

THE  
QUEBEC  
CENTRAL  
RAILWAY  
DIARY

C.H. RIFF

# FIRST TRAIN SHERBROOKE TO NEWPORT, VT.

**Mr. Walsh and Party, of Q.C.R.,  
Go Over Reconstructed Line—  
Expect Train Tomorrow Morn-  
ing to Go to Newport—No  
Afternoon Train South Today.**

The first train to pass over the Quebec Central line between Sherbrooke and Newport was a special conveying Mr. J. H. Walsh, general manager, and party and which got through to the Vermont city today.

The regular passenger service, however, is not yet fully restored. The morning train went through as far as Ayer's Cliff returning this afternoon. There will be afternoon train service today going south.

The Record learns, however, that the Quebec Central train leaving Sherbrooke at nine-thirty tomorrow morning is expected to go through to Newport which will be presage the early restoration of normal service.

## **Many Stanstead College Students Here.**

The authorities at Stanstead College are facing the problem of getting their students back for class work this afternoon. Owing to the flood their Thanksgiving holiday was postponed for a week and began Thursday afternoon. The students whose homes are in Sherbrooke, Montreal and other points were brought to Sherbrooke by car, many of them taking afternoon trains to their homes. Arriving in Sherbrooke this afternoon they find a train service has not yet been restored so that the automobile is again being brought into use for conveyance on the home trip.

## **Sherbrooke-Newport Line Will Be Busy.**

It is understood that upon the restoration of the Sherbrooke-Newport line it is proposed to use this for Canadian Pacific trains until the Newport-Richford line is reopened. The carrying away of a steel bridge has delayed traffic for a longer period on that route. During the past few days C. P. R. trains for New England points have been operated via Lake Megantic and Somerset Junction.

The restoration work on the Quebec Central between North Hatley and Stanstead has been carried on with great energy during the past week. Upon the release of large gangs of men employed on C. P. R. work at Lake Orford these were transferred to the Quebec Central division with the result that full train service will soon be again in operation.

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# THE QUEBEC CENTRAL WRECK

## Further Details of Yesterday's Accident Near Thetford.

### Case of Wrong Orders—Dead and Injured Brought to Sherbrooke—Inquest Will be Held This Afternoon.

The bodies of the three men killed in the Q.C.R. wreck near Thetford Mines reached Sherbrooke at about midnight and now lie at the morgue to await the coroner's inquest, which will be held this afternoon. Coroner Trigganue, of the Arthabaska district, will preside.

The three seriously injured men are in the Sherbrooke hospitals. They arrived at about 5 o'clock yesterday afternoon. Baggage-man Niles is the most seriously injured. He sustained a broken, broken leg and is injured internally. He is at the Protestant Hospital and his condition is considered serious. Fireman Chas. Dodds, who was also taken to the Protestant Hospital, had one elbow completely dislocated and his face is quite badly burned. His injuries are not considered serious. Mail Clerk Lachance is at the Sacred Heart Hospital. He received three severe scalp wounds, but, unless internally injured, will probably be all right in a short time.

The train with doctors from Sherbrooke met the train bearing the injured at Coleraine. Drs. Austin and Smith returned to Sherbrooke with the injured men, while Drs. Worthington, Pello and Gadbois went on to the scene of the wreck.

#### CAUSE OF THE ACCIDENT.

The cause of the accident at appears to be the issuing of wrong orders from the dispatcher's office, Sherbrooke. It was one of those incomprehensible mistakes which will sometimes occur, but infrequently at rare intervals.

Yesterday morning the express train left Sherbrooke half an hour late. The usual place of crossing with the south-bound express from Quebec is Tring Junction, but the Sherbrooke train be-

lieved. He jumped and fortunately on the right side escaping with only a few scratches. Fireman Dodds, of No. 2, jumped to the other side, and was pinned down beneath the debris. Engineer James Atto and Fireman Richard Dean evidently did not see the approaching train even two seconds before the crash. It is not known whether they even attempted to jump or not. At any rate, they did not clear the wreck. The two mail clerks, Roy (killed) and Lachance (injured) of course, had no warning. The same was the case in the baggage cars. Baggage-man Pizer, who received but slight bruises, had a very narrow escape.

The work of rescue was carried on with difficulty. Escaping steam surrounded the wrecked engines. The injured mail clerk, Lachance and the body of mail clerk Roy were first removed from the wreck. Baggage-man Niles was also got out without difficulty.

Not so with the engine men.

Fireman Dodds was pinned down in a perilous position. The escaping steam was all around him. It was necessary to dig a trench beneath the injured man in order to release him. All this time he was kept deluged with cold water in order to protect him from the steam. It was an hour and a half after the time of the collision when Dodds was taken from the wreck. He was cheerful and made no complaints. "Talk about hot weather," he remarked, "this beats anything I've yet seen." Another half hour's work was required before the bodies of Atto and Dean could be recovered. They were almost side by side and but a few feet from where Dodds, who was of the other train, had been lying.

The engines, meeting as they did on a curve, were thrown sideways and the force of the collision at the passenger cars was not as great as it would have been had the trains met on a straight track, and the passengers, though badly shaken up, were not injured.

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The conductors of these trains, it is said, received different orders from Sherbrooke.

The order for the No. 2 read "Cross No. 15 at Thetford." The order for No. 15 was "Cross No. 2 at Robertson."

The trains, it appears, received these orders at Thetford and Robertson, respectively, and at about the same time. Robertson is the next station north of Thetford.

But a moment later the error was discovered at the Sherbrooke office. Thetford and Robertson stations were both wired, but alas, too late. The trains had gone and were speeding towards each other. There chanced to be a freight train at Thetford in charge of Engineer Wark. There was but one chance to avert the impending accident. The engine was detached from the freight and with throttle wide open, started in pursuit of No. 15. Time and distance, however, were too short. Engineer Wark gained on the express train and came up to within half a mile of it, but could not attract attention. The crash came.

Meanwhile, the terrible suspense in the despatcher's office at Sherbrooke and at stations along the line may be imagined but not described. At the Sherbrooke office the despatcher lived an age in a few minutes. "What news? what news?" was the frantic message which travelled the wire from Sherbrooke to Thetford and Robertson.

At last the message came "Collision, some killed—" The suspense was over, but only with the confirmation of the worst fears.

The Q.C.R. head despatcher, Mr. Robert Keeler, has been with the company for upwards of a score of years, and had never made an error. Faithful and accurate, the collision of trains on the Quebec Central, until yesterday, was an unknown incident. The road has been practically free from accidents and to Mr. Keeler, perhaps as much as to any other one man this record is due.

#### AT THE WRECK.

The incoming trains last evening brought the first full details of the wreck.

The trains met on a curve and the engine men had scarcely a moment's warning. Engineer Conan, of No. 2, says that he did not see the train ahead more than two seconds before the collision.

The track, however, was cleared during the night and trains are now running through.

#### FUNERALS ON SUNDAY.

The funeral of Richard Dean, killed in the Q.C.R. accident, will take place at 9.30 a.m. Sunday, from his late residence, Wellington street, to Elmwood cemetery.

The Oddfellows will have charge.

The funeral of James Atto, Q.C.R. engineer, killed in the accident, will take place at 3 p.m. Sunday, from his home near Lennoxville to the Lennoxville cemetery.

The Oddfellows will have charge.

Both the deceased were members of Unity Lodge, I.O.O.F., this city. A meeting of this lodge will be held tonight to arrange for the funeral. A full attendance of members is desired.

#### STORY FROM THE QUEBEC END.

The following press despatch comes from the Quebec end of the Quebec Central:

Quebec, October 4.—The first train from the scene of the accident yesterday on the Quebec Central Railroad arrived at Lévis at 11 o'clock last evening, having on board a number of the passengers of both trains.

Your correspondent interviewed Conductor Doyle, of the down train, and obtained the following information: His train was about one hour and a half late and upon leaving Sherbrooke he received instructions from Train Despatcher Keeler to cross the up train leaving Lévis at 8 o'clock yesterday morning at Robertson Station, this side of Thetford Mines. It appears that the up train had received instructions to cross Doyle's train at Black Lake, the other side of Thetford Mines station. Doyle's train left Thetford station for Lévis at 10.37 yesterday morning and about eight minutes after the collision occurred just this side of a small bridge over the Thetford River. The result was that Engineer Atto, Fireman Dean and Mail Clerk Roy, of the down train, were killed outright and Baggage-man Niles and Mail Clerk Lachance also on the down train, were both seriously injured. Engineer Conan and Fireman Chas. Dodds, on the up train, both jumped from their engine, the former escaping injuries and the latter escaping with a broken arm. Both engines, two bag-

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## THE Q. C. R. WRECK.

(Continued from page 1.)

gage cars and one mail car, one first and one second class car, were completely smashed.

It appears that Train Dispatcher Keeler noticed his mistake just as the train was leaving Thetford, and wired the agent of that station to hold the down train. The latter ran out and tried to signal the train to stop, but it was too late. He then got an engine out of the yard, which started in pursuit, but arrived in rear of the down train just as the collision occurred.

When found, Niles, the baggageman on the down train, was lying under the iron safe of the baggage car and he is not expected to recover. Lachance, who is a brother of Mr. A. Lachance, advocate, of this city, is also seriously hurt internally, and has his head badly cut.

Young Roy, who is among the dead, has been in the post office employ only for the last year and was only married two months ago. He was 25 years of age, and a nephew of J. R. Roy, M.L. A.

Mr. R. Pozer, baggageman on the up train, had a narrow escape. His car was turned upside down and he succeeded in getting out through the roof.

Train Dispatcher Keeler has been in the employ of the Q.C.R. for the last twenty-four years.

The wounded were transferred to Sherbrooke, while the deceased were left at Thetford Mines, where the inquest will be held.

October 4, 1901

# REAR END COLLISION ON QUEBEC CENTRAL

NOV 21 1904

**Regular Freight Runs Into Section of Special Freight  
Engineer Varney Has Wrist Broken—Fireman  
Gillanders Has Foot Crushed—Not Much  
Damage to Rolling Stock.**

A serious accident took place at an early hour, this morning, on the Quebec Central Railway, at Fortier's Mill, north of Thetford Mines, when No. 4, a regular freight from Quebec, ran into the rear end of a special freight train.

Luckily, none of the train were killed, but Fireman E. Gillanders, who belongs to Leeds, had been so seriously injured that it will have to be amputated.

It seems that a special freight train, under the charge of Conductor Boisvert, broke down, and although the rear end was protected by a brakeman, it was not observed by the engineer of No. 4, owing to the fog, and because he could pull up he had crashed into the rear of the special freight.

A passenger car and a box car was badly

damaged, and the engine of No. 4 left the rails and turned over on its side.

Fireman Gillander could not get out in time, as his foot got caught between the tender and engine.

The damage to the rolling stock was comparatively slight.

An auxiliary train was soon on the scene, and the track was cleared so that through trains were not in any way delayed.

The injured fireman was brought to Sherbrooke by a special train about twelve o'clock, and conveyed in the ambulance to the Protestant Hospital, where it was found necessary to amputate the foot, and part of the leg.

Engineer Varney, of train No. 4, in jumping from his engine, fell and broke one of his wrists, besides receiving severe bruises on his body.

NOVEMBER 21, 1904

# STORY OF THE Q. C. R. WRECK.

Told by Witnesses at Coroner's Inquest.

JURY FINDS THAT ACCIDENT  
MIGHT HAVE BEEN  
AVOIDED.

An inquest was opened yesterday afternoon at one o'clock by Coroner Bachand and jury into circumstances which caused the death of Edward Gillander, who died from injuries received in the rear-end collision between two freight trains on the Q. C. R. at Fortier's Mills, north of Thetford Mines station, on the morning of the 21st October.

After viewing the body the inquest was adjourned until eight o'clock last evening.

The following jurors were sworn in, namely: F. R. Darche (foreman), G. A. Darche, N. Lacroix, Jos. Lange, Jos. Boudreau, D. W. Stenson, F. Desmarse, C. Morrill, J. Heney, E. Leclair, P. Simoneau, E. Kelly.

Dr. D. W. Smith and Dr. F. J. Austin were first examined. Both stated that they had attended the deceased on his arrival at the Protestant Hospital. They found his left foot badly crushed and that immediate amputation was necessary. The deceased was also suffering from other bruises, and they both attributed death to loss of blood and shock following the accident.

## ENGINEER'S STORY.

F. Varney, engineer on No. 4 on the morning in question, testified that they were going towards Sherbrooke when they ran into the rear end of the freight special at Fortier's Mill siding north of Thetford Mines station. It was about two o'clock in the morning when the accident happened. It was dark, very foggy and also raining. Coming to the special they were just about the end of a curve when he saw the light, and they were then about the distance of three telegraph poles away from the train. Owing to the conditions of the night it was difficult to distinguish the light until he was just upon it. He was running about 25 miles an hour. As soon as he saw the light he applied brakes and also whistled for brakes. He did not think that the van was so near, and when he passed the red light shown by the flagman he saw the lights on the van and he again whistled for the brakes, and then jumped. His train was a light one, being composed of five cars all told. The special was made up of nineteen car loads, and the van. When witness was about to jump from the engine he could distinguish the red paint on the car. The fireman and front brakeman were also preparing to jump. He had been an engineer for six years.

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A. Fournier, head brakeman on No. 4, and who was riding on the engine at the time of the accident, deposed that he had known the deceased since last Sunday. He could not corroborate, all of Varney's testimony, because he could not understand it all. From where the red light was they were about three telegraph poles away from the van. When witness heard the engineer call for the brakes, witness got his lamp to proceed to the top of the cars, and when he was about to do so he saw the red lights on the van, and the whistle again sounded for the brakes. When witness saw the engineer jump he followed, leaving the engine on the left side. The deceased occupied the same seat as witness, but he did not look for him when he saw the danger. Witness corroborated the evidence of Varney in regard to the condition of the morning.

G. Morin, conductor on No. 4, said that when he heard the first signal calling brakes he went out on to the platform of the passenger coach at the rear and applied the brakes. There were three passengers on board the passenger coach. He could not see ahead to tell what the call for brakes was for. They were running on regular schedule time. The special freight left Tring Junction 25 minutes ahead of No. 4, and the special must have been twelve or fourteen miles further on the line when they left.

## TRAINMEN ON SPECIAL TESTIFY.

Albert Boisvert, conductor of the freight special, which was run into testified that it was about 1.45 when he noticed that his train had broken apart. As the train was equipped with air brakes, the fact of the train breaking apart brought it to a standstill. It was 1.56 when the collision took place. As soon as the

# STORY OF THE Q. C. R. WRECK

(Continued from page one.)  
train broke apart they went to the van to see what was the matter. When they discovered the cause they had still five minutes to spare before the regular train was due to start from Robinson, three miles away. Witness immediately sent a brakeman with a signal to stop the regular train. At the time of the accident witness was coupling the fifth car from the engine. His brakeman had only got the distance of three telegraph poles when No. 4 approached. No. 4 was due at Robinson at 1.50 a. m.

James Bishop, rear brakeman on the special freight train, said that he carried the red signal behind the special train to stop No. 4. Witness went ahead of Conductor Boisvert to see what the trouble was when the train stopped. We tried to couple up the train before witness was sent to the rear. He was aware that when they left Robinson they were fourteen minutes ahead of the regular. He was about three telegraph poles behind the van of the special when No. 4 passed him. The engine was about one telegraph pole from him when he heard the whistle sounded for brakes. No. 4 was running 25 or 30 miles an hour, and was going pretty fast, when it collided. He could not see those who were on the engine of No. 4 jump.

W. O. Gilbert, engineer of the special freight, was called. He stated that he had fifteen minutes ahead of the regular when he left Robinson, and when he had gone about 150 feet he looked at his watch again and found he had fourteen minutes. When the train stopped it was then 1.45 a. m. If everything gone right they would have had plenty of time to reach the next station.

Neil Corcoran, fireman on the freight special, was also examined, and corroborated the evidence as given by the previous witness.

This being all the evidence the jury retired to consider their verdict and reported about 12 o'clock as follows:

"That the said Ed. Gillander, on the 22nd November, 1904, died at the Protestant Hospital, and that he came to his death from injuries received at about 1.56 a. m. on the 21st day of November, 1904, in a collision which took place at Fortier's Mills, Megantic County, between No. 4 train and the rear end of a special train, belonging to the Q. C. R., and the said jury is of the opinion that it is accidental death, but they believe the collision could have been avoided if the conductor of the special, through excitement, had not delayed the moment the train stopped, to send a red signal at the proper distance."

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NOVEMBER 23 1904

# ENGINE AND CARS JUMPED THE TRACK.

Accident on Q. C. R. Resulted in Death of Engineer H. Parfremment,  
of Sherbrooke, and Injury of Fireman  
Hyatt—Inquest Begins.

The coroner's investigation into Tuesday's fatal accident on the Quebec Central Railway near Tring Junction, is now progressing.

A verdict will probably be reached after the examining of further witnesses to-night.

The accident cost the life of locomotive driver H. Parfremment. Fireman M. Hyatt is in the Protestant Hospital, suffering from injuries which, however, are not regarded as serious.

The Quebec Central authorities in a statement set forth the circumstances of the accident as follows:

"A special train of ten empty passenger coaches left Tring Junction for St. Samuel at about 10 o'clock. On the engine (No. 31), were Driver Parfremment and Fireman Hyatt, of Sherbrooke. At a place about four miles south of Tring Junction the engine jumped the track and was followed by four of the coaches. The driver and fireman escaped from under the wreck of the engine but unfortunately Parfremment was badly scalded. Fireman Hyatt received injuries which are not considered to be serious. The track at the point where the run off occurred was examined and found to be in perfect condition. Engine No. 31 has only been in service for a few months and is the newest and one of the best engines on the line. It has so far been impossible to locate any cause for the accident.

"Immediately after it happened, the train conductor, Mr. Fournier, went back to Tring Junction for assistance and within 15 minutes was back with medical attendance."

"Mr. Parfremment leaves a widow and three children for whom the deepest sympathy is felt in their sad bereavement. The locomotive and three of the four passenger cars are reported to have been badly damaged and the loss to the Quebec Central Company in this respect will be considerable."

## DIED ON WAY TO SHERBROOKE.

The two victims of the accident were brought to Sherbrooke by special train with doctors from Tring Junction in attendance on them. Shortly before they arrived at Sherbrooke Mr. Parfremment succumbed to his injuries.

Mr. Hyatt was taken to the Protestant Hospital and is doing well.

The body of the dead engineer was

near H. Parfremment was opened by coroner Dr. L. C. Bachand, last night informally at the home of deceased on Galt street.

Several witnesses were examined. The inquest will be continued to-night at No. 1, Station.

The jury in the inquest are F. Payette (foreman), J. Bergeron, F. X. Boislard, Felix Lord, Joseph Jean, J. T. Martel.

In view of the reports that the tender of the engine in connection with the wreck had already run off several times, the witnesses were closely questioned on this point. It was stated that there had been one such mishap.

Coroner Bachand this morning took the disposition of Fireman Hyatt, at the Protestant Hospital.

## CONDUCTOR FOURNIER'S ACCOUNT OF THE ACCIDENT.

Mr. Irenne Fournier, of Beauce Junction, conductor, in his evidence before the coroner, gives this account of the accident: "I have known the deceased for the past ten years. He was engineer on the train on which I was conductor. The accident occurred about four miles south of Tring Junction on the Megantic branch of the system. The train was going towards Megantic. Arthur Racine and Alphonse Kaucher were acting as brakemen on the train. The train was composed of 11 empty passenger cars. The engine was going tender first when the accident took place. The accident took place about 11 o'clock. The tender went to one side of the track and the engine to the other. The bank was about four feet high. The engine was a new one. I do not know of any other accident having happened to the engine. We were going at the rate of about 25 miles an hour, and I do not consider this excessive going tender first. The deceased was a sober man and a good engineer. The track, where the accident occurred appeared to be in good condition. I gave special attention to this in order to determine the cause of the derailment. The tender went off the track about three feet from a joint in the rails. I never heard that the tender of the engine was in a bad condition. On the contrary I believe it was in good order."

Dr. Lamy, of Sherbrooke, who made an external examination of the body at the request of the coroner, stated that the body was burned about two-

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impossible to locate any cause for the accident.

Immediately after it happened, the train conductor, Mr. Fournier, went back to Tring Junction for assistance and within 15 minutes was back with medical attendance."

Mr. Perferment leaves a widow and three children for whom the deepest sympathy is felt in their sad bereavement. The locomotive and three of the four passenger cars are reported to have been badly damaged and the loss to the Quebec Central Company in this respect will be considerable."

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Mr. Hyatt was taken to the Protestant Hospital and is doing well.

The body of the dead engineer was taken to his home on Gilt street. He is survived by his wife and several children.

The Coroner and jury visited the home of deceased last night, and after viewing the remains and taking some preliminary evidence the body was released for burial.

The funeral took place to St. Peter's church this afternoon at half past two o'clock.

Engineer Perferment has been for some years in the employ of the company.

Firman Hyatt's escape from the fate of the engineer, was very fortunate. His home is at Huntingville. He is a young man, unmarried. His father was killed some two years ago in building operations near Huntingville.

The wrecked engine and cars, it appears, was intended for a pilgrimage to Ste. Anne and was backing up to the point on the Tring-Megantic line from which the pilgrimage was to start. The cars being empty the engineer and fireman were the only persons endangered by the wreck.

#### ENGINEER CAUGHT IN WRECK.

Engineer H. Parferment was conscious till near the end. He talked with his fellow employees after the accident. After the engine went down it turned turtle and Parferment was caught by one foot in the plates. The stop cocks were knocked off, with the result that steam and hot water poured down on the unfortunate engineer. As he was unable to clear his foot he had the presence of mind to undo the laces of his boot and thus free his foot. After doing so he cleared himself of the engine. He was not supposed at first that he was so seriously scalded owing to the fact that he was able to move around, and it is now supposed that he had not reached that stage of sensibility to feel the pain.

His body was in a terrible state. From the breast down to the feet the flesh and skin was hanging in strips. He was popular with his fellow employees who regret his unfortunate death.

#### THE INQUEST

The inquest into the death of Engi-

ner took place about 11 o'clock. The tender went to one side of the track and the engine to the other. The bank was about four feet high. The engine was a new one. I do not know of any other accident having happened to the engine. We were going at the rate of about 25 miles an hour, and I do not consider this excessive going tender first. The deceased was a sober man and a good engineer. The track, where the accident occurred appeared to be in good condition. I gave special attention to this in order to determine the cause of the derailment. The tender went off the track about three feet from a joint in the rails. I never heard that the tender of the engine was in a bad condition. On the contrary I believe it was in good order."

Dr. Lamy, of Sherbrooke, who made an external examination of the body at the request of the coroner, stated that the body was burned about two-thirds of its surface. The face, hands, breast and legs were very severely burned. In his opinion death must have been caused by the shock due to the burns received.

#### BRAKEMEN'S EVIDENCE.

Mr. Alphonse Faucher, who was a brakeman, stated that he had known the deceased for the past year, and was acting as one of the brakemen on the train. Witness was in the last car of the train when the engine went off the track. He was not aware that there was any defect in connection with the engine, and he did not know whether one of the trucks of the tender had been changed. After the accident witness made an examination but could not discover the cause of the accident.

Mr. Arthur Racine, who was also a brakeman on the train, stated that he had been acting in that capacity for the company for the past 28 days. He knew the deceased but slightly. Witness was in the second car of the train and knew but little of the accident.

#### SUPERINTENDENT STEELE TESTIFIES.

Mr. Andrew A. Steele, general superintendent of the Quebec Central Railway Company, stated that he had known the deceased since he entered the service of the company. The engine the deceased was on was one of the latest in the service of the company. It had been in use but eight months. In March last the front truck of the tender went off the rails, but no damage was done. The cause of the accident could not be determined. There was no visible defect in any part of the truck. After the accident witness had truck examined by engineers and they could find no defect. To make certain witness had the wheels of the truck removed and put in a lathe to verify them and they stood the test all right. Witness visited the place of the accident, and he could not explain the cause, and he was also unable to assure himself whether it was the engine or tender that first went off the track. He considered the engine to be one of the best in the possession of the company.

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Published 1897.

# RAIN BATTLES FOR PEOPLE IN FIGHT TO SAVE HOMES.

Appalling Situation at Agnes and Lake Megantic Relieved  
by Downpour at 3 a. m.

## WOMEN AND CHILDREN WERE REMOVED.

Trains Taken Away Over Both C.P.R. and Q.C.R.—Staff  
Correspondent of Daily Record on the Scene and Describes  
Fight Against the Fire—The Losers in Agnes—A  
Night Never to be Forgotten.

The people of the twin villages of Lake Megantic and Agnes have survived their night of terror. Scarcely any of the inhabitants of any place face a situation more appalling than that in the Lake Megantic region last night. A gale from the south fanned already raging fires into veritable conflagrations of flame before which no human power could stand. For weeks the fire had been fought foot by foot, but then they had no wind to lean on. Last night, however, the combination of the two elements, fire and wind, created a force beyond human power to resist. But, in the battle for homes, another force was approaching, this time the rain. At three o'clock the rain began to fall. Never in this blessing from the heavens was rain so welcome. Rain was soon falling in earnest for three hours the downpour continued. The tables were turned, the advance of the flames was checked. The fight was over in the battle won.

Sept. 29.—(Staff Correspondent)—No tongue can tell, no pen can depict the scene which was laid out for passengers on the Halifax train last night, as the train ran through a wall of smoke from Gould's bridge. Before the train left the bridge the wires had told that the fire was across the Chaudiere from Lake Megantic. When the passengers, some of whom were called by wire, their property being threatened by the fire, and all were told to get out of the train. At one point it was uncertain whether the train was to get into Megantic or to get out of it. The standing timber was on fire, and the flying sparks were scattered in all directions. At that time a train would be seen at the end of the track, and it was to it that the ground was to be carried. It was an awe-inspiring sight seen and never to be forgotten. On both sides of the train from Gould on past the standing timber and brush was rapidly carried in the sea of fire.

## RETURNS AT SCOTSTOWN.

A train load of women and children from Agnes and Lake Megantic passed.

A local report it was reported that the fire was under control. The reflection of the fire at the foot of the hill showed that there was a considerable fire on the hill.

THE SCENE OF THE FIRE.  
It is difficult to describe the scene of the fire and before the Record correspondents arrived.

field section for some days. In fact it had been smouldering for weeks, but no serious danger to the twin villages was anticipated until yesterday afternoon, when a strong south wind of the velocity of almost a gale, developed. It swept from the heights above Agnes almost with the rapidity of a prairie fire. Nothing seemed to stem its course and with the variation of the wind the people were almost helpless. When the wind blew in one direction, a neighbor would lend his horse to a neighbor and within fifteen minutes he would again be after the horse to protect his own property.

\*\*\*\*\*  
LOSERS IN AGNES.  
The principal property losers in the village of Agnes were:  
Dan Ball,  
H. W. Albrow,  
A. H. Evans,  
George Kirkland,  
Methodist church,  
P. H. Renaud,  
G. Bolduc,  
J. Noy,  
J. Demers,  
J. Charpentier.  
It is probable that property destroyed in the village of Agnes will represent \$10,000.  
\*\*\*\*\*

## REMOVING THE WOMEN AND CHILDREN.

At six o'clock in the evening the fire had assumed such proportions that the inhabitants began not to think of saving their property but to save their lives.

The C.P.R. and Q.C.R. were called up and steps were immediately taken by both companies to place every available car at the disposal of the women and children.

By seven o'clock the smoke had become so dense and suffocating that the women and children, not only of Agnes but of Megantic, began to wend their way towards the railway stations.

Special trains were made up, and the C.P.R. hauled two trains out, one to Springfield and another to Scotstown, while the Q.C.R. had three special trains to St. Cecile.

While the women were getting out of the danger zone, the men stood by to fight the flames, and this morning several husbands were enquiring which way their families had gone.

## RETURNING TO THEIR HOMES.

The women and children were well cared for, and at five o'clock this morning the Q.C.R. returned with eleven coaches laden with people from St. Cecile, where they had spent the night, all danger being past.

## SWEPT DOWN FROM DITCHFIELD.

But to the fire. The surrounding country was one seething mass of flames. It swept down from Ditchfield on to the bluff road, and of the seven buildings which stood on the brow of the hill only two remain and that is a barn and dwelling house.

## GOOD FIGHT OF MR. CRAIG AND HIS MEN.

Mr. Craig and his men.

## BURNING COUNTRY FOR 25 MILES.

## Terrible Spectacle From Scotstown to Megantic.

FLAMES IN LONG SWAMP, LAST EVENING. SWEEP ACROSS C.P.R. TRACK.

The reports of the serious fires at Agnes and Lake Megantic gained considerable circulation in the city, last night. The first reports were to the effect that Agnes was wiped out and that Megantic was burning. Many who have friends or property interests in Megantic were naturally extremely anxious. The strong wind blowing caused all to realize the possibility of the conflagration in progress.

A request was made for the Sherbrooke fire engine to be sent to Lake Megantic but the situation in Sherbrooke was such that the authorities did not deem it safe to part with this apparatus.

A staff representative of the Record left on the Halifax express for the scene of the conflagration.

## AS THE FIRE APPROACHED.

Dr. H. Spencer, who has been in Lake Megantic for several days, returned last evening. This morning, speaking to the Record, he said that the whole country from Megantic to Scotstown was ablaze. He left the club house of the Megantic Fish and Game Club on Spider Lake, yesterday afternoon. At that time the wind was rising and the fire was assuming threatening proportions. It was burning all around Spider Lake and much of the preserves of the club were burning. No man was allowed a guide for hunting. All had to fight the fire. The little steamer reached the wharf at Lake Megantic at about 4 p.m. At that time the flames were in the bush a mile and a half from Agnes, and advancing rapidly, in spite of the hundreds who were fighting the flames. At Lake Megantic village a scene of great excitement reigned. Every available man was requisitioned for the fight to save the town and to arrange for the departure of the women and children.

The ride from Lake Megantic to Scotstown was through a burning country. The fire swept the track and at times the heat of the flames was felt inside the cars. In places the railway ties beneath the rails were burning. At McLeod's and at other points along the line people were fleeing from their homes. Household goods were piled up only in all probability to be swept away. Long Swamp was a seething mass of fire.

Even at Scotstown the fiery element was threatening. Ladders of rope were being adjusted to buildings in readiness, so that should flying sparks catch in the roofs they might be reached and extinguished.

"The situation as this early evening train passed through," says Dr. Spencer, "was truly appalling."

## GENERAL RAIN FALL LAST NIGHT.

## Will End For Present Forest Fire Danger.

RAIN FALL NOT LARGE, BUT A GREAT BLESSING.

St. Charles Seminary reports, this morning, that the rain fell last night, was a little over half an inch.

The promise of rain was again fulfilled last night. It was preceded by a strong south wind. At intervals during the night rain fell heavily and has probably put an end to the forest fire scourge throughout this district.

The accuracy of the weather forecast published in the Record is a matter for comment. Both the rain of last night and the shower of last week were accurately predicted.

It may be said that this forecast is the latest reading of the meteorological bureau before the paper goes to press, and is received by telegraph at about noon, being for the 24 hours following.

Reports indicate that last night's rain was very general and even Lake Megantic received its portion of the waterfall, though not till the morning hours.

## FIRE EXCITEMENT IN DUDSWELL.

Bishop's Crossing, Sept. 29.—(Special.)—Quite an exciting time was caused here about 1 o'clock Sunday morning by fire breaking out in a long wheel at the rear of one of J. W. Bishop's tenement houses. The house was occupied by Mrs. Joyce, an aged lady, who lives alone, and but for the passing of two men and giving the alarm, the whole house must have been burned. The ringing of the church bell called a large number of men from the east, south and west, a distance of three miles, who formed a bucket brigade, and kept the house wet, so only the shed with its contents, which included a sleigh and wagon, were burned. Much alarm was felt for the safety of adjoining buildings, as only one wall quite a distance away is the only water to be had, and the sparks lighted fires in several places, but were discovered in time to prevent any damage.

Fires have been raging in South Dudswell, burning the sugar trees and everything in their way. Messrs. Orr and Willard have had a crew of men fighting to keep the fire from their houses.

Messrs. J. W. Andrew and E. Coleman, with their families, have moved to their homes at Dudswell Centre, owing to the fire which has been burning near their houses in Kidderville.

The woods above Marlleton station have been burning. Mr. F. Staples' house being threatened and a crew fighting the fire. Fire also started over in East Dudswell. Much pulpwood and other valuable timber has been destroyed.

The rain of last night has checked the fires and caused great relief in this section.

## RAIN CHECKED FIRES.

Glen Sutton, Sept. 29.—(Special.)—The forest fire yesterday was raging fiercely and last evening presented a blazing front of 1½ miles, which was being rapidly widened by the very high wind prevailing.

The rain last night, however, checked the progress of the fire.

## RAIN IN MONTREAL.

Montreal, Sept. 29.—The long expected rain came late yesterday afternoon and started with a gentle shower, developed into a heavy down-pour during the evening, considerably inconveniencing the theatre crowds. The inconvenience, however, was met with cheerfulness as everyone was glad to see the rain which it is hoped will put an end to the fog and smoke conditions which for nearly two weeks have afflicted Montreal and vicinity, playing havoc with steamship movements, and generally demoralizing transportation on land, as well as water. At midnight last night the rain was still falling.

SEPTEMBER 29, 1908

## Q.C.R. ENGINE MEN HAVE NARROW ESCAPE.

**Engine Went Down a Twenty  
Foot Embankment.**

ENGINEER WILLIAM HALL AND  
FIREMAN ALF. SPRY ES-  
CAPED WITHOUT INJURY.

The Q.C.R. number 2 train, leaving Quebec for Sherbrooke at 8 a.m., Saturday, met with a serious mishap, about fifteen miles out of Levis, and it is nothing short of a miracle that it was not attended by fatal results.

The train was speeding along at a good rate of speed when the engine jumped the rails.

Engineer William Hall, of East Sherbrooke, and Fireman Alfred Spry, of Sherbrooke, pluckily stuck at their posts and applied the brakes, but the engine broke away from the baggage car and ran down the embankment, which is twenty-five feet high at this place. It turned right over on its side. But the wonder of it all is that both the fireman and engineer escaped almost without a scratch.

The passengers on the train did not realize at first what had happened.

One who was on the train, speaking to a representative of the Record yesterday, said he looked out of the window to see what was wrong. He saw the engine lying at the foot of the embankment and the driver and fireman crawling from under it.

Engineer Hall, he says, was as cool and collected as though nothing had happened, and only had a very slight scratch on the cheek. Fireman Spry complained of a slight pain in the back. Needless to say both were congratulating themselves on their miraculous escape from a sudden and terrible death.

The conductor of the train was Mr. B. C. Doyle, of East Sherbrooke.

The baggage car left the rails but did not go over the dump. The passenger cars remained on the rails and the passengers were not even shaken up.

The train did not proceed, the passengers being taken on a later train.

The line was cleared about one o'clock, though it will require some time to restore the engine to the track. It is said not to be very badly damaged.

Mr. E. O. Grundy, general pass-n-

# FATAL ACCIDENT NEAR ST. GEORGES.

## Young Man Named Hebert Lost His Life.

ACCIDENT OCCURRED ON A NEW  
LINE UNDER CONSTRUCTION.

While a ballast train was moving on extension of Chaudiere Valley branch, now under construction, towards St. George yesterday, pulling a train of empty ballast cars, the engine jumped the track and turned over on its side. A young man named Valere Hebert, of Beauce Junction, about seventeen years of age, was riding on the engine at the time and was pinned between the engine and tender and killed.

The train was moving slowly and was about three miles from St. George station.

An inquest was held last night, when a verdict of accidental death was returned, no blame being attached to anybody.

October 15, 1909



# NEW QUEBEC CENTRAL RAILWAY EXTENSION.

**Line From St. George to St.  
Justine Practically Completed.**

GOVERNMENT INSPECTOR WILL  
PROBABLY AUTHORIZE  
TRAFFIC THIS WEEK.

The work of construction of the extension of the Quebec Central Railway from St. George, Beauce, to St. Justine, a distance of thirty miles, has practically been completed. Twenty-eight miles of track are now laid to St. Justine, and it is expected that the line will be opened to regular train service after the first of January next.

The Quebec Government engineer, Mr. L. A. Vallée, made his inspection of the first twenty miles in the early part of this month, and expressed himself as well pleased with the line. A further inspection will be made this week, when authorization will be given by the Government to commence regular traffic service.

The total outlay in connection with this extension up to the present time is close upon half a million dollars.

The contract was awarded last January, and the actual clearing of the line, which is almost entirely through a forest, was proceeded with during the winter.

There are six steel bridges, the largest being a span of 215 feet. Track laying and ballasting was commenced about the beginning of September, and concluded on the 15th of December.

There will be four stations on the extension, the first St. Benjamin, Dorchester county, 12 miles from St. George; the second, Ste. Rose, 17 miles; the third, St. Germain, 22 miles, and the fourth, St. Justine, 28 miles from St. George. The new line follows the valley of the Famine River to the height of land, and then continues to the watershed of the St. John River.

The terminus, St. Justine, is about seven miles from the St. John River, which is the boundary between the State of Maine and the Province of Quebec.

The location of a further extension of ten miles beyond St. Justine has also been completed this fall. Mr. J. T. Morkill, who is chief engineer of the company and in charge of the construction of the new line, returned to Sherbrooke Wednesday, with his staff of assistants.

December 21  
1909

MONDAY, JULY 8 1912.

# TRAINMEN

# INJURED

## Van and Freight Car Jump- ed Track Near East Angus

TWO OF THE THREE OCCUPANTS  
RECEIVED SEVERE INJURIES  
AND ARE IN THE HOS-  
PITAL.

East Angus, July 8. —(Special)—  
What might easily have been a fatal  
accident occurred near here, Satur-  
day afternoon, when the van and a  
box car of a Q.C.R. freight train  
jumped the track. As it was the  
three occupants of the van were shak-  
en up, two of them having to be tak-  
en to the St. Vincent de Paul Hos-  
pital, Sherbrooke.

It is said that the intense heat had  
contracted the rails, causing the de-  
railing. The train was travelling at  
a good rate of speed when the acci-  
dent occurred. The van, after leaving  
the track, rolled over three times.  
Conductor Gagnon and Brakeman  
Winle, together with a third mem-  
ber of the crew, were hurled to and  
fro as their car rolled. The two for-  
mer were badly bruised and, as al-  
ready stated, were brought to the  
Hospital at Sherbrooke.

The third occupant of the van, al-  
though badly shaken up, was taken  
to his home. All three will recover.

July 8 1912

# WRECK AT DUDSWELL JCT.

## Freight Engines Suffer Much In Collision. 7/23 1912

~~TRAINMEN ESCAPE INJURY.~~

WAY FREIGHT RUNS INTO  
STANDING TRAIN.

Dudswell Junction, July 23.—  
(Special)—A serious head-on collision occurred here Saturday night when the way freight from Sherbrooke pitched into a train standing on the siding but not clear of the main track.

The train which was standing on the siding was being weighed. The train men were aware that they had not cleared the main track and, also, that the way freight would be along shortly. As they were weighing cars, they figured that they would be back out of the way before the train came along.

It is claimed that the way freight the junction a little ahead of schedule time. The main line was apparently open and the train came in at a good rate of speed. The engine of the standing train was back off the main line but not far enough to enable the other train to pass clear. A severe collision, therefore, occurred in which the moving engine got the worst of it, being tipped completely over on its side.

Engineer Spry and his fireman jumped and escaped injury. The train men on the other engine also jumped in time to escape injury.

Both engines were badly damaged. One was taken into Newington yesterday for repairs, but the other will require some fixing up here before it can be moved.

## ENGINEER'S CLOSE CALL

### L. Coogan Went Down The Bank With His Engine When Derailed

REMAINED ON ENGINE TRYING  
TO AVERT REAR END COLLIS-  
ION.

A rear end collision took place near East Broughton on the Quebec Central Railway about midnight on Wednesday. While the second section of No. 76 freight train was stalled about three quarters of a mile south of Williams Siding it was ran into by the first section of train No. 14, the engine going down the dump.

Three freight cars and van were destroyed.

Wrecking crews were immediately despatched from Sherbrooke and the line cleared so that very little delay was caused to the regular traffic.

Fortunately no one was hurt in the accident, although the engineer, Lawrence Coogan, of Sherbrooke, who was engineer of No. 76 engine on train 14 after using his best efforts to prevent the run-in by the emergency brake, reversing engine and so forth, went down the dump with his engine. The fireman and brakeman had previously jumped.

The cause of the accident is said to be the first train not having sufficiently protected itself with signals but an investigation is now being proceeded with.

## COLLISION WITH STANDING ENGINE

**Considerable Damage  
Done to Rolling Stock  
at Union Station**

**BAGGAGE CAR OF EVENING Q.C.  
R. TRAIN JUMPED THE  
TRACK—MAIN LINE  
BLOCKED.**

As the Q.C.R. passenger train from Quebec was coming into the Union Station at 9.25 last night an accident occurred, causing considerable damage. The train was on its own track and the engine and the forward end of the baggage car cleared all right, but the rear truck of the baggage car jumped the rails, causing the following baggage and second-class cars to leave the track. The rear end of the first baggage car swung over on to the other track and collided with the B. & M. engine, which was standing ready to take the train out. The bodies of the two baggage cars were completely smashed and the damage is estimated at about \$500. No one was injured and no delay occurred to any of the trains.

The main line was not cleared until 6 o'clock this morning.

# SHIPMENT OF PULPWOOD

LARGE QUANTITIES GOING FROM  
C. OVER M. C. TO STATES.

Cookshire, -Quebec, June 5. - Rains in the valley of the Eaton river have served to raise the stream so that practically all the pulpwood cut during the recent winter is being floated to ports of shipment.

Just west of Cookshire the stream is gorged with pulpwood belonging to the Pejepscot Paper Company and approximately 4,000 cords are still on its way down.

Trainloads of the wood from points along the Quebec Central are passing through here on the Maine Central destined to the United States through port of Beecher Falls. Within the past week the Quebec and St. Maurice Industrial Company has sent more than \$20,000 worth of pulpwood into the United States through this port.

Woodmen declare that the present rise in the streams is sufficient to clear most of the cut wood from the forests through nearly all of the Eastern Provinces.

JUNE 5, 1913

ENLARGING

## Q. C. R. WORKSHOPS

### New Building In Course of Erection For Paint Shop

GENERAL MANAGER SAYS OTHER  
EXTENSIONS WOULD FOLLOW  
IN THE SPRING.

The Quebec Central Railway Co.,  
are improving and extending their  
workshops at Newington.

A new paint shop of concrete, brick  
and asbestos construction 75 feet x  
200 feet is now in course of erection.  
An addition to the engine house of  
five stalls will also be made this  
fall.

Mr. J. H. Walsh, the General Man-  
ager of the Company, when interview-  
ed by the "Record" on the matter,  
stated it was expected that the  
mentioned extensions would be fol-  
lowed by further improvements in  
the spring in the direction of other  
new buildings, which will be necessary  
in order to meet the requirements of  
the increasing business done by the  
Co., at their principal shops here.

November 6  
1913

# CONDUCTOR WAS KILLED

A. Cliche Lost His Life in  
Freight Wreck on  
Q. C. R. Nov 13  
1913

CARS LEFT ON TOP OF GRADE  
RAN DOWN INTO STANDING  
SECTION OF TRAIN

Conductor A. Cliche, thirty-eight years of age, was killed in a wreck on the Quebec Central Railway, near Scott's Landing, about two-thirty this morning.

Extra freight train No. 27 which left Levis about twelve o'clock last night for Valley Junction, stopped at the switch north of the landing to shunt cars for the mills at that point. The front part of the train went ahead to shunt the cars on the mill siding, leaving the other part on the siding. Owing, apparently, to the fact that the brakes were not securely set on the part of the train left behind at the top of the grade, the cars ran down and collided with the front end.

Three cars were destroyed, and considerable damage done to the engine tender. Conductor Cliche, who was standing between the engine tender and the leading car, evidently uncoupling the cars, was instantly killed.

The train was in charge of Engineer Wright, of Sherbrooke, and Conductor Cliche.

The victim of the accident had been in the employ of the Quebec Central for seven years. He leaves a wife and seven children. His home is at Valley Junction.

NOVEMBER 13, 1913



# ACCIDENT ON QUEBEC CENTRAL

Passenger Train to Quebec Left  
Main Line Near Tring  
Junction April 21, 1914

NO INJURY WAS SUSTAINED BY  
ANY OF THE PASSENGERS—  
ENGINEER HALL HAD  
ANKLE SPRAINED.

Owing to a broken switch rod at a siding known as Old Tring, located about 86 miles from Sherbrooke, the Quebec Central passenger train which left here at four o'clock yesterday afternoon, left the main line and ran into some cars containing pulpwood, that had been placed on the siding. Considerable damage was done to the engine and baggage car. Fortunately no injury was sustained by any of the passengers.

Engineer William Hall, of Sherbrooke, who was the driver, had his ankle slightly sprained and was somewhat shaken up, nobody else on the train being hurt. The run-off occurred at about 7.50 p.m. The passengers and baggage were transferred to another train and taken to Levis arriving there after midnight, there being no interruption to the regular train service.

APRIL 21  
1914

Established 1897

## SEVERAL TRAINMEN MEET WITH SERIOUS INJURIES

Two Sherbrooke Men Were Injured in Somewhat Similar Manner on  
Engines on Quebec Central Railway. Wm. Simons is in Precari-  
ous Condition. Fireman Named Graves on C. V. R. Had Arm  
Crushed, Which May be Amputated. *July 23, 1914*

Two unfortunate accidents occurred on the Quebec Central Railway on Saturday and Sunday last, by which William Simons and R. Beatty of Sherbrooke were injured.

The first happened on extra 44 which left Sherbrooke in the afternoon, arriving at Dudswell Junction about 4:30 p.m. While Simons was pulling the pipe to take water at the tank at that place, he slipped from the tank at that place, he slipped from the tank and falling between the tank and the engine.

He was immediately conveyed by special train to the Sherbrooke Hospital, where he is under the care of Dr. Gordon Hume.

He is reported this morning to be in a precarious condition.

### BOTH ARMS BROKEN

The other accident occurred about 1:15 a.m. yesterday at Coleraine. While taking coal on engine 28, Fireman Beatty slipped from the tender and fell between the coal chute and tender. He sustained a slight bruise on the head, and broke both arms in the fall. He was brought to the Sherbrooke Hospital and placed in charge of Dr. Hume.

BELIEVED THAT INJURED LIMB  
MAY HAVE TO BE AMPUTATED. HEAD ALSO CUT.

Granby, Feb. 23. (Special) — A fireman named H. R. Graves, on the Central Vermont Railway, met with an accident on Saturday which may cost him the loss of one of his arms. The unfortunate man was standing alongside his engine at the station, talking with Carol Benham, when a passenger train came along on the over track and struck him.

Graves was knocked down with his arm on the track, and it was badly crushed. He also had his head seriously injured. Medical assistance was immediately rendered, and he was given temporary aid until the departure of the express, when he was conveyed to a Montreal hospital. The

doctors are afraid that the limb will have to be amputated.

Benham, the other man, escaped injury, but his clothes were badly torn and he had a close call. Owing to the extreme cold weather there was a fog in the yard, which prevented the men from seeing the approaching train.

### FARNHAM MAN SCALDED

Farnham, Feb. 23. (Special) —

Another serious accident occurred on the C.P.R. at Outremont, at 6:30 p.m. Friday, whereby James Sterling, a C.P.R. fireman, was badly scalded. A switching engine collided with the engine on which fireman Sterling was working, thus the accident occurred. Mr. Sterling was immediately conveyed to the Royal Victoria Hospital, Montreal, where he is reported to be in a very serious condition. Mr. Sterling's family reside in England.

### FUNERAL OF VICTIM OF COLLISION AT BURY

Farnham, Feb. 23. (Special) — The funeral of Arthur Yandow, who lost his life in the wreck at Bury, took place from the Roman Catholic Church, at 10:30 o'clock, Saturday morning. The bearers were Messrs. H. Deveau, H. Poutin, D. Guerin, A. A. Marchessault, A. Quintin and J. C. Roy. Messrs. H. Frawley and J. Cody, were funeral directors.

There was a large gathering at the Church, about fifty railroad men representing the orders, attended in a body, which shows the great respect in which the deceased was held by his comrades on the road. Beautiful flowers were contributed by the B. of L.E. and E., to whom deceased was a member, also the B. of L.E. and a handsome floral spray from fireman Williams, who was also on the fatal train.

The deceased leaves a widow, five small children, three sisters and a mother who is 84 years of age, to mourn his untimely end. The bereaved family have the sympathy of the entire community.

*July 23, 1914*

THURSDAY, FEBRUARY 24, 1916.

## FOUR TRAINMEN INJURED ON Q.C.R.

Engineer D. Ross is in Critical  
Condition at Sherbrooke  
Hospital

ACCIDENT TOOK PLACE AT CUM-  
BERLAND RIVER WHEN Q. C.  
R. ENGINE JUMPED THE  
TRACK

A rather serious freight wreck occurred at Cumberland River on the Chaudière branch of the Quebec Central Railway about three o'clock yesterday afternoon. The engine of way freight No. 37 appears to have climbed a frog at Cumberland Siding between St. Camille and Beauce Junction and as this is on a down grade, although not travelling at a rapid rate it jumped the rails and collided with several cars of pulpwood standing on the siding, wrecking the engine and seven cars and slightly damaging two other cars. The track also was badly torn up.

Several men were injured in the wreck.

Engineer Duncan Ross was severely injured and may possibly lose his left leg. Fireman D. Murray was also badly hurt and scalded on the back and head. J. Grant, brakeman, who was learning the road, was severely scalded on both hands, back and head. Brakeman J. O. Labbie was scalded, but his injuries are not so painful as those of the other men.

Engineer Ross and Fireman Murray were brought by special train to Sherbrooke last night and conveyed to the Sherbrooke Hospital under the care of Dr. Lynch, the company's physician. Brakeman Grant was taken to Levis Hospital and Labbie was removed to his home at Valley Junction.

As the principal wreckage occurred on the siding, traffic was not interrupted for any length of time.

CONDITION OF ROSS IS SERIOUS

On enquiry at the Sherbrooke Hospital this morning the Record learned that Ross is in a very serious condition. He is well known in Sherbrooke and district and is an old employee of the company.

Murray, whose injury is not so serious, is resting as comfortably as can be expected.

THREE OF FOUR MEN INJURED  
LESS SERIOUSLY THAN AT  
FIRST BELIEVED.

Later reports indicate that Fireman Murray and brakeman Labbie and Grant were only slightly scalded and will be able to resume work in a few days.

February 24, 1916

# WASHOUT AT SMITH'S MILLS

## B. & M. Track Badly Damaged and All Traffic Is Suspended

ROADS IN VILLAGE WASHED OUT  
TO DEPTH OF SEVERAL  
FEET IN SECTIONS.

Smith's Mills, Aug. 9 (Special) - The rainstorm which broke out during the night was one of the worst ever experienced in this section. Much damage was done by high water to the roads and railway track. The B. & M. track for a considerable distance has been partially washed out, and traffic will be suspended for some time.

When the freight train, which passes through this place from Sherbrooke to Newport, arrived about three o'clock in the morning a portion of the train was taken to Beebe Junction. On returning for the balance of the train one of the engines (two being used owing to the grade) began to sink through the track being washed away. The other uncoupled in town and pulled out to safety. The track is thus completely blocked and although all the section men available are at work the engine cannot be removed until the permanent railway is fixed up so that the large derrick can be used.

### MAIN STREET LIKE A LAKE

The main street of the village has been washed out in sections to a depth of several feet. The high water was caused by the fact that the culvert leading to the river was too small to carry off the water, and it backed up on the highway making a small lake. The water is so deep that traffic by team or otherwise is at a standstill. A bridge west of the village has been washed away, and Mr. Rider's grain store badly damaged.

August 9  
1916

5 Montreal Daily  
**NEW BRIDGE**  
**AT QUEBEC**

Important Part Played by Q.  
C. R. and Mr. J. H.

9/25/ Walsh. 1917

(From Quebec Daily Telegraph)

To the various railway lines which converge about this city, the completion of the Quebec Bridge is particularly gratifying. Many of these railways have for years been keenly interested in the progress of the work and none more so than the Quebec Central Railway, which is especially wrapped up in the progress of this city since its construction primarily aimed at forming an outlet from Quebec to the New England States. The development of the rich asbestos deposits along this road in Southern Quebec has made it a prosperous line but it has always been more or less handicapped by the fact that it could reach Quebec city only by ferry.

For no one, then, should the completion of the Bridge be a matter of greater congratulation than to Mr. J. H. Walsh, General Manager of the Quebec Central Railway, and a man who has been a most active mover in the project ever since its inception. We find in an editorial of the Telegraph of December 11th, 1893, a reference to a communication written on the subject of the Quebec Bridge, recommending the construction at Chaudiere, and giving details of traffic and other data. Mr. Walsh was at that time General Passenger Agent. Subsequently estimates were furnished from his office to Sir Wilfrid Laurier on the same subject, these being embodied in his speech recommending the first subsidy of \$1,000,000 toward the construction of the bridge.

On the formation of the first Bridge Company, the Quebec Central became a strong supporter and a heavy stock subscriber. It has consistently supported the project ever since.

All this being the case, it is fitting that the Quebec Central should be one of the first railways to enter this city from the South Shore. With this end in view, it is hoped that it will be encouraged by the Government to at once complete the short link of twenty miles from Scotts to the shore of the bridge, thus considerably facilitating its traffic. This move is well worth while, as the rich farming and fishing territory served by the Quebec Central, as well as its connections with the great American systems of the Maine Central Boston and Maine, and New York, New Haven and Hartford Railways, will make it one of the most important lines entering the city. That the Quebec Central Railway should enter Quebec as soon as possible, that all the railways on the South Shore, in fact, should lose no time in doing this, is of the utmost importance to the prosperity of the City of Quebec. Now that we have the bridge, let us get the railways in!

**THE BRIDGE BANQUET.**

By all means let us have a Bridge Banquet!

It would help to stimulate our merchants to the greatness of our Twentieth Century Wonder.

It will lend an occasion for the people of Quebec to show their appreciation of the greatest engineering achievement in the world of mechanical science.

It will inspire our business men with the immense importance of this event to Quebec.

It will be an occasion for instructive and interesting oratory, if Parliamentary closure is introduced into the programme.

Above all, let us not make a mistake in our honored guests.

They are the Engineers, who conceived the Bridge, and those who were directly in charge of its erection, day in and day out, from its conception.

If we go further, let us not forget those two men, Sir Wilfrid Laurier and Honorable H. N. Parent, to whose energy and resourcefulness we must thank for the occasion of gratefulness.

If there are others, let them be likewise invited, not as politicians, but as recipients of public testimony and appreciation.

In matters of this kind, we must make no error in giving credit to those to whom credit is due.

The officers and directors of those Companies who supplied the materials for the construction should be of

September 25, 1917

## TWO FREIGHT TRAINS MET HEAD ON AT E. ANGUS

About 100 Sheep Killed When  
Cars Went Down Bank.  
Rolling Stock Damaged.

Two freight trains met head on about a mile out of East Angus on the Q. C. R. line yesterday afternoon.

One of the trains had just left the station at East Angus a few minutes, when, owing to some misunderstanding, a way freight, heading for Sherbrooke, was on the main line and they crashed into each other.

The engines of both trains were badly smashed, and four or five cars from each train went down the embankment, killing about 100 sheep that were in the cars destroyed.

The loss is considerable and the box cars are very badly damaged. The loss of the sheep will amount to probably \$1,500.

Fortunately the crew of both trains foresaw the collision and jumped for their lives and thereby escaped with only a bad shake up.

### DERAILMENT AT MARBLETON

Another railroad derailment took place at Marbleton at about one o'clock yesterday afternoon, when a freight train left the rails.

The crew escaped, however, as the train was making very slow speed.

As a result of these two accidents over the Quebec Central line yesterday, the train due to arrive in Sherbrooke at 1.15, arrived only at six o'clock last evening. The wrecking crews were called immediately after the accidents, but it took them some four or five hours before they could get the tracks cleared.

JANUARY 5, 1918

# FREIGHT TRAIN LEFT RAILS NEAR EAST ANGUS

April  
20  
1918

Passengers Coming from Que-  
bec and Sherbrooke Arrived  
Here Late as Result.

A freight train wreck occurred on the Quebec Central Railway near East Angus on Saturday night. The official report of the wreck as issued by Mr. Walsh, general manager, is as follows:

A heavy train bound for Sherbrooke was derailed near East Angus on Saturday evening last, the hind truck of the tender on engine No. 37, breaking, spreading the rails, and six cars leaving the track, blocking the line and necessitating the transshipment of passengers on the train from Quebec due to arrive at Sherbrooke at 9 p.m., and which in consequence only arrived at 3 o'clock on Sunday morning. The wreck train was immediately sent forward, and the line was clear again this morning. Nobody was injured, but slight damage done to the freight cars. The extent of the damage is not serious, but caused considerable inconvenience to train service.

April 20, 1918

MAY 21 1918

# FREIGHT TRAIN JUMPED RAILS NEAR COLERAINE

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Nobody Seriously Hurt and  
Damage to Rolling Stock  
Not of a Serious Nature.

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A rather bad mix-up was caused by the derailment of some nine freight cars on the Quebec Central Railway line near Coleraine station yesterday afternoon, but luckily no serious injuries were suffered by the crew nor damage of a serious nature done to the rolling stock.

The accident, which was evidently caused as a result of a broken wheel on one of the cars of the through freight train, blocked the line for quite a little time and necessitated the transferring of the passengers on the train from Quebec bound for Sherbrooke last night, at the point of the mix-up. This delayed the arrival of the passengers slightly, and also the mail.

However, according to General Manager J. H. Walsh, the wreck was not very serious, and all the wrecked cars will be cleared and through traffic resumed during the day.

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MAY 21, 1918



WEDNESDAY, JUNE 19, 1918.

Twenty-second Year

# ations On Western Front: Reception To "Blue Devils"

## SHERBROOKE TURNED OUT EN MASSE TO PAY A TRIBUTE TO HEROES OF THE FRENCH ARMY

Over Eight Thousand People Crowded and Crammed Their Way to Union Station to Greet the "Blue Devils" on the Occasion of Their Initial Visit to Canada—Great Enthusiasm Was Displayed—Heroes Taken for Automobile Ride Around the City—Small Stature of the Men Surprised Many Who Greeted the Warriors—Majority of "Blue Devils" are Young Men.

"Blue Devils." Such was the password in Sherbrooke this morning. Every man, woman and child old enough to understand the meaning implied in this title, which is known throughout the whole world, talked about it, or rather them, for the "Blue Devils" are none other than the celebrated Poilus or Chasseur Alpine soldiers of France who paid a brief visit to our fair city this morning on their way from New York to Quebec. Never in the history of the metropolis of the Eastern Townships has such a spirit of patriotism been evoked nor such enthusiasm shown by the citizens as was evident on the occasion of the visit of a party of ninety of these warriors, whose heroic deeds have struck terror into the hearts of the Germans. Sherbrooke paid a

wholesome tribute to the veterans of countless battles, for notwithstanding the early hour and the chilly atmosphere, a crowd of over eight thousand made the journey this morning to the Union Station to greet the "Blue Devils."

Little time was given the local authorities to make arrangements for the reception and they were also forced to confine their programme of entertainment to a little over half an hour, owing to the fact that these warriors were forced to leave for Quebec as soon as possible. However, although the time was short and the weather cold, the reception which Sherbrooke tendered the heroes of France was of the warmest. They were cheered in and out of our fair

(Continued on page 6.)

June 19, 1918

"Blue Devils," thanking the citizens of Sherbrooke for the hearty welcome that had been extended to them. Sherbrooke is the first point in Canada that we have invaded, and I can assure you that it is a pleasure to visit a country that has done so much to aid France against the enemy. This hearty welcome which you have extended to us is a great surprise, and I am sure that we will all carry with us a memory of it during the remainder of our lives," said Lieut. Cluzeau.

Mr. H. Lemay also welcomed the visitors in a short address, and after the heroes were handed cigarettes and cigars, they were escorted to the waiting automobiles and taken for a short tour of the city. The parade went up King street, along Wellington street, Dufferin avenue, Montreal street, Queen street, Brooks street, Aberdeen street, Wellington street, and back to the station. On their return it was discovered that there were several minutes yet before the special train arranged by the Quebec Central Railway officials would pull out. Consequently the veterans were able to enjoy another short trip in the autos.

#### Warriors Were Hungry.

However, many of the warriors preferred sitting in a lunch cart rather than an automobile ride. It turned out that the officers in charge of the "Blue Devils" only received word that a reception was being arranged for them on their arrival here about 7 o'clock this morning. Consequently they had to dress in a hurry and delay their breakfast. However, on their return to the train they hurried to the dining car and soon had their appetites satisfied.

#### ARE ALL SMALL MEN.

Many of the citizens were surprised that the "Blue Devils" were so small in stature. Having heard the tales of the heroic deeds performed on the battlefields and of the fear which they have inspired in the hearts of the enemy, a great many people were led to believe that the "Blue Devils" were big, husky warriors. But they were not. They are simply the typical mountain climbers, and as they appeared on their visit here looked real gentle and friendly. However, when their homes and country are at stake, the Chasseurs fight to the end.

#### ALL ARE YOUNG MEN.

Every one of them is a veteran, although the majority of them some under twenty-six years of age. They have all been wounded at least once, and they all wear decorations and distinctions earned on the battlefields. Lieut. Le Moel, who commands the detachment, is but twenty-three years of age, and has been wounded no less than five times. He is looked up to by all his men, for they well know the heroic deeds that he has accomplished to earn the Cross of the Legion of Honor, and the Croix de Guerre with three palms and two stars. Owing to the fact that he had a very busy day yesterday, Lieut. Le Moel did not appear at the reception given the visitors, but remained in his berth, Lieut. Rodger Cluzeau taking command. He also is a young man, but he has established a wonderful record for himself in this great war. In September, 1918, before Souchez, he was the only remaining officer of the 4th Regiment of Zouaves, with the exception of his Colonel, and with a small handful of the remaining men, he routed the enemy from an opposing trench, and also wears the Legion of Honor, and the Croix de Guerre.

Lieut. Marcel Levie, of the 100th Regiment, was taken prisoner after two years' fighting, during which time he was four times wounded. For his gallantry he was awarded the Croix de Guerre with three palms and one cross from the English Government and the Cross of the Legion of Honor.

Lieut. Jean Canal, of the 18th Colonial Infantry Regiment, was awarded the Cross of the Legion of Honor, the Croix de Guerre with one palm and two stars, and was mentioned three times in despatches for valor.

with loud cheers wherever they went, men, women and children rushing to meet them, proud to shake their hands. Young lads looked up to them as they passed and even delighted to touch the uniforms of blue which they wore. Owing to the fact that several of the citizens were so anxious to entertain the veterans as much as possible, a number of them came within an ace of missing their train, but they finally got away.

They will spend this afternoon in Quebec, then take the boat from Quebec to Montreal, and from there go to Ottawa and Toronto, returning back to New York for July 4th. "Where to after New York" one was asked, "France," he said, his answer being accompanied by a smile which plainly told that he would be glad to get back to his country, to fight again.

Some of the more curious enthusiasts asked a number of the heroes how many Germans they had killed, but the only reply they received was "many." The "Blue Devils" are very modest in their manner and are not anxious to tell how they won their decorations.

Owing to the fact that they were given such short notice to prepare for the entraining of the veterans from Overseas, Sherbrooke citizens did themselves proud. Several returned Canadian soldiers were also on hand and the greetings between them and the French warriors were warm and hearty.

Captain J. H. Jenkins, of the Canadian Military Service Branch, Department of Justice, is looking after the visitors during their tour through

JUNE 19, 1918

# BLUE DEVILS GET RECEPTION ALONG QUE. CENTRAL

Thetford Mines People Turned  
Out and Accorded Great Wel-  
come to Famous French Sol-  
diers.

(Canadian Press Despatch)

QUEBEC, Que., June 19.—After a hearty reception throughout the entire country they have traversed, from Sherbrooke to Levis the famous "Blue Devils" from Verdun are due to reach Quebec this afternoon shortly after 3 o'clock, and they will be given a still heartier and warmer reception than anywhere before when they touch the Quebec soil. The veterans from the historic battles of Verdun will probably feel more at home here than anywhere else on the continent, for historic Quebec will be out to give them something grand in the way of a reception.

After leaving Sherbrooke today the Blue Devils, moved to the deepest of their soul, had another hearty welcome at the hands of the people at Thetford, where over a thousand people had gathered at the little station, which was gaily decorated with bunting with appropriate inscriptions, and with great joy the crowd thronged to greet them and lustily cheered them.

The mayor of Thetford, Mr. Carreau, was there, with the full council: Mr. Lapierre, M.L.A., was there also, and the officers of the various mining companies had closed down their shifts, galleries and plants to enable the men to participate.

The train left very late, but time-tables seem to come after the enthusiasm of a whole people, for at every way station there was gathered a cheering crowd, anxious to give the devils the welcome Quebec feels.

On their arrival at Quebec this afternoon, the veterans will be met by a delegation from the City Council of the town of Levis, they being the guests of the town at Levis, and when they reach the south shore at Quebec proper they will be met by the authorities, the Provincial, municipal officers, etc., and tendered a civic reception at the City Hall at 5 o'clock.

June 19, 1918

# DERAILMENT OF Q. C. R. TRAIN NEAR WEEDON

Spreading of Rails Caused Cars to  
Leave Track—No One Was In-  
jured. JAN 13 1920

The Quebec express due at Sherbrooke at nine o'clock last night, was derailed at Frechette's Curve, between Weedon and Marbleton, owing to what is supposed to be spreading of the rails.

Two passenger cars, diner and the front end truck of the Pullman ran off the track. No damage was done and passengers received only a slight shaking up.

A special train left Sherbrooke immediately, to which the passengers were transferred, arriving here at three o'clock this morning.

The derailed cars have been replaced on the track, and line made clear for regular train service at nine o'clock this morning.

JANUARY 13  
1920

# QUEBEC CENTRAL INTO QUEBEC BY END OF AUGUST

**Through Boston, Portland and  
New York Trains to Run Right  
Into Quebec Instead of Levis.**

The location plans for an extension from Scotts on the main line to a junction with the Canadian National Railways at Diamond Junction, authorized by the Quebec Legislature, have been approved by the Board of Railway Commissioners. This extension will be nineteen and a half miles, and will give the Quebec Central Railway a direct line to Quebec city, running over the Canadian National Railway and the Quebec Bridge, a distance of approximately nine and a half miles from Diamond Junction to Champlain Street Station. The Quebec Central has asked the Canadian National to give it running rights and terminal facilities at Champlain Street Station, in preference to the Palais or Parent Square terminals, in another section of Quebec, which are six miles further from the bridge.

The Scotts to Diamond Junction extension generally follows the Chaudiere River Valley, passing through the old settled and partially cultivated sections of Dorchester and Levis Counties, giving station accommodation to the thriving villages of St. Lambert and Breakeyville. There are no bridges or trestles on the lines and all the larger culverts built of concrete, and some smaller ones of cedar. The maximum grade is one per cent. compensated with maximum curve of five degrees and eighty-five pound rails are being used. The contractors are J. T. & J. F. Davis, who commenced work last summer and continued through the winter. All the clearing and concrete work has been completed. Seventy per cent. of the grading is finished and two and a half miles of track laid. The work is proceeding favorably, and it is expected that the grading will be finished by June 30th.

In the meantime track laying, ballasting, fencing, building of stations and other construction work is being proceeded with and it is expected the line will be fully completed and ready for operation not later than the end of August. In all probability this extension, with track and terminal facilities over the Canadian National Railway will comprise the

Quebec Central Railway's main line to Quebec, and the through Boston, Portland and New York trains will be operated over it, the present line from Scotts to Levis being operated as a branch.

JUNE 4, 1921

# MARSHAL FOCH IN SHERBROOKE EARLY TODAY

**Large Crowds at Different Points  
Along Quebec Central Disap-  
pointed—Foch Retired Shortly  
After Leaving Quebec.**

Dec 13 1921  
Silently in the night Marshal Foch swept by the slumbering village of "Vimy Ridge" utterly unconscious of the existence of the little village whose name is associated with momentous events which occurred during the "Great War."

Tired after a strenuous day in the Ancient City, Marshal Foch retired shortly after leaving Quebec, and although enthusiastic crowds lined the stations at different points along the line, the citizens of the different towns and villages were obliged to content themselves with a fleeting glimpse of the "Loretto" which they knew to contain the distinguished soldier of France.

Pulled by two powerful engines belonging to the Quebec Central Railway, the heavy Pennsylvania cars, weighing in all some 470 tons, steamed out of the Palais Station at ten minutes past eight. A huge crowd was present at the station to bid the honored guest farewell and the citizens of Quebec surpassed themselves in their efforts to make his brief stay a pleasant one.

After a brief discussion of the day's events, the Marshal and his staff retired for the night. This early retirement was necessitated due to the strenuous efforts of yesterday's entertainment and the knowledge that the agenda for today again provides for continuous exertion.

At Scotts Junction, a brief stop was made to enable one of the engines to take water, but the crowd, which soon collected, had to be satisfied with a view of a few military and civilians bustling around previous to retiring for the night.

At Tring Junction the train was turned on the "Y" in order to save time in Sherbrooke, and both engines took water. A good proportion of the citizens of Tring Junction were on hand and were bitterly disappointed to find that Marshal had already gone to bed.

## ENTHUSIASTIC CROWDS DOWN THE LINE.

At St. Mary's, Tring Junction, Thetford Mines, Black Lake, Coleraine, East Angus and other points along the Quebec Central enthusiastic crowds turned out in the hope of getting a glimpse of the Commander-in-Chief of the Allied armies.

At Sherbrooke fully a hundred and fifty optimistic citizens gathered on the platform to await the incoming "special" but the Marshall's private car the "Loretto" was shrouded in darkness and the great man slumbered peacefully regardless of the excitement occasioned by his fleeting visit.

The "special" made excellent time from Quebec, completing the 147 miles in exactly five hours including half an hour for stops.

The train was composed of six coaches; a private car, two pullman sleepers, one diner, one club, and a combine and the staff on board was as follows:

### (French Party.)

Marshal Foch, General Desticker, Chief of Staff; Comte de Chambrun, diplomatic representative; Col. Frank Parker, U. S. A. Honorary Aide; Major de Mierry, Aide; Dr. Andre, physician to the Marshal; Capt. Rene L'Hopital, aide, Lieut. de Soubeyran, aide; Col. Francis Drake, Past commander Paris Post, American Legion; Fernand Haughem, Interpreter; Jean Mosse, Interpreter; Charles Babin, Marshal's orderly.

### (American Legion Party.)

December 13  
1921

# Q.C.R. TO ENTER QUEBEC CITY ON OCTOBER 2ND

New Branch from Scott's Station  
to Diamond Junction Complet-  
ed.

Sept 23 1921

Sherbrooke

Record

Another link has been added to the extensive railway system operated by the Quebec Central Railway, and Mr. J. H. Walsh, director and general manager, with Mr. H. C. Oswald, secretary, accompanied by other officials of the Quebec Central Railway, has just returned from Quebec after completing arrangements for the running of the company's trains into the City of Quebec.

The Quebec Central, having completed the construction of its new branch from Scott's station, on the main line, to Diamond Junction, on the Canadian National Railways, a short distance east of the Quebec Bridge, and secured running rights over a portion of the Canadian National Railways and the Quebec Bridge, and terminal accommodation and facilities in the Palais Station at Quebec, which is one of the most handsome and complete railway stations in the country, will commence operating through passenger and freight trains into Quebec City with the Fall change of time, October 2nd.

The inspection of the new line has just been made by Mr. A. A. Belanger, inspecting engineer for the Dominion Railway Commission, who has expressed much satisfaction at the excellent location and the high class of work done.

The general construction was carried out by Messrs. J. T. and J. F. Davis, Contractors, of Montreal, while some special work, building of fences, etc., was done by the Eastern Townships Construction Company of Sherbrooke, all under the supervision of Mr. F. H. Hibbard, resident engineer, and Mr. J. T. Morkill, chief engineer of the Company.

Although the principal train service of the Company will be operated into Quebec City, a local service will be continued to be maintained from Sherbrooke into Levis, suffi-

September 23

1921

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# SERIOUS FIRE BROKE OUT AT LAKE FRONTIER

Millions of Feet of Lumber De-  
stroyed. *May 2 1922*

Lake Frontier, the eastern terminus of the Quebec Central Railway, Chaudiere Division, was the scene of a disastrous fire this morning when millions of feet of lumber were destroyed.

The fire started about four a.m. and it was twelve o'clock before it was got under control. Upwards of three million feet of lumber owned by Mr. P. J. Salls, about 1,500 ties and a lumber mill owned by Mr. Proulx were destroyed.

A large quantity of pulpwood and lumber owned by the B. C. Howard Lumber Company, adjoining the lumber which was burnt, was saved without loss. The origin of the fire is unknown.

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*MAY 2  
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 Junction. 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

## Rain Serves To Check Progress Of Forest Fires--Little Change At Lake Frontier

Forest Fires at St. Camille and Daaquam Districts Are Still Burning Fiercely, but It Is Thought that There Is Less Danger Today to the Lumber Camps and Villages in the Vicinity—Relief Being Rushed to Forest Fire Sufferers.

Oct 6 1922

THERE is little change in the nature of the reports received today from the St. Camille and Daaquam districts on the Chaudiere sub-division of the Quebec Central Railway, where forest fires have done a large amount of damage. The fire is still burning fiercely, but it is thought that there is less danger this morning to the lumber camps and villages in the vicinity. Although rain fell last night at most points along the line of the Q. C. R. none fell in the area affected by the fires, so that if a strong wind springs up, much damage may result.

Weather reports from the vicinity of the Lake Frontier state that the sky was heavily overcast this morning, that the temperature was somewhat below the freezing point and that there were probabilities of snow.

Train service on the sub-division, which was interrupted for a few hours yesterday, has been resumed, and the railway authorities, lumbermen and the inhabitants of the coun-

### DEATH LIST ESTIMATED AS HIGH AS SIXTY.

(Associated Press Despatch)  
COBALT, Ont., Oct. 6.—Various estimates of from thirty-eight to sixty dead are still made in regard to the casualties in the fires which wiped out the town of Halleybury, with several smaller settlements and devastated the surrounding countryside on Wednesday afternoon.

Thirty-three bodies have been reported, some of them impossible of identification.

Heavy rains have quenched the fires in this district, and it is thought there will be no danger of recurrence for the present, at any rate.

Refugees who have managed to reach this and other surviving towns of the district are being cared for.

(Continued on page Ten)

October 6  
1922

# MINE MANAGER RUN FROM TOWN BY MALCONTENTS

**Mr. C. H. McNutt, Assistant Manager of Asbestos Corporation at Thetford Mines, Taken from His Bed and Run Out of Town by Strikers.**

(Special to The Record.)

THETFORD MINES, Que., April 23.—Trouble broke out among the miners employed by the Asbestos Corporation at the King Mine in Thetford this morning, when a large number of men went out on strike.

The trouble, which, according to the miners, was caused by the dismissal of some of their fellow workers, came to a head early this morning, when the strikers went to the residence of Mr. C. H. McNutt, assistant-general manager of the Asbestos Corporation, took him from his bed and forced him to march around town for some time. Mr. Anderson, superintendent of the Cook Construction Company, Montreal, which is doing some work at the King Mine, was also seized by the strikers and treated in a like manner. Messrs. McNutt and Anderson were later put on the 10.24 Q.C.R. train bound for Sherbrooke.

The trouble was originated by the dismissal of a number of employees. The miners claim that this act doubles the work of the remaining men as a consequence, and therefore they took this means of protesting the matter. This is the second time an event of this nature has occurred at the Asbestos Corporation's mines.

It is stated that having registered their protest in this emphatic manner, the strikers will return to work this afternoon.

Although full details cannot as yet be secured, the trouble is apparently serious, but no doubt steps will be taken very promptly by both sides involved in an effort to reach a settlement of the matter.

Mr. McNutt has been connected with the Asbestos Corporation for only a few months, having formerly been manager of the Vimy Ridge Mine owned by the Bennett-Martin Asbestos Mines, Limited.

April 23  
1923

# Officials And Miners To Meet In Sherbrooke

**All Is Tranquil at Thetford Mines Today—Asbestos Corporation Stands Firm on Policy Adopted—Workers at Other Mines Have Returned to Their Tasks and Further Trouble Is Not Looked For—Only New Development Is that Arrangements Have Been Completed for Conference Between Representatives of Miners and Company Officials—J. H. Walsh to Act as Chairman—Meeting to Be Held in Sherbrooke This Afternoon.**

INTEREST in the asbestos troubles at Thetford Mines has been transferred from that town to Sherbrooke, where a special conference will be held in the Board room of the Quebec Central Railway this afternoon. The meeting will be attended by five delegates representing the Asbestos Corporation of Canada, as well as by five delegates representing the miners. Mayor Landry, of Thetford Mines, and Mr. Laurent Lapierre, M.L.A., will most likely be in attendance.

The meeting, which will be held in the Quebec Central Railway Board room, will be presided over by Mr. J. H. Walsh, General Manager of the Quebec Central Railway, who will act as chairman. The session will be in the way of a family meeting, at which it is expected both sides will present their views of the situation and will endeavor to arrive at a settlement which will result in the re-opening of the mines under the most harmonious conditions.

The position of Mayor J. O. Landry and Mr. Laurent Lapierre, M.L.A., is being watched with interest and it is considered quite likely that they will be the men's spokesmen. The Thetford Mines representatives will arrive on the Quebec Central Railway at one p.m., while the officials from Montreal are awaited on the Canadian Pacific 12.30. It is generally taken for granted that the meeting will be held behind closed doors.

## EVERYTHING QUIET AT THETFORD TODAY—WORKERS OF OTHER MINES AT TASKS—NO FURTHER TROUBLE EXPECTED

There has been no change in the situation at Thetford Mines since Wednesday evening, when the Thetford detectives returned to Montreal. Everything was quiet yesterday and the citizens resumed their normal activities with merely passing comment upon the proceedings of the previous day.

Reports of the men seizing quantities of dynamite, and of the detectives firing volleys of revolver shots are absolutely unfounded. Conditions were exactly as reported in yesterday's issue of the "Record," since when no untoward scenes have occurred.

The situation is being keenly felt by the families of the men who are out, and the inactivities of the past five days represents a loss in wages of about ten thousand dollars. The greater portion of this money would be spent in the town of Thetford Mines and its absence will keenly be felt during the course of the coming week. Provided negotiations should be successful in every respect, it is pretty certain work would not be resumed before Monday at the earliest and this would bring the total loss in wages to nearer twelve thousand dollars.

Fear that the lockout would result in miners from the other properties coming out in sympathy has been shown to be unfounded and yesterday morning the other mines opened as usual with their full complement of men. The laying down of tools the previous afternoon was merely in the nature of a protest against bringing in outside forces to cope with the situation, and as soon as the detectives were retired the men returned to work.

Men Were Paid Yesterday  
Disorders were conspicuous by their absence yesterday and during

the course of the afternoon the Asbestos Corporation paid the men for their work of the previous week. The pay was scheduled to be given out on Monday and again on Wednesday, but the wild scenes of those memorable days necessitated it being held over.

The Company officials are expected to make a very determined stand relative to the position of Mr. C. H. McNutt and will no doubt insist that, inasmuch as his removal was unjustified and secured by illegal methods, his return to the mines be the main issue at stake. If this question is disposed of, the men's grievances will then be opened for discussion and efforts made to effect a settlement.

The situation is being very keenly watched in Montreal as well as in Thetford Mines and the results of today's conference will be of vital importance to the future of the asbestos camp, which is already faced with difficulties in connection with the competition of Rhodesian and other South African fibres.

April 23  
1923

## Three Killed In Railway Wreck Near St. George de Beauce--Cars Dropped Over Embankment And Then Caught Fire

Accident Occurred on Chaudiere Subdivision—First Accident in History of Quebec Central Railway Resulting in Death of Passengers—Victims Were Mrs. Placide Lessard and Four-Year-Old Child, of St. Joseph, and Mrs. Roy, of Ste. Marie—Cause of Accident Unknown.

MARCH 13 1923

FOR the first time in the history of the Quebec Central Railway, passengers were included among the dead, when train No. 35 ran off the track shortly after leaving St. George de Beauce last night, and the first and second class cars were hurled over a thirty foot embankment, resulting in the death of Mrs. Roy, of St. Marie de Beauce, and Mrs. Placide Lessard and her four-year-old child, of St. Joseph. All three were burnt to death when the first class carriage, in which they were travelling, caught fire and was totally destroyed. The second class car was also completely destroyed by fire, but the passengers managed to escape through the windows with only a few minor injuries.

The accident occurred shortly after eight o'clock last night on the Chaudiere subdivision of the Quebec Central Railway, when train No. 35, running from Lake Frontier to Valley Junction, went off the track. The engine, tender and baggage cars were derailed, but remained on the embankment, while the first and second class cars had a drop of thirty feet, took fire and are a total loss.

The cause of the disastrous wreck has not yet been ascertained and reports, so far, indicate that the track was found to be in good condition. An investigation is being carried out by Mr. J. T. Reid, superintendent, who was at the scene of the wreck within a short time of its occurrence. There was no damage done to the track, and the line was cleared about midnight.

The charred remains of the three victims were scarcely recognizable and permission was granted to transfer the remains to St. George de Beauce. The inquest will be held at St. George this afternoon with Coroner Auger presiding.

MARCH 13, 1923

# CAUSE OF Q.C.R. FATAL WRECK IS STILL MYSTERY

Verdict of Accidental Death Was  
Returned by Coroner's Jury at  
Inquest Yesterday. 3/14/1923

Accidental death was the verdict rendered by the coroner's jury yesterday afternoon after an enquiry had been made into the death of Mrs. Placide Lessard and four year old child and Miss Alberta Roy. The report said that no one was criminally responsible, but recommended that, in future, electric lights be placed on all passenger cars.

## NOT BURNED TO DEATH.

(Associated Press Despatch)

ST. GEORGE, Beauce, Que., Mar. 14.—Mrs. Joseph Lessard and her child and Miss Alberta Roy, were killed when the Quebec Central Railway coach, in which they were sitting, left the rails and rolled down an embankment near here on Monday afternoon, and were not burned to death when the coach took fire.

Further details of the tragedy in which they lost their lives, were received here yesterday.

Mrs. Lessard and her child were crushed under the seat of the coach, and Miss Roy was hurled some distance by the shock, sustaining a fractured skull.

Other passengers who were injured by broken glass when they forced their way into the snow from the windows of the three coaches that overturned, had left St. George for their homes last night.

The cause of the accident yet remains a mystery although the theory generally credited is that a wheel on one of the cars gave way.

MARCH 14  
1923

**QUEBEC CENTRAL RY. INAUGURATES PARLOR-CAFE CAR SERVICE BETWEEN SHERBROOKE AND QUEBEC**

The Québec Central Ry. is now completing a parlor-cafe car at its Newington Shops for service between Sherbrooke and Quebec on its Nos. 2 and 5 trains, commencing with change of time week of April 29th, making its initial trip out of Sherbrooke by No. 5 train at 4.15 p. m. Monday, April 30th. The car is thoroughly up-to-date containing parlor section and commodious dining section, as well as a smoking compartment. With the inauguration of this service the dining car, now operating between Sherbrooke and Thetford Mines, serving the four Sherbrooke-Quebec trains will run between Sherbrooke and Quebec on Nos. 1 and 6 trains.

The Joint Canadian Pacific-Quebec Central City Ticket Office, 91 Wellington Street North, Sherbrooke, Phone 130, will hold diagram of parlor-cafe car out of Sherbrooke, where advance reservations of seats can be made.

April 25  
1923

**QUEBEC CENTRAL SUMMER  
SCHEDULE BECOMES EF-  
FECTIVE MONDAY,  
JUNE 25th.**

The Quebec Central Railway Summer folder is now in course of preparation and will be ready for distribution the latter part of this week. No changes will be made in the time of Quebec Central trains, the present complete schedule being maintained throughout the summer.

A through boiler-buffet parlor car will be operated daily except Sunday between Quebec and Portland via Dudswell Jct. and the White Mountains on Nos. 2 and 5 trains, and as the present parlor-cafe service between Sherbrooke and Quebec on these two trains will be continued ample parlor car space will be provided to meet the heavy summer travel. No. 1 and 6 trains will continue to carry Pullman and Dining Cars between Sherbrooke and Palais Station, Quebec.

June 19 1923



## J. R. WOODWARD PASSED AWAY LAST EVENING

**Was Seventy-seven Years of Age  
—Built Quebec Central Rail-  
way and Was Its First General  
Manager.**

One of Sherbrooke's oldest residents passed away last evening at about eight o'clock, in the person of James R. Woodward. Mr. Woodward, who was seventy-seven years of age, died last evening following a paralytic stroke which occurred on Saturday. He had been in very poor health for the past three years. He is survived by three sisters, Miss Jessie Woodward and Miss Georgie Woodward, who lived with him at their residence on Bowen Avenue, and Mrs. J. G. Robertson, of Vancouver, B.C.

The late Mr. Woodward, who was born in Sherbrooke, lived his whole life here. He was the son of the late A. G. Woodward, who was for some time coroner of this district. He was in the insurance business for a time, and in 1873, with Mr. Bowen, brother of Mr. Cecil Bowen, of this city, took the contract to construct the Quebec Central Railway. When the road was opened, Mr. Woodward became its first general manager, which position he held until 1887, when he retired. He was succeeded by Mr. R. N. Hall, who acted as general manager until Mr. Frank Grundy was appointed in 1888.

## GALT STREET TRESTLE.

The temporary work for the C.P. R. trestle over Galt Street is under way, and if all goes well, the two steel girders will be placed in position this Friday, between the nine o'clock in the morning and three o'clock in the afternoon. These girders are fifty-six and sixty-six feet in length, and are supported in the centre by a steel bent, which is already in position. This new trestle will be a great addition to the city, both in regard to looks and safety. It will add considerable width to the street, which has always been rather dangerous.

December 4, 1924

## WORK STARTED ON GALT STREET TRESTLE

Work was started on the Galt street trestle yesterday, when one of the spans was placed in position. This span was assembled at the Mackinnon Steel Company's plant and taken to its final position on a flat car. Two cranes, one at each end, lifted the old span out and put the new one in its place, after which the old supports and false work were removed. It is expected that the other span will be put up today, which will complete the trestle.

December 6, 1924

## Q. C. R. TRAIN MET WITH SLIGHT ACCIDENT

A slight mishap occurred to the Quebec Central Railway train known as passenger train No. 2, yesterday morning. It seems that near Weedon the front truck of the engine tender in some manner left the track. As a result the tender, one first class car and the parlor-cafe were de derailed, the other cars remaining on the track. The engineer quickly brought the train to a standstill with but slight damage to the track and no damage to the rolling stock. Beyond a slight shake and a few minutes of excitement, none of the passengers were any the worse for their experience.

After a delay of a couple of hours, during which time wrecking crews were at work, putting things back into shape, the train, which was due here at one o'clock, resumed its journey and arrived in Sherbrooke at half past four o'clock.

MAY 13  
1925

## LARGE EXCURSION FOR QUEBEC CENTRAL

One of the largest excursions ever seen here passed through Sherbrooke this morning on its way to Quebec over the Quebec Central. This excursion consisted of two special trains of ten cars each and numbered in all over thirteen hundred. The excursionists were from Boston and other New England cities and came to this city by Boston and Maine, from which they were transferred to the Quebec Central. This immense crowd will spend the weekend and Labor Day in the Ancient Capital and will pass through Sherbrooke on their way home on Monday afternoon. All the tourists were provided with lunch car service.

*September 5, 1925*

## THE QUEBEC CENTRAL COMMENCES OPERATION OF ALL-STEEL TRAINS

For some time past the Quebec Central in making additions and replacements to its passenger rolling stock has gone in for steel equipment thus following out its policy of keeping abreast of the times in regard to efficiency of operation and rendering the maximum of safety and comfort to its patrons.

While individual steel cars have been in operation on this line for some time yesterday was the inauguration of the first all-steel train which left for Quebec at 4.25 p.m. The equipment consisted of baggage, mail and express cars, 1st and 2nd class coaches and a parlor cafe car which will continue as a unit on Nos. 2 and 5 trains. It is expected that for the summer change of time that the equipment of Nos. 1 and 6 trains will also be of all-steel construction which will so complete the four passenger trains between Sherbrooke and Quebec. The Quebec Central management is to be congratulated on this mark of progress.

MARCH 16, 1926

# REPORT SAYS CANADIAN PACIFIC MAY LEASE NORTHERN SECTION OF BOSTON AND MAINE RAILWAY

Would Take Over Boston and Maine as Far as Wells River or White River, It Is Said—Would Involve Sherbrooke Stanstead-Newport Section, Which Might Be Operated by Quebec Central—No Statement from Local Office of Q. C. R.—Whole Report Lacks Official Confirmation—Is Canadian Pacific Seeking New England Seaport Outlet Such as Canadian National Has.

NEWPORT, Vt., Nov. 14. (Special) — It is learned here, on what appears to be good authority, that negotiations are well advanced by which the Canadian Pacific Railway will take over a portion of the Boston and Maine Railway. The report here is to the effect that the C. P. R. will lease the line from White River Junction or Wells River north.

According to reports officials of the Canadian road are in Boston at present in connection with the negotiations.

Officials of the railway here decline to discuss or deny the rumors.

It is said that this lease if effected would involve the Newport-Sherbrooke line of the B. & M. and that this section might very likely be operated by the Quebec Central, a subsidiary of the C. P. R.

Inquiry at the local Quebec Central office failed to bring official confirmation of the Newport despatch. The Record was advised that there was no statement to be made with regard to the rumors.

A Boston and Maine conductor in town today characterized them as "absurd."

Reports from other sources indicate that there is a basis of fact in the report, though negotiations are perhaps not concluded.

In years past there have been numerous rumors and predictions of C. P. R. extension into New England. C. P. R. passenger and freight business in that direction has always been heavy. It would now appear that some move is in the process of development.

The Canadian National has its lines in New England to Portland and over the Vermont Central.

Whether or not the Canadian Pacific is reaching out towards Boston and the Atlantic seaboard will no doubt develop shortly.

\*\*\*\*\*  
C.P.R. REFUSED TO MAKE  
ANY ANNOUNCEMENT  
(Associated Press Despatch)  
MONTREAL, Nov. 14.  
Questioned as to whether  
there was any truth in the  
report that the Canadian  
Pacific Railway was going  
to lease a part of the Boston  
and Maine Railway, general  
offices of the Canadian  
Pacific here stated that they  
had no announcement to  
make.  
\*\*\*\*\*

November 14  
1925

## B. & M. LEASE OF INTEREST ALONG LINE

**Quebec Central Head Not Yet Ready to Make Detailed Public Announcement—Discussion in Railway Circles of Probable Effect.**

Mr. J. H. Walsh, general manager of the Quebec Central Railway, when seen by the Record, this morning, said that he was not prepared to make a statement at the present time with regard to the lease of the northern New England line of the Boston & Maine by the C.P.R. and Quebec Central. The Canadian end of the transaction had not reached the stage where he felt at liberty to make an extended public statement.

The report of the agreement between the C.P.R. and the Boston & Maine with regard to the line as far as Wells River was confirmed in a Boston despatch, yesterday, and has naturally resulted in a good deal of discussion in railway and business circles.

It is generally believed that very considerable advantage will accrue to the Quebec Central from its part in the transaction which is reported to be the taking over of the Newport-Sherbrooke line.

There are those who believe this may mean considerable increased employment at the Newington shops and other increased local activities.

One of the questions that is being asked about town is, "Will this result in the trains from the south and the Quebec Central trains entering the Canadian Pacific instead of the Canadian National station as at present?" This is a change that has, of course, been discussed from time to time, particularly since the Canadian Pacific became interested in the Quebec Central. There is, however, as yet no official indication that this will be a result of the new developments, though there are those who regard it as quite likely.

Very keen interest in the transfer of the line to Wells River is reported at points between Sherbrooke and that place, particularly at Newport. There is said to be a good deal of discussion at the latter place as to the probable effect of the change on activities there. At St. Johnsbury there is, also, a good deal of interest. Should the C.P.R. be seeking a through line to Portland it is said the junction might be at St. Johnsbury, instead of Wells River, that is, via the Maine Central and Quebec junction.

The general impression is that improved service will be one of the benefits in which the whole section will participate.

NOVEMBER 17  
1925



# QUEBEC CENTRAL RAILWAY TOOK OVER BOSTON AND MAINE LINE TO NEWPORT AT 12:01 THIS MORNING

Change Which Was Officially Announced by Mr. J. H. Walsh, General Manager of the Quebec Central Railway, a Short Time Ago Became Effective at 12:01 O'Clock This Morning. New Timetables Became Effective Immediately Upon Change of Ownership. Q. C. R. Will Continue to Render Efficient Service of Past. Several New Locomotives and Passenger Equipment Purchased by the Quebec Central Company.

TWO very important local transportation changes became effective at 12:01 o'clock this morning, when the Boston and Maine line from Wells River to Newport was taken over by the Canadian Pacific Railway and the line from Newport to Sherbrooke was taken over by the Quebec Central Railway.

The change of ownership of the lines was made with as little inconvenience as possible, and the efficient service of the past will continue to be given by the new owners of this line.

Mr. J. H. Walsh, general manager of the Quebec Central Railway, stated that there would be no curtailment of service. Timetables have been prepared and became effective today with the change of ownership. Several new locomotives and passenger equipment have been purchased, and the Quebec Central Railway officials have already stated their intention of doing everything possible towards the furtherance and development of their newly-acquired district.

It has also been pointed out that the Boston and Maine employees have been invited to join the service of the Quebec Central Railway and continue in their former positions.

The matter of the Quebec Central Railway taking over this district has been under consideration between the officials of the two lines for some time past. The official announcement was made, however, by Mr. Walsh on Thursday, May 13th, at a gathering which was attended by Mr. Grant Hall, president of the Quebec Central Railway, Mr. J. H. Walsh, general manager, and a large number of officials of the Quebec Central and Boston and Maine Railways, and was received with very great interest.

## History of Company

A historical sketch of the activities of the Quebec Central Railway in regard to the extension of its lines at this time will undoubtedly be interesting.

The road was originally chartered as the Sherbrooke, Eastern Townships & Kennebec Railway, on which construction was commenced from Sherbrooke in the year 1870, the name being changed under a new charter to the Quebec Central Railway in 1875, and completed to Valley Junction in 1880, which is the nucleus of the present system.

The first venture in extension was the purchase in 1891 of the Lewis and Kennebec Railway, operating from Valley Junction to the Upper Town of Lewis, which was taken over and through train service established on May 23rd of the same year. The desirability of an entrance at the Lewis waterfront soon manifested itself and a connecting link was constructed from a point north of Carrier Junction to what is now the Canadian National Railways at Hurlock Junction, being completed in 1893.

JUNE 1, 1926

# NORTH DERBY SCENE OF WRECK LAST EVENING

Four Cars Off Track—Passenger  
Trains Delayed—Passengers  
Transferred by Bus to New-  
port—No One Injured—  
Lines Reported Open This  
Morning. June 4 1926

The recently-acquired Sherbrooke-Newport sub-division of the Quebec Central Railway was the scene of a slight wreck last evening. The accommodation train, which leaves here at 5.15 p.m., jumped the track near North Derby. Two loaded pulp cars and two empty Boston and Maine coaches, which were being returned to the Boston and Maine Railroad, left the track, a section of about 250 feet long being damaged, which caused serious delay to the trains on the division. Arrangements were made, however, to transfer the passengers of the evening train, which leaves at 10.15 o'clock, by motor bus to Newport. Passengers from Stanstead, Derby Line and Newport were taken by motor bus to Beebe Junction, from where a train was waiting to take them to Sherbrooke, and which arrived here at 11 p.m. last night.

The wrecking crews from Sherbrooke worked all night on the wreck and the line is now reported open to traffic.

The cause of the derailment is not known, but it is supposed to have been caused by the slight shifting of a rail by the recent rain.

JUNE 4  
1926

# Q.C.R. TOOK OVER B. AND M. TODAY

(Continued from Page 1.)

line to the Upper Town abandoned. When the road was completed into Valley Junction in 1880 there was an urgent demand for railway facilities in the Upper Chaudière Valley, as the lumbering operations in that section were growing more and more extensive. The call was answered by the commencement of construction work on the Chaudière Branch from Valley Junction in the spring of 1881, the line being completed to St. Joseph the same year, and on to Beauceville in 1888, gradually reaching out to St. George, St. Justine, St. Sabine, St. Camille and Lake Frontler during the subsequent years to 1918 as the commercial requirements demanded.

Charter rights are also held for a further extension beyond Lake Frontler to a connection with the Temiscouata Railway, which, although not an immediate prospect, is an anticipation for the future.

The Megantic Branch from Tring Junction to Megantic was built in 1894, opening up an important lumbering and agricultural district.

## An Outstanding Achievement

When the Quebec bridge was completed in 1920, which incidentally was an undertaking that was fostered and encouraged by the Quebec Central Railway from the time it was conceived, the way was opened for an entrance into the City of Quebec, resulting in the building of the line from Scotts Junction to Diamond Junction, during 1920 and 1921 with trackage and terminal arrangements over the Canadian National and Canadian Pacific Railways into Palais Station, one of the finest terminals in Canada. Through service was established on October 2nd, 1921, the event being considered one of the outstanding achievements in the history of the company.

Today heralds the Q.C.R.'s latest venture in the acquirement of the Boston and Maine Railroad property, leased rights and privileges from Sherbrooke to Newport, Vt., and Beebe Junction to Stanstead, a total of forty-four miles of road, the Canadian Pacific Railway at the same time taking over the line from Newport south to Wells River, Vt., a distance of sixty-four miles.

It is confidently anticipated by the Q.C.R. officials that this acquisition will prove a very valuable addition to the company's mileage, affording the Q.C.R. a direct line over its own rails from the St. Lawrence River to the United States border and more completely rounding out the system as a separate entity of the parent company, the Canadian Pacific Railway. In addition to enlarging the Q.C.R.'s scope for usefulness to the community and the province as a whole.

JUNE 1, 1926

## STANSTEAD ROCK ISLAND AND DERBY LINE

Mr. Carroll Labonte has accepted a position on the customs staff at the Rock Island port of entry and will enter upon his duties shortly.

Mr. and Mrs. W. F. Barrows, of Johnson, Vt., were week-end guests of Mr. and Mrs. George B. Winters.

Dr. G. J. Trueman, of Mount Allison College, was a visitor in town over Sunday, and delivered the sermon at Centenary Church at the morning service.

Mr. Ernest Channell, of Littleton, N.H., spent the week-end with his family here, going on to Sherbrooke on Monday to procure passports to enter the U.S., as he has taken a position in Littleton.

A special train carrying sixteen officials of the Q.C.R. made an inspection trip over their newly acquired lines, including the local branch, on Monday, and shortly after their leaving here a beautiful eighty-foot, twelve-wheeled, all-steel combination coach was sent up here to be used for the branch work. The new car has electric lights, hot and cold water for the lavatories, screens at all windows, linoleum covered floors, a large airy first compartment, roomy smoking compartment and a large baggage room, and safety vestibule ends. The citizens of the Three Villages and Beebe as well as all the travelling public will greatly appreciate this splendid equipment, and are very grateful to the Q.C.R. officials for their efforts to make this end of their lines as comfortable as possible for their patrons.

The Rock Island valuers are now engaged in their annual valuation of all property in the village. No great changes are contemplated this year.

JUNE 25, 1926

## GARTHBY STATION BURNED

The Quebec Central Railway station at Garthby was practically totally destroyed by fire Friday noon, according to advice received by the general offices of the company here. The cause of the fire is unknown, but the wooden building was consumed by the flames so quickly that there was no chance of saving it. Some of the contents, such as the tickets, were saved, but of the station itself only the metal roof and the foundation were left. Garthby is a well-known summer resort on Lake Alymer, between Weedon and Black Lake, and is visited by a large number of holiday-seekers each year.

July 12, 1926

# Q.C.R. TRAINS TO USE C.P.R. DEPOT EARLY IN JUNE

No Official Announcement Is Made, Although It Is Understood that Negotiations Have Been Completed—New Station at Newington Progressing.

The Record learns from unofficial reports but on good authority that about June 1st the Quebec Central Railway trains will be using the Canadian Pacific line into Sherbrooke, instead of the Canadian National as at present.

This will mean that the Quebec Central trains will have their terminus at the Canadian Pacific depot, on Belvidere street, uppertown, instead of at the Canadian National depot. The change, it is understood, will affect both passenger and freight trains.

It is also understood that the construction of a depot at Newington is progressing favorably. With the residents of East Sherbrooke having a station within their district, they will be relieved of the trouble of having to take the train at the Canadian Pacific depot, which is a long distance from their section of the city, while people wishing to go to Newington will also find it convenient to be able to take the train from this part of the

April 21  
1927

36  
27

# C.P.R. BUILD NEW STATION AT MEGANTIC

MEGANTIC, Que., Feb. 10.

The Canadian Pacific Railway staff moved into the new station last week, and the old one is rapidly being demolished and taken away.

The new station is being much admired for the layout, convenience and splendid workmanship and finish which the Company has put into this last addition to their buildings here.

There is a large general waiting room and a smaller ladies' waiting room with the ticket offices on the corridor between. The express and baggage departments have one whole end of the building, while the station agent and yardmaster's offices are conveniently situated on the ground floor. Upstairs the Customs offices and conductors' rest rooms divide the space between them, the latter with cots, steel lockers, and other furniture making for convenience of use.

The finish of the whole building is in beautiful oak, the massive mission furniture also being of oak and of admirable design. The steam heating plant is automatically controlled, with an arrangement for hot water whether or not steam heat is being supplied, and there are lava-

February 10  
1927

## NEW PARLOR CAR SERVICE BETWEEN SHERBROOKE AND QUEBEC

The Quebec Central Railway is now operating parlor-café cars through to Palais Station on all of its Sherbrooke-Quebec trains, and parlor car seats may now be secured on the morning train leaving Sherbrooke at 8.10 a.m. daily, as well as on the afternoon train leaving Sherbrooke at 3.50 p.m. daily except Sunday.

Advance reservation of parlor car seats to Quebec or intermediate points may be made at the joint Quebec Central-Canadian Pacific City Ticket Office, 91 Wellington Street North (Phone 130) at Station Ticket Office (phone 172) at Sherbrooke, or through any Quebec Central Station Agent.

April 1, 1927

April 1, 1927



# CONTRACT FOR AN ADDITION TO C.P.R. STATION

## New Express Building Will Also Be Erected. New Construc- tion Company Is Organized

A contract for an addition to the Canadian Pacific Railway station here, and a new express building, which is to contain offices for immigration and custom officials, has just been awarded to the Stewart Construction Company, Limited, of this city.

The new express building will be of bricks similar to the existing one, and with a reinforced concrete and structural steel frame. The building will have two storeys and basement and be seventy feet long.

The addition to the existing station will consist of extending the present station to join on to the present lunch room.

The Stewart Construction Co. Ltd., has recently been organized to take over the Stewart Construction Co., which was being operated by Mr. W. L. Reford Stewart.

The new company, which has been granted a Dominion charter, will carry on a general contracting and engineering business, and occupy the offices formerly occupied by the Stewart Construction Company at 12 Wellington street north.

The officers are as follows: President, Mr. A. C. Skinner; vice-president, Colonel Emile Rioux, K.C.; managing director, Mr. W. L. Reford Stewart; directors, Lt.-Col. M. W. McAuldy and Mr. W. L. McCannon; secretary-treasurer, Miss M. M. Dunbar.

MAY 21 1927

# C.P.R. STATION TO BE UTILIZED BY Q.C. JUNE 26

**Alterations Being Made to Canadian Pacific Depot to Accommodate Two Lines—Schedule of Trains Arranged for Close Connection—Station at Newington Being Erected for Accommodation of East Sherbrooke Patrons—No Change in Freight Facilities.**

It was announced from the Quebec Central offices this morning that Sunday, June 26th, when their summer time schedules will become effective, has been definitely fixed for the transfer of its passenger services from the Canadian National station to the Canadian Pacific station at Sherbrooke, trains to operate between Sherbrooke and Lennoxville, connecting with the Newport subdivision, over Canadian Pacific rails instead of Canadian National rails. The use, however, of the Canadian National station at Lennoxville will be continued.

Alterations and additions to the Canadian Pacific station at Sherbrooke are now under way which will include enlarged waiting room accommodations, ticket offices and other facilities to meet the requirements of the two lines.

Schedules of trains have been so arranged that close connections will be made to and from all points on the Quebec Central to points east and west on the Canadian Pacific and additional services established that will undoubtedly be much appreciated by the travelling public.

The Quebec Central has now under construction a station at Newington for the particular convenience of its East Sherbrooke patrons travelling to and from Quebec and intermediate points.

The statement was also made that no change will be made or is contemplated in the Quebec Central freight arrangements, the joint use of the Canadian National freight facilities in Sherbrooke to be continued with the operation of its freight trains over Canadian National Sherbrooke and Lennoxville, connecting with the Newport subdivision.

MAY 26

1927

is an event of considerable importance in view of the long history of the Quebec Central Railway. Though incorporated as a company in 1869, it was five years later, in 1874, that the trains left the old Grand Trunk station in the direction of Quebec, though at first the line extended only to Westbury near East Angus. That company was the Sherbrooke, Eastern Townships and Kennebec Railroad, but became the Quebec Central in 1875. Taking over the old Lewis and Kennebec, which had been built from Levis down to the Chaudiere River and which had gone into liquidation, the Quebec Central, having built its own line up to that river, soon had the through track to Levis. Ever since the old mixed trains of 1874 arrived at and departed from Sherbrooke, the Quebec Central used the lower town station, until yesterday morning, when the upper station was first used. The first Q.C.R. train to enter this station was number one, arriving from Newport at 6.35 a.m. and leaving for Quebec at 6.50 standard time.

The Quebec Central trains on the Newport branch are transferred from the Canadian Pacific to the Canadian National tracks just this side of Lennoxville by a new switch at the diamond crossing. They thus still use the C.N.R. station at Lennoxville, and branch off on their own line for Newport just beyond the road crossing as heretofore.

#### **Montreal-Newport Car.**

Yesterday was the inauguration of the summer schedule of the Quebec Central. The Sunday only trains to and from Newport were run for the first time this summer, leaving Sherbrooke for the American town at 9.30 a.m., and returning at 6.15. The special week-end parlor car service from Montreal to Newport, via C. P. R. to Sherbrooke and Q.C.R. to Newport, which was operated last year, was also put into effect yesterday. This car arrives at Sherbrooke from Montreal Saturday afternoon, is transferred to the Quebec Central, and leaves for Newport at 4.15 p.m. Returning, the car arrives at Sherbrooke on the Sunday only train at 6.15, and leaves in a few minutes by Canadian Pacific for Montreal.

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# Q.C.R. PASSENGER TRAINS USED CANADIAN PACIFIC STATION AS "STOP" POINT FOR FIRST TIME

After Using Grand Trunk and Canadian National Station for Past 53 Years, Quebec Central Now Uses Upper Town Terminal for Passenger Service—Newington Station Opened as a Flag Stop—Trains on Newport Line Switched to C. N. R. at Diamond Crossing Near Lennoxville.

**A**FTER using the station of the Grand Trunk and Canadian National Railway on Depot Street for the past fifty-three years, ever since the company ran its first trains out of Sherbrooke, the Quebec Central Railway ran its passenger trains from and into the station of the Canadian Pacific Railway on Belvidere Street in the upper part of the city for the first time yesterday morning. The change marked an important event in the history of the Quebec Central, and the accomplishment of a scheme which had been contemplated for over a year, and thought of even many years ago. Freight service of the company is still carried on at the lower town station of the Canadian National but all passenger trains, both on the Quebec-Sherbrooke and Sherbrooke-Newport lines, will henceforth use the C. P. R. terminal.

The new station at Newington, in East Sherbrooke, was opened yesterday as a flag stop for the convenience of travellers from and for that part of the city. The despatchers' office and dining car department are located at this new depot. The changes and additions to the Canadian Pacific station are not yet completed, but are progressing rapidly.

The change in passenger stations

JUNE 27  
1927

# INSPECTION OF Q.C.R. CARRIED OUT THIS WEEK

Property Throughout Lines Was  
Found in Excellent Condition  
—Mr. Grant Hall, President,  
Was Accompanied by Mr. J. H.  
Walsh and Other Officers.

The usual annual inspection of the Quebec Central Railway was made during the course of this week by the president, Mr. Grant Hall, of Montreal, accompanied by his guests, Messrs. W. A. Black, vice-president Ogilvie Flour Mills, Ltd., and V. G. R. Vickers, vice-president of the Holden Company, and general manager and officials of the company. After visiting North Hatley and calling upon Mr. M. H. Cahill, vice-president, Seaboard Air Lines, who has been spending a holiday at North Hatley, the party met the company's officials and local officers at a very pleasant dinner at St. George's Club on Wednesday evening.

The inspection party left Sherbrooke by special train on Thursday morning, visiting the Brompton Pulp and Paper Company's plant at East Angus, the different Asbestos mining companies' work, and proceeded to Megantic, arriving there Thursday evening. The party returned over the Megantic and Chaudiere sub-divisions to Lake Frontier, arriving there at midnight. The inspection of the Chaudiere sub-division, Lewis sub-division and main line between Valley Junction and Quebec was made on Friday. The company's property throughout was found in most satisfactory condition.

The officials of the Quebec Central who accompanied Mr. Hall on the inspection were Messrs. J. H. Walsh, general manager; G. D. Wadsworth, general freight and passenger agent; C. K. Bartlett, trainmaster; F. H. Hibbard, engineer, maintenance of way, and P. A. Hammond, assistant to the general manager.

August 13, 1927

# TOTAL VALUE OF Q.C.R. PRODUCTS \$30,000,000

Railway Authorities Tell Board  
of Trade of Immense Value of  
Products from Territory Serv-  
ed—60,000 Cars Required to  
Ship Produce Last Year—As-  
bestos and Farm Goods Lead.

A total of one-and-a-half million tons of goods of all kinds, taking 60,000 freight cars, was shipped by the Quebec Central Railway from its territory, taking in the Eastern Townships and the Beauce and Quebec districts, in the year 1926. This information is contained in a letter from officials of the traffic department of the railway to the secretary of the Sherbrooke Board of Trade, Mr. R. A. Bartlett, in reply to a request from the latter concerning statistics about the railway's shipments. Mr. Bartlett had been requested by certain people to secure information about exports from the Eastern Townships and asked the Quebec Central for figures covering last year in order to supply part of the desired details. These 60,000 cars which were required to ship the million and half tons would, the traffic department mentioned, stretch 454 miles, or 20 miles further than the distance from Sherbrooke to Toronto, were they coupled together in a continuous line. Furthermore, if these cars were moved in one train, they would take eighteen hours to pass a given point going at a rate of twenty-five miles an hour. In other words, if a grade crossing were approached at six o'clock in the morning as such a train was pulling out, one would be unable to pass until midnight, all cars being loaded to an average of twenty-five tons each.

## Great Farm Produce

One of the largest export products of the Quebec Central in the fiscal year ended June 30, 1927, was farm stuffs. There were 5,414,000 quarts of cream of a value to the farmer of \$2,707,000; 2,848,000 lbs of butter of a value of \$1,082,000; 4,093,000 pounds of cheese of a value of \$819,000; the total value of these farm products thus being \$4,608,000. The letter to the Board of Trade remarks that if all the cream mentioned above had been turned into butter, it would have been sufficient to supply a population of 159,000 people for a whole year, assuming that each person consumed one pound a week.

In the year 1926, 600 cars of livestock were shipped by the Q.C.R. representing many thousands of head of cattle, lambs and hogs. Maple sugar shipments aggregated 7,000,000 pounds valued at \$1,260,000.

Pulpwood shipped amounted to 304,000 cords during the year, which, manufactured into newsprint, produced approximately 230,000 tons. Paper commodities, produced by the Brompton Pulp and Paper Company, East Angus, were valued in excess of \$6,000,000.

The great asbestos shipments from the Thetford Mines district totalled 207,000 tons, valued at between nine and ten millions of dollars.

The total shipments of all products from the Quebec Central were valued at over thirty million dollars, aggregating about one and a half million tons.

September 16  
1927

# Stanstead Plain Protest Q. C. R. Proposal To Close Station At That Point

Passenger Patronage Extremely  
Light—Railway Would Con-  
tinue Only Freight Service—  
Conference With Council—  
Chamber of Commerce Meets  
—Village Municipality As-  
sumed Cost of Construction  
Many Years Ago in Return for  
Contract from Boston & Maine  
to Operate in Perpetuity.

(Special to the Record)

**S**TANSTEAD, Oct. 10.—A vigorous controversy has developed between the village of Stanstead and the Quebec Central Railway with regard to the operation of this end of the "spur" line, namely, the portion from Rock Island Station to Stanstead Plain, about one mile in all.

The Quebec Central wants to discontinue passenger service and close the Stanstead station, using the line only for such freight as is offered at this point.

The Stanstead authorities protest against this and point out that they have a contract from the Boston and Maine Railway, former lessee of the line, guaranteeing operation in perpetuity.

Some forty years ago the line was extended from Rock Island to Stanstead Plain up a very steep grade. The municipality of Stanstead assumed the cost of construction, some \$30,000 in all, to meet which municipal bonds were issued. These have just recently been paid off. The Boston and Maine at that time entered into contract to operate the line in perpetuity.

The people of Stanstead, therefore, point to this contract and protest against any interference with the service.

A conference took place last week between the municipal council and the Quebec Central, represented by Mr. J. H. Walsh, general manager, and Mr. G. D. Wadsworth, general passenger agent.

On Saturday evening the International Chamber of Commerce met to discuss the matter and decided to support the village of Stanstead in its position.

The Quebec Central, in seeking to be relieved of operating this one mile uphill railway, points to the losses now being sustained by its operation. The patronage is said to average

only two persons per train. The automobile has intervened to such an extent that the people of Stanstead do not use this service to any great extent themselves. Passengers to and from Stanstead College always use the Rock Island Station. In fact, according to Quebec Central contention, the running of trains up to the Stanstead station is a dead loss to the railway without being an accommodation to the public.

It is understood that in the event of the Stanstead station being closed the Quebec Central has in mind running its main line trains as far as the Rock Island station. This could not be done to the Stanstead station on account of the grade.

And so the controversy is in full swing at the present time. There is talk of an appeal to the Railway Commission and also some rumors of a possible compromise by which the railway would carry out its plan, paying to the municipality a part of the amount involved in the original cost of the road.

It is understood that at the conference with the Council, the railway authorities pointed out that as a matter of fact the whole spur line was being operated at a loss and that as regards Stanstead the freight being offered at that point was not sufficient to justify the maintenance of even a freight service to that station.

OCTOBER 10  
1927

# Stanstead Has Next Move In Argument With Q.C.R. Regarding Train Service

Outstanding Question of Day Is  
"Will Village Council Make a  
Definite Proposal of Compromise  
to Railway Company?"  
—For Moment Discussion Be-  
tween Two Companies Ap-  
pears to Be at a Standstill.

(Special to the Record)

**S**TANSTEAD, Oct. 17. —  
Quebec Central Railway  
passenger trains are still  
climbing the hills to Stanstead  
Plain, receiving and discharging  
their few passengers.

For the moment the discussion  
between the railway company  
and the village appears to be at  
a standstill.

The next move is said to be  
the village.

The railway company wants  
to discontinue passenger service  
between Rock Island and Stan-  
stead, but will continue the  
freight service if amicable ar-  
rangements can be reached. The  
company claims neither pas-  
senger nor freight business justi-  
fy the service.

Mayor Hay and his council  
point to a contract providing per-  
petual operation and to a muni-  
cipal payment of some \$30,000  
made years ago in consideration  
of this contract.

If the contract is broken is any  
compensation due the munici-  
pality? If so, how much?

Will the village council make  
a definite proposal of com-  
promise to the company?

This seems to be where the  
matter stands at present.

OCTOBER 17  
1927



# TRAIN STRUCK AN AUTOMOBILE AT EAST ANGUS

Occupants Escaped With Minor Injuries—Train Going Very Slow—Heavy Rain Cut Out Sound of Train—Driver Unable to See Clearly Owing to Side Curtains.

EAST ANGUS, QUE., Nov. 16.—Four people received minor injuries when the car in which they were riding was struck by a Quebec Central freight train on a crossing near the station here on Monday evening at 10.30 o'clock.

The freight, which was a double header, was pulling out of the station and was going about ten miles an hour when it hit a Chevrolet car, owned and driven by Alphonse Badeau, a taxi driver, and occupied by three fares. Although the automobile was badly damaged, the occupants escaped with bruises and scratches.

According to information received, it is believed that Mr. Badeau was unable to see the approaching train, owing to the fact that the side curtains were up, and the rain drowned out the sound of the engines.

November 16,

1927

## RAILWAYS SUFFERED CONSIDERABLY—MANY WASHOUTS REPORTED; FLOOD BETWEEN LENNOXVILLE AND CAPELTON

The railways have suffered considerably. The Boston and Maine service has been completely tied up by a flood between Lennoxville\* and Capelton, where the water has risen over the tracks to a depth of three feet, and has flooded the line for a distance of about a mile between the junction of the B. & M. line with the C.N.R., and the Comstock bridge. The express to Boston and New York got through safely last night, although it was very late, but the northbound passenger train, due in Sherbrooke at 9.05 p.m., was unable to proceed any farther than the cross road near the Comstock bridge, and did not reach that point until nearly 1 a.m. The line was still flooded this morning, and a special train was made up in Sherbrooke to go to Lennoxville to bring in passengers transferred from the morning express from New York. Passengers were taken off the train at the crossroad and brought in automobiles to Lennoxville, where they were put aboard the special train.

The Canadian National Railway trains came through on time this morning, and today their lines are in operation, and all trains are running operation, and all trains running on ever, a washout below Island Pond tied up the service temporarily and the Portland express, due in Sherbrooke at 3.30 p.m., was delayed. A special train was made up to leave here on schedule time.

On the Canadian Pacific Railway a washout occurred between Sherbrooke and Megantic which tied up last night's trains. The Halifax express was routed through to Megantic over the Quebec Central Railway's lines from Sherbrooke. Service was resumed, however, by this morning.

The Quebec Central Railway is the only one which has escaped damage from the water, and its trains have been running practically on schedule time.

The Boston and Maine line in Northern Vermont suffered a great deal of damage, and in one place near West Burke, a landslide covered the tracks with mud to a depth of some ten feet. In the vicinity of White River Junction, in the Connecticut River Valley, the floods are reported to be causing serious damage.

## QUEBEC CENTRAL SERVICES

Owing to the rapid increases in the passenger traffic on the Quebec Central during recent years, it has been necessary for them to acquire considerable additional passenger rolling stock and for some years past the policy has been adopted of purchasing only steel constructed cars, and there has also been rebuilt at their Newington Shop a large percentage of their wooden coaches with steel construction. Three modern passenger locomotives, capable of handling heavy trains, have also been purchased during the last year which are now handling the trains between Sherbrooke and Quebec.

To travel Quebec Central ensures safety, comfort, convenience and on-time performance.

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JUNE 15, 1927

# DECIDED C. P. R. WILL OPERATE HEREFORD LINE

Announcement Made This Morning on Return from Ottawa of Hon. Jacob Nicol—Federal Minister of Railways and Canals and Canadian National Railway Officials Reported to Have Accepted Offer.

C.P.R. LIKELY TO RUN LINE  
TO LIME RIDGE AND THERE  
MEET QUEBEC CENTRAL

Canadian Pacific Already Operates Two Lines in That District—Hereford Road Will Be Deeded Directly to C.P.R., It Is Indicated.

THE announcement was made this morning that the Canadian Pacific Railway would operate the Hereford Railway instead of the Canadian National Railways.

This fact became known this morning with the return from Ottawa of the Hon. Jacob Nicol, Provincial Treasurer. While in Ottawa Mr. Nicol had an interview with both the Hon. James Robb, Minister of Finance, and the Hon. Mr. Dunning, Minister of Railways, regarding the operation of the Hereford Railway.

It is understood that the Exchequer Court is preparing a final deed and it appears that at the last moment the Canadian Pacific Railway offered to take over the road from the Canadian National Railway. The Minister of Railways and the Canadian National Railway, it is understood, have accepted the offer, and the road will be deeded directly to the Canadian Pacific Railway.

In Mr. Nicol's opinion the public will be pleased to hear that the Canadian Pacific Railway has taken over the road, as it already operates two lines in that district to the satisfaction of the public.

It is believed that the Canadian Pacific Railway will probably operate the line up to Lime Ridge, so as to connect with the Quebec Central Railway.

April 9  
1927

# IMPORTANT NEW Q. C. R. SERVICE IS ANNOUNCED

Through Parlor Car Each Week-  
End from Montreal to Newport  
Via Sherbrooke Will Be Great  
Help to Summer Resorts-  
New Sunday Train from Here  
to Newport.

The establishment of a through parlor car service at week-ends from Montreal to Newport, via Sherbrooke, to accommodate the Lake Massawippi summer residents especially, is the important addition to the service of Quebec Central Railway, becoming effective next Saturday, June 26th, announced today by officials of the company. The need of better accommodation for Montreal people to reach North Hatley, Ayer's Cliff and other Lake Massawippi points, has long been felt by summer residents at these popular resorts, and has become steadily more necessary owing to the increasing number of Montrealers going there each summer. Hitherto these holiday-makers have had to motor from Magog over to Hatley or Ayer's Cliff, but now they will have through service each Saturday, with return service on Sunday evening, with speed and comfort each way.

This new parlor car will leave Montreal each Saturday at 12.45 p.m., by Canadian Pacific, and will arrive in Sherbrooke at 3.45, when the car will be transferred to the Quebec Central at the lower (Depot street) station. It will leave there at 4.15 and run through to Newport, with connections with the Stanstead spur line.

Returning each Sunday, the car will leave Newport at 4 o'clock in the afternoon, with the connecting train leaving Stanstead at 4.26. It will leave Ayer's Cliff at 5.07 and North Hatley at 5.27, reaching Sherbrooke at 6 o'clock. Here it will be transferred to the Canadian Pacific regular local train, leaving at 6.10 and arriving in Montreal at 9.50 p.m.

## Extra Sunday Train to Newport

Another help to residents of the branch line between Sherbrooke and Newport to this addition, commencing next Sunday, of an extra morning train from Sherbrooke to Newport, leaving here at 9.30 a.m., and reaching its destination at 11.30. This train will return from Newport at 4 o'clock, in the afternoon, reaching here at 6. Connections with Stanstead will be made going both directions.

This new train will be of great advantage to Sherbrooke residents, who can now spend their Sunday at the lake and return the same day.

## Through Car to New York

An important improvement is also announced by the traffic department with regard to the through train daily from Sherbrooke to Springfield and return. By this improvement, the Pullman sleeping car operating between Sherbrooke and Springfield will be extended to New York, so that no transferring will be necessary at Springfield.

Mr. G. D. Wadsworth, general passenger agent of the Quebec Central, when spoken to regarding these changes and additions, said that he was sure they would please the public and show that the residents of the former Boston and Maine line would not suffer through the change in management. He spoke especially of the importance of the service from Montreal to Newport via Sherbrooke, which will be of great benefit to North Hatley as a tourist and summer resort.

JUNE 24  
1926

## LOCAL O.C.R. MAN WAS INJURED AT COLERAIN

Ernest Davin, Thirty-Six Years Old, Crashed Right Foot While Coal-ing Engine—Brought to Sherbrooke Hospital—Condition Regarded as Favorable.

While filling the tender of his engine at Colerain yesterday morning, Ernest Davin, thirty-six years old, of this city, an employee of the Quebec Central Railway Company, suffered a badly crushed right foot when the cables supporting the coal chute gave away, allowing the heavily-laden projector to fall across his foot.

According to accounts received, Davin, who is a fireman on the Quebec Central Railroad, was coal-ing an engine in preparation for his day's run. While the coal was pouring into the tender, supporting cables holding the chute broke and it fell with great force on his foot. First aid was rendered and the injured man was taken to the Sherbrooke Hospital, where he is at present a patient.

Latest reports from the hospital state that while Davin is suffering considerably, there is thought to be no danger of him losing his foot.

August 11 1927

# SEPTEMBER HAD PALATIAL EQUIPMENT

One of the most elaborate trains ever seen in this part of the country passed through Burlington at about four o'clock this morning on its return to Boston after a brief visit to Quebec. It was the special, with all Pullman cars, bearing ninety-one officials and representatives of the Raymond and Whitcomb Tourist Company who were the guests of the executive officers of that organization on this last cruise.

The special, which consisted of eleven cars, left Boston at four o'clock Sunday afternoon and went over Boston and Maine and Canadian Pacific tracks to Newport where it was transferred to the Quebec Central. Going through this city shortly after midnight, standard time, it reached Quebec about 5.30 a.m. Monday, and the whole day was spent by the party in the Ancient Capital.

There was a special breakfast at the Chateau Frontenac, and the morning was occupied in a trip to Ste. Anne de Beaupre and Montmorency Falls, followed by luncheon at the Chateau. In the afternoon there was a meeting for the discussion of business matters affecting the Raymond and Whitcomb Company.

The special train left Quebec on its return trip at 11.20 p.m., going through here in the early hours of this morning and being transferred from the C. C. R. to the C. P. R. at Newport. At St. Johnsbury the train was later handed over to the Maine Central Railroad and sent down to the White Mountains. The party was accompanied from Boston to Quebec, and back as far as Sherbrooke, by Mr. G. D. Wadsworth, general freight and passenger agent of the Quebec Central, Sherbrooke. Officials of the Boston and Maine and Canadian Pacific had officials to meet the train in Quebec.

The Raymond and Whitcomb Tourist Company is akin to Cook's tours, though it confines its activities mostly to this continent. It runs one of the luxurious trains such as went through here this morning, from New York to the Yellowstone National Park and the Pacific coast once a week, taking from fifty to eighty-one, which is the maximum, people each trip.

The train that went to Quebec, however, was not one for the public, but was occupied entirely by officials and district representatives of various kinds of the company itself, the purpose being to instruct them in their duties and to teach them to "sell" the cruise, since the train is similar to those which run across the continent.

## Gymnasium And Movies.

Whatever one might read, it is to be found aboard this special train, which was built expressly for the use of the Raymond and Whitcomb people by the Pullman Company. The cars consisted of a Boston and Maine combination car used merely as a buffer, one recreation car, three bedroom cars, one seven-room car, two three-drawing room six-compartment cars, one observation car and two diners. This equipment was nothing short of palatial.

The seven-room car was made up in the form of seven enlarged drawing-rooms each with its berths, toilet, etc., as with the ordinary drawing-room section of a sleeper, but in addition with enough space in each for reception purposes. The two drawing-room cars were each composed of three drawing-rooms and six separate compartments.

The bedroom cars are a new product of the Pullman company. In them there are separate bedrooms, not with berths, but individual beds. Each bedroom has its lavatory with bath, and these bedrooms all open off a passageway which goes down one side of the car.

The most remarkable car, however, is the recreation car, the like of which had never been seen here before. The first part of it is a well-equipped gymnasium, with an electric horse, swings, punching bags and pulley weights for exercising. Next there is a small but comfortable motion picture theatre where the party was entertained at night. This seats from fifty to sixty, the machine being erected in the gym and projected through to the theatre. Beyond this is a barber shop, with a barber's chair and shower baths, and finally come a

September 13  
1927

# NEW RY. STATION TO BE ERECTED AT ROCK ISLAND

To Be Situated Near Butterfield  
Offices—Freight Sheds Near  
Boundary—Personals and  
Happenings From Rock Island  
and District.

ROCK ISLAND, March, 14. — Quite a number of officials, and engineers of the Quebec Central Railway were in the village several days last week making arrangements for the construction of the new station and the reconstruction of the railway yard. It is understood that the blue-prints are ready, and that the grounds have been staked out for a very pretty brick building which will house the waiting rooms, ticket offices, baggage and express rooms, this building to be located not far from the Butterfield offices, somewhere near the junction of railroad and Paquette streets, and the freight sheds will be located somewhat farther west than the present sheds, probably the Derby Line shed being placed about on the

extension of the former Butterfield yard, and the track directly on the international line between these buildings, thus facilitating the unloading and loading of freight for both countries. The yards are to be entirely re-laid, and the main line from Beebe is to be moved somewhat south of the present line from the vicinity of the Beebe bridge to the yard north of the new bridge, nearly the old roadbed that was in use previous to the building of the Stanstead extension. A recent survey was made from Tomifobia, following up the Tomifobia river from near the Comstock bridge and making a circuit in the vicinity of the present yards, and thus into Beebe, but it was found to be utterly impracticable, so that upon completion of the new Union Station for Stanstead, Rock Island and Derby Line, there is to be a main-line service as at present, the only inconvenience being for the railway itself, in doubling over this three mile branch, in order to give the public the best advantage of through line service.

MARCH 14/1928

brood, last week attending the meeting of the Presbytery.  
Mr. Herbert Wilson, of Haleb, Me., formerly of this place, is in the Sherbrooke Hospital, having undergone an operation.  
Miss Irene MacLeod is spending a few weeks in Scotsdown the guest of Mr. and Mrs. Murdo A. MacIver.  
Mrs. Donald MacLean was in Scotsdown last week, visiting her daughter, Mrs. Dan MacDonald, who is ill.  
Mr. Donald MacDonald has gone to Springfield, where he will spend the next few months.  
Mrs. Roderick Morrison and Mrs. Eva Morrison spent a few days in Sherbrooke last week.  
Mr. and Mrs. Donald R. MacKenzie and daughter, who have been in Portland during the winter, are moving to Marshboro Corner this week.  
Mr. and Mrs. Alex D. Stewart, who are moving to Beverly, Mass., were in Skinner, Me., last week.

MARCH 14, 1928



# PETITION MADE RE BRANCH LINE TO STANSTEAD

**Village of Stanstead Plain Fyle  
Petition Before Board of Rail-  
way Commissioners for Con-  
tinuation of Service From Rock  
Island to Stanstead.**

A petition was fyled before the Board of Railway Commissioners by the Village of Stanstead Plain on Friday last requesting the Quebec Central Railway Company to operate the line between Beebe Junction and Stanstead in the same manner that the company maintains the line between Beebe Junction and Rock Island.

The petition is based on the fact that on September 30th, 1896, an agreement was entered into between the petitioner and the Boston and Maine Railroad, by which agreement the municipality of Stanstead Plain undertook to build an extension of a branch line terminating at Rock Island, to a point in the village of Stanstead Plain, a

distance of about one mile, the petitioner assuming the obligation to pay the costs of the entire construction. The extension branch line was immediately built and with the assistance of subsidies from the Federal and Provincial Governments the sum of \$18,215.54 paid for the construction.

On May 5th, 1926, the Quebec Central Railway took over the operation of the branch and assumed all obligations, among which was the obligation to maintain and operate the extension branch line to Stanstead Plain and to give the village of Stanstead Plain a similar service to that which was offered on the spur line between Rock Island and Beebe Junction. Up to December 11th, 1927, the Quebec Central Railway maintained and operated the whole of the branch line from Beebe Junction to Stanstead Plain, a service satisfactory to the general public of the village of Stanstead, but on that day cancelled the main part of the passenger service from Rock Island, leaving only one passenger train, though operating and maintaining six daily trains on the line between Beebe Junction to Rock Island. According to the agreement, however, which the petitioner claims has forty years yet to run, the Quebec Central Railway is obliged to give and furnish a similar service from Rock Island to Stanstead Plain as from Beebe Junction to Rock Island.

During the fall of 1927 the Que-

bec Central Railway offered a compromise in the matter by giving the Village of Stanstead Plain an adequate freight service and to return to the village of Stanstead one half of the amount paid for the building of the line in 1896. This, however, was not agreed to by the petitioner, with the result that a petition was fyled before the

Board of Railroad Commissioners. It is understood that the Board will send an engineer to study the matter and report his findings.

Mr. F. S. Rugg, K. C., will, it is understood, fyle his plea before the Board of Railway Commissioners within the course of a few days.

The Village of Stanstead Plain is being represented in this case by Mr. Wilfrid Lazure, K. C.

powers and the adoption of world methods to secure the triumph of Christ. These had signally failed, and must inevitably fail wherever they are employed. Only by the way of the cross can Christ be enthroned as King of Kings and Lord of Lords.

The beautiful floral decorations of red roses on the Communion Table were in memory of the late James Simpson Mitchell, for many years an active worker in Plymouth Church, and who passed away on April 7th, 1920.

APRIL 2 1928

## **THROUGH SLEEPING CAR SERVICE BETWEEN SHERBROOKE AND NEW YORK**

The Quebec Central Ry. announces that the present sleeping car service between Sherbrooke and Springfield, connecting with parlor cars to and from New York, will be replaced by direct through sleeping cars between Sherbrooke and New York.

The first through southbound sleeper will leave Sherbrooke on Q. C. train No. 6, at 8.45 p.m., Saturday, Nov. 16th, arriving Grand Central Terminal, New York, 11.40 a.m. Sunday, and the first through northbound sleeper will leave Grand Central Terminal, New York 5.00 p.m. Monday, Nov. 18th, arriving Sherbrooke 7.20 a.m., Tuesday, continuing on this schedule, daily except Sunday, from Sherbrooke and from New York.

This through service to and from New York City will no doubt be much appreciated by the travelling public.

NOVEMBER 16  
1929

# A. H. WHITCOMB SUCCUMBED TO HIS INJURIES

**Local Citizen Died in Sherbrooke Hospital This Morning Following Mishap at Tring Junction Yesterday — Had Host of Friends Who Mourn His Passing.**

The death of a well-known local citizen, a locomotive engineer who served the Quebec Central Railway at 1926 and previous to that the Boston and Maine line, occurred in the Sherbrooke Hospital this morning in the person of Albert H. Whitcomb, 79 Wellington street south, who succumbed to injuries sustained at Tring Junction yesterday morning.

Mr. Whitcomb had resided in Sherbrooke for many years and had a host of friends who were shocked to hear of his tragic death this morning. He is survived by his wife, nee Florence Epps, and one son, Harvey, apart from other relatives.

Mr. Whitcomb who was fifty-one one years old, started his railroad career with the Boston and Maine on February 2nd, 1903, exactly thirty-one years to the day from the date of his mishap, and entered the employ of the Quebec Central Railway on June 1st, 1926, when the Q.C.R. took over the Boston and Maine line between Newport, Vt., and Sherbrooke. He had lately been assigned to trains Nos. 429 and 428, operating between Tring Junction and Courcelles.

The accident that claimed Mr. Whitcomb's life occurred at Tring Junction yesterday morning. Preparing to start on his run, the engineer went to the roundhouse to get his engine. After oiling the locomotive, he moved it towards the chute and "spotted" the tender to enable the fireman to fill the front part of it with coal.

After Fireman W. F. Dunn, of Sherbrooke, had completed his work, he called to Whitcomb to move ahead a bit, but Dunn received no reply. He called again to the engineer, and, receiving no answer, climbed down into the cab of the engine. Whitcomb was not in sight. Dunn descended from the locomotive and found Whitcomb lying alongside the adjoining track, about fifty feet ahead of his own engine. The fireman, noticing that his companion was badly injured, immediately summoned assistance, and Whitcomb was removed to the bunk room. Dr. J. R. Chretien, of St. Frederick, Beauce County, was called to the scene and rendered first aid to the injured man, after which Whitcomb was removed to Sherbrooke by special train, arriving at the hospital shortly after noon. He was suffering from a badly crushed right foot, severe lacerations to the head and fractured ribs. He died as a result of his injuries at 9:30 o'clock this morning.

The exact circumstances surrounding the mishap are not known. While Dunn was filling the tender with coal, he heard and saw a freight train go by on the adjoining track. As no one saw the accident occur, it is presumed that Whitcomb had either descended to oil his engine and was struck by the other train; or that he was leaning out of the cab-opening when the other locomotive went by.

An inquest will be held today by Leonidas Bachand, district coroner.

FEBRUARY 3, 1934

# THIRTY CARS DERAILED AT ST. EVARISTE

JANUARY 25 1935

Wreck Occurred Between St.  
Evariste and St. Ephrem Early  
This Morning when Freight-  
Cars Loaded with Pulpwood  
Left Rails—No One Injured

St. Evariste, Que., January 25.—  
Thirty freight cars, loaded with  
pulpwood destined for St. Gerard,  
were derailed early this morning  
on the Corselles-St. Gerard line of  
the Quebec Central Railway.

The locomotive and the van car  
remained on the tracks and no per-  
sons were injured. Four freight men  
were in the van car at the time of  
the accident.

The wreck occurred about three  
miles from here between St. Evar-  
iste and St. Ephram.

The pulpwood, property of the  
Brompton Pulp and Paper Company,  
was to have been dumped into the  
St. Francis River at St. Gerard to  
be carried down by the river current  
to Bromptonville in the spring.

Each car contained about fifteen  
cords of wood.

G. D. Wadsworth, general mana-  
ger of the Quebec Central Railway,  
stated to the Record today that the  
cause of the accident was unknown.  
It is presumed, however, that the se-  
verely cold weather of the past few  
days caused the rails to spread.

JANUARY 25  
1935

# FREIGHT CARS JUMPED TRACK AT NEWINGTON

**Q.C.R. Officials Seek to Determine Cause of Derailment of Part of Mixed Train Near St. Francis River Bridge Saturday Afternoon.**

Quebec Central Railway officials today sought to determine the cause of the derailment of five freight cars of the mixed train from Quebec City at the St. Francis River bridge near the Newington shops early Saturday afternoon.

No one was injured in the wreck and the passengers, as well as those on the evening train from the Ancient Capital, were transferred by autobus from the Newington shops to the city.

The wreck occurred when two wheels of the leading truck of a freight car derailed at the curve approaching the bridge and continued as far as the turnout at the other end of the structure, when the train came to a halt.

Four other cars left the track and considerable damage was caused to the ties over the entire length of the bridge. The rails were cleared and the ties repaired by six o'clock yesterday morning, when normal traffic was resumed.

August 10  
1936

# General Manager Today Gave Assurance No Foundation To Report Q.C.R. Staff To Move

G. D. Wadsworth Declares, However, Staff Found Surplus When Study Is Completed Will Probably Be Absorbed in Service of C.P.R. in Montreal—Instruction to Employees Not to Renew Leases Not Countermanded—Need for Economy Described as "Most Urgent."

Assurance that the administration of the Quebec Central Railway could not be moved from Sherbrooke to Montreal was given today by G. D. Wadsworth, general manager of the company, who returned to this city last night after conferring with Canadian Pacific Railway officials in Montreal.

Mr. Wadsworth stated definitely that the several offices composing the administration would remain here. The statement added, however, that there is considerable overlapping in certain work performed by the Quebec Central with that of the Canadian Pacific which can be eliminated without impairment to the service and a study is now being made in this connection.

When this study is completed, in all probability some of the staff found surplus will be absorbed in the service of the Canadian Pacific Railway at Montreal. How many employees would be thus affected will not be known until the committee studying the question submits a report, it was said.

It was learned that the notification given employees not to renew their leases had not been countermanded.

It was said in Mr. Wadsworth's statement that the Quebec Central Railway failed to earn its operating expenses last year and as the prospects of 1939 are even less encouraging the need for economy is most urgent.

Communicate With Sir Edward Beatty.

A request to Sir Edward Beatty, president of the Canadian Pacific Railways, to further consider the rumored plan to remove a number

## REFUTES RUMOR



G. D. WADSWORTH, general manager of Q.C.R., who today stated railway company's administration will remain in Sherbrooke.

of the local staff of the Quebec Central Railway to Montreal was made by the directors of the Sherbrooke Chamber of Commerce at a special assembly yesterday afternoon.

Convened as a result of reports that local employees of the Q. C. R. had been advised not to renew the leases on their various homes, the assembly went on record as opposing any move to deprive Sherbrooke of the citizens who would be involved by any such transfer.

A telegram from Mayor Marcus Armitage and the Aldermen to the head of the C.P.R., asking for a delay in any decision until further study of the proposal can be made, was read to the trade group directors and, after considerable discussion, it was decided to send another wire to the same effect in French, signed by L. N. Audet, president of the Chamber of Commerce.

Following is the text of the telegram: "We are greatly concerned to learn that you are considering moving the officials and staff of the Q.C.R. office from Sherbrooke. Such a move would be bitterly resented here and detrimental to the prestige and business of the Canadian Pacific Railway and the Quebec Central Railway in this city and in the Eastern Townships. We pray you to delay this action and allow a citizens' committee to meet you."

Besides the Q.C.R. question, the directors of the commerce body also studied a resolution of the Montreal Chamber of Commerce asking an amendment of the Quebec vehicular laws to conform with those in other parts of the Dominion and the United States where after a motorist has been involved in an accident and found guilty of an infraction of the law he must produce evidence that in the event of a future mishap he can assume a responsibility of

Continued on page 5, col. 4.

February 1, 1939

# RAILWAY CHIEF COMMENTS UPON Q. C. R. MATTER

Sir Edward Beatty Informs  
Col. the Hon. J. S. Bourque  
Proposed Shift of Staff  
Under Close Study. Feb 11

Col. the Hon. Johnny Bourque,  
Provincial Minister of Public Works  
and of Lands and Forests, this  
morning made public the answer  
he had received from Sir Edward  
Beatty, president of the Canadian  
Pacific Railway, in reply to a re-  
quest for further consideration of  
the proposed plan to move part of  
the local staff of the Quebec Cen-  
tral Railway to Montreal.

The communication from Sir Ed-  
ward read as follows: "We are con-  
tinuing our investigations into the  
Q. C. matter but they are not com-  
pleted. You may rest assured that  
any representation from you will  
receive our most careful considera-  
tion."

Replies to telegrams regarding  
the same matter have also been re-  
ceived by Mayor Marcus Armitage  
and Louis N. Audet, president of  
the Chamber of Commerce.

February 11  
1939





# REPORT NEWINGTO

## Decision To Shut Doors To Affect Thirty-Two Workers

Some Employees to Be Transferred to Montreal Angus Shops  
and Others to Canadian Pacific Railway Machine Shops  
Here—Unofficially Said Most Buildings to Be Torn Down  
to Save Cost of Taxes.

Latest step in the determination to be laid off entirely, it was understood. of the Quebec Central Railway to

put operating expenses under the paring knife is to close the Newington shops on Bowen avenue south May 1, it was learned unofficially, but from reliable sources today. The buildings housing the shop equipment are to be torn down to save the cost of taxes, it was said, with the exception of those in which the motor buses operated by the company are stored.

All of the thirty-two employees of the shops will be affected in the change. Some of the men are to be transferred to the Angus shops in Montreal, while others are to be shifted to the Canadian Pacific Railway shops here and still others are

Officials of the company refused to comment on the matter, but it was learned that the employees have received notices informing them of the change.

Recently the majority of the members of the railway's office staff were transferred to the Canadian Pacific Railway company offices in Montreal. Approximately twenty Sherbrooke families were affected by this move.

In the annual report of the company published a few days ago it was stated that net operating totals for the year were lower than the former twelve months. It was also stated that the prospects for the next year were not encouraging.

April 21  
1939

# Newington Shops To Close

## Official Statement Issued Today By G.D. Wadsworth Regarding Shut- Down Of Quebec Central Workshop

Believed Considerable Saving Can Be Effected Through  
Co-ordination of Facilities Similar to that Carried Out  
Between Other Lines in Canada—Nine Men to Be Trans-  
ferred to C.P.R. Roundhouse and Eleven to Angus Shops  
in Montreal.

Confirming a story carried ex-clusively by the Record yesterday that the Newington shops would close May 1, an official statement to this effect was issued today by G. D. Wadsworth, general manager of the Quebec Central Railway.

In the official statement it was said that the men employed in the Newington shops, located on Bowen avenue south, have been working fifteen days a month effecting major repairs to the company's rolling stock. Running or light repairs have been made at the Canadian Pacific Railway roundhouse here.

It is the intention to extend the operations of this roundhouse by the addition of nine men who will be transferred from the Newington shops and eleven men will be transferred to the Canadian Pacific Angus shops in Montreal.

Due to the prevailing depressed economic conditions the Quebec Central has for some years experienced heavy decreases in traffic, which has been particularly acute during the past year when the railway was unable to meet its operating expenses. It was hoped that the current year would show some improvement in the situation which, however, has not materialized, the whole situation demanding the exercise of economy in every possible direction. It is stated that the operation of Newington shops, with its overhead costs, is not an economical

proposition, and that a considerable saving can be effected through the co-ordination of facilities similar to that which has been carried out between other lines in Canada, and which can be considered only as reasonable under the circumstances.

April 22  
1939

# ICE BLOCKADES BEAUCE LINES

1943  
St. Joseph de Beauce, Que., April 27.—(P)—The turbulent Chaudière river, which showed signs during the week-end of shedding its ice coat without causing any trouble, yesterday overflowed its banks and damaged the Quebec Central Railway line between here and Beauceville.

Blocks of ice dislocated the rails and water carried away some of the ties. Some 700 passengers were treated to row boat rides when they were transferred from one train to another that brought them to their destination. All trains were delayed but no accidents were reported.

Section men set to work as soon as the water receded and the tracks were expected to be repaired during the day.

All the ice on the river has moved off and the water is gradually backing into its natural bed.

April 23 1943

# Locomotive Fireman Killed When Double-Header Struck Wash-Out

Tancrede Cloutier, 47, locomotive fireman, of Valley Junction, was instantly killed Saturday night when the leading engine of a doubleheader derailed in which he was firing was derailed when it struck a section of washed-out track. The accident occurred at about 8 o'clock, about two miles west of St. Evariste, on the Saginaw-Tring Junction branch line

of the Quebec Central Railway.

The engineer of the locomotive, Phillias Brault, of Sherbrooke, received slight burns on the hands and cuts on the head. Only the leading engine of the doubleheader was derailed by the wash-out, which was 40 feet long and 12 feet deep, and was caused by a heavy rain that night.

AUGUST 2, 1943

# LAST TRIBUTE WAS ACCORDED TO C. H. PRICE

Many friends and relatives gathered on Tuesday afternoon to pay a final tribute of respect to Charles Henry Price, who passed away in the Sherbrooke Hospital on Sunday last in his seventy-fourth year following a lingering illness.

Born in Sherbrooke December 10, 1869, Mr. Price was employed as fireman and engineer for forty-four years and retired from the Quebec Central Railway in 1935. He was a member of the Masonic Lodge and the B. of L.E.

The funeral was held at Blake's Funeral Home, with Rev. Mr. Ford conducting the service. The bearers were James Johnson, Edward Stocks, Fred Cutter, Percy Sinclair, William Varney and Kit Armstrong. Interment took place in the family lot of the Prospect Street Cemetery.

Surviving are his wife, two daughters, Leone, Mrs. Walter Buddell, of Kentville, N.S., and Bernice, Mrs. S. M. Cross; two sons, C. Leslie and R. Earle; one son, Lionel, killed in the last war; three granddaughters, two grandsons; one sister, Mrs. S. M. Harrison, of Springfield, Mass., and one brother, William Price, of Indian Head, Sask.

September 9  
1943

# TRAIN-TRUCK CRASH KILLS DISRAELI MAN

Nov 24 1943

Leonidas Bachand, coroner for the district of St. Francis, is holding an inquest today at Disraeli into the death of Napoleon Turgeon, 20, Disraeli, who was killed last night when a truck in which he was a passenger was struck by a Quebec Central freight train near Disraeli.

The driver of the truck Gerard Croteau, 32, of Disraeli, was seriously injured and is in the St. Vincent de Paul Hospital today, suffering from a broken left arm and right leg and a possible fracture of the skull.

The accident occurred last night around 11:20, when the truck, which was proceeding from Garthby to Disraeli, was struck by the train, travelling South from Disraeli station. The truck, which was completely smashed, was reported to be travelling without lights and was not seen by the engineer until the truck was directly across the tracks.

Turgeon was instantly killed and Croteau was rushed to Sherbrooke after treatment by Dr. J. N. Plante, of Disraeli.

November 24, 1943

# FOUR INJURED IN COLLISION AT BISHOPTON

Nov  
29  
1943

Henry Labrecque is resting comfortably today in the Sherbrooke Hospital following an accident in which the automobile he was riding came in collision with a Quebec Central freight train on the highway near Bishopton Station early Saturday morning. Other occupants of the car, Gordon McAuley, the driver, Miss Thelma Rioux and Mrs. James McKenzie, were less seriously injured.

Miss Rioux suffered cuts about the face, and was bruised about the arms and right hip. Mrs. McKenzie, of Marbleton, sustained a badly back. Both women were taken to their respective homes following the mishap.

The Northbound freight train was travelling less than fifteen miles per hour when the accident occurred.

November 29, 1943

# G. D. Wadsworth To Retire As Q.C.R. General Manager Here; F. A. Pouliot Named Successor



G. D. WADSWORTH



F. A. POULIOT

G. D. Wadsworth, General Manager of the Quebec Central Railway Company at Sherbrooke, will retire under the pension rules of the firm at the end of the present month. It was announced today by officials of the Canadian Pacific Railway—Mr. Wadsworth, who has been with the Q.C.R., a C.P. subsidiary, for forty-five years, will be succeeded by F. A. Pouliot, Superintendent of the Laurentian Division of the C. P. R. at Montreal since May, 1943.

Mr. Wadsworth, born in Sherbrooke on July 16, 1884, was graduated from the Sherbrooke High School, and then entered the service of the Q.C.R. in November, 1899, as messenger boy at the age of fifteen years.

After filling positions of stenographer and clerk in the Car Service, Superintendent's and Traffic Department, Mr. Wadsworth was appointed Chief Clerk, Traffic Department, on January 1, 1906. His first official position with the railway was that of Assistant General Freight and Passenger Agent, to which post he was appointed in 1916, and two years later was promoted to General Freight and Passenger Agent.

After serving ten years in this capacity, he was promoted to Assistant General Manager in 1928 and succeeded the late J. H. Walsh as General Manager on January 1, 1931.

His railway service was not altogether confined to the Quebec Central. He was elected Director of the Temiscouate Railway Company in 1923, and Vice-President in 1927, assuming the presidency of the road in 1936 from which he retired in 1939. He is also a Director of the Massawippi Valley Railway Company.

While he was General Manager, the Quebec Central Transportation Company, a highway subsidiary of the railway—and incidentally the first steam railway in Canada to engage in bus transportation—was formed, of which he is Director and General Manager.

Mr. Wadsworth's community interests have been varied. He was governor, ex-Vice-President and member of the Executive Committee of the Sherbrooke Hospital Governor, Wales Home; member of the Board of Directors of the Y.M.C.A.; as well as Chairman of its World service and Personnel Committees; Vice-Chairman of the

Board of Stewards and member of the Session Plymouth Church, member of the Sherbrooke Advisory Committee, Quebec Hospital Association, member of the Dominion Council Canadian Boy Scouts Association, member of the Executive North Hatley Country Club and North Hatley Improvement Society, ex-Vice-President and member of the Executive of Eastern Townships Association Boards of Trade and Eastern Townships Settlement Society, and ex-Vice-President and member of the Sherbrooke Chamber of Commerce Council. His club membership includes the Sherbrooke Rotary Club, St. George's Club, Sherbrooke Curling Club, North Hatley Country Club and Canadian Railway Club.

Mr. Pouliot, the new General Manager, comes to Sherbrooke with a wide background of railroad experience with the Canadian Pacific over the last thirty-three years at Montreal, Farnham, Smiths Falls, Megawick, North Bay and Woodstock, N. B. He represented Missisquoi County in the Quebec Legislature for the 1936-39 session.

Mr. Pouliot, who will assume his new post here on July 1, joined the C.P.R. at Farnham in 1911 as a Stenographer. Five years later became an operator and was made Chief Dispatcher in 1937. He was moved to North Bay in 1940 and in 1941 became Supervisor of Transportation there for the Algoma District. In 1942 he was Acting Superintendent at Woodstock, N. B., and in 1943 was assistant to the General Superintendent of the Quebec District for three months before taking over as Superintendent of the Laurentian division.

JUNE 22, 1944



# FOUR MEN DIE IN FREIGHT TRAIN COLLISION

## Toll Of Four Killed And Three Injured In Crash That Demolished Station

Railway Investigators Probing Cause of Collision at Scott Junction Near Quebec City—Two Sherbrooke Men Confined to Hospital in Levis—Station Master Buried Under Debris But Escaped Unhurt.

Four railwaymen — including three from Sherbrooke district — were killed and three others seriously injured late yesterday afternoon when a 40-car freight crashed into the rear of a stationary train at Scott Junction near Quebec City, derailing two locomotives, ten heavily loaded cars and demolishing the railway station.

Wrecking crews from Sherbrooke and Levis were working today to clear the Quebec Central Railway line and a railway official on the scene advised the Record in a telephone conversation that it would require 24 hours to re-establish normal operations.

Railway investigators were on hand to determine the reason for the collision as preparations were made to hold a coroner's inquest later today.

Killed in the accident were:  
NED, EDWARD LYFORD, 59 years old, of Ayer's Cliff.  
WALLACE BILLING, 22 years old, of R.M.D., Sherbrooke.  
LEANDRE CYR, 29 years old, of 241a Short Street, Sherbrooke.

and ALPHONSE CLOUTIER, 86 years of age, of Valley Junction.

The injured: Albert Fuller, 59 years old, 84 Hall Avenue, Sherbrooke, suffering from a fractured thigh; John Ernest Davies, 84, of 32 Birch Street, Sherbrooke, a fractured right leg, and L. G. Lachance, 29, of St. Marie de Beauce, who has a fractured thigh and right leg. The injured are confined to the Hotel Dieu Hospital at Levis.

The wreck occurred at 4:25 o'clock yesterday afternoon opposite the Scott Junction station a short distance from the line's branch-off for Quebec and Levis.

The stationary freight was unloading merchandise at the station when the other train, consisting of two locomotives and 40 cars of varied goods, ripped into the rear.

The crash was so unexpected that none of the railway workers was able to jump to safety.

Lachance, of railway carpenter who had boarded the first train to travel a few miles down the line on a job at St. Anselme, was in the caboose of the train standing at the station when the second freight smashed into the rear at a speed estimated by railway company employees of about 20 miles per hour. He was "squeezed" out of the caboose to safety as the caboose splintered under the impact.

The leading locomotive was reported to have left the track and ploughed into the station, completely demolishing the structure which consisted of the agent's office, a baggage room and two waiting rooms.

Station Agent J. A. Lambert was trapped under the debris as the structure collapsed with a great roar of splintering timbers. He experienced an almost miraculous escape and was found to have suffered no ill effects for his close call when extricated from the wreckage by townspeople and railway workers who rushed to the scene.

Lambert was back on the job this morning and in a telephone



W. BILLING, Killed.



LEANDRE CYR, Killed.



DAVIES, N. E. LYFORD, Killed.

MARCH 11, 1947

### Toll of Four Continued from Page 1.

the worse for his harrowing experience.

Alphonse Cloutier was just about to enter the station, after debarking from the first freight, when the crash occurred. He was killed by pieces of timber from the demolished station.

At Levis, hospital authorities reported that none of the three injured was in critical condition although it was said that it might be necessary to amputate Davies' right leg which was broken.

# Return Accidental Death Verdict t Inquest Into Freight Wreck

(Special To The Record)

Scott Junction, Que., March 11 — J. A. Lambert, station agent at Scott Junction, testified before a coroner's court yesterday afternoon that the freight train collision that took a toll of 4 dead and 3 injured occurred shortly after he had delivered a message from Ste. Marie de Beauce to the line for an approaching "extra" 48-car freight.

Lambert, who escaped with bruises and a shaking up when he was buried in the debris of the Scott Junction station which was crushed in the accident, told the court that No. 79 had stopped at Scott Junction to unload merchandise when he received the message from Ste. Marie that the train was on its way. He was in the station with Charles Carter, conductor on No. 79, when he received the despatch, and he immediately delivered the message to the train crew.

The station agent had just re-entered the station when the crash occurred.

The Coroner's Court, which returned a verdict of accidental death, holding no one responsible for the tragedy, heard how the oncoming freight crashed into the rear of the stationary train.

Albert Fuller

— was just about to move on in

compliance with the instructions received from Ste. Marie.

The first of the two locomotives hurled toward the station, and some ten heavily loaded cars piled pell-mell into the wooden structure, ripping it apart.

Alphonse Clobutter, 58 years old, Valley Junction, Que., was entering the station and was instantly killed. Station Agent Lambert and Charles Carter were both in the building when it was demolished but escaped with minor injuries.

Killed in the collision in addition to Clobutter were N. E. Lyford, 59 years old, of Ayer's Cliff; Wallace Billing, 29 years old, of R. M. D., Sherbrooke, and Leandro Cyr, 29 years old, of 244a Short St., Sherbrooke.



N. E. Lyford

Two Eastern Townships men were among the injured: Albert Fuller, 59 years old, of 34 Hall Avenue, Sherbrooke, and John Ernest Davies, 34, of 32 Birch Street, Sherbrooke. The third victim was L. G. Lachance, 29, of St. Marie de Beauce.

The Record was informed today that Davies' right leg had to be amputated below the knee.

Evidence presented at the inquest, conducted here by Dr. J. A. Robitaille, district coroner, indicated that Lyford, engineer on the "extra" freight No. 878,

seated at the right, failed to see the stationary freight opposite the Scott Junction station as his train rounded the sharp curve to the left just before reaching the station.

The brakes on the heavy train were applied too late.

MARCH 12, 1947

# Four Railwaymen Killed in Collision at Scott Junction

SCOTT JUNCTION, Que., March 11 (CP). — Railway investigators were on hand here today seeking to determine the reason for a collision of two Quebec Central Railway freight trains which resulted in the death of four railwaymen and injury to three others.

At the same time, wrecking crews were hard at work clearing away the debris and getting two derailed engines and 10 freight cars back on the tracks. Railway officials said that traffic could be routed through Scott Junction, which is about 30 miles south of Levis.

The four men who lost their lives when one of the freight trains plowed into a second train which had stopped at the Scott Junction station were: Engineer N. E. Lyford, Ayers, Que.; Fireman W. Billings, Sherbrooke, Que.; Trainman

L. Cyr, Sherbrooke, and A. Cloutier, Vallee Junction, Que.

Two of the derailed cars smashed into the station, trapping station agent J. A. Lambert under the debris. However, Lambert was removed by townspeople and railway workers who rushed to the scene, and showed no ill effects for his close call.

Those injured, brought to Levis by ambulance, were: Engineer A. Fuller, Sherbrooke, fireman J. E. Davies, Sherbrooke, and L. G. Lachance, a railway carpenter.

The moving freight smashed into the rear of the other train at a speed estimated at about 20 miles per hour.

At Levis, hospital authorities reported that none of the three injured was in serious condition, although it was said that it might be necessary to amputate Davies' right leg which was broken.

MARCH 11 1947

ST Thomas

# 18,798 Persons Visited General Motors' "Train Of Tomorrow" Here

The ultra-modern General Motors "Train of Tomorrow" slipped out of Sherbrooke early today, bound for Oshawa, Ont., after two days on display here during which more than 18,000 persons paid it a visit.

Train officials, announcing the attendance, said they were "extremely well pleased" with the reception given the train here. The total of visitors on Sunday was 8,504 and yesterday 10,294 persons filed through the train.

The gleaming blue and silver stream-liner arrived here from Quebec shortly before noon on Sunday bringing with it a large group of prominent local residents who had met it earlier in the morning at Garthby.

Following the train's arrival, a buffet luncheon, at which Paul Leprohon, local Frigidaire dealer, was the host was held at the New Sherbrooke hotel where the May-fair room was specially decorated in autumn colors and maple leaves for the occasion.

The train was opened to the public at 2 p.m. Sunday and from then until 9 p.m. and again yesterday, from 2 to 9, there was a steady flow of local and district residents passing through its luxurious cars.

The "Train of Tomorrow" incorporates all the major recent advances in railway construction—many of them unique.

The Astra Dome roofs—glass-enclosed observation domes on each car—allow passengers to enjoy an unobstructed view of the scenery. They are placed two feet above the car roof level, and measure 30 feet by 10 feet. There are reclining seats for 24 passengers in the Astra Domes of the sleeping car, chair car and lounge car, and tables and seats for 24 passengers in the dining car Astra Dome.

The day coach, or chair car, is named "Star Dust." Instead of the old stiff-backed seats, this car has "Sleepy Hollow" seats, designed according to anatomical measurements by a widely known anthropology scholar, Dr. E. A. Hooton, of Harvard University.

Smoking is permitted anywhere in the car. There are built-in ash trays in chair arms, and an efficient no-draft air-conditioning system.

Fluorescent lighting for general illumination is augmented by directed light beamed at the seats

appropriately enough. "Dream Cloud." All berths are placed lengthwise of the train, ending the old danger of being pitched out of bed, or slammed against the wall, in a sudden start or stop. There is little danger, however, of such sudden starts and stops on this train. It is equipped with electric brakes, and is "tight coupled" so there is no slack between cars to cause bunching and jerking. In addition, its G.M. built diesel locomotive pulls the train into a smooth rather than a yanking start.

Air conditioned with its own powerhouse, mounted underneath the floor, the car assures passengers of ideal sleeping conditions regardless of wintry blizzards or torrid heat waves.

Even the color scheme contributes to scheme contributes to restfulness. Light greens, yellows, pinks and blues are used in the sleeping car.

The car has eight duplex roomettes for single occupancy, three compartments, each with two berths, and two drawing rooms, each with three berths. Foldaway beds and ingenious utility of space in the car rooms during the day.

The deluxe observation lounge, named "Moon Glow," is the highlight of the train. This car contains two attractive and modern cocktail bars. Movable lounge lounge chairs permit grouping as in your own home. Half of the 66 seats are movable.

Windows more than five feet wide make almost frameless pictures of the landscape. At the rear of the car, there are only two

OCTOBER 11  
1949

## 38 Years At Throttle



Edward William Riff, left, of Sherbrooke, a locomotive engineer who has operated Quebec Central Railway locomotives since 1912, climbed from the cab of train number two-on November 15 when she came into Sherbrooke, to complete a 43-year career with the Q.C.R. Shown shaking hands with A. M. Hand, general manager of the Q.C.R., Mr. Riff spent five years as a locomotive fireman before becoming an engineer in 1912. Engineer Riff, who lives at 78 Cambrai street, Sherbrooke, plans to spend a good deal of his well-earned leisure time at his hobbies—fishing and gardening. Mr. Riff has been very active in the Brotherhood of Locomotive Engineers.

(C.P.R. photo).

November 23  
1950

# Stones Cause Derailment Of Q. C. R. Train

April 23 1951

Call it luck or fate or what you will, but officials of the Quebec Central Railway are thankful today that the derailment which delayed their Quebec-Sherbrooke-Newport passenger train at Newington last night was not a serious one.

However the consequences might well have been grave and even fatal, because the incident was caused by a number of stones having been placed close to the adjacent rails and by one particularly large one which caught the leading truck wheels of the train and caused them to jump the track.

Although it is not known who is responsible for the occurrence, Arthur M. Hand, general manager of the Quebec Central, said this morning that he believed a warning should be issued to children or others who might indulge in the dangerous pastime of placing objects on the tracks.

He expressed the hope that parents and school teachers would stress the danger and point out to the young people the inconvenience caused by the incident, to say nothing of the damage of property and the tragic loss of life which might have resulted as the derailment took place on a high embankment.

Mr. Hand said that not only should objects not be placed anywhere near the rails but also that children should not use the railroad tracks for a playground because of the danger to themselves.

Continued On Page 5

April 23  
1951

## Stones Cause

Continued From Page 3

The train was the regular 9:40 from Quebec and as a result of the derailment was three hours and twenty minutes late. Officials of the Q.C.R. provided transportation by bus and taxi for the passengers.

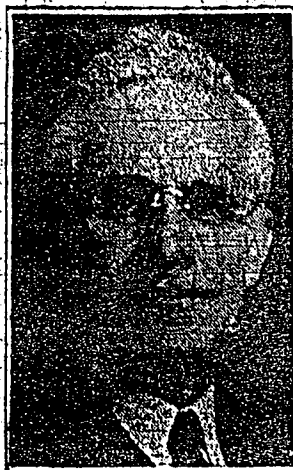
## "Dick" Hawkins Leaves Quebec Central; C. G. Blake, L. E. Trussler Promoted

Quebec Central has announced several important changes involving three well-known local residents.

Effective April 1st, J. T. "Dick" Hawkins will retire from the Q.C.R. after more than 60 years of service. Replacing him as general freight and passenger agent for the Q.C.R. is Clarence G. Blake who has been Mr. Hawkins' assistant since October, 1947.

Lynn E. Trussler, at present chief clerk of the traffic department, will become travelling freight and passenger agent, a newly-created office to replace the position now held by Mr. Blake.

Both appointments apply not only to the Quebec Central Railways but also to the Quebec Central Transportation Company.



J. T. HAWKINS

Richmond, Mr. Blake was educated at schools in Ascut, Vermont and Sherbrooke and is a graduate of LaSalle Extension University of Chicago. He married the former Florence Joanne Leech of Sherbrooke in 1934 and they have one son, James Francis. They reside at 49 Heneker Street.

Mr. Trussler is also a Company veteran, having joined the Q.C.R. in 1921 when he became a messenger in the Sherbrooke freight office. He held various posts with the Company here until 1927 when he was transferred to the head office and later to the freight traffic department of the C.P.R. at Montreal in 1939.



C. G. BLAKE

which is the bus operating unit.

Mr. Hawkins' plans after his retirement are uncertain, but he and Mrs. Hawkins will go on an extended vacation trip. Speaking of travel, "Dick" Hawkins is only the third Q.C.R. employee in Company history to hold a half-century pass on Q.C.R. runs.

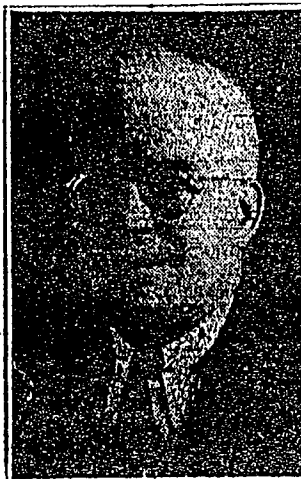
Mr. and Mrs. Hawkins spent the Easter holidays at the home of their daughter Mrs. J. S. Morse at Windsor, Ont., where on Monday Mr. Hawkins celebrated his 66th birthday anniversary.

A stellar lacrosse player in his younger days, Mr. Hawkins is still an enthusiastic sports fan. He is an honorary member of the Curling Club and finds time for other activities like Rotary and the Sherbrooke Country Club.

Mr. Blake, now in his 28th year with the Company, is perhaps best known to Sherbrooke as District Commissioner of the Boy Scouts Association.

In recognition of his exceptional service to scouting, he last year received the Silver Acorn award in a ceremony at Government House in Ottawa. Mr. Blake is chairman of the board of finance of the Sherbrooke Baptist Church. He has held office in various sports clubs of this city and his active sporting activities included tennis, basketball, golf and bowling. He is also a member of the Sherbrooke Snowshoe Club.

Born in the railroad town of



L. E. TRUSSLER

He returned to Sherbrooke in 1947, as chief clerk of the traffic department, his present post. Mr. Trussler is also active in scouting circles here and is assistant District Commissioner for camping. He holds the Medal of Merit for his services to scouting.

A member of Trinity United, Mr. Trussler is an active church worker and is also active on behalf of many youth organizations. Mr. Trussler married the former Mary Dalziel of Beebe and they have two sons, Alan and Bruce. Their residence is at 32 Victoria Street.

MARCH 21 1951

# Two Promotions And One Transfer Are Announced By Q. C. R. Company



MR. BENOIT

Quebec Central Railway Company has announced two promotions and a transfer of recent date.

Germain Benoit has been appointed assistant superintendent of the Company, succeeding L. R. Clark who has been transferred to Montreal.

Rene Joseph Portelance has been appointed master mechanic for both the Railway Company and the bus company. He will have general charge of all mechanical matters and supervision of automotive equipment.

Mr. Benoit entered C.P.R. service at Montreal in 1942 when he was employed as a trainman. Five



MR. PORTELANCE

years later he was appointed district safety agent and then supervisor of that department in December 1950, prior to moving here and taking up the position with the Q.C.R., recently.

Mr. Portelance entered the C.P.R. organization at Sault Ste. Marie, Ontario, in 1930. He was first employed in the locomotive shops there and other points in Ontario. He was made a locomotive foreman and was transferred in that capacity to Quebec Central at Valley Junction. His last office prior to this recent appointment was that of supervision of automotive equipment for the Quebec Central Transportation Company, which is the bus-operating service.

JUNE 1, 1951



# Errant C. N. R. Engine Jumps C. P. R. Track

What with pool train service throughout the country and ententes in time of mutual difficulty, the Canadian National and Canadian Pacific Railway Companies are known to co-operate with each other quite a bit.

This co-operation isn't too apparent in Sherbrooke, however, since the companies each operate their own railway stations, at different points in the city.

An event occurred here yesterday afternoon which should improve the situation since it will involve real co-operation.

A C.N.R. engine, proceeding up a C.P.R. siding to join onto some freight cars, jumped off the track and landed upright a few feet away from the track. This happened at the siding near Hall Machineries, parallel to Langdowne street.

No one was injured and there was no apparent damage but getting the errant engine back onto the track will require some doing.

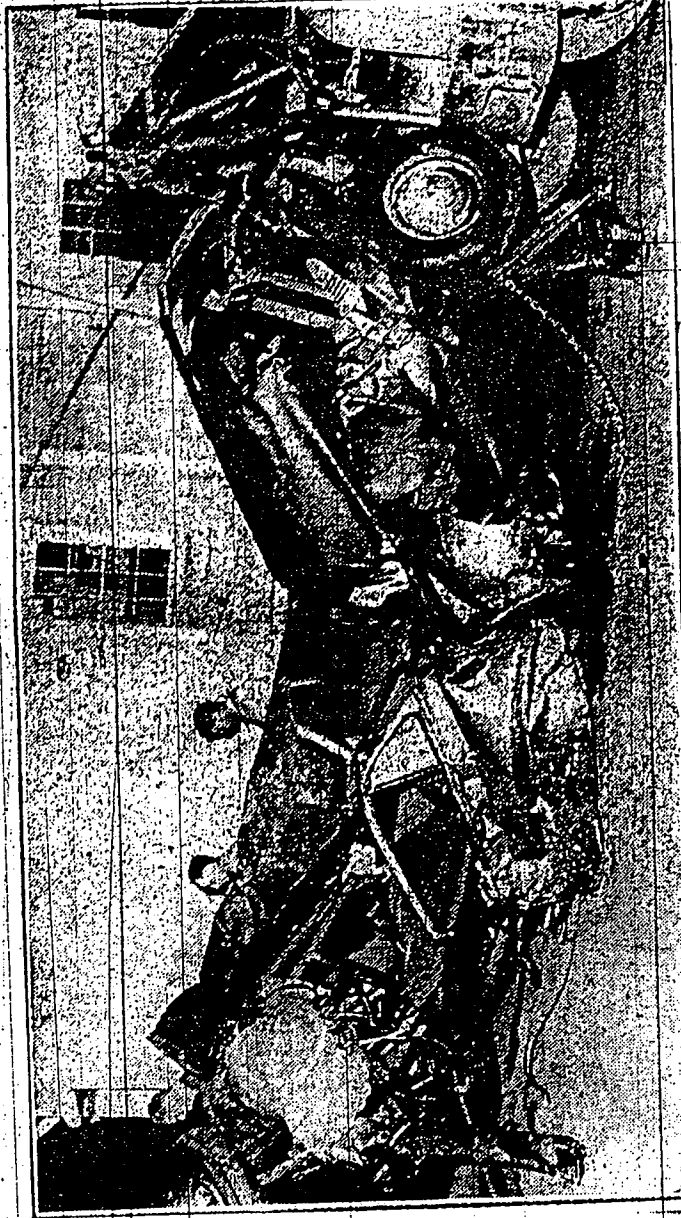
A derrick will have to be employed to haul the engine back to the track but this cannot be achieved without ripping up some of the track. It's a C.N.R. engine but a C.P.R. siding.

Officials of both companies are investigating.

July 13, 1951

SHERBROOKE, QUEBEC, TUESDAY, AUGUST 21, 1961.

## Fatal Accident At North Hatley



Shown above is the wreckage of the car in which O. John Gorman was killed last night at North Hatley, by a train, then dragged 60 feet and toppled into Lake Massawippi.

Gorman's vehicle was struck

## Level Crossing Crash At North Hatley Takes Life Of O. John Gorman, 40

O. John Gorman, 40, of Ottawa, was killed almost instantly last night when his car was struck by the south-bound Quebec Central Railway train at the level-crossing in North Hatley.

Headed towards Magog after leaving the Pleasant View Hotel, Gorman was a little more than half way across the track near the bridge in the village when his car was struck.

The 1951 Chevrolet was dragged 60 feet along the lake side of the track and then toppled upside down into the water. From the extent of Gorman's injuries it was apparent he was dead before the car went into the lake.

Mayor Clifford Reed, of North Hatley, who had crossed the bridge in the other direction just a few minutes before the accident saw the car struck. He said Gorman was travelling very slowly. He was apparently either failed to hear the approaching train or misjudged its distance from the crossing.

Mr. Reed notified Provin-

cial Police as soon as the crash occurred and residents of North Hatley quickly gathered to lend whatever aid was possible. John MacKay's jeep, Gordon Hawes' truck and tackle belonging to Vernon Packard were used to rub the badly-smashed car from the water.

Gorman's body was brought to Sherbrooke by Johnston's ambulance and the remains are resting at Johnston's Funeral Chapel, Melbourne Street, where the inquest was opened this morning for identification. Dr. Louis Gagnon, district coroner, said he expected the inquest will continue this evening or tomorrow.

A chinchilla farm representative, Gorman was well-known throughout the Eastern Townships district.

Provincial Police traffic officer Rosario Bergeron and Sgt. Detective Charles Perreault investigated the accident.

Q.C.R.—officials in Sherbrooke said this morning that there was only slight damage to the pilot, or "cow-catcher," of the engine of the train.

August 21 1951

# Q. C. R. Wants Sherbrooke-Newport Passenger Train Run Discontinued

Faced with steadily mounting costs of operation and drastically curtailed revenues because of competition from other forms of transportation, the Quebec Central Railway has made application to the Board of Transport Commissioners for Canada for permission to discontinue passenger service on its line between Sherbrooke and Newport, Vt., and replace it by a highway autobus service.

Under the present set-up, the railway is operating one train daily between the two points, serving among other places North Hatley, Ayer's Cliff and the boundary communities of Beebe, Stanstead, Rock Island and Derby Line, Vt. The train leaves Sherbrooke late in the evening and returns the following morning, arriving here about seven o'clock.

In addition the affiliated Quebec Central Transportation Company Ltd. operates on parallel highways throughout the area two passenger buses in each direction daily. If permission is granted for the discontinuance of the train service, the bus company would make an additional round trip daily to replace the service at present being given by the railway. The schedules of the additional bus trips would vary slightly from those of the train in order to meet more satisfactorily the needs of the travelling public.

Commenting on the proposal to replace the trains by buses, Que-

bec Central officials declare that the buses would not only care for the passenger traffic to and from the affected towns themselves but would in addition provide an improved service for residents of local points which are not now served by the railway.

Supplementing its existing passenger services, the Quebec Central Transportation Company operates an express truck daily in each direction between Sherbrooke and Beebe Junction, serving all intermediate points. This service would be augmented and changed to care for the express business which now is being carried by the train which it is proposed to discontinue.

Post office department officials have indicated that all mail now handled by rail will be carried on the improved bus service.

The majority of the municipalities and public bodies in the area affected by the proposed changes have given their approval to the suggestion of the railway company, although limited objection has been forthcoming on the ground that winter highway conditions may interfere with the satisfactory operation of buses during and after heavy snowstorms.

Commenting on this objection, Arthur M. Hand, general manager of the Quebec Central, said that in the past two years, the only disruption of service occurred on January 13, 1950, when one round trip was cancelled due to icy road conditions. The decision of the Provincial Government, taken in the fall of 1950, to take over the winter maintenance of the main highways had materially improved winter road conditions and promised to make bus operation as reliable as that of the railways, he continued.

The reason for asking permission to discontinue railway passenger service was essentially economic, said Mr. Hand. A survey made some time ago showed the cost of operating the Sherbrooke-Newport train as \$3,000 per month while the cost of operating a corresponding bus service was approximately \$1,100 a month, a saving of \$2,500 monthly and \$30,000 annually.

The application concerns passenger service only, Mr. Hand emphasized, there being no intention now or in the foreseeable future to interfere with the important freight traffic now operating over the Sherbrooke-Newport line.

SEPTEMBER 19, 1951

# Passenger Rail Service To Boundary Will Be Suspended After December 8

Proposals of the Quebec Central Railway to abandon the operation of passenger trains between Sherbrooke and Newport and substitute an extended autobus service have been accepted by the Board of Transport Commissioners in Canada and by the United States regulatory authorities.

As a result the changeover from railway to highway service will be made on Sunday, December 9, according to an announce-

ment made by company officials here.

At present there is one train operating each way daily, a motor train leaving Sherbrooke at 10.00 o'clock each evening and returning the following morning, arriving in Sherbrooke about 7.30 a.m.

The new bus trip southbound in the evening will operate on approximately the same schedule but the northbound trip from Newport to Sherbrooke is expected to operate about one hour later.

At the same time, certain changes will be made in the existing bus schedules to provide a more convenient service for the residents of the region between Sherbrooke and Newport, but the details have not yet been completely worked out, due to the need for common action with the customs and postal authorities. However, it is expected that final plans will be completed later this week.

NOVEMBER 27  
1951

# Buses Replace Trains In Sherbrooke-Newport Service This Week-End

The coming week-end will see the discontinuation of passenger train service over the Quebec Central Railway line between Sherbrooke and Newport, Vt., the one train in operation for several years being withdrawn effective Sunday evening out of Sherbrooke and Monday morning out of Newport. At the same time there will be a general improvement of the highway service carried on between the two points by the Quebec Central Transportation Company designed to provide the public with a better service than has been in effect by the combined rail-road facilities.

In addition to providing an extra trip out of Sherbrooke at 9.55 p.m. and from Newport at 6.30 a.m. to replace the train being discontinued, the bus now leaving Sherbrooke in the afternoon for Rock Island will continue through to Newport offering a completely new connection between Sherbrooke and the Vermont city. Under the revised schedule there will be three round trips on week-days between the two points and two round-trip services on Sundays.

The new Sherbrooke-Newport schedule provides for buses leaving the Lansdowne street bus ter-

минаl at 9.50 a.m. and 10.05 p.m. daily and 5.05 p.m. daily except Sunday, arriving at Newport at 11.50 a.m. and 12.01 daily and 7.00 p.m. daily except Sunday. The evening bus will leave the C.P.R. station in Sherbrooke at 9.55 p.m. after the arrival of the train from Quebec. This is ten minutes earlier than its scheduled departure from the bus terminal. On Saturdays only, the afternoon bus will leave the station at 4.55 p.m., thus connecting with the afternoon Canadian Pacific train from Montreal. The buses leaving Sherbrooke in the morning and evening will connect at Newport with the Montreal-Boston trains.

Northbound a bus will leave Newport at 6.30 a.m. daily arriving at Sherbrooke at 8.40 a.m. This bus will make a connection at Newport with the train from Boston. Daily except Sunday, buses will leave Newport at 12.40 p.m. and 7.05 p.m., arriving at the Sherbrooke bus terminal at 2.50 p.m. and 8.59 p.m. The afternoon bus will continue to the C.P.R. station to connect with trains for Montreal and Quebec. Sunday only there will be a bus leaving Newport at 4.15 p.m., arriving at the Sherbrooke C.P.R. station at 6.30 p.m., giving passengers ample opportunity of boarding the C.P.R. evening train for Montreal.

At the same time the autobus services are being improved, additional truck trips will be placed in operation between Sherbrooke and Newport to provide an improved express service between the points formerly served by the railway.

For the vast majority of people living in the area affected, the mail service will also be improved, the Post Office department having made arrangements to use the buses for the carrying of mails and at the same time supplementing Sherbrooke-Montreal mail service with a truck leaving Sherbrooke in the evening. By this new arrangement, letters posted at border points after the close of business offices will reach Montreal in time to catch the night plane for Toronto and be delivered in the Toronto metropolis the following morning.

By the substitution of trains by a highway service, the company plans not only to cut down the loss which has been involved in the operation of the train, but to provide a much improved service for the people of the district.

December 7  
1951

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DECEMBER 7

1951

1951

# Train Is Marooned, Bus Runs Halted By Wild Storm

By BETTY BRADSHAW

The Eastern Townships are digging out after the worst blizzard of the season swirled over Eastern Canada, paralyzing outlying districts and completely isolating the City of Sherbrooke.

And it's not over yet!

While this morning broke cold and sunny, weather officials predicted that Mr. Winter still had some sting in its final punch. Cold winds and blowing snow were predicted for later in the day.

While local and provincial crews fought to reopen roads that had been closed for some 36 hours, the Townships took stock of death, injuries, accidents and fires that labelled the weekend by far the worst of the season.

A Shawinigan Falls man, Antonio Normand, 28, was found dead in his car near Ulverton late yesterday. Provincial police said he got stuck yesterday morning and apparently decided to stay in his car.

Four high school students and one woman are in serious condition in Sherbrooke Hospital, following a car accident on the Stanstead-Sherbrooke highway Saturday night. Two others are in hospital with minor injuries caused by falls on city streets.

Hampered by the gale and freezing temperature, firemen fought three fires in the Sherbrooke district. Bucking waist-high drifts, firemen battled a \$75,000 blaze in the Carnegie Locknit Company, Sherbrooke; a \$10,000 fire at a double-tenement house on St. Michel st., here and a house that was completely destroyed at Birchton.

Every road out of Sherbrooke was blocked today and has been since late Saturday night. Bus service has been at a standstill for 36 hours and will remain so for at least another 12 hours, bus officials reported.

Train service has been delayed up to six hours, while one passenger-packed run from Quebec to Sherbrooke, plowed into a snow drift at Ville Lambert, fifty miles south of Quebec City, last night and was still marooned there this morning.

Weather officials at the Lennoxville Experimental Station reported that at least eight inches of snow fell from 10:00 a.m. Saturday until late last night. Winds reached 40 m.p.h. Sunday afternoon. Temperature was recorded as a low of three degrees and a high of 22.

The storm brought to 32½ inches the total snowfall here during the month of March. Total for the winter is 105 inches.

In Sherbrooke, municipal workers were on the go through most  
Continued on Page 5

MARCH 28  
1955



# C. K. Bartlett

## Former Railway Official Dies

After a lengthy illness, Charles Kennett Bartlett, veteran railroad man of Sherbrooke and district, passed away at his home 201 Quebec St., early this morning. He was in his 75th year.

Born in Richmond, he was the son of Henry Bartlett and his wife, Martha Hawker. Moving to Sherbrooke at an early age, he received his education, and spent his entire life here.

In 1944, he retired from his position as train master of the Quebec Central Railway after 42 years of service with that line. A railroad man all his life, he spent nearly 50 years with various companies.

A member of one of Sherbrooke's oldest families, the deceased is survived by his wife, the former Harriet Jowett, and two sons, Kennett and Henry, both of Sherbrooke. Others left to mourn his loss are two brothers, William and Russell, a sister, Mrs. Sadie LeHuray, three sisters-in-law, Mrs. William Bartlett, Mrs. Russell Bartlett and Mrs. Reginald Bartlett, and several nieces and nephews. Two brothers, Reginald and Arthur, and one sister, Mrs. Ada Sims, predeceased him.

Remains are at Johnston's Funeral Parlour, 530 Prospect St., where the funeral will leave Monday, May 2, for service in St. Peter's Church at 2.30, with Rev. Guy Marston officiating. Interment will be in Elmwood Cemetery.

April 29 1955

# Marooned Train Freed From Drift; Here Early Today

The stranded Quebec Central Railway passenger train chugged into Sherbrooke early this morning, finally freed from the 17-foot snow drift that stalled it 22 hours south of St. Lambert de Levis.

The run normally takes about five hours. This trip took 36 hours.

About 50 people, passengers and trainmen, tired but none the worse for their trying experience, completed the journey right through to Sherbrooke.

"A lot of the stories about the incident were absolutely false and foolish," reported Cecil Frappled, 132 Wellington st., who was baggage man on the train. "We weren't one minute without food or heat and there was no panic."

In an interview with the Record this morning, Mr. Frappled told of the long wait experienced by the crew members and 140 passengers. He stressed time and again how exaggerated the reports had been.

"This business about women and babies crying from cold and hunger is entirely ridiculous," he said. "Why we only had one baby on the train whose father was an Alrman headed for St. Marie, and he had plenty of food for the whole stay."

"It is something I wouldn't want to go through again, but there certainly was no danger at all. The passengers spent the time reading, singing, sleeping and playing cards—just what they would ordinarily do on an all-night train trip."

Describing the journey, he said they left Quebec at 4:10 Sunday afternoon, equipped with a snow plow in front. After becoming stalled two hours later, four crew members hiked to nearby stations for help. Alfred Cloutier, of Vallee Junction, the conductor on the train, took the brakeman from the snow plow and went back to Bras, while Theodore Mercier, the brakeman and a Mr. Gregoire, of Vallee Junction, another conductor, walked the three miles to Ville Lambert.

Frappled continued:

"The food in the lunch car lasted until nine Sunday night. Then, everyone settled down for the night. Next morning, several farmboys arrived to shovel. We sent them back for food and they brought us four gallons of milk, 10 loaves of bread and some butter."

"Then they got busy helping the section men shovel snow for the steam engine, so that we could have heat. Later on, the snowmobile from Ville Lambert brought men to help shovel and it then made return trips bringing us food. The number of men in all who helped dig the train out was about 55, including section men and volunteers."

Saying he had "never seen so many wonderful people," Frappled said everyone was cooperative and did all they could to help.

When they finally got out of the drift, Frappled said they had to sit there for another five hours while the snow plow, which had been sent to rescue them, was digging itself out of a drift some miles down the track. When he finally arrived in Sherbrooke this morning, he

said, he was a mighty pleased man — but only because he could go to bed, something none of the crew members had done at all since Saturday night.

Engineer for the train was Charlie Letourneau, of Quebec City, while Wilfred Doyon was the engineer on the plow.

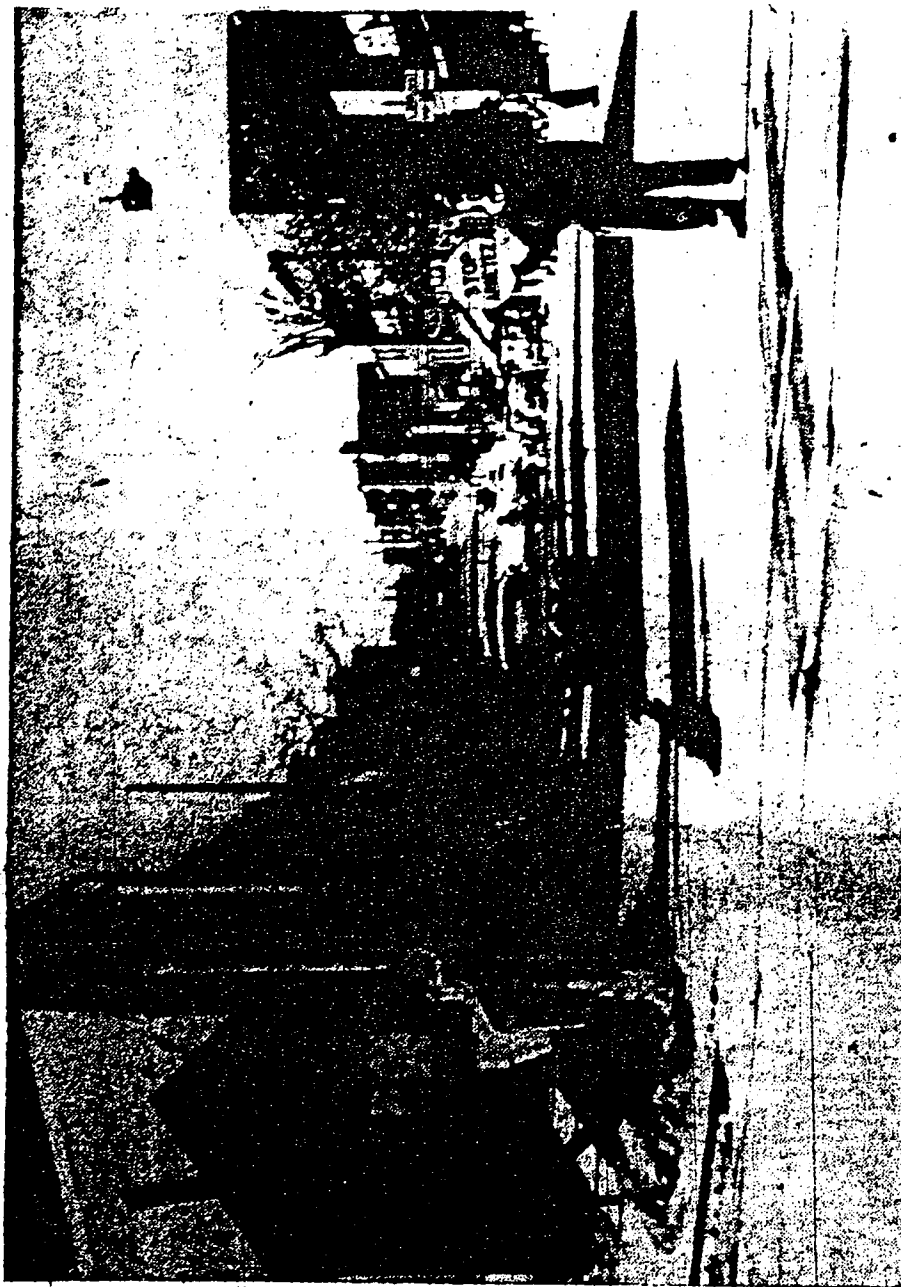
When asked if he was going to the "same place" tomorrow, Frappled the veteran railway man said,

"Well, I'm heading for Quebec, I hope we make it." Adelard Charbonniere, his son, Michael and Clement Martel, of Lake Megantic, said they had food, light and heat while they were marooned, but power almost ran out yesterday and it was impossible to read.

"It was quite an experience," said one passenger, "all you can do is wait and do nothing. I wouldn't care to go through it again." Another said he "was quite comfortable on the baggage shelf. You get used to it after a while."

MARCH 29, 1955

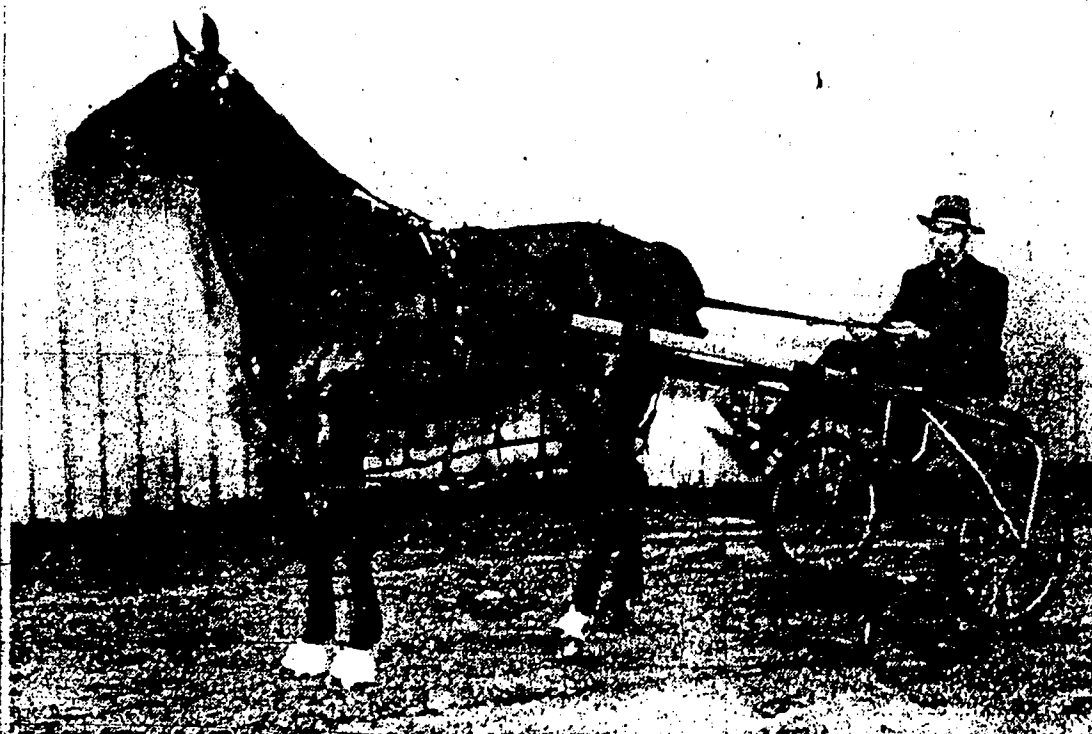
## Old Tradition Vanishing



MAY 16, 1955

For over 30 years, flagmen such as Camille Beaudoin, shown above, have provided protection for vehicles and pedestrians at the Quebec Central Railway crossing at Alexander street. But starting this week, Beaudoin and his companion, will be replaced by automatic gates and blinker lights which are now being installed by Canadian Pacific Railway crews. The base for one of the gates and the watchman's shanty are shown above. In addition to reducing expenditures which are now borne jointly by the railway and the city, the new system will provide 24-hour protection instead of the present 18-hour warning. The city and the railway are sharing the cost of installation.

(Record Photo by Gerry Lemay)



**Iron Horse To Harness Horse —** Ernest Davies, of Sherbrooke, an engineer and fireman for the Quebec Central Railway for the past 45 years has retired from railway service under pension regulations, making his last trip Wednesday, but he will keep his time filled by driving harness horses instead of iron horses. Pictured above with Mr. Davies as he ended his last run into Sherbrooke from Levis Wednesday noon are, from left: M. L. Thompson, chief despatcher; J. C. Morin, conductor; E. J. Matte, roadmaster; A. J. Portelance, master mechanic; Mr. Davies; Mrs. Davies; J. U. Brazeau, general manager; Aime Roy, baggageman; J. D. Gagnon, trainman, and Armand Daigle, fireman. In lower photo, Mr. Davies is shown with Prince Volo D, one of his horses.

(Record photos by Gerry Lamay)

MAY 4 1956

## Philius Brault Former Railway Engineer Passes

A lifelong resident of Sherbrooke and an employee of the Quebec Central Railway for 41 years until his retirement three years ago, Philius Brault died early this morning at the age of 64.

At the time of his retirement, Mr. Brault was an engineer on the railway and drove the Royal



PHILIAS BRAULT

train carrying King George VI and Queen Elizabeth from Sherbrooke to Quebec, June 13, 1938.

He is survived by his wife, the former Eva Fournier; two sons, Dr. Normand Brault and Roger Brault, and one daughter, Mrs. Fernand Lafrancois, Marie-Paul, all of Sherbrooke; one brother, Dave Brault, a municipal employee, and three sisters, Mrs. Joseph Miller, Mrs. Alfred Marano and Mrs. Oliva Thibault, also of Sherbrooke.

The remains are resting at the Durapleau and Jalbert Funèral home on King Street East, from whence the funeral will be held Saturday morning for service at St. Jean Baptiste Church at 9 o'clock.

JANUARY 12, 1956

# Brazeau, Montreal, Is QCR General Manager

Mr. Brazeau has been superintending the heavy operations on the Canadian Pacific Railway's Laurentian division, which includes the main line between Montreal and Quebec City, since August of 1947.

Before his promotion to superintendent, Mr. Brazeau was assistant superintendent of C. P. R. at Ottawa, a position which came to him after long experience as a telegrapher and dispatcher.

He was chief dispatcher at Smiths Falls, Ont., from 1942 to 1947 and spent 25 years before that with the railway as an operator at Ottawa.

He was born and educated at Rigaud, Que.

His headquarters will be in Sherbrooke.

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December 12, 1956

# Trainman Dead, Five Injured In Tring Crash

Tring Junction, Que. —P— A brakeman was killed and five other persons injured—none seriously—when a mixed passenger-freight train and a work train collided head-on on the Quebec Central Railway line near here Saturday. Both trains were travelling slowly.

The brakeman, Jean Real Vachon, 31, of Valley Junction, Que., died from burns when scalded by steam.

The injured: Mrs. Florian Nadeau of St. Evariste Station, Que., 61, cut over the eye from broken glasses. Mrs. Charles Girard, 75, of Lake Megantic, Que., cut on the lip. Donald Perreault of Valley Junction, conductor of the work train. Marcel Bouchard of Quebec City, conductor on the mixed train. Georges Bolduc of Valley Junction, fireman.

The crew members' injuries were believed minor, largely cuts.

The accident occurred near this station, about 50 miles southwest of Quebec City and about 100 miles from Thetford Mines.

The mixed train was north-bound from Tring Junction to Valley Junction over the single line of the Quebec Central.

A light snow was falling. The work extra stopped before the collision and the front-end crew had time to jump.

DECEMBER 27, 1955

## New Q.C.T. Equipment



The Quebec Central Transportation Company announced today that they have acquired three new coach buses augmenting their present fleet of new bus equipment. The announcement, made by A. M. Hand, general manager, stated that the three coaches would be of the latest General Motors 41 passenger, intercity type, providing utmost in comfort and safety in their operations covering Southern Quebec between Sherbrooke, Quebec, Lévis, St. Georges, Megantic, Jackman and Newport.

The fleet now offers air-conditioning, giving controlled temperatures in all seasons; picture windows; "easy-eye" safety glass improvement; the amazing air-suspension ride -- a new suspension system in which rubber-nylon air bellows replace the conventional metal springs which floats you along in a vibrationless ride -- you can read, write a letter or watch the passing scene in complete, steady comfort; reclining seats readily adjustable.

While the latest equipment will be placed in Quebec City and Sherbrooke -- Hampton Beach -- Portland and New England summer services, it will also be available for special and charter movements.

The buses are also used by the Government in the rapid transportation of through mails connecting with trains, truck and air mail services, thus affording the residents of this territory an excellent all-round transportation service.

JUNE 9, 1955



SHERBROOKE DAILY RECORD, WEDNESDAY, NOVEMBER 30, 1955



**End Of The Line** — Work crew is shown with a crane, loading rails removed from the discontinued Quebec Central Railway line between Rock Island and Stanstead. (Record Photo by Lafond)

NOVEMBER 30 1955

## Railway Finding Difficulty With Level Crossings

The Quebec Central Railways have been plagued with a series of accidents over the past four days, making them perhaps the first ones to admit that things always happen in threes.

Following a tragic crash Saturday night at Tring Junction when four people lost their lives, two minor accidents occurred during the past 24 hours.

Yesterday morning three cars were badly damaged and one woman slightly shaken when the Levis to Sherbrooke passenger train struck the rear of a car at the East Angus crossing and this morning two Valley Junction residents jumped clear seconds before the same scheduled train hit their stalled car on the Valley crossing.

According to a QCR spokesman, these three accidents were the first to occur on the QCR line for several months.

The East Angus accident happened at 11.45 yesterday morning. Two cars were stopped at the town crossing waiting for the oncoming train. A third car, driven by Mrs. Emile Veilleux, of East Angus, attempted to cross the track but was hit in the rear by the engine.

The impact threw the Veilleux car into the other two, driven by Mrs. Marian Bolduc, of East Angus, and C. W. Dougherty, of Lennoxville, respectively.

While extensive damage was caused to all cars, only Mrs. Veilleux was treated for shock and bruises.

This morning's accident happened at 8.40 near the Valley Junction station. Daniel Jacob and his daughter, Pierrette, jumped clear of the tracks before the train hit their stalled car. They had attempted to cross the track in the path of the Sherbrooke-bound train, which hit the car with such force that it was thrown several feet. Neither occupant was injured but the car was completely demolished.

No passengers on either train were injured and traffic was tied up for a minimum amount of time. Engineer for yesterday's train was A. W. Gosselin, and this morning was T. F. Atkins, both of Sherbrooke.

October 23  
1956

## Speeding Up

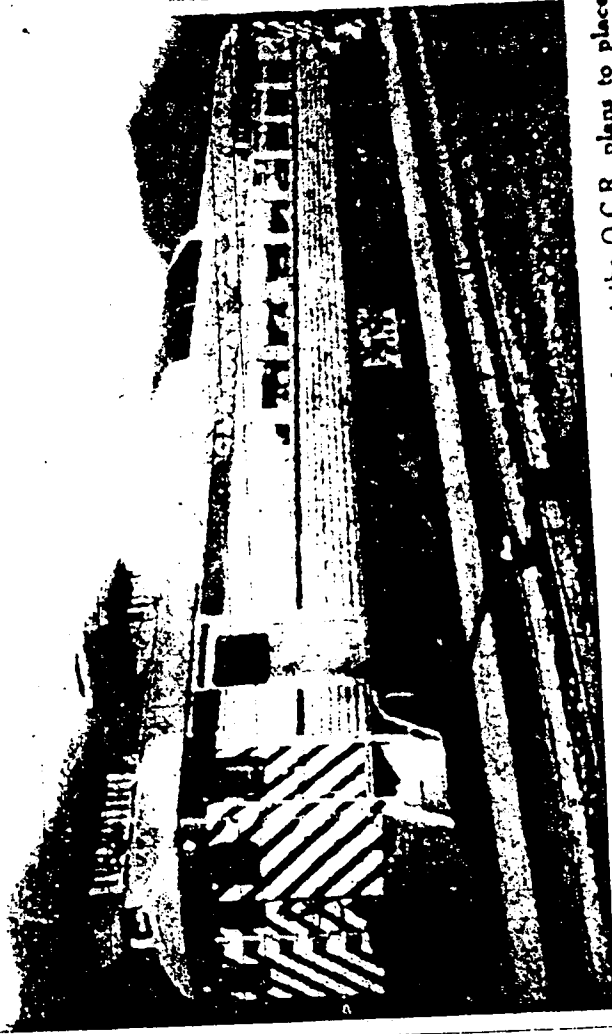
# Q.C.R. Plans Diesel Car On Quebec-Sherbrooke Run

The Quebec Central Railway's Dayliner service between Quebec and Sherbrooke, scheduled to start Jan. 15 will be delayed for an undetermined length of time, it was announced by J. U. Brazeau, general manager of the company yesterday.

Mr. Brazeau said that the American steel strike last summer had delayed the delivery of the late modelled self-propelled cars. He said he expected the service to be inaugurated in February but he added that the shakedown may not be effected until March.

He said that he had contacted the main office and expects to receive information concerning the new service within the next ten days.

About an hour-and-a-half travelling time will be saved when the new schedule is introduced, said Mr. Brazeau. But he pointed out that this was just a rough estimate and that a more accurate figure could be determined when the new car is put into service. Present travelling time to Quebec is five hours and a half. The Dayliner car seats about 90 passengers and has all the facilities and conveniences of the standard-type passenger cars.



**New Service** — A prototype of the new equipment the Q.C.R. plans to place in service between Sherbrooke and Quebec, the Diesel propelled car shown above was photographed at the Sherbrooke station after a trial run from Montreal recently.

(Record photo by Gerry Lemay)

DECEMBER 27, 1956

Schedule Speeded

Feb 1 1957

## Q.C.R. Changes Effective Feb. 17

New luxurious Budd diesel rail cars are to replace the present steam powered service between Sherbrooke and Quebec City, maintained by the Quebec Central, effective Feb. 17.

This Budd rail-car, powered by a 300 h.p. diesel engine, is one of the most modern innovations in railroading. The single-unit passenger-engine cars feature increased comfort with high-backed seats for those long trips, full length picture windows and stainless steel fittings. These are, in fact, much like luxurious street-cars in the method of their operation.

Accommodating 89 passengers, the new rail service will be inaugurated by the 3:45 p.m. run from Quebec, arriving in Sherbrooke at 7:30 p.m. — a saving of one hour and 35 minutes over the old service time.

This particular run will eliminate the ferry transfer which is now necessary at Levis.

The first run will be carried out by a single rail car but it is expected that two will be used for increased week-end and holiday traffic. In the event that more than one car is used, they are controlled by a single engineer in the front section.

The main beauty of these rail-cars incorporates simpler control and a greater ease and rate of acceleration and deceleration. They will also mean a considerable saving in personnel and operating costs, for whereas the old trains needed at least a staff of seven, the new Budd car only requires one engineman and one conductor. However, the greatest saving will be in fuel. The very fact that the Budd weighs considerably less than the usual engine-car combination and can run for at least 22 hours without rest will greatly facilitate passenger procedure.

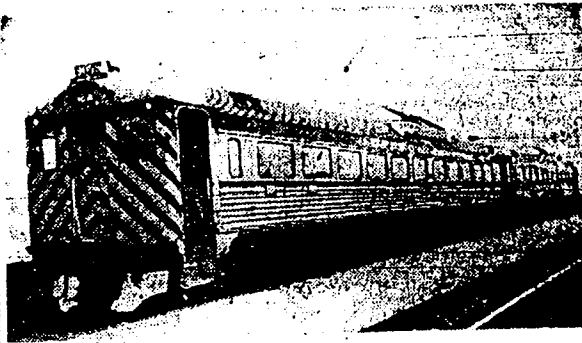
There will probably be three crews employed in the new service, one each completing one round-trip with the next two off.

Further luxuries may be found in an all-weather air-conditioning system and a full-length passenger compartment completely away from any machinery.

The new schedule, effective Feb. 17, provides for trains leaving Quebec City at 6:30 a.m. daily except Sunday, and 3:45 p.m. daily, arriving in Sherbrooke at 10:15 a.m. and 7:30 p.m. The return trips will leave Sherbrooke at 10:30 a.m. daily except Sunday, arriving in Quebec at 2:15 p.m., and at 7:45 p.m. daily, arriving in Quebec at 11:30 p.m.

There will be no express service on this new run. Baggage transportation will be much the same as on the buses as spacious luggage racks are standard fixtures on the Budd cars.

Furthermore, the Quebec Central will institute a new bus service between Thetford Mines and Sherbrooke which presumably will become effective on the same date as the diesel rail-car system. This new schedule is expected to facilitate the needs of the school children and commuters as the bus will leave Thetford at 8:25 a.m., arriving in Sherbrooke at 8:40 a.m. and leaving again for Thetford at 5:10 p.m. finishing the return trip at 7:25 p.m.



THE NEW BUDD CAR

February 1, 1957



**New Service Instituted** — A group of civic and railway officials were on hand last evening to greet the new Dayliners, placed in service by the Quebec Central Railway, on their arrival on their first trip from the Ancient Capital last evening. About seventy persons were aboard the train on its arrival here. Pictured above are, from the left, seated: Ald. Everett Nicol, and J. U. Brazeau, general manager, Q.C.R.; standing, G. Benoit, assistant superintendent, Q.C.R., City Treasurer Pierre Bachand, Ald. Paul Gervais, Ald. Carl Camirand, C. G. Blake, general freight and passenger agent, Q.C.R., and Paul Phard, city agent.  
(Record photo by Gerry Lemay)

February 18 1957

# Initial Run Of <sup>Feb</sup> New Train Has <sup>19</sup> <sup>1957</sup> Sequel In Court

The Quebec Central Railway's new Budd train, put into service Sunday, was not only inaugurated by company officials but by some of the passengers as well.

Two young men from St. Joseph de Beauce, Raymond Bisson and Charles Auguste Bernard, were among the passengers on the first run. However, they were not quite as fortunate as the ordinary passengers for they appeared yesterday before Judge Edouard Boisvert in Magistrate's Court on a charge of disturbing the peace.

The pair pleaded guilty. It was explained by Railway security officers that the two men celebrated the first run by having a little too much liquid refreshment. Upon their arrival in Sherbrooke it appears the car was christened in the way usually reserved for the launching ships—a bottle was cracked on the side of the vehicle by one of the celebrants.

The judge fined the pair \$10 and costs each and ordered them to post a \$200 bond to keep the peace for one year.

February 19, 1957