	57 feet 4"	ex TH&B 6	1922
Coach	20	60	58 feet 4"		
Coach	21	60	58 feet 4"		
Baggage-Mail	50		57 feet 4"		
Baggage-Mail	51		57 feet 4"		
Baggage-Mail	52		57 feet 4"		
Combine	101	40	57 feet 4"		
Official Car	Madawaska		58 feet 4"		

## VANS

Van	200	33 feet
Van	201	33 feet
Van	202	33 feet
Van	203	33 feet



# TEMISCOUATA    FREIGHT CARS    Reporting Mark TMC

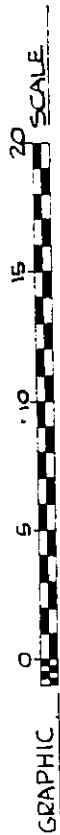
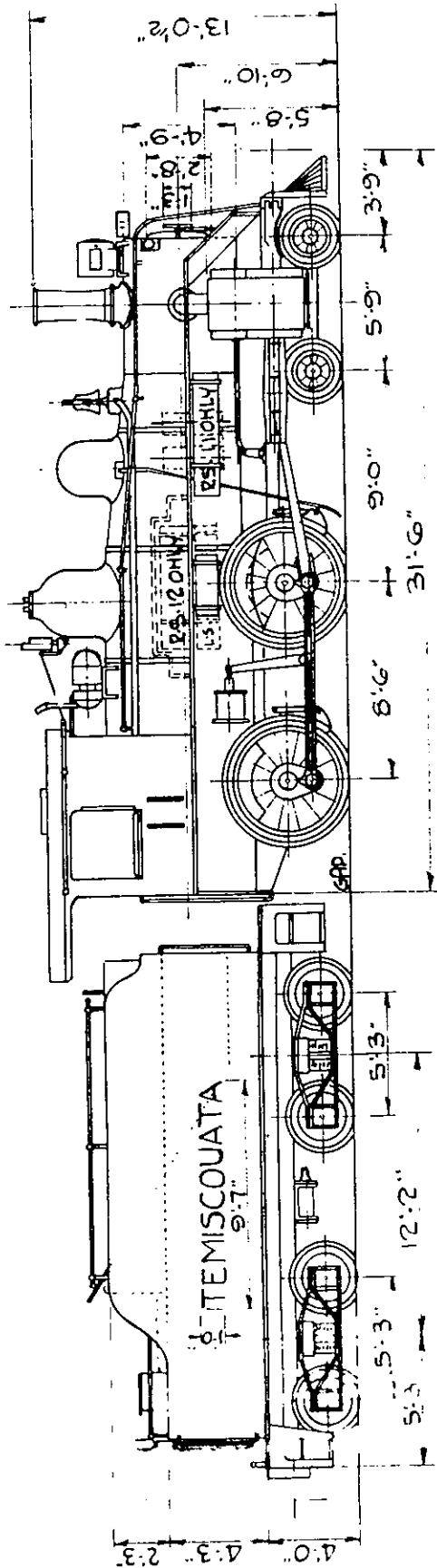
## 1906

TYPE	NUMBERS		LENGTH	WIDTH	CAPACITY	CARS
Flat	1-171	odd	33'	8'9"	40000 lb	51
Flat	173-191	odd	35'	9'	60000 "	40
Box	500-504,	odd	32'6"	7'4"	50000 "	3

1922, 1930, 1938

Flat	7 - 99	odd	33'	8' 9"	40000 "	11
Flat	13	odd	36'	8'9"	40000 "	1
Flat	47	odd	34'	8'9"	40000 "	1
Flat	103 -119	odd	35'	9'3"	60000 "	6
Flat	123-127	odd	36'	9'3"	60000 "	3
Box	54		36'3"	8'7"	60000 "	1
Box	82-172	even	36'3"	8'7"	60000 "	23
Box RL	300-329	even	32'8"	8	40000 "	29
Box RL	400-415	even	36'	8'6"	60000 "	14
Box RL	800-828	even	35'9"	8'6"	80000 "	29
Rack	500-528	even	30'8"	8'3"	40000 "	22
Rack	502,507		33'4"	8'3"	40000 "	2
Rack	528		33'4"	8'3"	40000 "	1

RL =Roofless Boxcar



# TEMISCOUATA - 4-4-0 Nos 11 & 12

BOILER PRESSURE - 160

CYLINDERS - 17x24

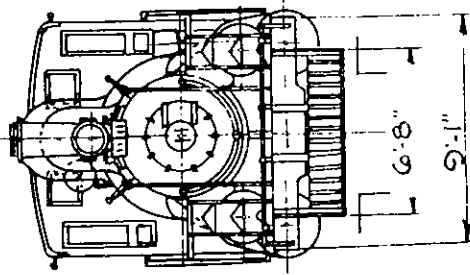
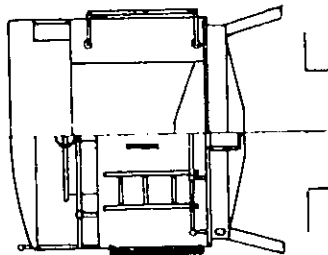
LEADING WHEELS - 28" DIA.

DRIVING WHEELS - 63" DIA.

TENDER WHEELS - 33" DIA.

BUILT BY PORTLAND LOCOMOTIVE WKS-1888-89.

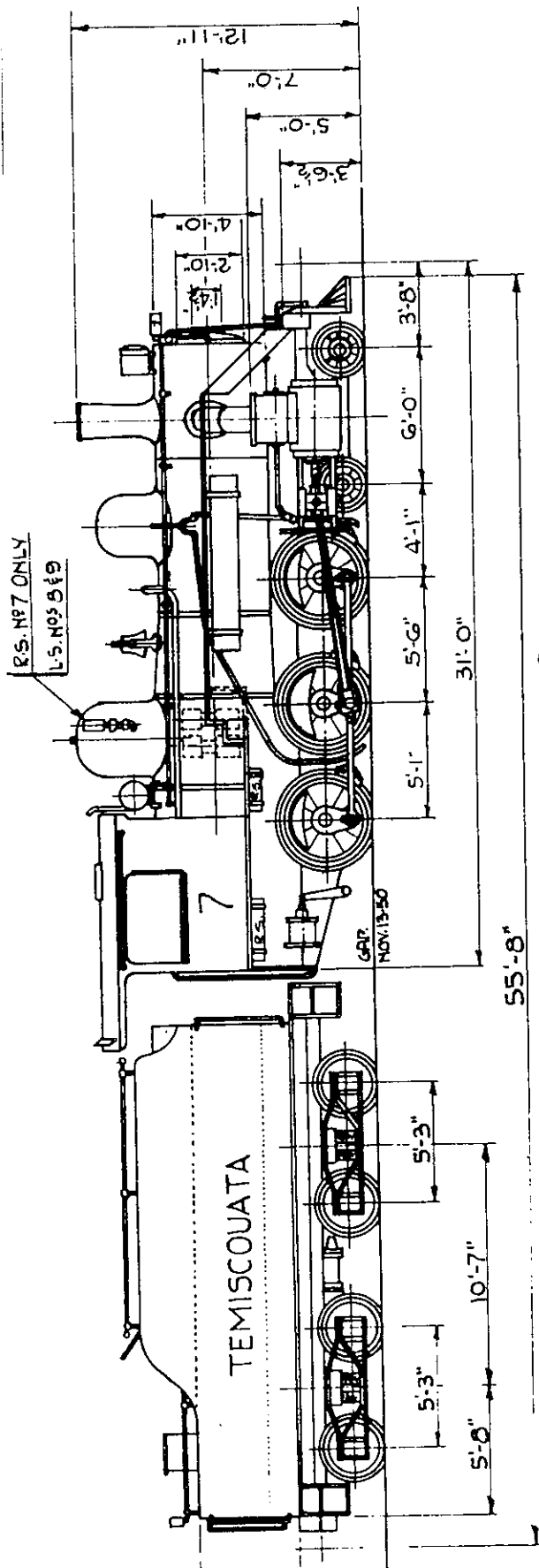
SCALE :- 3.5 MM = 1 FT. 0"



SCRAPPED - CANADIAN NATIONAL - MONCTON JAN. 1951 RATED 15%

TEMISCOUATA - #11 & 12

QUEBEC CENTRAL - #11 & 12



TEMISCOUATA - 4-6-0 N°5 7-8-9

BOILER PRESSURE -

CYLINDERS -

LEADING WHEELS - 24" DIA.

DRIVING WHEELS - 51" DIA.

TENDER WHEELS - 33" DIA.

BUILT BY MONTREAL LOCOMOTIVE WORKS.

N°7-SER.49908-'11 N°8-SER.46205-'09 N°9-SER.46206-'09

SCALE - 3.5 MM = 1 FT. 0"



CANADIAN NATIONAL CLASS F-1C

7-1015 : 8-1016 : 9-1017

