

MASSAWIPPI VALLEY  
PASSUMPSIC RAILROAD  
CANADIAN PACIFIC  
IN  
VERMONT

## DANIEL WILLARD—ENGINEER

AT LAST DANIEL WILLARD was to realize the fullness of his youthful ambition. He was to become a railroad engineer. He had loved engines almost from the first sight of the *Governor Smith* of the Vermont Central as it went racing its way across his father's farm. He had seen many other engines since that day—engines of the well-found Northern Railroad of New Hampshire; the funny little fellows of the Southeastern of Canada; one or two of the sleek and aristocratic Boston and Albany, far to the south; good pullers on the Connecticut Valley and the Fitchburg, but none of these have ever had the appeal to him of the *Governor Smith*, the engine which combined beauty with efficiency, which could run a mile in sixty seconds with a goodly train behind it and think nothing of it.

"That locomotive had more to do with my becoming a railroad man than any other thing I can remember. It was one of the most beautiful locomotives ever built, certainly the most beautiful I had seen as a boy, and I made a point to see it as often as I could," says Daniel Willard.

He will take a photograph of the *Governor Smith* today and point out the beauty of its lines, for they still appeal to him. He notes the symmetry of its design and the raciness of its lines; the oil paintings on both sides of the

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he was now on a passenger run: the night express from Montreal down to Boston; engine *Dartmouth* and four cars, including the sleeper; engineer Shorey at the throttle, hauling her all the way over the Passumpsic from Newport to Woodsville, sixty-five miles.

Shorey was an experienced engine runner, but with one bad habit in his work. In the phrase of the road, he "petted his engine." There was a rather mean upgrade just below Lyndonville—eight or ten miles of it, thirty to thirty-five feet to the mile—and by his curious way of holding back the old blunderbuss, the *Dartmouth* invariably would come up to the summit of the grade ten or twelve minutes late. Dan Willard on his side of the cab was worried.

The track on the Connecticut and Passumpsic Rivers in those days was nothing to brag about. The rails were each twenty-four feet long and they weighed about forty-five pounds to the yard. It was, at the best, poor track and if you ran it too rapidly your passengers were kept awake with the racket and the pitching.

Nightly, in an endeavor to make up all this lost time, Shorey would push the *Dartmouth* and her little train down the other side of the Lyndonville grade at a terrific rate; and still come into Woodsville depot ten to eighteen minutes late all the time. Daniel Willard distinctly did not like this. It was not the sort of railroading that he had been led to anticipate and he had some regard for his own precious neck (he already had been in a derailment and it was no pleasant experience). So he went to Harley Folsom to have his run changed. The next engineer he drew was Robert McVicar who was a different sort of an engine-runner—quite the star man of the whole road.



causing damage to property in case things had not worked out as I had expected. Fortunately they did work out as I had expected, and nothing happened, but I was careful to keep out of Mr. Brigham's sight for a time until he had had a chance to forget what was uppermost in my mind. Whether he actually forgot it or not, I do not know. He never said anything to me about it. Silent treatment sometimes, I think, is better than more drastic action."



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tender...the graceful pointed arches of the cab windows  
...the "star decorations" between the drivers...the fili-  
gree work and painting here and there all over the en-  
gine...the shining brass of the metal work. He comments:

"Note the attitude of pride and sangfroid on the part of that engineer. He wears his cap at a jaunty angle, the white shirt that he is wearing suggests that he is handling a clean piece of machinery, his dressy vest and his long gold watch chain denote the prosperity of his profession. Engineers of his type were the idols of the countryside in those days. They were regarded in almost the same esteem as the president of the town bank or the head of its largest business enterprise. No wonder the boys living along the road in those days looked up to the engineer's job, as I did, as about the height of their ambition."

At nineteen years of age and still weighing scarcely 125 pounds, he was adjudged ready and fit to run a locomotive himself, to take it out upon the open line and to assume full responsibility for its safe handling. There hardly has been a time in Daniel Willard's life when he has not been asked to accept responsibility. He had it when he filled the wood-box at seven; when he taught school at fifteen.

He was ordered to report for duty at the roundhouse of the Connecticut and Passumpsic, at Lyndonville. Just why the Passumpsic's chief shops and roundhouse were not at St. Johnsbury, seemingly a far more logical place, it was hard to discover. When one dug deeply enough into the history of the little road, however, he found that it all went back to a row between the two Vermont towns in the early days. Lyndonville won!

The shops were within easy walking distance from the

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somewhat pretentious two-storied brick passenger station on the main street. They formed a considerable plant. There at the end of the 'seventies the road had about thirty locomotives and their proper care and maintenance was no small business.

To this day Daniel Willard can tell you the name and number of each of the engines of the Connecticut and Passumpsic—Number One, the *Caledonia* (named for the county in which Lyndonville is situated)—Number Two, the *Green Mountain Boy* (enough said)—Number Three, the *Orange*—Number Four, the *Orleans* (another Vermont county)—Number Five, the *Dartmouth*—Number Six, the *Enterprise*—Number Seven, the *Magog*—Number Eight, the *Massawippi*—so the list runs. He remembers most of the engineers as well, for they still stuck to the pleasant old-fashioned habit of assigning a particular engine to each engineer.

Best of all he remembers the Number Twenty-nine, the *W. K. Blodgett*, the engine which finally he came to drive and to love. The *Blodgett* was not particularly loved by most of the Connecticut and Passumpsic people. For one thing, she was an outsider. The road had had the habit of building its own engines; that is, they called it building the engines, when, as a matter of fact, it was for the most part a sort of assembly job. Still the back shop there at Lyndonville could do a mighty fine job when it was called upon to rivet and weld a boiler for a new piece of power, and they were not afraid, either, to forge a truck frame when it had to be done.

The *Blodgett* was different. The *Blodgett* was an outsider, not a product in any way of the Lyndonville shop. She was Rhode Island built and the men on the Connecti-



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cut and Passumpsic didn't like her, both because of that and because she did not have a water-glass on her boiler. Instead there were three or four little gauge-cocks and you had to put in some time and effort occasionally to make sure that your water was well up over the crownsheet. But Daniel Willard did not particularly mind taking time and effort, for when you came to know the *Blodgett*, to understand her and she to understand you, there was no other bit of motive power on the road which could do a tidier bit of pulling.

With her, Willard would pull freights up the long grade on the Canadian side of the Line as you came near Lennoxville. That hill was a mean one. You cut your train (freight train, of course) in two and left half the cars standing on the main while you toted the first half up; then you went back and toted up the rest of the train. Seems like rather slow railroading these days, but that's the way they had to do it on the old Connecticut and Passumpsic.

Here is about the way you had to handle the *W. K. Blodgett*. You had to understand those gauge-cocks; you had to understand everything else about the cab-end of that boiler of hers—the rest of the engine as well. You could nurse her—without petting her as Shorey used to do with his engine. You had to understand the line as well and know just when to put the steam on and then cut it off—throttle lever out a notch here, in a notch again there. And then, soon, you were getting twenty-two cars up the hill into Stanstead Junction, no stalling and no losing a lot of time with “doubling.” When Daniel Willard could do that trick he began to suspect that at last he really was an engineer. He could make the *Blodgett* snake its twenty-two cars along the level stretches at an even twenty-five to thirty



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miles an hour, which was a little more than the running schedule demanded. He suspected that they had given him the *Blodgett* because no other engineer on the road could be induced to take her. And here he was—making good with her!

There came the time, almost inevitably, when young Engineer Willard had to go through his first accident, bringing a freight down over the line—this was before he tackled the *Blodgett*. There was a nasty derailment at Folsom's Crossing, just one mile north of Lyndonville. Let Engineer Willard tell the story in his own words:

"I was running a locomotive named the *Amos Barnes*, that being the name of a man who was at one time a passenger conductor on the Passumpsic railroad and, later on, a director of the company. Our train left Sherbrooke in the early morning and should have arrived at Lyndonville, its destination, in the late afternoon. We were delayed, however, getting by a burning shed filled with company wood for locomotive use at Smith's Mills (Canada) and so we were two or three hours late at the time of the accident and it had become quite dark. Furthermore it had been raining near where the accident took place and considerable gravel had washed onto the tracks at the highway crossing. I suppose the gravel was four or five inches deep over the rail and filled up the flanges. We were running at the time, I suppose, about fifteen or eighteen miles an hour and were only about one mile from Lyndonville station, the end of our run. Suddenly the engine began to ride very roughly, the headlight went out—meaning, it stopped burning—and we were in the dark. It soon became apparent, in much less time than I am taking to tell it, that the engine was off the track and running on the ties, and

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I concluded that I had better get off, and I did so—after taking time, however, to reverse the engine. We had no airbrakes in those days. I jumped off in a somewhat shallow cut through a sand and gravel formation and naturally fell upon my face, but I was not injured. I got up immediately and with all the haste possible began to climb up the side of the cut away from the track because I expected that the cars following the engine would be derailed and might pile up on top of me.”

Young Engineer Willard had been taught by his fellows what to do in emergencies like that; moreover, his own common sense was of no little avail at that bewildering moment when the bulky little *Amos Barnes* was piling her nose into the gravel. But the cars failed to pile up on top of her as Daniel Willard had anticipated. He was lucky. His fireman was not so fortunate. Let Mr. Willard resume:

“My fireman also jumped off, from his side of the engine, but did not get away from the track a sufficient distance. He was caught under the tender and died the next day.”

The following account of the accident, taken from the *Weekly Caledonian*, published at St. Johnsbury, September 22, 1882, tallies well with Mr. Willard's memories of it:

#### SERIOUS ACCIDENT

The way freight south, due at Lyndonville about 4:00 P.M., was detained several hours at Smith's Mills, P. Q. last Friday (Sept. 15, 1882) by the burning of a woodshed. It reached Folsom's Crossing about one and one-half miles north of Lyndonville at 7:20 P.M., just at the close of a heavy shower. The storm had washed the sand from the road on the crossing to a depth of six or seven inches, and when the engine struck



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the sand it was thrown from the track and was followed by the tender and three of the twenty seven cars in the train. The engineer, Daniel Willard, jumped from the engine very soon after it left the track and escaped unhurt. The fireman, Ed F. Jenness of Lyndonville, did not jump, and in consequence was severely, if not fatally, injured. The engine went about fifteen feet from the track and remained right side up buried in the sand almost to the boiler. The tank lay nearby, bottom side up, and on the top of the tank and engine was a box car loaded with lumber and piled all around were the trucks of the tender and three cars. Under one of the truck beams with the engine on one side, the tender on the other, a box car directly over his head and a dozen car wheels within six feet of him, young Jenness was found. The ground underneath him had to be shoveled away before he could be released. His escape from instant death was miraculous. His recovery, at present writing, is very doubtful. His injuries are all internal; not a scratch being found on his body and no bones broken. The damage to the railroad company will probably not exceed \$1500. The track was cleared for the passage of trains about 2:00 A.M.

P.S. Jenness died Wednesday.

That accident had a more profound effect upon young Willard than he realized at just that time. It gave him a new and quickened sense of responsibility for the profession he was entering—and remember he never has been a man to shirk responsibility. Moreover, having gone through a serious accident of that sort, he gained for himself a new sense of respect from his fellow workers, almost all of them men much older than himself.

They were getting used to Dan Willard by this time. Nobody seemed to care any more when he refused a drink. An odd duck, young Willard. Not always easy to understand, with all his questionings and his arguings, but a



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young man to be respected always. Under that quiet exterior there lurked a quick temper. Men did not even try to play jokes on Dan Willard.

The Lyndonville shop stands today pretty much as it used to stand. It was a sizable place, brick, a sixteen-stall roundhouse, all roofed including the turntable, and then the big back shop. To get into the back shop an engine had to cross the roundhouse turntable, then the turntable had to be moved, just one track, after which there was clear track right down the middle of the shop. In the back shop they were forever hard at work. They might have the big fifty-ton *Emmons Raymond* down or the little *Pony* or the *Orleans*... but they were forever tinkering with one engine or another in there.... A locomotive looked pretty helpless and silly when it was dismantled in the back shop, but you knew that soon they would have it together again and off it would go, better than ever, snorting its yellow breath through that great balloon funnel and sending its rods and its drivers all at a tremendous pace, snaking its train through the pretty river valleys and then up over the hills.

They had good workmen in Lyndonville shop, men like John Shirley and John Hubbard and Clark Woodbury and Lucius Brigham, who was to become its master mechanic, known and respected from one end of Lyndonville to the other as "Old Brig." These men in the back shop were pretty much individualists in their way of working. Those in the machine shop alongside, like Tim Walter, for instance, who set the valves and did even more complicated and intricate jobs, worked more in gangs in the modern way of doing it.

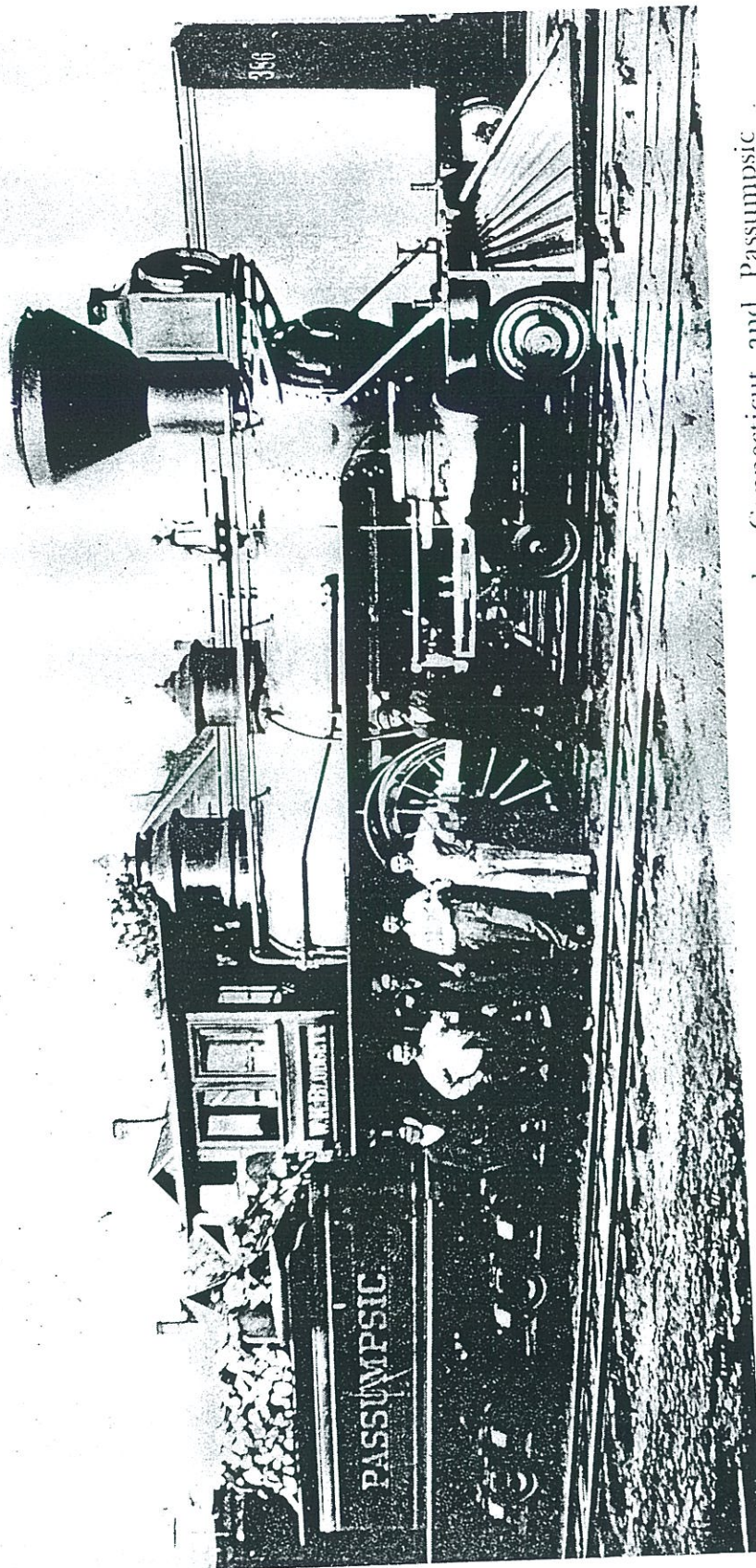
They used to see Daniel Willard as he passed through the

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shop on his way back from his engine-run to his boarding-house. It was always quite shadowy in the back shop and you could see his slim figure clearly outlined in the sunlight outside as he picked his way down the track and across the turntable—through the roundhouse and into the back shop. At that, he could have made a far shorter cut to the boardinghouse, but he seemed always to prefer going through the shop. He liked the shop. He liked to stop and talk with the men who were working there. He would watch John Shirley setting valves...or a gang working to get a locomotive "out of tram," which meant getting her pins straight on the quarters so there would no longer be a kick in her rods when she was under pressure....And he was forever asking questions. Tim Walter, the foreman, commented on this one time to young Robert McVicar. Said he:

"Somehow he always reminds me of the Boy in the Bible who used to go into the Temple and ask the money-changers questions they could not answer."

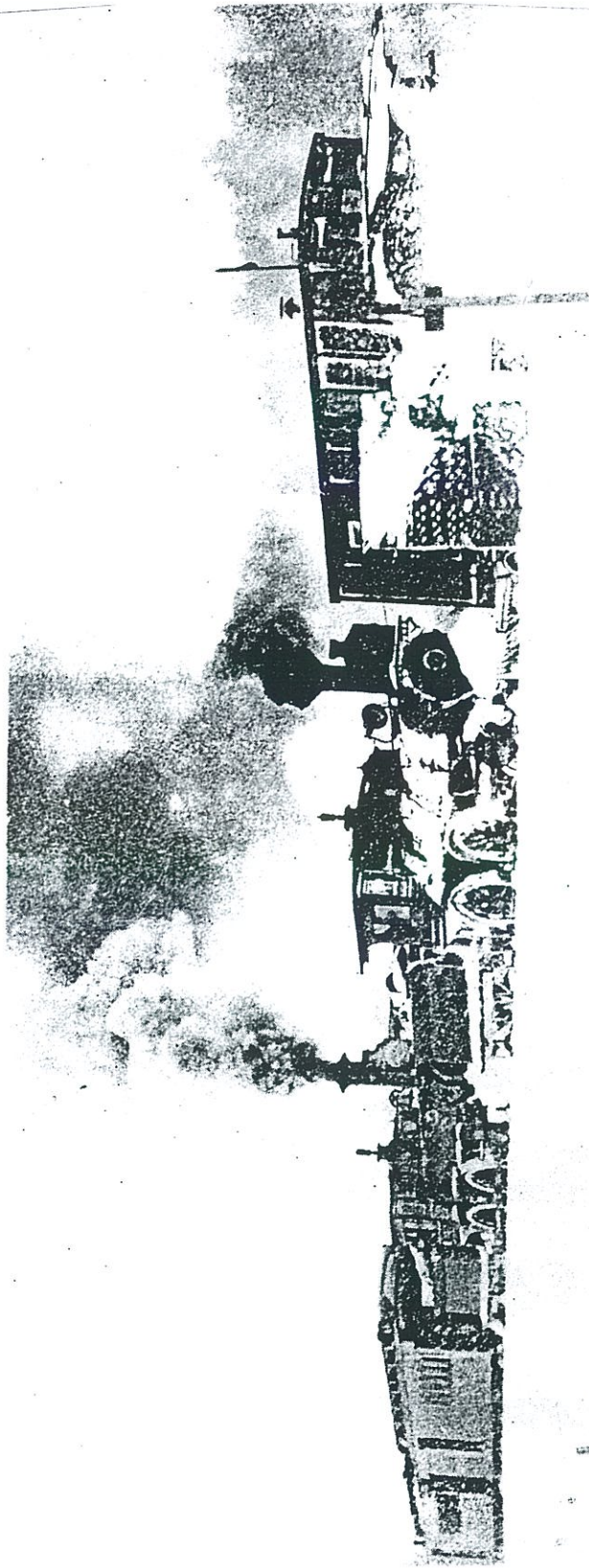
Harley Folsom did not work in the back shop, but his office window in the second floor of the passenger station commanded a good view of the yard and from there he used to watch young Willard, too, musing to himself. He liked young Willard. There was not one of the road's engineers whom he liked better. But he wished that young Willard would keep away from those meetings they were beginning to have in a hall just off the main street of the village. Brotherhood meetings, they were called—and Harley Folsom, superintendent of the Connecticut and Passumpsic Rivers Railroad, did not approve of them in any way, shape or manner. He wished his men would keep away from them;





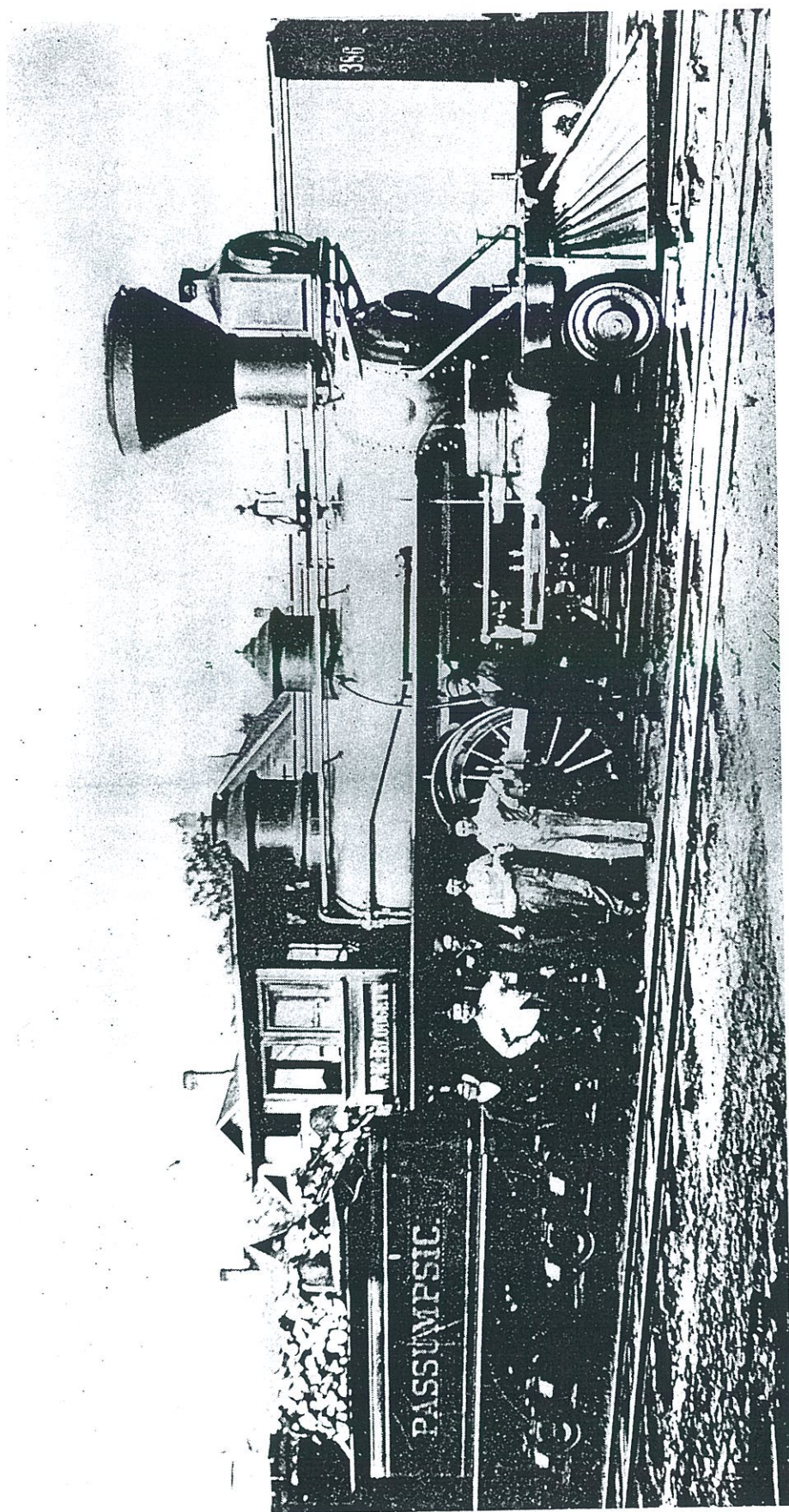
*W. K. Blodgett—Daniel Willard's Favorite Locomotive on the Connecticut and Passumpsic*





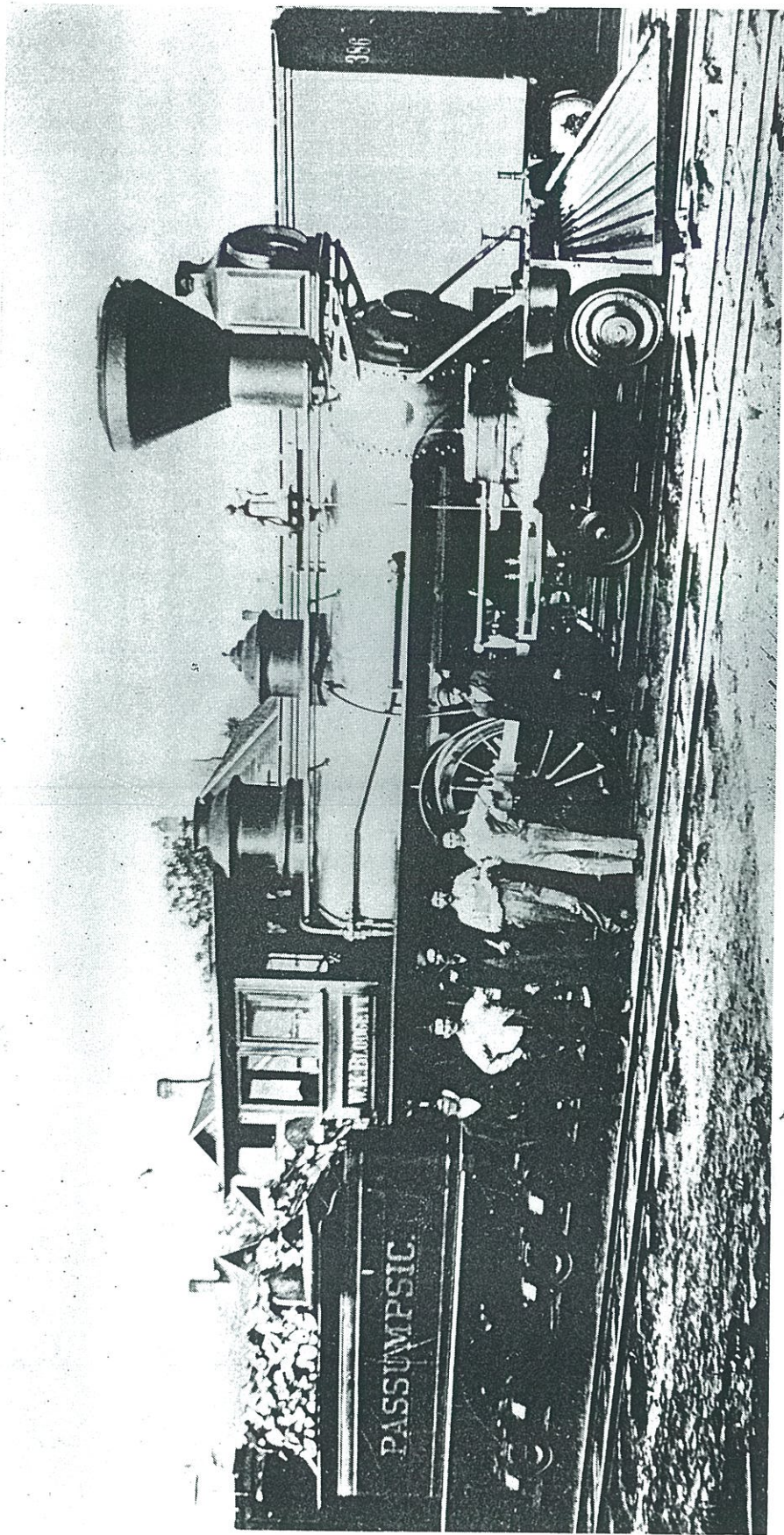
### Bucking the Snows

Almost any old-time winter's day on the Connecticut and Passumpsic.



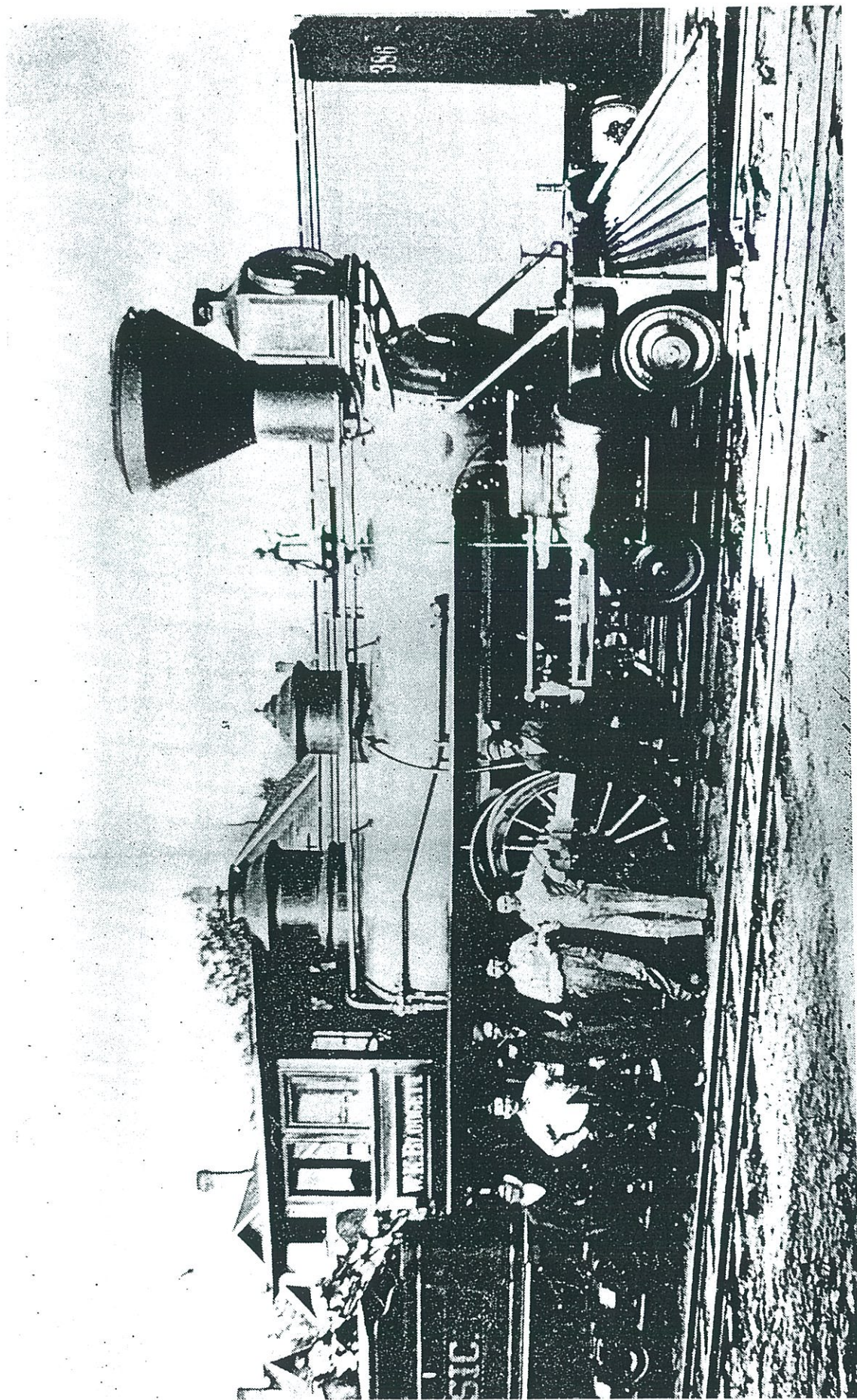
*W. K. Blodgett—Daniel Willard's Favorite Locomotive on the Connecticut and Passumpsic*





*W. K. Blodgett—Daniel Willard's Favorite Locomotive on the Connecticut and Passumpsic*





Blodgett—Daniel Willard's Favorite Locomotive on the Connecticut and Passumpsic

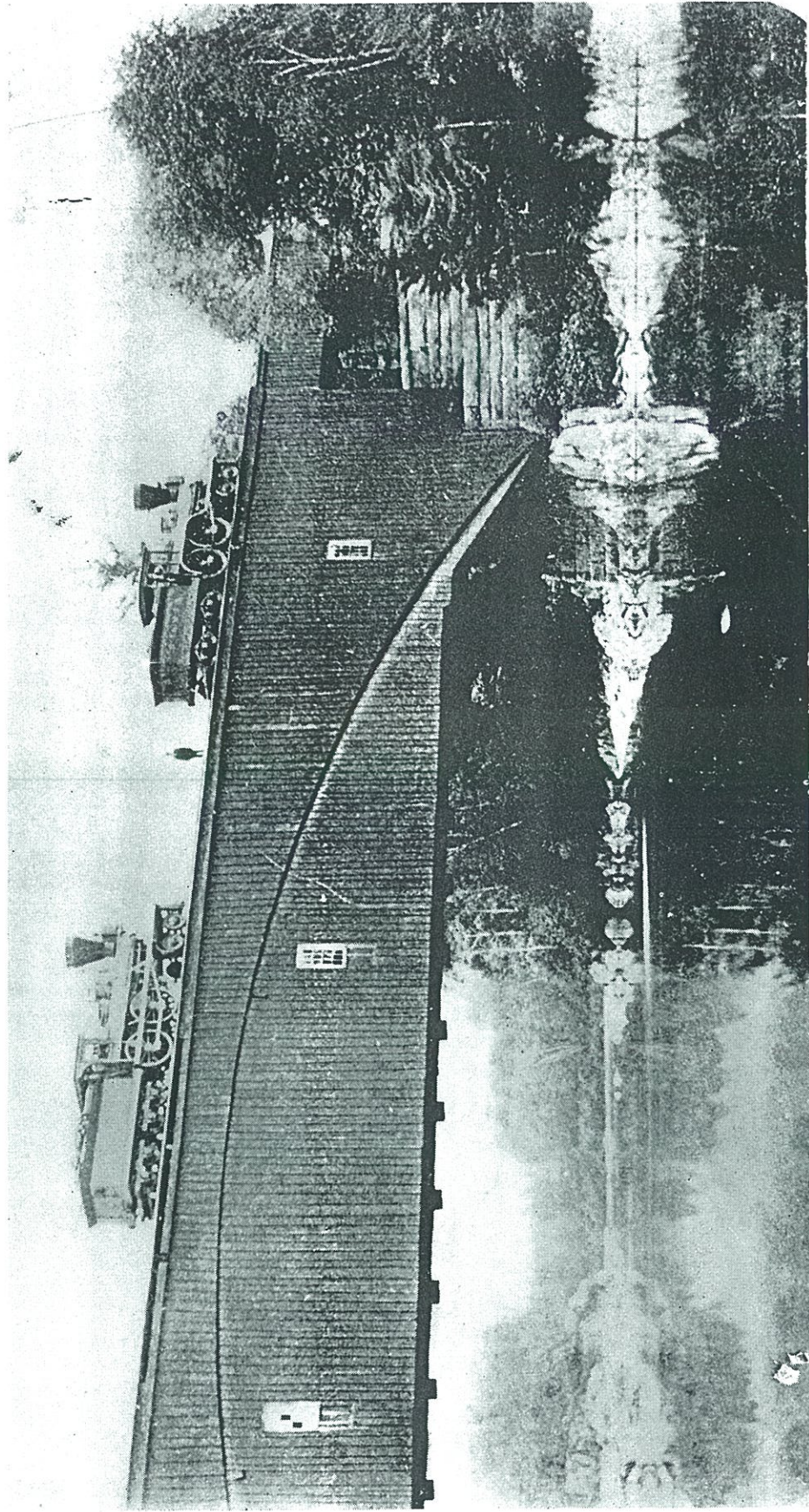




### Bucking the Snows

Almost any old-time winter's day on the Connecticut and Passumpsic.

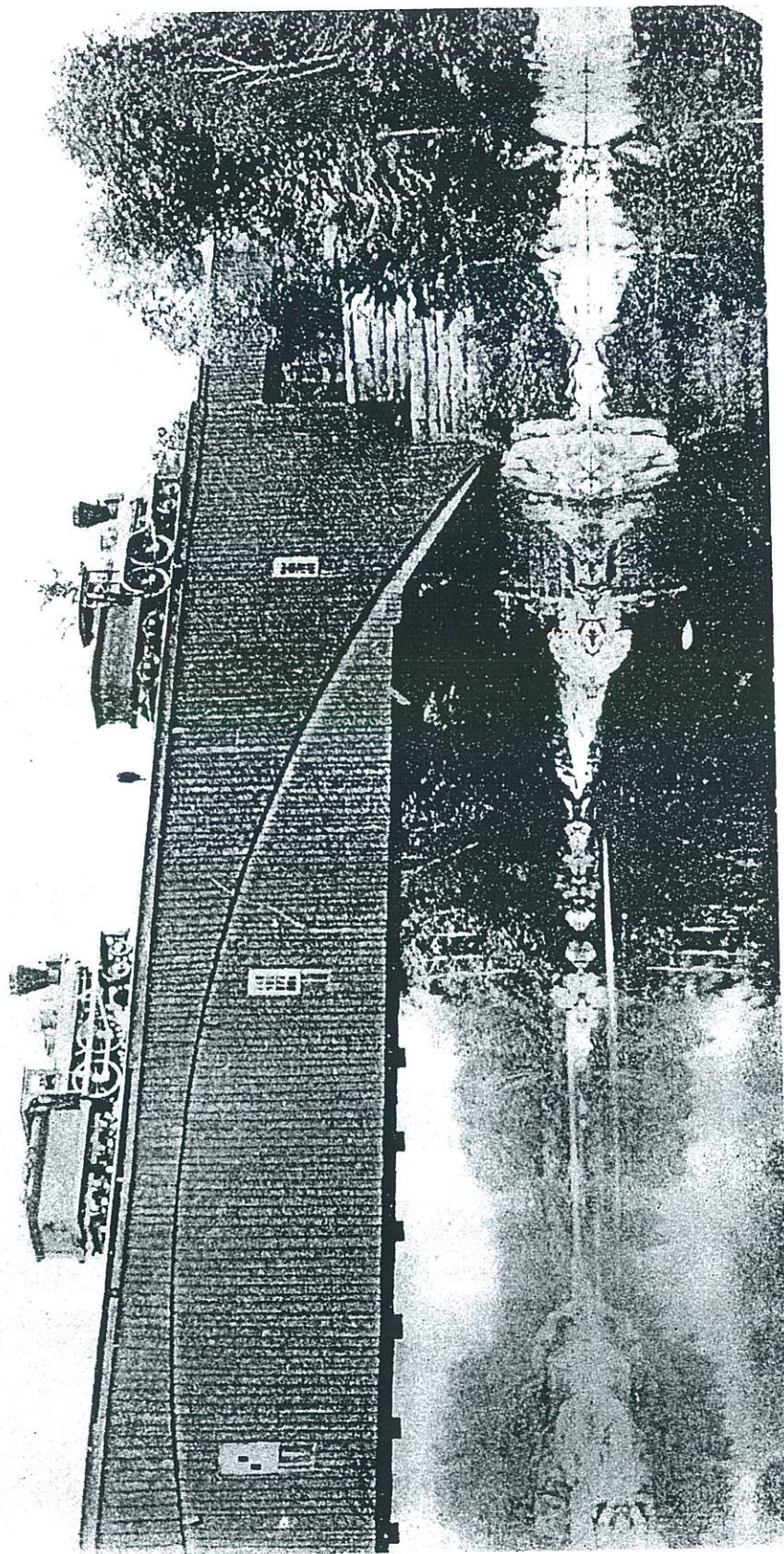




Woodsville Bridge

It carried both railroad and highway traffic from Woodsville, N. H., to Wells River, Vt.





Woodsville Bridge

It carried both railroad and highway traffic from Woodsville, N. H., to Wells River, Vt.



## 1. AWFUL RAILWAY ACCIDENT!

Locomotive Derailed by a Rock  
on the Track at Smith's Mills.

Engineer and Fireman Scalded  
to Death in the Cab.

The Boston & Maine night express train south (No. 18) ran into a rock a few rods north of the Smith's Mills station at about 10:30 Monday night. The engine was derailed. It ran along the track a few rods and tipped over the tender swinging around and closing upon the cab, thus preventing the engineer and fireman from escaping. It was a terrible spectacle that met the gaze of the passengers who rushed from the cars to see what had happened. A blaze from the smoke stack lit up the scene almost as bright as day. The locomotive lay on its side hissing like a huge living monster. The water gauge and "inspiration" connections had both been broken and an intense volume of steam was coming from the cab, where the engineer and fireman were being scalded to death. They were struggling desperately for life and crying piteously for assistance. The passengers procured boards from a fence and pushed the cab over when the nearly lifeless men managed to throw themselves out, only to fall to the ground exhausted. They were carried into one of the cars and cared for as well as possible. Drs. Rugg and Canfield of Stanstead and Dr. Whitcher of Beebe Plain were summoned and conveyed to the scene by the "spur" train, to which the unfortunate men were transferred and carried to Newport where they were removed to the Newport House. The fireman died at 3:50 a. m. and the engineer survived him only twenty minutes, breathing his last at 4:10. Both suffered indescribable agony, crying and begging incessantly for something to relieve their pains. Any attempt at removing their clothing had removed the skin also.

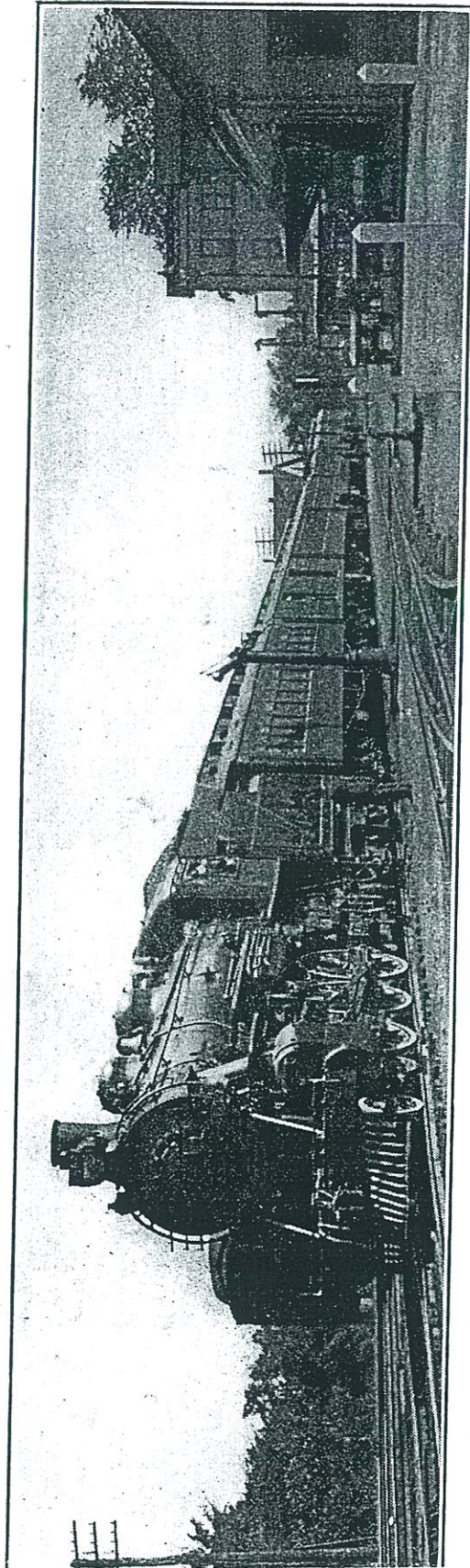
The engineer was Fay J. Rooper of St. Johnsbury.

The fireman, "Kit" Emerson, was from Massachusetts.

The train consisted of five cars crowded with passengers. When the engine tipped over, connection was broken which "set" the air brakes, and the passengers were not even thrown from their seats. Many slept on and never knew what happened. Others were so indifferent that they did not leave their seats. The boulder was loosened from the bank by the train, and rolled down upon the track after the north bound mail train had passed. The rock was thrown several rods, but it had accomplished its deadly mission.

April  
11  
1895





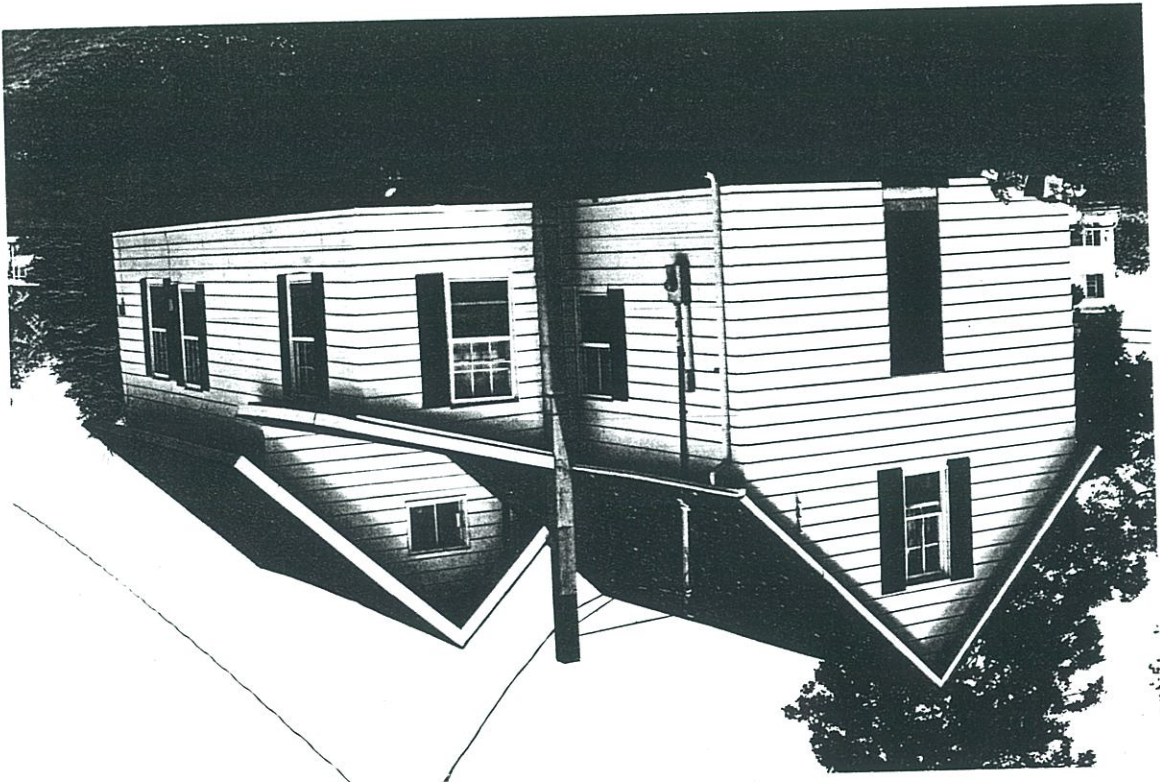
*'Alouette,' Canadian Pacific-Boston & Maine, Boston-Montreal Train at Woodsville, N. H.*



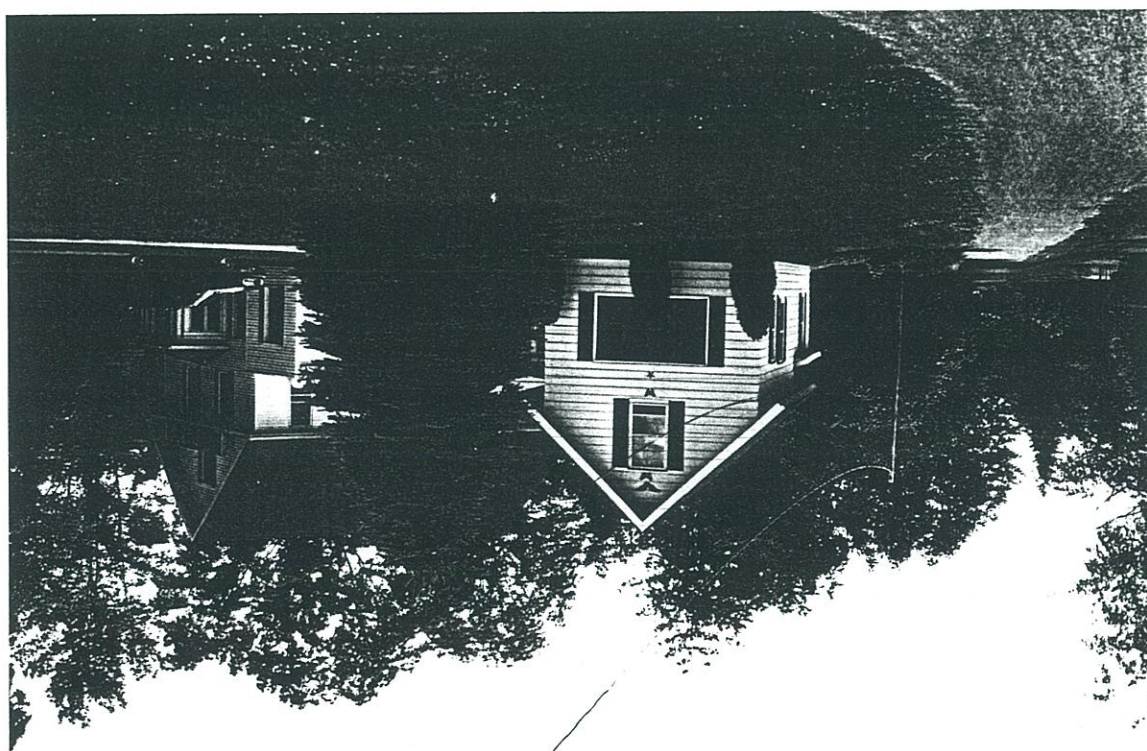
MARC CAHETTE  
23, RUE PERRÉE  
LÉVIS, QUÉBEC  
G6V 5J4  
(418) 837-5662  
(418) 651-7849

(B-m 1870 à 1922 ca)

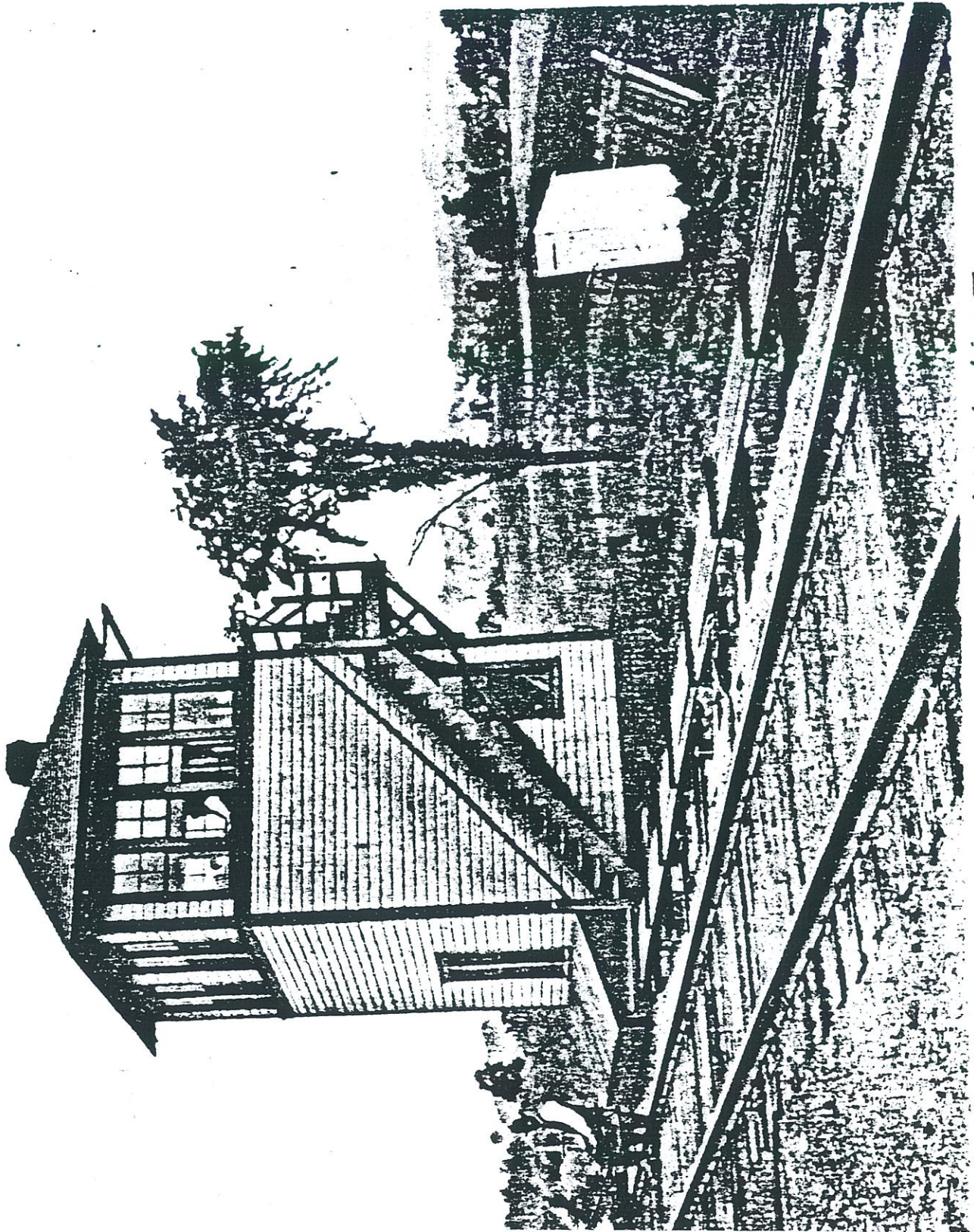
Gare du B-m, Beebe-Jct





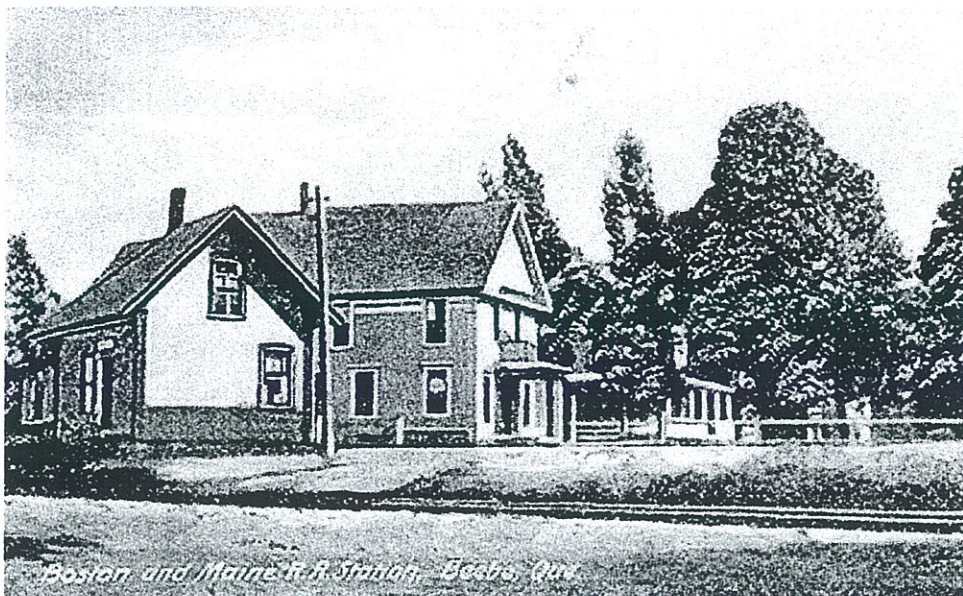






*Std. Interlocking Tower.*





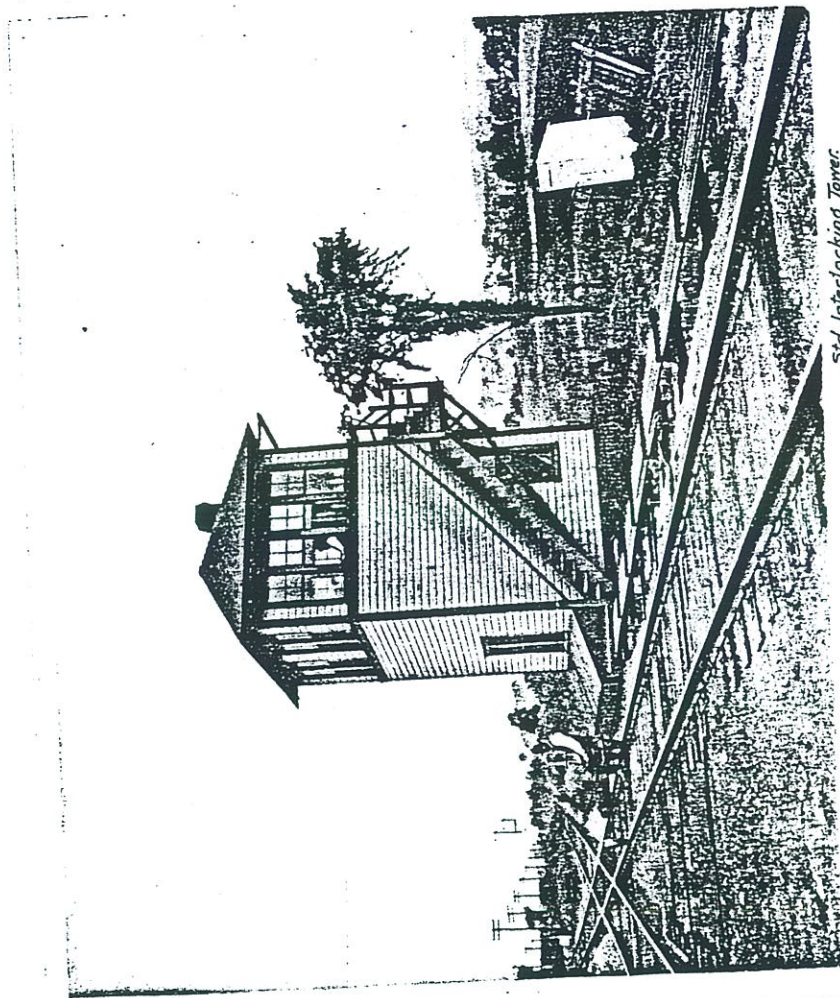
Beebe  
Station



Photograph A-1208.....

21.29.04.....

Standard Design of Interlocking Tower. Located at the Canadian Pacific  
Railway & Grand Trunk Railway Crossing at Lennoxville, Quebec.



*Std. Interlocking Tower*

Photograph A-924.....

ntic, Que.

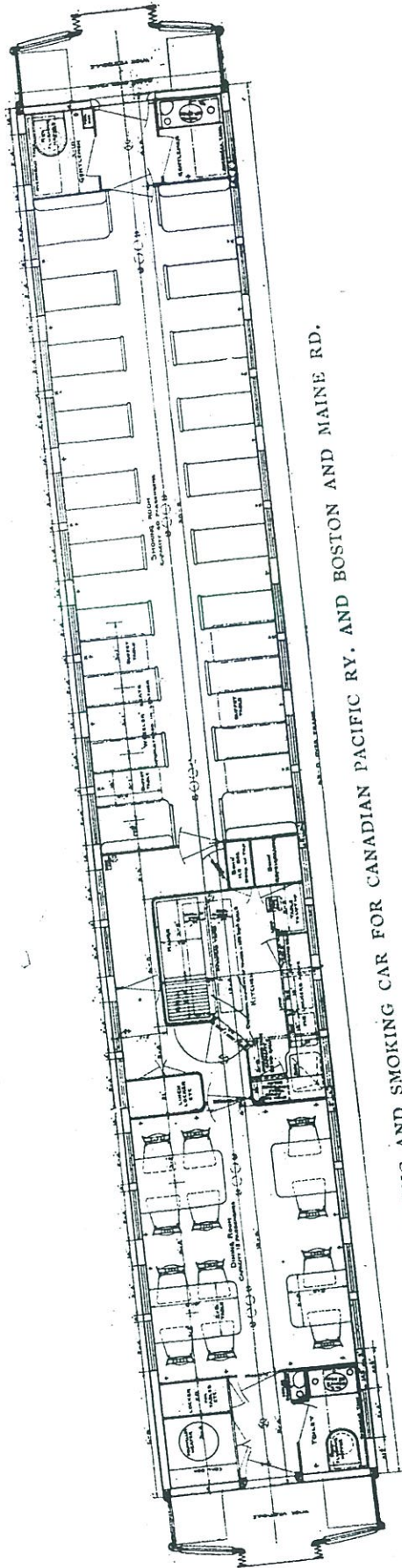


It is alleged by some of the Municipal officers that the new station at Rock Island was not built on the exact spot selected by the Municipality's representatives. They claim that the building was placed about a rod south of the place selected for the evident purpose of avoiding as much rock excavation for the cellar as possible. There is also a little difference in opinion between the railway Company and the Municipality as to whether the latter should extend their highway to the station building or only to the yard limit which would be virtually assisting the Company to grade their yard. Municipal officers say that the Municipality does no work except upon roads it owns and controls, and it is apparent that they would neither own nor control any part of the Company's yard.

NOVEMBER 19

1896

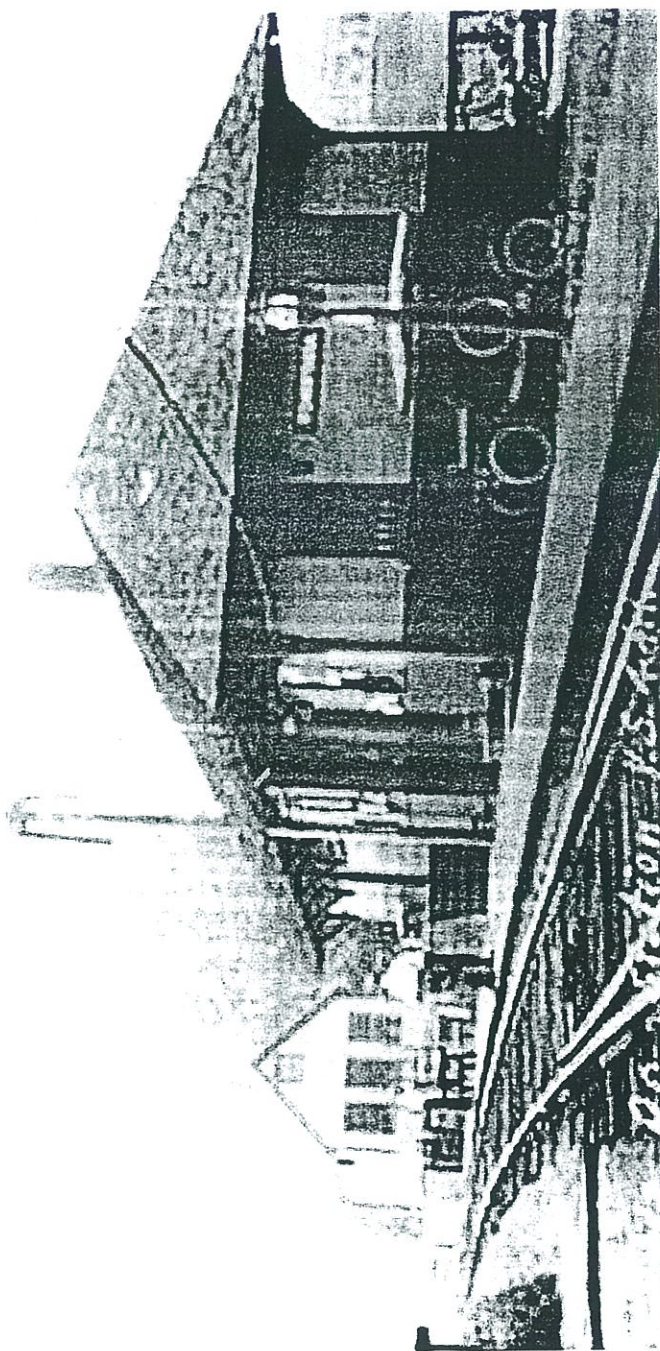




DINING AND SMOKING CAR FOR CANADIAN PACIFIC RY. AND BOSTON AND MAINE RD.

August  
1903





Tomofobia Railroad Station



Train wreck during flood in Tomifobia

August 9, 1916

People in the picture Will Dustin, Tom Martin, Charles Merrill



There was an escapade at Newport a few days ago. Mr. Woodward, general manager of the Quebec Central Railway, landed at New York from England, where he had been on business for that company. On the arrival of his train early in the morning, the sleeping car was entered by officers who woke Mr. W. from a sound sleep and arrested him on papers issued by a firm of Sherbrooke lawyers for a client named Mowry, of Connecticut, on a claim of \$30,000. The officers took him to the Memphremagog house and after breakfast, Woodward, with their permission, wired to Sherbrooke for a special train to bring down R. N. Hall, Esq., his attorney, for which he had obtained the right of way. Soon after the train arrived and the engine had been turned, with steam up, toward Sherbrooke, Mr. W. was allowed to go to his room, but taking a short cut through the lower part of the house, and raising a window leaped out and ran to the engine, followed by constable Bowley, leaped upon the engine, the engineer pulled the throttle and the train was off like a flash.

In regard to Mowry's claim, it is stated that the judgment was obtained against him some years ago on an enforcement of the paper of Bowen & Wood, who failed and left him in the lurch. Mowry's Sherbrooke lawyers expected to find Mr. W. in funds, from the sale of Q. C. bonds, and hence the arrest at Newport.

Stanstead  
Journal

NOVEMBER

26

1885 73

**Massawipi Valley Ry.**—In the action recently brought by this company against J. B. Reed, the Dominion Supreme Court has decided that the company is the proprietor of the lands between the railway fence and the Massawipi river and all construction built by Reed on the west half of the river will be demolished, subject to compensation from the railway company for the actual value of the construction.

July 1903 p 237



## **BLACK LAKE STATION BURNED TO GROUND.**

**NOTHING WAS SAVED BUT A FEW  
BOOKS.**

The Quebec Central Station at Black Lake was burned to the ground at an early hour yesterday morning. The fire was discovered by neighbors across the street, and they immediately gave the alarm. The whole structure, waiting room and office, was one sheet of flame when the people began to arrive, and steps were at once taken to save the contents of the office. A quantity of express matter, which was lying in the waiting room, was carried out. An attempt was made to enter the office by the door but this could not be done owing to the intense heat, and the ticket window was broken in, and the workers reached the books which are in daily use, and had them removed.

The old books and files were consumed, but the papers in the safe were found intact.

That the adjoining buildings were not attacked is due to the fact that there was practically no wind at the time.

The freight shed, which stood about 30 feet away from the passenger station was not touched.

The damage will amount to over \$1,500, and is covered by insurance.

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By the extension of the railroad to Stanstead Plain, Rock Island will lose several good citizens. Mail clerk Whitchee has rented the house lately vacated by Mrs. Williams and the Misses Castle. Dalziel, the newly appointed agent of Stanstead Plain, will move into one of W. C. Herbert's tenements, to-morrow. Conductor McLean will move into a tenement in the same building, next Saturday.

The Stanstead R. R. extension has been completed and is now ready for the Canadian Inspector. The Steam shovel will finish widening the cuts next week. Regular trains will commence running over the road December 1st. The carpenters have finished work on the new freight house at Stanstead Plain. The engine house is being clapboarded. The painters arrived with paint and tools yesterday.

November 12

1896

Stanstead Journal



Regular train service was inaugurated on the Stanstead extension Tuesday morning. There are no practical changes in the time-table except that trains depart from Stanstead Plain station five minutes earlier than old S. and D. L. schedule, and arrive at Stanstead Plain five minutes later. The fare from Stanstead Plain to Rock Island is five cents. No doubt the new arrangement will be a great convenience to the residents of Stanstead Plain, and especially those at the north end. We presume some who live at the south end will prefer taking trains at the Rock Island and Derby Line station as the distance is just about the same and there is a saving of five minutes in time and five cents in cash. Another class who will prefer the R. I. and D. L. station are south bound passengers who wish to have their baggage pass the customs before leaving the place, to avoid delay and perhaps a more disagreeable inspection at Newport. The yard and buildings at the Plain are convenient and tastefully arranged. The separate freight station is a decided improvement over the old method of combining both freight and passenger business in one building. The new engine house is in marked contrast to the time-worn and begrimed old shell which has served the purpose at the old yard for over a quarter of a century. While the site of the Stanstead Plain station does not, perhaps, afford as good a view of the village as the new R. I. and D. L. station does, it is not unpleasantly situated and commands a good view of the mountains to the west.

February 3

1896

Stanstead Journal



# FIRE AT NO. DERBY.

**Started in B. & M. Station  
at About Noon.**

**SPREAD TO MOIR & FROST'S GRA-  
NITE SHEDS WHICH WERE  
ALSO DESTROYED.**

Rock Island, April 18.—(Special.)—  
The B. & M. Station at North Derby  
caught on fire between 11 and 12 o'clock  
today, and was burned to the ground.  
The flames originated in the roof.

There was besides the station a school  
and tenement in the building. Very  
little of the furniture was saved.

Moir & Frost's big granite sheds near  
by caught fire and were also burned  
down. This property was insured, but  
the loss will be quite heavy.

At one time it looked as if many  
other buildings in the village would be  
destroyed but at 1 o'clock the fire is  
believed to be under control.

Sherbrooke  
Daily  
Record

April 18  
1961



## RAILWAY WRECK.

The branch train, which runs through to Newport as an "accommodation," leaving here at 3.30 P. M., collided with a north bound "light" engine on the main line at the curve a short distance above the North Derby crossing yesterday afternoon killing one man and seriously injuring several other persons. Both trains were running fast and as they came in sight of each other around the curve the engineers had barely time to set the brakes before the crash. Both engines were derailed and badly demolished. The tender of the branch train was forced through the forward end of the car the two being "telescoped" several feet, the tender trucks passing under the forward end of the car. Archie Bowker, fireman on the north bound train, was killed. Engineer Walter Hunting's shoulder was dislocated and he was quite badly bruised. The other trainmen injured are:

Charles Dennison, engineer on the branch train, hands badly scalded and head scalded and wounded.

Fireman Kimball, scalp gashed eighteen inches and torn from skull.

Fred Stevens, conductor, severe scalp wounds and limbs badly jammed.

Homer Martel, brakeman, head bruised and back injured.

The passengers injured are:

Harry Stratton, Beebe Plain, badly bruised about hips and legs, left wrist cut, side of head bruised. William Stratton, Beebe Plain, collar bone broken. Mrs. Stratton, badly bruised.

Mrs. Skinner, Barton Landing, bad scalp wound.

Mr. Bean, Beebe Plain, rib broken. Mrs. Bean, cut over eye.

Stanstead  
Journal  
October 4  
1900

# MET ON A CURVE.

**Stanstead Train and Newport Engine  
Collide With Serious Results.**

*Sheelbach*  
**ONE KILLED AND 11 INJURED.**

**Coroner's Jury Find Engineer Hunting and Fireman  
Bowker, the Man Who Was Killed, Responsible  
For the Accident.**

Rock Island, October 4.—(Special)—A terrible wreck occurred on the B. & M. railway, near Beebe Plain, at 3.45 p.m. yesterday. As a result, one person is dead and eleven are injured, several very seriously.

The scene of the accident is on a curve north of the boundary line at Lineboro, and about a mile south of Beebe Plain.

An engine, north bound, collided with the "Spur" passenger train, which leaves Stanstead at 3.26 for Newport.

The south bound train from Stanstead was in charge of Engineer Chas. Dennison and Fireman Ralph Kimball, and on the north bound engine were Engineer Walter Hunting and Fireman Archie Bowker.

Both trains were running at good speed and neither engineers saw the other train until almost at the point of collision.

The north bound engine crushed the other engine about twenty feet into the passenger car, which did not turn over but remained on the track. The north bound engine was thrown from the track and badly smashed.

The force of the collision was terrible, and the passengers, without warning of their danger were hurled the length of the car and scarcely one escaped some injury. There was one tremendous crash. There were many passengers from Stanstead, Rock Island and Beebe Plain on the train. Mr. Harry Stratton, one of the most seriously injured, was on his way to Newport to be married at 6 p.m., accompanied by his parents. He was crushed in amid the debris and had to be chopped out. Mr. Frank Caldwell, of Indianapolis, was on the train, but escaped with slight injuries. Conductor Stevens, of Stanstead, and Mr. Fred Burns, operator, also got off easily.

The injured ones were removed to

houses near by.

The following doctors were summoned: Dr. Gaines, Dr. Whittaker, Newport; Dr. Ross, Derby Line; Dr. Burke, Stanstead; Dr. Gillillan, Dr. Whiteher, Beebe Plain.

The following is a list of the killed and injured:

## KILLED.

ARCHIE BOWKER, of Mansonville, fireman on the north bound train, killed instantly.

## INJURED.

HOMER MARTELL, Stanstead, baggageman, bruised about the body.

RALPH KIMBALL, Stanstead, fireman, ugly gash on scalp and bruised on the side. Little hopes entertained of his recovery.

HARRY STRATTON, of Beebe Plain, seriously injured about the hips.

WILLIAM STRATTON, Beebe Plain, bruised and collar bone broken.

MRS. WM. STRATTON, bruised on one limb and in the neck.

FRED STEVENS, conductor of spur, badly bruised and cut about the head.

MRS. DANIEL SKINNER, of Barton, Vt., injured spine.

MISS EDITH FLANDERS, scalp injured and several gashes cut about the face.

CHAS. DENNISON, engineer on south bound train, face badly cut, hip broken.

WALTER HUNTING, engineer, broken shoulder, bruised about the face and body.

GEO. FRIE, injured internally and gash in head.

The rest of the passengers all received a severe shaking up, but escaped with only a few bruises and some with none whatever.

(Continued on page 3.)



# MET ON CURVE.

(Continued from 1st page.)

## INQUEST HELD.

Coroner Pelletier, of Sherbrooke, was summoned and held an inquest into the death of the dead fireman, Archie Bowker.

The jury was composed as follows :  
Messrs. C. H. McLintock, (foreman.)  
Hoel Beebe, B. F. Carr, H. Hebert, Ed.  
Campbell, Daniel Elder, Percy Pocock,  
Mr. H. McDonald, Sam. Norton, H. J.  
Webster, E. W. Taylor, and Chas. H.  
Selton, Clerk, Rev. C. W. Finch.

Engineer Hunting, of the North bound engine, gave his evidence as follows :—  
"I could only see three or four car lengths ahead of me and was running at full speed on a curve, and only had time to tell my fireman to jump. I received train order at Newport at 3.28, and thought we could meet train No. 14, (Stanstead spur), at Stanstead Junction. Have order in my possession in my jacket pocket. I had not been accustomed to running in this end of the road but on the southern end, and did not have a time table with me."

Dr. Whitely testified that he hurried to the scene of the wreck as soon as possible, and found one man dead, and three badly injured. The fireman's body was brought to the Stanstead Junction station. He examined wounds and found the skull fractured about 4 inches in length, also occipital bone injured in a medium line. Brain matter was oozing out. Cause of death was fracture of skull.

Chas. Dennison, engineer on south-bound train (Stanstead spur), testified that he left Stanstead the same as usual, and when on the curve this side of North Derby, he saw only a very short distance ahead of him a train coming at full speed. He put on brakes and jumped.

E. A. Reedy, yard master at Newport, testified that he saw the engine leave Newport, and was personally acquainted with Engineer Hunting and Fireman Archie Bowker, who were on the engine, No. 89, and he recognized the body of Archie Bowker as the same man he saw at Newport at 3.30 in the afternoon. He was present when the engineer, Mr. Hunting, got his train order from the operator, L. Day, of Newport, and being operator himself, witness read the order with him, which was like this : "Run wild : engine extra 89, from Newport to Lennoxville." Signed H. E. Edouard. This order was complete at either 3.26 or 3.28. Witness said to him, "Get out of the way and get off," meaning that there were other engines and trains to go out of Newport, and he was a new man and wanted him to get on a side track, as the engine then was directly in front of Newport station. Witness saw the engine with fireman and engineer leave Newport at about 3.30.

## THE VERDICT.

The jury returned a verdict that the deceased, Archie Bowker, came to his death as shown in the evidence, and that Engineer Hunting and Fireman Bowker were equally to blame for the accident, but that Engineer Walter Hunting was the more responsible.

crashed through the forward end of the car. His legs were squeezed in between the car floor and bottom of the tender, his head being held down by the brake beam. The end of the tender had to be raised with jack screws before he could be released. Although bleeding from scalp wounds and badly bruised, he kept perfectly cool and gave instructions to the rescuing party.

Harry Stratton, who was sitting at the end of the car, was also pinioned by the tender and the side of the car had to be cut away to secure his release. Mrs. Stratton was held fast by her clothing which had to be cut to release her.

Many people visited the wreck which was at first the scene of much confusion. It was some time before the arrival of a sufficient number of surgeons to give the injured proper attention. Some of the wounded trainmen were at first taken to the d'Etchegoyen house on the knoll behind which the wreck occurred. Other trainmen and passengers were taken up the line on hand cars and in teams. Finally all were removed, some going to their homes, others to the Junction House and Hotel Beebe Plain where they received every attention from doctors, nurses and others. A special from Newport with a number of doctors and trainmen reached the scene of the wreck after all the wounded had been removed.

Between two and three o'clock this morning the line was restored, the engine having been tipped over and the track swung outward past the wreck.

The "light" engine was an extra

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1900



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(STANSTEAD) P. Q., THURSDAY, OCTOBER 4, 1900

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"helper" running to Lennoxville to assist in hauling heavy south-bound trains up the grades. The run was a familiar one for fireman Bowker, but a new one for Engineer Hunting, who received his orders to proceed to Lennoxville keeping clear of all regular trains. Neither of the men thought anything about the branch train which makes this one run through to Newport.

There were some affecting scenes in connection with the wreck, particularly the arrival of Miss Hammond at the Stratton home last evening and the visit of the deceased fireman's wife to the station at the Junction where the body of the unfortunate man awaited the arrival of the coroner from Sherbrooke. Besides a wife deceased leaves two children. He was a son of Charles Bowker, C. P. R. station agent at Mansonville. An inquest was held by Coroner Pelletier, who arrived on the late train, the jury returning a verdict in accordance with the facts, holding both the engineer and fireman to be equally to blame but the former the more responsible.

Harry Stratton, who was seriously injured, was to have been married last night to Miss Lena Hammond of West Derby. He was on his way to that place with his father and mother when the accident occurred.

The wounded are all doing as well as could be expected.

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MARCH 15 1904

# FATAL WRECK AT DIAMOND CROSSING.

## B. & M. and C. P. Freight Trains Crash Together in Early Hours of Morning.

### THREE KILLED AND ONE INJURED.

#### Engineer Folsom, Fireman Berard and Brakeman Cousins Lost Their Lives--Engineer Plante of the C. P. R. Injured--Story of the Wreck.

The diamond crossing, near Lennoxville, was the scene of a serious railway accident in the early hours of this morning.

As a result three Boston & Maine trainmen are dead, and a C.P.R. engineer suffered serious injuries.

The dead are:

JOHN FOLSOM, B. & M. engineer, of Newport; married; leaves wife and two children.

NAP. BERARD, B. & M. fireman, of Stanstead, Que.

W. E. COUSINS, B. & M. brakeman, of West Derby, Vt.

The injured are:

REMI PLANTE, engineer of the C. P. R. of Farnham. Badly scalded; injuries serious, but will likely recover.

Fireman Morrisseau and Brakeman Gagnon, of the C.P.R., who were on the engine, jumped just in time to save their lives.

them, and stayed there until they were but a few feet away from him, when he had to jump for his life. He had no more than left the track when the terrible crash came.

The conductor of the Boston & Maine train ran down to the engine.

It was a sad sight that met his gaze. There wrecked engines emitting steam and smoke, each arrested in its progress by the terrible shock of the other's weight and onward force. There was the flagman. Soon two of the C.P.R. trainmen came through the smoke and steam. But where were the engineers of the Boston & Maine? A hurried examination confirmed the worst fears. Portions of the bodies of two could be seen in the cab of the engine evidently crushed and lifeless. The third, Engineer Folsom, was nowhere to be seen and the terrible inference was that somewhere beneath the wreck his lifeless body was also buried.

Thus the three men who were in the B. & M. engine, the driver, fireman and brakeman, were beyond help.

The C.P.R. train crew were more

ing the arrival of the undertaker. He was soon on hand with blankets and sheets and a two-horse sleigh. The large derrick of the wrecking train was then attached to the tender of the B. & M. engine, and on being drawn back a few feet the bodies were free. They were crushed and burned almost beyond recognition as human beings. They were at once carefully removed to the sleigh awaiting, one in pieces and covered from the view of those present.

The number of sight-seers had been rapidly increasing all this time, and soon numbered several hundred from Lennoxville, Sherbrooke and the country around.

An examination of the track and position of the engines showed that they met just on the diamond, a head-on collision. The C.P.R. engine was a large mogul, coming down grade with probably a heavy train. The B. & M. engine, a light one, was crowded right back some fifteen feet, against the freight cars behind.

The three men killed were all in the engine cab, and probably never realized their danger, for there would have been plenty of time to jump, if they had been looking for another train. The tender of the B. & M. was jammed into the cab of the engine, and death for all three men must have been instantaneous.

The light engine of the B. & M. was easily handled by the large crane of the G.T.R. wrecking train, and after the removal of the bodies it was soon out of the way. More difficulty was experienced in getting the C.P.R. engine back on to the track although

MARCH 15, 1904



## THE DIAMOND CROSSING.

The scene of the accident is what is known as the diamond crossing. It is the point where the main lines of the Grand Trunk and Canadian Pacific cross. The Boston & Maine trains run over the Grand Trunk lines from Lennoxville to Sherbrooke. It is considered a dangerous point, and extraordinary precautions are taken to prevent accidents. A flagman is stationed at the crossing. There are semaphores. Besides all trains are supposed to slow up on approaching the place, and whistle as a warning. It was here that, this morning's fatal accident occurred.

The Boston & Maine freight had left Lennoxville and was pulling towards Sherbrooke.

The C.P.R. freight had left the Sherbrooke C.P.R. station and was journeying eastward.

It is estimated that the C.P.R. engine reached the diamond perhaps a second ahead of the B. & M. engine, and had entered possibly two feet upon it when the Boston & Maine engine arrived to dispute the right of way. The Boston & Maine was going the faster and suffered the most damage.

## THE CIRCUMSTANCES.

To be exact the wreck occurred at 4.35 a.m. The Boston & Maine freight train came into Lennoxville station at about four o'clock. After having done their work there they got their orders and left Lennoxville at 4.35.

About two or three minutes afterwards the operator at Lennoxville station heard a noise, but thought it was some train hunting. It was the collision at the diamond. A few minutes afterwards Conductor McKeown, of the Boston & Maine train, came running to the station to notify the operator of the wreck. The shock of the collision and the partial knowledge of the terrible results had well nigh rendered him speechless.

The operator immediately wired the dispatcher to send a working train, which arrived in due time from Island Pond.

The two trains, which must have been running at a fair rate of speed, met about four feet on the diamond, the C.P.R. train, however, having retarded the meeting first, as when they struck it was about two feet ahead of the other.

## FLAGMAN TRIED TO AVERT ACCIDENT.

The flagman, Mr. Chas. McLaughlin, who was on duty this morning at the diamond, says that the semaphores were arranged so as to give the right of way to the Canadian Pacific train, to separate the Boston & Maine freight, which should have stopped and waited. He says that a few moments before the trains collided, he heard them coming. He ran out on the track with his lantern to signal

fortunate. Engineer Remi Plante was the only one injured. He came within range of the steam and boiling water.

Fireman Marisseau and Brakeman Gagnon, who were, also, in the engine, jumped and were not injured.

Engineer Plante, realizing that he was badly burned, looking around in his dazed condition, noticed a house about one hundred yards away. He ran to it for shelter. He was taken in and cared for there until the ambulance and doctors arrived from Sherbrooke to bring him back to the Protestant Hospital.

Besides the engines several of the cars were badly wrecked. The C.P.R. train in charge of Conductor Martin, had fourteen cars, of which five were wrecked. They were loaded with corn and oats, which were strewn about in all directions.

The Boston & Maine train had also a few cars wrecked, but its principal damage was done to engine, No. 751 which was considerably lighter than the C.P.R. engine, No. 991, and was badly damaged. The front was broken in, the tender and cab are badly smashed, and about the only things left intact are the driving wheels.

The C.P.R. engine shows but slight damage.

Work of clearing the tracks and separating the trains began between 6 and 7 o'clock, when the wrecking crew arrived from Island Pond.

It was not until 9.30 that the B. & M. tender and engine were separated and the bodies of the three unfortunate trainmen taken out of the wreck.

Their position when taken out showed plainly that the men were unaware of any danger before the accident, for they were pinned right to the places where they were standing. The fireman, when found, was bent over, his position indicating that he was shovelling coal when struck. The engineer was covered up with coal and debris and iron bars had to be used to release him from his position. The brakeman was found in an upright position.

## THE SCENE AT 9 O'CLOCK.

All through the hours of the morning the wrecking crews worked. The report of the accident spread rapidly and crowds of people began to arrive from Sherbrooke and Lennoxville. The scene as presented at 9 o'clock is thus described:

The wrecking crews of the C.P.R. from Farnham and of the G.T.R. from Richmond and Island Pond were all at work. The freight cars had been removed, and only the two engines with tenders remained. A large pile of corn at one side of the track showed the effects of the collision to the freight train. The corn was soon shovelled into bags and piled at the side of the track by the trackmen. The bodies of the three B. & M. trainmen were still in the cab of the engine, and the G.T.R. had suspended operations await

the rear driving wheels had not left the main line.

The B. & M. engine and tender were practically a total wreck, while the damage to the C.P.R. was not as great.

The morbid curiosity of some people was shown by the large number who staid close by the cab of the engine until the bodies were removed and following the same to the sleigh in waiting, fearing they might miss some part of the ghastly sight. Others searched through the cab for mementoes, and one man, on finding a pencil that had belonged to one of the unfortunate men, was heard to say he would not take \$10 for it. Every bit of iron was carefully looked over by these men, and if one picked up a piece the others would rush to see what it was.

## INQUEST TO-NIGHT.

The bodies were removed to the Town Hall, Lennoxville, where the inquest will be held to-night.

## C.P.R. ENGINEER'S STORY.

C.P.R. engineer Plante says that he slackened the speed of his train on nearing the diamond, but seeing that the semaphore was down, was going along slowly. He saw the flagman come out of the flag station and run up the track with a lantern to flag the Boston & Maine train. He was certain that they would stop, but when he saw them coming it was too late. The fireman and brakeman jumped out of the engine. He applied the emergency brakes, and after doing all he could, jumped, but then the trains collided. The boiling water came pouring over him, and the whole of his body was badly scalded.

## TRAINS DELAYED.

The regular trains were considerably deranged by the wreck.

Grand Trunk train No. 5 from Island Pond, due to leave here at 9.35 a.m., left at 11.05 a.m.

Grand Trunk No. 2, Montreal to Portland, due here at 11.26, was on time.

The Grand Trunk freight trains were a little crowded up in the yards here, but are clearing out now.

The Boston & Maine, due to leave here at 5 a.m., was cancelled.

The B. & M., due here at 7.15, arrived at 11.38.

The B. & M. mixed due to leave here at 10 a.m., left at 11.10 a.m.

The C.P.R. Halifax train, due here at 5.07 did not come in from Lennoxville, but went by way of Newport, Vt., to Montreal.

The Megantic flyer, due here at 10.45, was about 45 minutes late.

Both the C.P.R. and B. & M. passengers who were blocked at Lennoxville, by the wreck, were served breakfast at the College House at the companies' expense. A good number of passengers came here by street car.

## CAUSE OF ACCIDENT.

The cause of the accident will pro-

(Continued on page 5.)



first and second. Megantic, ahead of 1st No. 85, engine 802."

"I received the order and repeated it at 4.15 a.m. Engine 991 was the one in the collision. The C.P.R. train left Sherbrooke at 4.30 a.m."

The next witness was William Hatcher, Grand Trunk night operator at Lennoxville. He testified as follows: "I was on duty on the morning of March 15th. The conductor of the Boston and Maine train came running to me at the station at about 4.30, and told me that he had struck a train at the Diamond, and three men were killed. I gave the orders to the B. & M. train between Lennoxville and Sherbrooke, before the accident. No orders are given for the Diamond Crossing; the man at the Diamond is supposed to attend to that. When trains come to the Diamond Crossing. The Company's rules are that they should come to a full stop, until signals are given to let them go by. The Boston & Maine train arrived in Lennoxville at 4 o'clock. They were delayed 33 minutes by Grand Trunk freight shunting."

The next witness was Samuel McLaughlin, the night signal man at the Diamond Crossing. He testified as follows: "I was on duty on the morning of March 15th. The C.P.R. train came to the semaphore and whistled for the Diamond semaphore. I lowered it for the C.P.R. train. When I was putting up the semaphore behind the C. P. R. train I saw the B. & M. train coming around the curve. I watched it and thought it would stop at the semaphore, but it did not. I then jumped from the platform, and ran up as far as the switch to give signals for the B. & M. train to stop. When I could not hear them replying to the signals by the brakes, I ran back to stop the C.P.R. train, and as soon as I gave them the signals to stop I heard them put on brakes, and jumped back just as the trains struck. When I put up the semaphore behind the C.P.R. train, the B. & M. train was coming pretty fast.

minutes before the collision. Mr. Arthur Marchessault, the fireman on the C.P.R. engine, then testified as follows: I was on board the C.P.R. engine that collided with the B. & M. engine on March 15th. We came to the semaphore, whistled two or three times and stopped; then we started ahead, after the semaphore was down. I saw the reflection of the B. & M. engine's headlight on the track near the diamond, and I got off before we got through the diamond. I had no more than jumped when the trains struck. What made me look ahead was the light I saw, and when I looked ahead I saw the signal man motioning with his arms. That was why I got off. When I saw the reflexion on the track the B. & M. train was about 25 or 30 feet away, and did not seem to be coming very fast. With the light thrown by our headlight we could see a man 25 or 30 car lengths ahead. I did not hear the Boston & Maine train whistle.

The C.P.R. conductor, Mr. Samuel Martin, of Farnham, was the last witness. He said: The first thing I knew of the accident was when I was thrown from my seat in the van. I then got up and went down to the front end of the train. The brakeman told me that we had collided with a Boston & Maine train. I then looked around to see if our engineer had run past the signals, but found that they were set to let us go by. The semaphore man told me that he had tried to stop the B. & M. train but could not succeed. My train stopped before reaching the diamond. It is our invariable custom to do so.

Doctors Foss and Thomas gave the report of their medical examination.

Engineer Folsom had his left side badly crushed, and his head and face also crushed in. These injuries caused death.

Brakeman Cousins had his body crushed and his face badly scalded, which caused death.



brakes, and jumped back just as the trains struck. When I put up the sennaphore behind the C.P.R. train, the B. & M. train was coming pretty fast. They are supposed to stop before the Diamond but they did not. I do not think that the Boston and Maine train slackened their speed. The trains stop at the Diamond as far as we can tell, but it is hard to tell at night whether they come to a standstill or not. All roads running over the Diamond pay about the same heed to signals. I signalled the train with my arms, for I did not have time to get my lantern, however, I am not supposed to go on the track and flag trains. I do not think that the Boston and Maine trainmen saw me. It was a little dark but one could see. The lights were burning brightly on the sennaphores, and the headlights were also burning." Cross-questioned, he said that he was positive that the signals were against the Boston and Maine train, and if the B. & M. driver had been on the look-out, he could have stopped his train.

The next witness was Mr. John G. McEwen, of Newport, Vt., conductor on the wrecked Boston & Maine train. He testified as follows: "I was on duty on the morning of March 15th on my train. Our orders at Lennoxville were completed at 4.28 a.m. I gave the engineer a copy of the orders which read as follows:

"Island Pond, March 15, 1904. Lennoxville to C.N.E. of B. & M. engine 754. B. & M. engine 754 will run extra Lennoxville to Sherbrooke, and has right of track over all trains between Lennoxville and Sherbrooke until 4.55 a.m. (Signed) F.W.E."

"We started from Lennoxville yard and passed the station at 4.33 a.m., and about 4.38 a.m., I think, the engines collided. When the trains struck, the jar threw me over my desk. When I came to my senses I put on my cap and went down to the engine

room.

Brakeman Cousins had his body crushed and his face badly scalded, which caused death.

Fireman Berard's face was scalded, high right arm was crushed off at the elbow, his body and thighs were also badly crushed. Death was due to the same cause in his case.

This ended the evidence.

The jury then went out to discuss it, and after about forty-five minutes, they unanimously agreed upon the following verdict:

"That the deceased B. & M. engineer, John Folsom, fireman Napoleon Berard and brakeman E. Warren Cousins came to their deaths on the 15th day of March, 1904, about 4.30 a.m. at the diamond crossing, Lennoxville, about one-half mile from Lennoxville station, by being crushed to death in the B. & M. engine which collided with the engine of a C.P.R. freight train, and we the jurors, after hearing the evidence, are of the opinion that the cause of their death was due to an error of judgment or carelessness on the part of the engineer of the Boston & Maine train."

The inquest was largely attended. Amongst those present were: Mr. Crozier, of the C.P.R.; Mr. Holmes, trainmaster of the Grand Trunk; Mr. Hurd, of Hurd, Fraser and Rugg, attorneys for the Grand Trunk; Mr. Cate and Mr. C. D. White, of Cate, Wells & White, attorneys for the Boston & Maine, and many others. Even the hall outside of the room where the inquest was held was filled with people.

Undertakers arrived last night to take charge of the bodies and remove them to the homes of the families.

One of the sad circumstances of the affair is that Engineer Folsom's two little children are ill with typhoid fever, their mother being unable to leave them.



# Coroner's Inquest Held Last Evening.

MARCH 16 1904

## Verdict Lays Blame Of Railway Accident Upon Engineer Folsom, Who Died In His Cab—Evidence of the Witnesses.

The inquest into the death of B. & M. Engineer John Folsom, Fireman Napoleon Berard, and Brakeman E. Warren Cousins, who were killed yesterday in an accident at the Diamond Crossing, Lennoxville, was held last night, at the Town Hall, Lennoxville, by Deputy Coroner F. A. Gadbois.

The following jury was sworn in: Messrs. C. Nelson (foreman), John McCulloch, George Severance, Peter Berton, George Henry, C. F. Wiggett, William Clark, C. E. White, E. W. Parker, Robert Burge, J. M. Shuter, A. M. Taylor, A. J. Martin, Samuel McFadden, Robert McFadden, and J. B. Orr.

The jurymen viewed the bodies of the deceased and then returned to the Council room of the Town Hall to hear the evidence.

The first witness called was Chas. A. Roberts, C.P.R. night operator at Sherbrooke. He said: "I was on duty on March 15th, and gave to the C.P.R. train that was in the collision, an order which read as follows:

"Engines 991 and 997 will run as first and second. 219, Sherbrooke to Megantic, ahead of 1st No. 85, engine 802."

"I received the order and repeated it at 4.15 a.m. Engine 991 was the one in the collision. The C.P.R. train left Sherbrooke at 4.30 a.m."

to see what had happened. I enquired of some of the C.P.R. men who were there if they had seen any of our men on the engine, and they said they had not. I then made up my mind that they had been killed. The engine was leaking steam very badly. I then went back to the Grand Trunk station, and wired a report to Lyndonville. After I gave the engineer the order I had nothing more to do with the running of the train. Folsom was an old driver, and was considered as a safe and reliable man. I could not see if the semaphore was against us until after we struck. It is the driver's duty to watch the semaphore. After we had struck, I looked at the semaphore and saw that it was against us. When we struck we were going at a rate of about eight miles an hour. Our train whistled at the semaphore, and then slowed up about half its speed, just before we got to the semaphore. After the engine and a few cars have passed the semaphore, it is generally raised. The third man on the engine was the head brakeman. It is his duty to be there. A Grand Trunk train left Lennoxville for Sherbrooke about five minutes before we left."

Mr. Arthur Marchessault, the fireman on the C.P.R. engine, then testified as follows: I was on board the C.P.R. engine that collided with the B. & M. engine on March 15th. We



## FATAL WRECK AT DIAMOND CROSSING.

(Continued from page one.)

bably be fully explained at the inquest to-night.

It appears that the semaphores at the diamond stand set against all trains. The engineers of all trains approaching from any direction must stop and whistle. The flagman then sets the semaphore, giving him the right to proceed. The flagman states that he had given this permission to the C.P.R. this morning. From the reports it would appear that the unfortunate crew of the B. & M. overlooked the usual precaution. This may not be the case, however, and the facts will no doubt be fully established at the inquest.

Even if there was an error on the part of the B. & M. trainmen, the brief space of a couple of minutes would have enabled them to clear the diamond and all would have been well. It is said to be of somewhat rare occurrence that two trains arrive at the crossing at the same time. Unfortunately, this morning, the time when a mistake was made, was the exception to the rule.

"helper" running to Lennoxville to assist in hauling heavy south-bound trains up the grades. The run was a familiar one for fireman Bowker, but a new one for Engineer Hunting, who received his orders to proceed to Lennoxville keeping clear of all regular trains. Neither of the men thought anything about the branch train which makes this one run through to Newport.

There were some affecting scenes in connection with the wreck, particularly the arrival of Miss Hammond at the Stratton home last evening and the visit of the deceased fireman's wife to the station at the Junction where the body of the unfortunate man awaited the arrival of the coroner from Sherbrooke. Besides a wife deceased leaves two children. He was a son of Charles Bowker, C. P. R. station agent at Mansonville. An inquest was held by Coroner Pelletier, who arrived on the late train, the jury returning a verdict in accordance with the facts, holding both the engineer and fireman to be equally to blame but the former the more responsible.

Harry Stratton, who was seriously injured, was to have been married last night to Miss Lena Hammond of West Derby. He was on his way to that place with his father and mother when the accident occurred.

The wounded are all doing as well as could be expected.

#### RAILWAY WRECK.

The branch train, which runs through to Newport as an "accommodation," leaving here at 3.30 P. M., collided with a north bound "light" engine on the main line at the curve a short distance above the North Derby crossing yesterday afternoon killing one man and seriously injuring several other persons. Both trains were running fast and as they came in sight of each other around the curve the engineers had barely time to set the brakes before the crash. Both engines were derailed and badly demolished. The tender of the branch train was forced through the forward end of the car the two being "telescoped" several feet, the tender trucks passing under the forward end of the car. Archie Bowker, fireman on the north bound train, was killed. Engineer Walter Hunting's shoulder was dislocated and he was quite badly bruised. The other trainmen injured are:

Charles Dennison, engineer on the branch train, hands badly scalded and head scalded and wounded.

Fireman Kimball, scalp gashed eigh-

October 4  
1900



branch train, hands badly scalded and head scalded and wounded.

Fireman Kimball, scalp gashed eighteen inches and torn from skull.

Fred Stevens, conductor, severe scalp wounds and limbs badly jammed.

Homer Martel, brakeman, head bruised and back injured.

The passengers injured are:

Harry Stratton, Beebe Plain, badly bruised about hips and legs, left wrist cut, side of head bruised. William Stratton, Beebe Plain, collar bone broken. Mrs. Stratton, badly bruised.

Mrs. Skinner, Barton Landing, bad scalp wound.

Mr. Bean, Beebe Plain, rib broken.

Mrs. Bean, cut over eye.

Mamie O'Brien, Stanstead, shoulder bruised.

Conductor Stevens had just signalled the engineer to stop to leave passengers at North Derby and was standing near the door. He was knocked down by the tender which crashed through the forward end of the car. His legs were squeezed in between the car floor and bottom of the tender, his head being held down by the brake beam. The end of the tender had to be raised with jack screws before he could be released. Although bleeding from scalp wounds and badly bruised, he kept perfectly cool and gave instructions to the rescuing party.

Harry Stratton, who was sitting at the end of the car, was also pinioned by the tender and the side of the car had to be cut away to secure his release. Mrs. Stratton was held fast by her clothing which had to be cut to release her.

Many people visited the wreck which was at first the scene of much confusion. It was some time before the arrival of a sufficient number of surgeons to give the injured proper attention. Some of the wounded trainmen were at first taken to the d'Etchegoyen house on the knoll behind which the wreck occurred. Other trainmen and passengers were taken up the line on hand cars and in teams. Finally all were removed, some going to their homes, others to the Junction House and Hotel Beebe Plain where they received every attention from doctors, nurses and others. A special from Newport with a number of doctors and trainmen reached the scene of the wreck after all the wounded had been removed.

Between two and three o'clock this morning the line was restored, the engine having been tipped over and the track swung outward past the wreck.

The "light" engine was an extra

Subject Stations-East- Canadian Pacific Station at Newport, Vermont.

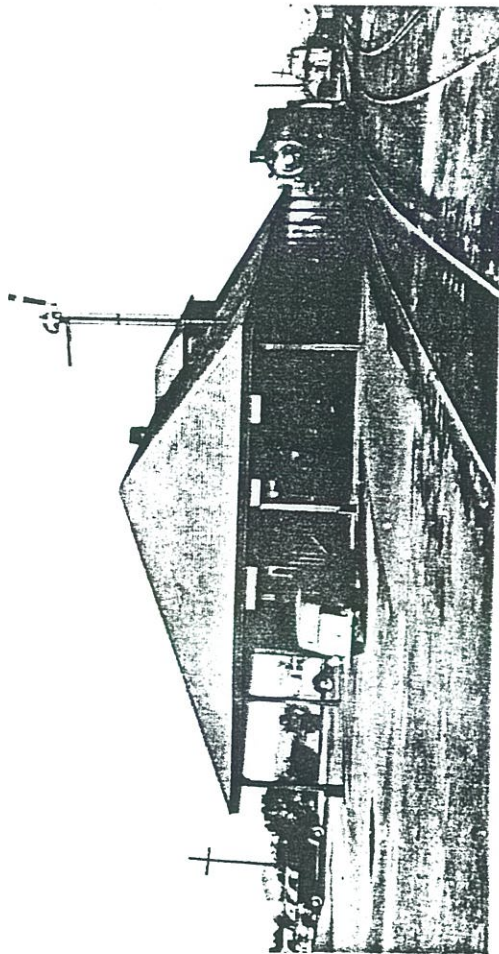
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3 & W Neg. N° 23796  
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Date 1948  
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1108





## Locomotives of the Quebec Central

QC No.	JP No.	Type	Cylinders	Drivers	Built	Acquired	Builder
1		4-4-0	16x24	60	1874		Mason
2		4-4-0	16x24	60	1874		Mason
3		4-4-0	16x24	60	1874		Mason
4		4-4-0	16x24	60	1874		Mason
5		4-4-0	16x24	60	1874		Mason
10		4-4-0	18x24	62	1888		H
11		4-4-0	18x24	62	1888		H
12		4-4-0	18x24	62	1888		H
13		4-4-0	18x24	62	1888		H
14		4-4-0	17x24	62	1890		I
15		4-4-0	17x24	62	1890		I
16		4-4-0	17x24	63	1896		I
17		4-4-0	17x24	63	1896		I
18		4-4-0	17x24	63	1896		I
19		4-4-0	17x24	63	1897		I
18		4-4-0	17x24	63	1897		I
19		4-4-0	17x24	63	1897		I
20		4-4-0	18x24	66	1902		M
19		4-4-0	18x24	66	1902		M
21		4-4-0	18x24	63	1899		M
22		4-4-0	18x24	63	1899		M
23		2-6-0	18x26	63	1882	1902	Kingston
24		2-6-0	18x26	63	1882		GT
25		4-4-0	18x24	66	1904		GT
26		2-6-0	18x24	66	1904		Montreal
27		2-6-0	20x26	56	1906		Kingston
28		2-6-0	20x26	56	1906		Kingston
29		2-6-0	20x26	56	1906		Kingston
30		2-6-0	20x26	56	1906		Kingston
31		4-4-0	18x24	63	1908		Kingston
32		4-4-0	18x24	63	1908		Kingston
33		2-6-0	20x26	56	1908		Kingston
34		4-6-0	20x26	66	1910		Kingston
35		4-6-0	20x26	66	1910		Kingston
36		2-6-0	20x26	56	1910		Kingston
37		2-6-0	20x26	56	1910		Kingston
38		2-6-0	20x26	56	1910		Kingston
39		2-6-0	20x26	56	1912		Kingston
40		4-6-0	20x26	56	1912		Kingston
41		4-6-0	20x26	56	1912		Kingston
42		4-6-0	20x26	56	1912		Kingston
43		4-6-0	21x26	63	1913		Kingston
44		4-6-0	21x26	63	1913		Kingston
45		4-6-0	21x26	63	1913		Kingston
46	3500	2-8-0	22½x28	63	1913		Kingston
47	523	4-6-0	20x26	63	1907		CP
48	524	4-6-0	20x26	63	1908		CP
49	3800	2-8-0	20x26	63	1908		N. British
50	3801	2-8-0	20x26	63	1908		N. British
51	3802	2-8-0	20x26	63	1908		CP
52	3424	2-8-0	20x26	57	1917		CP
53	3426	2-8-0	21x28	57	1917		CP
54	3410	2-8-0	21x28	57	1918		Alco
55	3427	2-8-0	21x28	57	1918		Alco
56	878	4-6-0	21x28	57	1920		Kingston
57	940	4-6-0	21x28	63	1921		CP
58	3560	2-8-0	22½x28	63	1920		CP
59	3561	2-8-0	22½x28	63	1920		CP
60	2536	4-6-2	22½x28	70	1923		CP
61	2573	4-6-2	22½x28	70	1926		CP
62	3554	2-8-0	22½x28	70	1926		CP
63	3462	2-8-0	22½x28	57	1926		CP
64	3563	2-8-0	22½x28	57	1926		CP
65	2554	4-6-2	22½x28	57	1926		CP
66	2556	4-6-2	22½x28	70	1926		CP
67	2588	4-6-2	22½x28	70	1929		CP

NOTES. Named engines: 1—"J. G. Robertson," 2—"R. D. Morkill," 3—"L. N. Laroche," 4—"Chas. A. Scott," 5—"Hon. H. J. Blanchet." Numbers 1 and 2 were ex-Sherbrooke, Eastern Townships, & Kennebec Railway engines; Numbers 3, 4 and 5, ex-Lewis & Kennebec jobs. Numbers 11 and 12 were sold to the Temiscouata Railway in 1923; Number 15, to the Dominion Lime Company of Lime Ridge, Que. Numbers 18 and 19 were wrecked in 1902. Number 31 went to John Breakey & Company of Breakeyville, and was converted into a woodburner. Railroad Magazine is indebted to Robert R. Brown and the Canadian Railroad Historical Bulletin for permission to publish this roster.

## Next Month's Roster: THE WABASH

The Near Future: THE NEW YORK CENTRAL



# The Quebec Central Railway

By ROBERT R. BROWN

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

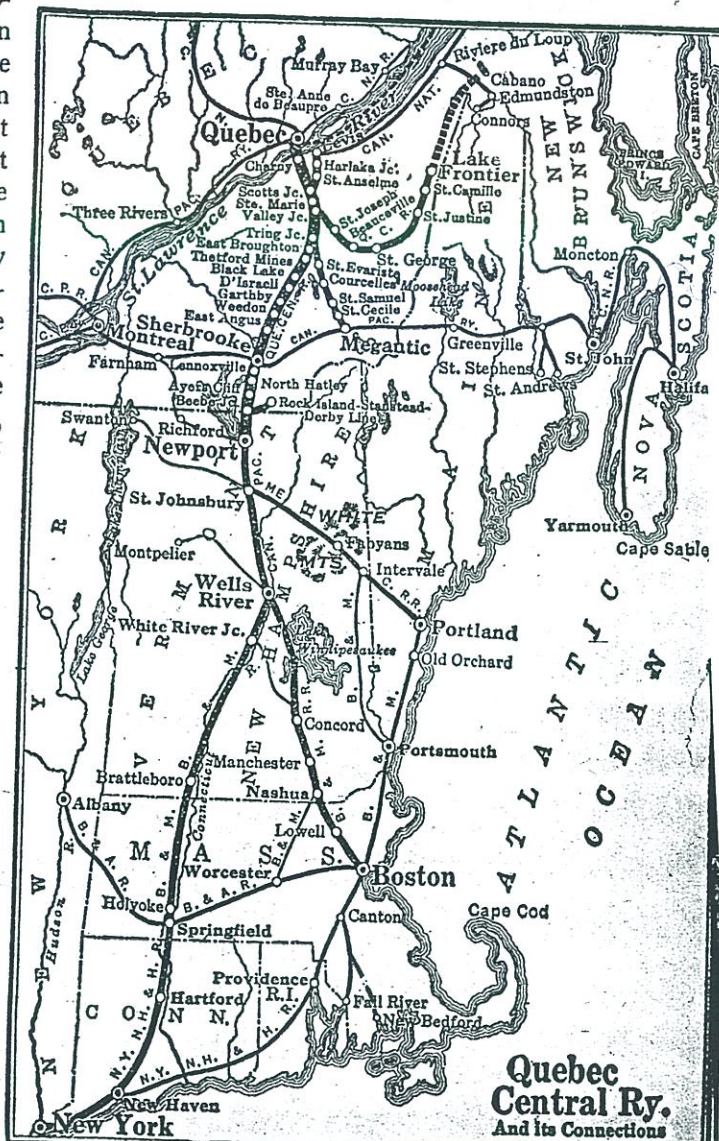
THE original main line of the Quebec Central Railway, extending from Levis to Sherbrooke, was formed by the amalgamation of two separate but allied projects. First, the Levis & Kennebec Railway was incorporated in 1869, to build from Levis, on the south shore of the St. Lawrence River opposite Quebec,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

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

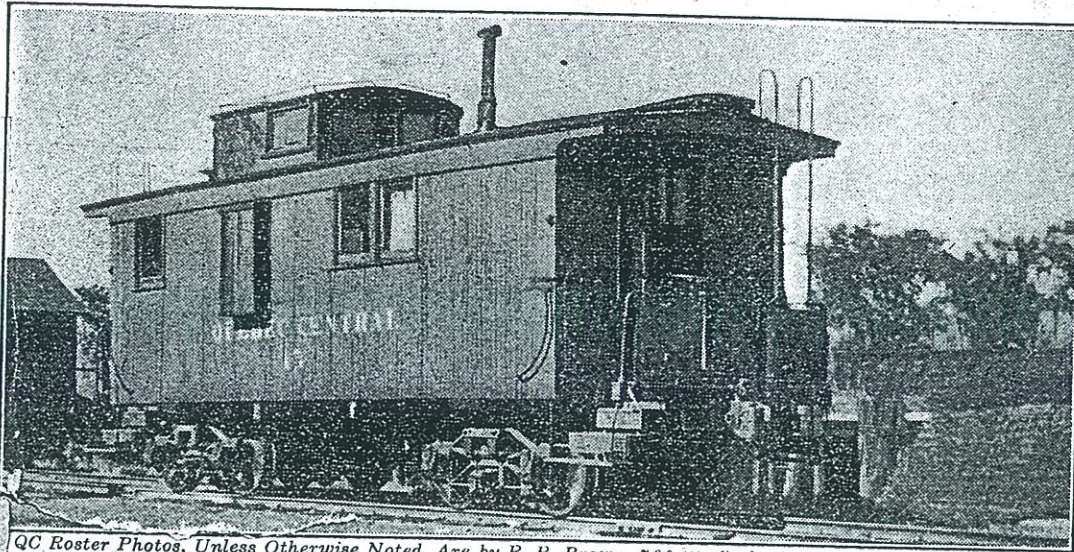
At this point, workmen noticed a peculiar rock formation. Looked on then as a mere curiosity, it has since developed into the largest

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

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







QC Roster Photos, Unless Otherwise Noted, Are by R. R. Brown, 700 St. Catherine St., W., Montreal, Canada

Maybe the Skippers Are Lazy; in Any Event, Every Caboose on the Quebec Central Has Side Bay Windows, as Well as a Full Fledged Cupola

year, and October 18th saw through service inaugurated between Sherbrooke and Levis. The first parlor car used on this route was an English compartment car bought from the old Colony Railroad. Unfortunately, it passed through several reincarnations—boarding car, tool car and shed; then passed on into oblivion before any of the local picture fans could record its appearance for posterity.

The terminus at Levis was inconveniently located some distance back from the top of the cliff and all freight had to be carted up or down a very steep hill. Therefore, when the Intercolonial Railway constructed its cutoff from St. Charles Junction to Levis, the Quebec Central built from Carrier Junction to Harlaka Junction, and since July 21st, 1884, its trains have been running to the Intercolonial (CN) station in Levis Lower Town. The abandoned grade of the old Upper Town line is still visible at the outskirts of the city near the highway from Jackman, Me.

In 1886 the line of the former L&K was pushed on to Beauceville and subsequently there were further extensions until it finally reached Lac Frontier. Originally it was intended that this line should continue to Cabano, on the Temiscouata Railway, which is controlled by the

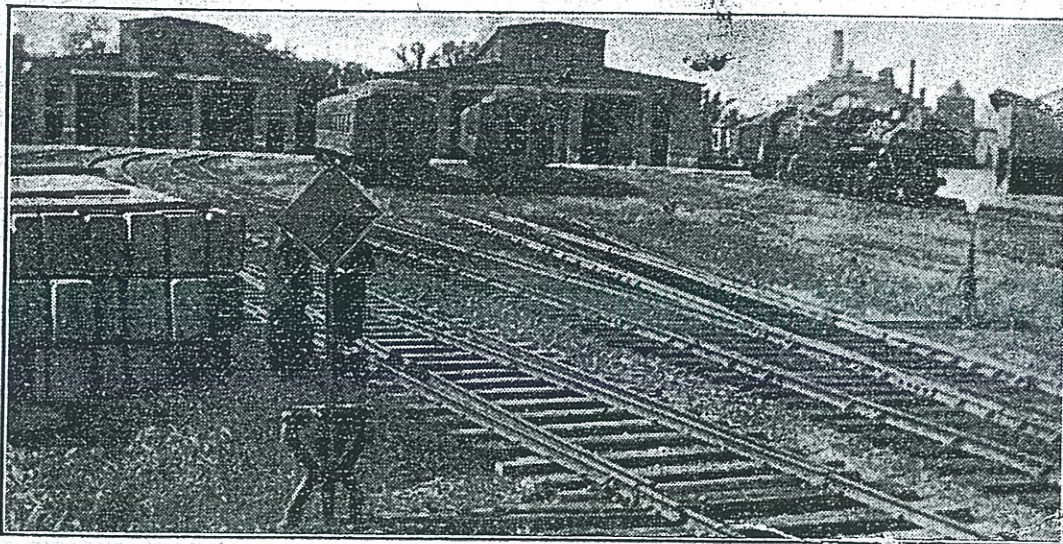
QC, but it is doubtful if the connection will ever be built, now. In 1894 a branch was built from Tring Junction to Megantic, on the CP, to form part of a short line to Saint John, N.B.

For many years the QC was under English control and was regarded as one of the most prosperous railways in Canada. Perhaps it was for this reason that in December, 1912, it was leased for 999 years by the Canadian Pacific. Unlike most other leased lines, however, it has always retained its separate identity.

After the completion of the Quebec bridge, the QC built a short line from Scotts Junction to Charny and since October 2nd, 1921, the more important trains have been operated over the bridge to and from the Palais Station in Quebec. In 1926 the Boston & Maine announced that it would abandon service on the Massawippi Valley Railway. In order to continue its through services, the QC then leased this line from the B&M, thereby extending its main line south from Sherbrooke to Newport, Vt.

Passenger traffic is still fairly heavy on the Quebec Central, especially in winter. The road operates two passenger trains daily in each direction. In summer one of them is a mixed train but additional serv-





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

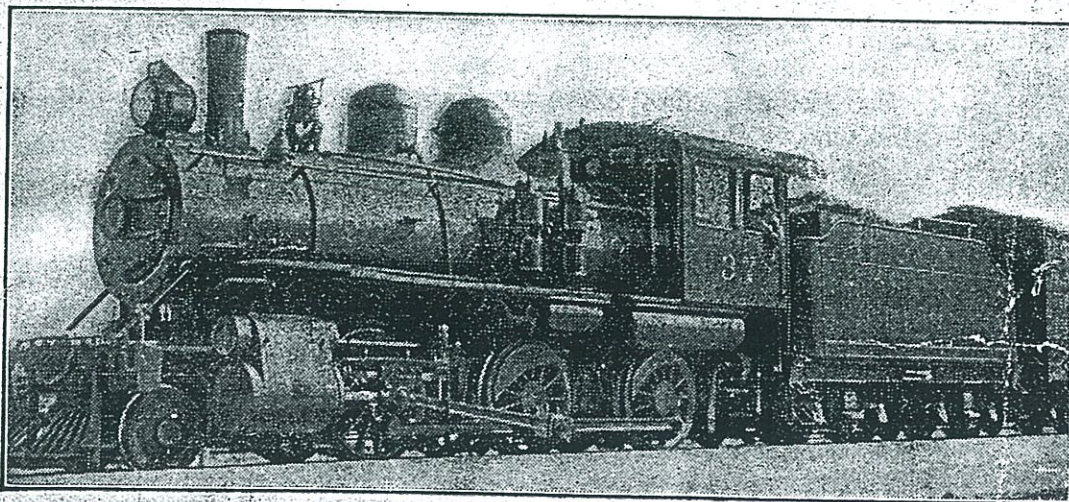
ice is provided by busses run by a subsidiary company.

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

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

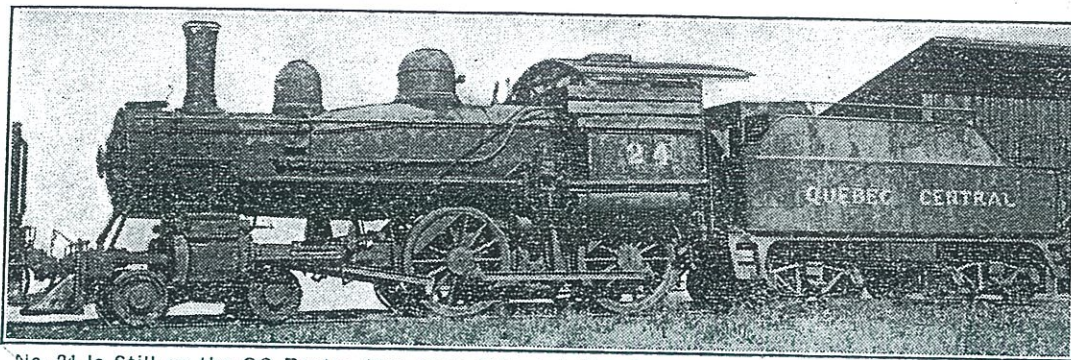
the paper mill at East Angus, a quarry at Lime Ridge, and a copper mine at Capelton, also supply considerable tonnage.

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



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



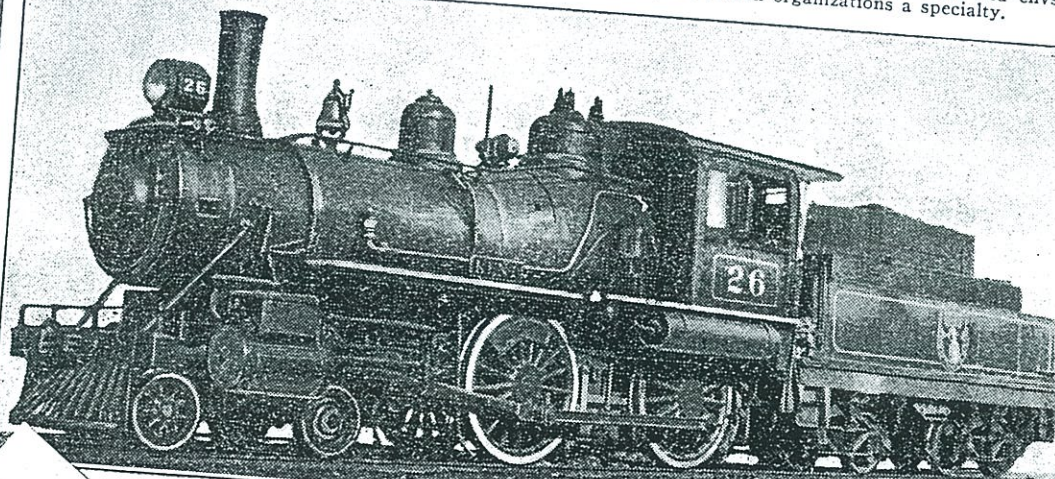


No. 24 Is Still on the QC Roster (See Page 115), but Her Cab Was Boarded up When This Photo Was Taken Some Time Ago by Joseph Lavelle (Who Is Listed on Page 141)

F. D. HOFFMAN, 106 High St., Brattleboro, Vt. will sell or trade good 122 size pix and negs. of Eastern roads, incl. QC (see page 116).

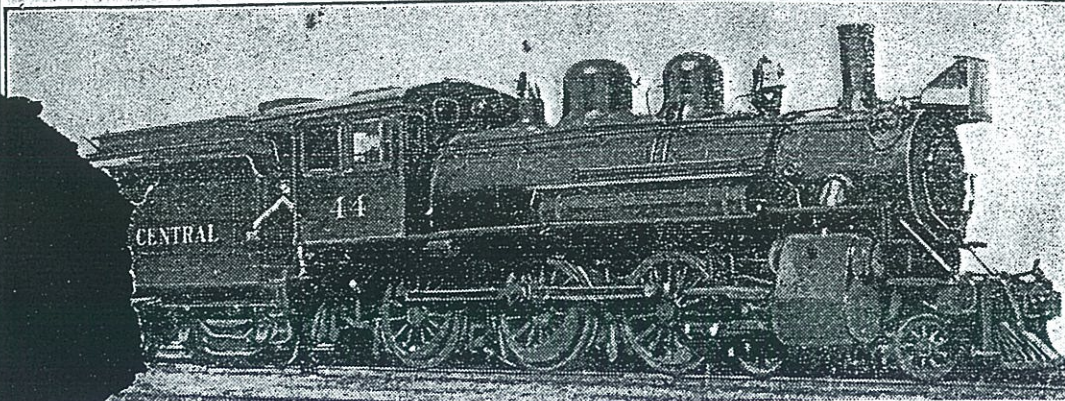
ROBERT HOLLANDER, 49 N. Marr St., Fond du Lac, Wis., collects tts.; wants to hear from other collectors.

(\*) ROY HUBBARD, 102-16 Jamaica Ave., Richmond Hill, N. Y. (grandson of retired PRR veteran) offers privately printed pictorial Xmas cards, picturing old and modern locos. and rr. scenes, at 15 for \$1, incl. envelopes. Also pictorial stationery printed with locomotive pic, your name and address, 100 sheets and envs., \$1. Printing for railfan organizations a specialty.

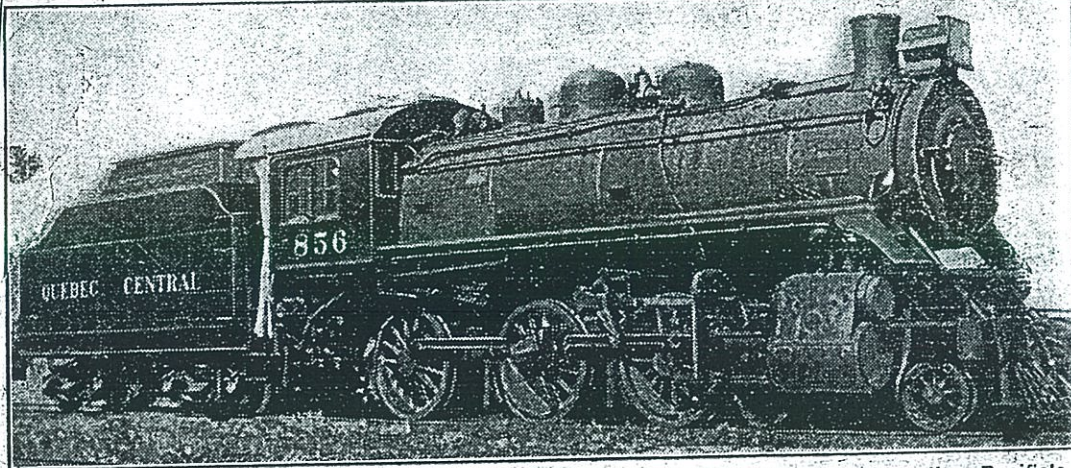


"Ant," Last Surviving 4-4-0 Type in Service on the Dominion Atlantic; Built by Baldwin; Cylinders 17x24 Inches, Drivers 66 Inches; Photo by H. A. Jenkins (Page 141)

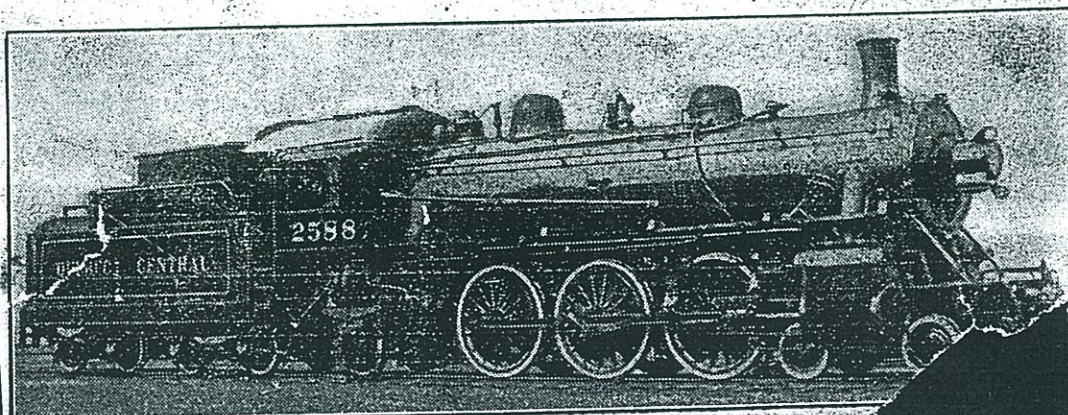




Small QC Ten-Wheeler Built in Kingston in 1913. Number 44 Weighs 154,000 Pounds Without Tender; of Which 126,000 Pounds Are Carried on the Drivers

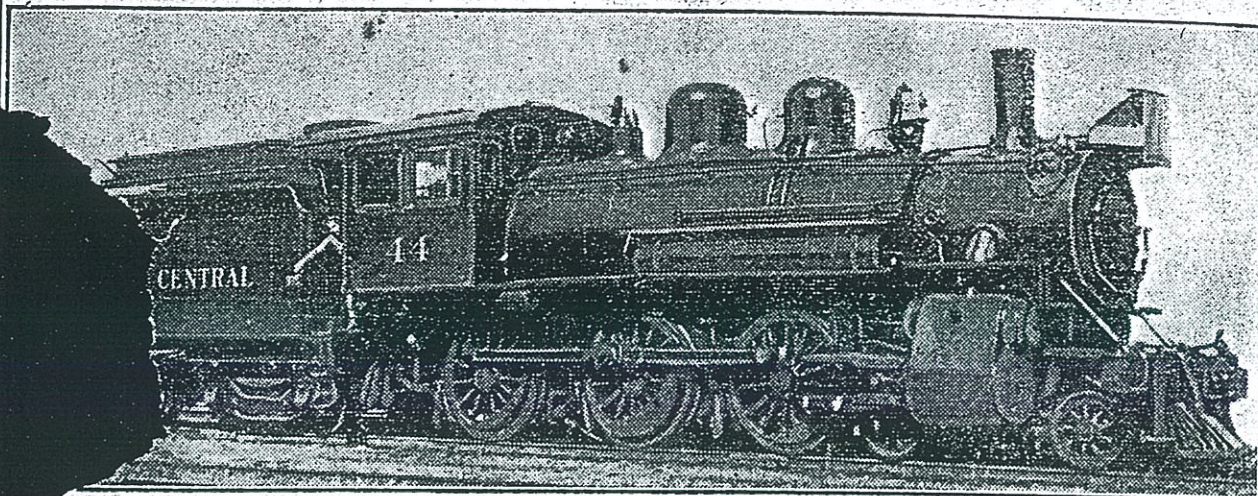


Number 856, a Larger 4-6-0, Is Now Out of Service. A 1909 Product of the Canadian Pacific's Angus Shops in Montreal, She Was Rented by the Quebec Central from That Road. Eccentric Rods Were Missing at the Time This Picture Was Taken

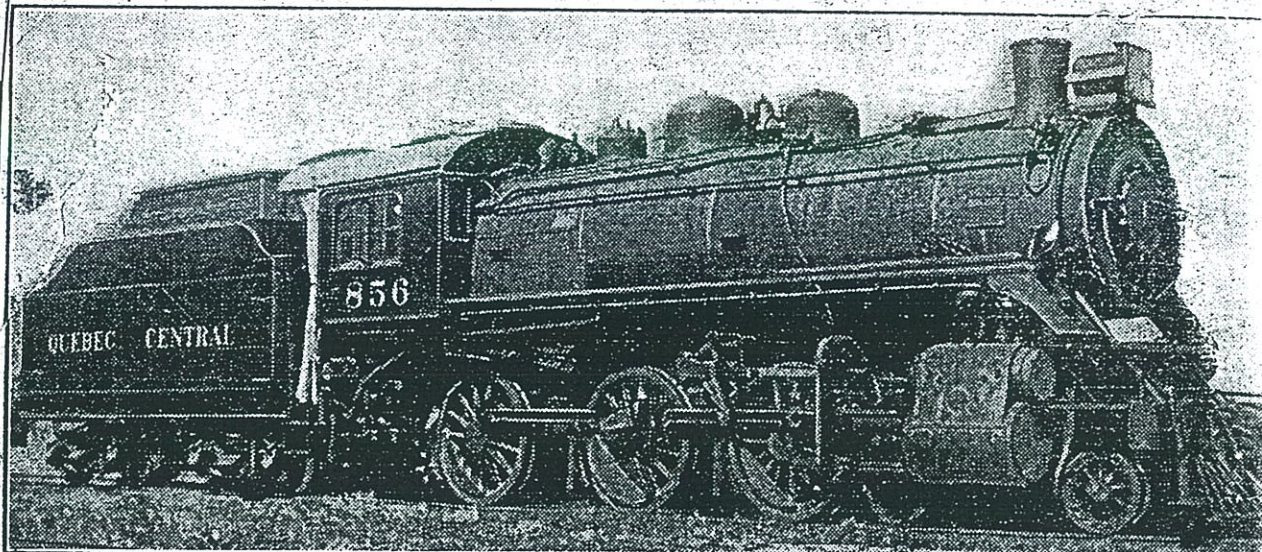


Newest Quebec Central Engine is a Pacific Type Built by the CP in 1914. G-2-s. She Bears the Quebec Central Roster Number 67. Fredrick D. Hoff, Brattleboro, Vt. Obtained the Sharp Photo from Which Our Reproduction

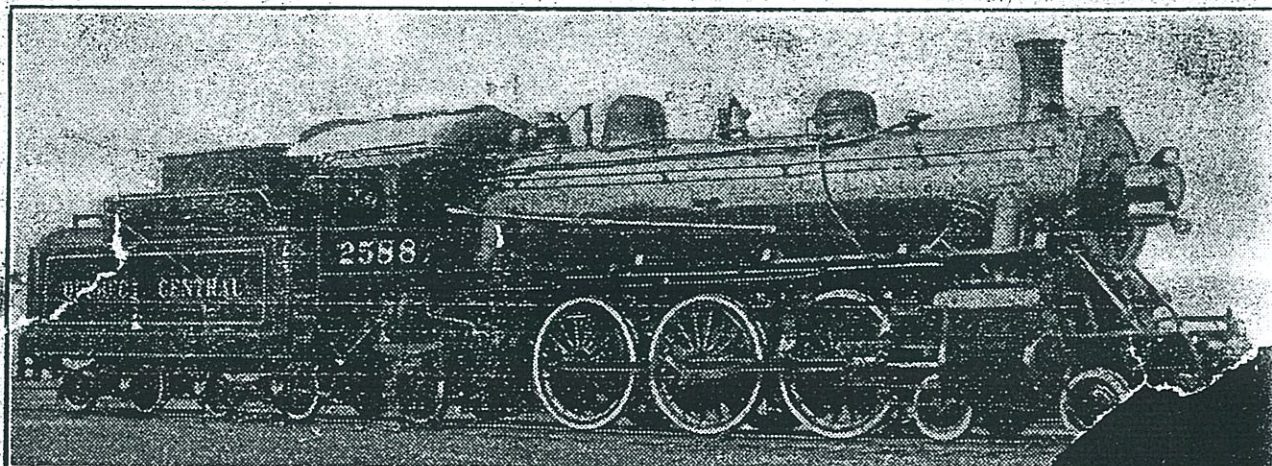




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1		4-4-0	16x24	60	1874		Mason
2		4-4-0	16x24	60	1874		Mason
3		4-4-0	16x24	60	1874		Rhode
4		4-4-0	16x24	60	1874		Rhode
5		4-4-0	16x24	60	1873		Rhode
No record of QC Numbers 6, 7, 8 and 9							
10		4-4-0	18x24	62	1888		Kingston
11		4-4-0	18x24	62	1888		Kingston
12		4-4-0	18x24	62	1888		Kingston
13		4-4-0	17x24	62	1890		Kingston
14		4-4-0	17x24	62	1890		Kingston
15		4-4-0	18x24	62	1895		Kingston
16		4-4-0	17x24	63	1896		Kingston
17		4-4-0	17x24	63	1896		Kingston
18		4-4-0	17x24	63	1897		Kingston
19		4-4-0	17x24	63	1897		Kingston
20		4-4-0	18x24	66	1902		Kingston
21		4-4-0	18x24	66	1902		Kingston
22		2-6-0	18x26	63	1882	1902	GT
23		2-6-0	18x26	63	1882	1902	GT
24		4-4-0	18x24	66	1904		Montreal
25		4-4-0	18x24	66	1904		Montreal
26		2-6-0	20x26	56	1906		Kingston
27		2-6-0	20x26	56	1906		Kingston
28		2-6-0	20x26	56	1906		Kingston
29		2-6-0	20x26	56	1906		Kingston
30		4-4-0	18x24	63	1908		Kingston
31		4-4-0	18x24	63	1908		Kingston
32		2-6-0	20x26	56	1908		Kingston
33		2-6-0	20x26	56	1908		Kingston
34		4-6-0	20x26	66	1910		Kingston
35		4-6-0	20x26	66	1910		Kingston
36		2-6-0	20x26	56	1910		Kingston
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38		2-6-0	20x26	56	1912		Kingston
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46	3500	2-8-0	22½x28	57	1907	1914	CP
47	523	4-6-0	20x26	63	1903	1916	N.British
48	524	4-6-0	20x26	63	1903	1916	N.British
49	3800	2-8-0	20x26	57	1904	1917	CP
50	3301	2-8-0	20x26	57	1904	1917	CP
51	3302	2-8-0	20x26	57	1904	1917	CP
52	3424	2-8-0	21x28	57	1904	1918	Alco
53	3426	2-8-0	21x28	57	1904	1918	Alco
54	3410	2-8-0	21x28	57	1904	1920	Kingston
55	3427	2-8-0	21x28	57	1904	1920	Kingston
56	878	4-6-0	21x28	63	1910	1921	CP
57	940	4-6-0	21x28	63	1911	1920	CP
58	3560	2-8-0	22½x28	57	1909	1923	CP
59	3561	2-8-0	22½x28	57	1909	1923	CP
60	2536	4-6-2	22½x28	70	1908	1926	CP
61	2573	4-6-2	22½x28	70	1908	1926	CP
62	3554	2-8-0	22½x28	57	1908	1926	CP
63	3462	2-8-0	22½x28	57	1907	1926	CP
64	3563	2-8-0	22½x28	57	1909	1926	CP
65	2554	4-6-2	22½x28	70	1909	1926	CP
66	2556	4-6-2	22½x28	70	1908	1929	CP
67	2588	4-6-2	22½x28	70	1914	1930	CP

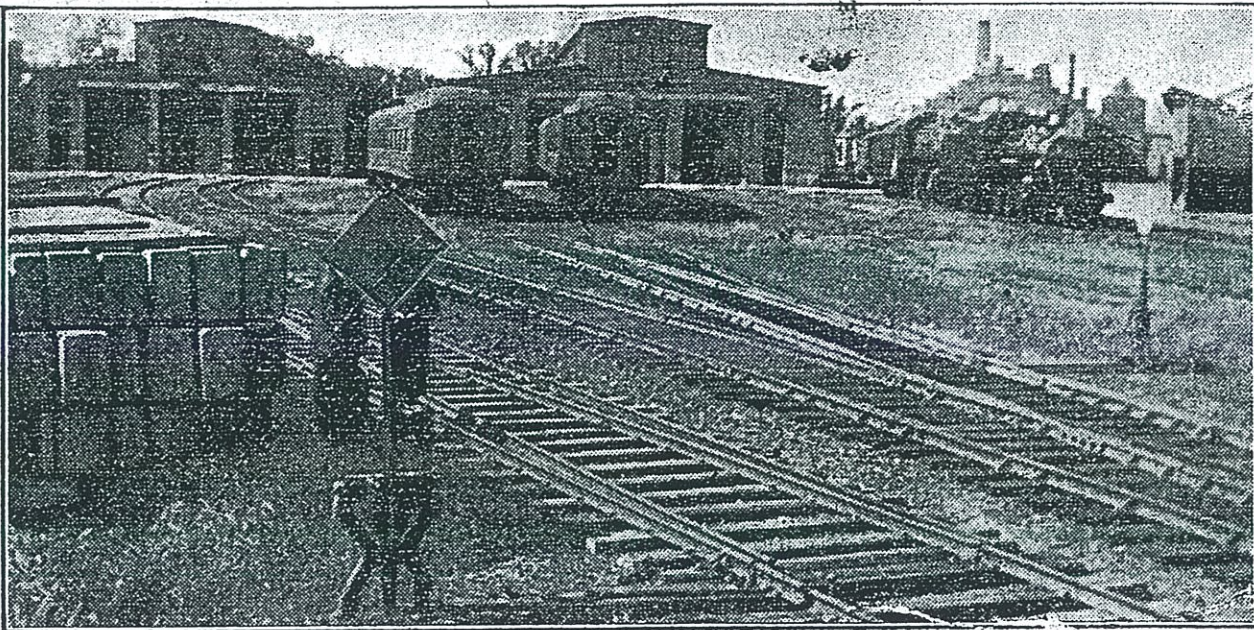
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THE NEW YORK CENTRAL





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ice is provided by busses run by a subsidiary company.

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

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

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

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

