

QUEBEC CENTRAL

PASSENGER CARS

III: PASSENGER EQUIPMENT

The Quebec Central commenced operations in 1875 with two baggage and two passenger cars. It has been reported that one of the first passenger cars came from the Old Colony Railroad. It would have been one of four parlour cars, the first used in New England, built at the Old Colony shops in 1866. These were side-door carriages modelled in the English-style saloon cars. The legend states that the car was later converted by the QCR into a tool car and then later, removed of its trucks it served its last years as a shed. The source of this legend was Charles Fisher of the R&LHS finding a notation in an Old Colony notebook, but it was never mentioned in the Quebec region.

The next increase in passenger rolling stock was in 1881 when the QCR acquired a Wason first-class coach, four homemade second-class cars and one postal car from its purchase of the Levis and Kennebec Railway. Additional first and second-class stock was acquired in 1890 in conjunction with the brand-new Quebec City to Boston through service started in July 1891. The cars were open vestibule coaches.

In 1907 when the Quebec Central decided to upgrade its through train, it acquired four vestibule cars from Laconia Car and the Quebec Central built its first passenger car, a baggage car, at its Newington shops. The cars were lettered Quebec and Boston Line and ran through to Boston.

The Company acquired two dining cars second-hand in 1910. It also built two new baggage and two passenger cars at Newington at this time.

Even after the lease by the Canadian Pacific the QCR turned out a number of passenger cars at Newington. The following list was compiled from the annual lists in *Railway Age Gazette*.

<u>Year</u>	<u>Total</u>	<u>Type</u>	<u>Length</u>	<u>Capacity</u>
1908	1	Baggage		
1909	2	Baggage & Mail		
1909	2	Second class coaches		
1911	1	Cafe car		
1913	2	Combination Baggage-Passenger		
1913	2	Coaches		
1914	2	Mail		
1916	1	Baggage-Mail		
1917	1	Baggage-Mail		
1921	1	Baggage	73ft 6in	
1921	2	First class coaches	79ft 9in	82 seats
1929	1	Coach	78ft	76 seats

The Quebec Central in June 1925 acquired two CPR sleepers *Perth* and *Prescott* converted them into first class coaches 41 and 42. These are the only known CPR passenger cars rebuilt and re-lettered for the QCR.

During 1936 the Quebec Central transferred to the Canadian Pacific four baggage cars and nine passenger cars. And in the following year 1937, the QC transferred 71 pieces of rolling stock: one baggage-mail, one baggage car, as well as fifty-two stockcars, and seventeen boxcars.

In conjunction with the acquisition of the Newport line the Quebec Central purchased two coaches, two baggage-mail and one combination Baggage-Passenger car from the used railway car dealers Hotchkiss-Blue between March and June 1926. It was during this period 1925-1930 that the QCR applied steel sheathing to the sides of its cars and equipped them with steel under frames. The Quebec Central converted its dining cars in early 1927 into parlour-cafe cars. The cars sat 17 people at tables and the parlour end had chairs for 12 people. These cars operated between Sherbrooke and Quebec City. The Newington shops stopped building cars in August 1930, QC rolling stock remained on its lines during the thirties and forties.

In the late forties Canadian Pacific equipment began to displace QC cars. The first equipment removed

were the 500 series parlour-cafe cars in 1942. CPR provided a number of buffet cars. CPR 6613, used in the forties, was unique in that it was the only car in revenue service that had an observation platform. In 1953 combination, buffet-baggage cars of the 3050 series built as part of the 1936 Jubilee train, provided meal service until the arrival of the RDCs in 1957. A number of QC passenger cars were scrapped at this time with only one or two coaches required for mixed train service, and that requirement ceased in 1960.

QCR Official Car "Sherbrooke"

The Quebec Central possessed an official car of extraordinary historical interest named "Sherbrooke". The car was built by the Baltimore & Ohio Railroad at its Mont Clare Shops in Baltimore. Built in 1872 it was given the name "Maryland." The "Maryland" was one of the first private or official cars, built for a President of a railroad. In both the engineering and furnishings quality was supreme, the railroad press of the time provided this description of the car shortly after its completion:

"The car is named "Maryland, and is 51 feet long by 10 wide outside the body, runs a six-wheeled trucks with strong check-chains attached, and with Dinsmore springs on the equalizers. Iron body-transoms are used of the hind represented in the foregoing cut. The outside of the car is painted a light yellow, with nothing in the way of external ornamentation to attract special attention or indicate the quality of the interior fitting-up, which is in the best Pullman-coach style. The car is designed to run always in the rear of a train, so as to afford a view of the track from the end windows. A glance at the arrangement of the interior indicates at once that the vehicle is designed for but one principal occupant with his travelling suite. There are four distinct compartments, a porter's room, stateroom, a sleeping and toilet-room with side passage and closets, and the parlour or drawing room. The porter's room occupies about ten feet of the forward end of the car, with a closet for table-ware on one side of the door, and a Baker & Smith heater on the other. Next to this is the state-room with an upper sleeping-berth on each side, and seats for eight persons underneath, and which can be transformed into two tower berths. Next is the central compartment, occupying a space about 17 feet in length, and containing the principal sleeping and toilet-room, and corridor, with a door and two windows in the portion between. There are also included in this division a water-closet and linen locker, communicating with the sleeping-room. This room is sumptuously furnished. Across one end is a curtained lounge. The bedstead is an elaborate piece of cabinet-work in French walnut,, surrounded with heavy double damask crimson and green curtains. The Window-curtains are of the same description, and hung, like the others, on silver-plated rods. Two large mirrors occupying the spaces between the windows. The remaining portion of the car, composing a space of about 15 feet and extending to the rear end, space of about 15 feet and extending to the rear end, constitutes the drawing room which is entered by a door from the side passage above mentioned. Its furniture consists of a large and elegant sofa-lounge, an oblong black-walnut centre-table with marble top, two easy-chairs of the Pompadour style and two others of a different pattern. This apartment has five windows on each side and three in the end, these last affording a fine view of the track. The spaces between the side windows are occupied with mirrors, and the curtains are of the same kind as those in the sleeping room. The floors have Brussels carpets. The interior finishing throughout is in solid black-walnut, with elaborate raised paneling of French Walnut "burl," with semi circular tops. The general effect is somewhat sombre, but is relieved by light quilt moldings above the windows. The artificial lighting is done by four of William's Page & Co.'s improved plated lamps. Carroll ventilators are used, and all the windows have double sashes. In the central passage-way is a wash-stand with a reservoir underneath holding a barrel of water, which is raised by a small force pump. The inside door windows are beautiful specimen of embossed glass."

President Garrett of the B&O put the car at the disposal of the President of the United States. It became the unofficial Presidential Car of Presidents Rutherford Hayes, Benjamin Harrison, Grover Cleveland and William McKinley. After the assassination of McKinley the car was considered a bad omen, The B&O put the car in storage at the turn of the century.

In June 1908 the Quebec Central purchased the car from a used car broker. Its first trip was to Quebec City in connection with the Tricentennial events then being celebrated. The car was painted in the traditional Pullman green at this time. The car was the centre of many memorable events associated with the Quebec Central. It was used in the special train of Sir Wilfred Laurier from which he campaigned in the region during the 1911 reciprocity election. Mr. Walsh placed the car at the disposal of Monsignor Begin in June 1914, when he travelled to New York as an Archbishop and returned a Cardinal, the second in Canada. CPR President Sir Edward W. Beatty and Vice President Grant Hall used the car to view the washouts at Ayers Cliff in 1928 after their car was stranded while the pair was returning from an engagement in Boston. Around 1916 the car was given a steel underframe at the QCR shops at Newington. In the late twenties steel sheathing was applied to the sides of the car and it was painted in the CP's maroon scheme. In 1937 it was given a complete interior refit at the CPR Angus shops at Montreal. The car continued in the role as the General Manager's official car until 1960. The Walsh family expressed an interest to preserve the car possibly as a summer home but unfortunately at this same time, the car was sent to the Angus Shops to be refinished when it was discovered that the wooden beams had rotted and was unfortunately dismantled at Angus Shops in one day before anyone had a chance to preserve the historic car.

QCR Official Car "*Megantic*", and later "*Beauce*"

Quebec Central's second official car had a much different history. In June 1896 the Crossen Car Works of Cobourg, Ontario built a number of combination baggage-passenger cars that were numbered 14 to 20. Between July 1918 and July 1919 three of the combination cars were converted at the Newington Shops, according to an official QCR annual report. One was changed to mail car 73, another to baggage car 74, and one was converted to an Official Car. This car was to be the Superintendent's Car replacing passenger car 21. It was named the "*Megantic*".

This new official car "*Megantic*" was assigned to R. J. Reid and upon his death in 1928, to the new Superintendent C. K. Bartlett. The Car was refitted in August 1935 and was renamed "*Beauce*". It was assigned to Superintendent Walker who had just arrived from Smiths Falls. Walker's regime can best be described as gray, and the history of the car becomes obscure, there is not a mention of the car being completely overhauled by the QCR. In September 1939 car *Beauce* was sold to parent Canadian Pacific where it was assigned as official car No. 23. The car was given a steel under frame, considerably lengthened one open platform was replaced with a vestibule, and given six wheel trucks but kept its wood sides. It is amazing that so much work was done in wood at this date. The Car was assigned to different CPR posts at Sudbury, Brockville, Woodstock, N. B., and Smiths Falls. In 1968 the CPR donated the car to the National Museum of Science and Technology, Ottawa, then to CHRA Toronto, in 1990 to the Smiths Falls Railway Museum where it is presently under going restoration. Oddly, a sister Quebec Central 1896 Crossen Car Company combination car the former QC 84, QC 40791, CPR 405800, in 2015 still exists in a farmers field in St Denis, Quebec.

The QCR official cars had an Irish Staff, Jimmy Plunkett served his entire career on Car "*Sherbrooke*" and Johnny Callaghan on the "*Beauce - Megantic*".

After the demise of the car "*Sherbrooke*" the Quebec Central has had two official cars assigned by the Canadian Pacific. These cars are owned and lettered for the parent company. After 1959 CPR assigned official car *Quebec* and no.24 to the OCR. CP car "*Mount Stephen*" was used for a few years, between 1960-1963. In 1963, the railway was assigned CP car "15". This car was built, in 1929 as a solarium lounge car, by National Steel Car and the CPR. Over the years it has been named "*River Thames*", "*Cape Thames*" (1941) and "*Cape Cook*" (1945). In 1963 it was converted to a business car, and remained on the QCR until the 1980's.

ROSTER OF QUEBEC CENTRAL PASSENGER EQUIPMENT

Name / No.	Type	Builder	Built	History	Disposition
Sherbrooke	Offical	B&O-Mount Clare	1872	acquired 1908	1959
Megantic	Official	Crossen combine	1896	acquired 1919;	
		QCR-Newington		rbt to Official car	1919;
Beauce	Official	QCR-Newington (rbt) ex Megantic		1935;	
				to CPR Official 23	1939
14 1st	Baggage	QCR-Newington	1906	to 64	
14 2 nd *	Combine				
15 1st	Baggage-Mail	QCR-Newington	1906	to 67	
15 2 nd *	Combine				
16 *	Combine				
17 *	Combine				
18 *	Combine				
19 *	Combine				
20 *	Combine				
21 1st	Coach			to Official Car 21, used by Grundy; to QCR OCS 40721	1935 1951
21 2 nd *	Bagg-Mail-Coach				
22 1st	Coach			to QCR OCS 22, to QCR OCS 40722	1935 1939
22 2 nd *	Bagg-Mail-Coach				
23 *	Combine-Coach	Wason	1874	to QCR OCS 23	1929;
				to QCR OCS 40723	1929 1948
24 *	Combine-Coach	Wason	1874	to QCR OCS 24	1929 1939
25 *	Coach	Pennsylvania RR		from PRR	1903 1939
26	Coach			sold Quebec Contracting	1909
27 *	Coach				
28 *	Coach	Crossen	1889		1939
29 *	Coach				
30 *	Coach				
31 *	Coach				
32 *	Coach				
33 *	Coach				
34 *	Coach	Laconia	1907	new; to 91	1935
35 *	Coach	Laconia	1907	new; to 92	1935
36 *	Coach	Laconia	1907	to 93	1935
37	1 st Class & Smoking	CPR-Angus	1907	new, CPR 790 to CPR 1590	1912;
				acquired from CPR	1914;
				to 137	1935
38	1 st Class & Smoking	CPR-Angus	1907	new, CPR 791 to CPR 1591	1911;
				acquired from CPR	1914;
				to 138	1935
39	1 st Class & Smoking	CPR-Angus	1907	new, CPR 792 to CPR 1592	1912;
				acquired from CPR	1914;
				to 139	1935
40	1 st Class & Smoking	CPR-Angus	1907	new, CPR 793 to CPR 1593	1911;
				acquired from CPR	1914;
				to 140	1935

No.	Type	Builder	Built	History	Disposition
41	1 st Class & Smoking	Barney & Smith	1886	new, CPR <i>Tokio</i> to CPR <i>Kobe</i> to CPR <i>Perth</i> acquired from CPR to 94	Sleeper; 1900 Sleeper; 1918 Sleeper; 1925; 1935
42	1 st Class & Smoking	Barney & Smith	1887	new, CPR <i>Ontario</i> to CPR <i>Woodstock</i> to CPR <i>Prescott</i> acquired from CPR to 95	Sleeper; 1918 Sleeper; 1918 Sleeper; 1925; 1935
43	2 nd Class & Smoking	Crossen	1889	to QCR OCS 40743	1938 1951
44	* 2 nd Class & Smoking	Crossen	1889		1939
46	* 2 nd Class & Smoking	Laconia	1889		1939
47	* 2 nd Class & Smoking	Laconia	1907	to CPR 1848	1936 1956
48	* 2 nd Class & Smoking	Laconia	1907	to CPR 1849	1936 1956
49	* 2 nd Class & Smoking	QCR-Newington	1910	to 153	1935
50	* 2 nd Class & Smoking	QCR-Newington	1910	to 154	1935
52	2 nd Class & Smoking	QCR-Newington	1911		1938
53	2 nd Class & Smoking	Laconia	1900		1938
55	2 nd Class & Smoking			from Hotchkiss, Blue to 155	1926; 1936
56	2 nd Class & Smoking	Pullman, Plan 1581C	1901	nee "Appleton" to 156	1926; 1936 1942
57	2 nd Class & Smoking	Pullman, Plan 1581F	1901	nee "Onwentsia" to CPR 1678	1928; 1936 1947
60	* Baggage & Mail	Ontario Car	1896	to QCR OCS 49 to QCR OCS 40749	1935 1939
61	* Baggage & Mail	Ontario Car	1896	to QCR OCS 47 to QCR OCS 40747	1935 1947
62	* Baggage & Mail	Laconia	1888		1939
63	* Baggage & Express	Laconia	1892	to CPR 4299	1936 1948
64	Baggage & Express	QCR-Newington	1906	ex QCR 14 1st to CPR 4198	1936 1940
65	* Baggage & Mail	QCR-Newington	1902	to OCS 40794 1941; to CPR OCS 405803; body to Farnham	1958; c.1960 (2012)
66	* Baggage & Mail	QCR-Newington	1902	to CPR 3547 wrecked at Bras, Que	1937; 1947
67	* Baggage & Mail	QCR-Newington	1907	ex QCR 15 1st to QCR OCS 40795; to CPR OCS 405804	1941; 1958 1970
68	* Baggage & Mail	QCR-Newington	1909	to CPR 3548	1936 1951
69	* Baggage & Mail	QCR-Newington	1909	to CPR 3549	1936 1951
70	Baggage & Mail	QCR-Newington	1914	to QCR OCS 40792 to CPR OCS 405801	1942 1951 1978
71	Baggage & Mail	QCR-Newington	1914		1957
72	Baggage & Mail	QCR-Newington	1917	to 78	1937

No.	Type	Builder	Built	History	Disposition
73	Baggage & Mail	Crossen	1896	to QCR OCS 40773 1935; to CPR OCS 40790 1939	1952 1939
74	Baggage	Crossen	1896		1940
75	Baggage	QCR-Newington	1921	to CPR 4199 1936	1947
76	Baggage & Mail			from Hotchkiss-Blue 1926	1948
77	Baggage & Mail			from Hotchkiss-Blue 1926	1948
78	Baggage & Mail	QCR-Newington	1917	ex 72 1937	
80	Combine			to QCR OCS 80; to QCR OCS 40780 1935	1939
84	2 nd Class & Baggage	Crossen	1896	to QCR OCS 40791 1939; to CPR OCS 405800 1958; to Saint.Denis Que derelict body	2015 1938
85	2 nd Class & Baggage	QCR-Newington	1911		
86	Combine ?				
87	2 nd Class & Baggage	QCR-Newington	1914		1938
88	2 nd Class & Baggage	QCR-Newington	1914		1938
89	2 nd Class & Baggage			from Hotchkiss-Blue 1926; to 186 1935	
90	2 nd Class & Baggage	Laconia	1891	to CPR 3248 1936	1941
91	1 st Class & Smoking	Laconia	1907	ex 34 1935	1956
92	1 st Class & Smoking	Laconia	1907	ex 35 1935	1956
93	1 st Class & Smoking	Laconia	1907	ex 36 1935; sold Alma & Joquieres	1940
94	1 st Class & Smoking	Barney & Smith	1886	ex QCR 41 1935	1956
95	1 st Class & Smoking	Barney & Smith	1887	ex QCR 42 1935	1948
101	1 st & 2 nd Class	QCR-Newington	1920	new	1939
102	1 st & 2 nd Class	QCR-Newington	1920	new	1939
103	1 st & 2 nd Class	QCR-Newington	1921	new	1939
104	1 st & 2 nd Class	QCR-Newington	1921	new	1939
105	1 st Class & Smoking			from Hotchkiss-Blue 1923; to CPR 1496 1936; wrecked at Glen Tay	1942
106	1 st Class & Smoking			from Hotchkiss-Blue 1926; to CPR 1497 1936	1954
107	1 st Class & Smoking	Pullman, Plan 1581	1901	nee "Ojibwa" 1926	1941
108	1 st Class & Smoking	Pullman, Plan 1581C	1901	nee "Puyallup" 1927; to CPR 1498 1936	1960
109	1 st Class & Smoking	Pullman, Plan 1581C	1903	nee "Stuart" 1929; to CPR 1499 1936	1959
137	1 st Class & Smoking	CPR-Angus	1907	ex 37 1935	1956
138	1 st Class & Smoking	CPR-Angus	1907	ex 38 1935	1956
139	1 st Class & Smoking	CPR-Angus	1907	ex 39 1935 sold to Ont.Hydro 1960	
140	1 st Class & Smoking	CPR-Angus	1907	ex 40 1935; sold to Ont.Hydro 1960	
153	1 st Class & Smoking	QCR-Newington	1910	ex 49 1935	1948
154	1 st Class & Smoking	QCR-Newington	1910	ex 50 1935	1957

No.	Type	Builder	Built	History	Disposition
155	1 st Class & Smoking			from Hotchkiss, Blue ex 55	1926; 1936 1956
156	1 st Class & Smoking			from Pullman ex 56	1926; 1936 1942
186	2 nd Class & Baggage			from Hotchkiss-Blue ex 89	1926; 1935; 1961
500	* Diner	Pennsylvania RR		to CPR 3249 from PRR	1936 1910; 1938
501	* Diner	Pennsylvania RR		rebuilt to Café Parlor from PRR	1924 1910; rebuilt to Café Parlor 1934
502	* Cafe-Parlor			from Hotchkiss-Blue	1912 1938
503	Cafe-Parlor			from Hotchkiss-Blue	1923; 1941; 1969
				to QCR OCS 40793	
				to CPR OCS 405802	

In 1933 the Canadian Pacific leased or traded a number of passenger cars to the QCR, all of which were lettered Quebec Central.

QC	Type	Arrived	Builder	Date	Former numbers	Scrapped
1153	1 st Class & Smoking	5-1933 CPR-Angus		12-1906	nee CP 566, ex CP 1153	1945
1193	1 st Class & Smoking	5-1933 CPR-Hochelaga		12-1906	nee CP 637, ex CP 1193;	
					5-1953 to CP OCS 411612	1965
1214	1 st Class & Smoking	5-1933 CPR-Hochelaga		5-1900	nee CP 629, ex CP 1214;	
					5-1953 to CP OCS 411611	1964
1597	1 st Class & Smoking	5-1933 CPR-Angus		5-1907	nee CP 797, ex CP 1597	1958
1983	2 nd Class & Smoking	9-1934 CPR-Angus		5-1909	nee CP 983, ex CP 1983	1957
2007	Coach	9-1934 CPR-xxx		3-1913	nee CP 2007	1957
2011	Coach	5-1933 CPR-xxx		3-1913	nee CP 2011	1957
3253	Mail & Express	5-1933 CPR-Angus		3-1913	nee CP 3523	1961

NOTES:

OCS: On Company Service; most were utilized as Boarding Cars.

SOURCE;



Indicates included in roster tabulated August 19th, 1912

James Shields, (CPR Archivist) QCR-CPR Inventory of cars January 1, 1932

Railway Equipment Registers 1-1906, 5-1922, 7-1926, 1928, 3-1930, 7-1934

CPR Summary of Equipment 1938, 1941, 1947, 1956

Merrilees QCR Passenger Roster

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